



The Train Sheet

Issue 102
July/August 2000

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

Volunteer Area Nears Completion

By Tom Graham

Upon assuming the position of Facilities Manager Ken Iverson called the Shower Car Construction Crew to action for work on the deck. Those responding were Don Borden, Pat Brimmer, Kerry Cochran, Stewart Dorsey, Jim Gidley, Tom Graham, Gary Hall, Ken Iverson, Judy Mcgrath, John Reese, Jeff Palmer, Ed Wagner, Art Young and Mark whose last name I did not get.



Now complete the new deck between the sleeper and shower car provides a walkway between the two cars as well as a place to bar-b-que lunch or dinner for our volunteers.
- Norman Holmes

On the weekend of August 12 & 13 the partially constructed framework for the deck was removed and a new set of posts and stringers was erected, leveled, and braced on the previously constructed concrete. The following weekend, August 18, 19, 20, the joists, deck, and railings were installed. The deck was then sealed. The posts are pressured treated, the joists and related material are hand treated Douglas Fur and the deck is Redwood.

Special thanks to Steve Habeck who provided the Redwood for the deck, Sierra Pacific Industries who provided the joist and bracing lumber and Judy McGrath who applied the treatment to the non treated lumber and sealed the Redwood. The deck is now ready for a gas only BBQ, a table, and some chairs. We will accept donations of the above.

This is another part in the complex that when finished will provide working members a

place to wash, eat, sleep, and relax. The washing, sleeping, and eating parts are almost finished. Next will be the finishing touches of the Shower Car with the installation of an air conditioner, sink, the roof over the entry stairs, outside lights and window repair.

In year 2001 we want to see the VIA Lounge car brought on line with minor interior work, some electrical retrofitting, air conditioning, a television and a donated computer. The VIA Lounge was purchased in 1995 for member use and we feel that it is time to get it into service.

The final phase will be the installation of heating systems for both the lounge and sleeper cars and a shade or cover for the deck. This has been one of the longest running projects and needs to be brought to a close.

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- The Train Sheet -

News from the Feather River Rail Society and the Portola Railroad Museum
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 Contribution Deadlines: Last Day of February, April, June, August, October and December.

- Portola Railroad Museum -

P.O. Box 608
 Portola, CA 96122-0608
 Museum: (530) 832-4131 Fax: (530) 832-1854 General Office: (530) 832-1657

The normal operating season for the museum is the first Saturday in March through the first Monday of November. The grounds are open from 10:00 a.m. until 7:00 p.m. daily. The museum building is open from 10:00 a.m. until 5:00 p.m. daily. During the non-operating period the museum is closed except for special events in which arrangements have been made in advance. If you wish to visit during the non-operating period it is advisable to call in advance and find out if the museum grounds will be open.

Entrance to the museum is free, although a suggested donation of \$2.00 is greatly appreciated.

The Feather River Rail Society, a tax-exempt public benefit California corporation, is the historical society for the Western Pacific Railroad and operator of the Portola Railroad Museum in Portola, California.

The FRRS is not associated with the Union Pacific Railroad.

FRRS Tax ID number is 68-0002774
 Member of the Association of Railway Museums and the Tourist Railway Association, Inc.

- FRRS Board of Directors -

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Frank Brehm	Publications	(916) 334-4470	frrsbod@wplives.com
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Ed Wagner	Secretary	(510) 790-2321	lonleyscarecrow@aol.com

- FRRS Membership -

Associate \$15.00 Historical \$22.00 Active \$30.00 Family \$35.00 Sustaining \$75.00 Life \$300.00 Family Life \$450.00
 These are the dues for the duration of one year, with Life and Family Life being a one-time payment.

Associate memberships do not have a vote, receive The Train Sheet but not the Headlight and are for one person only.
Historical memberships receive only the Headlight, do not vote and are for one person only.
Active memberships receive both The Train Sheet and the Headlight, have voting rights and are for one person only.
Family memberships receive both The Train Sheet and the Headlight, have one vote and include all members of ones immediate family.
Sustaining memberships receive both The Train Sheet and the Headlight, are for a maximum of two persons with one vote each.
Life memberships receive both The Train Sheet and the Headlight, have voting rights and are for one person only for life.
Family Life memberships receive both The Train Sheet and the Headlight, are for a maximum of two people and have two votes (one per member) for life.

Send all applications, renewals and address changes to:

Feather River Rail Society
Membership Dept.
P.O. Box 608
Portola, CA 96122-0608

Web Pages of Interest

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

From the Chairman

By Andy Anderson

As the end of our tourist season creeps nearer many thoughts present themselves. Uppermost, is the sadness in the loss of the two gentlemen who were so involved in the Run-A-Locomotive program, Bruce Cooper and Skip Englert. They will be kindly remembered and sorely missed.

On a brighter note, we were most fortunate to have Ken Iverson take on the responsibilities of Facility Manager. Also a thank-you to all whom were involved in Railroad Days in Portola. A longtime volunteer and certainly a familiar face to many; Lolli Bryan is leaving the area for her new home in Arizona and we certainly wish her well.

One of the things most obvious and unfortunate is lack of members volunteering to help at the Museum. I realize it is quite a distance to travel for some but any effort by any member would be really helpful and appreciated. Although we have seen a lack of volunteers some projects received many hours of work this year and are complete or nearly so. Started last year, the library car is now in service and our paper collection is being sorted, cataloged and stored for easier retrieval when needed. Most locomotives have received some well-deserved attention but the mechanical department is operating with limited manpower and could always use more help. Volunteer quarters also received many hours of work this past season and are very near completion. I am positive we will see many more volunteers in the future. I would like to thank those who have assisted at the museum this season your help is most appreciated.

The Run-A-Locomotive program has been very active and visitors seem to enjoy the sights and sounds of the Museum. We also need people to help out in the Run-A-Locomotive program. As of now we have only three that can be contacted during the week and that's asking a lot for a whole season. Please contact me at 530-283-0863 if you can find time to help out in any way. Thank You!!!

I encourage our membership, when they can, to come visit the Museum and be a part of the activities.

Member Addresses

Many newsletters are being returned by the Post Office each issue due to members moving and not notifying us of their new address. This costs your Society additional funds as the Post Office charges for this service. Please advise member services of your new address as soon as possible so we may keep your member records up to date. You can do this on the Internet via email to kc6knt@compuserve.com or via surface mail to Member Services * P.O. Box 608 * Portola, CA 96122-0608.

Emergency Board Meeting

On the evening of August 30th at 7 p.m. an emergency meeting of the Board of Directors of F.R.R.S. was held by a teleconference. All Board Members were present. The purpose of the meeting was to resolve the issue of whether or not rolling stock from the Museum would be allowed to be transported to the Truckee Railroad Days Event. Prior to anything being discussed a previous motion in which only one unit (SP4404) was to be taken was rescinded by voice vote. After much exchange among some of the Board members and the Truckee delegation a final consist of 14 units was approved by the Union Pacific and arrangements made for the move. Prior to a vote, the issue of the ownership of Engine 244 arose and at the conclusion of the discussion a motion was presented as follows:

Due to the dispute of the ownership of Engine 244, this unit is to be deleted from the consist going to Truckee. Separate arrangements for this unit will be made. MOTION 56/8-2000 Yes-5, No-4. Following this action a MOTION 57/8-2000 states:

To allow the shipment of the consist made up of the following units to be transported to Truckee:

SP 4404
 WP 805A
 WP 925C
 WP 501
 WP 2001
 WP 707
 UP BUSINESS CAR 105
 WP LOUNGE/DOME 832
 VIA RAIL SLEEPING CAR 1112
 VIA RAIL LOUNGE CAR 754
 SP CABOOSE 4107
 UP CABOOSE 903005
 MOPAC CABOOSE 13878
 Motion Passed. Yes-5, No-2, Abstain-2

Due to the lack of communication, lateness of effort and misunderstanding which resulted in confusion and dissention among the Board and some F.R.R.S. members, the only way to resolve and bring to a conclusion the situation was by this emergency meeting. Those members who opposed the movement of equipment to Truckee did so not because of their objection to the event but to the large number of units committed. Each Board Member expressed the desire to see the event be a success. All felt that it could indeed be a boon to the Museum.

Due to the large number of Directors who will be participating at the event in Truckee the September Board Meeting, scheduled for September 9th, has been cancelled. The next regular Board meeting will be October 14, 1 p.m., Portola Railroad Museum. All members are encouraged to attend.

Andy Anderson, President.

A Members Message

by Gary Hall

I want to congratulate the new members to our board and acknowledge the existing members for their continued efforts in supporting our society.

As a 6-year board member of another non-profit corporation, I know how many hours of your time it takes every month to be an active member of a Board of Directors. I am here today to give you my thoughts about the museum and hopefully cause you to think about your roll in its success.

What is your roll? Why are you here? Why did you run for the Board of Directors? Was it to help us make good purchasing decisions? Help control costs, ensure we remodeled the facility? Do you have a goal? If you don't, I suggest you should, and I am going to suggest one to you.

But before I start I want to say something about the people here today. Everyone here cares about our society and the museum or they would not be here; they would be out riding in their boat or doing something else that they enjoyed. I think that it is an important thing to remember about everyone that belongs to this society and is active in one way or another.

Because a person may have a different viewpoint than another it does not mean they do not care about the museum or have less to contribute. In fact, the diversity of an organization such as ours is perhaps its greatest strength and should be fostered and supported to have the greatest chance for success.

Everyone should be treated with respect and consideration. With that said, again I want to say that I appreciate everyone's hard work on the Board and encourage you to voice your opinions and thoughts as you work to improve our society.

I do also understand the frustrations of being a Director in an organization in transition. What Transition? Well, the transition from being a relatively small startup organization with a founding person and only a relatively few active members to an ongoing non-profit organization whose structure is not dependent on any given person but rather continues to grow and prosper because of the way it goes about doing business....as people come and go over time.

Hopefully, everyone here agrees the society is in the business of running a museum. And like any other business, we can have great success or we can fail and be gone in time. While it is true we are not a "for-profit" business, we do need to raise money to pay the costs of acquiring and restoring our equipment. We want to improve the museum itself and we want to have fun while doing it. Because, after all, we are all volunteers, not paid staff. We are givers and supporters of the museum. Giving both our time and money to help accomplish our common goal. We are the most important asset the museum has!

I believe one of the most important things that sets business apart today is customer service. Great businesses provide great customer service. Failing businesses usually

want to, but don't know how. Boards I believe are no different. The only difference is that your customers are your membership. Yes, you make business decisions for them but they give you the power to do so by electing you. I suggest you need to think of us as your customers and like all businesses try not to get them to be "blown away" by your service but make them want to come back and bring their friends. As I said, the membership is your real asset.

Having said all that, what am I asking? I'm asking that, like the business who wants to provide good service but may not know what it looks like, or doesn't know how to provide it, that this Board set as a goal for the year 2000-2001 adjusting its procedures, policies and if necessary, the organizational structure itself. This can help ensure that our members feel like they are a valuable part of this organization and have a say in how it is run.

Many people have done more than just complain. Some have shown specific examples of problems and made specific recommendations for a way to fix them. These kinds of members are valuable. They, like us, are workers. They are trying to help in their own way.

We need to try and support these members in both words and actions. I am not suggesting every complaint is valid or that every idea is a good one. I am saying that I believe it is time for the organization to be more inclusive and to act in ways that suggest to our members we want to hear from you and support you if we can. Maybe we can't, but everyone needs to be treated with respect and given the opportunity to contribute if they can.

The very first thing this Board needs to do in my opinion is to set a firm calendar for meetings. Establish both the time and place of every meeting for the next 12 months. I also suggest that a good start in being inclusive would be to ask for suggestions and then make your decision based on the suggestions after getting that input.

Second, is to establish committees and then act on your committee's recommendations. If you really don't want advice then don't ask for it! The worst thing you can do is set up a committee, encourage their recommendations and then not implement them.

Each year the new Board should establish or re-establish the committees it feels are needed to meet its goals. I personally believe this is one of the responsibilities of the President. The President should recommend goals to the Board and then appoint the committees he or she needs. Chairpersons for each committee should be appointed and timelines/guidelines set for the committees. It is better to close a committee than to ignore its findings.

To that end, if this Board chooses to establish an organizational committee, I would like to volunteer to be on it and am willing to continue to be a member of the election committee if you wish.

In closing, I want to thank you for allowing me the time to speak and to encourage you to act on your thoughts.

The Zephyr Project

an ongoing program of the Feather River Rail Society

Your support can help us bring these historic items back to life. This special fundraising campaign has been created to return the California Zephyr to life. The current goal is the complete restoration of the "Silver Hostel" dome car and its famous Cable Car Lounge to the original splendor of the CZ, and to complete mechanical and cosmetic restoration of the 805A, allowing it to proudly return to its rightful place leading Zephyr cars.

The dream of bring the CZ home to Portola has been going strong since the day the museum opened its doors for the first time. Now, that time is here! The goal of the current campaign is to raise \$250,000 within the next four years and complete all work within five years. With corporate donors and public and private grants and donations joining our members we can meet this timeline!

Reports are published in the *Train Sheet* so members can track the progress to the goal of fully restoring these important items of WP history. Historical information on the "Silver Hostel" and the 805A can be found within upcoming issues of the *Headlight* and the *Train Sheet*.

Please fill out and the donation form on the next page. All donations are tax deductible and receipts are available upon request. For any questions, comments, information, or assistance offers, please contact:

Eugene Vicknair • phone: 408.248.4039 • e-mail: TSRY@aol.com

Eric Stephens phone: 408.420.6556 e-mail: Benu71@Yahoo.com

YES! I want to support the **Zephyr Project!**

I am making a...

\$25 donation

\$50 donation

\$100 donation

\$200 donation

\$500 donation

shirt: S M L XL XXL XXXL

\$100 goes to the Zephyr Endowment Fund

\$1000 CZ Life Member donation

\$300 goes to the Life Member Endowment Fund

\$200 goes to the Zephyr Endowment Fund

Send me a receipt

Please send all CZ donations to:

The Zephyr Project * P.O. Box 608 * Portola, CA 96122-0608

Name _____

Address _____

City _____ State _____ Zip _____

E-Mail _____ Phone _____

Credit Card _____ Visa _____ MasterCard _____
 Number _____ Exp _____

I will pledge \$ _____ a month for _____ months or a one time donation of \$ _____

Please allow 5-7 weeks for Zephyr Project items to arrive after donation is received.

The California Zephyr Lives in Portola!

FRRS Board of Directors and PRM Site Committee To Host Final Public Comment Meeting Before Adoption of Museum Master Plan October 7 and 14, 2000, 12 noon

The Board of Directors of the FRRS will soon consider adoption of an integrated Master Plan for the future development of the Portola Railroad Museum. The master plan will be a document that links plans for the physical design of the Museum with funding, action strategies and outline a timeline for implementation of improvements and objectives emphasized in the plan.

Currently, two documents outline the objectives to be achieved, (1) a Master Plan prepared by the Synthesis Design Group, historic preservation architects and urban designers who were retained through a United States Forest Service (USFS) grant authored by the Plumas Corporation, Plumas County's Economic Development, Visitor Center and Business Development agency, and (2) the Final Report and Recommendations – Facilities Improvement Plan for the Portola Railroad Museum authored by members of the Site Committee.

It is imperative that all members of the FRRS, residents of Plumas County, and users of the Museum facility review the recommendations contained in both documents and make comments on them before the Board of Directors adopt the final master plan. While the plan can always be revised, it is important that it be thorough from the onset to capitalize on cost efficiencies and create a complete vision for the future. The final plan will outline short-term actions and goals to achieve as well as long term projects to enhance the facility well into the future. This plan will also be reviewed with representatives of the Union Pacific Railroad and will form a cornerstone of our push to attain greater control over the PRM site.

In May and June of 2000, open meetings were conducted by the Site Committee to invite comment from members and allow discussion of findings and recommendations. Both meetings were held in Sacramento as a central location accessible to the majority of Society members. Unfortunately, problems with the mailing of the Train Sheet and a later special postcard gave members little warning concerning the meetings. It was then decided that at least one further meeting would be held before the board adopts a complete final plan. This has changed to two meetings to be held in Portola and open to comments from members, the Plumas County community, and government agencies concerning environmental, economic or service issues arising from plans for the Museum. These meetings will be held on October 7 and 14, 2000 at 12 noon in the Portola Railroad Museum Beanery. This will be a great opportunity for anyone interested in the Museum's future to attend the public meeting, tour the museum facility and assist the Society's site Committee in creating a vision for the future.

Copies of both reports are available on request by contacting Site Committee member Eugene Vicknair at 408.248.4039, or by e-mail at TSRY@aol.com.

If you are unable to attend the October meetings, please feel free to submit recommendations and comments either by letter, e-mail or verbally to any member of the Site Committee (listed below) or to any Director. Contact information is listed in the beginning of the Train Sheet.

Your opinions, comments and recommendations are important in helping craft the final plan. More information on current proposals is presented at the end of this article. Please take a few minutes of your valuable time to review these concepts and ideas and submit your comments. In addition, any other recommendations you may have are most welcome.

The Master Facilities Plan provides both an overview of the ultimate build-out of the site and also, more importantly, provides a roadmap as to how to get there. The Facilities Plan develops the site in a holistic manner, incorporating the safety concerns strongly emphasized by the FRRS, opportunities offered by the natural features of the site, recognition of the site's physical connection to the City of Portola and its downtown redevelopment plans, and finally a realistic strategy towards creating improvements that are fundable. The Master Business Plan will outline strategies for improving the fiscal operation of the Society to provide a stable base and opportunities for growth in the future.

The Site Committee has compiled an exhaustive investigation of the physical plant of the Portola Railroad Museum and spent many hours over several years including the following:

- Examination of the Museum site by members and public space designers
- Examination of the future needs of the Museum and its stakeholders
- Determination of what actions must be taken to comply with public space law
- Interviews with and recommendations by museum visitors
- Open meetings with Society members
- Recommendations of members and interested parties
- Studies of similar museums, railroad historical sites, and other sites of relevant public access.

Some of the highlights of the Plans were presented in the last Train Sheet. Some of the concepts that have been proposed by members include:

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FRRS Board of Directors and PRM Site Committee To Host Final Public Comment Meeting Before Adoption of Museum Master Plan October 7 and 14, 2000, 12 noon

Public Accessways

A system of hard surface paths to guide visitors through our facility and provide safe, all-weather passage areas for guests and members alike. The largest challenge will be retaining the classic, "working railroad" feel while making the site accessible.

Track Additions and Improvements

Including additional storage and display tracks and concepts for operational trackage traveling from the museum site, providing an opportunity for real excursion operation.

These include concepts for display track alignments around the parking lot, reconfigurations of existing trackage, and an idea for excursion tracks running east and west from the museum.

Plans and Concepts for New Facilities including

Locations of a Visitor's Center, sites including the existing parking lot, the WP Hospital, the bluff overlooking the museum, and locations off site.

A Library, possibly associated with the Visitor's Center.

A Display Museum, also associated with the Visitor's Center or located in one of the alternate Visitor's Center sites or in the Diesel Shop.

New locations for the Gift Shop, meeting and administrative spaces.

Locations for Magnolia Tower.

Proposal to construct a replica roundhouse to display historic motive power.

Proposals for display barns to protect historic equipment.

Diesel Shop Improvements/Alterations

Expansion and improvement of the Beanery and workspaces within the building.

Replica Railroad Structures

Potential structures include ideas for a replica WP depot, tower, steam era water tank, and roundhouse.

Display Buildings

To provide for all weather storage and display of our precious artifacts, including our growing California Zephyr collection.

Improved linkage of the museum site to the town center of Portola

These ideas include improved signage,

creation of a "guide corridor", and even a concept for an excursion line into the heart of Old Town Portola.

Improvements in Resource Utilization

How to best showcase and share our collection with the public.

How to manage restorations and conservation of the collection.

How to pare the collection to best utilize the resources of the Society.

Improvements in Business Operation

New thoughts on advertising, volunteerism, increasing membership, and fundraising, among others.

If you have questions or comments, please contact a member of the Site Committee:

Eugene Vicknair 408.248.4039 TSRY@aol.com

Vic Neves

Wayne Monger

Member Communications

An open form of communications still seems to be a problem that plagues our membership. The Board of Directors has identified establishing a form of communications usable by the membership as a priority. We have taken steps to alleviate this problem by establishing an opt-in mailing list on the Internet. This forum has been open for member participation awhile now but to date has only thirty-three members signed up. This has the potential to be a great tool for use by the members to discuss society business and help plan activities.

Signing up for the discussion area is free and easy. Point your Web Browser to <http://www.egroups.com/group/FRRS> and follow the prompts to sign up. It is requested that you complete the member profile as I use the information entered there to compare your request against the membership list maintained by member services. I remind everyone that only I as moderator can view the information in the member profile although your name will appear in the member list for the group.

This is an un-moderated discussion group for members' use. Attachments to messages are not allowed nor are messages that promote illegal activities. Some of the features of the group is the ability to share files with other members via the file area. Polls may be created were you can cast your vote on different subjects if needed. There is a calendar of events that can send out reminders of upcoming activities. A chat room is available for member use if desired.

I and the current members of the group invite you to join us.

Minutes of Past Meetings

July 8, 2000

The July 8 Board meeting of the Feather River Rail Society was called to order at The Beanery, Portola Railroad Museum at 1804 hours.

Directors present were: Brehm, Morgan, Brimmer, Neves, Stiles, Wagner, Anderson & Murphy. Director Vicknair was in attendance via telephone.

A moment of silence was observed in memory of our departed member "Skip" Englert.

Other members present were: John Walker, Jim Gidley, Gary Hall, Tom Graham, John Hilner, Jeff Palmer, Ken Iverson, Paul Finnegan, Judy Mc Grath, Jack Palmer, Tom Miller, Ken Roller & "Onlaha".

Minutes were approved as mailed.

Election Committee Report:

Chairman Tom Graham reported results of the election noting that Mr. Jim Murphy, Eugene Vicknair and Pat Brinimer had been elected to the Board. Total Cost \$963.98. Total Votes received 311 - 4 disqualified for incorrect form. Total votes for Mr. Murphy 284; Mr. Vicknair 265; Mr. Brimmer 266.

Election of Officers for 2000-2001:

Officers elected for the year 2000-2001 were as follows:
 President Andy Anderson
 Vice President Hank Stiles
 Secretary Ed Wagner
 Treasurer Dan Brady

FINANCIAL REPORT:

An indepth financial report from Treasurer Brady was presented. Discussion ensued regarding excessive telephone bills & credit card use. The possibility of adopting a Purchase Order system was held and this will be pursued. A gasoline card lock will be looked into and bids obtained by Director Murphy. He will report back at the next meeting. Credit Card users were instructed to turn in receipts for each purchase with reason for purchase stated on receipt. New Credit Card applications are to be turned in immediately.

Director Morgan was asked to and stated that he will have a complete financial report regarding the Dunsmuir Daylight Trip that was cancelled. And he will separate those phone charges from others. A motion to amend the current policy procedure for paying of bills is being forwarded to Treasurer Brady for critique.

PROJECT REPORTS

1. Silver Thrush: no report
2. Zephyr Project: Director Vicknair reported that two work weekends had been held. Among things accomplished and/or started were: electrical system, metal

work, window frames and t-shirts & hats are ready for sale. July 22 is scheduled for another work weekend. A new donation application will be in the next Train Sheet. Letters have been sent to corporations for donations. Total monies donated as of this date \$20,000.

3. Calendar: Director Neves reported that the 2001 calendar is ready for print and he was instructed to decide whether 1500 or 2000 should be printed.

4. Painting of Rolling Stock: Director Stiles stated that he is still seeking bids. He has contacted one person who is coming to Portola on July 12 to look at the job. He will be asked to submit a bid after he has observed the various pieces of equipment. In the event bids were accepted, it was decided that the "F" Unit, 921D would be the first to be painted. Also the possibility of transporting some equipment to the Sacramento Valley where the chances of obtaining more participation in bidding would improve. Director Stiles also reported that the 2001 had been repaired and was in service but no projected date of return to Portola was given.

5. Tamper Machine: Director Morgan stated that plans are underway to transport the tamper machine to the Rocky Mountain Railway & Mining Museum. Contracts are in place and it is scheduled to be moved next week.

6. Camp Car: Director Morgan reported that the final preparation is being done regarding the Camp Car.

7. Roof Painting: Director Morgan reported that the architect is due at the Museum during the week of July 10 to finalize plans. A spring completion date is anticipated.

8. Master Plan: Director Vicknair presented in print the First Phase of the Proposed Master Plan. Director Murphy asked as to why the Plumas Corp plan had been abandoned. He also asked that more public meetings should be held regarding this before any plan is adopted. It was agreed that Directors Murphy and Vicknair will meet with Kent Burns in order to combine the two plans. A planning meeting is to be scheduled for October and all members will be notified of the specific date at least 30 days prior to the meeting.

8. A & D Committee: Jim Lay has volunteered to serve on this committee. He will contact Chairperson Tom Mueller asking to be placed on this committee. The vacancy to be filled was vacated by Pat Brimmer.

NEW BUSINESS:

1. MOTION 49-7/2000-Presented by Director Brehm stating:

That any negotiations/ studies/ talks, etc. with Bay Area Electric Railway Association or any other organization be held in abeyance until such time that a report or reports be drafted and adopted by Feather River Rail Society Board of Directors which addresses the impact of having a separate site removed from Portola, CA, which may impact the Society's finances or member volunteerism at the Portola

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Minutes of Past Meetings

site as well as equipment relocation. Passed.

2. MOTION 50-7/2000-Presented by Director Brehm stating:

All long distance phone calls placed from or charged to Feather River Rail Society telecommunications equipment will be logged on the attached form and forwarded to the accountant for reconciliation each month with the bill received from the provider of such service. Any charges that cannot be identified or reconciled may be reversed to the party called. Passed.

3. MOTION 51-7/2000-Presented by Director Brehm stating:

All discretionary expenditures of Feather River Rail Society funds will cease immediately. This includes all previously approved budgetary items for the 2000 calendar year. AN departments will immediately suspend purchasing as well as suspend any future "agree to purchase" arrangements unless directly associated with member benefits or approved by the President and/or the Board of Directors at a regularly held meeting. This action will remain in effect until such time as a report is received from our Treasurer affirming a positive financial outlook and a positive cash flow for Feather River Rail Society. This motion will be revisited at each Board meeting until a positive cash flow is noted. Passed.

4. MOTION 52-7/2000 ... Presented by Director Brehm stating:

The F.R.R.S. shall accept the A & D Committee recommendation on the Simplot/SP RS-32 and the WP sleeper "Clover Plot" and approve an official opening of negotiations with the Golden Gate Railroad Museum concerning these items. Negotiations to be conducted by Director Vicknair. Passed.

SUGGESTIONS PRESENTED:

1. Director Murphy presented the following suggestions that may help improve the efficiency of the Museum.

A. Activate a Funding Department see MOTION 29-2/2000

B. Coordinate and seek volunteers by: Introductory classes, Local newspaper ads, Talking to people who come to the Museum

C. Museum must have a line of authority

D. New ways of marketing the Museum

E. Have staff meetings regularly

2. Ken Roller asked permission to do some track work around the Museum. Permission was granted.

3. John Walker submitted a report from the W.P.R.R.H. S. and gave a recap of the recent meeting held in Quincy.

4. Possible replacement for Lolli Bryan was discussed. Chairman Anderson and Director Murphy will pursue this.

5. RAILFAN DAY: Board approved the suggestion by Director Neves that we move Railfan Day to Yolo this

year only.

6. Letter to Mr. John Bromley of Union Pacific requesting consideration of donating to the Museum retired equipment that will be disposed of in the future was read to the group. In that much of this equipment has Western Pacific history it was felt that if this were possible it would be a great acquisition.

GOOD OF THE ORDER:

1. Director Murphy expressed his and the City of Portola's thanks to Director Morgan for his assistance in relocating a caboose to the downtown area. This will definitely be a plus for the Museum and the City.

2. A caption of the narrative from member Gary Hall is as follows: (a complete text is on file at the Museum).

A. Museum needs a goal

B. We need to do better in customer service and public relations

C. Care more about members and their opinions

D. President needs to set goals

E. Ask members to help and get their opinions

F. Set a firm calendar and stick to it

G. Ask members for their input re: calendar or events

He expressed interest in forming an Organizational Committee, which he volunteered to be a part of

ANNOUNCEMENTS:

1. Railroad Days August 19 & 20th

2. August Board Meeting August 12, 2000 - Beanery, Portola Railroad Museum, 6 p.m.

3. Locomotive Maintenance Clinic August 5 & 6

Being no further business the meeting was adjourned.

August 12, 2000

The August meeting of the Board of Directors was called to order at the Beanery at 1704 hours.

Directors present: Brehm, Morgan, Brimmer, Vicknair, Neves, Stiles, Wagner, Murphy and Anderson.

Others present: Jim Gidley, Dan Brady, Gary Hall, Tom Graham, Steve Habeck, Janice Stiles, Wayne Monger, Lolli Bryan, John Walker, Ken Iverson and Thom Anderson.

Minutes were approved as mailed. Correspondence was read.

FINANCIAL REPORT:

Dan Brady's report included the following:

1. Form 990 is ready to be sent. Financial picture is slightly on the plus side.

2. Preliminary Budgets will be brought up at the October Board Meeting.

3. Advertising Plan could be better. Possible we should

(Continued on page 10)

Minutes of Past Meetings

look into an advertising agency. A plan is definitely needed for next year in writing. Treasurer Brady felt that advertising expenditures were less than organized and that possibly a committee comprised of both Board Members and membership would be advantageous and more fiscally accountable.

4. Credit Cards: new ones will be issued and cannot be used for cash advances. They can be cancelled immediately if anyone having one is found to be misusing it.

5. A Policy on contributions and membership is needed.

6. Financial status at this time is relatively good but at year's end will be basically depleted.

OLD BUSINESS:

1. Truckee Railroad Days: Director Morgan cannot make contact with Ms. Smart so the Board came to the decision to discontinue negotiations with the Truckee Railroad Days Committee as per MOTION 53-8/2000 if certain demands are not met by August 20, 2000. Passed. Chairman Anderson was instructed to contact Ms. Smart as to the Board's decision and requirements. Director Morgan brought forth MOTION 11-96-010 regarding the requirements that are to be met before any Museum rolling stock will be permitted to leave the property. (attached)

2. Roof Repair: Director Morgan felt procurement of bids should be the responsibility of the Facility Manager. In order to expedite obtaining bids Chairman Anderson will assume responsibility while working with Facility Manager Ken Iverson.

3. Dunsmuir Daylight Final Financial Report: Director Morgan was unable to present this report to the Board.

COMMITTEE REPORTS:

1. Master Plan: Director Vicknair announced that Master Plan meetings have been organized for October 7 & 14 at noon at the Portola Railroad Museum. Notification will be made to all involved people. A possible "Round Table" discussion will be organized by Director Murphy.

2. WP Steamer 26: Director Vicknair is pursuing the possible acquisition on a long term loan basis of WP Steamer 26. Board directed him to proceed.

3. A & D Committee: The Board recommended that Jim Ley be appointed to the A & D Committee.

4. Headlight: Board instructed John Walker to assist in drafting a policy procedure for the Headlight publication. Possibly cutting page content and publishing on a regular basis.

5. Calendars: Director Neves reported there will be no 2001 FRRS CALENDAR. He is proceeding with the 2002 calendar.

6. Painting of Rolling Stock: Director Stiles has contacted Steve Ohrman regarding painting of locomotives. Mr. Ohrman predicted it would take 3 weeks to do a unit and his charge would be \$39.00/hour. (approximately 120 hours) Director Stiles will get a contract from Mr. Ohrman.. MOTION 54-8/2000 states that we paint Unit

707 as follows: silver and orange with single white stripe. Passed.

7. Bylaws: The preliminary copy of the revised Bylaws have been sent to the committee members and they are reviewing them. A report will be forthcoming. Chairman Anderson was instructed to write Mr. Jacobson regarding his fees, if any, in this matter.

8. Magnolia Tower: Directors Neves & Vicknair are going to pursue cost and acquisition possibilities.

9. Membership: Director Brehm presented a motion regarding membership fees changes. This will be discussed at the next Board meeting.

NEW BUSINESS:

1. Organizational Flow Chart: Gary Hall made a presentation concerning the development of an Organizational Flow Chart and with the Board's approval will continue to present, at a later date, a proposal for the Board's adoption. Mr. Hall is in charge of forming a committee for this project.

2. Whitaker Negatives: MOTION 55-8/2000 presented by Director Brehm to accept the offer of ninety-one (91) negatives from the Whitaker Estate Collection. Purchase price \$444.00. Passed.

GOOD OF THE ORDER:

1. R.A.L: Having a new contact for R.A.L. was discussed and Director Murphy will endeavor to talk to various individuals concerning the location of the R.A.L. reservation phone.

2. Railroad Days: Participation was discussed. Two Model Railroad Clubs will be here.

3. Facility Manager Report: Ken Iverson reported that the facility needed cleaning and repair and if necessary he recommended we hire some of this work done. This is due to the severe shortage of "volunteer" help at the museum. He suggested we have an information table at the Master Plan meetings in order to entice more people to participate in the R.A.L. program also.

4. ARMS Convention: Norm_Holmes asked to be the representative to the ARMS Convention to be held in Scranton, Pa on September 19, 2000. The Board, by voice vote, agreed to pay the following: Hotel & Convention Registration, allowance of \$34.00/day for meals. Passed.

5. Silver Hostel Litigation: Chairman Anderson was instructed to correspond with the law firm representing the Museum in the Hostel litigation concerning the level of progress toward resolving this issue.

ANNOUNCEMENTS:

1. September Board Meeting Saturday, September 9, 1 p. m., Museum

2. Master Plan Meetings October 7, Portola Railroad Museum-4 Noon, October 14, Portola Railroad Museum, Noon

Being no further business the meeting was adjourned.

The Zephyr Project – We're Behind Schedule, BUT...

By Eugene Vicknair

Some big news since last time. Although the schedule has slipped, some serious work is shaping up on a completely invisible, yet vital aspect of the Silver Hostel: wiring.

Several things have conspired to get things behind. The biggest is the discovery that all of the internal wiring will need to be replaced. When the car was being refurbished for use as a restaurant, the folks doing the work removed much wiring and replaced some with house-style solid wire. Project co-lead Eric Stephens and his father, Steve, both experienced electricians, reviewed the car with Doug Morgan and all agreed that the wiring was unsalvageable. Thus the Hostel is being completely gutted of wiring and will be rewired from the ground up! Considering that the California Zephyr cars were among the most electrically complex of their day should say something about how massive an undertaking this is. However, Steve Stephens has signed on as the Silver Hostel's personal Chief Electrician and will be leading the way. Already, much of the wiring in the lounge end has been removed and the conduits charted. Replacement wire has already been purchased and is on hand.

Since the Silver Hostel was not going to be at the museum for the Labor Day weekend or the one following, there was no work scheduled, other than a lot of cleaning. The Hostel and the 805A are to be displayed at the Truckee Railroad Days, complete with new displays inside the car outlining their history and showing off their in service appearances. Donations will be taken and a fundraising dinner, sponsored by the Truckee folks, will be held for the Zephyr Project. I'm really excited to share the Hostel and the 805A with such a large gathering.

With the Truckee donations, hopefully about \$4000.00 in new donations will come in during the next month. Thanks to Andy and Gayle Anderson for their help in compiling the current donations. By the time the car will return to Portola the total donations should be somewhere over \$30,000.00. The shirts, hats, and certificates are being sent out as each donation is tabulated. I am still waiting for the commemorative models and the buttons to come in. The models in particular are really backordered. Also the CZ Life Membership cards are finished and will be sent shortly.

Two companies have been identified to make replacement lower window frames. They have submitted bids and the window frames should have been ordered by the first week of September. Also, we are trying to determine the best way to stabilize the areas around the lower window frames. A mismatch of metal in this area has caused corrosion of both some window frames and some of the sub-frames. This was a prob-

lem, to varying degrees, on many streamlined passenger cars of the time.

Still being sought is a company to make the dome window frames. Also, new interior lights are being ordered soon, along with other fixtures. There has been a great deal of clean up and removal recently, so the car is nearly empty of everything except ceiling, walls, and floor.

Thanks to everyone who has helped out since last time: Steve Bechtold, Kalinda Bechtold, Norman Holmes, Steve Stephens, Andy and Gayle, Frank Brehm and John Walker (who helped with the displays), and, as always, Eric Stephens and Doug Morgan. I know I'm forgetting two or three folks and I will make sure you get in next time. Its been a hectic month!

Zephyrette Anniversary

With the first eastbound departure of the then new "Zephyrette" on September 15, 1950 Western Pacific began operation of a 100 per cent streamlined passenger service. The first westbound "Zephyrette" left Salt Lake City on September 17, 1950. Thus began a triweekly operation that would last until October 2, 1960. Departing Oakland at 7:57 p.m. and Salt Lake City at 7:30 a.m. the trains ran on Sunday, Wednesday, and Friday. Running time was approximately 23 hours each way.

The two BUDD model RDC-2 cars were purchased new at a cost of \$130,000.00 each. Prior to placing the order for the cars WP had used the RDC-1 demonstrator from Portola to Salt Lake City in a trial revenue run from January 18-27, 1950. This gave WP the distinction of being one of the first railroads to use the RDC in revenue service.

This model of Rail Diesel Car seated 70 passengers and had a 17 foot baggage section. The order by WP was followed very quickly by C&NW, PRR, B&O, and the NYS&W. With their attractive appearance and stainless steel construction they made a fitting supplement to the California Zephyr. With two 275 horsepower diesel engines providing power through a torque converter smooth rapid acceleration was not a problem and the cost of operation was about half that of a similar conventional train.

Prior to being placed in service the cars were set up at the Sacramento Shops. Electric water coolers were installed as well as additional toilet and hot water facilities. Photo murals depicting scenes of the Feather River Canyon were placed in each car as were reclining seats in the center section for use by through passengers. One interesting addition was the installation of special fish racks in the baggage section for the handling of iced fish shipments.

After being declared surplus by the WP the cars were sold to the Northern Pacific who in turn sold them to Amtrak. Both cars have since been scrapped.

- Information taken from Mileposts, October 1950.

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.

Special Fund Status

Item	Additions	Balance	Notes
Building		\$21,827.25	
WP GP9's		\$13,619.75	
CTC Board		\$480.00	
UP 105		\$2,971.00	
Ingersol-Rand		\$100.00	
UP 737/SP 216			
Library/Archives		\$850.66	
SP Diesel Engs.		\$800.00	
WP GP 20		\$1,030.00	
Magnolia Twr.		\$370.00	
Silver Hostle		\$10,130.00	
SP 1215		\$25,341.19	
Endowment		\$102,986.59	

These figures may not be correct as I have received no new updates.

I do want to thank you all for your interest in the above projects.

If you would like to see a favorite project go forward, your financial contribution will help make it so.

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