

The Train Sheet

Issue No. 90 Preserving "The Feather River Route" Mar/Apr 1998

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



Home at Last!

WP ALCo S-4 #563 is about to land on familiar ground after our hard working museum members slowly lower her to the ground on a cloudy April 2nd day. Donated to us by dedicated members John Ryczkowski and Norman Holmes, our 563 has come home to roost from her previous home at Foster Farms in Livingston, California.

Once painted in Perlman Green (only one of two ALCo switchers so painted on WP) and now covered in what could hardly be called paint, she will need some tender loving care from our restoration staff before she can again darken the Portola skies with black ALCo exhaust. Thank you Norman and John, with this donation we are filling in a much needed WP model to our historical collection. Let's not forget our dedicated moving crew who, as noted in this issue, had to overcome some rather exciting obstacles in order to bring her home again. Thanks!

—Norman Holmes photo

Inside this Issue:

◆ Cool Stuff...

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◆ Report on Acquisition of WP 563, Part 2

—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) 832-1657 Fax: (530)832-1854
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 and FRRS.

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—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.

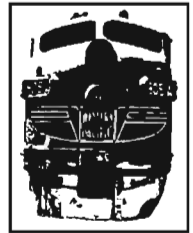
FAMILY LIFE memberships receive both The Train Sheet & Headlight, and are for a maximum of two people and two votes for life.

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–THE TRAIN SHEET–
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Contribution Deadlines: Second Friday of February, April, June, August, October and December.
Editors Emeritus: Norm Holmes, Steve Habeck, Ed Warren



Web Pages of Interest...

Frank Brehm' WP Page <http://wpr.railfan.net/>
WPRRHS / Mike Mucklin <http://members.aol.com/wprrhs/>
PRRM / Samuel Herschbein <http://www.oz.net/~samh/frs/>
SN Page / Garth Groff <http://poe.acc.virginia.edu/~ggg9y/home.html>
CZ Virtual Museum / Alan Radecki <http://calzephyr.railfan.net/>
WP Virtual Museum / Alan Radecki <http://members.aol.com/wpwobbly/wpstuff/wpmuseum.htm>
CZ Home Page / John Wilson <http://www.mindspring.com/~calzephyr/czhome.htm>



**Prez'
Notes...**

Here it is the 13th of April and we are looking at the yearly grand opening of the museum in less than six weeks. There is still much to do before we are ready to greet the visitors this year. We need lots of help in getting ready. Painting to do, cleaning the caboose train, cleaning the museum building, rest rooms, beanery, gift shop, and especially the yard and around the picnic area where the visitors will be.

We would like to remodel the old ticket office, put racks in for brochures, shelves for flyers and etc., paint it up, make it look like a part of a museum entry. It wouldn't hurt to have a few planters around with flowers in them to brighten up the place. The sign on the roof of the museum building needs painting again. There are so many things to do that the few of us that live up here

cannot get it all done, soooo — bring your grubbies and come up and help. We will find some tool, mop, or brush that will just fit your hand. We will have work lined up so you will not have to stand around and get bored. Wouldn't it be nice to have a new look at the Portola Railroad Museum this year! See you soon.

— Skip Englert

–TRAIN SHEET NOTES–

Thanks to our publisher having his thumb in his ear, the last issue of The Train Sheet should have been Issue #89, dated Jan/Feb. Sorry for any confusion this may have caused. The real Train Sheet No. 90, March/April, 1998, was produced early—May and will be mailed by May08. Shasta Rail Group staff members Nicholas Shippen and Adam Clegg helped with production.

—Bill Shippen



CMO REPORT

HANK STILES
CHIEF MECHANICAL OFFICER

Once again it is my pleasure to inform our membership on the work of the Mechanical Department. On an active note, the first Locomotive Maintenance Clinic has come and gone and it was a rousing success. The crew for the weekend included Chuck Barker, Dave Stares, Jay Sarno, Steve Habeck, Ken Iverson, Gordon Wollesen, Doug Morgan, Ed Powell, Rodney Jenkins and myself. Please excuse me if I inadvertently missed anyone. I was very pleased with the turnout for this clinic and I hope that even more of you turnout in the future.

This is the kind of response that we will need to get on top of our equipment maintenance. I would like to see all of our equipment in factory fresh condition, but I don't think I will have to worry about that anytime soon. I can only hope.

Projects worked on included:

WP 608

Replace leaking water pump.
Change oil in the governor.
Repair oil leak on governor lube oil supply line.
Disassemble brake cylinder. Will assemble then the parts arrive.

FR&W 1857

More work on reverser, this is an ongoing problem. Know one has been able to find the problem, but Peter Lyman was on the job a few days later and if he can't find the problem no one can!! Late news: reverser is repaired and working. Keep your fingers crossed. The voltage regulator was adjusted to 72.1 volts. Work was started on the control system for the shutter and radiator fan. Once again parts were needed but Dave Stares took the pressure relief valve home and he e-mailed me that he was able to repair it. We can get to work on this next time.

WP 512

Replaced brake pipe feed valve.
Checked voltage regulator setting.

WP 921-D

Clean battery boxes.
Extend battery cables.
Install Uni-Pack batteries. (This makes it much easier to service the batteries.)

SP 2873

Investigated water leak in cooling water supply line. Replaced water pump on the right side and installed water drain on pump so it could be drained. (I did this on March 28, it was not part of the clinic but I thought I would throw it in). Found water leak in water heating system for toilet, this will need attention later as we ran out of time.

On another note, we have a lot of parts for our equipment that is stored in boxes and on pallets in various boxcars. We have a rough idea of what we have and where it is, but we can't put our hands on a specific item without an exhausting search. This is very wasteful of our time and energy. I would like to ask if there are some in our membership that have experience in warehousing, working with parts distribution or a related field that would like to form a team to take on the task of solving this problem? This is something that will be an immense stride on the path to increased productivity in the operation of our shop.

There are times that we could sell some of the excess parts that we purchased for resale, but due to not having control of our inventory, we can't capitalize on these opportunities. Being able to take advantage of these opportunities will not only help others in our field; it will increase our cash flow so we can take better care of our charges.

So step forward, you handful of brave souls, the museum is calling you to your destiny. Please remember I can be reached either by e-mail or by phone, the addresses are on the title page of this *Train Sheet*. I would like to hear from anyone that has any thoughts on any part of the museum. This will help me represent you at the board of directors meetings. Help me to help you. Thanks for your time.

—Hank "Flat Iron" Stiles

—GENERAL FUND DONATIONS—

Bill Shippen, David Rowe, David Edwards, Jack Papazian, Eric Wright, Donald Kaplan, F.W. Sellman, Donald Davella, Dave Krieger, W. Wells, B. Regan, James Hollett and Dan Kamikubo. We thank all for their generosity in helping our museum.

NORM NOTES...

Stock Donation Changes

There are some changes in the way a donation of stock is handled. Until June 30, gifts of appreciated shares of stock can be donated to non-profit organizations such as ours at their appreciated value. Commencing June 30, only the value of the shares at their value at the time of purchase will be deductible. With the value of many stocks now at an all time high, this is an excellent time to take advantage of the current tax laws for an Endowment Fund gift. Our goal is to have at least \$500,000 in this fund and to use the interest and dividends to support our museum.

Gift Shop News

Outside show sales have kept the Gift Shop crews busy since the first of the year. No less than eight shows have been attended. Ken Hitch worked four of the shows, Barbara and Norman Holmes worked three with Linda and David Dewey, Missy and Ken Iverson working the Dunsmuir Winter Rail Fair in a severe snow storm.

While we do not make a lot of money on the shows and sometimes actually lose money due to expenses, we feel it is important to show our flag, so to speak. We have visitors to the museum and people who participate in our Run-A-Locomotive program who first learned of our museum by attending a rail show.

New in the Gift Shop

For receiving a free tape, I was asked to write a review. Trains on Location - Feather River Canyon.

I have just reviewed the tape and consider it one of the best videos showing trains in the Feather River Canyon. It has a variety of scenes and angles, shows BNSF in various colorful consists as well as UP and its merger partners. The film follows the Canyon sub from Oroville to Portola including the January 1997 flood repair. Some scenes are shot in rain and snow. A short segment covers the Quincy Railroad. The tape has good narration, correct facts, not too much talking, just enough. There is one incorrect fact regarding switch point heaters. WP, not UP installed them, in fact UP has removed some of them. Vickie Krois and Norman Holmes are interviewed on the tape. It is available from the Gift Shop for \$29.95. It runs one hour.

We now have in stock a new hat tac pin from Sundance showing our 805-A. It is high quality and sells for \$4.95. We have a MDC 40 foot box car - white with FRRS logo, price \$12.00. A new poster has just arrived, it shows WP 94 and WP 802-A celebrating 80 years of WP passenger service. It is 18x22 in color and sells for \$9.95. We also have T shirts with this poster printed on the front for \$12.95 L and XL only, XXL is \$14.95. Another new T shirt is WP 801-A pulling the California Zephyr. It also sells for \$12.95 in M-L-XL and XXL for \$14.95. The same 801-A is printed on a mouse pad. It is \$7.50.

Western Pacific Locomotives and Cars, Steam, Diesel, Passenger and Freight by Patrick Dorin, published by TLC publishing Company is now in stock. The book features a nice painting of WP 803 on the cover. This 130 page hard cover book sells for only \$24.95. While short on text, its many black and white and color photos have informative captions. A roster of all WP equipment is included. There are a few minor errors, but the photos alone are worth the price of the book.

Shipping for above items is \$3.50, regardless in the

BOARD MEMBER ATTENDANCE 1998

NAMES	1998					
	JAN	FEB	MAR	APR	MAY	JUN
Anderson, M	P	P	P	W		
Borden, D	P	P	P	P		
Englert, S	P	P	P	P		
Graham, T	P	P	I	P		
Holmes, N	P	P	P	P		
Monger, W	P	A	P	P		
Morgan, D	P	P	P	P		
Neves, V	A	A	P	P		
Stiles, H	P	P	P	P		
Wollesen, G	P	P	I	P		

Starting Mar28, 1998, attendance is recorded as follows:
P—Present A—Absent I—Illness W—
Work S—Society business T—Transportation

number of items. Of course, California tax is extra for CA residents.

Locomotive Sold

Our GE 80 ton center cab, FR&W 80 has been sold to a private individual for operation on trackage at Alturas, CA. The unit had been declared surplus to our collection after the acquisition of Sacramento Northern 146 and Quincy 3, both GE 44-ton center cab units. The 80 was acquired from Government Surplus in 1988 from Hill AFB, Utah. It was built in 1942 as U S Army No. 7376.

New Jobs

Experience learned at our museum has helped Marty

Anderson and Steve Habeck in their new employment with Union Pacific. They started training as a "train person" in Sparks, NV April 13. They will have extensive class room and field training for three weeks before going out on actual trains. In previous years, Dave Anderson, Brian Challender and Gary Cousin went to work for the Southern Pacific.

Post Office Rules

The Post Office is cracking down regarding zip codes. They say if our bulk mail does not have the 5 digit zip code plus the 4 digit delivery number they will not guarantee delivery. So — if your mailing label does not have the Zip Plus 4, please inform our Membership Chairman.

Work Completed

Union Pacific completed a year long restoration of track and right of way damaged in the January, 1997 floods in the Feather River Canyon. The work train operating since last fall between Paxton and Pulga was designed by Portola's White Cap Ready Mix Co. A large boom pump truck was used to suspend a four-inch hose out over the tracks and down the bank to feed cement along the embankments where river erosion was a problem. Enough concrete has been poured along the tracks to build foundations and garage pads for 500 to 600 homes. Union Pacific spent an estimated 40 million dollars repairing the flood damage.

—Norm Holmes

—HELP WANTED—

Your Board of Directors recently authorized the formation of the Acquisition and Deacquisition Committee. This committee will formulate the policies and standards for the board's use in deciding to acquire or dispose of railroad equipment. I have been asked to chair the committee. I am looking for four or five museum members who would like to make an important contribution to the Museum. This will be a good opportunity to make a contribution without having to travel to Portola. I plan to conduct most of the business of the committee via e-mail. If you are interested in serving, please contact me at: lyman@spacesoft.com

—Peter "Doc" Lyman

—SPECIAL FUND STATUS—

Item	Additions	Balance	Notes
Building	\$284.00	\$19,014.25	(1)
WP GP9	\$25.00	\$13,244.75	(2)
SP 1215	\$72.63	\$23,600.50	(3)
UP 737	-	-	
IR 110-1	-	-	
UP 105	-	\$1,585.00	
CTC Board	\$40.00	\$260.00	(4)
Library	\$10.00	\$278.00	(5)
Endowment	-	\$36,682.46	(6)

—OUR NEW LIFE MEMBERS—

Bill Shippen
David Cox



(1) Trains Unlimited Raffle proceeds (2) Ed De Lozier (3) Interest on account (4) Ken Meeker (5) Tim Ellis (6) Pegged to Stock Market

—FRRS BOARD MEETING SCHEDULE 1998—

May23 Saturday, June13* Saturday (***Annual Meeting**), July04 Saturday, August01 Saturday, September05 Saturday, October10 Saturday, November14 Saturday, December12 Saturday



**CABOOSING
BY HAP MANIT**

Jan01 - Gordon Wollesen, Bob Lindley, Ken Iverson, Doug Morgan removed batteries from 2001. Norm Holmes stenciled new reporting marks on our new flat car.

Jan02 - Doug Morgan worked on borrowed Whitting jacks.

Jan03,10 - Norm and Barbara Holmes took inventory of Gift Shop stock.

Jan07,09 - Lolli Bryan took inventory of Gift Shop

from around the shop building.

Jan30 - Norm Holmes hauled bad order wheel set to Roseville for exchange for good one for flat car.

Feb14,15,16 - Tom Graham, Jeff Palmer, Doug Morgan, Milissa and Judy McGraw cleaned up the guard car.

Feb20 - Ken Roller conducted tour for Susanville group.

Mar12 - Doug Morgan setting up computer in office car.

Mar13,14 - Tom Graham and Jeff Palmer spread gravel to fill pot holes in entrance road. Tom Graham and Doug Morgan cleaned out old heating system from guard car.

Mar27 - No. 80 started and run for first time in a number of years.

Mar28, Apr01 - Steve Habeck, Ken Iverson and others fueled all operating engines from truck load of cheap diesel fuel.

Apr02 - Patrick Kalen cleaned Beanery.

Apr08 - Loyalton school group train ride. Norm Holmes, Ken Iverson, Doug Morgan, Ken Roller, Gordon Wollesen.

Apr10 – Tom Graham works on shelving in battery house.

Apr11 – Greenville school group train ride. Norm Holmes, Skip Englert, Ken Roller, Gordon Wollesen.

Apr17 - Doug Morgan and Bob Lindley put away Christmas lights.

Apr19 - Union Pacific "train person" training class visits museum and practices air brake procedure and coupling skills.

—Election Notice—

Since the election process is new this year please note the following:

- 1] All ballots must be mailed.
- 2] All ballots must be received by the due date.
- 3] Any late envelopes or ones that have been tampered with will be discarded.

Nomination & Election Committee
—Ken Iverson & Gary Hall

—Last Calls, Please—

—WP 563—

—One More For The Road—

—Doug Morgan—

In the good old days, when a locomotive or a car was donated or purchased, the delivery of that item to Portola was free or, many times, inexpensive and usually on its own wheels. "Them days is gone". Now it takes a great deal of money to move a piece of equipment both in tariff rate, loading and tie down charges.

A prime example of this is the WP 563, an ALCo S-4, built in 1951, that has been at Foster Farms in Livingston, CA since 1976. Until 1985, the unit had been used to push and pull hopper cars of corn and other grains through a chicken feed unloading and storage mill. Last year Norm Holmes and John

Ryczkowski purchased the locomotive from Foster Farms and donated it the Feather River Rail Society. Since the SP/UP railroad has essentially banned plain or friction wheel bearings from movement on the rails, the unit had to be moved from Livingston to Portola either on a highway truck or by flatcar. The flatcar method was chosen as the most cost-effective way.

A flatcar was ordered from Union Pacific but then a debate ensued as to how to load the locomotive. Quotes for a crane to lift the engine on to a flatcar came in at a very high cost. A break came when Steve Habeck discovered 4 Whitting 35-ton electric car jacks that were stored on the Amador Central Railroad in Martel, CA. When I heard about the jacks, it occurred to me these units could be used to load the WP 563 onto a flatcar. Further research indicated that this just might work, however, we would have to service the jacks and move them to Livingston round trip. We arranged for a loan of these jacks from the new owner of the Amador Central, Mike Harte. Sierra Pacific Industries generously donated the truck time to move the jacks to Portola from Martel, so they could be repair and tested.

To move the jacks to Livingston, the FRRS elected to repair and upgrade its 1977 International Harvester Dump truck. In order to lift the locomotive high enough to clear the deck of a flatcar, the jacks would have to be elevated by the use of jack pads. I looked through my stash of tools and materials and discovered several jacking pads. However, they required alterations as well as the manufacturing of an additional pad. When completed, these pads were 35" X 35" X 18" high.

Phase I, Load the Engine — Maybe? (Or, New Shorts Please?)

With the jacks loaded in the dump truck, Bob Crews, our dump truck driver/mechanic and his wife

Darlene, and I, driving my red flatbed truck, loaded with tools and equipment, convoyed to Livingston, on December 26, 1997. On Saturday, the engine and flatcar were spotted, and the dump and flatbed trucks were unloaded. John Risse arrived from Boonville to be the first volunteer. The flatcar still had dunnage on it from a previous load. Hank Stiles, Janis Peterson and Hank's son, Jeremy, came on the site in the afternoon to start assisting with the dunnage removal. It required a great deal of time (all afternoon) to strip this material from the deck.

On Sunday morning, we rented a portable generator plant from US Rentals in Turlock. I had arranged to borrow the other Foster Farms locomotive for moving the flat car under the 563. All the jacks were set on their respective pads, the power plant was hooked up and test lifts started. By early afternoon the engine was carefully lifted to a height of 43" or 44", not high enough for the flatcar to be slid into place. Then a great scare occurred. One of the locomotive jacking extension units, designed to bolt to the lifting pads on the engine in order to give us greater side clearance, failed at a weld point with the engine high in the air. The locomotive lurched slightly. We all took turns applying CPR to each other. We carefully lowered the 563 down to the rail and inspected the failed extension. It was discovered the welds had not penetrated fully through the metal. We decided we could go no further until the extensions were re-welded.

In the morning, (Monday) Foster Farms volunteered to have their welding department grind out all the old welds and re-weld each extension. While this was being done, we reset the jacks to another lifting point higher up on the mast of each jack. Later with the reapplication of the extension units, the engine was once again hoisted to a new height of 48". The flatcar was safely slipped under the engine, steel wheel

chocks were set on the steel deck, and the locomotive was lowered to a perfect placement on the deck of the flatcar. End of that adventure.

Phase II, the Empire Strikes Back

Flushed with the success of loading the 563, the intrepid crew of Hank Stiles, Meg Evans and I ventured on January 27, 1998, once again to Livingston to tie down the locomotive. At the conclusion of Phase I, I had asked the UP mechanical department, AAR top loading person, to meet me in Livingston to discuss the tie down procedure. We have done many tie downs before and we did not anticipate any complications. We proposed cables be applied. The railroad said OK to this however, due to further reconsideration on the part of the railroad, the 5/8" cable placed at 12 points from the locomotive to the flatcar proved to be insufficient security for the load. The tie down was rejected.

Phase III, The Empire Strikes Back... Again

Once more I ventured to Livingston. The welcome wagon lady gave me a "new resident" kit for spending so much time in the area. The railroad said if we welded 3/4" solid round stock bars from the side of the locomotive walkway (16" of continuous weld per bar), through holes in the deck, with threaded ends, double-nutted at 12 different points, all would be forgiven and I would be paroled to a halfway house in Portola. I hired a local welding outfit in Livingston to perform the task, and one-day and \$800 later, the welding was completed. The car was reinspected and finally approved, and was to move with 12-5/8" cables, and 12-3/4" round bars. Most independent experts I have asked believe if the flatcar was derailed, the railroad could pick up the car with the load intact.

For some time the flatcar with the 563 perched on top resided at Foster Farms, Livingston, because it

couldn't be set over for pick by SP/UP. The seemingly endless 40 car unit trains of corn interfered with the pickup process. Foster Farms has scant time to unload these cars without getting into demurrage penalties. We were caught up in several of these unit trains being unloaded. Around March 7 or 8, Foster Farms set the 563 to interchange. It is generally believed the engine was picked up on March 9 and taken to Stockton.

On March 27, the WP 563 arrived in Portola and on April 2, the locomotive was unloaded by reversing the loading process. The conditions were much improved over the loading and coupled with the knowledge obtained from the loading education, the unloading took only about 7 hours, flatcar to rail.

I cannot express my personal gratitude enough for the assistance given in this project by those I have mention in order to load and tie down the locomotive. Further thanks goes to Ray Ogden, Bob Crane, Ron Brinsto, and others in the material handling and facility maintenance's departments of Foster Farms who generously helped us, and provided the space and patience to help us through this task. Also, to Steve Habeck for arranging for the use of the jacks. Thanks also go to Norm Holmes, Steve Habeck, Ken Iverson, Chuck and Gordon Wolleson for the assistance as the unloading team in Portola.

—Doug Morgan

—Railroad Preservation Symposium—

1998 Report

—David Dewey—

This was the tenth annual symposium and this year the focus was on caring for the organization and its people, and a little bit of technical information updating. We had a full schedule of classes with two sessions of concurrent classes — quite frustrating, as both times I wanted to attend both classes!

Friday the symposium opened with a continental breakfast (as usual, the symposium feeds you as if you were on a cruise) followed by Linn Moedinger's presentation on the proposed new boiler regulations. This is the first update of these regulations since 1952. Since then new pressure vessel technology has developed, and steam locomotive use has changed from "in service unless needing repairs" to "in service only on special occasions". The new regulations recognize this fundamental change in locomotive use and care. Where this will effect us is to give us a longer service time for our boiler flues and will require that we carefully measure the present condition and metallurgy of the boiler sheets and recalculate their stress factors using the new measurements. The sheets change from corrosion, erosion and past repair procedures.

The afternoon session was on the current publication of Recommended Practices for Railway Museums. This document came about after finding the Association of American Museums accreditation criteria were designed for an art museum, and did not address the care and management problems railroad museums find. With this publication, we are now in the enviable position of having active standards by which we can govern our development. It was noted the states are redefining "non-profit" tax status, and looking for ways to tax non-profit groups. We may need to keep very aware of developments here and

actively prepare ourselves to be in compliance before changes occur. It includes a standard "code of ethics" to help define what kinds of activities, such as selling parts of a collection, are considered acceptable, and how funds from such activities may be used. We are not talking about "big brother" watching us; this is merely a guideline based on group opinion. As a museum, we have a product we sell, Visitor Experience. This fulfills our requirement to be a public benefit, or educational institute. The more we can enhance the product, the greater will be our audience and support. As visitation grows, Volunteerism grows too, a double incentive to "do a good job!" Implementing these practices can be daunting, and it is suggested to do it one step at a time; reduce implementation to tolerable bites.

We then had a break until the evening reception and presentation of the Luxury Train, The American Orient Express, quite an impressive cruise experience and not your usual rail travel trip. During the break, I had a visit with Linn Moedinger and discussed our steam locomotive boilers. The restoration suggestions will follow his recommendations. So far we are "in the ball park" with our present plan.

Saturday morning started off with the usual breakfast, followed by opening ceremonies and then John Hinkley's talk on changing a collection into a museum. The major factor here is attitude. What is your relationship to the collection? The collection is the core asset of the museum; you are defined as a museum based on what you do with the collection. If the collection is used to further the public's knowledge, and the public supports that use, then you are meeting today's definition. The definition of "museum" changes with time, however, and what is acceptable by today may not be tomorrow.

After a short break (with food, of course!), we had what I consider to be the most dynamic and important

presentation of the symposium; Jerry Estensen's "Turning Your Idea into a Sound Organization", covering Goals, Objectives and Missions. Jerry has been teaching Russians how to function in a capitalistic environment, and he works with for-profit organizations. One of his main points was; with well-run organizations, there is little difference between profits and non-profits. Any organization needs to know why it exists. What is the gut feeling of the company? What are your basic values? These are the ones you won't compromise, no matter what - even if it requires closing the doors. This is what forms your mission statement!

To be a healthy organization, you need to foster a sense of urgency about yourself and what you're doing. The organization should be a place for potential and provide:

A Gift of Challenging Work

A Place to shed Obsolete Baggage, giving one a Clean Slate with no past

Measure what is worthwhile of a member's contributions

Heal the member's person with trust, caring, and forgiveness

Celebrate the victories!

He went on to point out that, growth creates new crisis; it's a function of the process. As long as you keep true to your core beliefs - your base passion - the crisis can be overcome and lead to further growth (which leads to a new crisis!).

The Core Values of an organization must be essential and enduring, few in number, never compromised, and not trendy. They should lead to a vision of what the organization can become, not what it presently is. This should lead to a vision, an image of the possible and desirable future state of the organization. Vision-led leadership expresses not what is, but what might be and communicates the

shared values of the members. This leads to a commitment to a common purpose and sets a standard of excellence.

The methods of measuring growth have traditionally been budgets, contributions, membership growth, and size of buildings. A perhaps more valid and useful measurement could be Harmony (note that acceptance can exist without agreement - compromise!), Innovation, Competency, Urgency (energy one provides the group to get things done). He pointed out that if your organization meets all its goals, you didn't set them high enough! A good museum should add texture and color to our public lives.

We then broke for lunch followed by the two concurrent sessions. I attended the Fundraising session presented by Cathy Taylor. Her major points were to get to know your donors, and keep looking for new ones, be consistent in your requests, and be ready to accept uncommon sources. The BOD is your major fundraising power, followed by the members. It is most important to have a recognition policy and system in place to reward their efforts. A little "massaging" here can have a profound effect on future donations.

The next workshop I attended was the Hands On Interpretation & Education. We were broken into groups and given an envelope containing copies of "articles found in a trunk in the SP archives". Our job was to deduce several things about the original owner of the objects. This provided a good example of how some rare items that might not lend themselves to regular display can be used in an educational and fun manner. This is something that would lend itself well to a school class tour. Some of us had real fun with it, discussing the validity of some of our conclusions; whether or not we achieved them based on outside knowledge (it became clear to some of us the identity was Robert Lewis Stevenson).

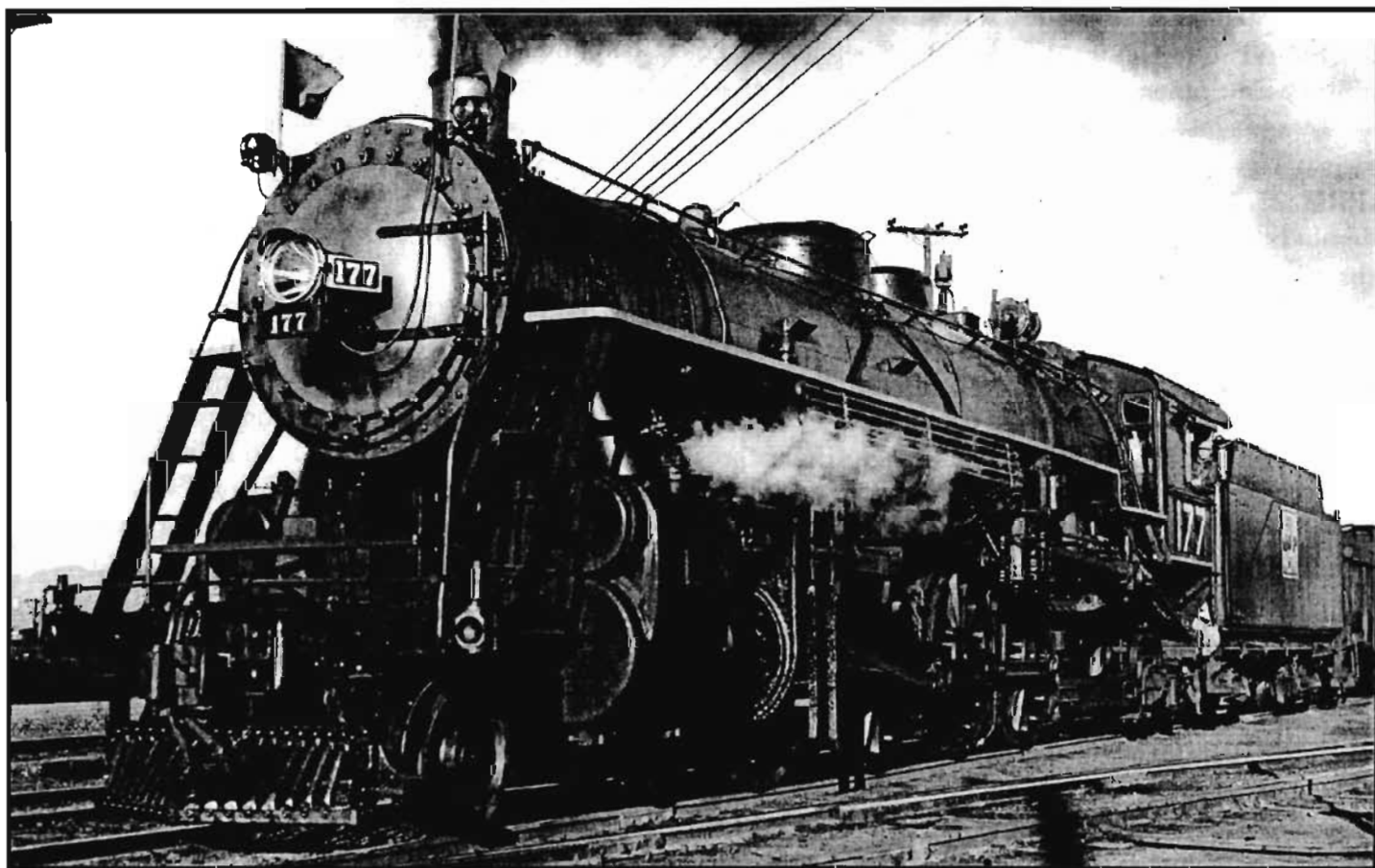
After another snack break, we all attended a presentation of the museum at the Goleta Depot. This is a standard SP depot that was moved to a park location, and restored with a track and caboose. The emphasis at the museum is on the programming that involves the community, from preschools to major corporations. The move and restoration was a community effort, and they continue to have strong community support. The final formal presentation of the day was on the Spencer Shops complex, which serves as the North Carolina Transportation Museum. Quite a redevelopment of an abandoned major railroad shop complex that is still on going.

That evening, we were served dinner aboard a former SP dinning car while traveling the Sacramento Southern line. Quite impressive to see how a formal dinner can be served to a large group. They did have one major flaw; the flow of people between seating became a "rush-hour" deadlock.

Sunday morning started with our final "cruise meal" followed by a session titled, "Volunteer Management" presented by Joel Cox from Rio Vista. Joel manages the track reconstruction, so he needs volunteers willing to work hard! He believes that one needs to keep volunteers Happy, Rewarded (food, rides, running, etc.), and to Thank and Converse with everyone. He also finds it is imperative to have a well-organized plan for the day's work, as well as a back-up plan in case Mr. Murphy shows up. He also sets goals for each day's work, especially with track work where many hours of backbreaking labor may only show a small amount of progress. As track work goes faster with mechanized equipment, but few museums own all the necessary equipment, he has been able to pool people and equipment from other museums to gather together at each museum to jointly do track repairs.

The last session was lead by Walter Gray and Cathy Taylor explaining how CSRM functions as a public and private partnership. This has allowed the museum to continue to provide quality services while the state funding has shrunk. The state parks system is still struggling to understand how this can happen long-term! We then had a panel discussion of the entire symposium's subjects with questions posed by the audience. One major point that stood out is; we are facing a Generational Change. Most of us are from the last generation to experience traditional railroading first-hand. To be able to reach the next generations we have to not only show "the stuff" but also we have to introduce them to railroading from the very basics. We will also have to somehow make our experiences come alive in their minds. The challenges we will face over the next years are great, but with our passion and perseverance, we can meet them and exceed them.

—David Dewey



Flying green flags, Western Pacific 4-8-2 #177 poses on a second-section freight train at Oakland, California in the late 1940's. These long-legged Mountains were been bumped from regular passenger service by the GS-64 class 4-8-4's and were often seen in fast freight duty. It is a shame that at least one of the mountains could not of been saved. When sold for scrap, the net profit wasn't even enough to buy a pair of Cadillac's!

—Bill Pennington photo, courtesy Greg Munster

—BOARD MEETING HIGHLIGHTS—

MARCH 28, 1998

Members Present: Englert, Anderson, Holmes, Morgan, Stiles, Borden, Monger, Neves.

Absent: Graham and Wollesen due to illness.

Recording Secretary: Hired Pauline Erwin as RS. **Financial Report:** Motion to approve did not pass due to irregularities in report. **Executive Director:** Cost of Budd railcar referred to Acquisitions Committee.

Public Relations: Prez Englert has contacted *Sunset*, *Via*, and *State Farm* magazines for prices on running museum ads. **Membership:** Total members: 1101. **Facilities:** 23 tons of rock spread on entrance, will suffice until full rebuild of road. Some patching done on museum roof. **O.A.L.:** Motion to change the word " Operate " to "Run " a locomotive. Motion passed. **C.M.O.:** In service engines: 608, 512, 1857 & 921-D. Ken Iverson placed in "charge" of Battery Services. **Restoration:** Discussion on restoring all cabs of R.A.L.

Budget Committee: Only received budget requests from mechanical and restoration depts.

Election Committee: Names on ballot will be drawn out of a hat to determine the order they will be listed on the ballots. **Locomotives 737 & 80-Ton:** Working on lease/restoration agreement on loco #737 with Warner Brothers. 80 tonner has been sold for \$10,000 with money received. **R.A.L.:** Paperwork for payroll has been received. **Visitors Center:** Discussion on purchasing a modular building to be used as a visitors center.

Military Equipment: Discussion on deacquisition of army tanks and mules. **Tenancy Agreement:** Approved tenancy agreement with Ken Roller. **WPRRHS:** Approved Vic Neves as board liaison with WPRRHS.

APRIL 25, 1998

Members Present: Borden, Englert, Graham, Holmes, Monger, Morgan, Neves, Stiles, and Wollesen.

Absent: Anderson.

Recording Secretary: Resigned due to personal reasons. **Financial Report:** Treasurer Wollesen presented corrected March 1998 report, total — \$268, 075.62. April total — \$263, 748.88. **Membership:** Total Members: 1128. **Gift Shop:** Have new *Trains Magazine* tape on Feather River which includes our museum.

Facilities: Discussion on getting heating and a/c in VIA sleeper. Rebuilding of museum phone system is finished. Steel racks built for battery house. Still some problems with entrance road. **C.M.O.:** #608 in service today, #512 out of service for repairs. Out of 100 batteries sent to Sacramento for rebuild we maybe will only get one good set back. Discussion on wheels on 921-D. Approved spending up to \$5,000 on repairs and refurbishing of the 5 cabooses used for the train rides. **Beanery:** Contract presented is unacceptable, Norman and Doug will meet with Benji. **WPRRHS:** 34 signed up for convention at this time (4/25).

Election Committee: Tom Graham has taken leave of absence until after elections. Ballots will go out 4/28/98. **Office Car:** Motion to increase budget from \$2,000 to \$4,000, motion passed.

Mt. Shasta Daylight: Approved contract with Doug Morgan for organizational, promotional, reservation and train operations, pending approval of our attorney. **Shower Car:** Approved a revised budget not to exceed \$10,000. **Visitor Center:** Discussion on 24' by 60' modular building, price \$60,000. Board felt more info is needed before making a decision. **Alcohol & Drug Policy:** Approved establishing a Drug & Alcohol Policy for museum volunteers. **Telephone:** Approved spending up to \$2,000 for telephone system expansion.

Battery Building: Approved revised budget not to exceed \$3,000 for completion of battery house.

Election: Approved spending up to \$1,000 for ballot printing and mailing. **Backhoe:** Approved spending up to \$20,000 for museum backhoe including attachments. **Army Tank:** Tank at Graeagle will be moved back to museum grounds.

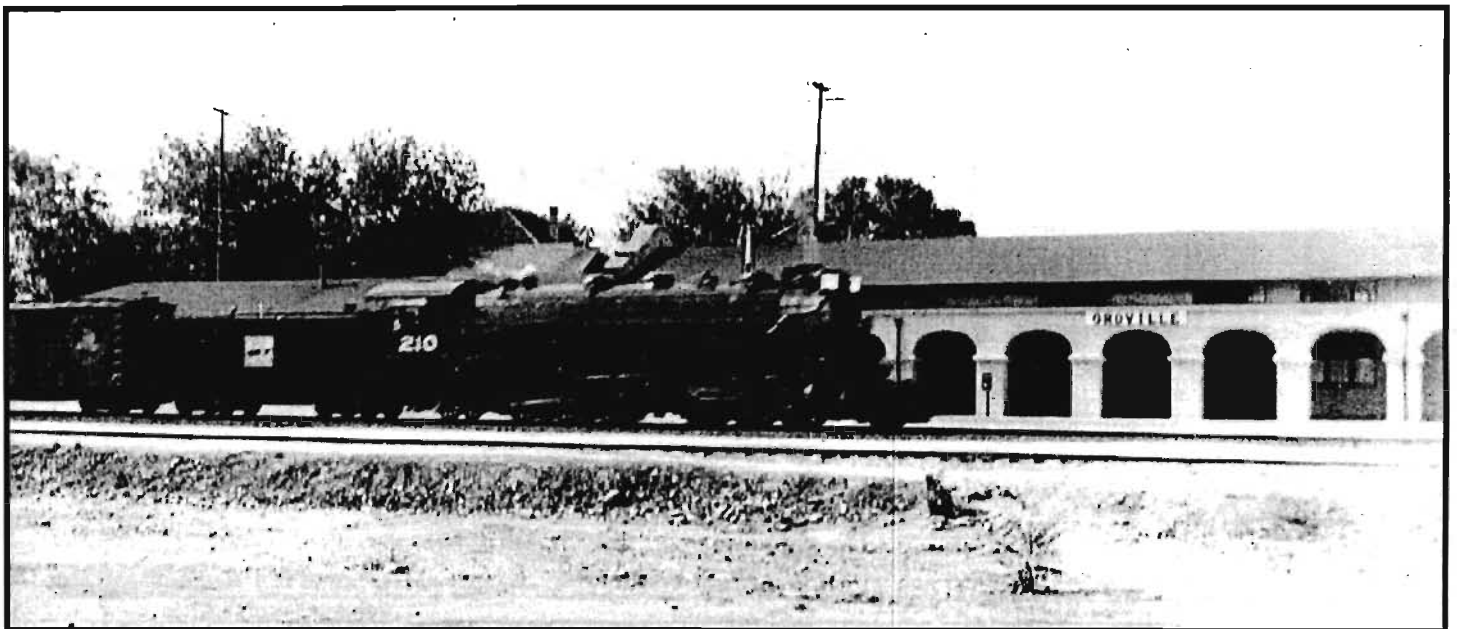
Complete copies of board meeting minutes are available to any interested member by sending \$2.00 to cover postage and copy charges to: Don Borden, 17250 Flowers Lane, Anderson, CA 96007. Board meetings are open to all interested members, contact any director for location and time.

—Don Borden FRRS Secretary





With Table Mountain overlooking the start of the end for steam on the WP, General Motor's demo FT sets 103 wow the crowds at Oroville Yard during May of 1940. As replacement for steam power like that shown below, the FT's were praised as helping keep the WP out of financial troubles and also as a saving grace power wise during the upcoming traffic rush due to World War II. WP was fortunate in that they were given an allotment of diesels during the war, a privilege most other railroads had to do without.
—Photographer unknown, courtesy Greg Munster



Otherwise undated print shows WP 2-6-6-2 #210 flying by the Oroville depot with an extra eastbound drag. She appears to be freshly painted and perhaps this is a first trip after having the supplemental main air reservoir installed on the pilot? In any case, it is a nice view and we sure do wish folks would date their photo's!
—Photographer unknown, courtesy Greg Munster



Even though he preferred steam, intrepid steam photographer Bill Pennington would train his medium format camera on a diesel from time to time. Here in the late 1950's he has stopped on film an extra passenger special pulled by an A-B-A set of the Wobbly's F units. 916-D displays her as delivered paint and lettering details as she pulls the special near San Leandro, California.
—Bill Pennington, courtesy Greg Munster



Mountain #179 is pulling into Oroville in the 1940's with heavyweight cars in tow. Note the different smoke deflector attachment on the stack. WP tried a variety of smoke deflection devices on the Mountains, all designed to hopefully keep drifting smoke out of the crews face while running at speed.
—Photographer unknown, courtesy Greg Munster