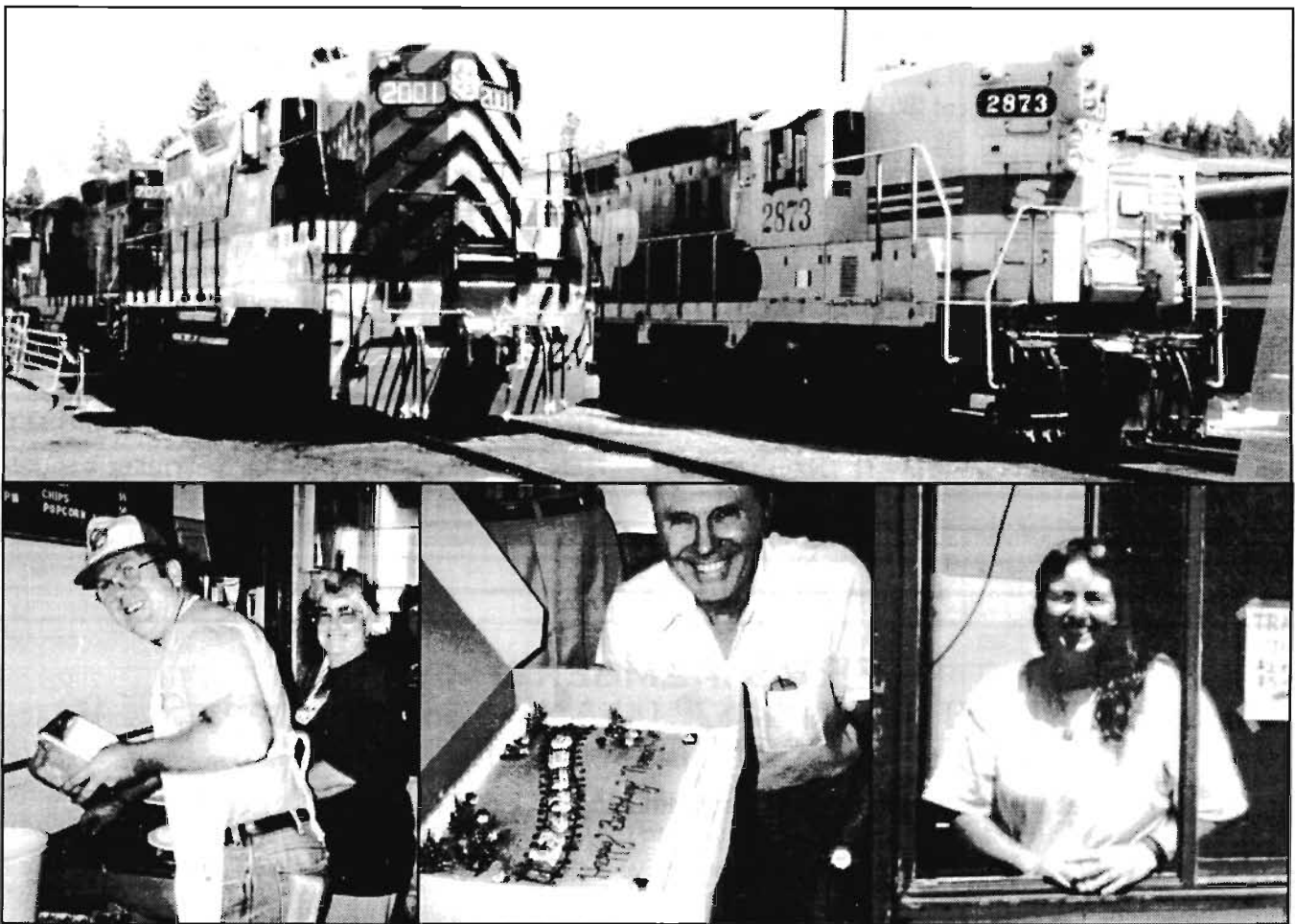


The Train Sheet

Issue No. 86 Preserving "The Feather River Route" July/August 1997

News from The Feather River Rail Society and The Portola Railroad Museum

1997 Railroad Days Event is a Success!



Railroad Days 1997 was a success! At top we see our 2001 and 2873 as power for the days trains. Below are various views of our dedicated volunteers who helped make this day a success for the museum. — Norman Holmes

Inside this Issue:

- ◆ Presidents Report on Board Decision
- ◆ Railroad Days Report
- ◆ New Publisher for Museum Publications

—THE FEATHER RIVER RAIL SOCIETY—
—THE PORTOLA RAILROAD MUSEUM—
 PRESERVING THE MEMORY OF...

“The Feather River Route”

Portola RR Museum P.O. Box 608 Portola, CA 96122 (916) 832-4131

The museum is open daily year round from 10:00 AM to 5:00 PM, except for 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 Railroad historical and model magazine of the WPRRHS.

—FRRS BOARD OF DIRECTORS—

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☎(916)894-7359 24-Hour FAX			✉76362.167@compuserve.com
✉wphlight@aol.com			

—FRRS MEMBERSHIP—

Associate \$15.00 Historical \$22.00 Active \$30.00 Family \$35.00
 Sustaining \$75.00 Life \$300 Family Life \$450

These are the dues for the duration of one year, with **Life** and **Family Life** being a one-time payment.
Historical membership dues 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, and are for one person only.

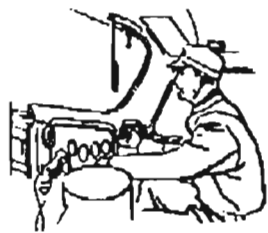
ACTIVE memberships receive both The Train Sheet & Headlight, have voting rights, and are for one person only.

FAMILY memberships receive both The Train Sheet & Headlight and may include all members of one's immediate family, but there is only one vote.

SUSTAINING memberships receive both The Train Sheet & Headlight, and are for a maximum of two people and two votes.

LIFE memberships receive both The Train Sheet & Headlight, have voting rights, and are for one person for life.

FAMILY LIFE memberships receive both The Train Sheet & Headlight, and are for a maximum of two people and two votes for life.



YOU!
Can Operate a
Diesel
Locomotive

for one hour with your own
private instructor included.

*Fulfill your wildest
Dream!*

A handsome certificate suitable
for framing is awarded after
each rental. Rentals by appoint-
ment. Our popular "Combo"
rental package includes VIA
Rail Canada 6776 MLW/ALCo
FPA-4 Covered Wagon-style
locomotive. Call for details.
Phone number for appointments:
(916) 832-1002

—FRRS MEMBER BENEFIT—

All FRRS members in good
standing receive a 10% discount
on all items purchased in person
or by mail from the
FRRS Gift Shop.

—FRRS LIFE MEMBERS—

Everyone who was a Life Mem-
ber prior to October 1, 1995
may upgrade to Family Life AT
NO CHARGE and **AT ANY
TIME** simply by writing a letter
to the Society requesting the
upgrade.

**FROM THE
DESK OF THE
PRESIDENT**



This has been a time of "conclusions"
for the FRRS. The 1997 operating
season is just about completed (and
will be by the time you read this),
and, hopefully, the saga of VIA "B" unit 6860
has also concluded. Both of these items have
consumed many hours of FRRS volunteers' time
and effort, but only one was beneficial to all.
The division created by differing opinions
concerning the 6860 means only a portion of
those involved have been gratified by the Board
of Directors' action (the motion to sell the 6860
was defeated by a 5-4 vote), while the others
were disappointed.

I would like to thank all of the FRRS members
who took time to ensure their opinion was
received and heard by one or more Directors.
And, to those who were in favor of keeping the
6860, I'll be looking for your contributions of
time, labor, and financial assistance for its
upkeep. It won't happen automatically.

— Steve Habeck



**CMO
REPORT
BY
HANK STILES**

The Mechanical Department continues to move ahead on repairs and upgrading our equipment but not at a pace I would like to see. We had a real boost in our efforts in August in the form of Dick Hulbert and his friends Al Onodera, Ben Hale, Norman Clark, Paul Sanger and Frank Fuson. Also at the museum to help were Howard Wise and George Childs. We also had some of the regulars: Ed Powell, Doug Morgan, Tom Graham, Ken Iverson, Steve Habeck, Dave Stark and Chris Lantz. I thought Chris's last name was Lentz but now I think this is wrong. So, Chris, give me a call and let me know. Together, these people are responsible for a lot of work. A very large THANK YOU to you all.

One item repaired was the bell on SP 2873. It would ring about twelve strokes after it was shut off. It seems SP installed a valve backwards when the unit went through an upgrade program. This unit also would not load, and was found to have a contact needing attention. I looked for the problem but could not find it. It is nice to have a good electrician on the job. Thanks, Dick. After all this attention, the engine is now being used by the Operating Department and also in the Rent-A-Locomotive program.

WP 2001 also got some needed attention to the air

compressor. As you may remember, it spun a rod bearing. We purchased a used compressor and, after it was looked over by this Mechanical Department's SWAT team, was determined to be in good mechanical condition and installed on the locomotive. The air compressor now works like a champ. We continue to solve many small problems on this engine and it pays us back by being more dependable all the time. The next big job on WP 2001 is removing the radiators and having them repaired, and then re-installing them. This is a big job, as Doug Morgan can tell you. He just finished this job on the #244 MRS-1. Thanks to Howard, George, and Ed on this one. The WP 2001 is now in limited service.

The other project worked on was WP 608. We replaced the #11 cylinder liner seals and after some trial and error we got it together without any leaks; no small task. Then we discovered a small crack in the #9 liner. It is not a large problem, as it leaks water only very slowly. At some point it will have to be replaced because the water leaks into the air box and out the air box drain. Because the engine can be used without harm, I wanted to use the engine for a while before we replaced the liner. We used it to switch after Railfan Day and discovered it now has an oil leak in the prime mover (diesel engine), so we have one more thing to fix.

If we can continue to increase the number of people coming up to help, it will make a big difference to our equipment. Remember, two people can do three times the work of one person. You do not need to be an expert to help. There is plenty of work for all. Dick is

fun to work with and he is a good teacher. So, come up and help and learn.

Now I would like to talk to all of you about our collection. I started to do this in the last report but due to a technical problem with my computer, only part of it was sent to the editor and my article ended in mid-thought.

We have a large collection of equipment at P.R.M. It represents many railroads. Webster's Dictionary defines a museum as "an institution devoted to the procurement, care and display of objects of lasting interest or value." We have done a good job procuring railroad equipment, however, we have not done such a good job caring for it. As it stands now, we have a collection so large we cannot care for it the way we should. If we are to live up to our responsibilities as a museum, we owe it to everyone's kids to take care of our collection in a way that will preserve it for future generations. We do not have the resources in money or manpower to properly care for our equipment. We need professional and long range plans.

I believe, and I think you will agree, we cannot save railroading all by ourselves. We need to decide what is important to us as a museum. I do not want us in 20 years to be in the position of equipment falling down around our heads because of neglect on our part. I would like to have the resources to completely restore everything we have, but I don't see that happening at this point unless we can find a way to come up with money and manpower. I think the responsible thing to do is reduce our collection to what is important to us

and let someone else take care of the rest. I would like to keep most of what we have but know we have to be realistic. This is the big question facing us now.

What will we do to see that our museum and its equipment go on for many, many years?

I would like to hear from all of you on this subject. Please see me at the museum or get in touch with me on the phone or E-mail me with your comments. My phone number is (916)363-8572 and my E-mail address is 103344.2501@compuserve.com.

Thank you for your time...

Hank Stiles

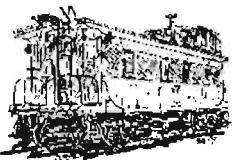
Chief Mechanical Officer

A SPECIAL MAINTENANCE DAY

Several volunteers who regularly work on diesel maintenance projects at the California State Railroad Museum wanted to visit our museum and help us with some of our maintenance work. On August 8, Dick Hulbert, Ben Hale, Paul Sanger, Norm Clark, Al Onodera and Frank Fuson came up from the Sacramento area, Howard Wise and George Childs, members of Pacific Locomotive Association, came up from the Bay Area. Work included solving a troublesome electrical problem on SP 2873 and found the reason the bell took so long to stop ringing after the valve was turned off. (A check valve was installed the wrong way). A replacement air compressor was installed in WP 2001 and the cylinder head was

replaced on WP 608 to determine the cause of the water leak. (Problem not found). Howard Wise became very interested in our Ingersoll-Rand unit and wants to design a new electrical system to replace the missing parts. To keep the mechanics working, Ed Powell, Norm Holmes and Doug Morgan were kept busy supplying parts and tools. On Saturday evening an impromptu potluck bar-be-cue was held at Tom Graham's home. The Beanery provided lunches Saturday and Sunday for the crew. We are very grateful for these friends and their wives who spent a weekend helping our museum. We hope they will return.

—*Norm Holmes*



Courtesy John Ryzkowski

CABOOSING BY HAP MANIT

Some activities at the museum...

July 2-3 Jack Palmer, Kerry Cochran working on the Shower Car.

July 2-3 Tom Graham, Jeff Palmer clean out box car for storage.

July 7-10, 15-16 Ken Iverson electrical in Shower Car.

July 29 Doug Morgan, Meg Evans cut trees near the balloon track.

August 1 Peter Lyman and nephew David worked on engines.

August 7 Eugene Vicknair cleaned up work shop areas.

August 8 Skip Englert helped make video of museum.

August 12 Ken Iverson hauled gravel for ballast.

August 12 Skip Englert repainted entrance sign.

August 13 Don Borden pressure washed engines, cabooses.

August 14 Norm Holmes painted picnic tables.

—DONATIONS FOR THE ARCHIVES—

Dottie Aten donated two boxes of model and rail magazines, Danny Turner gave us two WP caboose stoves, Bob Mead brought up an old typewriter from WP's 25th Street yard in San Francisco and several boxes of timetables, forms etc., Robert Morris gave us two kerosene lanterns, John Krause donated a steam era tallow pot and lantern and Art Lloyd sent a number of WP steam negatives from the Louis Stein collection.

—DONATIONS TO THE GENERAL FUND—

Steve Paluso, Walter Whitman, Paul Lucia, Leo Prescott, Will Raymond, Ralph Shafer, Chuck Holland, Bob Carr, Richard Hunt, Warren Gilleran, Vincent Sanders, Mike Brodersen, Gilbert Rogers, Jim Folsom, Rick Stafford, Dave Taleosian, Richard Newman. We thank all for their generosity in helping our museum.



—SPECIAL FUND STATUS—

Item	Additions	Balance	Notes
Building	-	\$16,665.25	
WP GP9	\$200.00	\$12,344.75	(1)
SP 1215	\$100.00	\$22,779.52	(2)
UP 737	-	-	
IR 110-1	-	-	
UP 105	\$1,245.00	\$1,535.00	(3)
CTC Board	-	\$220.00	

- (1) Richard Sullivan
- (2) Hank Stiles plus interest
- (3) Ray Moser and cash donations

—OUR NEW LIFE MEMBERS—

*Edward Chase
Jeffrey Childs
Bruce Metcalf*

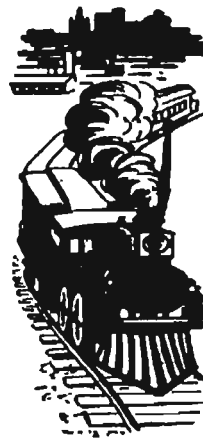
—OBITUARIES—

We are saddened to learn of the passing of long time friend Jim Sherrard.

—INTERESTING TRIVIA—

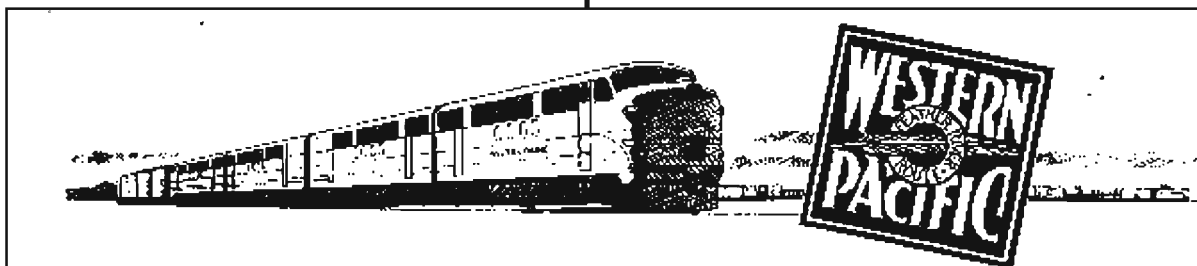
ALCo, ALCO, ALCO

Alco, how do you spell the name? The following is a digest of a letter by Dave Strom, former engineering department employee of the American Locomotive Company, sent to Model Railroading magazine. "In 1954 American Locomotive Co. used ALCO on name badges. The company envelope showed Alco in the logo. Later the company changed their name to Alco Products, Inc. The company never used ALCo as an abbreviation of the name. Therefore ALCO or Alco is correct".



The fifteenth annual Feather River Railroad Days is history. While not as well attended as in previous years, it was never-the-less a successful event. For some reason attendance was down about 25%. Attendance at the Plumas-Sierra County Fair in Quincy the previous week was also down from prior years.

Preparation for the event was started weeks before with the Gift Shop ordering extra merchandise and a general clean up of the shop building and grounds. During the



week before Railroad Days, Don Borden used our high pressure washer to clean six locomotives, seven cabooses and the Burro Crane. When he finished washing the equipment he cleaned the oil pan. Nice work doing a very dirty job. Thanks. Bruce and Sue Cooper picked up supplies from Reno for the Beanery, Linda Brimmer painted the counter and Lois Bergman cleaned the windows and tables. Ken Roller made sure the model railroad was in good operating condition and purchased a WP 4-8-2 locomotive for the WP passenger train. Friday, August 15, Dave Bergman, Kerry Cochran and Art Bergman moved the portable stage to the dock area and hung a camouflage net over the stage and seating area. Norm Holmes striped the parking lot for organized parking. Hank Stiles, Steve Habeck and Rod McClure worked on the locomotives that were scheduled to run over the weekend and the train crews switched out the cars to be used in the two trains. A birthday cake surprised Norm for his 70th birthday, all enjoyed a piece of the cake.

By early afternoon the model railroad layouts started arriving. The Thunder Mountain Group from Sacramento, through a misunderstanding, brought a 21x98 foot layout instead of one 60 feet long. As these are 4 foot segments a quick adjustment in the design allowed for a dog leg around another, smaller layout. The Donner Pass Gandy Dancers HO layout from Carson City occupied the eastern end of the shop building while the G gauge layout of the Lake Tahoe, Truckee and Northwestern Historical Modelers was positioned in between. Steve Hayes

from Twain Hart brought up a 5x23 foot layout and Jim Druckmiller from Sacramento operated a small N gauge layout. By Friday evening all layouts were up and running. We really appreciate the participation of these groups in helping us to make our museum an important part of the railroad days event.

In cooperation with the Union Pacific's MOP Marv Dunn, we set up an Operation Life Saver booth and moved our Santa Fe diner into the building for use as a theatre. Lolli Bryan spiffed up the UP Business car for visitors and placed a pair of UP kerosene markers on the rear brackets. Unfortunately some scum-ball stole one of the markers over the weekend. It is stamped UP LEFT. We'd sure like to have it back.

Saturday morning started early with a pancake breakfast at 7 AM with David and Linda Dewey, Bruce and Sue Cooper and Lolli Bryan doing the cooking and serving. Train operation started at 9:30 and Portola's Gold Spike Parade commenced at 11 AM. This years parade Marshall's were Hap Manitt, Skip Englert with wife Mary and Norm Holmes accompanied by Barbara, all in separate red convertibles. (One was supplied by Dave Bergman). Leading the parade behind the color guard was Chuck Yeager. Our operational M-60 Army tank brought cheers from the crowd as Bruce and Sue Cooper drove it through town. Lolli Bryan entered her orange and silver van as our Society's other entry.

After the parade it was going to work time. Train tickets were sold in the ticked booth by Vickie Krois, assisted by Norma Hayes. Trains were scheduled every 20 minutes. The Knotty Dog from Quincy sold

Tri-tip deli sandwiches and tropical snow cones, supplementing our Beanery snack bar. Edna Ede, Lorna Miner, Missi Iverson, Barry Anise-Levine and Mary Habeck and girls were kept busy serving our usual fare of hot dogs, hamburgers, chili, nachos and drinks. Alan Wiebe brought a Yogurt machine from Reno and donated all the sales to the museum. Merrill Turpin (Turp) assisted in dispensing chocolate and/or vanilla yogurt. Delicious.

We opened the Gift Shop Annex in the UP Baggage car, Dave and Linda Dewey took care of sales in this location. Barbara Holmes and Ken Hitch worked the main Gift Shop. On stage at noon was Dakota Sid with two musicians singing and playing railroad songs. This was followed by Greg and Ev Holmes and their Wild West Dance Team. At 3:30 PM a Western Gun fight exhibition was preformed in the train yard to the delight of all. A Plumas County Transit bus shuttled passengers between the City Park and the museum with driving time donated by Jim Oels.

Sunday was basically a repeat of Saturday except that Art and Lois Bergman worked the ticket booth. By 5 PM the model railroad layouts were being dismantled and the last train ran. The locomotives were positioned for Monday's rental program and everyone breathed a sigh of relief that another Railroad Days had been safely completed. On Monday Art and Lois Bergman stayed over to help put away tables, etc. along with Doug Morgan, Ken Iverson, Ken Roller, Hap Manitt and Norm Holmes.

Operating train crews included: Jim Gidley, Gordon

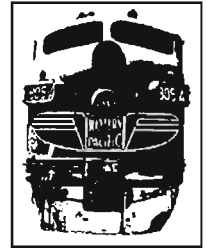
Wollesen, Steve Habeck, Ken Iverson, Don Borden, Kerry Cochran, Jack Palmer, John and Judy Whittaker, Tom Graham, Judy and Melissa McGrath, Pat and Linda Brimmer, Eddie Chase, Don Nelson, Dave Bergman, Paul Finnegan, Bob Carr, Skip Englert, Bill Evans, Hank Stiles and Jeff Palmer.

—PRESERVATION—



O

n



vacation this year, I

visited other museums (yeah, I know — 'busman's holiday'). I was amazed at how much admiration others have for our locomotive preservation projects. I guess part of my amazement is because I know that while the locomotives look good on the outside, they still need more interior work. Our restorations have not been complete rebuilds, as such rebuilds would tax our resources to a point of stagnation. Still we have managed to let the public see what these historic locomotives looked like when they were first put into service.

But we are now faced with a different type of "critter" to bring back, a steam locomotive. Steam is a very powerful force and demands respect - and through regulations, our government requires respect for it too! Because of this, the road back to "life" for this engine is very well defined; and requires major refurbishing procedures. Fortunately, we have a fairly

"small" engine to start with (small is relative, it's still big and heavy!). This will really be our first complete restoration, with the "insides" being rebuilt before the "outsides". The first step will be to determine the boiler's reparability.

Unfortunately the boiler is "buried" under lots of piping and other things, including a jacket of insulating material. Once this is all removed, we can then have the boiler metal's soundness tested (I am personally not worried about this step, unless something untoward shows up, the present signs are very good for its soundness).

If we have a repairable boiler, then the entire locomotive will have to be stripped to the frame so the running gear can be repaired. Leaf springs have rust in-between the leaves, some are broken, some side rod bushings and pins need fitting, the cab floor needs replacement, etc. etc. This is not to imply that the engine is in bad shape, far from it; but it is much older than any of our running engines, and is showing its age.

This is not a task to be dreaded, but an opportunity to show what excellent work we do here. I am looking forward to working with all of you in this project. There will be work here for many diverse interests; iron work, steel fabrication, sheet metal, plumbing, woodworking (including cabinetry), glazing, and metal finishing (polishing and painting). It will be days of grueling work, fun work and a great accomplishment when we are done.

There will soon be a program of fund-raising rewards for those donating to this and other projects,

watch for it in future *Train Sheets*. If you've already donated, you will receive your pre-earned rewards under the finalized awards program.

—*David Dewey*

—THE TRAIN SHEET NOTES—

Train Sheet No. 85, May/June, 1997, was mailed July 22. Our membership secretary, Christine Bradley, edited this issue and it was excellent. Norm and Barbara Holmes, Lolli Bryan, Sue Cooper and Linda Brimmer collected, collated, folded, taped, addressed and sorted the mailing. Possibly due to the UPS strike affect on the Post Office many members did not receive their copies for several weeks.

With this issue, Bill Shippen of Shasta Rail Group (the same company that handles production and now mailing of *The Headlight*) will be editing and producing *The Train Sheet*. The company is also maintaining our mailing listings and keeping up with the ever-changing address changes and membership updates.

Please direct address changes to the Chico office so Bill can get them entered into the database so we can keep our records updated. By knowing your correct address change you not only save us some money on re-mailing cost but you'll get your publication in a timely manner.

—FEATHER RIVER RAIL SOCIETY—

—COMPARATIVE CONSOLIDATED STATEMENTS—

—RECEIPTS AND DISBURSEMENTS—

—GIFT SHOP—

—OPERATIONS—

—TOTALS—

RECEIPTS	1995	1996	1995	1996	1995	1996
OPERATIONS			38,937	39,029	38,937	39,029
DUES			35,178	34,363	35,178	34,363
DONATIONS			27,300	22,126	27,300	22,126
GIFT SHOP SALES	91,418	96,462			91,418	96,462
OTHER RECEIPTS			2,500	22,654	2,500	22,654
EQUIPMENT VALUE INCREASE				123,000		72,545
EQUIPMENT SOLD				20,000		72,545
INTEREST RECEIVED			3,833	3,956	3,833	3,956
<i>TOTAL RECEIPTS</i>	<i>91,418</i>	<i>96,462</i>	<i>107,748</i>	<i>265,128</i>	<i>199,166</i>	<i>363,680</i>
<i>DISBURSEMENTS</i>						
COST OF GOODS SOLD	40,575	63,249			40,575	63,249
ADMINISTRATIVE EXPENSE	5,752	1,074	2,809	3,359	8,561	4,433
OPERATING EXPENSE	7,043	6,967	17,586	44,737	24,629	51,704
EQUIPMENT PURCHASED				27,150		27,150
EQUIPMENT MAINTENANCE			35,967	19,815	35,967	19,815
BUILDINGS & GROUNDS	2,133	1,392	25,393	15,586	27,526	16,978
UTILITIES & PHONE	2,673	3,496	19,058	3,508	21,731	7,004
PUBLICATIONS	8,044	12,841	25,589	1,243	33,633	14,084
ADV. & PROMOTIONS	5,036	6,126	4,483	2,811	9,519	8,937
<i>TOTAL DISBURSEMENTS</i>	<i>71,256</i>	<i>95,145</i>	<i>130,885</i>	<i>118,209</i>	<i>202,141</i>	<i>213,354</i>
<i>NET RETENTION</i>	<i>20,162</i>	<i>1,317</i>	<i>(23,137)</i>	<i>146,919</i>	<i>(2,975)</i>	<i>150,326</i>
			BALANCE SHEETS			
<i>ASSETS</i>						
<i>CURRENT ASSETS</i>						
OPERATING CASH	899	4,034	99,286	96,672	100,185	100,706
GIFT SHOP INVENTORY	56,696	52,962			56,696	52,962
PACIFIC LIMITED NOTE				30,000		30,000
<i>TOTAL CURRENT ASSETS</i>	<i>57,595</i>	<i>56,996</i>	<i>99,286</i>	<i>126,672</i>	<i>156,881</i>	<i>183,668</i>
<i>FIXED ASSETS</i>						
TOLLS & EQUIPMENT	11,576	11,971	42,885	47,679	54,461	59,650
RADIO EQUIPMENT			2,737	2,737	2,737	2,737
MOTIVE POWER			1,406,378	1,497,599	1,406,378	1,497,599
ROLLING STOCK			560,881	614,381	560,881	614,381
LAND IMPROVEMENTS			5,770	5,770	5,770	5,770
<i>TOTAL FIXED ASSETS</i>	<i>11,576</i>	<i>11,971</i>	<i>2,018,651</i>	<i>2,168,166</i>	<i>2,030,227</i>	<i>2,180,137</i>
<i>TOTAL ASSETS</i>	<i>69,171</i>	<i>68,967</i>	<i>2,117,937</i>	<i>2,294,838</i>	<i>2,187,108</i>	<i>2,363,805</i>
<i>LIABILITIES</i>						
STATE TAX PAYABLE	900	122			900	122
<i>TOTAL LIABILITIES</i>	<i>900</i>	<i>122</i>			<i>900</i>	<i>122</i>
<i>MEMBERS EQUITY</i>						
LIFE MEMBERSHIP RESERVES			57,643	69,503	57,643	69,503
MEMBERS EQUITY	68,271	68,845	2,060,294	2,225,335	2,128,565	2,294,180
<i>TOTAL MEMBERS EQUITY</i>	<i>68,271</i>	<i>68,845</i>	<i>2,117,937</i>	<i>2,294,838</i>	<i>2,168,208</i>	<i>2,363,683</i>
<i>TOTAL EQUITY & LIABILITIES</i>	<i>69,171</i>	<i>68,967</i>	<i>2,117,937</i>	<i>2,294,838</i>	<i>2,187,108</i>	<i>2,363,805</i>



UP Business car number 105 had a California Zephyr table setting in place for Railroad Days visitors to enjoy. Lolli Bryan set the display up and proudly spoke with visitors about our car. She is just one of our hard working, dedicated volunteers who made Railroad Days another success. —Lolli Bryan

FEATHER RIVER RAIL SOCIETY
 PORTOLA RR MUSEUM
 PO BOX 608 PORTOLA CA 96122

RETURN SERVICE REQUESTED
NEWS MATTER DO NOT DELAY

—PROUD MEMBER—



ASSOCIATION OF RAILWAY MUSEUMS, INC.

Member



Tourist Railway Association Inc

