

# The Train Sheet



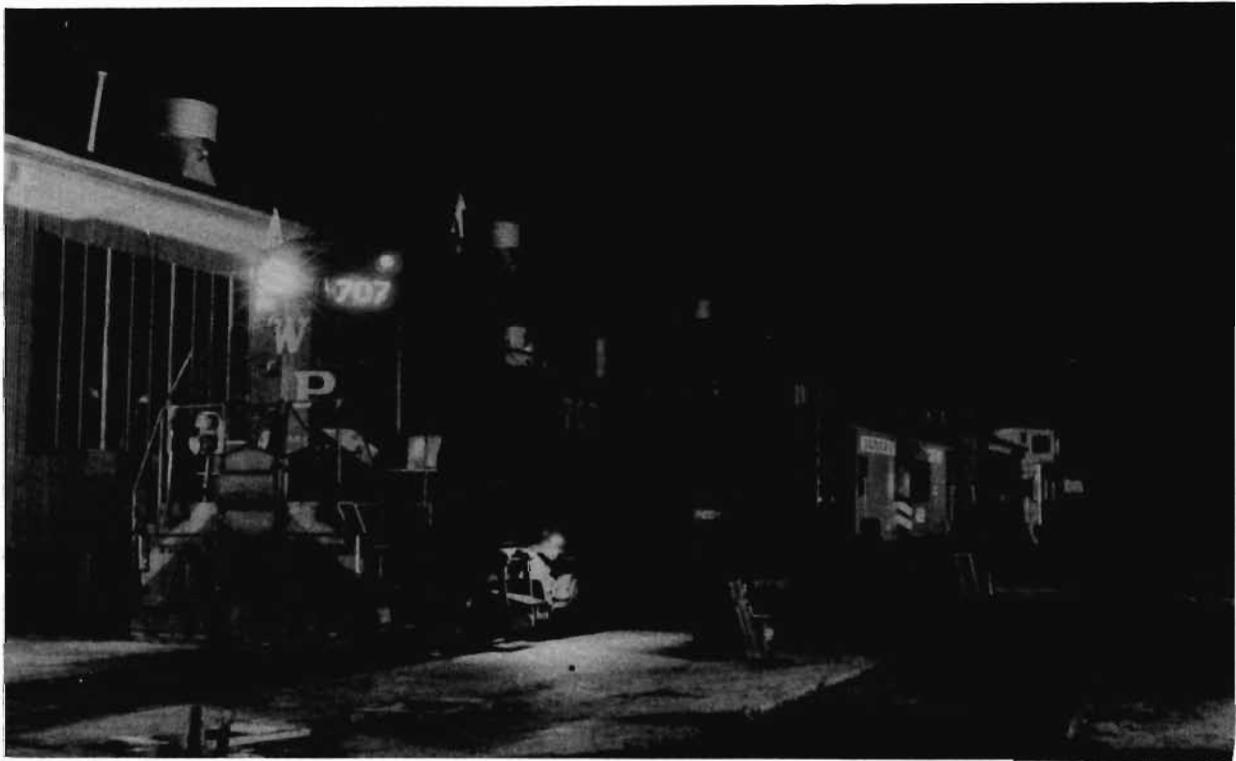
Preserving "The Feather River Route"

...news from The Feather River Rail Society and The Portola Railroad Museum

Issue No. 85

May/June 1997

## WP GP7 No. 707 RESTS BETWEEN ASSIGNMENTS AT THE PORTOLA RAILROAD MUSEUM



On a quiet evening in May 1989, Vic Neves took this spectacular photo of our WP GP7 No. 707 with a short caboose train. Today in 1997, these tracks are usually full of equipment.

### Inside this Issue:

- Commentary on the Opposing Viewpoint of the B-Unit Sale
  - Board of Directors Meeting Synopsis for May 1997
  - Second Annual Dunsmuir Daylight Report

# The Feather River Rail Society

## The Portola Railroad Museum

Preserving the Memory of

*"The Feather River Route"*

P.O. Box 608  
Portola, California 96122  
(916) 832-4131

The museum is open daily year round from 10:00 AM to 5:00 PM except Christmas Day. Entrance to the museum is free, however, we have a suggested donation of \$2.00.

*The Feather River Rail Society, a tax exempt public benefit California corporation, is the historical society for the Western Pacific Railroad and operator of the Portola Railroad Museum in Portola, California. The FRRS is not associated with the Union Pacific Railroad.*

FRRS Tax ID number is 68-0002774  
Member of Tourist Railway Association Inc.

The Western Pacific Railroad Historical Society (WPRRHS) is a division of The Feather River Rail Society. The Train Sheet is the newsletter of the FRRS. The Headlight is the Western Pacific RR historical and modelling publication of the WPRRHS.

### FRRS Board of Directors

- Norman Holmes; Founder and Museum Executive Director  
(916) 832-4737; 76043.741@compuserve.com
- Steve Habeck; President  
(916) 283-3396; 102054.637@compuserve.com; FAX (916) 283-5810
- Vic Neves; 1st Vice Pres.--- (510) 352-4373; 103157.3067@compuserve.com
- Clyde Lippincott; 2nd Vice Pres.----- (702) 882-4529
- Gordon Wollesen; Treasurer----- (916) 832-5311
- Wayne Monger; Secretary--- (707) 426-5510; 73563.2652@compuserve.com
- Doug Morgan----- (916) 893-1862
- Bruce Cooper----- (916) 832-1002; suecoop@psln.com
- Hank Stiles----- (916) 363-8572; 103344.2501@compuserve.com
- Sue Cooper----- (916) 832-1002; suecoop@psln.com



### FRRS Membership

- Associate----- \$15
- Historical----- \$22
- Active----- \$30
- Family----- \$35
- Sustaining----- \$75
- Life----- \$300
- Family Life----- \$450

These are the dues for one year for ASSOCIATE, ACTIVE, FAMILY and SUSTAINING. LIFE and FAMILY LIFE memberships are a one-time payment. HISTORICAL membership dues shown above are for 4 issues of the Headlight.

- ASSOCIATE memberships do NOT have a vote, do NOT receive the Headlight, receive only the Train Sheet, and are for one person only.
- HISTORICAL memberships receive only the Headlight, do NOT have voting rights, do NOT receive the Train Sheet, and are for one person only.
- ACTIVE memberships receive both the Train Sheet and the Headlight, have voting rights, and are for one person only.
- FAMILY memberships receive both the Train Sheet and the Headlight and may include all members of one's immediate family, but there is only one vote.
- SUSTAINING memberships receive both the Train Sheet and the Headlight, and are for a maximum of two people and two votes.
- LIFE memberships receive both the Train Sheet and the Headlight, have voting rights, and are for one person for life.
- FAMILY LIFE memberships receive both the Train Sheet and the Headlight, and are for a maximum of two people and two votes for life.

FRRS web page: <http://members.aol.com/cyborgsam/frrs>  
WP web page: <http://www.jps.net/fbrehm/index.htm>  
WPRRHS web page: <http://members.aol.com/wprrhs>

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## THE STEAM GAUGE

We received a call from a man who wishes to remain anonymous, offering a \$5,000 donation along with the agreement that a foundation will match his donation 3 to 1. We received two checks totaling \$20,000 toward the restoration of SP 1215. He wants to see it run! It will take much more to complete the restoration, but this will give us enough to start.

First, we need to find someone who is licensed to remove the asbestos insulation. Then we can remove the piping, jacket and other appliances that are in the way. The asbestos needs to be removed and disposed of, then we can evaluate the condition of the boiler to see if it can be operated.

If you have an interest in this project, either by working on the engine or making a financial contribution, your help is most welcome. Contact David Dewey or Norm Holmes for further information.



The following generous people have made cash contributions. These donations go into our general account to pay ongoing operating expenses. Thanks people.

- Mark Acuna
- Robert Blanch
- Scott Crawford
- Jim Diaz
- Michael Howard
- Fred Klyver
- Kent McDougall
- Ken Noren
- Charlotte Rogers

*From the Desk  
of the President*



From my perspective, the Society has reached the turning point we all expected to see, where the FRRS begins the transition from acquisition to maintenance and preservation. We are not reinventing the wheel here; other groups and organizations have made this change in philosophy and have succeeded and we can learn from their experiences. One of the more obvious indications of this process has been the proposed sale of VIA "B" unit 6860. This issue has been a topic for discussion nearly continuously since it was first raised in November 1996, mostly because of the strong convictions and unwillingness to compromise by several members and Directors. In the last issue of the Train Sheet, an editorial was run that was viewed as being very one-sided on this issue and included the results of a vote to sell the 6860, listing each Director's vote. Unfortunately, this issue also contained the election ballot; it was therefore inappropriate that this article was run, especially without any commentary from the opposing point of view. I apologize to the Directors and the membership for its occurrence.

In this issue of the Train Sheet there is a commentary on the opposing viewpoint concerning the B-unit sale. Please read it and review the article from the last issue and let your Directors know what you think. We need your input, I am finding these to be challenging times as a Director. Thank you.

Steve Habeck



Ken Reller at the controls of our model railroad layout while explaining the operation to Don Borden.

**A WORD FROM  
YOUR EXECUTIVE DIRECTOR**

Dedicated volunteer help - often we hear, "if we only lived closer, we could help at the museum". We are a long way from most of our members, but a few don't let that problem keep them from coming to Portola to volunteer their time and talent. A few examples:

Peter Lyman drives 535 miles from Pasadena several times a year to do mechanical work on the locomotives, Dave Bergman either drives or flies to Reno from Southern California to do plumbing and participate in the operating crew. Tom Graham lives in Santa Rosa and helps with mechanical work and as an operating crew member twice a month, Kerry Cochran and Jack Palmer often drive up together from South San Francisco to be on the operating crew. John and Judy Whitaker drive up from Bishop for many operating weekends.

We have sleeping accommodations and a shower car for members to stay overnight, if you can spare a week or two or even a weekend we'd be happy to have you. Call it a working vacation. We have something for everyone.

Norman Holmes

**SPECIAL FUNDS STATUS**

	<u>Additions</u>	<u>Balance</u>
Building	-	16,665.25
WP GP9	390.00	12,144.75 (1)
SP 1215	20,040.00	22,595.24 (2)
UP 737	-	-
IR 110-1	-	-
UP 105	240.00	290.00 (3)
CTC Board	20.00	220.00 (4)

- (1) Richard Sullivan, Ed DeLozier, Roger Arnold, Mark Cooper
- (2) Bill Garner, Brad Fick, Cash Grant
- (3) Foster Maxwell, Chuck Sted, visitor donations
- (4) Phil Wyche, Jr.

**SEASON OPENING**



As usual, our Memorial Day season opening had some cool, damp weather. Train ride ticket sale revenue for Saturday and Sunday was donated to the "Save Lake Davis" group. The California Department of Fish and Game proposes to poison Lake Davis to eliminate the Northern Pike fish. This is where Portola receives much of its water supply. This poisoning would possibly be detrimental to humans, hence the community opposition to the plan. The poisoning is on hold at this time.

Train crews for the holiday weekend were: Steve Habeck, Gordon Wollesen, Jim Gidley, Jack Palmer, Kerry Cochran, Don Borden, John and Judy Whitaker, Melissa and Judy McGrath, Chuck Dunlap, Tom Andrews, Tom Graham and Paul Finnegan. The Gift Shop had Barbara and Norman Holmes and the Beanery was staffed by Sue Cooper and Lolli Bryan. Ken Roller ran the model railroad.

# DUNSMUIR DAYLIGHT A SELLOUT

By DOUG MORGAN

Close to 600 passengers donned their train riding duds to board the second annual Dunsmuir Daylight, a special charter Amtrak train. It is the first time that the Dunsmuir Daylight has been operated by the Portola Railroad Museum and may, bode well for future fund raising excursions for the Society.

For most of the passengers, the daylight ride meant an opportunity to see scenery and track not afforded most people on the regular Amtrak train. The Coast Starlight, as its name implies, operates through this area during starlight time. Laden down with cameras, picnic coolers and enthusiasm, these hardy argonauts seized the moment to explore this historic section of the former Southern Pacific mainline track that snakes past Shasta Lake and through numerous tunnels, over many bridges along the Sacramento River route on its way to Dunsmuir. For a few lucky persons, a full length dome car was a part of the train. This car, a former Great Northern dome has seating for approximately 60 people upstairs and a galley and tables downstairs.

Upon the midday arrival at Dunsmuir, the railroad division point nestled at a beautiful spot in the Sacramento River Canyon, most of the passengers detrained to watch the Dunsmuir Railroad Days Parade and Festival, an annual event of varying size and intensity which has been observed faithfully for many many years.

Some of the passengers chose to stay on the train and explore further up the canyon through the Cantara Loop, famed for its beauty and engineering achievement. This was also the site of the famous derailment which happened several years ago when a car load of pesticides spilled into the Sacramento River killing plant and animal life. Happily, nature is forgiving and the river has recovered fully and looks magnificent. Approximately 121 new passengers also joined the train entourage in Dunsmuir for the shorter "Second Section". All rode to the top of the mountain past Mt. Shasta to the turn around point at Black Butte.

Other intrepid ferroequinologists just hung around the railroad yards, staring longingly at a helper SD-45 parked next to one of the few surviving active turntables, all hoping for some action. The only action was two freight trains that forced the Daylight into a siding just outside of Dunsmuir which eventually "ran around" the Daylight and through Dunsmuir while a throng of observers clicked shutters and whirled camcorders to the surprise of the train crews who felt a twinge of celebrity as their locomotives rumbled past.

Moments after the freights passed, the Dunsmuir Daylight appeared from around the bend and the crowds surged aboard for the ride back home.

On board the crew consisted of Train Director Doug Morgan with able assistant David Dewey, who worked closely with the real workers headed up by Train Manager Steve Habeck and his trusty side kick, Vic Neves.

Car hosts were Dave and Julie Anderson, Hank Stiles, Meg Evans, Terry Decottignies, Kerry Cochran, Frank Beavers, Steve and Norma Hayes, Gil and Janet Domingues, Jim Ley, Jay Mills and his fiance Daneen, Ed Powell, Linda Dewey, Melodee Bagdazian and Doug Fleesher of the American Cancer Society all did yeoman tasks. For those hosts with dedicated hearts (or absolutely no brains) who selected Sacramento and Roseville as their on duty points, experienced the "long day" with a 6 AM work start and arrival of the train back to the Capital at 10:30 PM.

Overall, the car host performed magnificently under adversities of failing air conditioning in two cars, overused toilets, lack of water in some cars and train delays. No matter the job, whether holding car signs, answering questions, punching tickets, boarding or de-boarding passengers, no task was too great for this crew. No more can be asked.

High in the basement of the dome car, Train Director Morgan shouted orders to his followers who had the good sense and experience to ignore him. Nearby Norm and Barbara Holmes did a land office business selling souvenirs which proves a point that there is much to be said about locking up 560 adults with money in their pockets in a moving steel snake. Up in the Penthouse, Norma Hayes doted over her passengers spoiling them with good service, sweet rolls, fruit, juices and the like the whole day long. But her sterling performance couldn't be pulled off without the quick-hands presentation offered by Vickie Krois who womanned the galley beneath the dome with the help of Linda Dewey and Janet Dominguez.

Also the contributions of John Walker must be acknowledged. In an experiment using a station host that did not ride the train, John greeted and organized the passengers in Marysville and had them ready for boarding when the train arrived.

In Chico the second largest group was greeted by Assistant Train Director Dewey, who pulled double duty as grocery and crowd coordinator.

Amtrak struggled as well with the delays, a large crowd, and mechanical failures. The Amtrak crew must have said "I'm sorry" in 15 languages including DOS. The car management, hosts and Amtrak crew worked well together and as a complete team.

This was, without a doubt, the most audacious undertaking for this organization in terms of total sales accomplishment, marketing effort, and tactical coordination, ever. And although far from perfect, proved a great point that when given a task, good leadership and support, this organization can deliver the goods. Everyone involved should take a bow and attempt to break their arms off patting themselves on the back.

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## NEW FRRS LIFE MEMBERS

The following people are the newest FRRS Family Life Members: (157 Members to Date)

**Jame Baker**  
**Don Griffith**  
**James and Sharyl Leggate**  
**Mike Mucklin**

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## RAILFAN DAY

Don't forget the 12th Annual Railfan Photographer's Day, Railrodiana Show and Swap Meet.

**Saturday, September 13, 1997**

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# CMO REPORT

By HANK STILES

Many things are going on at our museum. The operating department has started the train rides and the visitors are coming in ever increasing numbers as school gets out and the summer season is upon us. The locomotive rentals are coming in at an increasing rate.

The active locomotives have been stirred to life with some of the problems that happen when they are stored for the winter. Things like relays that stick, contacts that don't contact and all the little things that can happen.

We have worked on some problems like the VIA 6776, we were all ready to start it, pushed the button and nothing happened. Dirty contacts, the problem is with a cabinet full and finding the one that is the problem. It was found, cleaned and the start system worked. But not so fast, once it was running we had an air leak. An air separator that we did not know was there (under the water treatment tank and between the wall and steam generator) was leaking air. Peter Lyman repaired the leak, working in a spot that you could not see and touch at the same time. This job took the better part of a day. No wonder it cost so much money to run a railroad. When started this time it would not move. After some more work by Peter and Norm Holmes, they found out that it would move if they cut out any one of the four traction motors. Peter had to head home, but he called me in a couple of days and told me that after looking at the prints of the electrical on the locomotive that he thought that

it had to be a interlocking contact on one of the "P" contactors. I got out my tools when I got to Portola, cleaned all the interlocks on the "P" and "S" contactors. We then started it up everything worked this time.

Steve Habeck thought that we should test it so we mu'ed it with the WP 921D and used it the rest of the day on the caboose train. That was the first time that we had the two together and they got along just fine. They looked good on the train, the only problem was to keep the train slow enough on the balloon track.

The WP 2001 has had an air compressor failure. It has spun a rod bearing. So we have taken the compressor out of the engine and will use the compressor that we bought as a spare to replace it, after we order parts so the compressor is fresh when we put it back in. That is not that much fun that I want to do it twice.

Not all of our start ups were that much trouble, but you can see that if it is not one thing its another when you wake up a sleeping giant. There is lots of work to do and I have the quality of help I need but not the quantity that I need to take care of our collection.

That brings me to back to the same problem that we have had since we have acquired so much equipment. Getting the time and the money to take care of our collection. As it stands now we have not enough help, not enough money to hire the manpower that we need and a collection that needs to be taken care of. So what are we to do? If we are to take care of our collection in the way."

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## Summary of May 1997 Meeting of FRRS Board of Directors Sunday, May 19, 1997 in the Flannery Room at the Museum

Meeting convened at 0917 by President Steve Habeck.

Directors present: S. Cooper, Habeck, Holmes, Monger, Neves, Stiles, Wollesen.

Director B. Cooper was available, but was conducting locomotive rentals during most of the meeting.

Director Morgan arrived at 0930. Guests present: Ken Iverson, Ed Cray, David and Linda Dewey, Kent Stephens, Bill Shippen.

First discussions centered on the backlog of minutes from previous meetings, now at 6 months. Secretary Monger's present job and workload have prevented him from transcribing the lengthy minutes of the meetings in a timely manner. After much discussion, it was agreed that the tapes provide a satisfactory record of the Board meetings and that a short synopsis of the meeting should be generated as a method of recording actions taken at the meetings, and that would be suitably brief for publication in the Train Sheet. President Steve Habeck offered to create this synopsis from now on, since he has the original copies of all motions acted upon during the meeting.

Three month's worth of financial data was presented by Treasurer Wollesen, due to his absence at the previous two meetings, and all financial reports were discussed and reviewed. Motion to approve the financial reports as presented (Motion: Stiles; Second: Neves) approved 7-0-0.

Numerous reports and updates were heard by the Board per the agenda; much discussion took place and the following actions were taken: Motion 05-97-01: requires that Director's meeting minutes synopsis be published in the Train Sheet; and that all records of all previous meetings be organized and filed in FRRS offices/archives. Motion: Morgan; Second: Stiles; motion passed 6-1-0 (Monger dissenting).

Motion 05-97-02: create an FRRS "Facilities Safety Officer" (FSO) to develop and enforce safety standards regarding Museum facilities (other than railroad rolling stock). Motion: Morgan; Second: Monger; motion passed 7-0-0.

Motion 05-97-03: appoint Ken Iverson as Facilities Safety Officer. Motion: Stiles; Second: Wollesen; motion passed 7-0-0.

Motion 05-97-04: to supplement the FRRS financial reports by adding commitment of cash assets to certain funds. Four suggested funds are "Capital", "General", "Discretionary" and "Maintenance", each with broad definitions. Motion: Morgan; Second: Stiles; motion passed 7-0-0.

Motion 05-97-05: to establish an endowment fund with Dain Bosworth (Reno, NV, brokerage firm) to fund salaries for future Museum staff from interest earned (principal to remain intact). Fund goal \$500,000; subject to review and approval by FRRS accountant and attorney Motion: Holmes; Second: Morgan; motion passed 7-0-0.

President Steve Habeck declared invalid the vote on Motion 04-97-07 (to sell VIA "B" unit 6860 to Grand Canyon Railway for \$35,000; motion defeated 4-4-1) from the April Directors meeting in Oroville, following his review of Robert's Rules of Order concerning communication among Directors during discussion prior to a vote (all Directors must be present for the discussion and all Directors must be able to hear each other; conference call is permissible as long as everyone can hear each other). One Director who voted on this motion was contacted by telephone for his vote and did not participate in the discussion, or could he be heard by anyone other than the Director making the call. Another vote on this motion was postponed by President Steve Habeck until the August Directors' meeting, in order for the next Train Sheet (#85) to run a rebuttal to the Executive Director's editorial in the current issue of the Train Sheet (#84) prior to the vote, as requested by Director Morgan.

The next Directors meeting is scheduled for Sunday, June 15, 1997, at 0900 in the Portola Library meeting room. Motion to adjourn the meeting: Motion: Stiles; Second: S. Cooper; motion approved 7-0-0. Meeting adjourned at 1530.

Steve Habeck, President

## REPLACEMENT NEEDED

Our founder, past president and current Executive Director/General Manager Norman Holmes made an announcement at the annual meeting that he would like to step down from the full-time duties he now has so he can have a little more time for personal projects and travel. Norm stated that in no way would he give up helping at the museum, but that the administration and gift shop work leaves him little time for himself. He will remain on the Board of Directors and would like to be able to work on a restoration project.

We would like to find someone who has the time and skills to take over Norm's responsibilities. A volunteer for this position would be ideal, however, if no one is found we will have to hire someone. Norm gave plenty of time to find a replacement, making the resignation effective December 31, 1999.

As we grow, and this is found to be the case with a number of other railroad museums, we find there is just too much work for a volunteer only organization. One of our members, who has been very generous in the past, contacted us recently and offered to donate some stock that had appreciated in value. He wanted to give it to us instead of paying a large portion of the profit in capital gains taxes. He would like to see us establish an endowment fund where the income would fund salaries of one or more paid staff. This proposal was accepted by the Board of Directors with a goal of \$500,000. Please contact Steve or Norm if you are interested in donating stock, property or cash to this fund. It may be to your tax advantage.

## GIFT SHOP

An increase in summer visitors is keeping our Gift Shop busy. Lolli Bryan works in the shop during the week and Barbara Holmes works there on weekends. Ken Hitch, Barb and Norm Holmes set up a table at the PCC-NMRA convention in Bakersfield May 2 and 3, Barb and Norm also had a sales table at the Great Pacific Railroadiana Show and Sales in Sacramento June 22.

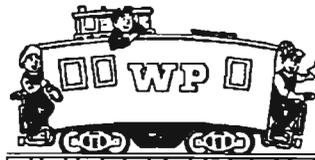
David Dewey designed a special cap with a flowing Alco PA and Shasta Daylight train to be sold on the Dunsmuir Daylight train June 21. We ordered 144 caps and sold 114, making a tidy profit. The same cap in orange instead of gray was provided for the car hosts. Barb and Norm were the sales people on the train. T-shirts, books, tapes and whistles were also sold.



## 1997 CREW TRAINING

**JIM GIDLEY, SR. TRAIN MASTER**

We had only four new people show up for crew training this year. All of the vacancies for student brakeman are open, the assignments for student conductor, fireman and engineer are full. If you are interested in being a member of the operating department we can always use your help. Training for student brakeman can start at any time. Contact me or Gordon for further information.



# Caboosing

...with Flap Man it

## The Museums's Diary

May 4 Ken Roller and Norm Holmes to Grays Flat to prepare rail from old mill spur for transportation to Portola.

May 5-6 Missy and Ken Iverson, Barbara and Norm Holmes prepare news letter for mailing.

May 14 Rail arrived from Grays Flat, Ken Roller, Bruce Cooper, Gordon Wollesen and Norm Holmes unloaded, later Bruce restacked pile with backhoe.

May 13 to 16 Ken Iverson, Lolli Bryan and Skip Englert to Reno to help UP with Operation Life Saver.

May 17 Spring get ready weekend. Wayne Monger, Steve Habeck, Eddie Chase, Jim Holliwell and Norm Holmes extended Rip 2 track 20 feet to accommodate longer locomotive, Vic Neves worked on his SP caboose, Hank Stiles worked on 2873 bell.

May 23 Quincy Head Start children train ride, tour. Kerry Cochran, Jack Palmer, John and Judy Whitaker clean equipment, switch cars for opening weekend.

May 24 Tom Graham worked on SN 146.

May 29-30 Norm Holmes and John Ryczkowski to Alameda to remove couplers from ABL 105 for use on WP 563.

June 1 Steve Habeck and Norm Holmes worked on flat car to transport WP 563.

June 7-8 Wayne Monger reinstalled traction motor leads on ONW 3.

June 13 Kerry Cochran and Jack Palmer worked on tracks.

June 19 Bruce Cooper took school children for an engine ride.

June 22 Contemporary Historical Vehicle Association and the Cadillac-LaSalle clubs visited the museum.

June 25 Tom Sharpsteen worked on Model T hi-railer and track tested same. Runs great!

June 28 Dave Bergman and Bob Lindley worked to complete the plumbing on the shower car.



## RAILROAD DAYS

The fifteenth annual Feather River Railroad Days will be August 16-17. As usual we will have model railroad layouts in the shop building and entertainment on the dock and the need for lots of help before and during the event. Both operating crews, gift shop, beanery and crowd control people are needed. Please let Gordon know if you can come up to help.

## RAILROAD LANTERNS FOR SALE

John Walker has approximately 29 railroad lanterns for sale. The list is too long to publish here. John says that none of them are perfect by any means and most are at least a little dirty from being stored in a warehouse over the last 6 or 7 years. But there are some interesting ones to be sure. With a little TLC (or a nice new coat of paint) these will shine up nicely.

You may contact him at: (916) 671-9584  
1355 Stabler Lane, Yuba City, CA 95993  
Email: 3476362.167@compuserve.com

# To "B" OR NOT TO "B" THAT IS THE QUESTION

By DB MORGAN, TOM GRAHAM, KEN IVERSON, VIC NEVES, WAYNE MONGER,  
HANK STILES, GARY HALL, JUDY McGRATH, JEFF PALMER

There has been a great swirl of debate going on about the sale of the ALCO FPA-4B unit number 6860. Many members feel it is important that a balanced assessment be afforded the general membership about the value in selling the unit.

The issue of selling the "B" unit is not about the "B" unit alone but about a much larger issue. Namely, the future of this organization. In plain language, its about responsibilities ignored for years to members and guests. It is about a lack of balanced vision for tomorrow. As an organization we are at the crossroads of our existence. Every piece of equipment on the property may at first light be a thing of pride but it is also, equally a very heavy yoke. Similarly, our facility is 35 acres with trackage and an aging main building, adding yet another heavy burden to deal with.

It is about this organization's seemingly historic unquenchable thirst to collect and collect and collect with no other thought. The theme of the museum changed from Western Pacific to western railroads, to anything with flange wheels under it, to anything with wheels at all in order to continue some kind of justification for continued acquisition. Some of the locomotives run, some run a little, most just sit, rusting away. Not exactly preservation. If our appetite for preservation, maintenance and restoration had been as large as our appetite to acquire, we would not have a problem.

It is about a dwindling treasury caused by wastrel ways to acquire without regards to the financial security of the organization's future. It is about ignoring the safety of our visitors and members that come to Portola. It is about the charge given to us by the Union Pacific to spread the good news about the railroad industry and the UP Corporation.

Its about a few Board members that showed courage and conviction to defy conventional thinking and cast a vote of responsibility for the members that have put their trust in them to make sure there will be a future.

And its about a change in the way things are done at the Board of Directors level, where for too long, denial of problems was the accepted policy. Now comes an opportunity to help right the wrongs and place the organization on a path of reconstruction. But there are factors that affect the decision to sell the "B" unit.

1. The Via unit was acquired from Canada as a "throw-in" with the purchase of the FPA-4A unit. The justification: The WP 921-D was wearing out as being used in the "Operate a Locomotive" program and the FPA-4A could replace it. It sounds logical except very few people wanted to use it. Further, the greatest usage has been the operation of the GP-9 in the OL program because, for novice operators, they can see where they are going. The WP 921D is still being used in the program because its preferred over the FPA-4A. The "B" unit just sits.

2. Our collection is very large and laden with equipment we can't repair, restore or even cope with.

3. In the last 2 years, this organization has spent on acquisitions of locomotives approximately, the following:

- \$60,000 on two WP GP-9's plus transportation of \$10,000.
- \$25,000 on a SN 44 ton GE center cab plus transportation
- \$20,000 on a steam engine, number SP 1215 including transportation
- \$10,000 on another steam locomotive number UP 737 including transportation

We did receive \$10,000 back in donations for reimbursement for the two WP GP-9's.

4. In the last few years, we have spent very little on buildings and grounds. Until recently, the shop was a disaster. Until two months

ago we didn't have shop and property printed safety standards. Until recently we didn't have any proper shower and restroom facilities for the members. We still don't for the general public. Until last year we didn't have a printed safety standard for track.

5. The grounds are unsightly and an embarrassment to many of the membership. Visitors are polite but it is difficult to present a professional atmosphere until a lot of clean up and other work is done.

6. The Union Pacific owns the property. Until recently, UP has been unwilling to sell portions of the property because of potential future environmental remediation. Now the UP will sell a portion of the property but only after a complete and satisfactory environmental impact statement study is made. They lease us the property to be used and operated as a museum, with the idea that the gates must be open to the public and provided that we say nice things about the railroad. They probably didn't envision the place becoming a junk yard. Currently, we have a 12 month lease with UP, cancelable for any reason.

The offer from the Grand Canyon Railway is a good one; fair for them and to the FRRS. Grand Canyon is a first class tourist operation that has the money to fix and operate the "B" unit. More people than ever would come to Portola and be able to see and ride behind the "B" unit in passenger train service. It would be painted and cared for. Portola doesn't have the money to spend on it and the unit is very low on the repair priority list. Additionally, Grand Canyon will give us a first right of refusal to repurchase the unit if they decide to sell it. All the way around, everyone wins. The argument that the ALCO "B" unit is the only one left in the United States is probably valid. If sold to Grand Canyon it would retain that distinction. Also it would be operated with other FPA-4A units already in service on the Grand Canyon.

Our idea is to sell the Unit for \$35,000 and direct the proceeds to be spent as follows:

- \$10,000 to repair the core fleet of locomotives used in the rent-a-locomotive program.
- \$10,000 to prepare and paint the WP 921D or one of the two WP-GP-9's
- \$5,000 to promotional and advertising budget to reinvigorate the rent-a-locomotive program
- \$10,000 to pole barn fund to be constructed in the future.

The sale of the ALCO "B" unit would not lessen the collection, but create an opportunity to enhance it by reenergizing the Operate-a-Locomotive program which is our number one fund raiser and needs an infusion of freshness. The money invested to clean up and paint one of the GP-9's would be an asset to the Operate-a-Locomotive program and the collection as a whole. Remember how good everyone felt about the 2001 when it was finished? The money for the repair of the core locomotives is void of glitz and paint but it is a responsible investment in enhancing annual sales of the OL program. The money set aside for the Pole Barn is also less glamorous, but when the time is right and added to other money, will protect those pieces from weather deterioration after restoration.

Culling a collection is a natural process that many Museums go through. PRM is no different. Some things stay, others go where they can be best dealt with. The Grand Canyon Railroad will be a good owner and will be able to do things to and for the "B" unit that we can only dream about.

## ON RESTORATION

By DAVID DEWEY

Defining the word 'restoration' is a difficult thing, it means different things to different people. In a recent interview for *Classic Automobile*, Jay Leno (himself a major car collector) stated that if someone is getting rich restoring, he's cutting corners somewhere! In its purest definition, a restoration is a complete disassembly and refurbishing to an 'as built' condition of every component of an 'artifact'. We have some beautiful looking locomotives at the museum, and we speak of the 'restoration' of 805A and 2001. We can rightly be proud of the work that we have done on these engines. However, in the highest definition of the word restoration, we have really only repaired and cosmetically restored these engines. To be practical, we would financially destroy ourselves trying to do a complete restoration on these engines. The man-hours and equipment needed would overwhelm us! We have brought them back to life. They are now doing a wonderful job of preserving, for a time at least, the WP heritage we hold so dear.

## JULY TRAINSHEET REPORT

There isn't much visible progress to report on restoration projects this month; however behind the scenes planning work continues. It's like building a house; without plans, you don't know where to put the stairs, windows and doors (your own version of the Winchester mansion)! We are still searching for the correct and inexpensive way of removing the 'nonconforming' insulating material on SP1215's boiler. We can use some volunteer, nontechnical help cleaning out a storage space for the parts which will be coming off when we begin the work on this engine. If you're at the museum and want to help, just check the restoration write-on board for a list of stuff to be done. Thanks for your support.



The Round Fender Chevrolet truck club visited the museum on June 28, 1997.



## OBITUARIES

Two members recently passed away. Helen McGavin and L. Wheaton Smith. Although not a member, Emery Godard died also. Emery helped us as a cook in the Beanery and helped change the dynamic brake grids in the 921D when we first got started.

Our sympathies to the families for their loss.

## NORM'S ADDITIONAL VIEWS ON THE B UNIT SALE

As a result of my "word" in the March-April Train Sheet regarding the proposed sale of the VIA Alco FPA-4, I have received a number of positive responses and a few that were negative to my view. Several of the positive responses included checks for our restoration funds. Elsewhere in this issue is a rebuttal to my opinion on this subject, however, I feel I must further clarify my reasons for keeping the unit in our collection.

Visitors constantly comment on our wonderful museum. They enjoy seeing our large collection of locomotives and cars. It is the size and variety of equipment that interests the visitor. As mentioned before, there are a few pieces of equipment that could be disposed of without hurting the collection. However, an A-B set of Alco units is irreplaceable. We have an A-B EMD F7 set. No one is suggesting that we dispose of the EMD B unit.

I personally purchased and donated the Long Island Alco FA-2 that was sold to provide some of the funds to purchase the VIA Alco's. I went to Montreal and selected the FPA4 and FPB4 and was able to negotiate a deal for the A and the B at a price that we were willing to pay for the A alone.

I don't believe we should sell off our collection to raise money. There are many other ways. The Western Railway Museum recently raised \$275,000 from donations and grants for their visitor center. This is without selling any of their collection. If the same effort was made to obtain grants and other revenue sources as has been made to sell the Alco B unit, we wouldn't have to consider the sale.

We need to keep the Alco A unit available as a backup for the 921D, recently a part was needed for the Alco A and it was borrowed from the Alco B, to be replaced later. I expect our museum to be here for many years to come and as the locomotives get older, parts will be harder to obtain. At the very least, the B unit should be kept as a parts source. I welcome your comments. Thank you for your past and future support.

Norman Holmes

# ANNUAL MEMBERSHIP MEETING

By NORMAN HOLMES

Our 15th annual membership meeting was held on June 14th. Sue Cooper prepared a delightful Mexican dinner, however, probably because Father's Day was the next day and because of school graduation ceremonies, the meeting was lightly attended. Steve Habeck, Norm Holmes, Gordon Wollesen and Hank Stiles reported on the status of the organization and the museum. Doug Morgan reported on the Dunsmuir Daylight excursion train.

Election results are as follows: Elected for three year terms were Sue Cooper, Skip Englert and Bruce Cooper. Wayne Monger was elected to a one year term. The by-law change was passed with a 6 to 1 majority. Only 165 ballots were returned.

Because of so many conflicting activities in June, we are considering changing the date of the annual meeting. We are open to suggestions.

Our annual glad hand award was presented to Tom Graham who regularly drives up from Santa Rosa to help with maintenance projects and is starting to work in the operating department. A special glad hand award was presented to Barbara Holmes for her work in the Gift Shop, Train Shows and her support of her husband, Norman.

After the dinner, reports and awards, Vic Neves showed some interesting early WP slides.

The Glad Hand award plaques were assembled by Bruce Cooper. A glad hand, for those who may not know, is the end of the air hose that couples to another hose to complete the air pipe for train braking. The plaque has two glad hands coupled together like a hand shake. The glad hands are chrome plated, mounted on a wooden plaque with an appropriate engraved metal plate.



Barbara Holmes receiving her special Glad Hand Award presented by FRRS President Steve Habeck, Gordon Wollesen assisting.



Photo by Don Borden

Superintendent Gordon Wollesen (R) and Train Master Jim Gidley (L) present Glad Hand award to Tom Graham.

## INTERESTING OPERATING DAY

June 28 was an interesting operating day, having more visitors that would have been expected. Regular caboose train operation started at 11AM on schedule using our Alco S-1 No. 512. After the noon break, VIA FPA-4 6776 was placed in service for the first time this year. After two trips it was coupled to EMD F7A No. 921D and MU'd for the first time. The controls worked with no problem.

Since it was such a nice day a good number of visitors were on hand to visit the museum and to take a train ride. A group of 10 Chevrolet truck owners from Reno, called the "Round Fender Roundup" arrived to visit the museum followed by 18 members of the "Reliable A Club" who arrived from Sacramento in their vintage Ford Model A cars. Sandwiched in between caboose trains we operated several locomotive rentals. Opening up weekends for rentals has helped our income considerably.

Train and engine crews on hand for this most interesting, productive day were: Tom Andrews, Dave Bergman, Pat Brimmer, Eddie Chase, Bryan Challenger, Skip Englert, Jim Gidley, Norm Holmes, Hank Stiles, Ed Wagner and Gordon Wollesen. Also on helping on other tasks for the weekend were: Barbara Holmes and Linda Brimmer in the Gift Shop, Edna Ede and Lorna Miner in the Beanery. Ken Roller and Hap Manit greeted visitors and Ken operated the model railroad. Thanks to all for a most successful weekend.

## FROM THE BEANERY

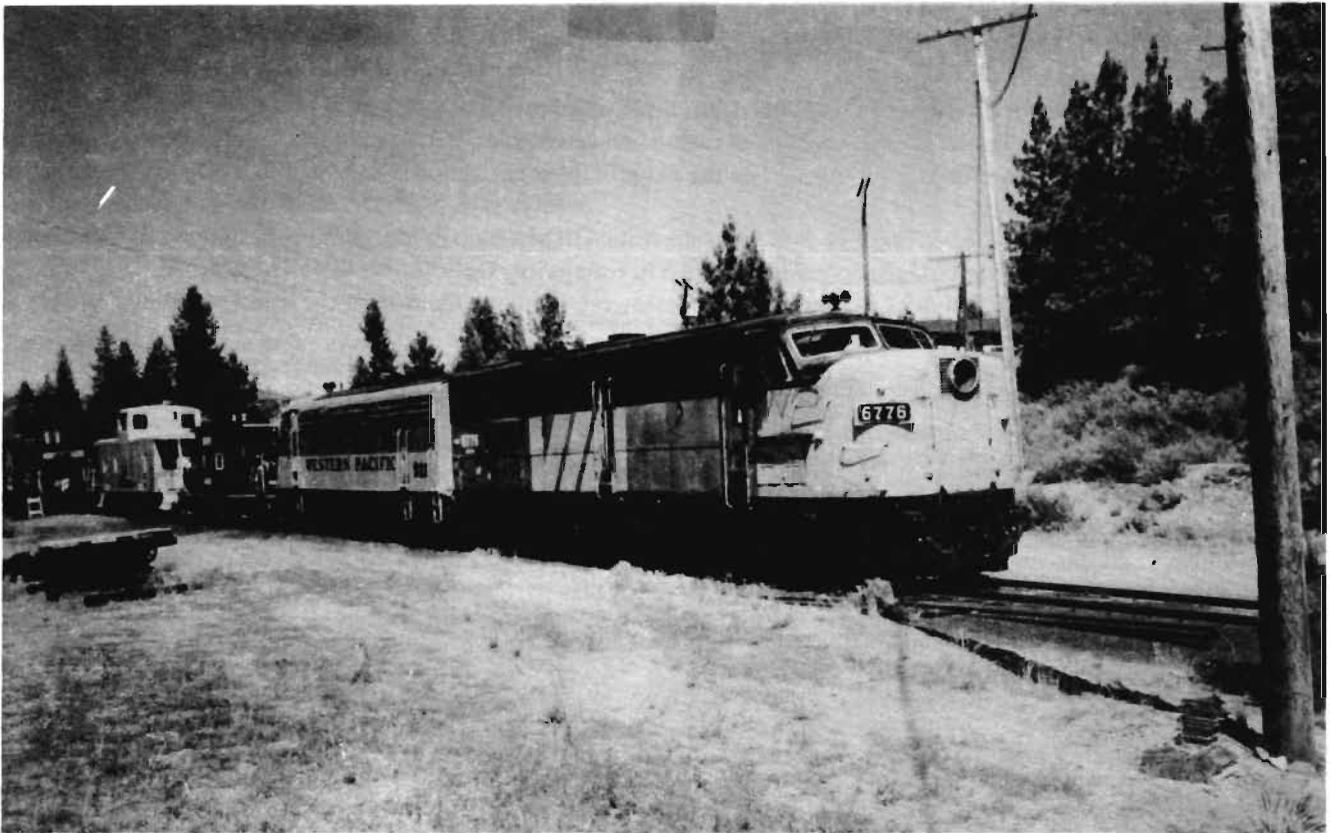
The Beanery is open and thriving, even with our low prices. Our new popcorn machine is fast becoming popular and the aroma is fantastic. The operating season is now underway and we are really "cookin'". The Annual Membership dinner was a great tasting success, but we still need more help in the kitchen and serving areas.

The operating weekends are being covered by the kitchen crew and myself, but we'll need a full complement of helpers on the BIG weekends. We are expecting an excellent turnout for Railroad Days between our ever growing membership and the town's Railroad Days parade. We'll have to pack 'em in for Railfan Day as plenty of folks come up to see all of the action then too.

If you know you can help, give us a call and sign-up. You need not be a "Chief Boyardee" - just bring a happy willingness to work.

Personal note...I want to thank you ALL for your support in my re-election. I will endeavor to be worthy of your support. Thank you very much, Sue.

Sue Cooper, FRRS Director and Beanery Supt.



*For the first time, VIA FPA4 6776 MU'd with WP 921-D with the caboose train on June 28, 1997.*

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