

# The Train Sheet

Issue No. 88 Preserving "*The Feather River Route*" Nov/Dec 1997

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



Our "Kodachrome" SP Geep provided the power for the 1997 season Santa Train. Here she is in the snow at Portola being readied for service. Western Pacific FP-7A 805-A poses at the east end of the museum with a mantle of fresh snow. She sure looks fine in the winter weather! —*Norm Holmes*

Inside this Issue:

- ◆ Nomination and Election Committee Notes
- ◆ We Own Land!

**—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 (530) 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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**MEMBERSHIP DEPT. ADDRESS: FRRS PO BOX 1411 CHICO, CALIFORNIA 95927-1411 (530)892-9609**

**—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.



## Prez' Notes...

I would like to take this opportunity to wish all members a very Merry Christmas and a happy and prosperous New Year. As the new President of the FRRS, I make no outlandish promises of change in the operation of the museum, but I do promise a real effort to improve our outward appearance and status in the museum community... I believe we would all like to point with pride at the Railroad Museum in PORTOLA California and say, "That's our Museum".

I am sorry to report that three of our long standing Directors have resigned, Steve Habeck, Sue Cooper and Bruce Cooper. All three will be sorely missed, they brought a lot of new ideas and programs to our museum and they have our eternal thanks for their efforts.

The Board of Directors at the last meeting appointed three replacement Directors to fill the vacancies until the regular election at the Annual Meeting in June. Don Borden, Marty Anderson and Tom Graham were appointed as Directors according to our by-laws. I feel these three gentlemen were a good choice, and I for one am looking forward to working with them.

There has been several committees appointed to survey and submit improvement plans for consideration by the Board of Directors. These will be given very serious consideration and I hope implementation to improve our museum and operation status.

Kerry Cochran graciously accepted the position

of Parliamentarian for the Board of Directors to keep us on the right track, thank you Kerry!

In the year to come we will be looking for more volunteers and docents to be trained and utilized at the museum. We are going to make a very definite effort to improve the facilities to accommodate our volunteers when they come to Portola to learn and work. Again, Merry Christmas and a Happy New Year!

— *Skip Englert*

### —TRAIN SHEET NOTES—

Train Sheet No. 88, November/December, 1997, was produced mid-January and will be mailed by the end of the week. Shasta Rail Group staff members Richard F. Daniels and Adam Clegg helped with production.

### —MEMBERSHIP NOTES—

As the database is being continually updated, your help in correcting any anomalies in addressing has been most appreciated! It reduces our cost when we have an accurate mailing database to work with. Some have asked what the TSH, TS or H means on their address label. Well, TSH is TrainSheet & Headlight, TS is just TrainSheet and H is Headlight. Your expire date is before this code, so by looking at it you can tell when your membership expires, don't worry, we will send you a renewal notice in plenty of time before you expire!

Please direct all payments for new/renewal memberships, address changes, etc. to:

FRRS P. O. BOX 1411, Chico, California  
95927-1411. Phone is (530)892-9609, 24-Hour FAX  
(530)894-7359, or we can be contacted via e-mail at:  
wphlight@aol.com. Thanks!

—*Bill Shippen*

**MEMBERSHIP SERVICES MANAGER**

## —GENERAL FUND DONATIONS—

Norman Anderson, Ken Falconer, John Sullivan, David Gard, Jim Druckmiller, Elmo Dito, Dave Morais, Barry Garrett, William Hartley, Robert Diehl, Andy Long, George Nordstrom, Thomas Whittington, Dan & Marge Parnell, and Butch Prego. We thank all for their generosity in helping our museum.

## NORM NOTES...

Our annual Santa Train, again, brought happy people to our cold, snowy museum to visit with Santa, take a train ride and enjoy free cookies with hot chocolate, hot cider and coffee. Our Santa Train is our Christmas gift to the community and is enjoyed by not only Portola people, but we have visitors from Reno and Quincy as well. Work to put up the lights on the five cabooses and the locomotives started the week before our first Santa Train. Steve Habeck brought his family and Vickie Krois and her son up from Quincy to help put up the lights, Don Nelson and Nancy Parsons also helped. Gordon Wollesen and Ken Iverson worked on the electrical wiring. Ken cleaned the sidewalks with our snow blower.

On December 6, last minute decorations were completed. Hap Manit bought and decorated a Christmas tree set up in the Beanery. Hap, Lolli and Meg Evans decorated the tree. Santa, again this year, was portrayed by Rolph Gaudard. Santa was set up in the Beanery, its warmer there. Cookies were furnished by Edna Ede and her Rebekah friends, also by Lolli Bryan, Sue Cooper, Missy Iverson and from the Good and Plenty restaurant. Edna, Lolli, Missy and Lorna Miner served the goodies to our visitors. The train crew consisted of Marty Anderson, Don Borden, Bob Carr, Kerry Cochran, Tom Graham, Steve Habeck, Ken Iverson, Vickie Krois, Jim Ley, Judy and Melissa McGrath, Vic Neves, Jack Palmer,

Ed Powell, John Risse, Hank Stiles and Gordon Wollesen. The Gift Shop did a brisk business with Barbara Holmes greeting customers with a Christmas smile. December 13, was essentially a repeat of the previous week. The weather was cold, but no rain or snow. There was snow on the ground, however. Our train, with 2873 in charge, looded great going around the balloon - ablaze in lights.

## EQUIPMENT ADDITIONS

For the first time no new equipment arrived at the museum during the year-almost. As part of our sales contract selling the two VIA coaches to the McCloud Railway we were to receive a McCloud River box car. This car was wanted for three reasons. 1 - we have a Baldwin AS-616 that was once used on the McCloud and we want to repaint into that scheme, the box car would go with it. 2 - We need another all door box car for storage. 3 - The car has a neat paint scheme! The all door car we have is great to store traction motors and other heavy items because its doors open all the sides of the car. The McCloud car is this same type, but has had the two end doors sealed closed. The other two doors allow for a 24 foot opening which will still allow us to load with a fork lift.

McCloud put the car out to the BNSF interchange at Lookout to be picked up by the Bieber turn out of Klamath Falls. It sat on the interchange for a long time as the BNSF had no pick up order. The car was to be shipped as an empty car - free move. When it finally was picked up it went to Stockton Yard. They didn't know what to do with it and was sent back, making at least one trip to Klamath Falls before being set out at Lookout. It was again billed out and taken to Stockton. Lucky for us, we have a member Phil Schmerier, a UP switchman, who is breaking in as a yard master in Stockton. We asked him to call the BNSF Stockton yard master to have our car placed in

a transfer cut to get to UP Stockton yard. After arriving Phil had to intervene again to prevent it being returned to BNSF. Finally we got the car in a train going to Portola, however it was set out with other cars in Oroville where it rested for three days. It made it to Portola on Christmas eve. It will be set over to museum trackage when the UP gets the opportunity.

We have four locomotives acquired during the year that are not yet at the museum. Former Alco S-4 WP 563 from Foster Farms, Quincy RR 44 ton GE No. 3 and Alco S-1 No. 4, former WP 504 and another GE 44 ton for parts only, SLG&W 2. The 563 is in process of moving as we speak, the other units will be moved as soon as possible. Already at the museum is a 60 foot TTX flat car that we used to transport the UP 737/SP216 4-4-0 from Scranton. This car was donated to our organization by TTX. The car still has some time in its 40 year life so can be used if needed.

## **BOARD CHANGES**

As reported in the Sept-Oct issue of the Train Sheet, Steve Habeck resigned from the Board of Directors and from President of the FRRS. Harold "Skip" Englert stepped up from first Vice-President to the position of President. Skip was instrumental in helping Norman Holmes' efforts to obtain the 921-D which essentially started the Portola Railroad Museum. Skip was also the man who started Feather River Railroad Days in 1983. He always supported the museum and has most recently been involved with our run-a-locomotive program. Steve has been looking for employment out of the area and this is why he reluctantly resigned. At this writing he is still living in Spring Garden and working for Sierra Pacific Industries.

To fill the vacant Board position the members present at the November Board meeting appointed Tom Graham to fill the vacancy until the next election in June, 1998. Tom has been involved with

the museum since 1991. He lives in Santa Rosa and purchased a house in Portola to have a place to stay when working at the museum.

Bruce and Sue Cooper resigned from the Board effective 12:01 AM December 15. Their positions were filled at the December meeting by Martin "Marty" Anderson and Don Borden. They also will serve until the June, 1998, elections. Marty is the manager for PG&E operations in Quincy and Don is a fire captain from Redding. Both have been active in museum operations for a number of years.

## **RAFFLE**

Five opportunity drawing tickets were enclosed with the Sept-Oct issue of the Train Sheet. Chris Skow generously donates a free trip on any of his Train Unlimited, Tours each year. The winner has the choice of any of the North American tours offered in 1998. Over \$16,000 has been raised for our building fund by this method. You are encouraged to participate in this fund raising effort by sending in your five ticket stubs with \$30. Additional tickets are available by making a request to the museum address. You have a much better chance of winning than by entering a sweepstakes or the lottery. Winner will be announced May 2, 1998.

## **A WORD FROM THE EXECUTIVE DIRECTOR**

Another year has passed and while our accomplishments were not as great as I had hoped for we none the less had a good year. Our run-a-locomotive program did better than in 1996, our visitor count was about the same and our membership seems to have stabilized at a little over one thousand. 1998 will bring changes and improvements. I would like to see progress in our restoration department, particularly. People like to see things painted. Even if the mechanical work isn't done appearance counts, it

looks like we are doing something. The two WP GP9's are my first choice for paint.

Our Board of Directors make up has changed and the new people have new ideas. These ideas need to be directed to the betterment of the Society and the museum. Our visitors like what we have and enjoy the freedom to roam around our facility. While we are not a pristine museum like Sacramento or Carson City, we are different because we represent a railroad facility, but we still need to be visitor friendly.

Our Western Pacific Railroad Historical Society arm has presented a proposal to establish a library to store, catalog and make available our archives. We need to find a suitable location for this to be accomplished. Our endowment fund is growing and the income from this, when our goal is reached, will give us the funds to have at least one paid staff member. We have the opportunity to apply for two Federal grants and there are private foundation grants that might be available to our organization. We just have to try.

Volunteers are the back bone of our organization and we are very grateful for all the hours they put in. They could be at home doing "honey-do's" or fishing or something, instead they come to the museum at their own expense to help preserve the industrial technology of railroading for the public to enjoy. I can never thank these people enough, for without them we would have to close the gates.

Thanks to all who have sent Christmas cards, Barbara and I hope you all have a wonderful New Year.

—*Norm Holmes*

PS: Those of you who visited the museum during the past eight years may have met our dog "Goldie". I am sorry to report she is no longer with us, having died from an enlarged heart. She is missed.



Courtesy John Ryczkowski

## CABOOSING BY HAP MANIT

### Some activities at the museum...

**November 1,3** Tom Graham, Melissa McGrath painted battery house interior.

**November 2** Contractor installed electric service to office (guard) car.

**November 3** Doug Morgan and Ken Iverson loaded batteries to ship to rebuilder in Sacramento.

**November 4** Doug Morgan hauled batteries to Sacramento.

**November 8** Doug Morgan, Don Nelson and Ken Roller worked on ramp track, Steve Habeck, Gordon Wollesen and Nancy Parsons prepared locomotives for winter.

**November 10** Contractor installed phone service in office car.

**November 13-15** Doug Morgan set up phone etc in office car.

**November 16** Boy Scout Troop stays overnight in Troop Sleeper.

**November 23** Hank Stiles brought table saw and pallets from State Surplus in Sacramento.

**Nov-Dec** Doug Morgan, Ken Iverson and a paid mechanic worked on our dump truck and borrowed Whiting jacks in preparation for moving WP 563 from Livingston. Ken Roller escorted visitors and showed model railroad. Lolli Bryan, Hap Manit and Norm Holmes opened Gift Shop for visitors. Gordon Wollesen prepared plumbing for winter and did treasurers work. Norm Holmes did museum office work.

### —GIFT SHOP NEWS—

Ken Hitch represented our museum at Great America Train Show events in San Bernardino and Costa Mesa in October, Barbara and Norman Holmes worked a GATS show in Pleasanton and the International Railfair in Roseville in November. Ken will work a GATS show in Santa Barbara January 3-4, and a Bakersfield MR club show January 17-18.

Barbara and Norman will have GATS shows in Sacramento January 24-25 and in San Francisco February 14-15. If you are in the area stop by and say

**—SPECIAL FUND STATUS—**

Item	Additions	Balance	Notes
Building	\$859.00	\$17,524.25	(1)
WP GP9	\$400.00	\$12,944.75	2,3,4,5
SP 1215	-	\$23,246.82	(*)
UP 737	-	-	
IR 110-1	-	-	
UP 105	\$50.00	\$1,585.00	(6)
CTC Board	-	\$220.00	
Library	\$100.00	\$268.00	(7)
Endowment	\$31,832.59	\$31,832.59	(8)

**—OUR NEW LIFE MEMBERS—**

*Vince Caprini  
Neil and Pegi  
Young*



(1) Proceeds to date from Raffle

(2) Richard Sullivan (3) Thomas Lawler (4) Ed De Lozier (5) Cash (6) Robert Burns (7) William Stiles (8) Includes \$5,000 cash and 250 shares of U S Bancorp. (\*) Includes interest earned. Note: The cash and stock donations were made by members who wish to remain anonymous. These donations are placed in a stock brokerage account. If you hold stock that has appreciated and you wish to donate it to our organization to keep from paying income taxes on the appreciation, we would be happy to accept the donation. Please contact the museum regarding details.

Hello. Ken Iverson has been placed in charge of the run-a-locomotive program. Ken or Missy are available for reservations at the same phone number. Please note our new area code (530)832-4532.

**—HEADLIGHT UPDATE—**

Work is proceeding on THE HEADLIGHT, issue #15. As soon as the layout proofs are checked, the issue will go to press. Issue #16 is being put together now and is planned to go to layout in early Spring, with a planned release date of early Summer. Concept planning for issue #17 will occur this Spring with a planned release date for late Summer.

*—Bill Shippen*

**WE OWN LAND!**

On October 27, 1997, a deed for 3.46 acres of land was recorded in the Plumas County Court House, Quincy. This parcel is part of our leased property that was sold to a real estate developer by Union Pacific so that the developer would have access to Portola city services. As this property included our picnic area we were concerned that we would loose this valuable attraction. During a walk through with the UP and the developer, Bruce Cooper casually asked when they got through with their development map if there was some property they did not need, could it be donated to our

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

leader for our organization. He will still be active in museum activities as his new employment will permit. We are very grateful for all the selfless efforts he did for our museum.

### **Bruce Cooper**

Bruce and Sue visited the museum in 1987, liked what we were doing and joined the Society. As they lived in Grass Valley and they wanted to be involved in museum activities they sold their home and moved to Portola. Bruce became active in the operating department and one day when giving a visitor a cab ride the visitor showed interest in running the engine, Bruce said for a fee you can operate it. Thus the run-a-locomotive program was born. Bruce was the main party that arranged for the donation of our most historical 1929 Ingersoll - Rand switcher and was responsible for our first piece of real estate donated by a developer.

This one event has done more to put our museum on the map than anything else we have done. We have one of the finest collections of railroad equipment, but if the public doesn't know we are here - they won't come. We have received numerous TV spots, a number of newspaper articles and magazine stories about our unique program. No other museum has achieved the success we have achieved with this program. Bruce has decided that he no longer wanted to serve on the Board of Directors, but will still participate in museum activities.

### **Sue Cooper**

When Bruce and Sue visited the museum in 1987, they joined the Society and then moved to Portola. When Bruce became involved in museum activities, Sue wanted something to do also. Because of Sue's previous experience as a dietitian in a hospital, she looked into helping in the snack bar. Barbara Holmes had started a small food service operation in the

former stock room, now a meeting room and after six years wanted to move on. Sue first helped Barbara and then took over the snack bar, named it the Beanery (a railroad term for a restaurant where railroad crews eat i.e. go to beans) and proceeded to build up the facility. Over the years she has improved the kitchen and serving area with a new cold drink box, ice machine, freezer and counters. She instituted a free lunch for operating and mechanical crews whenever the Beanery was open. Sue also prepared and served meals for special events and charter groups as needed.

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### **FRRS BOARD MEETING SCHEDULE 1998**

January—18	Sunday
February—28	Saturday
March—28	Saturday
April—25	Saturday
May—23	Saturday
June—13*	Saturday
(*Annual Meeting)	
July—4	Saturday
August—1	Saturday
September—5	Saturday
October—10	Saturday
November—14	Saturday
December—12	Saturday



## —ANNUAL ELECTION PROCESS 1998—

Dear Members:

The annual election process for 1998 has begun. There are 6 Director positions to be elected for the following terms: 1) One year term, 2) Two year terms, and 3) Three year terms. You may request which term you wish to run for. If no term is requested then you will be considered for all terms. The person receiving the highest number of votes will get the longest term unless a shorter term is requested. If you or some member you believe would be a good candidate for one of the six Directors positions please feel free to contact one of the members of the Nominating Committee (listed below) with your recommendation. A person may also become a candidate with a petition to the Nominating Committee and the requirements in item #3 of the election calendar below are met. All candidates for Director may prepare a one sheet campaign statement. The statement must conclude with a disclaimer that it is "Not prepared or reproduced at Societies expense and does not necessarily represent Societies policy and positions". The statement will be reproduced by the candidate on a 8 1/2 x 11 inch sheet of paper of any color not to exceed "20 lb. weight" and may be printed on both sides. A quantity of 1,000 copies will be needed to cover all voting members.

The statement shall set forth the candidate's views on relevant Society matters; it should not contain photographs, art work or slanderous comments about Society matters. Failure to conform may cause the Nominating Committee to return the material for a rewrite if time permits or cause the material to be omitted from the consolidated mailing.

A petition to change the Bylaws of the Society must be signed by one member in good standing and the requirements in item #4 of the election calendar below are met. Proponents of amendments from any source may prepare a one sheet statement. The statements will be signed by one author; other supporting names maybe included as part of the statement. The statements will be reproduced by and at the expense of the author(s). Statements will be reproduced on a single 8 1/2 x 11 inch sheet of paper of any color not to exceed "20 lb. weight" and may be printed on both sides. A quantity of 1000 copies will be needed to cover all voting members.

All campaign statements and bylaw arguments and rebuttal will be combined with the ballot and election instructions into one consolidated mailing. Postage for this mailing will be paid by the Society. However, members are permitted to mail their own election material at their own expense. —Tom Graham, FRRS

### COMMITTEE MEMBERS

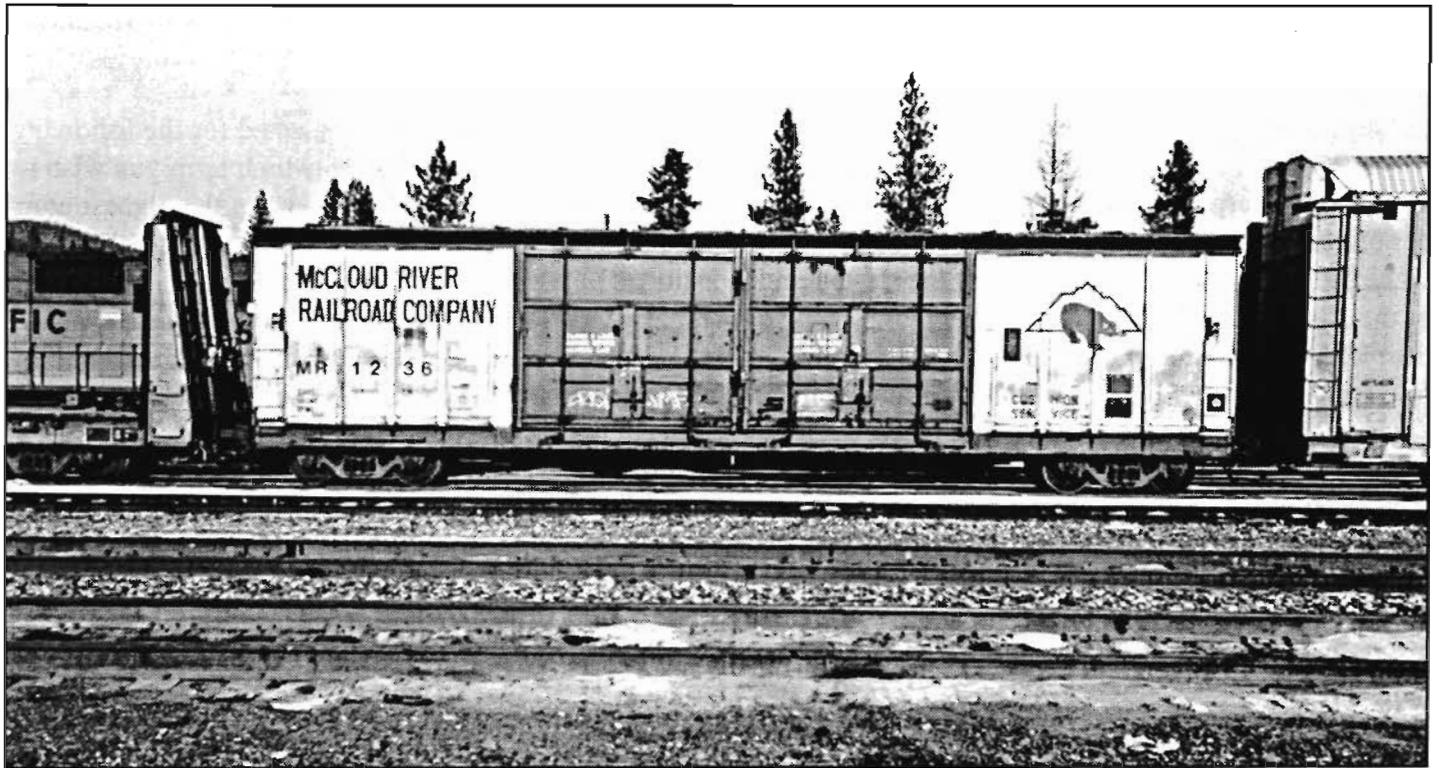
Tom Graham: (707)538-3722

Ken Iverson: (530)832-0770

Don Borden: (530)357-4563 Gary Hall: Gary@macnet.works.com

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|--|-------------------|
| 1. Nominating and Election Committee confirmed by Board  | December 14, 1997 |
| 2. Nominating Committee mails information packet   | January 15, 1998  |
| 3. Petitions of Nomination received by the Committee<br>by 3:00PM at the address below   | February 25, 1998 |
| 5. Draft candidates statements received by the Nominating<br>Committee by 3:00PM at the address below  | March 12, 1998    |
| 6. All proposals for amending or repealing Bylaws with<br>arguments are available to members with a self-addressed<br>stamped return envelope on request | March 12, 1998    |
| 7. All candidates names and statements presented to the Board  | March 28, 1998    |
| 8. All Bylaws changes and arguments presented to the Board   | March 28, 1998    |
| 9. All statements requested to be revised must be received by the Committee  | April 9, 1998     |
| 10. Consolidated mailing (ballot, statements, and arguments)   | May 1, 1998       |
| 11. Ballots received by 12:00 NOON at P.O. Box 608 at Portola, CA 96122  | June 5, 1998      |
| 12. Election Committee meets to conduct vote counting  | June 13, 1998     |

—FEATHER RIVER RAIL SOCIETY NOMINATING AND ELECTION COMMITTEE—  
6200 GATES ROAD, SANTA ROSA, CA 95404



*Here is our "new" McCloud River Railroad Company boxcar, another fine addition to the collection of rolling stock at Portola. —Norm Holmes*

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

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—PROUD MEMBER—



ASSOCIATION OF RAILWAY MUSEUMS, INC.

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