



The Train Sheet

Issue 100
March/April 2000

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

Library Car "In Service"

by John Walker

One of the missions of the WPRRHS is caring for all of the archives that the FRRS/WPRRHS/PRM have collected over the years. For nearly 15 years this task has fallen on our former General Manager Norman Holmes. These documents and items are irreplaceable and Norm jealously guarded these items. His diligence in this area protected the items from exposure to the elements and from theft or damage.

Until recently, these

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Our new library car is the culmination of many hours of work. Access to the interior of the car was made easier by framing in the opening of the plug door and installing a sliding glass door. This also protects the contents from the elements. - John Walker

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Whitman Portrait Donated

by Norman Holmes

Harriet Whitman Lee, daughter and Franklin B. Whitman, grandson of Western Pacific's eighth president have donated a large portrait of Mr. Whitman to our museum archives. The portrait hung in the Whitman home until the death of Mrs. Frederick B. Whitman. The family felt our organization would be the appropriate place to have the portrait. We really appreciate the gift.

Mr. Whitman came to the Western Pacific from the Burlington Railroad where he was the General Superintendent at Lincoln, NE. He

first traveled to California at the invitation of a committee of WP Directors and accepted their offer to become executive vice president on October 1, 1948. Mr. Whitman became President of WP on July 1, 1949, succeeding Harry Mitchell.

Under Mr. Whitman's leadership WP became a first-class transcontinental line and a leader in railroad progress. The road had become completely dieselized, the first class one railroad to do so, the entire railroad except for paired track and branches was placed under Centralized Traffic Control and radio was used

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- The Train Sheet -

News from the Feather River Rail Society and the Portola Railroad Museum
 Editor – Frank Brehm (916) 334-4470 trainsheet@wplives.com
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 Contribution Deadlines: Last Friday of February, April, June, August, October and December.

- Portola Railroad Museum -

P.O. Box 608
 Portola, CA 96122-0608
 Museum: (530) 832-4131 Fax: (530) 832-1854 General Office: (530) 832-1657

The normal operating season for the museum is the first Saturday in March through the first Monday of November. The grounds are open from 10:00 a.m. until 7:00 p.m. daily. The museum building is open from 10:00 a.m. until 5:00 p.m. daily. During the non-operating period the museum is closed except for special events in which arrangements have been made in advance. If you wish to visit during the non-operating period it is advisable to call in advance and find out if the museum grounds will be open.

Entrance to the museum is free, although a suggested donation of \$2.00 is greatly appreciated.

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 the Association of Railway Museums and the Tourist Railway Association, Inc.

- FRRS Board of Directors -

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- FRRS Membership -

Associate \$15.00 Historical \$22.00 Active \$30.00 Family \$35.00 Sustaining \$75.00 Life \$300.00 Family Life \$450.00
 These are the dues for the duration of one year, with Life and Family Life being a one-time payment.

Associate memberships do not have a vote, receive The Train Sheet but not the Headlight and are for one person only.
Historical memberships receive only the Headlight, do not vote and are for one person only.
Active memberships receive both The Train Sheet and the Headlight, have voting rights and are for one person only.
Family memberships receive both The Train Sheet and the Headlight, have one vote and include all members of ones immediate family.
Sustaining memberships receive both The Train Sheet and the Headlight, are for a maximum of two persons with one vote each.
Life memberships receive both The Train Sheet and the Headlight, have voting rights and are for one person only for life.
Family Life memberships receive both The Train Sheet and the Headlight, are for a maximum of two people and have two votes (one per member) for life.

Send all applications, renewals and address changes to:
Feather River Rail Society
Membership Dept.
P.O. Box 608
Portola, CA 96122-0608

Web Pages of Interest

PRM	www.oz.net/~samh/frrs	SN Page	www.people.virginia.edu/~ggg9y
WPRRHS	www.wprrhs.org	Tidewater Southern	www5.pair.com/rattene/WP/TideIndex.htm
CZ Virtual Museum	calzephyr.railfan.net	Tidewater Southern	www.wplives.com/tidewater
Western Pacific and FRRS	www.wplives.com	WP Virtual Museum	wpmuseum.railfan.net

From the Chairman

by Andy Anderson

As another season for Museum visitation unfolds, activities are underway to make sure that all is in order. The locomotives used in the "Run a Locomotive" program are being checked, serviced, and made ready for what promises to be a busy schedule. As always the Caboose Train will be on stand-by and ready to roll.

Another exciting happening is the ongoing fund raising efforts toward the total restoration of the California Zephyr Dome-Dorm Lounge car "Silver Hostel" as well as the last remaining Western Pacific FP7, 805A. The tireless efforts of Director Vicknair are very much appreciated.

Painting is also on the agenda for this year. This project, involving two locomotives and one boxcar, is on the drawing board with cost estimates being sought. This too is an exciting project with the results being very visible to the membership and the public. Other projects are also on-going including yard clean-up as well as the engine house re-roofing.

It was great to participate in the "work crew" that facilitated the return of the two logging flat cars to the property after a few years absence in Loyalton. A related story and photo can be found elsewhere in this issue.

Everyone is hoping that this summer will bring many visitors and that our members will become more involved with Museum activities. If the old adage is true, "we get out of it what we put into it", hopefully we can all put a lot into it this summer.

SEE YOU AT A GREAT PLACE...THE PORTOLA RAILROAD MUSEUM

Communications

A complaint often heard concerns the lack of communication among members and between the membership and the Board of Directors. In an effort to alleviate this concern and promote better communications among the membership, a mailing list has been created on the internet that is open only to FRRS members. This list is located at www.onelist.com/group/FRRS. The url must be typed exactly as shown. If you are not a member of OneList you will have to sign up for the service. This is a no cost service and sign-up is fast and easy. All applicants to the mail list are checked against the current FRRS membership list. If the url above does not work go to www.onelist.com and you can find the list under Recreation, Trains and Railroads. I look forward to seeing many members on the list with positive discussions concerning the FRRS and the future of our Society.

Portrait



Franklin B. Whitman and Harriet Whitman Lee shown with the portrait of past Western Pacific President Frederick B. Whitman.
- Norm Holmes

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extensively for communications. An advertising campaign was instituted to promote the California Zephyr and WP's freight service bringing the railroad before the public as never before.

WP was the first to buy compartmentizer boxcars, cushion underframe and roller bearing freight cars. In 1959 WP had the highest average freight train speed for all railroads in the United States. In 1961 SP filed with the ICC to take over the WP. Mr. Whitman immediately contacted the Santa Fe to make a counter proposal. The control case was taken to the public and shippers for support. The ICC decided WP should remain independent.

Mr. Whitman didn't forget WP's employees. He started by having dinners for employees at the various terminals. He called them "Operation Nosebag." This was followed by annual company picnics. WP became a family.

Myron Christy took over as President of the Company on July 1, 1965, ending a fifteen year rein that brought the railroad prominence and profitability.

We thank the family for this most generous donation.

CMO Report

by Hank Stiles

Once again the operating season is just about upon us. The Mechanical Department has been busy preparing our locomotives for the job that is ahead of them. We have the WP 707, WP 608, FR&W 1857 and WP 512 in service at this time. I hope to add the WP 921-A and the SP 2873 later this spring. The WP 921-A has had a new (to it) voltage regulator installed and we are working on replacing one of the wires that lead from the slip rings to the alternator coils through the center of the armature shaft in the main generator. This is a big job because the air compressor coupling must be disconnected to get at the wire that needs replacing. I hope that the air compressor will not have to be moved. The air compressor is mounted on the opposite end of the main generator from the prime mover. If the air compressor should have to be moved this will add a lot of work. With no AC current the traction motor blowers do not work and the engine will not load without traction motor blowers. This is another one of those big jobs that we must do if we are to keep these old units working for us. After fifty years of service things like this just happen.

The SP 2873 had a problem with the controller. As I reported in the last issue we have another controller for parts. Jay Sarno with the help of Ed Powell took the old and the "new" and made one good one out of the parts. After the rebuild, the new controller was installed and it was time to test the unit. It started up just fine, but one of the relay valves in the brake system would not seat and blew so much air that we could not build up the main reservoir pressure. We also discovered a problem with the engine not loading. This is a mystery and I could not find the problem. Fortunately Peter Lyman from Pasadena Ca. traveled to Portola to help out. If there is a problem he can't figure out it's not been invented yet. This problem, time permitting, is as good as solved.

WP 2001. This engine has been a real problem. As you may recall this locomotive is the one that we took to RailFair last summer. Myself with the help of many others did an awful lot of work on this locomotive. It was a big hit at RailFair, with many people touring through the cab throughout RailFair's run. We used it to do switching for the Sacramento Southern in preparation for RailFair and it performed well. During RailFair it gave us some trouble not loading, but we were always able to get it to load. Then after RailFair when it came time to leave it would not load. We finally had to submit to being towed back to Woodland into the arms of the Yolo Shortline, there it sat while people such as myself and others tried to find the problem.

As spring approached it became time for action. I called Peter Lyman and asked for help. He was good-hearted enough to come to our aid. On April 29 Peter

and myself went to work. By the end of the day, after checking many things in the bowels of the electrical cabinet, we found that the BKTP-2 contactor was not picking up all the way. It turns out that one of the interlocking switches on that contactor was dirty and not making contact. After a cleaning it worked just fine. We also found that the 50-OHM resistor wired in series with the switch was open. Both of these things added up to a real problem. Those are now history thanks to some hard work.

Peter is a pleasure to work with and I learned a lot. I want to thank him and his lovely bride Eve for taking the time to come up from Pasadena and get us out of a tight spot. The end result is that when I get the part and install it the engine will again be running, as it should. We will be using it on the Yolo Shortline, in freight and excursion service, so get out your cameras.

Once again I want to ask for your help. Myself and a handful of hardworking volunteers do the Mechanical Department work. We don't have time to do all that I would like to get done. We must put our efforts into the things that must get done. Sometimes we pass up rentals and the money they generate because we can't get the work done, that must be done, on time. The problem that we have is not lack of money, it is lack of volunteers in the mechanical department. It is easier to attract people to be a conductor or an engineer and run the job or the engine than it is to attract people to work on the equipment so the conductor and the engineer can run it. I don't want you to think that I don't appreciate the people who come up to help out in train and engine service. I have been in train service for 29 years for the Western Pacific and the Union Pacific and I know it is not all smiles and highballs, but there is more to a railroad or a museum than running trains.

I would ask each and every one of you who can, to take the time to help out at one of the most rewarding places that you can spend your time. We have a Locomotive Maintenance Clinic the first full weekend of each month, April through October, (if the 1st. falls on Sunday, it's the next weekend). This is a good time to come up and help out. We have almost 1100 members. About 50 help out on a regular basis and 50 more help out when they can. I know that all of you can't help, some physically can't get to the museum, some have no other interest in the museum other than reading about it. This leaves about 1000 that don't help out at all. If just 1% of that 1000 could help out, you can see what that would do to help the museum. What I would like to see is that 1% that can help, you are the ones that can make a real impact at the museum. Please think about it and help where and when you can.

This is your Society. Make it prosper by participating in the various activities each month.

Library Car

(Continued from page 1)
 items were stored in the PFE reefer at the museum. Some items were used in the production of The Headlight articles or displayed around the museum. Very rare items have been cared for by individuals in the organization at their homes or businesses since there was no proper place to store them at the museum. Consequently, member and public access to these items has been severely restricted.



The fourteen foot plug door can be fully closed when the car is not being used. When closed the car appears normal and also adds additional protection and security for the contents.
 - John Walker

Many people have wondered when the museum is going to build a library to house these items. Well, folks, your museum has a little problem in that regard. Everyone in the organization agrees that we need to do this. We would all like to have a new building with offices, a library, a display room and new restrooms. The problem is we don't own the land where the museum sits. The UP does. And the UP has been reluctant to let us build any new buildings on the property. Your Board of Directors has looked at several alternatives including a modular building, acquiring the old WP hospital up on the hill, buying a bank building downtown, building a replica depot, trying to move an existing building down to the museum site; but for various reasons none of these efforts have succeeded. But, they are still working on it. They are talking to the UP about buying certain sections of the property where we might build a permanent building. They are working much more closely with Plumas County and the City now to try and acquire some additional property where, hopefully, someday, a new visitor's center/library can be built.

In the meantime, we needed a better way to store these archives. Despite all of Norm's best efforts to keep the PFE car organized, every time the car was moved around the museum (especially Railfan's Day), the contents of the car was tossed around and jumbled together. Addi-

tionally, more and more donations were going inside and the car was just filling up. We needed more room! After the WPRRHS took responsibility for the museum's archives, Norm suggested buying a 57 foot PFE reefer that the UP was getting rid of and setting it on the ground at the museum and making this the new storage car. While this idea had considerable merit, other considerations at the time caused us to put this idea on hold while we explored other alternatives. In mid 1999, we received the donation of 175 boxes of UTU WP union records. With all of our other alternatives quickly falling by the wayside, we had to come up with a solution to this storage problem.... and fast!

What we did starting last summer, was to clean out and refurbish a Cotton Belt 50 foot RBL insulated box car at the museum and turn it into a storage/office car. Doug Morgan previously owned the car and the museum traded him a flat car for this car. We repainted the interior, put in a new sub floor and vinyl flooring, built some new storage racks and Norman Holmes rented a U-Haul truck and went down to San Francisco and picked up 26 fire-proof filing cabinets from the former SP headquarters building to put in the car.

Overhead lights and electrical power have been installed and are supplied to the car via a heavy-duty extension cord which connects to a twist lock connection under the car. The car can be spotted anywhere around the museum and still have power supplied to it. The interior of the car has electrical outlets, plenty of lights and we can put a heater inside during the winter. The interior racks will have additional bracing added to prevent shifting of the contents when the car is moved. With the high R-value insulation that this car already has in it's ceiling, walls and floors, we should be able to maintain a constant temperature in the car without too much trouble. In fact, after the doors are closed, a couple of light bulbs should maintain the



Prior to completion of the new archives car, storage of many paper items was not the best it could be. Although items were boxed, a cataloging system was not in place and movement of the car made storage difficult.
 - John Walker

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Library Car

(Continued from page 5)

temperature at a consistent level throughout the winter.

A unique feature of the car is the false interior wall just inside the 14 foot plug door. Initially suggested by Ken Roller, the interior wall has a sliding glass "patio door" installed for easy entry into the car. This interior wall protects the contents inside when the 14-foot plug door is open. Additionally, when the car is not being used, the plug door can be closed adding additional insulation and protection. This has worked out very well and there is no external difference in the appearance of the car when it is not being used. The plug door on the other side of the car will remain closed most of the time and will be sealed around the edges. But, if we ever need to put some heavy items in the car, like furniture, or more filing cabinets, this door can still be opened and heavy items lifted into the car with a forklift.

As you can see for yourself, the "Archives car" has turned out wonderful! We now have a clean, safe place to catalog and properly store these archives which will make it easier to access them in the future. I feel confident that we can now sort through all of the FRRS's archives and get them stored away properly. This should be enough room to clean out the PFE car, the stuff I have at my house, the UP baggage car and several other places around the museum and in peoples homes where archives have been stored.

I truly believe that this is one of the best projects that the museum has ever done. This is an excellent example of teamwork, leadership and dedication that we should continue to build upon. Several members who have seen the car have been very impressed by the work and money spent on this project. This is another fine example of how the FRRS is becoming



Storage for our collection will be much better with the 26 fireproof filing cabinets all in one central area. At the opposite end of the car a desk, sorting table, and computer will make cataloging much easier.

- John Walker

serious about preserving more than just locomotives and I think it will have a tremendously positive effect on membership, donations and volunteers. Once the archives are sorted and properly filed away, this will speed our ability to answer questions and speed up production of our magazine, The Headlight.

I want to extend my compliments to FRRS President Andy Anderson and Facilities Director Doug Morgan for their cooperation, leadership and expertise in this project. Not only have they spent a lot of time supervising the work on this car, they have gotten in there and gotten their hands dirty on numerous occasions. I also want to thank the Board of Directors for their support of this project and to Norman Holmes for acquiring the file cabinets from San Francisco which were donated by Don Davella. Jim Mann of Quincy did most of the wiring in the car and Steve Demboz of Quincy did a lot of the carpentry work inside the car.

Lolli Bryan has graciously let us use her basement to sort through some of the archives and store the UTU records until the "Archives car" was finished. Bart Rohles has begun sorting through the UTU Union records we received last year and with his friend Ralph Foster helped paint the interior of the car. Robert Forren, Kerry Cochran and other operating department people helped move filing cabinets, lumber and other supplies and carefully switched the car to different locations where work was done on the car. Tom Graham donated a nice set of map drawer filing cabinets, which will go inside the car. WPRRHS member Roland Brockman answered my request for storage material and donated four boxes of document page protectors while Norman Holmes purchased several boxes of surplus file folders from government surplus in Sacramento. Life member Tom Lawler



Overhead wooden racks provide box storage while books and magazines will be stored on metal shelving. Overhead and under rack lighting provide for a pleasant work environment.

- John Walker

Library Car

(Continued from page 6)

has made a nice cash donation to the project for which we thank him also. Frank Brehm has already cleaned out part of his collection at home and donated it to the museum to be stored inside the car. Again, it is gratifying to see so many members and volunteers from different areas in the organization coming together and working to solve a problem. This is the kind of teamwork and resourcefulness that makes you proud to be a member of the FRRS.

I have been working with WPRRHS member Garth Groff who works as a librarian at the University of Virginia and Kent Stephens (a librarian at Chico State in California) on a filing system for our archives. I have also been talking with Plumas County Museum Director Scott Lawson on these matters and he has helped us with our plans and given us some good advice. On a recent rip to Pennsylvania, I was able to spend several hours touring the library, processing room and archives of the Steamtown National Historic Site. These folks were extremely cooperative and helpful in explaining their procedures and how they store their archives.

Stop by the museum and take a look at the new "Archives storage car". Better yet, make plans to come up and work in the car sometime. There is plenty of room and plenty of stuff to sort through. Call me if you're interested. Now is also the time to look around the closet and consider donating some of your items to the museum (We are doing just fine on modeling magazines at the moment. We will let you know our specific needs in this area soon). We can even use copies of things that we do not already have.

These are just some of the donations we have received in the last year: 190 Al Phelps WP steam prints. Hap Manit's conductor's uniform and pictures and documents from his collection. The Thomas Phillips diaries from 1908 to 1951 chronicling his work as a construction engineer on the WP. The "Weso Papers" which include train registers for every WP and SP train, which went by this station in 1923! Two Fred Whitman paintings, two switch stand lamps, some negatives and several boxes of books and magazines.

If we keep getting more stuff...we might have to build another car!

Logging Flats Return to PRM

by Norman Holmes

Our two Pacific Lumber Company logging flat cars were returned to Portola from Loyalton in March this year.

Peter Langdon, a Sierra Pacific Industries employee and member of our Society, suggested we help Loyalton celebrate their logging heritage in the first annual Timberfest. Starting in 1993 Union Pacific transported a locomotive and caboose to Loyalton. The two logging flat cars were trucked over and loaded with logs to represent a logging train. When the event was over the equipment was returned to Portola. This operation was repeated the next two years. In 1995 we decided to leave the flats in Loyalton instead of going to the trouble of loading and unloading the cars. 1997 was the last year we participated in Loyalton's event but the flat cars remained in storage in Loyalton until this year when it was decided they should be returned to the museum.

Andy Anderson made arrangements with Wilburn Construction for two trips from Portola to Loyalton to truck the cars home. Also helping with the unloading was Norm Holmes, Ken Iverson, Doug Morgan and Tobie Smith. Equipment displayed and the year is shown below.

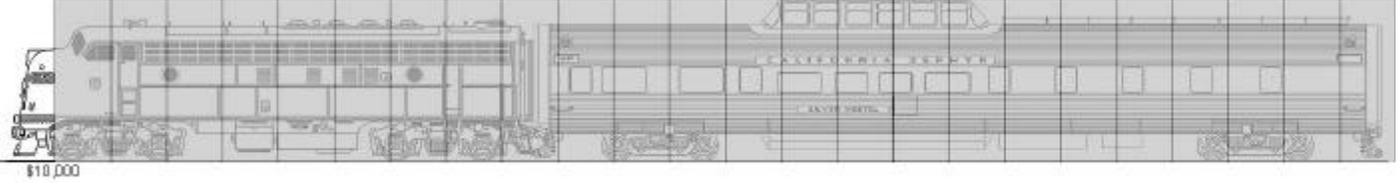
1993 - ONW 4, Baldwin AS616 - ONW 300, wooden caboose
 1994 - UP 849, EMD GP30 - WP 484, bay window caboose
 1995 - WP 707, EMD GP7 - WP 428, bay window caboose
 1996 - WP 2001, EMD GP20 - WP 428, bay window caboose
 1997 - SP 2873, EMD GP9 - WP 484, bay window caboose



After being lifted from the truck trailer one of the flat cars is being swung around in preparation for setting it back on its arch-bar trucks.

- Norm Holmes

The Zephyr Project



by Eugene John Vicknair

By now, most members will have received the special mailing outlining the FRRS' Zephyr Project, dedicated to the restoration of our CZ dome-lounge "Silver Hostel" and FP7 805A.

Already, significant progress has been made on the first phase of the Silver Hostel resurrection. Encompassing a complete restoration of the car's exterior, the Project has a goal of completing Phase I by September 2000.

Costs are now in hand for complete replacement of all window glass in the car, replacement and repair of all underframe skirts, restoration of the car's diaphragms, and replacement of missing number and name boards. A supplier has been found for the glass and a metal shop is already gearing up to begin work on the car's skirts. Both have given quotes far less expensive than was expected for these tasks. As this is written, a metal fabrication shop is studying samples of BUDD dome window frames to determine the best way to replicate these crucial items. Several members are also preparing to begin restoration of the diaphragms and repairs to the body once the cold Portola winter is over.

Phase II will involve restoration of the dome area. This should follow quickly as the museum is already in possession of suitable seat frames and several seat backs. Sources for missing light fixtures, carpet, and details are being sought.

The most exciting news is the donation of \$10,000 by the estate of Robert Dobbins toward the Zephyr Project. This represents a sizable portion of the estimated cost for the entire exterior restoration. The FRRS is deeply honored and indebted to Robert and his family for this generous gift.

Other "Thank You's" are also in order. Special thanks to Doug Morgan, for his tireless work in locating other CZ car owners and suppliers of parts to gain information on restoring these unique artifacts, and to Lon Orlenko of Monad Railway Equipment, for his information and guidance. Also, to Roy Wullich and Mike Mangini of the Golden Gate Railroad Museum, John McLean of the Gold Coast Railroad Museum, Norm Holmes, and Nick McCabe, thanks for their donations, loans, work, and assistance. And finally to John Sanders of Studio Red for his gracious aid in helping replicate the all important dome window frames.

Silver Hostel: Restoration

Dome Interior Restoration

Phase II

Replacement Carpet
 Replacement Light Fixture/Lenses
 Replacement Grillework/Heating
 Modification of Seat Frames
 Replacement Seat Backs/Cushions
 Painting/Interior Trim
 Installation of Carpet
 Installation of Light Fixtures
 Installation of Seats
 Miscellaneous

Phase III

Kitchen/Bar Restoration

Phase IV

Cable Car Lounge Restoration

Phase V

Bathroom Restoration

Phase VI

Dormitory Restoration

Proposed Completion

November 2000
 November 2000
 December 2000
 February 2001
 February 2001
 June 2001
 July 2001
 August 2001
 August 2001
 August 2001
 June 2002
 September 2002
 June 2003
 July 2003

Feather River Rail Society

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Portola, CA 96122-0608

530-832-4131

Calendar of Events

2000 - 2001

<p style="text-align: center;">February <i>Rail Car Maintenance Month</i></p> <p>12 Board Meeting, Sacramento</p>	<p style="text-align: center;">March <i>Grounds & Track Month, Season Opening</i></p> <p>4 Open for Season 11 Winterail 18 Board Meeting</p>
<p style="text-align: center;">April <i>Locomotive Maintenance Month</i></p> <p>1-2 Locomotive Maintenance Clinic 8 Board Meeting, Sacramento Stanford Room, CSRM 9 Site Committee Meeting, Sacramento Stanford Room, CSRM 14 First Sub Club Meeting 29 Crew Training, Rules Exam</p>	<p style="text-align: center;">May <i>Grounds & Facilities Clean-up</i></p> <p>6-7 Locomotive Maintenance Clinic 7 Crew Training, Rules Exam 13 Board Meeting, Elections 19-20 WPRRHS Convention 21 Annual Membership Meeting 27 Operating Season Begins</p>
<p style="text-align: center;">June <i>Train Rides Every Weekend</i></p> <p>3-4 Locomotive Maintenance Clinic 10 Board Meeting</p>	<p style="text-align: center;">July <i>Train Rides Every Weekend</i></p> <p>1-2 Locomotive Maintenance Clinic 8 Board Meeting 21 First Sub Club Meeting & BBQ</p>
<p style="text-align: center;">August <i>Train Rides Every Weekend</i></p> <p>5-6 Locomotive Maintenance Clinic 12 Board Meeting 19-20 Feather River Railroad Days</p>	<p style="text-align: center;">September <i>Railfan Photographers Day</i></p> <p>2-3 Locomotive Maintenance Clinic 4 Operating Season Ends 8 First Sub Club Meeting 9 Board Meeting 14-15 Yard Switching, No RAL 16 Railfan Photographers Day 17-18 Yard Switching, No RAL</p>
<p style="text-align: center;">October <i>Prepare Equipment for Winter</i></p> <p>7-8 Locomotive Maintenance Clinic 14 Board Meeting</p>	<p style="text-align: center;">November <i>Close for Winter, Prepare Santa Train</i></p> <p>6 Close for Winter 11 Board Meeting</p>
<p style="text-align: center;">December <i>Santa Trains</i></p> <p>1 First Sub Club Meeting 2 Santa Train 9 Board Meeting, Santa Train</p>	<p style="text-align: center;">January 2001</p> <p>13 Board Meeting</p>

Minutes of Past Meetings

MARCH 2000

The meeting was called to order at 1:02 p.m. at the Portola City Library. All Directors were present with the exception of Director Monger.

Guests present: Mike Taborski, Feather river Publishing, Clay Dyrr, Jim Gidley, Jim Murphy.

Minutes were read and approved as corrected.

All Directors were given reports on Finances, Insurance and Winterail.

CORRESPONDENCE:

Thank you from Eastern Plumas Chamber of Commerce. Feather River Little League request for donation...held over until April meeting.

PRESENTATIONS:

Mike Taborski of Feather river Publishing regarding marketing of our museum and RAL in Plumas and Lassen Counties was given. After much discussion he agreed to bring an advertising proposal to the May meeting.

COMMITTEE REPORTS:

TRAIN SHEET. Director Brehm reported the Train Sheet had been taken to the printer and should be mailed soon.

EXCURSION TRAIN. Director Morgan reported the Excursion Train Trip was "a go". Flyers will be out on April 1st. It will be a 7 car train from Sacramento to Dunsmuir on June 17th.

RAL. Lolli Bryan reported on the RAL and that reservations were being taken as of now. She inquired as to when she could make all engines available. Director Stiles stated as soon as possible. She also reported on Winterail and gave a report on sales for the Gift Shop. The Board also voted unanimously to reimburse Lolli Bryan at a rate of \$7.00/hour for work done in the Gift Shop. Director Stiles suggested that the Gift Shop be put on the Web Page and Director Brehm and Vicknair agreed to start this project.

OLD BUSINESS:

ZEPHYR PROJECT. The fundraiser flyer is in the mail. Director Vicknair brought to the meeting two window frames and other parts to be used in reproducing various replacements on the car. It is obvious Director Vicknair has put a lot of time into this project and no doubt will continue to do so. His efforts are most appreciated. He also reported that the "Silver Thrush" appears at this time to not be a viable project financially.

GOLDEN GATE RAILROAD. Director Vicknair reported on his meeting with the Golden Gate Railroad and anticipated further participation between the two organiza-

tions.

MASTER PLAN. All information regarding the April Board meeting and the Master Plan meeting is in the Train Sheet. Dates for the meetings are April 8 & 9.

ARM CONVENTION. Director Morgan reported on the upcoming ARM Convention in Rio Vista, March 25 & 26. A motion was made that the Board approve a special appropriation of \$600.00 for registration fees and minor expenses for the Directors to attend. Motion 35-3/2000. Passed.

NEW BUSINESS:

HELPERS AT MUSEUM. Director Wagner gave a presentation on the possibility of engaging Boy & Girl Scouts to assist in various projects around the museum. All present thought this was an excellent idea and asked Director Wagner to pursue the possibility. Jim Murphy also added that the various Conservation Corp groups would possibly be available and that should be explored.

CONSERVATION/RESTORATION DEPARTMENT. Director Vicknair presented a proposal for the creation of a Conservation/Restoration Department. The gist of this is to coordinate, monitor, and prioritize various projects that would be undertaken. Motion 36-3/2000 Passed. Director Englert observed that head of this department should be other than a member of the Board.

Director Morgan presented a budget proposal but given that the budgets are still in limbo and under review by the Treasurer the budgets will be reviewed and adopted at the April meeting in Sacramento. A fund of \$5000.00 for interim essential budget needs for the facility and \$500.00 for the mechanical department was stipulated for use until final budget approval. The Chair is to coordinate with Treasurer Brady in the interim.

GOOD OF THE ORDER:

Director Morgan reported that the attorney reviewing the By-Laws will attend the May 13 meeting to make recommendations to the Board.

Being no further business the meeting was adjourned.

APRIL 2000

The meeting was called to order at the Discovery Conference Room, Sacramento, CA. All Directors were present with the exception of Directors Holmes and Englert.

Guests present: Steve Conner and Ben McLaughlin from Thunder Mountain Model Railroad Club.

Minutes were approved as corrected.

Financial report given to each Director.

(Continued on page 11)

Minutes of Past Meetings

CORRESPONDENCE:

A letter from Tom Jacobson, Attorney, was read concerning the updating of the by-laws. It was noted that Mr. Jacobson will be in attendance at the May 13 Board meeting. In order to lessen his travel time and inconvenience the Board voted to have the May meeting in Sacramento. This would also give the membership the opportunity to attend another Master Plan meeting.

PRESENTATIONS:

Steve Conner and Ben McLaughlin indicated to the Board that the Thunder Mountain Model Railroad Club would be in attendance at Railroad Days. They asked if they could use sleeping quarters, showers, and be provided breakfast. This request was approved by voice vote of the Board. They are also going to contact other exhibitors to see if they would be interested in attending.

COMMITTEE REPORTS:

TRAIN SHEET. Director Brehm noted that the Train Sheet was in the mail.

ARM CONVENTION. Director Morgan gave a brief and concise report on the convention and the Board was in agreement that participation in this organization would be very beneficial to our Museum.

ZEPHYR PROJECT. Director Vicknair gave an in-depth report on this project. From all appearances there is a great deal of excitement and hopefully this project will come to fruition in the near future. Buttons and replicas are being made for this project. Phase I of restoration is in place and details can be read in the present edition of the Train Sheet.

ON-LINE STORE UPDATE. Directors Brehm and Vicknair are working toward making this project a reality. They, in concert with Lolli Bryan and John Walker are working on the details.

OLD BUSINESS:

BUDGET. The budget has been completed and forwarded to the Directors by Treasurer Brady. The budget was accepted and put in place. Motion 28-4/2000 states that the Board of Directors approve the presented budget for 2000. Passed.

MASTER PLAN. A meeting will be held Sunday April 9 in Sacramento for the initial planning schedule. Due to not getting the word out about this meeting many were not in attendance. Therefore another meeting is scheduled for May 13 at 2 p.m. A postcard will be mailed to the membership with this information.

DUNSMUIR DAYLIGHT. Mailing for this project will be out by April 15. The Board agreed to go forward with this project.

WORK DAYS SCHEDULE. Work day schedule is on the calendar. A postcard mailing every other month will in-

clude details.

TIDEWATER SOUTHERN 44 TONNER. The A&D committee recommended that we proceed with this project. AN offer of \$5000.00 will be made. If accepted moving costs are expected to be \$4000.00. Director Morgan will make the offer and a final decision will be made at the May meeting.

A&D COMMITTEE. The Board will ask this committee to give a full report on the acquisition and de-acquisition of rolling stock as soon as possible.

CAMP CAR. The Board voted to offer \$2000.00 for this car. Director Morgan will make the offer to the present owner of the car.

NEW BUSINESS:

PAINTING OF EQUIPMENT. Motion 37-4/2000 states the following equipment should be painted to enhance its appearance and that bids should be obtained for the painting. WP 921D, WP GP9 731 and WP boxcar 20806. A maximum outlay for this project will be \$15000.00. The monies will be taken from the following accounts;

WP 921D	RAL account
WP 731	GP9 paint account
WP 20806	General Restoration fund

Motion passed.

AUTO DONATION. Director Monger has donated an automobile to the FRRS. A letter to Director Monger thanking him for this donation will be sent.

RAL. The Chair was directed by the Board to communicate with a member concerning a misunderstanding about a RAL appointment. Suggestions for signage at the Museum was also discussed.

PLUMAS CORP. Director Morgan expressed concerns as to the attitude and involvement of Plumas Corp. in the Master Plan. Efforts will be made to alleviate what appears to be a misunderstanding between the Board and Plumas Corp.

ADVERTISING. Director Vicknair reported that Portola Railroad Museum was featured in Trains magazine. The Board also approved an advertising contract with Pacific Bell Telephone Directory covering Plumas, Lassen, and Sierra Counties along with the Tahoe and Reno areas.

UPCOMING EVENTS.

May 19, 20	WPRRHS Convention
May 21	Annual Membership Meeting
May 27	PRM Operating Season begins
June 17	Dunsmuir Daylight Excursion
June 24	Triathlon ending at PRM

Being no further business the meeting was adjourned.

Membership in the Society is more than just paying dues. Get involved, Attend and Participate in a PRM Work Weekend.

PRESERVING "THE FEATHER RIVER ROUTE"

WP Lives, in Portola!

Mission Statement

The mission of the Feather River Rail Society is to preserve the history of the Western Pacific Railroad. The secondary mission is to preserve the history of the subsidiary and interchange railroads within the territories it served.

Mission Goals

To preserve and interpret the history of the WP, the "Willing People" as a vital link in the development of the rail industry on the West Coast, including the steam and diesel evolution, WP's influence in the passenger tourism industry, the impact of freight competition between neighboring railroads. WP's influence in the lumber, mining and agriculture industry from Plumas County throughout California, Nevada and Utah.

Special Fund Status

Item	Additions	Balance	Notes
Building		\$21,827.25	
WP GP9's		\$13,619.75	
CTC Board	\$150.00	\$480.00	(1)
UP 105	\$140.00	\$2,971.00	(2)
Ingersol-Rand		\$100.00	
UP 737/SP 216			
Library/Archives	\$250.00	\$850.66	(3)
SP Diesel Engs.	\$500.00	\$800.00	(4)
WP GP 20		\$1,030.00	
Magnolia Twr.		\$370.00	
Silver Hostle	\$10,010.00	\$10,130.00	(5)
SP 1215		\$25,341.19	
Endowment		\$102,986.59	(6)

(1) Ed De Lozier, (2) L.E.Navin & cash, (3) Thomas Lawler, (4) Josiah Jenkins, (5) \$10.00-Tom Poole, \$10,000.00-Estate of Robert Dobbins (6) transfer from Life Account.

Thank you all for your interest in the above projects.

If you would like to see a favorite project go forward, your financial contribution will help make it so.

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The Train Sheet
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