

—GENERAL FUND DONATIONS—

Norman Anderson, Ken Falconer, John Sullivan, David Gard, Jim Druckmiller, Elmo Dito, Dave Morais, Barry Garrett, William Hartley, Robert Diehl, Andy Long, George Nordstrom, Thomas Whittington, Dan & Marge Parnell, and Butch Prego. We thank all for their generosity in helping our museum.

NORM NOTES...

Our annual Santa Train, again, brought happy people to our cold, snowy museum to visit with Santa, take a train ride and enjoy free cookies with hot chocolate, hot cider and coffee. Our Santa Train is our Christmas gift to the community and is enjoyed by not only Portola people, but we have visitors from Reno and Quincy as well. Work to put up the lights on the five cabooses and the locomotives started the week before our first Santa Train. Steve Habeck brought his family and Vickie Krois and her son up from Quincy to help put up the lights, Don Nelson and Nancy Parsons also helped. Gordon Wollesen and Ken Iverson worked on the electrical wiring. Ken cleaned the sidewalks with our snow blower.

On December 6, last minute decorations were completed. Hap Manit bought and decorated a Christmas tree set up in the Beanery. Hap, Lolli and Meg Evans decorated the tree. Santa, again this year, was portrayed by Rolph Gaudard. Santa was set up in the Beanery, its warmer there. Cookies were furnished by Edna Ede and her Rebekah friends, also by Lolli Bryan, Sue Cooper, Missy Iverson and from the Good and Plenty restaurant. Edna, Lolli, Missy and Lorna Miner served the goodies to our visitors. The train crew consisted of Marty Anderson, Don Borden, Bob Carr, Kerry Cochran, Tom Graham, Steve Habeck, Ken Iverson, Vickie Krois, Jim Ley, Judy and Melissa McGrath, Vic Neves, Jack Palmer,

Ed Powell, John Risse, Hank Stiles and Gordon Wollesen. The Gift Shop did a brisk business with Barbara Holmes greeting customers with a Christmas smile. December 13, was essentially a repeat of the previous week. The weather was cold, but no rain or snow. There was snow on the ground, however. Our train, with 2873 in charge, looded great going around the balloon - ablaze in lights.

EQUIPMENT ADDITIONS

For the first time no new equipment arrived at the museum during the year-almost. As part of our sales contract selling the two VIA coaches to the McCloud Railway we were to receive a McCloud River box car. This car was wanted for three reasons. 1 - we have a Baldwin AS-616 that was once used on the McCloud and we want to repaint into that scheme, the box car would go with it. 2 - We need another all door box car for storage. 3 - The car has a neat paint scheme! The all door car we have is great to store traction motors and other heavy items because its doors open all the sides of the car. The McCloud car is this same type, but has had the two end doors sealed closed. The other two doors allow for a 24 foot opening which will still allow us to load with a fork lift.

McCloud put the car out to the BNSF interchange at Lookout to be picked up by the Bieber turn out of Klamath Falls. It sat on the interchange for a long time as the BNSF had no pick up order. The car was to be shipped as an empty car - free move. When it finally was picked up it went to Stockton Yard. They didn't know what to do with it and was sent back, making at least one trip to Klamath Falls before being set out at Lookout. It was again billed out and taken to Stockton. Lucky for us, we have a member Phil Schmerier, a UP switchman, who is breaking in as a yard master in Stockton. We asked him to call the BNSF Stockton yard master to have our car placed in

a transfer cut to get to UP Stockton yard. After arriving Phil had to intervene again to prevent it being returned to BNSF. Finally we got the car in a train going to Portola, however it was set out with other cars in Oroville where it rested for three days. It made it to Portola on Christmas eve. It will be set over to museum trackage when the UP gets the opportunity.

We have four locomotives acquired during the year that are not yet at the museum. Former Alco S-4 WP 563 from Foster Farms, Quincy RR 44 ton GE No. 3 and Alco S-1 No. 4, former WP 504 and another GE 44 ton for parts only, SLG&W 2. The 563 is in process of moving as we speak, the other units will be moved as soon as possible. Already at the museum is a 60 foot TTX flat car that we used to transport the UP 737/SP216 4-4-0 from Scranton. This car was donated to our organization by TTX. The car still has some time in its 40 year life so can be used if needed.

BOARD CHANGES

As reported in the Sept-Oct issue of the Train Sheet, Steve Habeck resigned from the Board of Directors and from President of the FRRS. Harold "Skip" Englert stepped up from first Vice-President to the position of President. Skip was instrumental in helping Norman Holmes' efforts to obtain the 921-D which essentially started the Portola Railroad Museum. Skip was also the man who started Feather River Railroad Days in 1983. He always supported the museum and has most recently been involved with our run-a-locomotive program. Steve has been looking for employment out of the area and this is why he reluctantly resigned. At this writing he is still living in Spring Garden and working for Sierra Pacific Industries.

To fill the vacant Board position the members present at the November Board meeting appointed Tom Graham to fill the vacancy until the next election in June, 1998. Tom has been involved with

the museum since 1991. He lives in Santa Rosa and purchased a house in Portola to have a place to stay when working at the museum.

Bruce and Sue Cooper resigned from the Board effective 12:01 AM December 15. Their positions were filled at the December meeting by Martin "Marty" Anderson and Don Borden. They also will serve until the June, 1998, elections. Marty is the manager for PG&E operations in Quincy and Don is a fire captain from Redding. Both have been active in museum operations for a number of years.

RAFFLE

Five opportunity drawing tickets were enclosed with the Sept-Oct issue of the Train Sheet. Chris Skow generously donates a free trip on any of his Train Unlimited, Tours each year. The winner has the choice of any of the North American tours offered in 1998. Over \$16,000 has been raised for our building fund by this method. You are encouraged to participate in this fund raising effort by sending in your five ticket stubs with \$30. Additional tickets are available by making a request to the museum address. You have a much better chance of winning than by entering a sweepstakes or the lottery. Winner will be announced May 2, 1998.

A WORD FROM THE EXECUTIVE DIRECTOR

Another year has passed and while our accomplishments were not as great as I had hoped for we none the less had a good year. Our run-a-locomotive program did better than in 1996, our visitor count was about the same and our membership seems to have stabilized at a little over one thousand. 1998 will bring changes and improvements. I would like to see progress in our restoration department, particularly. People like to see things painted. Even if the mechanical work isn't done appearance counts, it