

# The Train Sheet



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

Issue No. 72

March/April 1995

## The Re-Dedication of WP 805A



WP 805A will be re-dedicated on Saturday, May 27, 1995, starting at 6 PM at the Museum. It is shown here inching out of the engine house at the west end of track 2 under its own power with FRRS President Steve Habeck at the throttle. The masking paper was still on, and the "Wings" had just been put on when this photo was taken. Photo by David Dewey.

Inside this Issue:

- New benefits for FRRS members.
- New date for re-dedication of 805A.
- Arrival of lounge car and "stock" car.



# Feather River Rail Society

\*\*\*\*\*  
Portola Railroad  
Museum

Preserving

*"The Feather River Route"*

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

The museum is open daily year round from 10:00 AM to 5:00 PM except Christmas Day. Entrance to the museum is free, however, we have a suggested donation of \$2.00.

*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 and is not supported by the Union Pacific Railroad.*

FRRS Tax ID number is 68-0002774  
Member of Tourist Railway Association Inc.

### Board of Directors

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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



Although the calendar says April, Old Man Winter refuses to let go here in the Sierra. Yet another cold spring storm is rolling in, keeping spring projects at the Museum on the "pending" list. Nevertheless, the FRRS and the Museum made (and impressed) many new friends in early April, hosting visits by TTX Corporation and UP Human Resources personnel on consecutive days. Next on our calendar is Operations Department crew training on April 22nd, followed by the American Cancer Society/Pacific Limited trains, which will have brought 1200 people to the Museum on April 29th and 30th. May has another crew training day, our traditional spring cleanup weekend, and the start of another operating season, highlighted by the re-dedication of WP 805-A on Saturday, May 27th (note the date change). All these activities and events are indications of the increasing notoriety of the FRRS and the Portola Railroad Museum, which has been made possible by the dedication and contributions of you, the membership. Your contributions of time, effort, and money over the years have helped the FRRS and the Museum develop a reputation as a "can-do" organization. Those of us who handle the daily business of the Society and the Museum enjoy the benefits of representing a respected and capable organization.

So, I encourage you to plan that trip to Portola soon, and see what your contributions have produced. You don't have to dump trash, sweep, scrape paint, wash equipment, or mop floors if you visit, but we'll be glad to let you try 'em. When you do come to visit, be sure to identify yourself as a member, so we can properly acknowledge you. And, as always, any kind of help or skill you can offer is most appreciated. Our members are our most valuable asset.

-- Steve Habeck

## 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, \$5.00.
- 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 (Out of print) 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, \$4.00.
- Issue 6 M-K remanufactured GP40s, part 2; Budd RDCs; cupola cabooses; 1970 freight car roster. 52 pages, \$4.00.
- Issue 7 Western Pacific FT 50th anniversary issue; color cover. 48 pages, \$5.00.
- Issue 8 Working the Sperry Rail Detector Car on WP; GP 35's; modeling WP ex-MILW boxcars. 36 pages, \$4.00.
- Issue 9 WP History; Merger 10th Anniversary; Complete Western Pacific steam and diesel locomotive roster; color on cover and interior. 96 pages, \$12.95.
- Issue 10 War time, Beer cars, Shafter, GP-35's. 36 pp. \$6.00.

Headlight issue #10 is the most current issue.

Back issues of the Train Sheet are available for \$1.50 each postpaid.

Send all orders to: FRRS Gift Shop at P.O. Box 608, Portola, CA 96122.

**YOU! Can Operate a Diesel Locomotive**  
for one hour with your own private instructor included.

*Fulfill your wildest dream!*

A handsome certificate suitable for framing is awarded after each rental. Rentals by appointment.

**The Ultimate Experience!**

Our popular "Combo" rental package includes Western Pacific "Covered Wagon" 921-D EMD F7. Call for details. Help support the Society. Phone number for appointments: (916) 832-4532.

# New Benefits for FRRS Members

The FRRS Board of Directors has approved new benefits for all FRRS members. These take effect on May 1, 1995.

- 10% discount on all items in the FRRS Gift Shop, purchased in person or by mail.
- 50% discount for fee paying special events.

Proof of membership will be required at the time to obtain the above benefits. Please mention your membership number to receive your discount. Each member's membership number is on their address labels, and their membership card.

Also:

- No extra charge for Member coats.
- Establish qualifications for entrance into different departments using a to-be-established safety rules test.
- Establish classes for other departments and have hats & shirts of different colors for each dept.

The colors are as follows: Operations, purple; Mechanical, black; Restoration/Car Dept., light to medium blue; Beanery, dark blue.

Hats & shirts are to be available at the Gift Shop, at cost, to the Members.

Change of Date for...

# WP 805A Re-Dedication Ceremony

Due to requests from members to have the ceremony on a Saturday, we have decided to change the date to coincide with opening weekend Saturday.

The new date for the WP 805A Re-Dedication Ceremony is:

## Saturday, May 27, 1995

This will be the FRRS Operating Season Opening Day, with regular caboose train rides from 11 AM to 4 PM. After the day's operations, the 805A will be moved into the engine house. The head table will be across Track 1, and the 805A will be positioned directly behind the head table.

The dinner will begin at 6 PM, followed by the guest speakers.

The keynote speaker, Art Lloyd will be joined by David Dewey and others who were instrumental in acquiring and/or restoring the 805A.

The re-dedication ceremony will be next, followed by the reception which will be casual, with attendees able to mill around the 805A and to ask questions of people who worked the hardest in acquiring and restoring it.

## Preservation Column



By David Dewey

We Are Not Alone

Each museum has a unique personality driven by the personality of its parent organization. At Portola, we have created a hands-on operating diesel servicing facility filled with early diesel locomotives, 1940's and newer freight cars, cabooses, and passenger coaches. We have populated the facility with club members who collect, repair, operate and learn about the equipment and the general public who explore, ride, and learn about railroads.

It is a fairly unique place, and we constantly debate on how to manage all of its aspects to better serve the members and the public. Recently an article in the Locomotive and Railway Preservation magazine covered the Shore Line Trolley Museum's 50th anniversary. What does a trolley museum, in far away Connecticut have in common with Portola?

They too, have club members who enjoy collecting, repairing, operating and learning about trolleys. They have a public who enjoys exploring, riding, and learning about trolleys. As the article by Andrew D. Young states:

"Volunteers and their 'sweat equity' are among the most important assets. In policy terms, keeping the volunteer members happy has always demanded a high priority -- second only to maintaining a high standard for the visitor's experience. In practical terms doing so means maintaining something of the original 1940's club atmosphere -- with its community spirit and a shared common cause -- mixed with an understanding and acceptance of professional standards and expectations."

"The common cause which keeps volunteers coming is operation and maintenance of the electric railway and its cars. Visitors, on the other hand keep coming back because they enjoy the experience--meaning more than just the cars."

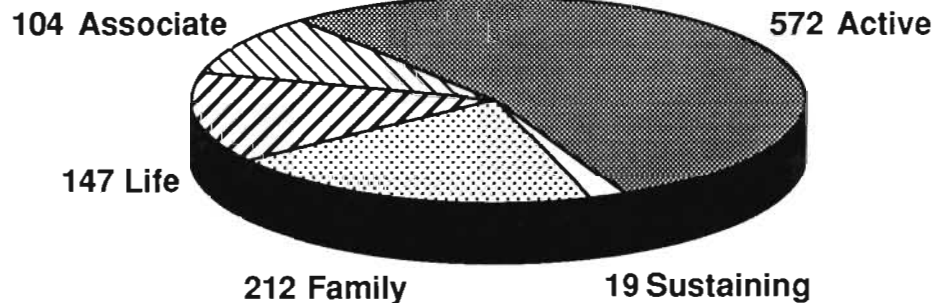
Balancing of these different exceptions has accordingly become a cornerstone of short and long term planning at BERA (Branford Electric Railway Association, their parent group).

Sounds awfully familiar, doesn't it? They are busy balancing traditional museum "don't touch" policies with the enthusiast's "Let's make it run" attitude and creating a mix, that for them, has been successful for 50 years. As a sign of their success, they have been successful at acquiring grants (oh boy, MONEY!), maintaining volunteer participation, completing nationally recognized quality restorations, and increasing the numbers of visitors.

So, we are not alone; and, if we can individually "keep the faith" and participate, our museum will continue to grow and to become one of THE places to enjoy railroad history, and especially Western Pacific railroading, both as a volunteer and a visitor.

## Membership Report

as of April 20, 1995



Total FRRS membership is 1,054.  
Of these, 27 are Charter members.

## ***Pacific Limited Information***

With the American Cancer Society/Pacific Limited trips in the Feather River Canyon completed, the focus now shifts to the Pacific Northwest trip this fall, from September 15th through October 8th. Train Sheet issue #69 (Sept./Oct. 1994) has the detailed schedule for these runs. The Pacific Limited Group is currently scheduling car host coverage for these trips, and there are many openings available, particularly for those volunteers with medical training. Pacific Limited Crew Chief Bob Harper would love to hear from you if you are interested in working any part of these trips. Send him a letter indicating your preferences and availability dates, and he will get you on the volunteer list, and send you a Pacific Limited resume to fill out. This resume will help us develop a database for car hosts for future trips. Bob can be contacted as follows:

Bob Harper  
2 Pleasant Avenue  
Corte Madera, CA 94925-1615  
(415) 924-0170

Pacific Limited will provide a hotel room for you on the day you arrive, and for each day you work the train. A meal allowance is also provided for each day you work, plus any layover days that you stay with the train. Lunch on board the train is provided for each day you work, as well. Transportation to and from the train's route is your responsibility, however.

So, check the train's schedule, compare it with yours, and get that letter off to Bob Harper right away. Make sure you identify yourself as an FRRS member. Prior car host experience is good, but definitely not necessary - - we'll train you. All you need is the desire to work some long days in the company of other volunteers like yourself. It's a very rewarding experience, and we hope to see you on board.

## ***Information Needed***

We are looking for pictures of early Western Pacific motor trucks and trailers. We would like to acquire a truck trailer and paint it in WP's scheme to represent early piggy back service.

## ***Help Wanted from Canada***

Art Hamilton who lives in Canada but has a U.S. Post Office Box, (POB 1011, Oroville, WA 98844) would like to build an HO model of a WP bulkhead flat car, series 2851 to 2925 converted from regular 50' flats in the 2401 to 2700 series during 1950-1953. These were among the very first true bulkhead flats, as opposed to pulpwood flats. "FRRS CENTRAL" has sent him a copy of the equipment diagram but he needs a photograph or two, or maybe just personal reminiscences, of how the bulkheads were built. To look at the diagram, the uprights and diagonals were made from 8 x 8 timbers, but he suspects some kind of steel channel or wide-flange I-beam was used instead. Also, what about grabirons and sill steps? Any help available? The earlier the photo the better, as he models 1950-51.

## ***Lounge Car***

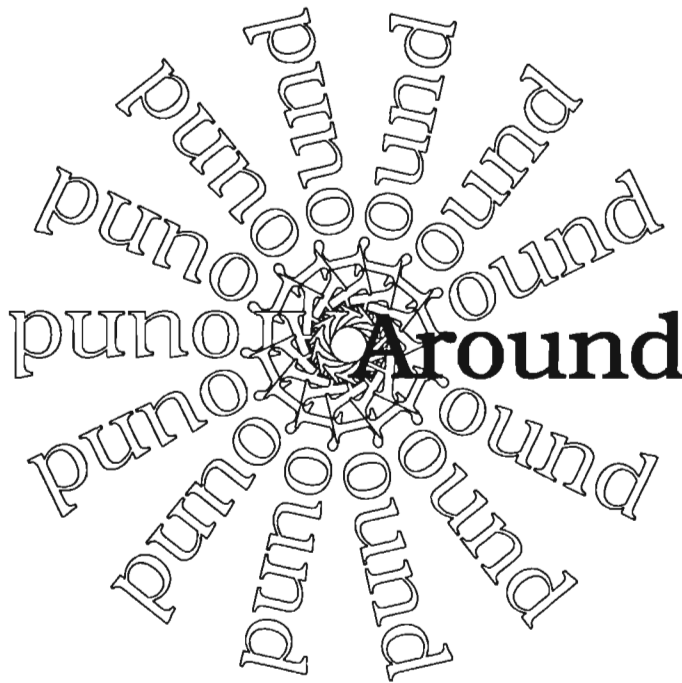
Our passenger car fleet increased by one in March, 1995. A need was expressed to have a lounge car to provide a place for our volunteers to relax after a day's work. VIA Rail Canada was selling more of its passenger car fleet so we felt one of the lounge cars that was on the sale list would be what we wanted, and it would match the VIA coaches and sleeper we already have. An offer was made and accepted. It was bought sight unseen, but with information from VIA and a dealer in the area. After payment was made and arrangements were made to move the car on CN, C&NW and UP, the car departed Ottawa late February. The car arrived Chicago March 2 and was interchanged to C&NW on March 3. It made it to the UP on March 5, and sat at North Platte from March 6 to 8. It arrived Elko, NV on March 11 and stayed there until March 15, arriving Portola March 16. The delay in Elko was due to track problems in the Feather River Canyon. UP was detouring trains on the SP over Donner Pass and no trains were coming to Portola. The car is in very good condition, with a complete kitchen, dining seating area and a lounge area. There will be some modifications needed to make it more comfortable for our volunteer use.

## ***Visitors to the Museum***

On April 5, 1995, Union Pacific operated a nine car special Santa Fe train from Stockton through the Feather River Canyon for officials of the TTX Corp. The train stopped in Sacramento to visit the California State Railroad Museum and stopped in Portola to visit our museum. The group of about fifty officials was picked up at the museum gate with our caboose train and given a ride around the balloon track, terminating at the diesel shop. They had an hour to browse the museum and visit the Gift Shop. They were quite impressed with our collection and hospitality. Skip Englert, Steve Habeck, Norman and Barbara Holmes, Hap Manitt, Ken Roller and Gordon Wollesen were on hand to greet the visitors.

## ***More Visitors***

Union Pacific's Human Resources Department held a week long symposium in Reno on April 3-7, 1995. On April 6 the group of about 90 came to Portola to visit the museum and have a barbecue dinner. We had tables set up in the diesel shop and had arranged for a caterer to provide the dinner. We gave the group the standard caboose ride followed by a talk on the history of the Feather River Canyon and Western Pacific by Skip Englert. Marv Dunn, local UP Train Manager gave a talk on Operation Lifesaver. A cocktail hour preceded the dinner. Afterward we had our four car VIA passenger train set up outside the shop with WP 921D for power for another trip around the balloon. Again, the group was very pleased with our arrangements and hospitality. Helping to make it a success were Lolli Bryan, Bruce and Sue Cooper, Skip Englert, Steve Habeck, Norman and Barbara Holmes, Hap Manitt, Ken Roller and Gordon Wollesen.



# the Museum

## **Restoration Report**

By David Dewey

The calendar promises that spring is here, but the weather still says winter! As soon as it warms up in Portola, the Restoration Department wants to gear up for a busy season. Western Pacific Locomotives 805A, 921D, 2001, and Sacramento Northern 146 are scheduled for work, ranging from touch-up to complete repainting.

The Car Department plans on working on the SN 1632 and 614 cabooses and painting the Tidewater Southern "cornucopia" box car.

All these projects need your help, be it moral support, to grinding rust or pushing a paint brush! Remember, when it's hot and sticky in the valley, Portola is only warm, with cool evenings -- a pleasant place to visit.

Progress has been made on 805A's windows. We now have window regulators for the cab windows and a windwing for the fireman's side. We still need an engineer's side wing and regulators for the door windows. If you know of any F's being scrapped, or parts laying about, let us know!

## **In the FRRS Gift Shop**

We have just received a new book titled "Steam Under the Red Star," by Ron Ziel and Nils Huxtable. This beautiful hard cover book has 256 pages, color and black and white photos and covers communist countries that operated steam locomotives. Although not an American train book, it is very interesting and very well done. It is available through our gift shop for \$59.95 postpaid.

## **Being of Service**

Recently we supplied "sounds" to two companies that wanted authentic early diesel sounds. The Lionel Corporation recorded sounds from 921D, 6860 and 512; Quiet Please recorded 512 and 1857. First generation diesel sounds: starting, revving up, air releases and horns, are getting increasingly difficult to find, and we are only too glad to help.

Reminder...

## **Board of Directors Election**

Anyone who seriously wishes to run for one of four positions on the FRRS Board of Directors is to submit their name and a short resume about themselves (which will be printed on the ballots mailed to all eligible voters) to the Society, to be received no later than May 25, 1995. This resume must not be longer than 200 words.

All FRRS membership classes EXCEPT Associate are eligible to run for the Board and to vote in the election.

Ballots and several by-law change provisions will be mailed to all members who are eligible to vote.

The results will be tabulated at the Annual Membership Meeting, Saturday, June 24, 1995, at 7:30 PM in the Flannery Room at the Museum.

## **New Bus Service to Portola**

Green Belt Stages, in cooperation with AMTRAK, now operates daily bus service between Reno, Nevada and Eureka, California.

10:10 AM	Reno	4:05 PM
11:10 AM	Portola	3:10 PM
11:50 AM	Quincy	2:30 PM
2:15 PM	Chico	11:55 AM
4:00 PM	Redding	10:05 AM
8:00 PM	Eureka	6:15 AM

When passengers wish to ride the bus without riding an AMTRAK train, tickets may be purchased from the bus company, otherwise tickets may be purchased in combination with an AMTRAK ticket.

## ***New FRRS Members***

Please join us in welcoming the following new FRRS members:

Richard Fisher  
from Morgan Hill, CA

David Johnston  
from Oakland, CA

Richard Troxel  
U. S. Embassy Brussels

Greg Hibbard  
from San Francisco, CA

Ed Hatfield  
from Susanville, CA

Robert Alfes  
from Sparks, NV

Larry Edwards  
from White City, OR

Thomas Eaton  
from Fremont, CA

Dennis, Judy & Sean Slattery  
from Simi Valley, CA

Vince, Kim & Justin Martin  
from Santa Rosa, CA

Tom Glanzman  
from Redwood City, CA

## **CASH Donations CASH**

The following FRRS members have made generous cash donations to help us operate:

Tom & Isabel Abbott & Family

Mark & Cindy Cooper

William Garner

Dr. Donald Kaplan

David Krieger

Mark MacGregor

Charlotte Rodgers

Robert Stevenson

Eric Wright

## ***New FRRS Life Members***

Please join us in welcoming the following new FRRS Life Members:

Ray Bruington  
from Montara, CA

John Miller  
from Henderson, NV

Chris Skow  
from Portola, CA

Nicholas J. Tynan  
from Livermore, CA

# The FRRS Acquires a "Stock" Car

By Norm Holmes

The latest acquisition to our historic car collection has a very interesting background. Lacking a definitive freight car history, we'll have to presume Western Pacific used box cars from other railroads during its early years. After WP's 1915 reorganization, 1,000 40 ton single sheathed outside braced box cars were purchased from the Pullman Company in 1916, numbered 15001-16000. These cars served the company along with 2,500 double sheathed AAR box cars built by Mt. Vernon in 1917-18, 150 50' double door automobile cars and 100 50' double door automobile cars with end doors built in 1929. The wooden box cars served WP's shippers through WW I and the Great Depression until 1937 when 200 steel box cars arrived. WP's first stock cars were built by Mt. Vernon in 1917. WP built 100 cars to the same plans, followed by 195 cars from PC&F in 1924-25. In 1927-28 200 of the 15001 box cars were rebuilt into stock cars and in 1936-37 232 more were converted to stock cars. WP's earliest cabooses were 49 cars built in 1910. Between 1924 and 1931, 35 similar cars were built by WP. By 1937, additional cabooses were needed. With the delivery of WP's first steel box cars in 1937, more of the 15001 box cars were becoming surplus. Between 1937 and 1945, WP converted 85 box cars to cabooses, both cupola and bay window styles. Also in 1937, 125 of this series box cars were converted to be used in plaster service, probably for use at Gerlach, Nevada. In 1936, and possibly as early as 1927, WP began converting the 15001 box cars to outfit cars. (Outfits are gangs who work on the tracks and bridges, etc., and they need to move from time to time.) General plans were drawn for "A" kitchen cars, "B" office car with sleeping area, "C" and "CD" kitchen and diner, "D" commissary with cook's quarters, "E" kitchen, "EG" kitchen and dining car, "F" supply and cook's quarters, "G" diner, "H" 8 person bunk car, "J" foreman and engine crew, "K" and "L" shower bath car, "M" combination kitchen, diner and bunk car, "N" bunk car, "ST" tool car, "TW" tool and water car and "X-1" electrician's supply and quarters. There were variations within each series with cars built for specific needs. The suffix letter was added to the car number for identification, i.e. 0123-A. The last drawing in WP's Outfit car plan book is dated 6-10-54, which may be construed to be the last time one of these cars was built or modified. So where does this fit into our newest acquisition? Our car is a

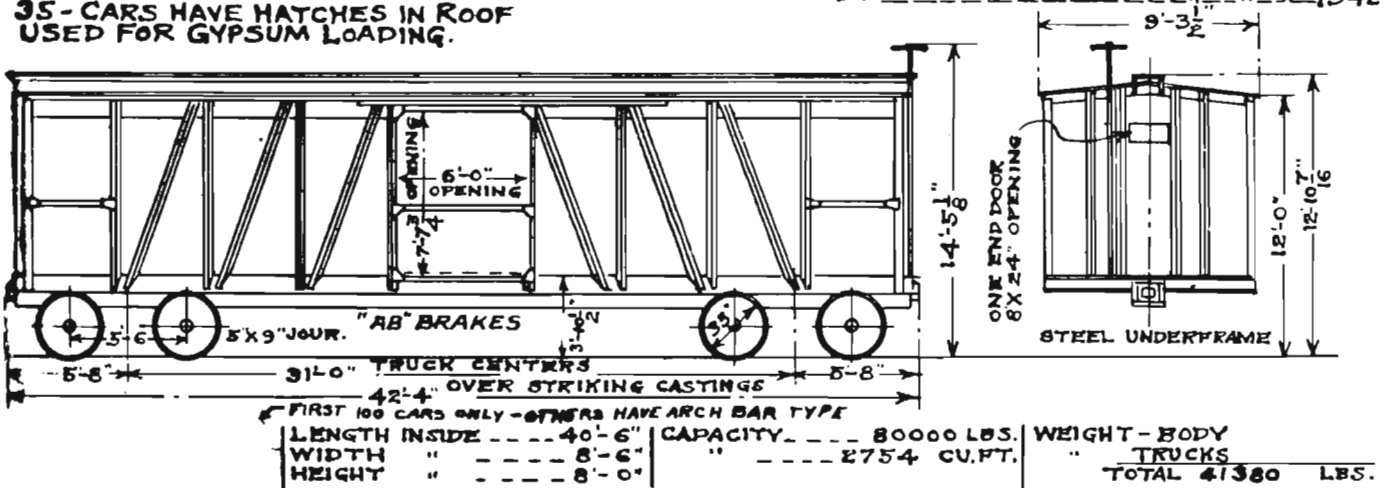
WP outfit car that was last used in the Oroville wrecker outfit. The car was numbered 37-7 when last used and carried the number 0643 before the renumbering of all cars in the wrecker train. The floor plan, as best can be determined, fits plan "C" kitchen and diner. I can remembering eating in this car several times while working to clean up derailments. The car was retired in the late 1970's when WP received two SP Pullman cars and a diner from SP's Carlin wrecker outfit. The car was sold to equipment dealer Phil Monte and stored in Stockton and later moved to Lodi. Monte saved the 0643 (we choose to renumber the car back to its original number because we have its replacement car in the museum also numbered 37-7) along with 2 sand cars, several box cars and other equipment for nearly 20 years for unknown reasons. Having to move the cars again, he offered them for sale. We needed a pair of Andrews leaf spring trucks, which were under the 0643, for our WP caboose No. 614. We also wanted a stock car for our collection. The only WP stock car in existence is No. 75893 at the California State Railroad Museum in Sacramento. The wood was stripped from the car some years ago and it remains stored in a derelict condition. Our 0643 was converted from a 15001 series box car, same as the 432 75801 series stock cars. The body of the 0643 is in very poor condition, some of the siding is gone along with the windows and most of the interior cabinets, etc. Our intention is to strip all the exterior wood from the body and build the car into a stock car as WP did with other box cars of this series. Correct trucks for the stock car will come from one of our flat cars which will also supply couplers and air equipment for caboose 614. The flat car, to which we have several identical, will then be sold for a bridge. The 0643 was loaded on a low bed truck February 24, 1995 and held at the Amos Heavy Trucking yard until Monday, February 27, 1995 when the car and another trailer with the trucks were brought to Portola. Norm Holmes hauled ties and blocking to Lodi February 23 and removed items from the car roof to reduce height; John Walker helped load the car on February 24, and Norm, with help from Gordon Wollesen, Skip Englert and Ken Roller unloaded the car and set it on its trucks. The car is not very attractive in its present condition, so plans are being made to rebuild the car as soon as possible.

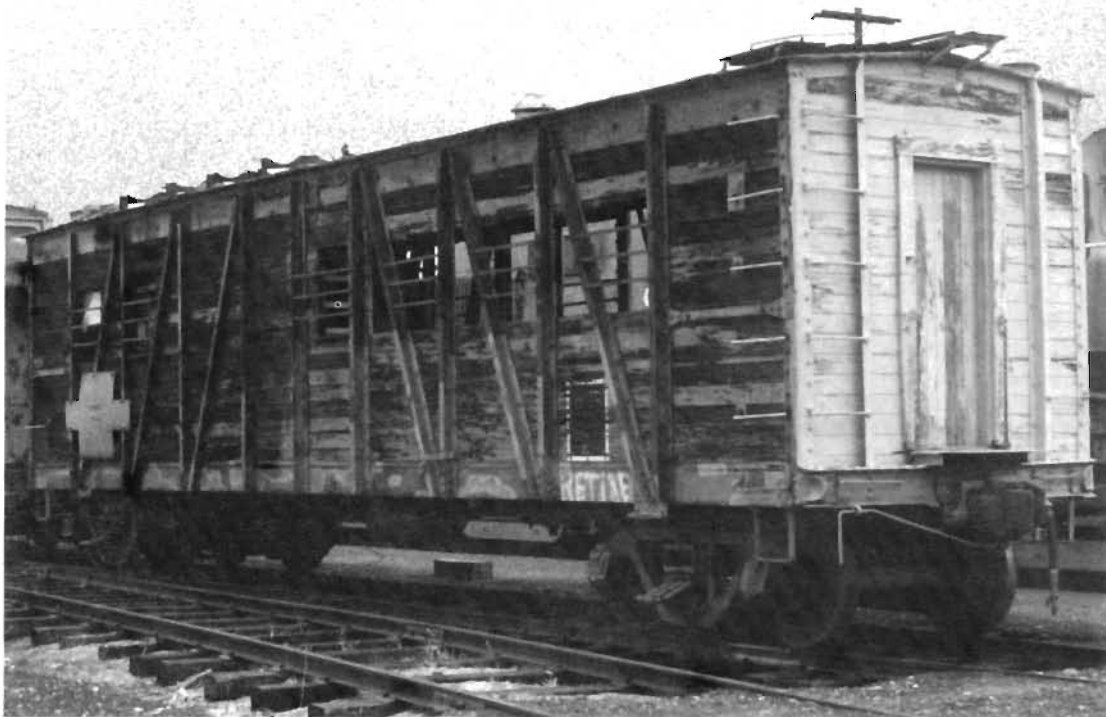
**BOX CAR, CLASS XM  
BUILT BY PULLMAN COMPANY 1916**

**CAR NOS. 26001 - 26125  
No OF CARS 125**

**NOTE -  
CARS IN THIS SERIES ARE USED IN PLASTER SERVICE  
35 - CARS HAVE HATCHES IN ROOF  
USED FOR GYPSUM LOADING.**

**100 - CONVERTED FROM BOX CARS IN  
25 SERIES 15001-16000 BY W.P.K.R. 1937  
----- 1942**



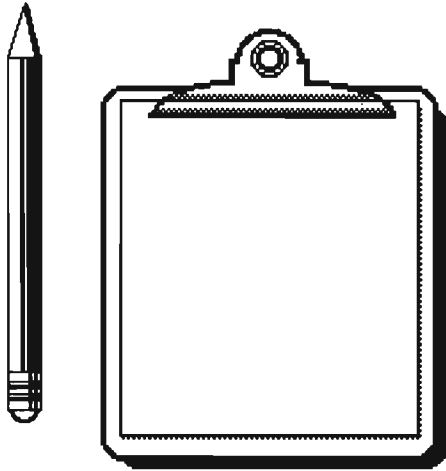


*Our new acquisition is a WP outfit car that was last used with the Oroville wrecker. The floor plan of this car, as the best that can be determined, was for a kitchen and diner. The car was numbered 37-7 when last used and carried the number 0643 before the renumbering of all cars in the wrecker train. We chose to renumber the car back to its original number because we have its replacement car in the museum also numbered 37-7. Norm Holmes can remembering eating in this car several times while working to clean up derailments. Our intention is to strip all the exterior wood from the body and build the car into a stock car as WP did with other box cars of this series. Photo by Norm Holmes.*



*Our newest passenger car is this VIA Rail Canada lounge car. It fills the need to provide a place for our volunteers to relax after a day's work, and it matches the VIA coaches and sleeper we already have. The car is in very good condition, with a complete kitchen, dining seating area and a lounge area. All aboard! Photo by Norm Holmes.*





# REPORT

from the Board of Directors

*as transcribed by Peter Langdon.*

## **Board of Directors Meeting, February 19, 1995.**

On public relations, Bruce Cooper stated that he is contacting various politicians requesting that they visit the Museum to see what we have achieved.

Hank Stiles put forward a proposal by himself, Dave Anderson and Tom Graham, that new members of the Society be mentioned in the Train Sheet in the form of a "welcome new members" slot. The Board agreed that this would be an excellent idea.

On the facilities report, Gordon Wollesen mentioned that the shop has fewer leaks this year compared to previous years. He is also going to try a mastic sealing compound for the roof that has been recommended by Tom Graham.

On the CMO Report, Hank Stiles produced a copy of the electrical circuit print for 512. He then mentioned that he is working on upgrading the annual inspection reports, first created by Mardi Langdon. When the SN 146 was started up, the #1 engine was found to have a lot of problems, particularly water leaks. After much discussion, the Board agreed that Hank should get an estimate of what is involved to rebuild the engine and the cost. When he has all the information, he will produce a report for the Board. The annual inspections of the operational locomotives will be starting shortly. The status of the wheel lathe was discussed next, and as a result, the board voted that Hank should contact either the McCloud Railway or the M & ET, to see if they would be willing to send someone to Portola to show Hank and the Society how to use the wheel lathe.

On the Beanery Report, Sue Cooper produced a written financial Statement for 1994. Sue mentioned that she would like to replace the upright freezer with a larger two door model. The board then voted the necessary funds to purchase a two door freezer.

Reporting on restoration, Wayne Monger mentioned that a magazine publisher living in Chico intends to hold a fund raiser to help us buy the paint for the SN 146.

On the Pacific Limited Report, Steve Habeck reported that Pacific Limited is expecting a healthy profit from the ACS and Pacific Northwest trains. Steve mentioned that UP may be giving Pacific Ltd. the opportunity to operate excursion trains over the whole system, because they are dissatisfied with some of their other passenger train operators.

Regarding correspondence, a letter was received from Union Pacific Railroad President Dick Davidson thanking us for sending the painting by Ken Roller of a Missouri Pacific steam locomotive for display at Omaha. The FRRS has received brochures of the upcoming auction of Norfolk

Southern steam equipment. Norm Holmes produced a letter from Simplot stating that they are unable to assist us in the restoration of SP 4004.

The Union Pacific has sent a letter, stating that they are considering selling 13 acres of land within our boundary to a local developer. The developer desires the land so that his other land will be attached to the City so he can get easements. After much discussion by the Board, including examining maps of the affected location, (the parking lot/picnic area) and the possibility of us purchasing the land concerned, the board voted to ask our Attorney to examine the issue and advise us what to do next. [We are pursuing every option that will benefit us.]

On the Museum Executive Director's Report, Norm Holmes reported that the antique ditcher that has been offered to the Museum, is still available and he recommended that we collect it as soon as possible. Norm also mentioned that he is still pursuing the acquisition of a Budd RDC car.

The 805A Re-Dedication was discussed next. The Board discussed certain details of the event including having the names of the people involved in acquiring and restoring the locomotive on the program.

On budget matters, Gordon and Norm mentioned that keeping the books is more work than they have time for. So as a result, the board voted to hire a part time bookkeeper to take care of our accounting.

Regarding the proposal for "perks for members," the Board discussed a proposal put forward by Tom Graham, Dave Anderson and others, to give FRRS members "perks" for time spent working, etc. on behalf of the Society. After discussion the board approved the proposal. [See story elsewhere.]

The Board discussed changing the rules to allow members who are presently below our minimum age limit for Operating Dept. crew, to become train crew, etc. After some discussion, including bringing the matter to the attention of our insurance carrier and attorney for their advice on liability etc., the Board generally agreed to the idea and decided to establish criteria for under age crew etc., for presentation at a future meeting.

Norm Holmes made a request at this point to further investigate the possibility of obtaining the ex SP 1215 0-6-0 steam locomotive from Hanford and the Alco S4 from Foster Farms. The Board agreed to Norm's request.

## **Board of Directors Meeting, March 1995.**

Transcript was not available of this meeting at press time.



*WP 921D is shown pulling our four car VIA passenger train past the oil house on April 6, 1995. We ran this train for the enjoyment of about 90 people from Union Pacific's Human Resources Department who took time away from their symposium in Reno to visit the Museum. Photo by Norm Holmes.*

**FEATHER RIVER RAIL SOCIETY  
PORTOLA RAILROAD MUSEUM**  
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