



Preserving "THE FEATHER RIVER ROUTE"



The Train Sheet

ISSUE 105

January/February 2001

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

History of the Pullman Business-Observation Car WP 106

By Eugene John Vicknair and Doug Morgan

Several years ago, a large, heavyweight passenger car arrived at the Portola Railroad Museum. Privately owned, the car, lettered "MCLX 101" and painted a fading green, is on lease to the FRRS, often resting near the diesel shop where visitors and members pass it every-day. It appears unremarkable from the outside, but this car is anything but. Hiding in plain view at the PRM, this old Pullman is probably the most famous single passenger car from the Western Pacific Railroad and, for a time during the 1950's, was one of the most famous railroad cars in the western United States when it helped gather the blood that saved the lives of countless soldiers wounded in the Korean War.

This is the story of Western Pacific 106, aka Pullman business car "Pioneer", more famously known as the "Charles O.



With a long history of distinguished service WP 106 can be viewed today at our museum. - Frank Brehm

Inside this Issue:

From the Chairman	3
Mechanical Department	3
Zephyr Project Schedule	4
WPRRHS Report	7
Donations, New Members	7
Truckee Railroad Days	8
Hospital Restoration	10
Minutes of Meetings	14

Sweetwood".

Pullman's "Pioneer"

In 1917, the Pullman Company constructed a new business-observation car for its lease service fleet. Built under speci-

continued on Page 5

Why Don't Our Museums Measure Up?

By John A. Craft

I've been corresponding recently with a friend about the definition of preservation. John's contention is that saving the skills once common in railroading is as important as saving the equipment, buildings and infrastructure that we cherish. No argument there; the fear of losing the skills required to overhaul steam locomotives was a real concern of many in the 1960s, which fortunately has turned out to be at least partially misplaced.

But John raised the bar with his statement that train-handling skills were passing away. In a sense he's right - most main-

line trains today are controlled with dynamic brakes, not air brakes, and there's no one left on any railroad with substantial steam experience (remember, steam has been gone for more than 40 years in most locations). Steve Lee has made the point that if full-time diesel engineers are at a loss to handle a long steam-powered train, the postal worker who managed to get enough friends and money together to restore O' Number 999 should not be trusted at the throttle, no matter how much he feels entitled.

But my thought process went on beyond that a bit. Even if we manage to preserve hundreds of working steam locomotives, trainloads of passenger and freight cars, miles of track and

continued on Page 6

- The Train Sheet -

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

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- Associate** memberships do not have a vote, receive The Train Sheet but not the Headlight and are for one person only.
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Web Pages of Interest

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

From the Chairman

By Hank Stiles

Andy Anderson, our president, has for reasons associated with his health, asked for a six-month leave of absence. As Vice-President I have taken over for Andy until his return. I know that we all wish him a speedy recovery

This is a task of great importance that I take on and I will do it in a manner that will help the society reach its goals and meet its future.

The year 2001 has dawned with many challenges for the Feather River Rail Society. Can we meet these challenges? I think we can. In my 16 years with the Society, we have always come together for the good of the society. We have hit some bumps in the road, but we are far from in the ditch. I'm betting that we pull through these trying times and go on to a bright and stable future.

Some of the challengers that we face in this new century are;

We have the old Western Pacific Hospital. What should we do with it, now that we have it? At this time Norm Holmes and Frank Brehm are working on a stabilization and restoration plan for the hospital. I envision this facility as a place where we can tell the story of the Western Pacific. We will have room for not only displays of a historical nature but also a gift shop, Beanry, office space and library. All of this is under consideration, as we don't have a plan yet. So now is your chance to put in your two cents while this is in the planning stage. Get involved it's your society. Who has the right to help lead this society if not the members? It's not the Board of Directors who writes the music, we just play it for you.

We have the camp car that by the time you read this we should have moved to a place in Oroville where we can start the stabilization and restoration of the car. The Feather River Rail Society is pleased and honored to have this piece of Western Pacific railroad history. Not many museums have cars used in constructing the railroad of their mission survive after almost 100 years

Also on our plate is operating the museum itself. There is a long list of jobs, from hosting and feeding our visitors, operating trains, repairing cars and locomotives, maintaining the museum property, and operating the gift shop. Ongoing restorations like the WP 805-A and the Zephyr Project add to the jobs on the list.

This is an exciting time for the Feather River Rail Society; many new avenues are opening up for the Portola Railroad Museum and the Western Pacific Railroad Historical Society. Master Facilities Plan, revising our Bylaws and Policies and Procedures Manual are just some of the things that the society is doing at this time. There are as many jobs to do, as there are members. Everyone's talents are needed. If you would like to help the society we have a job you can do.

We are looking at grants to fund our activities. It is an unfortunate fact that we do not have the volunteers or the money to hire replacements. We would like to be a responsible member of the railroad historical community. Sadly we have more jobs than hands to do them. So we must find other ways to do the work

of the society. Securing grant money and hiring people in place of volunteers looks like our only choice if we want to protect the history of the Western Pacific Railroad. The more volunteers we can get the farther our monetary resources will go and the more projects we can get done.

As a new year of operating the museum and the WPRRHS gets closer every day we continue to find ways to make the society work better. Please be a part of the solution. You and I are the glue that makes it all work. Please think of what you can do to help out.

Mechanical Department

By Hank Stiles

The museum is open. Soon the RAL program will start for the summer season. This all points to the fact that the Mechanical Dept. must begin a new operating season.

By the end of March two locomotives must answer the call for RAL service, The WP 608 and SP 2873. I will be at the museum in the middle of March to get the two units ready for their late March call (helpers are welcome).

Saturday April 7th marks the start of another season for the mechanical dept. work weekends. Work weekends will be on the first Saturday each month through October. Work Weekends are one of your chances to help the museum serve the public in its role as educator and storyteller. When we have a crew of five or six people available to work on a weekend its makes a huge difference in getting needed jobs done. It also helps out in that one person does not have to do all the testing of equipment when the work is done.

Projects in line for this spring include; Remove, test, repair and reinstall the oil cooler on the FR&W 1857, repair of the air compressor on the WP 707, and work on the fuel injectors on the WP 512.

I would like to do something different this year and have project managers. A project manager would work with me and be in charge of one project. This person could work on the project him or herself or recruit people to do the actual work. They would develop a plan of action on the project to establish how they will get the job done. List all parts and supplies needed to finish the job. Follow through until the project is completed. Anyone who has an interest in being a project manager please get in touch with me. My email address and phone number are on page two of this Train Sheet.

This year I would like see many of you up at the museum enjoying not only the the museum itself and the wonderful people that visit but also enjoying the people that make the museum work, their a great bunch of people.

We have upgraded the volunteer facilities. A shower car to clean up after a rewarding day work, Barbecue dinners on our new deck and a sleeping car to rest your head at the end of the day. Please visit and enjoy everything that we have done for your comfort.

See you at the museum.

Zephyr Project Schedule - 2001

By Eugene John Vicknair

There will be two main pushes on the Silver Hostel in the first part of the season: body work, including preparation for the installation of the new windows, and work on the dome section and its accessories. Concurrently, it is hoped that Steve and Eric Stephens will continue to work on the rewiring of the car (along with anyone who wants to assist).

And, as a disclaimer, this list is what Eric, Doug, and I are HOPING to get accomplished. It all hinges on so many things, and probably won't all happen, but I've never been a big believer in aiming low.

The work schedule envisioned for this year is as follows:

April 7-8

Work on prep for the dome: replace floor plywood, clean rust from interior panels, sand and prime panels, clean light fixtures, clean and prep dome seats.

Begin removing and straightening body trim panels, if tool is available. This is also the locomotive maintenance clinic weekend.

May 5-6

Dome: Paint and replace interior panels, reinsulate dome with blue foam, prep for dome window installation, clean and prep dome seats, install lights (if wiring is complete).

Complete body panels. Welding work (if welder available) including end diaphragms, repair of end door. This is also a crew training weekend.

June 3 Sunday only.

Clean and prep dome seats, interior painting in dome area and dome stairs, finish all dome items prior to installation of seats and windows

June 23-24

Dome: install carpet, finish seats and prep for window installation.

Body: install missing side skirts (if contractor has finished them)

July 7-9 Three day work session

Install dome seats and windows. If time: work on body/exterior items, wiring

August 4-5

Finishing work on dome details. Prep for installation of lower level windows.

Sand, prime lower level body panels in the lounge sections, replace lounge section floor items.

Re-insulate lounge area with blue foam. Lounge section wiring.

September 1-3 Labor Day weekend.

Install lower lever windows, except in those openings

needed for future access.

Paint lounge section body panels. Complete lounge section wiring.

October 6-7

Install lounge section body panels, install lounge section carpet, install replacement lights.

This is an ambitious schedule and as I said, it hinges on several things:

The ability of subcontractors to handle certain issues, including manufacturing the windows and frames, finish welding and skirt remanufacture, make replacement interior panels, reupholstering of seats, making replacement light lenses.

The availability of sufficient crew members to handle all tasks.

The ability to identify and acquire proper replacement carpet, paint, etc.

And, of course, MONEY! The Project is currently going to suck up its remaining budget ordering the dome windows.

Still unfunded are side skirts, lower lever windows, new interior panels, paint, carpet, upholstery, etc., etc.

Also, these are the dates that Eric and I plan on being in Portola. This does not mean that work cannot occur on other days! We've been lucky to have some really good folks help out so far and would love to have them (and more) return whenever they can. If you want to work on the Hostel, call or e-mail myself, Eric Stephens, or Doug Morgan and we will check the progress on each area and let you know where the car needs someone.

Likewise, if you have any questions or have any information to help answer questions about the restoration, please contact one of us.

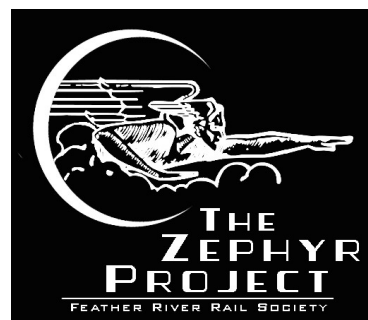
Thank you to everyone!

Eugene e-mail: tsry@aol.com or evicknair@studioried.com

Eric e-mail: benu71@yahoo.com

or call me at home: 408.248.4039.

PS: The revised total on donations as of February 28, 2001 is \$28,800!!



Pullman Car WP 106

continued from Page 1

fication 4490, this car was named the "Pioneer".

The 1917 car was the second in Pullman service to wear that name. "Pioneer" was the name of the original "Market Product" put out by George Pullman's company and was included in the consist of Lincoln's funeral train in 1864. A lot of effort went into making the car, with its rather large clearances, pass through station platforms, bridges, and etc between Washington D.C. and Springfield, Illinois. Sadly, this historic car burned at the Pullman car works in the 1890's. The name must have held some reverence with the company because, unlike other cars that routinely received renames or names from predecessors cars, the "Pioneer" name was not applied again until the 1917 car.

This car was constructed for Pullman's fleet of business cars, a term applied to cars used specially for the service of railroad executives, managers and dignitaries. Its floor plan was the same as other Pullman owned and operated lease/rental business cars of the day, featuring an open observation platform at the rear, sleeping rooms and a galley and dining room. These were always a rare type of car, being used in such specific service, and were often very decorative and comfortable. A railroad could rent them with or without crew and supplies.

In Pullman Lease Service

The new "Pioneer" featured peanut-graining on the walls, a process of simulating wood grain on metal via the use of stains, paintbrushes and other stippling tools, and all the standard business car appointments of the day, including a decorated dining room and five staterooms. The car performed in the lease/rental pool service from 1917 until 1927 when a new car was built for the lease pool and the "Pioneer" name was transferred. The name "Davy Crockett" was then attached to the former "Pioneer" and it retained that name until May of 1942, when the car was sold to the Western Pacific Railroad for \$14,845.48. During this time, the car remained in the same lease service for which it was built. The car never had a number with Pullman since the only cars that the company did number were "Tourist"-type sleeping cars.

Purchase by the Western Pacific

E.E. Gleason, later superintendent of Motive Power for the WP, traveled to the Calumet, IL, shops of Pullman and selected the cars "Philadelphia" and "Davy Crockett" to replace the aging and wood-constructed division superintendent cars 103 and 104. The idea of buying second-hand business cars was not new to the WP as the 103 and 104 had both been purchased from the same Pullman rental pool many years earlier. For reasons unknown (probably a toss of a coin or the whim of a superintendent), the "Pioneer"/"Davy Crockett" received the number of 106 and replaced the 104 as the Eastern Division Superintendent's (Jack Duggan's) car while the 105 (the ex-"Philadelphia") replaced the 103 as the Western Division Superintendent's car.

The "Charles O. Sweetwood"

In the early 1950's, the United States became involved in the war in Korea. At some point early in the conflict, an idea to create a rail-based blood donation center was brought forward. It is uncertain who came up with the idea initially, but it is generally believed to be Gilbert Kneiss of the Western Pacific. It was a stroke of public relations genius and showed the WP in an original and sensitive light. WP 106, formerly the "Pioneer", was chosen for this new service. The Western Pacific decided to rename the car after the first WP employee who had died in the Korean conflict. With the name of "Charles O. Sweetwood" emblazoned on the side of the car and with Mr. Sweetwood's family in attendance at the dedication ceremonies, the 106 was cemented into history in a different way than any other business car. It became the first blood procurement car in the U.S. for the Korean War (it is uncertain if such a car was used in previous wars). While in blood procurement service, the car did maintain its number 106.

By a strange coincidence, when Charles Sweetwood hired out with the WP in 1946, one of his duties as a carman in Elko was to maintain the car that, in 1951, would carry his name.

The dedication on Wednesday, January 10, 1951, was considered one of the most impressive ceremonies to take place on the WP to that date. The ceremonies started after the departure of the eastbound California Zephyr from the Oakland, CA, Western Pacific Station at Third and Washington Streets near Jack London Square. The crowd waited expectantly while the 106 was moved into position attended by 4 nurses, crisply attired in white uniforms with colorful red capes representing the American Red Cross, on the observation platform. The U.S. Sixth Army Band played "America" followed by speeches all around and the introduction of the Sweetwood family. Later the family entered the 106 to make the first blood donations.

Over 25,000 pints of blood were collected on the 106's travels between January of 1951 and November of 1953. The car traveled over 225,000 miles and visited places on the WP where many times no blood donation facilities existed. It even ventured as far east as Pueblo, CO. on the Denver & Rio Grande Western Railway. The 106 also traveled to Ely, Nevada on the Nevada Northern where more blood was collected (345 pints) during the period of March 9th through April 19th that at any other area in that tour. Mr. Sweetwood's mother often rode with the car, occasionally joined by other family members, and regularly was the first to donate blood. An interesting side note is how the blood was transported to blood banks after the donations on board the 106. The railroad used its flagship train, the California Zephyr. Each day the Zephyr would stop wherever the 106 was spotted and collect the blood. How they transported the blood when off the main line is a question yet to be solved.

An article in the Western Pacific company magazine "Mileposts" about the blood donation project refers to the perfect setup that the five bedrooms in the car offered. Four were used for collection while the fifth was reserved for a secretary's use, office space and a testing laboratory. The dining room was used as a canteen where donors were served refreshments while the obser-

Pullman Car WP 106

vation room was used as a reception area. Blood was stored in the refrigerators located in the pantry and kitchen area.

The car also was used as a hotel for the crew and nurses when appropriate hotel accommodations could not be procured in some communities along the railroad.

The Post-War Years

When decommissioned by the American Red Cross, the ceremonies held at the Presidio were as equally impressive as the ones commissioning the 106. Keys were turned back to WP President Whitman from the Red Cross and the "Charles O. Sweetwood" name was removed. Thereafter, the 106 just faded away. It is likely that the car did not return to Elko but remained in Oakland along with the 105.

In June of 1957, the Western Pacific's new self-propelled railcar ferry "Las Plumas" was christened in Portland, OR by the wife of WP President, Fred Whitman. The ship had been prepared for travel from Portland to San Francisco Bay under its own power. Naturally, several officials of the Railroad and a team of mechanical employees were to go along for the adventure and to witness the performance of the new vessel.

However, there were scant accommodations on the ship since it was to be an inland ferry, as service where non-resident crews would mostly man the ship. So to accommodate the passengers, the WP sent an observation lounge car (Western Pacific 653), the 105 and the 106/ex-"Charles O. Sweetwood" to Portland where they were loaded onto the deck of the Las Plumas. It is uncertain how they got to Portland. It may have been on the rear of the Southern Pacific passenger train "Cascade" or they may have been run up the Western Pacific's High Line to connect with the Great Northern for delivery to Portland. It isn't clear how they loaded the cars on to the deck of Las Plumas but it probably was by a rail transfer facility very common in Pacific Northwest. Most transfer grids are 3 or 4 tracks so, with the Las Plumas being designed for S.F. Bay grids, its 2 tracks would have presented a zero challenge. The business cars were used to sleep and feed the riders while the lounge car would be for dining and lounge usage.

Retirement and Resurrection

Both the 105 and the 106 were sold in February 1961. Marty Loomis, noted scrap dealer, purchased the 106. Mr. Loomis modified the car by removing the two staterooms adjacent to the observation room in order to create a larger lounge. Otherwise the car remains nearly unchanged from its 1917 appearance. After the death of Mr. Loomis, its current owner, Mr. Doug Morgan, acquired the car.

The "Pioneer"/"Davy Crockett"/106/"Charles O. Sweetwood" is currently on display at the Portola Railroad Museum in Portola, California. The car is open by appointment and during special events at the museum. The owner is planning a full restoration of the car to its Western Pacific 106 appearance with a tribute inside to its time in service of the Red Cross and the men and women who fought in Korea.

Our Museums

continued from Page 1

dozens of stations, and every skill ever learned, what is the result? WHY do we do it? What's the RATIONALE for preservation, whatever the definition turns out to be? The answer, by looking at the results, seems to be "for our own pleasure." Steam locomotives that aren't welcome on their home railroad because of bad relations; railfans who would rather see 4449 cold in Daylight paint than under steam lettered for BNSF; tourist lines that offer a hot ride behind a diesel in a dirty coach; all-day death-march "excursions." They all point to a group of selfish individuals wanting to play trains at the expense of railroads and the public.

Small wonder that while old-car enthusiasts and Confederate Air Force pilots are portrayed as interesting individuals, the media uniformly spin rail enthusiasts as "train nuts" just one whistle-blast away from an all-expense-paid, padded room at the county hospital.

Ever been to a "railroad museum?" Sure, there are a few good ones - the North Carolina Transportation Museum and the Mid-Continent Railway Museum come to mind - but the majority of "museums" are little more than a rusting collection of equipment with no focus and no context. Most organizations either never understood the term in the first place, or didn't change with the times.

And make no mistake - the meaning of the word "museum" has changed drastically since UP and N&W dropped their fires. In 1960 a museum existed to collect artifacts, little more. Standards for exhibits were very low - in the example of an Egyptian exhibit, maybe a few artifacts from a tomb, a mummy, an index card typed with some geologic information, and a prominent "donated by" credit. Contrast that with the Field Museum's Egyptian exhibit of today - a three-level recreation of a tomb, exhibits placed in historical context, artifacts shown in use, interactive exhibits for kids.

There's no sin in simply offering a train ride - if there's a market for it, sell it. But don't dress it up as preservation. A "museum" must be more than a mismatched collection of hardware to be successful. If you want to impress the community, see philanthropic dollars flow your way, and earn the respect of your peers, take the interpretation and education mandate of a museum more seriously.

So how does this apply to the rail museum world? Should all museums look like the California State Railroad Museum? Of course not. But neither should they look like a scrapyards. What's missing is context, the ability to see why that dome car was important. (Pulling it at 5mph on a grown-up branchline behind a switcher isn't the proper context.)

Pick a focus. The best museums focus on their region, although another theme (the streamlined passenger train, the steam locomotive) will work too. If you're museum's in South Dakota and all your equipment comes from Massachusetts, Florida, Arizona and Finland, just WHAT is your "museum" about? If your train ride features fluted-side passenger cars behind a rock-quarry 0-4-0T, what educational point are you trying to make? If your collection is in St. Louis, do you really need a Lackawanna 4-4-0? Why not swap it for something more appropriate to your area?

Our Museums

Clean up your displays. In 1982 I was in Bellevue, Ohio, photographing ex-NKP 2-8-4 765, and spent a few moments around the Mad River & NKP RRHS grounds. No operations, strictly a static exhibit. But every string of cars had an engine at one end, and strings of freight cars had a caboose. In a small space the Mad River group manages to convey quite a lot. Compare this to some of the more notorious collections in the Deep South, where there's no rhyme or reason to the arrangement of equipment.

Show the entire environment. Interpretation is the not-so-new standard in the field. Don't just display a switcher; switch some cars from the proper era, with roofwalks. (And not with radios - make the crew learn proper hand signals.) Don't just offer a train ride - show life at the station as it was, with baggage handling, mail exchange, orders being delivered, a couple of retirees loafing at the depot. Atmospheric, not antiseptic, should be the goal.

Our counterparts in England excel at this. Visit the Ramsbottom station on the East Lancashire Railway, or Damems on the Worth Valley, or Horsted Keynes on the Bluebell. The station area reeks of a period, be it Victorian, Edwardian, or post-war. When trains meet, batons are exchanged, baggage carts are rolled to the guard's van, crewmen share a quick conversation. You feel like you're a part of the period - and you learn a little about the context in which the railroad was a large part of daily life, a context now changed by Motorways, television, and urban sprawl.

And on selected weekends, these lines (and most other "preserved railways" in the UK) pull out all the stops for a "Gala." Extra passenger services are laid on, freight trains are run, sometimes locomotives are hired from other lines or private owners. (Imagine what kind of gala the C&TS could put on with a K28 borrowed from Durango.)

Interpretation and education should be the reason that any museum exists today. And education does not have to be stuffy or classroom-based. It's not giving the construction details of Ol' Number 999, or dry statistics about corporate entities and dates. Explain WHY the East Tennessee & Virginia was built, not just when. Relate WHERE Ol' Number 999 worked, WHAT she hauled, and WHY she was replaced. Note that our agricultural society rapidly became an industrial one after 1918, and that this change fundamentally affected the railroads. Look to Old Stourbridge, Plimouth, and Williamsburg for inspiration.

Let me close with a concrete example. The Tennessee Valley Railroad Museum in Chattanooga, Tennessee, operates a steam-hauled passenger train daily during the tourist season. Both ends of the short run feature stations; crewmen are properly attired in white shirts and black hats and trousers. It's one of the better train rides. But a few of the above ideas - offering a demonstration of the RPO and baggage cars as well as the turntable demonstration, comparing orders at the operator's window - would raise the TVRM experience a notch or two on the Interpret-O-Meter. Maybe many people wouldn't notice - but many would.

And isn't it important that we educate as well as enjoy?

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WPRRHS

By Thom Anderson

Here is an update on the status of the Headlight magazine. Mike Mucklin has completed the work on issue #17. It will go to press in March and be in your hands by early April, if not sooner. I apologize for the extreme tardiness of this issue, and extend my thanks to all of you for your patience.

There are also some changes taking place on the staff. Frank Brehm is assuming the Production Manager duties effective with issue #18. Dave Pires is moving into the Editor position. I am confident these gentlemen will keep the magazine on schedule in the future.

As you read in the previous Train Sheet, the FRRS has acquired the WP hospital site near the Museum. This presents an opportunity to the Historical Society to find a permanent, non-rolling location for the archives that are less subject to weather conditions of the seasons. Anyone with input or assistance on this should contact Director Frank Brehm or Archive Curator John Walker. Your participation is most welcome.

Steve Hayes has the 2001 Convention set to go. Presentations include such subjects as the Nevada Northern Ry., WP 50' PS-1 double door boxcars, a history of the Highline, the Tesla District, the Tidewater Southern, slides, movies, research techniques, and more - don't miss it! The date is April 27-28 at the Modesto Holiday Inn. Additional information and a registration form can be found at the WPRRHS website (www.wprrhs.org), or by contacting Steve at P.O. Box 1083, Soulsbyville CA 95372 (209)536-1847.

Donations, New Members

We would like to thank the following individuals and families who made donations to our Society and Railroad Museum. Your support is appreciated very much.

Frank Aguilar, James D. Anderson, Norman E. Anderson, Dean Billing, Kent & Gail Brezee, Robert L. Brown, M.D., Bob & Beverly Campisi, Michael Capolupo, Edward J. DeLozier, Esq., Jerry Esmay, Ken Falconer, Steven & Judy Fauth, Jason Ferreira, Barry Garrett, John J. Grasso, Wilson Harkins III, Philip Heckmann, Josiah F. Jenkins, Darel Johnson, Robert J. Kirker, Fred & Margaret Klyver, Jerry Mittelholtz, Lynda Monger, Margaret A. Mustard, Tomas Parra, Andrew & Julia Petersen, Robert Pires, Jay & Julie Sarno, James Schindler, Ralph E. Shafer, Terry & Susan Taylor, David, C & E Thompson, Steve Van Denburgh, and Mark B. Williams.

Tim Sweeney of Sweeney-Rose Architects made a special donation as a memorial to Katharine Myra Coleman McNeill.

We would like to welcome our newest life and family life members to the Society.

Patrick Bartlett, Noel D. Thomas, Thomas Mabie, and Wayne Monger.

Joel Louis Salmons - Family Life.

Truckee Railroad Days and Going Home

By Doug Morgan

Truckee, as a railroad town, at the turn of the 21st century is far cry from the Truckee of the turn of the 20th century. Gone are the vast 360-degree roundhouse, car shops and other facilities. Gone is the Hobart Southern Railroad that hauled lumber from Hobart Mills to Truckee for interchange with the Southern Pacific.

But Truckee is still a helper station and locomotives are constantly on the wait occupying the ready tracks for the next train needing help up the hill.

On this certain weekend the helper tracks were bare of helpers and instead the equipment from the Portola Railroad Museum occupied those tracks.

September 09, 2000 dawned with a cobalt blue sky over Truckee, CA. Driving down the hill from our motel, laid out before me was a sight to behold, fourteen pieces of PRM locomotives and cars arranged in a certain way. From my vantage point, it was incredible.

I picked my way through the traffic for a rendezvous with the docent crew assembled to take visitors through the equipment. We all met at the Wagon Wheel Cafe owned by Railroad Days Equipment Procurement Manager, Siophan Smart. There we went over the rules of docent assignment, had a terrific breakfast and then went on our way to the Railroad Days area.

There was still much to do. The display sign stands hadn't arrived as yet but soon did courtesy of a local Construction Company, who donated the labor to weld the stands together. Steps to the Silver Hostel were being erected while the signs for the sign stands were being installed by Vic Neves, Dwight Wolfinger, Ed Wagner, and Jim Gidley. After assembly, the signs were placed in front each piece. The signs were designed by Eugene Vicknair and will serve as a prototype for all future signs to be used at the museum.

Eugene Vicknair and Eric Stephens assigned themselves to the Silver Hostel. They put up posters, photographs and started giving tours of the car. Visitors would climb stairs on each end and walk through the car. They would stop in front of Eugene and Eric and receive a talk on the history of the Hostel and what the museum plans to do with the car. In some ways it reminded me of a walking tour of the "Titanic", but everyone loved it. No glass, no hardware, no seats, no nothing, but Eugene and Eric painted a picture in words of what had been and what will be again. The highlight of that day was the passing of Amtrak's version of the California Zephyr, for in that consist was a former CZ dome car the "Silver Lounge", now named "Sierra Hotel". Visitors in the dome of the Hostel were treated to this thrill as they waved through the glassless dome windows of the Hostel to the passengers in the dome of the Silver Lounge. One can't do that very often.

Meanwhile Janis Peterson and Julie Anderson took on the docent responsibility for the sleeping car, "Edenwold", the lounge car, and the UP business car 105, which were all coupled together. The entrance was the Edenwold and the exit the observation platform of the 105. The system worked great as long as

both ends of the cut had at least one docent to shepherd the crowds.

Up at the front area of the Railroad Days display, a UP engineer was giving tours of the SD-70M locomotive, UP 4167. One could hear the engineer throttling up and down as a demonstration of how the locomotive functioned.

Further back in the cut, Vic Neves, Hank Stiles, Dave Anderson, and Jim Gidley took turns being docents on the 2001 and the 707. Jim Ley became the roving troubleshooter for spot problems with machinery.

Closer to the mainline, the flanger and Jordan Spreader had been set up (wings out) with the SP 4404 in the lead to demonstrate how a flanger/spreader train operates over the hill during the winter. Right next to that display, volunteers from the C.S.R.M handcar racing team had handcar trials underway along one leg of the Truckee balloon track.

On the other side of the grounds a tent had been erected by the Railroad Days Committee for the FRRS. Within, Norm and Barbara Holmes peddled the wares of the museum to a waiting crowd with money to spend.

As the day wore on, the visitors did not. They came and went. We had no way to count the throngs since there was no gate to the event. We could only guess, but could have been in the thousands and thousands for that first day. We noted that we never had so many people in Portola as was in Truckee at a single event.

By the time we closed in the early evening, we were all bushed. Pizza was ordered in for the crew followed by the disbursement of the crew to their respective quarters. Only members of the lunatic fringe stayed for a "night shoot". This involves flash bulbs that have been extinct since the dinosaurs. Someone with good night vision (in this case Steve Habeck) walks around in the dark and sets off the flash bulbs while Mr. Neves opens his camera lens wide. This exercise is repeated over and over usually until they run out of flash bulbs or film, whichever comes first.

Day 2 was much the way as day 1 only we didn't, with one exception, have to set anything up. Eugene Vicknair and Eric Stephens got this idea about opening up the lounge bar in Silver Hostel. A quick run to the local supermarket provided bottled water and soft drinks. It worked very well, maybe because people get thirsty but Eugene and Eric would like to believe that it was the allure of visiting the bar in the Hostel for the first time in 30 years that was the magnet.

The crowds kept coming. They wouldn't let up. At closing time, the crowds had thinned but because there was no fence around the area, people still walked around. We put away the signs and locked cabs and cars and the next day would bring us the re-assembly of our train and more, much more.

In the AM Monday, September 11, some of our crew was still on hand. They included Steve Habeck, Vic Neves, Jim Gidley, and John. UP conductor Willie Burrows with Doug were assigned the task of running the UP 4146 along with the 2001 and the SP flanger to Roseville. But first there was some switching to perform to turn the displays back into a train.

Since the train had been set over to various tracks, it was in disarray for the return trip to Sparks. The 707 was fired up with

Truckee Railroad Days and Going Home

the UP 4167 and the tracks were switched using the 707. When everything was in order, the 707 and the 4404 ran down one of the tracks in the main part of Truckee. The rest of the consist was then folded over onto the 707 and 4404 until it was in the same order as when it first arrived.

Everyone expected the train to be pulled back to Sparks by local helpers returning to Sparks but such was not the case. After Steve checked with the Yardmaster in Sparks, he discovered there weren't any available helpers and that there wasn't any room in Sparks yet for our train. So the train was tied down, whistles removed and everyone went home to await the railroad's decision as to when they expected to move the train. Some rumors placed our wait at anywhere from a few days to a couple of weeks.

The phone rang on September 27. It was Steve Haback. "Better get to Sparks, the train is on the move". Steve had been in Sparks and decided to check in with the Yardmaster to see if there were any updates on moving the train. The Yardmaster told Steve that the train was on the move towards Sparks. I piled into my car and charged towards Sparks from Portola and then turned west up the hill towards Truckee. I met the descending train at Verdi.

After arriving in the Sparks yard, the train was spotted in the Rip Track area. I inspected the train, found it undisturbed and then visited with the Yardmaster to see if he had any ideas on when the next move would occur. He offered the information that the Reno Branch rebuilding job was not yet complete, but as soon as the branch was reopened we would be going home.

The phone rang again on September 29. The voice on the other end was member and UP locomotive engineer Rod McClure, calling for Steve Haback. UP locomotive engineer Haback knew immediately that he had been bumped from the seat of the 707 by a senior engineer. Rod and Steve had been selected to be the crew by Sparks MTO, Dick Green for the return move to Portola.

Steve called me. "Be ready to leave in the morning". Meanwhile, a FRRS member from Southern California and UP engineer Jerry Williams had been in contact with me about joining the crew for the return trip. Also on hand to assist was member and journeyman electrician from Bishop, Ca, Mike Barlow, who was in Portola to assist in some facility wiring challenges. Steve, Mike and I drove to Sparks on Friday morning, September 30. We arrived at 7 AM and found Jerry Williams at the Sparks depot. We also found Richard Green in conversation with Rod McClure. We were told by Richard to head 'em up and move 'em out. Steve indicated that the train was backwards and needed to be wyed. Rod suggested that we move the train to zone 4 to wye and rearrange everything. Richard asked how long this would take. One hour or so was our response. Richard said that he was trying get us out ahead of the Reno local but said under the circumstances, he would let the local go first and when our train was ready, he would let us follow to Parr yard for a meet.

Armed with our plan, we all jumped into our vehicles and headed to the rip track to fire up the locomotives, install horns, and do air tests. By 9 AM or so we had completed our air test and with two short blasts on the 707's horn we started to

move east to the wye. After wying the train, the 244, which had already been fired up at the rip track in anticipation of the switch moves, was put to work folding the train back onto the 707 and the 4404. Car and locomotive by car and locomotive, the 244 pushed and pulled until all the cars were in proper order, then the 707 moved ahead and backed down the west leg of the wye and coupled up the remaining cars behind the 244.

Next the train was moved off the wye and back into the main yard next to the yard office. We then waited for some mainline trains to clear so our train could make the crossover to the Reno Branch. Finally the go ahead was received and with the traditional toots on the horn we were off on the final leg of the journey home. Assigned to the caboose, as usual, Mike Barlow and I watched for any problems from the rear. Meanwhile Steve walked every crossing as we headed up the branch because none of the automatic warning devices (grade crossing gates and lights) had their wiring completed since the concrete tie reconstruction. Up the hill the train ground toward Parr yard. Soon the word came down to put the 244 on line and start pushing. This was done and the train roared up the hill into Parr yard where we came to a halt in front of the yard office. There we waited until we met the local. By instructions from MTO Richard Green, the local was told that if we requested a shove up Peavine Hill, they were to do so. The 4404 wasn't pulling the way it should have so we elected to take Richard up on his offer. At about 2 PM the local was ready. We moved up from the yard to a point where the power from the local was coupled to the WP caboose 484 and with the okay from Rod, the 707 started to pull while the two SP GP 40's started pushing. On and up we moved at a much faster pace. We topped the hill and drifted down to Border Town. There the helpers we cut off and we were on our own again.

Mile after mile we churned along until the hill before Reno Jct. Again the 244 went on line and pushed its heart out to the top of the jct. No stopping here! The 244 kept shoving and the 707 kept pulling hard onto the mainline. Pegging the amp meter in the 707, the train blazed through Chilcoot tunnel. Ahead a red signal directed the train into the Chilcoot siding and to a stop at the far west end. There we waited and watched the sun set. Soon a westbound double stack blew by us at track speed. We watched the double stack's F.R.E.D blink into invisibility and then observed the siding signal turn green. Off we went. It was level from here to home and the train progressed the last 15 miles at the required restricted speed. In total darkness, we at last arrived in Portola only to discover the west pass plugged with the locomotive for the B & L local. Steve decided that we had to clear the main and the depot so he elected to push the B & L locomotive down the track to allow our train to clear. This was done and we tied down the train for the night. It was 9 PM.

Satisfied with a job well done, we had the onerous job ahead of putting everything back in the morning with a deadline of 5 PM so we could set up a special train for local politicians for Saturday evening.

Saturday came all too soon. Steve planned everything to go in a reverse order from the set up to ease the complications of switching. Each cut was the length of the west pass and was to be

Truckee Railroad Days and Going Home

folded over into the museum. The only hitch was that the west pass was plugged with work cars for the UP so it had to be unplugged by putting everything into the museum, then our train to Truckee was set in on other tracks. The UP cars were then pulled and folded back into their respective spots. The rest of the day was spent putting everything back where it belonged. By 5 PM the special train consisting of the VIA lounge car, the UP 105 and WP 707 was complete. Our political guests that evening had no idea how much we had all been through to fulfill our obligation to them.

Truckee Railroad Days took a tremendous effort on the part of lots of members of this museum. To all of them we owe deep debt of gratitude for the generous donation of their time and skills. This organization also owes a dept of gratitude to the Truckee Downtown Merchants Association who thought up and perfected the idea of Railroad Days in Truckee and allowed the FRRS to participate. We also owe the greatest thanks to the Union Pacific Railroad for their willingness to allow our train of oddity to roll over their rails. The officers in charge were of good spirits, possessing a can do attitude. To them and to all that made this event occur, this organization is deeply grateful. WP LIVES! is our motto and when we go beyond the gates we take that motto with us.

Operations Training

A very special weekend for all museum members will be held on Saturday May 5th, starting at 10am and ending in the afternoon of Sunday May 6th 2001. This promises to be a very busy weekend with multiple activities planned. The operating department will hold it's annual rule exam and crew training. We will be showing training videos, there will be passenger train operations, so you can refresh your operating skills, i.e. knock the rust off, yard switching, night operations, (how many of you have done this?) and fire extinguisher training.

This is a chance to meet some of the museum members, renew old friendships and swap stories. We will also be giving the mechanical and facilities departments a big hand with projects they have underway.

Saturday evening prior to the night operations beginning a hot dinner will be served for those participating in this years training.

Scheduling for the 2001 operating season will also take place so start thinking of the dates you would like to mark up for. Please bring a pencil, proper footwear, gloves, flashlight, sleeping as well as personal gear, and an interested friend.

If you would like to help in any area please call Kerry Cochran at 650-952-7127 or email me at KC6NT@compuserve.com

Restoration of Western Pacific Hospital

By Frank Brehm and Eugene Vicknair

As reported in the last issue of The Train Sheet, FRRS now owns the old WP hospital property located in Portola. Because restoration of this historic structure is such a large undertaking a plan of action has been developed to use as a guide during the renovation. As we progress on the project there will be public comment periods which will be used to help create the master plan for this particular site which will also become part of the museums overall master plan. We invite your participation in this exciting new project. Below is a brief description of the project as well as the current action plan. The action plan is subject to revision as needed.

Brief description of the project

In 1914, the Western Pacific Railroad established a hospital in Portola for its own employees and the local communities. This was a common practice of railroad companies at the time, who were among the leaders in providing such benefits to employees and their families. This hospital was located on 2nd Avenue in Portola, on a bluff overlooking the WP locomotive facilities (and today the location of the Portola Railroad Museum). It was a full service facility, providing emergency care, long-term convalescent care, check-ups and physicals, and surgery. It served until 1972, at which point it was sold to a private owner. In early 2001, the daughter of the former owner donated the entire facility to the Feather River Rail Society, operators of the Portola Railroad Museum and the leading Western Pacific Railroad historical group, for preservation. Very few railroad hospitals remain and this is one of the few in the United States to be preserved for historical purposes.

The goal of the FRRS is to return the exterior of the hospital to a historically accurate appearance and create landscaped grounds around it. Inside, the facility would provide several functions to the FRRS and the community:

- Several rooms are envisioned to be restored to historic accuracy to tell the story of the role the hospital played in the railroad company and community.
- One wing is planned to house the archives of the FRRS and allow the creation of a research library for accessing and analyzing these archives.
- Several large rooms in the opposite wing would function as meeting rooms where the society and local community groups could hold meetings and gatherings.

Inspections have deemed it restorable, but desperately in need of care, attention and stabilization as soon as possible. Immediate needs include remediation of asbestos, removal of debris, securing of the buildings and inspection and repair of utilities.

The FRRS has in place a long-range plan for the complete restoration of this historic facility. Long-term fundraising is beginning, but the immediate needs of the structure are great. We must quickly engage specialists to assist in the planning, stabi-

Restoration of Western Pacific Hospital

lization and remediation of the structures.

Action Plan

Preliminary actions. (COMPLETED)

1. Accept donation of property and structures.
2. Conduct preliminary assessment of grounds and structures.
3. Extend FRRS liability insurance to cover Hospital campus and structures.
4. Open liaison with city to coordinate community involvement.
5. Authorize funds for Assessment and Research of Hospital.

Assessment and Research

1. Assess security of the structure(s) and grounds.
2. Examine structural integrity of the existing structure(s) and condition of surrounding grounds.
3. With assistance of city building inspector, identify non-conforming materials, building code violations, and immediate hazards.
4. With assistance of county health inspector, identify any immediate health hazards.
5. With assistance of power company, identify any immediate electrical/ utility hazards.
6. Obtain or have produced architectural drawings of the lot and structure(s) in current condition and at significant historical points (ie: at original construction, at completion of final addition, at time of 1950's renovation).
7. Inspection by a qualified structural engineer.

Stabilization

1. Stabilize and/or isolate identified hazards.
2. Clean up of the grounds and structure(s).
3. Secure the structure(s) against un-authorized entry. May include grounds access restrictions and signage.

Planning

1. Consider the planned occupancy and use of the grounds and structure(s). Identify extent and limits of adaptive reuse and historical restoration.
2. Adaptive reuse possibilities: Society/Museum offices, Research library and archives, Meeting/Presentation rooms (open to the Society and the Community), Display spaces.

Historical Possibilities

1. History of structures and Western Pacific Medical System, relationship of hospital and railroad with the community, leadership of railroad companies in providing health/benefit systems to employees and communities.
2. Identify changes to be made to the current grounds and structure(s) to confirm with new usage model. Specific aspects include seismic stability, ADA compliance, adaptive reuse issues, IT networking, improved power/utility systems, historical appearance.
3. Re-accomplish architectural drawings with planned changes to the existing grounds and structure(s). Include aspects concerning

integration of the Hospital site with the adjacent main body of the Portola Railroad Museum.

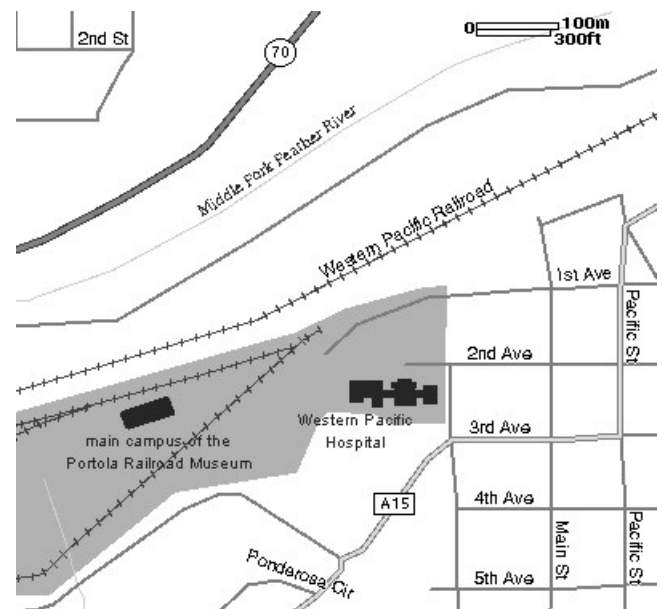
4. Identify the scope of work to be performed.
5. Determine funding mechanisms available for the project.

Renovation

1. Obtain funding for complete project scope.
2. Obtain necessary permits for any planned demolition.
3. Obtain necessary permits for any planned construction.
4. Remove all non-conforming materials.
5. Gut structures in preparation of renovation including the removal of all existing electrical wiring, sewage piping, water piping, and interior finish materials.
6. Repair and/or replace identified structural component deficiencies.
7. Perform complete construction work necessary to accomplish finished product as identified in the plans from section 3.
8. Complete grounds improvement and visitor signage.

Integration

1. Perform additional work required to functionally and visually integrate completed Hospital site into main campus of the Portola Railroad Museum.
2. Work scope as determined in section 3 and to include ADA compliant walkways, signage, additional parking and access, data and voice technology systems.



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!

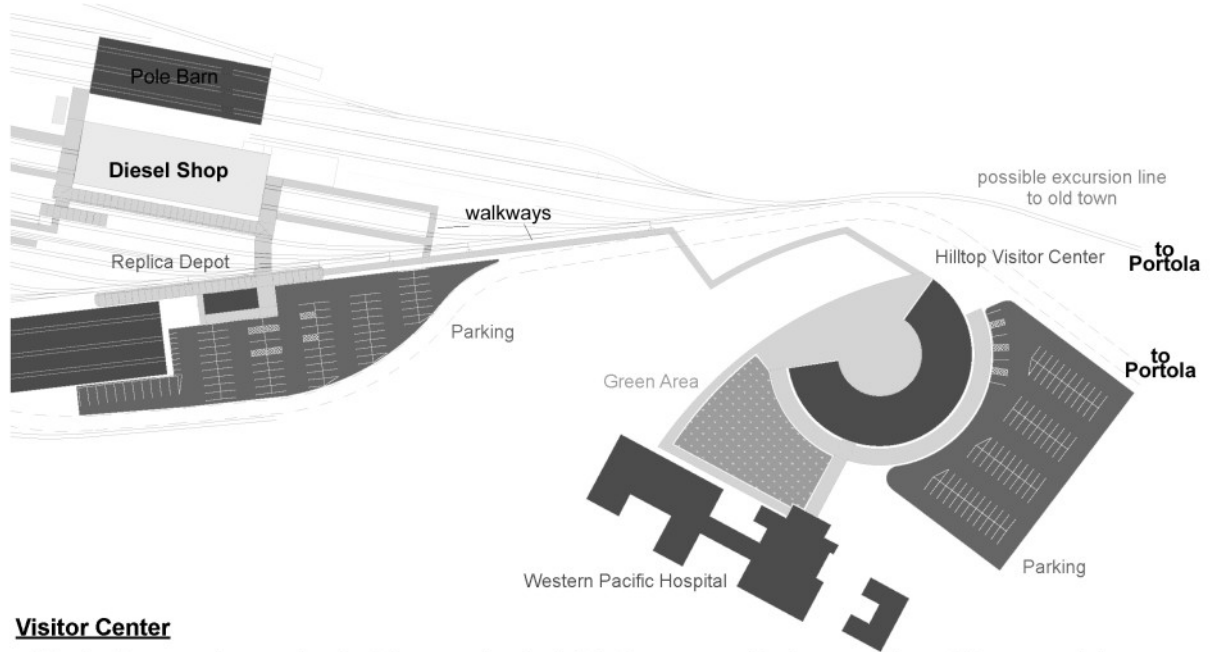
EXP

You can also do monthly pledges!

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

Signature

Master Plan Facilities Layout

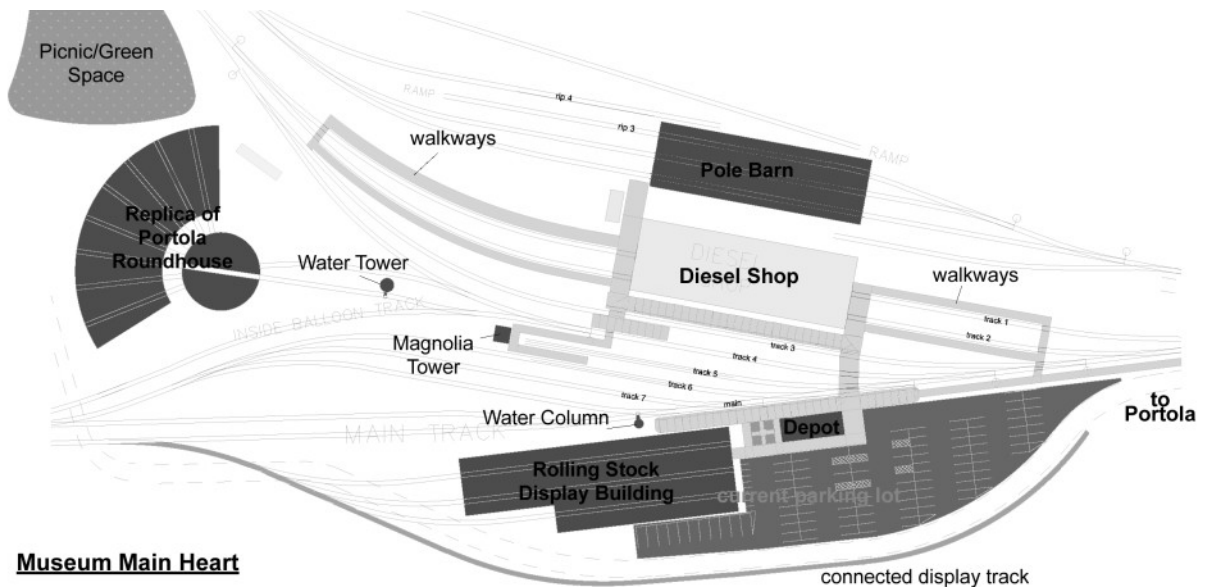


Visitor Center

A Replica Depot serving as an interim visitor center is to be built in the current parking lot area. This would be superseded by a large Visitor Center/Display Museum on the hilltop in the long term. Parking will be developed at the hilltop site. The Western Pacific Hospital will also be developed. Possible uses include library and archives, administrative offices, meeting space, and historical displays about the WP's employee care system.

The Depot would continue as Gift Shop and Ticket Office, perhaps with offices, meeting space, or an auditorium located in the upper floor (if the proposal for a two story building is used).

Here are the two plot plans as approved in the final Site Master Plan. Above is the area including the hospital property and below is the main museum grounds. Renderings courtesy of the site committee.



Museum Main Heart

- The FRRS has voted to pursue the design and construction of:
- a comprehensive system of walkways to facilitate visitor and volunteer traffic
 - a "pole barn" storage facility located just north of the Diesel Shop
 - a Replica Depot near the main pedestrian walkway to the Diesel Shop
 - a Rolling Stock Display Building in the west end of the current parking lot
 - a connected Display Track along the base of the hillside
 - a paved and structured parking lot in the remaining parking lot space
 - a Replica Roundhouse in the inside of the balloon loop
 - a picnic/green area north of the Roundhouse site
- other items and locations are noted on the map

Minutes of Past Meetings

January 2001

The meeting of the Feather River Rail Society Board of Directors was called to order at 1:00 p.m. on January 6, 2001 at Portola City Hall.

CALL TO ORDER:

Board Members Present: Andy Anderson, Hank Stiles, Doug Morgan, Jim Murphy, Ed Wagner, and Pat Brimmer.

Visitors Present: Norm Holmes, Ken Iverson, Steve Habeck, Don Nelson, Dan Brady, Terry Valli, Tom Graham, Judy McGraw, and Kent Stephens.

MINUTES: Motion and second to approve the minutes of the December 9, 2000 meeting. Unanimously carried.

FINANCIAL REPORT: Draft financial report presented by Dan Brady. Explains that things are still missing from the report, i.e. statements that have not been received from banks, etc. There may still be some monies that need to be transferred from one fund to another. Budget was basically followed, day to day operation were close to projections but monies that were budgeted for projects did not get used since many proposed projects were not completed. It is noted that all interest earned has been credited to the General Fund and suggested that at the end of each year the proportional part of interest received should be credited to each fund accordingly. It was moved and seconded to instruct Treasurer to annually determine the interest for each fund and that the interest be credited to the actual funds where its accrued, rather than going to the general fund, starting with the year 2000. Unanimously carried.

BUDGET: Dan Brady presents the Board with a draft budget and discusses various items in the budget. Reimbursement forms, computer project. Kent Stephens - violation of some law about publication of financial statement. Dan Brady won't publish a statement that he knows is wrong. Monthly financial reports are routinely posted in the Office Car for review

INSURANCE: Annual premium for liability \$10,700, for building \$2,200. Payment has been made for first quarter. Will continue research to see if a less expensive policy can be found

FACILITY REPORT: Ken Iverson - problems with ice removal in the back area need to have someone available to remove snow from around the building after each storm or the ice builds up in the areas that don't get sun and is impossible to remove and leads to flooding when ice melts and storms are wet. #1 back door has been replaced, next one will be done soon. Need to purchase a snow blower; one that used to be used belonged to Hap Manitt.

COMMITTEE REPORTS:

MASTER PLAN: Distributed a report from Eugene Vicknair regarding facility improvements

OLD BUSINESS:

TAMPER MACHINE: Doug Morgan reports - Yreka Western will trade for \$3,000 and their tamper machine for our tamper. Motion and second to accept the offer of Yreka Western, FOB Portola. Unanimously carried.

OLD HOSPITAL PROPERTY: FRRS now has deed to the property and building, Discussion regarding clean up of the property, the need to insure the property and ways to let the public know that the FRRS now owns the property and plans to restore it.

NEW BUSINESS:

SNOW REMOVAL: Need to put money in the budget to use for snow removal. Moved and seconded to set aside \$500 in budget for snow removal services. Unanimously carried.

MEMBERSHIP CARDS: Need report from Eugene Vicknair.

HERLONG TRUCKS: No response yet from Herlong, Norm Holmes will continue checking.

R.A.L. SCHEDULING: Need more RAL engineers, only three local people left. Suggestion that no RAL's will be scheduled until the museum is open on Memorial Day. Need training for potential RAL engineers. Continue discussion to next meeting

GOOD OF THE ORDER:

GLAD HANDS: Found someone to plate them as a donation.

SILVER HOSTEL: Doug Morgan reports on Silver Hostel litigation.

TRUCKEE EVENT: FRRS was paid in full, \$1,200. Need to talk with them about next year and discuss our concerns and problems.

OFFICE CAR: Need to define the purpose of the office car and set up workstations. Setting up the car should be added to the project list. Discussion regarding use of the office car, who should use it and for what. Ethics code states that no personal or private business will be conducted on the museum grounds. Motion and second that a policy be established stating that the office car be used strictly for FRRS business and that no individual be permitted to maintain an individual office there, its just for the FRRS members. Motion carried by the following vote: Yes - Brimmer, Murphy, Wagner Abstain: Morgan, Stiles

2001: Awaiting return of coil.

ADJOURN:

Meeting adjourned at 3:45 p.m. Next meeting is February 3, 2001 in Sacramento at the Railroad Museum.

Minutes of Past Meetings

February 2001

The meeting of the Feather River Rail Society was called to order at 1 p.m. at the California State Railroad Museum.

CALL TO ORDER:

Board members present were Doug Morgan, Ed Wagner, Hank Stiles, Jim Murphy, Pat Brimmer, Eugene Vicknair, Frank Brehm, Vic Neves.

Visitors Present included, Norm Holmes, Thom Anderson, Tom Graham, Judy McGrath, Gary Stephens, Barbara Holmes, Dave Anderson, Julie Anderson, Gary Hall, John Reese and Wayne Monger.

MINUTES/FINANCIAL REPORT/FACILITY MGR. REPORT:

Doug Morgan and Ken Iverson were not present at this time so these items were tabled.

COMMITTEE REPORTS:

BYLAWS: Frank Brehm introduced proposed bylaw changes. Kerry Cochran objected to the submission because the proposed changes were not presented to the bylaws committee. A motion and second to approve the proposed bylaws were withdrawn. Motion and second to acquire a legal opinion as to how to make bylaw changes was approved by a 7/1 vote.

HEADLIGHT: Tom Anderson has bids from CSU Chico, John Ryczkowski and Bruce Petty to layout the magazine. Frank will do final work and sent to printer in Reno. No. 17 will be finished by March 10 and No. 18 by June. Motion and second to create a committee, comprised of Dave Pires, Tom Anderson, John Walker & Frank Brehm, to develop a business plan for Headlight.

MASTER PLAN: Eugene Vicknair submitted master plan ideas, a master plan committee meeting will be held after the regular meeting on March 3rd.

ZEPHYR PROJECT: A timetable for the Zephyr Project was submitted, two dome seats were donated and \$30,000 has been raised. Norm Holmes asked if a financial report on the fund raising could be forwarded to Susan Scarlett. Doug Morgan reported on legal status of Silver Hostel litigation.

POLICY AND PROCEDURES COMMITTEE: Will continue to accept comments on the current policies, if not comments are received it will be assumed that the current policies are satisfactory.

ORGANIZATIONAL CHART: Gary Hall presented a draft chart and requested comments prior to the March meeting.

OLD BUSINESS:

MEMBERSHIP CARDS: Cards will be ready on February 8th.

BUDGET: Board will approve budget at March meeting. Department heads need to cut their proposed budgets because of possible shortfall in income.

NEW BUSINESS:

ACQUISITION OF F7B: Committee will review and make a recommendation to the board.

GP DONATIONS: Authorization for a letter to be sent to railroads requesting donations of locomotives for FRRS to sell.

YOLO SHORTLINE/MCCLELLAN: Discussion regarding sending equipment to McClellan for paint & repair.

SALE OF AR-12 MAIN GENERATORS: Approved a proposal to sell AR-12 alternators and to donate cab door from 6912 to UP.

GOOD OF THE ORDER:

44 TONNER: Motion and second to scrap out and save parts from Salt Lake engine – Motion failed.

LETTERHEAD: Motion to have only authorized persons use FRRS stationary – Motion carried.

AGENDA: Discussion regarding policy for placing items on the agenda, should items be brought up at meetings instead of 7 days prior to the meeting?

ADJOURN:

Meeting adjourned at 4:45 p.m. Executive Session followed.

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

WANT TO HELP THE SOCIETY??

But it's too far to drive to the museum? There are actually many ways to help out without ever leaving home!

FRRS On-Line Store

Currently, the FRRS is developing an on-line store for the Internet that will make available for purchase books, models, photos, art prints, memorabilia and other items relating to the FRRS and the Western Pacific family of railroads.

What is needed is a small team of people who can help phase in this venture, then help manage and operate it. Needs are for members who can handle the management of orders, inventory and shipping of products and for someone to assist the FRRS webmaster in keeping the store website up to date.

For more information or to volunteer to help, please contact Frank Brehm or Eugene Vicknair.

Publications

Headlight, Train Sheet, Web sites, Write articles, Research historical items

Restoration Projects

Many restoration projects have aspects which can be done away from the museum! The "Silver Hostel", for instance, has seats, lights and other fixtures requiring replication and/or repair and restoration. Contact the project managers, listed in the Train Sheet, for more information.

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