



Preserving "THE FEATHER RIVER ROUTE"



The Train Sheet

ISSUE 108

July/August 2001

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

FRRS Returns to Equipment Restoration

By Doug Morgan

After a hiatus of 3 years and more, the Feather River Rail Society is back in the restoration business. In an ambitious project involving 6 pieces of equipment, including WP 707, former UP Baggage Car 5623, the Alaska Power Car, Sleeping Car 1112, Lounge Car 754, WP Caboose 428, the SP SD-9 4404 and the UP Business Car 105.

Sparked by the continued enthusiasm created by the successful sortie to Truckee in September of 2000, with 14 pieces of rolling stock including some of the equipment mentioned and armed with an invitation to return to Truckee again, work is speeding along at an accelerated pace.

The impetus for the Board of Directors to approve such an ambitious schedule came from the proposed Reno Branch excursion, which is planned for a time when the Reno Branch is devoid of stored freight cars. Until then, work goes on with the



Freshly painted GP-7 707 flies white flags while powering the caboose train during Railroad Days. - photo by Norm Holmes

equipment. To achieve the desired quality of work results, master painter Raymond Franklin was brought to Portola. He was joined by member Nick Tynan and local resident Tom Morgan. In the welding department, master welder Howard Hansan of Portola provides the iron worker capability. *continued on page 6*

Feather River Railroad Days

By Norman Holmes

August 18-19 was the date for Portola's annual Railroad Days. As is the custom a parade was held on Saturday at 11AM with the signal to start by blowing horns on several of our locomotives. Our museum train rides started at 12 noon and operated to 4PM and on Sunday from 11AM to 4PM. Visitors were down from the previous year, but all seemed to enjoy the event. The Donner Pass Gandy Dancers brought their modular HO gauge model railroad layout from Carson City and I'm sorry I misplaced the name of the man who again brought his G gauge live steamer

to operate on the dock area. Thunder Mountain Model Railroad Club from Sacramento had to cancel at the last minute. To fill up the space in the shop building DPGD expanded their layout to 82 feet. The Truckee Regulators held up our train twice on Sunday, much to the amusement of the passengers.

Power for the caboose train was our newly painted GP7, No. 707. She sure looks great back in Silver and Orange. Between caboose train runs, Tom Graham drove our 1923 Model T rail car and Don Borden ran his Fairmont MT-19 giving rides to our visitors. The fan belt broke on the Model T and you just don't go to

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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 or email at wplives@wplives.com
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 Contribution Deadlines: Last Day 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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Hank Stiles	Director	(916) 363-8572	flatiron@mindspring.com
Eugene Vicknair	Secretary	(530) 832-4131	EVicknair@StudioRed.com

- 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

Feather River Rail Society (Official Site) www.wplives.org

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

From the President

By Jim Murphy

On behalf of the FRRS and the Board of Director's I wish to express our deepest sympathy and sorrow to the Habeck family regarding their loss of DonnaJean, age 19 years. DonnaJean worked in the Museum gift shop and was a faithful member of the FRRS team that provided great pleasure to Museum visitors. She will be missed.

I am honored to have been elected to serve as President of the Board of Directors and to serve the FRRS. By the time you read this message I will have served as your spokesperson for four months and I sincerely hope that you will start to see some positive and constructive changes within our organization. Certainly, no change ever occurs without some resistance and we will experience our share. I encourage all to keep one thought in the forefront... Everyone involved in the FRRS wants what's good for the organization and to improve on our mission. We may not all take the same path to accomplishing the end result, and that is not necessarily a bad or negative route.

I have informed the Board of Directors that one of my goals during my tenure is to open opportunities to participate in the organization to everyone who wants to participate, no matter where they live. With that said, I want to announce that I am asking all department managers and committee members to re-validate their interest in serving the FRRS by sending me an e-mail, note or personal telephone call to express their interest in continuing with their assignments. I am also appealing to our membership to apply for any of these positions outlined in the FRRS organizational chart (separate article). A special team of Directors will evaluate all expressions of interest and we will select a team that can most efficiently and effectively accomplish our short-term and long-term goals. This may not necessarily mean that a person who has served the society in a capacity for a number of consecutive years will automatically continue in that position. Our highest priority will be the ability to identify a team that will work cooperatively together and that will promote increasing membership participation while having fun following their volunteer pursuits. I encourage all members to review our organizational chart and evaluate how you might contribute to the Society. In this day and age of technology it is no longer necessary to have to travel to Portola to participate in the Museum or Society's operations.

For the last several months we have implemented bi-

weekly staff meetings where we discuss the day-to-day functions of the Society. For those department heads or committee chairmen that cannot personally attend the meetings we provide an 800 conference call line so that they can participate long distance. Staff meetings have already been productive in communicating within departments and coordinating FRRS business.

On September 3 at 9 AM, after several logistical delays, a consist of thirteen pieces of equipment from the Portola Railroad Museum in cooperation with the Union Pacific Railroad rolled onto the former Western Pacific line through the Feather River Canyon headed for the Truckee, CA Railroad Days Celebration. The consist followed the Feather River Canyon route to the Sacramento Valley to Roseville then on to Truckee. We are very proud of the newly painted WP-inspired silver and orange scheme on many of the pieces. Members Steve Habeck, Rod McClure, Doug Morgan, Hank Stiles and Norm Holmes have worked relentlessly this summer preparing for the trip. This event has certainly been the highlight of our year and the restoration work to these 13 pieces of equipment has certainly enhanced the attractiveness of the Museum presentation.

You will soon receive the next edition of the "Headlight". Frank Brehm, Tom Anderson and their crew have been working diligently to recover from the problems that resulted in some missed issues. Your Board of Director's recently amended the "Headlight" budget providing additional funds for improved graphics and publication needs.

A special thank you goes out to a few people who have gone out of their way to see that the Museum is presentable and viewed in a positive and constructive way by our visitors. I'm sure I have missed some people who have contributed equally. Please send me a note about those I have missed and we will recognize them in future issues.

Thank you for that little extra effort to: Kenny Roller who re-painted all the tables in the Beanery at the start of the year. To Linda Brimmer who replaced all of our signal flags and who with her husband, Pat, recovered all the tables in the Beanery. To Eugene Vicknair who has spent hundreds of hours of personal time with designs for the Museum Master Plan, designing signs for our display equipment and designing marketing and advertising tickets for the Truckee Railroad Days event.

These people and many other volunteers symbolize how we get things done in the FRRS.

MEETING ANNOUNCEMENT

The November Board Meeting for the FRRS will be held in Sacramento, CA. All interested members are invited to attend.

When: November 3, 2001. 3:00 PM - 5:30 PM.

Where: The Stanford Gallery of the California State Railroad Museum, located in the Big 4 Building at 111 "I" St., right next to the Railroad Museum Building building.

Map:

Saturday, Nov. 3, 2001

3:00 PM * Board Meeting

Questions Call
(530) 832-4131 or (530) 832-1657

CSRM Turntable

Discovery Museum



CSRM Main Entrance

Stanford Gallery

Sacramento River

I-5 and Amtrack Station

Feather River Railroad Days

continued from page 1

the local Napa for parts, so Tom found a rubber strap, cut it to length, bolted the ends together and voila a fan belt. We are going to need a new radiator now, anyone have one laying around?

Among crew members were Kerry Cochran, Don Nelsonk, Lew Barnard, Jim Brehholdt, Pat Brimmer, Chris Juzwiak and Dan Kantoff. Others helping in various ways were Jannet Breholdt, Linda Brimmer, Norm and Barbara Holmes, Ken Roller, Jack Hathaway, Hank Stiles, Doug Morgan, Alan Hirasawa, Steve Habeck, Barbara and Mark Aston and Ed Powell.



While re-filling the radiator on the Model T rail car, Tom Graham and Steve Habeck enjoy a lite moment while Don Bordon waits patiently.
- photo by Barbara Aston



Crews for the day included (left to right, top row) Pat Brimmer, Kerry Cochran, Lew Bernard, Steve Habeck. (on step) Don Nelson. (left to right, bottom row) Mark Aston, Hank Stiles, Norm Holmes, Alan Hirasawa, Ed Powel.

- photo by Barbara Aston



The Truckee Regulators who held up the train during the days events pose with some of the days visitors.

- photo by Norm Holmes

Run-A-Locomotive

By Norman Holmes

Our Run-A-Locomotive program is going well this year despite early on high gasoline prices. Total number of rentals has remained about the same as last year. Helping with the program as engineer instructors are Ken Iverson, Norm Holmes, Jack Palmer, Pat Brimmer, Don Nelson, Bob Larson and our newest qualified instructor Jack Zygnier.

We query each renter as to how they first found out about our program. Increasingly the answer is "from the Internet." We are grateful to Keith and Susan Morrison who operate Sleepy Pines Motel for taking reservations and answering questions about the program on our 832-4532 RAL phone line.

Three interesting rentals were run recently: Ken Iverson had a group of 12 blind children who each had a turn operating one of our locomotives, Norm Holmes and Jack Zygnier operated two locomotives for six hours for a family reunion outing (\$1,200) and on August 6, the Make-A-Wish Foundation brought 7 year old Brady Fall from Reno to fulfill his dream of operating a locomotive. Previously Brady was taken on Amtrak to Sacramento to visit the Sacramento Railroad Museum. At Portola he was met by FRRS President Jim Murphy who welcomed him to Portola, then Norm Holmes took him on WP 608 for several runs around the balloon track with Brady operating the locomotive and blowing the horn. Reno TV Channel 4 recorded the event and our participation was shown on the 6 o'clock news. Brady's closing words spoken from the engineers window of 608 was, "I'm having fun up here."

The Make-A-Wish Foundation takes young people who may not have long to live and if reasonable gives them their wish. We donated our services for this great young man.



Brady also enjoyed telling Reno channel 4 viewers about his experience.
- photo by Norm Holmes

Operating Department

By Pat Brimmer

The Operations Department wishes to thank Linda Brimmer for providing us with new flags. We now have 3 brand new flags in each of the colors (white, green, red and blue).

WPRRHS News

By Thom Anderson

Tom Lawler, organizer of the WPRRHS 2002 convention, reports significant progress. The convention site is the Yuba City Best Western Bonanza Inn, and the convention date is April 12-13, 2002. The theme of the convention is Sacramento Northern. More details will be forthcoming as they are available. Tom is looking for anyone interested in presenting clinics or slide shows. Please contact Tom at twlawler@infostations.com or through the Society mailing address; P.O. Box 608, Portola CA 96122 if you want to help.

A special rate of \$58.00 + tax double occupancy and an additional \$4.00 for each additional person has been obtained for convention attendees who wish to stay at the Best Western. Attendees should make their own room reservations by calling the Best Western Bonanza Inn at 530-674-8824.

Morning Sun Books' *Western Pacific Color Guide to Freight and Passenger Equipment* by Jim Eager is due for release in October. Several Society members have helped Jim to produce a much-needed resource for WP modelers. It'll be one that you'll have to add to your library.

Issue #18 of *The Headlight* is in production and is expected to be ready to go to press by the end of October. This issue will contain the second half of the California Zephyr material. Subsequent issues will include articles on WP's U23-B fleet and how to model them, the final four F-units, SW-1500 switchers, SN aluminum covered hoppers, WP dining car china and more. If you have information, photos, or articles to contribute to the magazine, please contact Editor Dave Pires at dpire@pacbell.net or 707-747-6772.

Archives Curator John Walker has made additional progress organizing the Archives Car. Additional work organizing and cataloging the materials still needs to be done. If you are interested in helping out on this project, please contact John at run8john@clear-cxn.net or call him at 530-671-9584.

2001 Election Report

By Tom Graham

The following people spent 134 1/2 hours on the on the election process: Beverly De Censo, Tom Graham, Gary Hall, Ken Iverson, Missy Iverson, Judy McGrath, Jim Murphy, Jeff Palmer, Jerry Prickett, Jill Prickett, John Risse, Leslie Tigan.

The ballots were counted under the direction and supervision of the Portola City Clerk who has certified the election.

1055 ballots were mailed. Of the those returned 499 were authenticated and counted and the following members have been elected: Norman Holmes, Jan Breitwieser, Kerry Cochran.

The above article on the election results was omitted from the last issue due to space constraints. I apologize to those who served on the committee and contributed so much time to the election process.

Frank Brehm - Editor.

FRRS Returns to Equipment Restoration

continued from page 1

A new paint scheme for the passenger equipment, excluding the UP 105, has been approved and is being applied to the cars.

At press time, the WP 428 has received much work including straightening of grab irons (bent from normal wear and tear on the WP), repairs to its handbrake stanchions, and other welding related repairs. It received its final coat of mineral brown Centari topcoat along with yellow lettering and matching nomenclature.

For some time the car has possessed a slight lean. It was decided to jack the car and remove the trucks for a complete inspection. After doing this on one end, it was discovered that most of the pins in the lateral swing hanger of the truck bolster were worn far beyond their limits so the truck was completely dismantled. The hanger arms and bins were taken to the bench, cleaned, built back to conformity with weld and ground to proper tolerance. Both trucks have now been rebuilt.

While all this work was being performed in the building, the UP Baggage Car 5623 was outside on the West End of track #2 being prepped for paint and other modifications. The car is sided with aluminum and is more difficult to work than mild steel. Orbital sanders were employed using various grades of sandpaper to remove flaking paint and to smooth the surface for primer paint.

Sometime back it was determined that a form of "Head End Power" system (HEP) would have to be developed to supply electricity from car to car in order to make the various lighting and air conditioning systems function. Jim Halliwell, a retired electrical designer from Lawrence Radiation Laboratory in Berkeley, CA, volunteered to take on the formidable task of engineering the HEP system. It is similar to that which is used by Amtrak with some exceptions. First it has to be simple. Second, it must be more cost effective to install because Amtrak HEP systems are very expensive due to the 100% redundancy built in.

The primary source of power for the HEP system will be the Alaska Power Car. In it there are two 240 volt AC alternators with the capability of producing 40 kilowatts of electricity each. This power will be moved from car to car via conduit running under each car.

Work on locomotive WP 707 has been completed. Again Raymond Franklin has put his orbital sanders to work smoothing the car body. This has been followed by body fillers and filler primer. It has been repainted in a silver and orange paint scheme similar to the WP 2001. The exception is the single scotchlite stripe on the nose, which is notably different from the 2001's tiger striped nose.

Work is progressing on the sleeping car with further electrical upgrades and a new paint job. Simultaneously, the

lounge car is receiving the same electrical upgrades that were installed on the sleeping car two years ago. It will also receive much steelwork prior to painting. HEP will be installed on these cars.

Lastly, UP business car 105. The 105 is easily the biggest challenge because of its overall condition. It was built in 1917 and rebuilt many times over the years. In its present incarnation, the car is completely self contained. Because of what it is and how the human comfort control systems are configured, conversion of the car in a manner similar to conversions to the sleeping car is considered impractical and ill advised. Only the failure of the systems and the inability to repair them due to a lack of parts availability would change this.

It is therefore hoped that the over 50-year-old systems can be rejuvenated.

There are other challenges with this car most notably the center of the roof, which is completely rotted away. This will be quite a job! The 83-year-old side sheets will also require attention. The plan is to concentrate on the mechanical systems first, followed by the roof and side sheet work followed by paint prep and finally painting.

Recently, the main motor generator has been fired up for some tests for the entire air conditioning system in the car. The motor generator works like this: The motor is rated at 25 Kilowatts at the output at 32 volts DC. The motor generator is rotated via a connection with one of the axles on a truck through a driveline and a differential similar to that used in an automobile. Above the speeds of 30 MPH, the generator generates 32 volts DC that is fed into a bank of batteries located in a battery box under the car. This DC voltage provides primary electricity for lighting and drives the air conditioning compressor and related blower motors. This same power drives the motor alternators which take 32 volts DC and converts it to 110 volts AC. This AC power is used for fluorescent lighting, drives refrigeration motors in the galley and supplies electricity for wall outlet usage.

Last year the motor alternators, as described above, were bypassed to allow the straight introduction of 110 volts AC to energize the fluorescent lighting in the car as well as the wall outlets.

When in a terminal with 240 volts three phase, there is a "shore power receptacle". When the 240 volts is introduced into the receptacle, a slip clutch disengages the main motor generator from the drive shaft and the generator rotates via the 240 volt motor thus providing the necessary revolutions to generate 32 volts DC.

When completed, it is expected that the car will function just as it has in the past with the exception that the power source will be from H.E.P. while under way, but will still be able to function on standby as designed.

What is happening at Portola is nothing short of fabulous. It is long overdue. It is hoped by the managers of this project that a new flame that will burn brightly in the preservation community has been lit.



Many hours were spent preparing 707 for the new Silver and Orange paint.

- photo by Norm Holmes

Makita Tools

By Eugene Vicknair

Finally, thanks to Ted Hendricks of Makita Tools, the FRRS, via the Zephyr Project, is now the recipient of several brand-new cordless tools that should prove invaluable on the Hostel and other projects. These tools are being made available to the FRRS for free for six months. At that time, they can be sold to members or purchased by the Society at a steep discount. Makita has indicated that, should this deal prove worthwhile, we can repeat it when these six months are up with a new batch of tools.

The complete list is:

- 1.. Cordless Vacuum
- 1.. Cordless Sliding Compound Miter Saw
- 1.. Spare Ni-MH Battery 24V
- 1.. 6 1/2" 14.4v Cordless Circular Saw
- 1.. Cordless Blower
- 1.. 12v Cordless Impact Driver
- 1.. 9.6V Cordless Impact Driver
- 1.. Spare Battery 12V
- 2.. 14.4V 3/8" Cordless Driver-Drill & Flashlight Kit
- 2.. 9.6V 3/8" Cordless Driver-Drill & Flashlight Kit
- 2.. 7" Sander-Polisher
- 3.. Spare Ni-MH Battery 14.4V
- 3.. Spare Battery 9.6V

Zephyr Project Update

By Eugene Vicknair

As the season draws to a close around the museum, we are beginning a final push to catch up on several items surrounding the Zephyr Project.

With help from Frank Brehm, the commemorative models are being completed and those will finally be getting into donor's hands. Also, several donations that slipped through the cracks have been caught and processed, along with several recent donations. Those gifts should already be received or be arriving shortly. I have taken several days off of work to catch up with all the donations items still outstanding. A complete list of donors to date will be in the next Train Sheet. Again, my thanks to everyone who has waited patiently for their donation gifts. The response to the fundraising campaign was of a level we never expected and it proved to be overwhelming for a while. And thank you to everyone who has donated. This is now, officially, the most successful fundraising campaign the FRRS has ever run. And the visitors are getting into it as well: Norman Holmes recently relayed the happy news that the donation box in the Silver Hostel yielded \$142.00.

On the restoration front, we have had a mixed bag for the season. The ambitious schedule set forth early on went unmet, however other areas of the project have moved forward better than expected. Eclipse Metalworking in Redwood City is currently completing the replica interior pieces for the Silver Hostel's dome section and doing it on a lower budget than anticipated. These will replace several missing or corroded interior panels and

Zephyr Project Update

trims and allow us to begin reassembling the dome interior once the floor is completed and the insulation installed. Two original sink sets for the restrooms have been located and are being purchased, as are several hallway lights and original end door lock-sets.

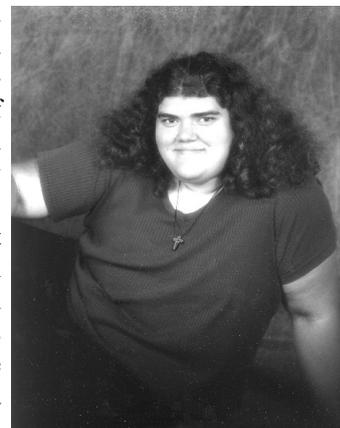
Special thanks go to Don Borden and Eric and Steve Stephens who put in many hours finishing the tearout of the dome flooring and removal of the existing interior components. The plans and drawings Doug Morgan found in Colorado have arrived and are an absolute treasure trove of information for restoring the car. I am currently in the process of cataloging them and separating them into subjects. No easy task as some of these drawings are over 14 feet long! Thanks to the Colorado Railroad Museum and their archivist Kenton Forrest, who has already called and let me know that they have recently acquired even more CZ car drawings. We will be examining those as soon as CRM gets them cataloged.

Rod McClure brought in the first of the plywood needed to replace the dome floor. Hopefully, by the beginning of October, the last of the old wood will be completely gone and the first new flooring will be installed in the dome. The hope is to have the dome interior completed before opening of season 2002.

Donnajean Marie Habeck

Donnajean Marie Habeck, daughter of member Steve Habeck, passed away July 9, 2001 at Eastern Plumas District Hospital in Portola at the age of 19.

Donnajean was born on June 22, 1982, in San Luis Obispo, she and her family moved to Quincy from Los Osos in 1992. Donnajean graduated from Quincy High School in 2000 and was a long-time member of the International Order of Rainbow Girls, affiliated with Masonic Lodge #93, Quincy Assembly.



She was employed at the Portola Railroad Museum as a clerk in the gift shop and also volunteered many hours each year especially during the set up of the yearly Santa Trains. She will be remembered by those who knew her as quiet but friendly.

Donnajean is survived by her parents, Steven and Mary Habeck, of Quincy; sisters Katherine, Jacqueline and Jennifer, of Quincy; her grandfather, Victor Krois, of Albuquerque, N.M.; one uncle, six aunts and many cousins. A funeral mass was held July 13, at St. John's Catholic Church in Quincy, with private family internment to follow at a later date.

Donations in Donnajean's honor may be made to the International Order of Rainbow Girls, Quincy Assembly, c/o Nancy Andrews, P.O. Box 106, Quincy, CA 95971.

We all convey our deepest sympathies to the Habeck family.

Feather River Rail

By Gary Hall

Feather River Rail Society Board of Directors have completed a year long process to reorganize itself into a more business like, function based organization with clear lines of responsibility and authority.

In the new organization the President is appointed (elected) by the Board of Directors and reports to them. All departments

report directly to the President who is responsible for the day to day operation of the Society.

The Portola Railroad Museum, one wing of the FRRS, has also been re-structured. New departments have been created with clear areas of responsibility that report to the president. The Museum's new organization has the following departments: Facilities/Grounds, Beanery, Gift Shop, Shop, Operations, Mechanical, Restoration, and Administrative Services.

Feather River Rail Society

Organizational Chart

Director

Director

Director

Director

Director

Vice-President

Secretary

WPRRHS

**Facilities/
Grounds**

Beanery

Gift Shop

Shop

**F
Mem**

Pro

Society Reorganizes

The new structure clearly supports the Presidents ability to appoint each department head and then delegate authority to them to run there departments. Each Department Manager in turn appoints its own supervisors and leads its department, under the watchful eye of the President.

One of the major challenges ahead for our new President Jim Murphy, is to find and appoint Department Managers to lead each department. To date he has appointed the following

Managers: Facilities/Grounds (Ken Iverson), Operations (Kerry Cochran) and Mechanical (Hank Stiles). Remaining to be filled are: Beanery, Gift Shop, Shop, Restoration and Administrative Services. Anyone interested in helping, should contact Mr. Murphy by e-mail at "jmurphy@psln.com".

tional Flow Chart

Portola Railroad Museum

S
rship

tor

Director

Director

Director

Director

ent

Treasurer

PRM

Operations

Mechanical

Restoration

**Administrative
Services**

Minutes of Past Meetings

July 7, 2001

Interim President Hank Stiles called the meeting to order at 6:04 p.m.

The following directors were present:

Andy Anderson, Jim Murphy, Norm Holmes, Eugene Vicknair, Hank Stiles, Jan Brietwieser.

Directors Frank Brehm, Pat Brimmer and Kerry Cochran were absent.

Visitors Present:

Dan Brady, Ken Iverson, Gary Hall, Missy Iverson, Rod McClure, Dan Nelson, Tom Graham, Judy McGrath, Jack Palmer, Dave Bergman, Ashley Bergman.

Directors Pat Brimmer and Kerry Cochran arrived at the meeting 6:10 p.m. Director Brehm was contacted via telephone and participated telephonically.

PRESENTATION:

Jim Gidley, Jr. and other members of the family of Jim Gidley presented the museum with a print to be displayed in memory of Jim Gidley. Interim President Hank Stiles accepted the print and thanked the family.

ITEMS REMOVED FROM THE AGENDA:

Mr. Stiles noted that the following items would be removed from the agenda since there was no need for the Board to take action;

Old Business item: #16 Bylaws.

New Business items: #3 Storage Tracks, #6 Mailing Software, #7 Renewal of Domain Names.

REORGANIZATION OF THE BOARD:

President Stiles opened the floor for nominations for President.

Director Brehm nominated Steve Habeck for president. Director Brimmer nominated Jim Murphy for president.

There was a brief discussion regarding non-board members being appointed as president. It was determined that board membership was not a requirement of the presidency. There was also discussion regarding appointing someone who was not in attendance as president. Steve Habeck was contacted via telephone and indicated that he would accept the position if elected. The nominations were then closed.

Secretary Tigan counted the votes and reported that four (4) votes were cast for Steve Habeck and five (5) votes were cast for Jim Murphy. Jim Murphy was appointed as president.

The floor was opened for nominations for vice-president.

Director Brimmer nominated Andy Anderson.
Director Vicknair nominated Hank Stiles

Director Holmes nominated Steve Habeck .

Once again Steve Habeck was contacted by telephone and indicated that he would accept the position if elected. The nominations were then closed.

Secretary Tigan counted the votes and reported that there was one (1) blank vote, one (1) vote for Hank Stiles, three (3) votes for Steve Habeck and four (4) votes for Andy Anderson. Andy Anderson was appointed as vice-president.

The floor was then opened for nomination for Secretary and Treasurer.

Director Anderson nominated Leslie Tigan for Secretary.
Director Stiles nominated Dan Brady for Treasurer.

The nominations were then closed. Leslie Tigan was appointed as Secretary and Dan Brady was appointed as Treasurer.

CONSENT AGENDA:

June 2, 2001 Minutes

a. F7B Report, ZP Report, Makita Tools Report, Membership Report. Minor changes to the minutes were accepted.

Motion #01-07-01

Made by Hank Stiles, seconded by Jan Brietwieser to approve the consent agenda reports, with minor changes noted to the June 2, 2001 minutes.

OLD BUSINESS:

ORGANIZATIONAL CHART: Gary Hall presented the Departmental Positional Chart and requested Board members to make and additions they felt were needed. After a brief discussion it was determined that a Road Master position should be added under the Facilities Manager, and the Board accepted the chart.

POLICY AND PROCEDURES MANUAL: Director Cochran provided the following sections of the Policy and Procedure Manual for consideration: Volunteer Records, Use/Protection of FRRS Info, Volunteer Communications, Policy & Standards Development, Records Retention, Business Ethics, Mission & Goals, Office Space Use, Classification of Legal. Director Brimmer reviews the changes that were made in the newest version of the policies.

Motion #01-07-02

Made by Hank Stiles, seconded by Eugene Vicknair to adopt the nine policies with changes discussed by Mr. Brimmer. All directors present voted in favor.

OLD HOSPITAL: Director Stiles reported that he had a conversation with a FRRS member who is employed by the State Historical Building Safety Board and he suggested the Hospital should be first listed on the County Historical Register. There was discussion relating to the pros and cons of getting the building on such a list. It was the consensus of the Board that more information was needed, Directors Vicknair and Stiles would work on acquiring information. Director Holmes reported on securing the building and grounds and discussed letting Rosie retrieve

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personal belongings.

Motion #01-07-03

Made by Kerry Cochran, seconded by Eugene Vicknair to document phone conversations between Hank Stiles and Rosie Soto and continue with clean up of the building, while asking for legal advise relating to the disposal of any property. All members present voted in favor.

TANKS: Doug Morgan presented a report relating to the Army's request to demilitarize the tanks. He was unable to produce the letter from the Army. There was discussion about asking the Army to come take the tanks back. It was the consensus of the Board to direct Mr. Morgan to follow up with the Army.

WP BOX CAR: Norm Holmes presented a proposal for the boxcar project.

Motion #01-07-04

Made by Pat Brimmer, seconded by Andy Anderson to accept the proposal from Norm Holmes. All members present voted in favor.

LIVING QUARTERS: Jim Murphy presented a report from the City Building Inspector regarding safety issues at the museum. He noted that work at the museum had been done without proper permits from the City and some things would need to be brought up to code. After further discussion it was the consensus of the Board to have the Site Committee work with the City's Building Inspector to fix the problems.

WEB SITE UPDATE: Eugene Vicknair reported on actions since the last meeting that had brought the web site up with the address wplives.org. It was the consensus of the Board that a Webmaster position should be inserted into the organizational chart.

TOOL RENTAL POLICY: At the last meeting action was taken to have a committee formed at this meeting to develop a tool rental policy. Hank Stiles and Kerry Cochran were then appointed as the committee.

FINANCIAL REPORT REVIEW: Mr. Brady explained that a draft financial statement had been presented at the earlier new board workshop. Norm Holmes indicated that he did not feel the endowment fund figures were correct. Mr. Brady asked Mr. Holmes to provide information relating to the funds he felt were not accounted for. Mr. Holmes indicated that he would get the records to Mr. Brady. There was also discussion as to what financial report should be published in the Train Sheet. Mr. Brady will let Mr. Brehm know.

TAMPER: Mr. Morgan reported on the tamper and progress being made to get it back to the museum. It was the consensus of the Board to have Director Murphy work with Mr. Morgan and get the tamper back.

MAGNOLIA TOWER: Mr. Morgan reported on progress being made to complete the Magnolia Tower transfer. He noted that he would continue to work with Amtrak and keep the board posted.

RAILROAD DAYS PORTOLA: Model trains will be displayed at the museum and a new locomotive may also be on display. Directors Murphy and Cochran will work with the Railroad Days committee.

TRUCKEE: Doug Morgan provided a report and asked for it to be placed on the next agenda.

FACILITIES PLAN: Eugene Vicknair provided a report on Phase I of the plan. Director Brimmer suggested that the first step should be to talk to UP since they are the property owners.

INSURANCE: It was reported that there is a current workers comp policy and that each year someone needed to shop around for liability insurance. It was also the consensus of the Board to have a Safety Manager inserted into the Organizational Chart.

WP2001: UP will release it by July 31 and the engine will come up the beginning of August. Mr. Stiles will keep Mr. Murphy informed if any-thing changes.

NEW BUSINESS:

TRAIN ORGANIZATION:

Motion #01-07-05

Made by Kerry Cochran, seconded by Pat Brimmer to rejoin and maintain membership in the TRAIN organization. All members present voted in favor.

WHEEL CHAIR LIFT:

Motion #01-07-06

Made by Kerry Cochran, seconded by Eugene Vicknair to authorize the purchase of a wheelchair lift. All members present voted in favor.

NEW ROOF SIGN: Mr. Murphy explained that there was not enough information to discuss this item.

FIRE HOUSE BUILDING: Director Murphy explained that this item had not been discussed by the City Council, owners of the antique fire truck, and removed this item from the agenda.

U25B: Eugene Vicknair reported on a proposal to trade the U25B. It was the consensus of the Board to have Hank Stiles and Jim Ley start discussions with Mt. Rainier Railroad

ITEMS ADDED TO THE AGENDA:

PASSENGER EQUIPMENT: The board reviewed two color schemes for passenger equipment.

Motion #01-07-07

Made by Hank Stiles, seconded by Kerry Cochran to approve the silver and orange color scheme and name cars after historical individuals in the WP.

SAILBOAT: Norm Holmes reported that he had found a buyer for the sailboat.

Motion #01-07-08

Made by Hank Stiles, seconded by Eugene Vicknair to sell the sailboat for \$400 immediately.

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GERLACH WATER TOWER: Norm Holmes presented a letter requesting use of the Rail Society to run a grant through for restoration of the Gerlach water tower. It was then consensus of the board to place the item on the next agenda.

EXECUTIVE SESSION: Mr. Stiles asked Mr. Holmes if he wanted to discuss the item in open session and Mr. Homes responded that he did. Mr. Stiles explained that Mr. Holmes' refusal to follow accounting practices requested by the accountant had led to his termination at the gift shop. Mr. Holmes agreed to help during the transition period.

GOOD OF THE ORDER:

Mr. Murphy requested to meet with Department Heads at 10am the next morning.

Mr. Brehm asked Mr. Brimmer to apologize for comments he made at the last meeting relating to the web page. Tom Grahm indicated that he had always thought the web page was owned by the museum.

Ms. Tigan reported on a donation in memory of a 4-year-old child who had been to the museum prior to his passing away.

Mr. Vicknair reported that the crossbucks were ready to be picked up in Stockton.

ADJOURN:

Meeting adjourned at 10:04 p.m.

August 4, 2001

President Jim Murphy called the meeting to order at 6:00 p.m.

The following directors were present:

Andy Anderson, Jim Murphy, Norm Holmes, Kerry Cochran, Eugene Vicknair, Hank Stiles, Frank Brehm.

Directors Pat Brimmer and Jan Breitwieser were absent.

Visitors Present:

Steve Habeck, Dave Bergman, Tom Graham, Jack Palmer, Judy McGrath, Susan Scarlett

ITEMS REMOVED FROM THE CONSENT CALENDAR:

Motion No. 01-08-01

Made by Director Vicknair, seconded by Director Stiles to remove item 3d, Reno Excursion, from the consent calendar for separate discussion. All directors present voted in favor. Directors Brimmer and Breitwieser were absent.

CONSENT CALENDAR:

Minutes - Approval of the July 7, 2001 meeting minutes.

Finance Reports – Accept the reports.

Transaction Report June 2001

Transaction Report July 2001

Profit & Loss Report

Project Reports – Accept the reports.

Baggage Car 5653

Lounge Car 754

Power Car 594

removed

UP 105

WP 707

WP Caboose 428

Magnolia Tower

Facilities Safety and Living Quarters Conditions

Makita Tools

Motion #01-08-01

Made by Hank Stiles, seconded by Jan Brietwieser to approve the consent calendar with the exception of item 3d, Reno Excursion. All directors present voted in favor. Directors Brimmer and Breitwieser were absent.

OLD BUSINESS:

ENDOWMENT FUND: President Murphy reviewed the report by Dan Brady regarding the balance of the Endowment Fund. He explained that there was no certain way to determine which amount was correct and suggested the board make a decision on a figure to use as the balance for the Endowment Fund. Director Cochran reviewed figures that had been published in earlier Trainsheets. Director Holmes reviewed what he remembered about the closing of certain accounts and transfers of funds.

Motion #01-08-02

Made by Director Anderson, seconded by Director Vicknair to transfer \$34,955.99 from to the Endowment fund and utilize the total balance of \$162,509.49 as the balance on 1/1/00. All directors present voted in favor. Directors Brimmer and Breitwieser were absent.

GERLACH WATER TOWER: President Murphy reviewed a request from the Public Resources Associates requesting the FRRS apply for a grant for them. After brief discussion it was the consensus of the Board to deny the request.

TRUCKEE RAILROAD DAYS: President Murphy explained that he had spoken with the President of the Truckee Down Town Merchants who was seem surprised that the Board had not yet approved any participation by FRRS in the Truckee Railroad Days event. Mr. Murphy had explained to them that the Board would be considering participation at today's meeting. Doug Morgan reviewed issues in last year's agreement with Truckee and noted that there were some obligations that Truckee was requesting being relieved of. These obligations were painting and repairs to some FRRS equipment. Various members of the Board expressed concern with last years contact and noted that they felt a new contract would need to be reviewed thoroughly before they could consider approval. The board discussed liability exposures and insurance concerns.

Motion No. 01-08-03

Made by Director Holmes, seconded by Director Stiles to approve the relief to the obligations of last years contract as requested by Truckee. Directors Vicknair, Holmes, Stiles, Cochran, and Brehm voted in favor.

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President Murphy voted no. Vice-President Anderson abstained. Directors Brimmer and Breitwieser were absent.

Motion No. 01-08-04

Made by Director Vicknair, seconded by Director Stiles to approve participation in the 2001 Truckee Railroad Days event conditioned upon approval of a contract at a special meeting to be held on August 18, 2001. Directors Vicknair, Holmes, Stiles and Brehm voted in favor. Directors Anderson and Murphy voted no. Director Cochran abstained. Directors Brimmer and Breitwieser were absent.

POLICY & PROCEDURES MANUAL: Director Cochran presented the introduction, definition and committee sections for review. It was the consensus of the Board to continue this item to later in the meeting to allow directors time to read the sections during a break.

ITEMS REMOVED FROM THE CONSENT CALENDAR:

RENO EXCURSION: Steve Habeck presented his request for and additional \$20,000 to be used for the Reno Excursion project.

Motion No. 01-08-05

Made by Director Vicknair, seconded by Director Brehm to approve the request for additional funding in the amount of \$20,000. All directors present voted in favor. Directors Brimmer and Breitwieser were absent.

NEW BUSINESS:

WORKERS COMP REQUIREMENT: Accountant Susan Scarlett reviewed a requirement of the museums workers comp carrier, State Comp, that requires payment of workers comp premium on \$25,000 of income for directors/officers of non-profits who are paid as employees even if the actual amount of compensation is less. She indicated that this requirement effected Leslie Tigan since she had been appointed Secretary and any directors who receive compensation from RAL's. Ms. Scarlett suggested that the Board consider electing a board member as Secretary and then the Secretary could delegate duties to Ms. Tigan. Members of the Board present unanimously elected Eugene Vicknair as Secretary. Secretary duties were then delegated to Leslie Tigan.

Motion #01-08-06

Made by Director Brehm, seconded by Director Vicknair to check with other workers comp carriers to see if they had the same requirement. All directors present voted in favor. Directors Brimmer and Breitwieser were absent.

President Murphy requested the Board adjourn to closed session at this time.

EXECUTIVE SESSION:

The Board recessed to closed session at 8:00 p.m., they reconvened to open session at 8:20 p.m. No action was reported.

OLD BUSINESS:

POLICY & PROCEDURE MANUAL: The Introduction, Definition and Committee sections were presented for consideration.

Motion No. 01-08-07

Made by Director Anderson, seconded by Director Vicknair to approve the three policies presented. All directors present voted in favor. Directors Brimmer and Breitwieser were absent.

NAMING OF CARS: Steve Habeck presented a list of names that had been suggested for use as car names. After a brief discussion it was the consensus of the Board to only put numbers on the cars at this time and develop a policy for naming cars through a committee process.

EXECUTIVE DIRECTOR: Mr. Murphy explained that although Director Brietwieser was not able to attend the meeting she had requested the Board discuss the possibility of a paid Executive Director. After a brief discussion it was the consensus of the Board members present to work on developing a job description and research salaries.

FOOD FOR VOLUNTEERS/EMPLOYEES: Mr. Murphy explained that this item had been discussed during a staff meeting and was put on the agenda to allow for Board discussion. He noted that there seemed to be confusion regarding what employees or volunteers should be provide with lunches and drinks and that board members had received complaints from the membership. After a brief discussion it was the consensus of the Board to have a committee made up of Norm Holmes, Eugene Vicknair and Jack Palmer work develop a policy or recommendations for the Board to consider.

BLUE FLAGS/SAFETY ISSUES: Mr. Murphy explained that the concerns brought up at the staff meeting regarding Blue Flags and Safety Issues had been taken care of and things were working fine, but he reminded everyone that safety needed to be a top priority.

GOOD OF THE ORDER:

Mr. Murphy reported that he would be holding bi-weekly staff meetings and noted that the Gift shop was now fully staffed.

Frank Brehm reminded everyone of the deadline for the Trainsheet at the end of the month.

It was reported that the whistle on the 2001 had been stolen.

There was discussion of the new satellite dish that had been installed for volunteers and questions regarding the cost of the dish and who would be using it.

ADJOURN:

Meeting adjourned at 9:20 p.m.

Respectively Submitted
Leslie Tigan



LIMITED TIME ONLY!
GRAND "BUY-A-WINDOW" EVENT

YES! Now you can have the pleasure of "owning" your very own genuine, authentic, reproduction (maybe) California Zephyr Dome Window! During this special offer, you can become the envy of every rail buff on you block!

Look at these deals!

Single Regular Dome Window · **\$1500.00 each!**

Adjoining Pair of Regular Dome Windows · **\$2500.00 for the pair!**

Teardrop Dome Window · **\$3500.00 each!**

Hurry! There are only 24 regular windows and 4 teardrops available at this time!

All the lucky "owners" will receive their names placed within the fabulous dome-lounge car "Silver Hostel" identifying which is their special window! AND they will also receive an incredible trip on the dinner train of their choice from either the McCloud Railway, Napa Valley Wine Train or Sierra Railroad! (Single window "buyers" earn one ticket, pair and teardrop "buyers" earn two.) Act now!

Send your donation to:

The Zephyr Project "Buy-A-Window", PO Box 608, Portola, CA, 96122

LEGAL NOTICE:

Information is presented here in a technique known as "humorous". No actual sale is to be implied or indicated. "Purchases" are actually donations to The Zephyr Project, a program of the non-profit corporation Feather River Rail Society, specifically intended for the acquisition and restoration of window sash units within the railcar. "Buy A Window" donors do not receive any of the other gifts reserved for general donors. Any donors who miss out on the windows will be contacted and given the option of leaving their donation in place for the lower level windows, converting it to a general donation or other options.

NAME

ADDRESS

CITY

STATE

ZIP

Please write the amount next to the windows you are donating to.

E-MAIL

Single Regular
Dome Window

PHONE

Adjoining Pair of Regular
Dome Windows

Please send all donations to:

The Zephyr Project "Buy-A-Window" * P.O. Box 608 * Portola, CA * 96122

Teardrop Dome Window

To donate by credit card, please provide the following information...

Make checks payable to FRRS. Please write fund name on check. All donations to the FRRS/PRM are tax deductible. Receipt available on request. Thank you for your help!

NAME on card

CARD NUMBER and TYPE

EXP

Signature

The Feather River Rail Society currently has many ongoing fundraisers and restoration projects. In the coming months, we will once again be reopening the museum and refocusing on these important parts of our goal to preserve the Western Pacific. Dormant projects will reawaken in the Spring and need your help to ensure that they will continue.

Your gift of time or funds is greatly appreciated to ensure the future of our mission.

Current Restoration/Work Projects:

The Zephyr Project—WP/CZ dome-lounge “Silver Hostel” and WP FP7 805A	
Sacramento Northern 44-tonner 146	Library/Archives Program
Facilities Improvement Program	Western Pacific Hospital Clean-up and Stabilization

To donate your time and skill to a restoration project, contact the museum or any director to learn more!

Current Fundraising Campaigns:

The Zephyr Project—WP/CZ dome-lounge “Silver Hostel” and WP FP7 805A	
Facilities Improvement Program	Library/Archives Program
Magnolia Tower	Western Pacific Hospital Clean-up and Stabilization
Sacramento Northern 44-tonner 146	Western Pacific Hospital Clean-up and Stabilization
Western Pacific GP9 Fund	Western Pacific coach 320

YES! I would like to donate to one of the on-going programs of the FRRS.

Please write the amount next to the campaign you are donating to.

NAME

The Zephyr Project

ADDRESS

Facilities Improvement

CITY

STATE

ZIP

Magnolia Tower

E-MAIL

SN 44-ton 146

PHONE

WP GP9 Fund

Please send all donations to:

Library/Archives

Fundraising * P.O. Box 608 * Portola, CA * 96122-0608

WP Hospital

To donate by credit card, please provide the following information...

WP Coach 320

RDC Fund

NAME on card

Wheelchair Lift

CARD NUMBER and TYPE

Make checks payable to FRRS. Please write fund name on check. All donations to the FRRS/PRM are tax deductible. Receipt available on request. Thank you for your help!

EXP

You can also do monthly pledges!

I want to pledge \$ _____ per month for _____ months.

Signature

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

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