

The Train Sheet



Preserving "The Feather River Route"

...news from The Feather River Rail Society and The Portola Railroad Museum

Issue No. 59

January/February 1993

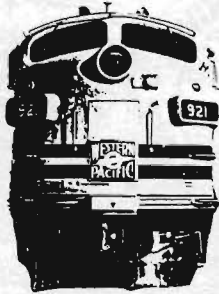
SNOW!



Our "Plow Extra" train, consisting of our ALCO S-1 WP 512 and our snow plow UP 900002, is shown here westbound at the south lead after heavy snowfall. Photo by Norm Holmes.

Inside this Issue:

- News of upcoming UP Steam Excursion Train.
- Report of monumental efforts on snow removal.
- Notice of crew training for our summer weekend train rides.



Feather River Rail Society

Portola Railroad
Museum

Preserving

"The Feather River Route"

P.O. Box 608
Portola, California 96122
(916) 832-4131

Hours: Memorial Day to Labor Day -- open seven days a week 10:00AM to 5:00PM. Fall, winter and spring hours: Open Daily 10:00AM to 4:00PM.

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 Western Pacific Railroad or the Union Pacific Railroad.

FRRS Tax ID number is 68-0002774
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Membership

Associate----- \$15.00
Active----- \$30.00
Family----- \$35.00
Sustaining----- \$75.00
Life----- \$300.00

These are the dues for one year. Life membership is a one-time payment. Associate members do NOT have a vote and do NOT receive the Headlight, all other members do. All memberships except Family are for ONE person only.

From the Desk of the President



Sitting here at my desk, looking out of the window at a blue sky with only a few clouds, it makes one appreciate the beauty of the area. About a foot of fresh powder fell during the night and everything appears to be a winter wonderland. When I step out the door it's another story. The deep snow makes walking difficult; driving out from my yard is impossible until I get the snow plow going.

The reality is that there is a lot of work here this winter. Bruce, Gordon, Hap, Ken and myself have put in a lot of time just trying to keep the museum road open so we can check on the building and to give Ken Roller access to the outside world.

However, in a month or two the snow will be gone and we'll try to get the museum open to visitors again. We'll need lots of help this year. I hope we can count on your financial and physical assistance.

Sincerely,
Norman Holmes

P. S. Barbara and I will be on vacation from March 2 to 29. If you need to contact the museum call Bruce Cooper at 916-832-4532.

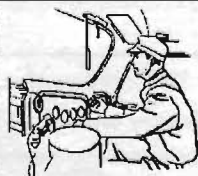
Back issues of the Headlight

- Issue 1 (Out of print) California Zephyr Anniversary Issue.
Issue 2 Joint issue with the Freight Car Journal; WP freight car roster; color. 28 pages.
Issue 3 (Out of print) F3s in freight service; AAR box cars; WP tank cars; index to historical articles in back issues of the Train Sheet.
Issue 4 A tale of 2 engines; PC-WP box cars; GP40s....a guide to types; circus specials. 36 pages.
Issue 5 The Reno branch; M-K remanufactured GP35s and GP40s; the Charles O. Sweetwood car; mill gons. 48 pages.
Issue 6 M-K remanufactured GP40s, part 2; Budd RDCs; cupola cabooses; 1970 freight car roster. 52 pages.
Issue 7 Western Pacific FT 50th anniversary issue; color cover. 48 pages.
Issue 8 Working the Sperry Rail Detector Car on WP; GP 35's; modelling WP ex-MILW boxcars. 36 pages.

Back issues of the Headlight are available for \$4 each post-paid. Back issues of the Train Sheet are available for \$1.50 each postpaid.

Send your order to:

FRRS Gift Shop at P.O. Box 608, Portola, CA 96122.



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Collectors and Collections

By David Dewey

The collection is usually a museum's most valuable asset, more valuable historically and financially than its buildings and property. In this first sentence I have presented one of the first dilemmas facing a museum's collection; how does one access its worth? Does the marketplace give the collection or an individual piece worth, or does historical significance or even its relationships to other parts of the collection provide the value?

Why do I even bring up a collection's value? As part of the museum's obligation to care for its collection there is a need to insure against its loss or replacement. There is also a societal need to justify a museum's existence, and its expenditures to care for a collection, that rationalizes that; if something is valuable, it's all right to spend money to protect or preserve it. There is also the "dark side" of a collection's value, where a museum de-accessions (removes from its collection's inventory) and sells its collection (or parts) to raise money.

Let's talk about the last item first. De-accessioning parts of a collection does occur, more frequently in art museums, and it can be unavoidable, especially when a museum finds it cannot care for an item. The difficult aspect of this activity lies in the public perception of museums, and the public's trust. They believe that when they donate something to a museum, it will be kept and preserved for future generations. However, sometimes a museum finds that the item does not fit into the collection, or it is too big to fit in the building. Notice that I haven't mentioned the hypothetical situation where the museum cannot pay its power bill and the item is worth a million smackers. That's because, to fulfill the obligation to the public's trust, any money made from selling a part of the collection is expected to be used to directly enhance the remaining collection. Trading between museums does sometimes occur and fulfills this enhancement obligation. The temptation to sell an artifact to pay bills can be very strong (use the force, Luke--it will guide you).

Getting back to the collection itself, how are collections created? Many collections were started by an individual who collected, not for any monetary value, but for self gratification. This is especially true in the industrial preservation field. The "Grizzly Flats" narrow gauge collection of Ward Kimball's came about because he had some space, the equipment was available, cheap, and a "backyard" railroad sounded fun. Now, some fifty years later, it is a valuable and significant collection.

This brings us to another of today's museum dilemmas; what to collect and what NOT to collect. A museum is not an individual, so should not collect for its gratification, but for the illumination of posterity. To do so, it needs to collect that which will be important in the future. Planned museum collecting isn't a perfect science, it is based on intuition, production figures, surviving examples, taste (which can become tasteless--look at some of the automobiles we thought were so jazzy "back then"), and availability (which sometimes translates to, "Can we raise enough money to buy it?"). One recent major example of a failure to preserve is the ALCO PAs.

Sometimes an item seems so common that it is overlooked by collectors, for instance, the lowly reefer. Once fleets of these moved California's produce to eastern markets, changing forever America's eating habits. Today few of these exist, lost to scrapping, or conversion to storage sheds (like the blue "air tool" car stored at our museum). If you've visited our museum recently, did you notice it?

With the large size of railroad objects, we are immediately faced with the care question. Do we have a place to put it and can we take care of it after we get it? This is another reason so few industrial items are saved; they are usually large and often require long-term care to maintain their integrity.

These are some of the factors that control a museum's collection management policy. By following a defined collections management policy, a museum has a chance of keeping its collection significant, rational, and manageable; in addition it gives the museum a polite reason to turn down the donation of 500 worn-out Fairmont wheels that Mrs. Railroader's beloved deceased husband saved.

More Museum buzz words:

- Accession:** As a verb; accepting objects into a collection, involves recording the object's condition, assigning it an accession number, recording its past history and any other pertinent information (how acquired, from whom, etc.).
- As a noun:** the objects of a single collection.
- De-accession:** The process of removing an object from a collection (not the sale of an object).
- Collections Management Policy:** The guidelines by which a museum collects and cares for its artifacts.
- Mission:** The mission statement defines the purpose of the institution and the means by which the museum achieves its purpose. The statement must be in accord with the purposes of the museum as enumerated in the basic legal documents.
- Purpose:** The museum's broad guiding principle as stated in its governing documents.

Membership Report

as of February 23, 1993

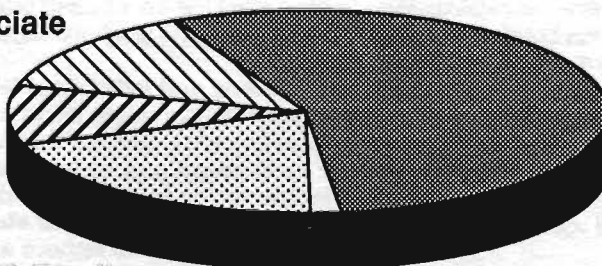
138 Associate

93 Life

203 Family

15 Sustaining

559 Active



Total FRRS membership is 1,008.
Of these, 29 are Charter members.



Would You Like to Work for the Railroad?

The museum operates trains EVERY weekend between Memorial Day and Labor Day. If you have always wanted to have a taste of "working on the railroad," such as connecting air hoses, giving hand signals to the engineer, and pulling pins on couplers, then this is your opportunity.

Members who would like to participate in the museum's train operating crews are required first to take a rules examination and then to be instructed in safe operating procedures.

The rules examination is an open book test on the FRRS General Code of Operating Rules with no time limit. If you do not have a copy of the rules book, one will be provided for you. You must have a rules book in your possession to take the examination. A passing grade is 75% or above.

Upon your successful completion of the rules exam, you

will be instructed in hand signals, getting on and off of moving equipment, coupling of air brake hoses and other safe and correct operating procedures.

Members who wish to participate in train operations or any other work at the museum are required to sign a Release of Liability. This can be done at the time of taking the Rules Examination.

For safety reasons, we also require you to have heavy work boots that lace up over your ankles to prevent ankle injuries; and we require work gloves.

The crew training for 1993 will be held:

Saturday, April 17, 1993

Sunday, May 2, 1993

The sessions will run from 10:00 AM to 3:30 PM on each day. You may attend the session on EITHER of these days.

Members who are unable to attend the classes on either of these two days may make arrangements to take the examination and receive instruction at any other time by calling the museum at (916) 832-4131 or stopping by the museum and speaking with any officer.

If you wish to attend the Saturday session, consider staying over and working at the museum on Sunday.

If you wish to attend the Sunday session, consider arriving a day early and working at the museum on Saturday.

It is recommended that all previously qualified people attend one of these sessions as a refresher.

Work Projects

It's never too early to start thinking about working on some of our restoration projects at the museum. We have set aside the second weekend of each month as a "project" work weekend, although work can and does go on everyday. Some ideas are as follows:

- Complete painting and lettering of WP 608 & return it to service.
- Complete body work, restore parts and paint 2001. We would like to have this completed before Sacramento Rail Festival in June.
- Continue mechanical and body work on 805A.
- Install electric wiring to the roll up doors, shop tools, etc.
- Extend track seven for additional storage.
- Construct transfer table to remove a truck from locomotives.
- Complete interior restoration of the UP baggage car to prepare it for installation of the CTC board.
- Redo the Silver Shower car interior.
- Redo men's room entrance.
- Install drinking fountain.

We have many smaller projects that can be done over one or two weekends. We have people at the museum every day and you are always welcome to join in the "fun."

SNOWBOUND!

After seven years of drought, the snows came!

Portola received a foot of snow before Christmas, then the following Monday four feet fell. The roof on Portola's only full service grocery store collapsed Wednesday morning before the store opened. This prompted many of the town's residents to shovel snow from their roofs. The supply of snow shovels was soon exhausted and if you left one out where someone could steal it, it was gone. Our museum was completely closed as the access roads were impassable. Norm Holmes finally pushed himself through the snow and reached the shop building, and using our Payloader, he reached the front gate after two days of plowing. Additional plowing by Steve Habeck and Bruce Cooper started to clear No. 1 track and the lead east of the building so we could begin to open a track to our UP snow plow. After several years of light snowfall we really did not expect this much snow and our equipment was not in position to deal with it. Finally when we had enough snow to use the plow we could not get to it because of too much snow!

The storm didn't stop with the initial four feet, but six inches to a foot continued to fall on a number of days over the next three weeks, although the total accumulation never exceeded the four feet due to melting and settling. On the weekend of Jan. 16-17-18, 1993, Bill Evans came up from Palmdale to help clean up. With his help along with Bruce Cooper, Norm Holmes, Doug Morgan, Ken Roller, Hank Stiles and Ed Warren, the east track from the shop building was cleared and the UP Business car was brought inside. The 2-3 feet of snow was shoveled from the business car roof before it was brought inside. We were having difficulty starting Alco S-1 512, so the new battery set that we bought for it was installed by John Ryczkowski and Norm Holmes. However, the very cold nights and daytime temperatures that only occasionally reached above freezing still kept the Alco from starting.

More snow fell during the week, but the following weekend the tracks leading to our snowplow were uncovered. With the track to the plow open, we got the Alco started

again and shoved the business car out onto the lead, pulled it by the No. 1 track with the loader, ran the 512 out onto the lead and aced the four passenger cars onto the No. 1 track. This gave us access to the plow with the engine. We needed to try the plow through the snow and there was no problem with 512 pushing it. Chris Skow was called to bring his camcorder so we could record this historic event. With Bruce Cooper at the throttle, Chris and Norm taking video and still pictures, 512 pushed the plow up the lead and around the balloon track and around to the No. 4 track at the diesel house. This is the way the switches were lined, so this is the way we went! Backing out, several of the switches had to be dug out so we could plow some of the other tracks.

Snow removal with our loader continued through the efforts of Bruce, Gordon and Norm. Hap and Ken shoveled snow from the north side of the building to try to keep water from the rooms when the snow melts. (It didn't work as water still comes in through the doors. Wish WP hadn't built the building so low.)

The build up of snow was still in place as this is being written in mid February and another heavy snow is still falling.

Damage to our facilities (as far as we know) has been limited to the snow breaking off the now unused heater vent pipes on the roof and when the heavy snow and ice slid off the main roof a number of window panes were broken. As Plumas County has been declared a disaster area, we applied to FEMA to see if some disaster relief is available to our facility.

Union Pacific sent one of their three remaining rotary snow plows from Cheyenne to Portola arriving January 10, 1993. Steve Lee was in charge of the unit en route and during its use in cleaning Portola yard and the Highline between Keddie and Bieber. This is the first time a rotary has been used in Portola since the winter of 1970-71.



Union Pacific sent one of their three remaining rotaries from Cheyenne to Portola. It is shown here clearing the UP Portola yard, which is the first time a rotary has been used in Portola since the winter of 1970-71.



Our own plow train is shown here on FRRS trackage westbound on the south lead with the inside balloon track in the background at left.

Equipment and Parts

The two logging flat cars from Pacific Lumber Co. and the four extra arch bar trucks arrived December 22, 1992 and December 24, 1992 respectively. The flat cars arrived aboard a low bed trailer and weighed in at a trim 16,000 lbs. each without their trucks. Their all wood construction is responsible for their light weight. The only steel is in the end sills, couplers, truss rods and four pieces of light rail on top of the log bunks where the logs rest. The trucks weigh 6800 lbs. each, heavier than we thought.

Our two cars were reconstructed in 1977, and appear to have never been used. Norm Holmes did the unloading using the Little Giant mobile crane and our rail-mounted Burro crane. Because of one foot of snow on the ground, the cars and trucks were unloaded in the parking lot. They will be moved and set on our trackage come Spring and better weather.

The spare Baldwin switcher parts bought from RELCO at scrap prices at the USS-POSCO steel plant arrived December 22, 1992. Norm Holmes loaded the two flat bed trucks at Pittsburg on December 21, 1992 using the mill's fork lift truck. The parts, mostly on pallets and in boxes, completely covered the bed of the trucks. Included were cylinder liners, 5 traction motors, and a jillion small parts and gaskets. The weight was 60,860 lbs. Because of the massive amount of snow on the museum grounds and the inability of our fork lift to maneuver in same, we moved the three passenger cars from No. 1 track and pulled the business car out of the diesel shop. This allowed the trucks to back into the building where Bruce Cooper used our fork lift truck to unload the parts. The traction motors, which weigh about 6500 lbs. each were unloaded outside by Norm with a little help from the Burro crane. Now we need to build shelves in a box car to sort and store the parts. Help!

On January 19, 1993 Norm Holmes flew to Portland, OR to look over a Portland Terminal Alco S-2 that RELCO donated to our organization. An inspection of the unit revealed that it would require a lot of work and parts to make it an operable unit. This fact, added to the cost of loading and shipping resulted in the decision to donate the unit to the PNWC-NRHS for their Portland equipment collection. While there, Norm removed some needed spare parts for our Alco S-1 and returned to Portola on January 23, 1993 with a 60 pound box of parts as checked baggage. Included in the parts was an electric relay needed by Project 2472 for their Alco S-2.

Our SP GP-9E, No. 2873, was moved from Richmond to Stockton on the Santa Fe on February 2, 1993. It was interchanged to UP and held at the Stockton yard engine facility until the US Steel Baldwins arrive so that all four units could be brought to Portola together.

We were finally able to get our three Baldwin S-12 switchers moved from USS-POSCO Pittsburg on February 20, 1993. Difficulty in getting the air brakes working properly was the cause of the delay. Norm Holmes, Jim Ley, Wayne Monger, Vic Neves and Hank Stiles all made several trips to Pittsburg trying to solve the problem. Finally Jim Ley, with an air brake manual in hand, figured out the proper placement of handles and valves that resulted in a set and release on the units. Union Pacific's Pittsburg turn

picked them up and brought them to Stockton. Some of Jim's ham radio friends escorted the unit's movement from Pittsburg to Port Chicago and then their eastward journey to keep him informed of their progress and to report any problems.

Some statistics are as follows:

USS 16 - BLH S-12 #75912, 10-53. Built for McCloud River RR No. 30. Sold to Rayonier, Inc., WA, renumbered 203, sold to USS renumbered 16. Painted bicentennial 1776 in 1976.

USS 17 (we are not sure of its heritage) BLH S-8 #75834, 1-54. Originally constructed the cab unit of a cow and calf set in April 1953 on the basis of an order from Oliver Iron Mining. They were painted and lettered for that company and given road numbers 1216A/B. The set was never delivered. The cab unit was sold to Armco Steel in Ashland, KY in Jan. 1954 as their No. 1201.

OR BLH S-12 #76091 2-55. Built as Armco Steel No. 706. Hood has No. 1200 in number board and appears hood might have been changed. OIM has an S-8 unit No. 1200 and at least 3 OIM S-8's were sent to Pittsburg for parts supply. There are no builder's plates on No. 17 or No. 20 and no construction or engine serial numbers on either unit. Anyone know?

SP 2873 - EMD GP9E, EMD #22897, 12-56. Built as No. 443, upgraded and renumbered 3798 2-18-77, renumbered between 11-78 to 1-79 to 2873. It has the failed merger "Kodachrome" paint scheme. This unit was purchased with the intention of trading it to Nevada State Railroad Museum for a Shay steam locomotive. Is there any interest (we would need money) in saving it for our collection instead? It appears to be in good condition. Another unit would have to be bought to trade for the steamer. How about it SP fans!



Shown are the arch bar trucks that arrived December 24, 1992 before the BIG snow came. They weigh 6800 pounds each. Norm Holmes did the unloading.

Union Pacific Steam Excursion Train to Portland

The FRRS, along with Central Coast Chapter NRHS, Promontory Chapter NRHS and Union Pacific Historical Society have formed a corporation, The Pacific Limited Group, for the purpose of operating excursion trains on Union Pacific and other railroads. The 4 organizations operated a successful excursion last year; all were able to work together well and all felt that a cooperative group to operate excursions would benefit fund raising efforts. The Pacific Limited Group will sponsor a steam operated excursion in 1993 between Salt Lake City, Utah and Portland, Oregon to celebrate the 150th anniversary of the Oregon Trail.

Union Pacific Challenger No. 3985 will pull a coach and dome car train leaving Salt Lake City, Memorial Day weekend Saturday, May 29, 1993, and arriving in Portland Thursday, June 3, 1993.

On the return trip it will leave Portland Saturday, June 12, 1993 and arrive in Salt Lake City on Wednesday, June 16, 1993.

We have been asked to provide a train manager and some of the car hosts (attendants) on the train. They will work in either or both directions. The car hosts will be provided a motel room and a meal allowance on train operating days. Transportation to and from Salt Lake City and Portland is on your own and NOT included. Here is your chance to ride a steam powered passenger train over this scenic route and to help our Society at the same time.

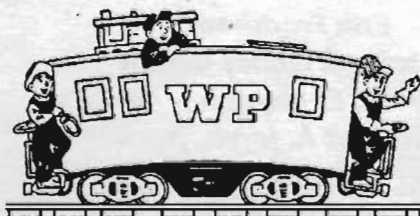
If you would like to submit your name for consideration as a car host, please send us your name along with the following information:

Tell us your first and second choice for which direction of the excursion (westbound or eastbound) and the segments (if not the entire westbound or eastbound trip) you would like to work. Also tell us if you wish to be a coach car host or concession car host.

Send your request to the FRRS at P. O. Box 608, Portola, CA 96122 to the attention of Norm Holmes.

We MUST have your request in our hands no later than April 1, 1993 to be considered.

Look for



Caboosing

 with Hap Manit...

again in the next issue.

short subjects...

The following ham radio operators assisted in the movement of the US Steel Baldwins from Pittsburgh to Stockton:

Rob Carlson	KC6TFG
Don Jewell	KD6PLL
Gary Perrazo	KK7H
Jerry Salsig	KD6PNI
Burt Dawson	KD7BGM

Thomas W. Brown is the correct name of the person who donated his nice collection of very old and valuable items of railroadiana to the FRRS that had been on display in the Sparks, NV post office. Plans are underway to properly display this collection in our museum display room. Thank You!

Free Publicity

The Spring 1993 issue of the Farmers Insurance Company's magazine, "Farmers Friendly Exchange," contained a nice two-page article on our museum and the locomotive rental program. The magazine has a circulation of 1.5 million. This has produced a flood of phone and mail inquiries. Bruce says he has over 80 rental hours scheduled before July 1, 1993. (He will need help this year.) The May issue of Sunset Magazine will contain an article on our museum. This free advertising really helps bring visitors to our facility.

UPHS Convention

The Union Pacific Historical Society is holding its Ninth Annual Convention in Stockton, CA, July 22-25, 1993. A flyer containing details is included with this issue of the Train Sheet. Although a visit to our museum is not included in the official program, we expect a number of attendees will visit our facility and the Feather River area before or after the convention. We would encourage any of our members who are interested in Union Pacific and who would like to visit the former Western Pacific facilities in Stockton to participate in the convention. You need not be a member of UPHS to attend.

Obituaries

We were saddened to learn of the death of George Comer. George had a bad heart and it just gave up on December 30, 1992. George was one of our most enthusiastic supporters both financially and in doing research. During the time FRSL's WW I Army car was here, he spent three years trying to document its heritage. He also did considerable research on WP's San Francisco trackage and marine fleet and our Pullman built passenger cars. Before his doctor would not let him travel to higher elevations such as Portola, George and his brother Paul came to the museum several times to work on plumbing and other projects. He will be missed by all who knew him.

We were informed that Will Bacchi died in February 1993 as did Ann Brown. She was the wife of Bob Brown, a retired WP engineer who died several years ago. Her daughter, Phyllis Sundquist, requested any memorial gifts be sent to our museum.

The FRRS welcomes the following new life members:

Tom Vanden Bosch

from Redwood City, CA

Dan Dalke

from Whittier, CA

Dave Hardie

from Eugene, OR

Werner Meer

from Kilchberg, Switzerland

The following generous people have made cash donations to help us continue to operate:

Tom Abbott

Rev. Galen Anderson

Ken Brink

Ray Bruington

Allen Christensen

Ken Conner

Lloyd Cornell, Jr.

David J. Edwards, M. D.

Lawrence Elliott

Erik Frodsham

Charles & Nancy Givens

E. E. Henton

Robert A. Jarvis, Jr.

Fred Klyver

Michel Knight

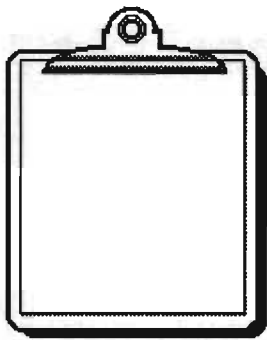
Ken Meeker

William Redding

Richard F. Rowe

Francis Sellman

Jack Tomczak



Report From the Board of Directors

By Wayne Monger

Secretary of the Board

Board of Director's Meeting December 13, 1992

On the publicity report, Norm Holmes stated that the FRRS will be listed in the Shasta-Cascade Motorland Association yearly guide, as well as in an attraction guide being produced by California State University, Chico.

Regarding steam locomotive acquisition, it was reported that Dave Anderson was still working with people at Roseville and Placer County Fairgrounds regarding the possibility of the FRRS purchasing steam engine SP 2252. A letter from the Nevada State Railroad Museum stated that they now have permission to spend bond money to purchase steam locomotives at Heber City, Utah including a 3-truck shay that the FRRS wants. They stated that they would prefer a first generation diesel-electric from us in trade for the Shay. The board discussed trying to find an SP unit for this trade, especially if we are able to purchase it from LMC Metals at Richmond. Discussion followed about how much the FRRS should be willing to pay, and that we will need further negotiations with NSRM in coming months.

On the facilities report, Norm Holmes gave an update on Ken Roller living in the "Silver Spike" bunk car at the museum. Norm and Gordon Wollesen are still working to finish upgrades on the car.

The UP Steam excursion from Salt Lake City to Portland OR was extensively discussed as was the 1992 TRAIN Convention.

On the General Manager's report, Norm Holmes reported on the purchase of a new set of batteries for engine WP 512. Precision Scale used our troop sleeper car as a prototype for measurements and presented us with an "O" Scale model of it. Regarding Pacific Lumber Log flatcars, it was reported that we have selected 2 of the cars. Norm Holmes was waiting for trucking company to call regarding moving schedule. From state surplus in Sacramento, we have picked up a large saw and a press at reasonable prices. There was a dis-

ussion of electrical problems and fluctuations inside the enginehouse. We may need to have the power company and/or an electrician come in and find the problem. Next was a report about two inquiries in November from movie companies who wanted to use the museum for filming. The first wanted a freight train with a stock car (which we don't have) and the other wanted a roundhouse (which we don't have). Next was a report that we purchased a locomotive bell from an antique shop in Chico, CA.

Under diesel acquisition, the 3 US Steel Baldwin S-12's were discussed including their move, and their disposition.

Under new business, the Preservation Symposium in Sacramento on April 2, 3 and 4, 1993 was discussed. It was suggested that all FRRS board members should attend.

Extensive discussion followed about our National Track Motorcar Championships and their connection to the Almanor Railroad run. Also discussed were insurance needs for the joint Almanor Railroad run plus whether or not to split the NTMC and the Almanor events. The option is to keep 2 events as they are now, and the FRRS would get AA-RO (American Association of Motorcar Owners) national insurance policy for the one day Almanor run and would require all participants to be AARO insurance policy holders. There was general agreement by the board members, and we will keep the FRRS in control of the Almanor Railroad run without having to use the museum's insurance policy.

The FRRS calendar of events was discussed and approved.

The board heard and approved a proposal from an Amtrak employee to purchase our "Silver Accordion" car.

Board of Director's Meeting January 10, 1993 was cancelled due to excessive snow, closed roads and lack of sufficient number of board members for a meeting.

Accommodation Guide

As a service to the many members who travel great distances to visit our museum, we are providing this list of accommodations that are near to Portola. The FRRS is not in a position to specifically endorse any of these accommodations. * denotes an FRRS member.

Portola 96122

- *Sierra Motel, 380 E. Sierra (P.O. Box 1748) (916) 832-4223
- Sleepy Pines, Hwy 70 (P.O. Box 1540) (916) 832-4291
- *Upper Feather Bed and Breakfast, 256 Commercial (P.O. Box 1528) (916) 832-0107

Blairsden/Graeagle 96103

- Feather River Park Resort, Hwy 89 (P.O. Box 37) (916) 836-2328
- River Pines Resort, Hwy 89 (P.O. Box 117) (916) 836-2552

Clio 96106

- White Sulphur Springs Ranch B&B (P.O. Box 136) (916) 836-2387

Sierra City 96125

- *Busch & Heringlake Country Inn (P.O. Box 68) (916) 862-1501

RV Parks

Portola: Sleepy Hollow RV Park, 3810 Grizzly Road (916) 832-5914

Blairsden:

Feather River RV Park, 71326 Hwy 70 (916) 836-2688
Little Bear RV Park, Little Bear Rd. (916) 836-2774

Graeagle: Movin' West Trailer Ranch, P.O. Box 20005 (916) 836-2614

Clio: Clio's River Edge Trailer Resort, 3754 Hwy 89, (916) 836-2375

Beckwourth: Beckwourth Travel Trailer Park, 81247 Hwy 70 (916) 832-0391

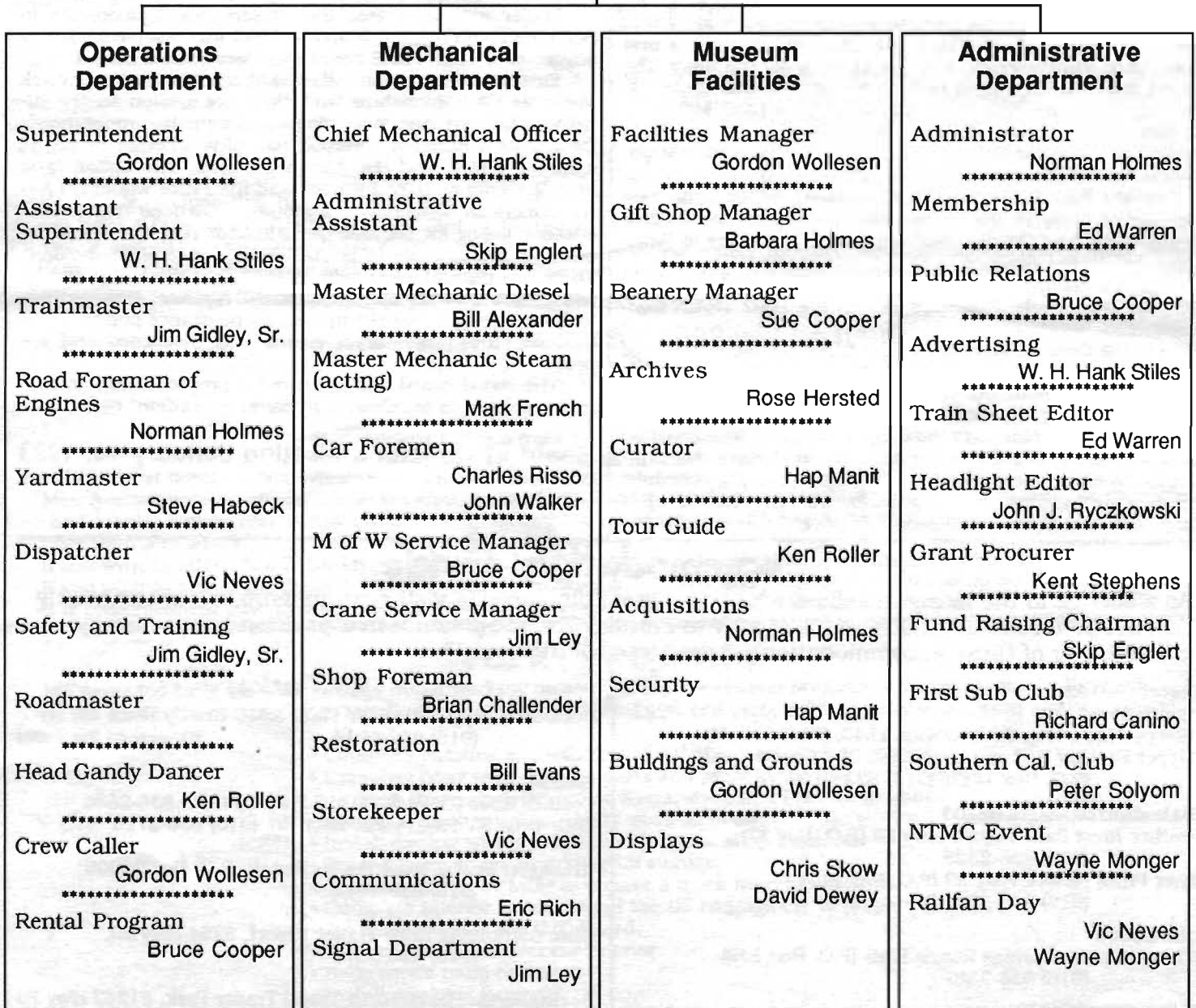
1993 Feather River Rail Society Organizational Chart

Feather River Rail Society - Membership

Board of Directors

President	Norman Holmes
Vice President	W. H. Hank Stiles
2nd Vice President	Bruce Cooper
Secretary	Wayne Monger
Treasurer	Gordon Wollesen
Member	Kent Stephens
Member	Vic Neves

Museum General Manager - Norman Holmes



Volunteers

ATTENTION!

Railfan Golfers

Our Rail Society will hold

The First Annual Railroad Museum Golf Classic

at

The Plumas Pines Country Club and Golf Course

on

Friday, May 14, 1993

The 18 holes of golf will be followed by a barbeque dinner at the club picnic ground along with a cash bar.

Golf fee of \$65 includes:

- 18 holes of golf
- 1:30 PM shotgun start
- Golf cart
- Dinner
- Tee prizes
- Hole-in-one prize
(a \$300 life membership in the FRRS)
- "Closest-to-the-hole" contest

Proceeds from this tournament will be used to complete the restoration work on our WP 2001 GP20.

Entry forms are included in this issue of The Train Sheet for our western members.

For additional forms, and for any questions, call Skip Englert at (916) 832-5348 or write him at P. O. Box 1063, Portola, CA 96122

Popular Video Still Available From the Gift Shop

"Western Pacific - The First Fifty Years - 1910-1960"

Our Society participated in the development and production costs for this video and we are offering it for sale to our members at a 20% discount until May 1, 1993, at which time the regular price will be in effect. The special price to members is \$56.00 postpaid. For California residents, the price is \$60.00 postpaid. Your purchases of this 2 hour tape through the Society, which regularly sells for \$69.95, make a substantial contribution to our publication fund. Send your order to the FRRS Gift Shop at P. O. Box 608, Portola, CA 96122.



Buried! Our oldest operating locomotive, SW-1 WP 501 is shown buried under several feet of snow at the museum, patiently waiting for spring. Photo by Norm Holmes.

**FEATHER RIVER RAIL SOCIETY
PORTOLA RAILROAD MUSEUM
P.O. BOX 608
PORTOLA, CALIFORNIA 96122**

Non-Profit Org.
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Preserving "The Feather River Route"

Member
of



Tourist Railway Association Inc.

