



Preserving "THE FEATHER RIVER ROUTE"



# The Train Sheet

ISSUE 104

November/December 2000

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

## Donation of Western Pacific's Portola Hospital to FRRS

Earlier this year we learned there was a chance for a possible donation of the old Western Pacific hospital property to the FRRS. Once the details were worked out the donation of the property from Peggy Marquez to the FRRS was accomplished on the 17th of December. We are most grateful to this wonderful lady for allowing us to be the recipient of such a tremendous historical donation.

Serving the community, Western Pacific's hospital in Portola was first established in 1914. Building and grounds were owned by the Western Pacific and leased to the Medical Department. An addition was added a few years later and in 1950 the building was rehabilitated at a cost of \$25,000.00. A grant of \$11,300.00 from the Ford Foundation was awarded on December 13, 1955 with the first half of the grant arriving in July 1956 and the second half within a period of the following 18 months. No part of the grant could be



A cold December morning shows the hospital as it looks today. With work, grants, and effort it will be rebuilt. -Jim Murphy photo

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used for operating costs, only in expanding the present facilities and services offered. Chief Surgeon at the time G. F. Cushman indicated the money would be used for improvements to the facility, providing better care for patients, provision for a new delivery room, new beds, and operating room (Continued on Page 8)

## FRRS and Truckee RR Days, Part 2

By Doug Morgan

Charlie Crocker had a problem. It was mid December 1866 and in the Donner Pass area it was snowing—a lot. Mr. Crocker, Superintendent of Construction for the Central Pacific Railroad and his associates (they were later to be labeled the "Big Four") were concerned about the difficulties they were to encounter in their attempt to cross the Sierra Nevada Mountains. They cast their eyes disconcertingly across the continent to the progress in miles being achieved by the Union Pacific along the

Platte River.

The Sierras are buffeted hard on the western slopes by winter storms but much of the fury is often spent by the time the storms reach the eastern slope. But in the winter of 1866 and 1867, the heavy snowstorms were hitting on a weekly basis, drifting cuts to the top. Avalanches were burying construction camps. Workers were swept to their deaths, their bodies not being discovered until the spring thaw. Progress that had gone so well in good weather was now nonexistent. Something had to be done and Charlie Crocker was about to make a momentous decision.

He ordered that 3 locomotives, (Continued on Page 11)

**- The Train Sheet -**

News from the Feather River Rail Society and the Portola Railroad Museum  
Editor – Frank Brehm (916) 334-4470 trainsheet@wplives.com  
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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.

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**- 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***

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

### From the Chairman

By Andy Anderson

As the year draws to a close I would like to reflect on the accomplishments we as a Society have achieved this past year and some that have been delayed but not forgotten. Although I had high expectations not all were realized.

One of the high priority items seeing completion was the roof of the engine house. With the exception of a few minor leaks that have been repaired all is now weather tight. WPRRHS participation has increased with the addition of the library car for sorting and storage of our historical items. Much progress has been made this last year in cataloging the many items and I envision much more activity this next year.

Although a Visitors Center has been discussed we so far have not found a way to bring it into reality. This I am sure will change with adoption of the Master Plan and acquisition of the hospital property. I expect continued activity towards realization of this important project to continue this next year. Another area of concern has been restoration of equipment. To accomplish this we need volunteers to oversee the projects and participate. Unfortunately this has not come about. Although we attempted to have some equipment painted finding a suitable contractor has proven difficult.

Run-A-Locomotive was again a hugely successful program. As a reminder there is a plan in place that guarantees to qualified RAL engineers \$200.00 a week who commit to a full week of assisting with this program. Our Caboose Trains were also very succesfull although we did suffer a shortage of crews on some weekends. I again encourage all qualified members to plan a weekend and assist us in making our operating season programs a success.

We were very fortunate this last year with the donation of equipment by UP and the portrait of past WP President Frederick B. Whitman by his family. These and other items are welcome additions to our collection. See you this next year!

### Entrance Road

Through the generosity of Peggy and Darrel Garner through their Gold Mountain Development, our entrance road is now paved all the way from the city's corporation yard to our property line where the road was previously paved. It is a pleasure to have this nice smooth drive instead of the potholes we've had to endure for years. Thank you Peggy and Darrel.

### Zephyr Project Donors

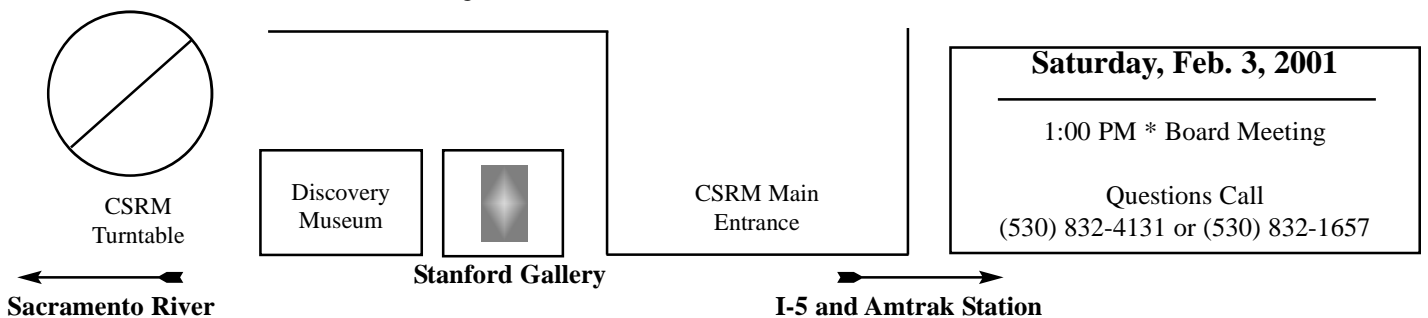
Recent donors to the Zephyr Project:

- |                                 |                           |
|---------------------------------|---------------------------|
| Rose Russell                    | Peter Watkins             |
| Victor M. Chudoba               | Robert A. Matthew         |
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| Clarence Rail                   | Mack and Mary Porterfield |
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## FEATHER RIVER RAIL SOCIETY Meeting Announcement

On **February 3, 2001**, the FRRS will hold its regular monthly Board of Directors Meeting in Sacramento, California, at the **Stanford Gallery of the California State Railroad Museum**.

The meeting will begin at 1:00 PM. Members are encouraged to attend and participate in discussions concerning the future and direction of the FRRS. The Board Meeting in November, 2001 will also be held in Sacramento, location to be announced.



## Membership Services

By Kerry Cochran

With the year 2000 gone, and now getting into 2001, we still have some baggage left over from last year.

In issue 103 of *The Train Sheet*, it was reported for members to be on the lookout for new membership cards which were expected to be in the mail very shortly after that issue was printed. Well guess what? Problems were encountered and we have not yet received them from the printer. Eugene Vicknair, is having some trouble with the printer he has been using, and we may have to move to another printer.

As we make progress with getting the new membership cards printed, I will try to have an update with each *Train Sheet*.

We are still struggling with address changes. It seems that just when you think you have all the new addresses of members, a new Post Office change card comes in the mail, or a *Train Sheet* or envelope is returned with a new address. Some members have sent in several address changes, and by some indications, we did not have the correct address. The entire Membership Data Base was checked in December 2000 to make sure all the changes were made.

If you change your address, move, or Heaven forbid, someone passes away, please make sure that you send the FRRS a change of address card. All United States Post Offices should have a small change of address kit or have one delivered to you in a short amount of time. This kit includes material that allows you to provide notification of your recent or upcoming address change which you should use for your correspondence and publications to ensure uninterrupted service.

Again those with email capability, you can send your email to me at [KC6KNT@compuserve.com](mailto:KC6KNT@compuserve.com) otherwise please contact us via US Mail at FRRS \* Member Services \* P.O. Box 608 \* Portola, Ca. 96122-0608.

Membership records normally include name, address, phone number, e-mail addresses, membership numbers, expiration dates, and possibly some notes on the date when a member joined, and their occupation.

Feather River Rail Society does not sell or give away our membership list to other marketing or advertising companies. We do occasionally use the membership list to send out notices to our members about FRRS sponsored events. If you have any questions about your membership record, please contact us, and we will be glad to talk to you about the information it may contain.

One quick way to check on your membership status, is to look at the mailing label on the *Train Sheet* or any correspondence you receive from the membership department.

The mailing label should have the following information on it: (foreign members may have more address information)

Name (First, Initial, Last) Membership Date and a Code  
Address  
City, State, and Zip Code + 4

## Membership Services

### Information on the Label

#### Name:

Please note that not all members have supplied us with middle initials so this may be missing.

#### Date:

The date your current membership expires (for Life members and Family Life there will be a L or LF in this position)

#### Code:

The code after the date stands for the following:  
TSH Active members (Active, Family, Life, Family Life and Sustaining) who receive the *Train Sheet* and the *Headlight*,  
TS for Associate members who receive the *Train Sheet* only, and  
H for Historical members who receive the *Headlight* only.

#### Address:

The current address we have on file for you.

#### City, State and Zip Code:

Please make sure we have your Zip Code + 4, as the Post Office delays the mail without the Zip+4.

Your Mailing label should look something like this:

John Q. Public      5/01      TSH  
700 Western Pacific Way  
Portola, Ca. 946122-0000

If you have not received a Train Sheet in awhile or know of someone who has not please contact us so we can confirm the information in your file.

As always, should you have any questions, please contact me by email or US Mail.

### THE FEATHER RIVER RAIL SOCIETY



After a long wait new and renewing members should start receiving their new membership cards (shown above) in the mail. The card has been totally redesigned and is now part of a welcoming letter. We thank the members for understanding while we completed the task of getting the new cards designed, printed, and mailed.

## Operating Department

By Jim Gidley

A very special weekend for all museum members will be held on Saturday May 5th, starting at 10am and ending in the afternoon of Sunday May 6th 2001. This promises to be a very busy weekend with multiple activities planned. The operating department will hold it's annual rule exam and crew training. As a reminder the rule exam is open book with no time limit so don't be shy, come up and become a member of the operating department. We can always use the help and the training is free. Proof of membership will be required for the rule exam.

We will be showing training videos, there will be passenger train operations, so you can refresh your operating skills (knock the rust off), yard switching, night operations, (how many of you have done this?) and fire extinguisher training.

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

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

Scheduling for the 2001 operating season will take place so start thinking of the dates you would like to mark up for. By signing up early crew rosters can be made up for the coming season and training scheduled for those wanting to upgrade to a higher level. Please bring a pencil, proper footwear, gloves, flashlight, sleeping and personal gear, and an interested friend.

For those of you who are unable to attend these classes please call so arrangements can be made for the rules exam and any training or instruction necessary for your continued qualification.

I look forward to seeing you and if you would like to help in any area please call Jim Gidley 530-342-3903 or email me at [trainman2873@yahoo.com](mailto:trainman2873@yahoo.com)

## New Fund Drive

We were all saddened by the death of Skip Englert last year. One of the things Skip was particularly interested in was for us to provide handicapped persons access to our caboose train. A year before his death he proposed that we purchase a handicap wheel chair lifting unit. A company in Calgary, Canada manufactures the lift. The lifts are present at most of the Amtrak stations and Niles Canyon Railway has recently purchased one. They report that it gets more use than they expected and didn't realize how important it was to have one.

I proposed at the December Board meeting that we start a fund raiser for such a purpose as a memorial to Skip. Several business firms and service clubs have been contacted for donations with favorable results.

Our goal is to raise the cost of the unit, currently \$6,775 delivered to Portola. One of our cabooses will be modified so that a wheel chair or a person with limited mobility can board the train. Any donations toward this purchase should be sent to Feather River Rail Society, C/o Skip Memorial, P O Box 608, Portola CA 96122.

## WPRRHS

By Thom Anderson

As I mentioned in the last column, the WPRRHS 2001 Convention is to be held in Modesto, California on April 27 & 28. I hope the modelers in attendance at the convention bring as many models as possible to display and enter in the contest. I find seeing models built by others to be one of the best sources of inspiration to do some model building of my own.

Someone recently suggested to me that the Society "sell stuff". He was suggesting decals and reference books, not the Society assets!

This has been tried in the past (the ice service refrigerator cars are an example) linked to a convention. Other societies offer items that run the gamut from old annual reports, reprints of equipment diagram books, to custom models and decals. For a railroad the size of the WP, there is a good selection of decals in HO scale.

The area that seems to be lacking (in my opinion) are flatcars, gondolas, hoppers, maintenance of way, any SN or TS cars, and heavy-weight passenger car decals.

This is an area where the possibility exists for the Society to provide a service to the members and generate revenue to benefit the Society as well.

I believe that the Society can do this, but it will take the work of several individuals to make it happen. Decals have become easier to do with the advent of computer programs to do the layout work, along with computer printers that can print any color on decal paper.

When using a computer for decal work, it becomes much simpler to do the same decal in two or more scales to satisfy those who model in other scales than HO. If you have information, computer abilities, or can help in other areas, please let me know. If a project can move forward and benefit the Society and the membership, it can only have a positive effect. If you have a suggestion for a convention or fundraising car, or have a want-list of some item or decal that is not currently made, please make that known to us as well.

On a different subject, a selection will be made soon with regard to production duties for the Headlight magazine. Several parties interested in the job will be interviewed in January and a decision will be made shortly thereafter. I will continue to keep you posted on the progress, and ask for your patience for a little longer. My highest priority is to get the magazine operating on a reasonable and regular schedule in 2001.

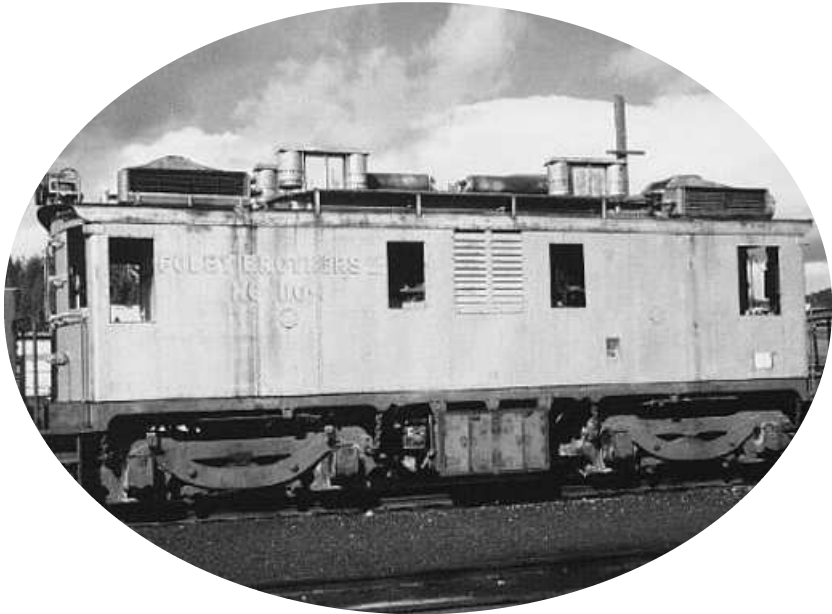
## Feather River Canyon Featured

From Print Media Services

California's Feather River Canyon is the cover feature of Wheelers 2001 RV Resort & Campground Guide and Wheelers Jumbo Road Atlas to be off the press December 28, 2000. The writer/photographer, Tom Sanders, is a resident of Oroville, California, and well known in the area for his photography.

Guides cover price is \$16.95, Atlas cover price is \$9.95. Look for these in your local RV dealership or contact Print Media Services, 1310 Jarvis Avenue, Elk Grove Village, IL 60007 or at [wheelers@yahoo.com](mailto:wheelers@yahoo.com)

Views of the Past Year in The Train Sheet



## Zephyr Project Update: DOME WINDOWS ARE COMING!

By Eugene Vicknair

It appears that one of the biggest difficulties with restoring the Silver Hostel may have been solved:

We have contacted a company that does make one of the two types of curved dome window frames we need for the car. They make the regular single curve frames and can supply them with glass, the proper tinting and weatherstripping! They also make the lower level frames and windows and can provide us with emergency windows that will not require modification of the existing window openings.

In addition, another firm is looking at recreating the teardrop dome frames that this company does not do. If all goes well on the engineering and fundraising fronts, we may have all the windows by this summer and be able to reglass the car.

The quote for the dome windows is in hand and totals just under \$30,000.00.

While this is less than we expected, it will empty the fundraiser bank account which stands currently at just over \$28,000.

This will leave unfunded the reupholstering of the dome seats, painting the dome area, welding and dent removal work on the body and dome interior, recreating the missing side skirts, repairing and restoring the diaphragms and ordering the missing lower level glass and frames, as well as funds needed to work on the 805A,

A supply of the corrugated material that can be used to make the missing skirts is also available.

We are now evaluating the car to determine how much we will need.

Eric Stephens took a close look at the body and noted that most of the dings and scrapes are in the little clip strips that separate the big flutes. John Sanders of Studio Red is currently making a special tool that will allow us to remove these long (up the 85 feet!) strips and reform them to eliminate the dents.

A welder with stainless steel experience has volunteered to come to the museum and perform many of the tricky welding tasks the car needs, including attaching the replacement diaphragm at the lounge end, repairing and reattaching the end doors and welding tears in the stainless steel skin.

The Project has received several Adlake passenger car seats, donated by the kind folks at the Yolo Shortline. While they are not from a CZ car, they are nearly identical to the dome coach lower level seats used in the CZ and have many parts that are interchangeable with the dome level seats of the Hostel.

These seats will prove invaluable in restoring the dome seats we currently have and can provide seats if/when we ever acquire a dome coach. Special thanks to Jim Ley and Hank Stiles for getting up so early to help load them and get them to the museum.

Ed Powell has placed temporary lighting in the Hostel.

Now, with just plugging in an extension cord, people can finally see inside. 805A has not been ignored. If available, money will be budgeted for next year to evaluate the prime mover and determine what it will take to return the FP7 to reliable operation. Hank Stiles is on top of this one and Doug Morgan has been working with several folks to get the last bits of cab glass replaced.

Work over the winter is going to concentrate on getting up to date with the donations and getting all the gifts out. As of December 22, 90% of the donation forms had been logged and every shirt and hat had been mailed. By January 8th, all of the certificates and Life Membership cards will be in the mail.

The buttons and commemorative models

are taking longer due to supply problems.

Thank you to everyone who has been so patient with the slow pace I have set getting your gifts out. Compiling the donation forms and creating and mailing the gifts and certificates has been 95% a one man job and I need to work around my regular profession.

As far as restoration items, we are going to be concentrating on the windows and any items needed to get started on the dome restoration as soon as the snow melts.

Finally, I'd like to thank once again everyone who has helped create this project and move it along. Many folks have been heaping a lot of praise and credit on me, but if I were doing it all, that car would still be sitting in the yard where we found it. So thanks to my co-leads Doug Morgan (without whom none of this would have been possible and a lot of it may not get finished!) and Eric Stephens; to all those who have helped work on the car, including Steve and Kalinda Bechtold, Ed Powell, Steve Stephens, John Sanders and Paul Olguin; to those who have provided the invaluable information on how to do it, including Jon Clark, John Wilson, Roy Wullich and Alan Radecki; to those who have helped with the fundraising and promotions, including Frank Brehm, Dan Kittay, Lolli Bryant, Andy and Gayle Anderson and the staff at Century Graphics; to David Fites and the staff of R. E. Jackson; and to EVERYONE who has donated to the cause! A new, up to date list is at the end of this article.

A final note: the Silver Hostel may be featured in a documentary currently being filmed on the California Zephyr! A quick interview with myself and Eric Stephens was held at the museum on November 11.

The producers may be back to check on our progress with the Hostel and the 805A as their work compiling the documentary continues. No word on when and where it may air, but we will keep everyone posted.



Cleaned and awaiting restoration the dome section will be one of the major attractions of the Hostel when complete.

-Eric Stephens photo



## Western Pacific's Portola Hospital

(Continued from Page 1)



In a photo taken by Eastman's Studio in the early to mid 1940's the hospital can be seen in the upper left. Notice the roundhouse is still present with two ALCo switchers on the turntable lead and a four unit set of FT's is in front of the yard office. August 1957 Mileposts equipment.

On July 21, 1956 Western Pacific indicated that interior improvements to the hospital were about to begin and the exterior would receive a complete facelift in the spring of 1957. Improvements were completed by years end at a cost of \$7000.00 including new asbestos exterior siding, general rehabilitation, and painting inside and out.

February 1957 found the formation of the Western Pacific Hospital Auxiliary, which reflected a growing interest by those in the Portola community wanting to assure the continued successful operation of the hospital. Activities undertaken by the auxiliary included reading to patients, writing letters for them, baby sit for mothers visiting the clinic, act as interpreters for non-English speaking patients, run personal errands, and make small purchases. Additionally volunteers spent many hours labeling medicine bottles, sewing torn linens, and other tasks not normally performed by the regular staff.

The Western Pacific Hospital Auxiliary undertook landscaping of the grounds including trees, a new lawn, and sprinkler system. A feature of the landscaping project was the memorial dedication of a spruce tree on the grounds in honor of Dr. J. D. Coulter who passed away August 23, 1951. Dr. Coulter had served as the division surgeon for 17 years at the hospital.

Since being built patients seeking treatment at the hospital had been split about equally between railroad employees and members of the community having other occupations and not related to employees of Western Pacific. Emergency patients were not the only ones treated at the hospital. Nearly half of the WP employees assigned for treated in Portola for long-term convalescence care and had been transferred from various points on the system between Salt Lake City and San Francisco. A Board of Directors consisting of Western Pacific management and a representative from each of the different labor organizations oversaw operation of all hospitals within the Western Pacific system.

Taken out of service in the early 1970's and declared excess the property was sold. Planning for renovation of the property and buildings is now underway.



In a Miller Photo taken on May 25, 1957 the open entrance to the right hospital building has been enclosed by this time. A new diesel house has replaced the roundhouse and the water tank in the background has been replaced.

August 1957 Mileposts

Information for this article was obtained from the following issues of Mileposts; January 1956, September 1956, August 1957, and October 1957.



This 1957 view of the hospital shows the newly installed siding and what appears to be a new roof. Exterior and interior surfaces had also just been repainted.



## 2000 Santa Trains - A FRRS Tradition Continues

By Steve Habeck.

Dedicated to the late Skip Englert, who first came up with the Santa Train concept.

Once again on the first two Saturdays in December, the FRRS extended its hospitality to the community with the annual Santa Trains. The first evening, Dec. 2nd, got underway following the City of Portola's tree-lighting up town, and resulted in the FRRS volunteers working non-stop for nearly two hours, as a large crowd came down to the Museum to sample cookies and hot drinks, visit Santa in the Beanery, and ride our brightly-lit train. Despite not having any city function scheduled on the 9th, a crowd nearly as large as the previous weekend's came down to enjoy our hospitality. Good weather (clear but cold) also helped bring out the crowds.

As usual, the Santa Train itself consisted of the five cabooses used for the summer train rides, all decorated with white lights outlining their shapes (a scheme devised by Steve Habeck and wired up by Gordon Wollesen), and pulled by our Fairbanks-Morse switcher FR&W 1857, also decked out in lights. The usual high standards of hospitality were maintained by the Beanery crew, serving up hot drinks and cookies by the plateful; the model railroad was in full operation, despite the recent theft of some rolling stock, and the Gift Shop was open for business. New this year was the opening of the WP CZ dome *Silver Hostel* and SN caboose 1632 for walk-through by our visitors, both cars lit up for inspection. Ken Roller has done a great job setting up the interior of the SN 1632 to look like a working caboose, and although it's still a work in progress, it makes a good display.

Of course, the Santa Trains project does not run so smoothly without set-up work. Yardmaster Steve Habeck and his family spent a large part of the Thanksgiving weekend at the Museum putting lights up on the cabooses, a job Steve wanted to finish, since he had been bumped out of Portola as an engineer and had to leave for Winnemucca. Fortunately, the effort put in over the two previous years to put screws on the cabooses, making light installation much easier and faster (and eliminating the use of duct tape!) allowed all five cabooses to be completely decked out after about eight hours' work (about 1/3 of the time it previously took). Cabooses done, Steve headed for Winnemucca to work. He would be back for the weekend.

On Saturday, Dec. 2nd, the first Santa Train wasn't scheduled to run until about 5:30 PM, but Facilities Manager Ken Iverson was at the Museum by 9 AM. The water system for the Beanery had to be filled and vented, the hot water heater fired up, and the locomotive had to be watered up and its hot-start system fired up to preheat the engine, so we could get it to start later in the day. Tasks accomplished, Ken went back home for a while, but was back by mid-afternoon. Meanwhile, Steve Habeck had arrived from Winnemucca, and set about rigging up lights for the 1857, with Tom Graham, Judy McGrath, and Melissa McGrath from Santa Rosa arriving in time to finish all the prep work. The generator for the train lights had to be tested and serviced; the caboose stoves had to be fueled and lit; and the yard had to be

switched to get ready for the train to run. In addition, the Beanery still had to be decorated; the tree Norm Holmes set up had yet to be trimmed, and several lights were burned out in the shop and outside. However, by 5 PM, the Beanery was decorated, the tree was trimmed, the shop lights all worked, the yard was switched, and all was in readiness. Again, somehow it all came together.

Another unseen part of the Santa Train operation is the restoration phase. After each weekend, the Beanery water system must be drained and blown down; the locomotive must be drained (after switching the yard!); the caboose stoves must be shut down; and after the second weekend, the lights must be taken down and stored for next year, the generator put away, and the Beanery returned to normal. While it may seem there is no rush to accomplish these tasks, winter storms can make removal of the lights (and Museum access) difficult. There is typically no list of volunteers to put things away, so it usually falls upon the "regulars" at the Museum to clean up. Help here, as well as with the setup phase, would be much appreciated later this year. Contact Ken Iverson or Steve Habeck if you'd like to get involved in the satisfaction we get out of doing all this work.

The impressive list of FRRS volunteers that played a part in this year's successful Santa Trains includes:

**Cookie Bakers:** Missy Iverson, Edna Ede, Leslie Anderson, Barbara Holmes, June Mathews, Elaine Lucas, Kay Betzer, Marielta Thomsen, Sue Cooper, Bud Edwards.

**Beanery Decorators:** Mary, Donna, Kathy, Jackie, and Jennifer Habeck; Vickie Krois.

**Beanery Crew:** Edna Ede, Missy Iverson, Mary Habeck, Sue Cooper, Linda Brimmer, Donna Habeck.

**Gift Shop:** Barbara Holmes, Norman Holmes.

**Model Railroad:** Ken Roller.

**Train Operations:** Steve Habeck, Vickie Krois, Bob Salling, Tom Graham, Judy McGrath, Melissa McGrath, Ken Iverson, Ed Powell, Vic Neves, Ed Wagner, Pat Brimmer, Kerry Cochran, Eric Stephens, Eugene Vicknair, Frank Brehm.

**Facilities/Support:** Ken Iverson, Tom Graham, Judy McGrath, Melissa McGrath, Norman Holmes, Steve Habeck.



Santa and Mrs. Claus heard many requests during the evening.

-photo by Norman Holmes

<b>Calendar of Events</b>
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**- Portola Railroad Museum -**

P.O. Box 608

Portola, CA 96122-0608

Museum: (530) 832-4131 General Office: (530) 832-1657

Fax: (530) 832-1854

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.*

With the exception of the locations noted in *italic type* all activities are scheduled to take place in Portola.

**January**

6 Board Meeting, 1 p.m.

**February (Grounds Clean-up)**3 Board Meeting, 1 p.m. *Sacramento***March (Museum Opens to Public)**

3 Museum Open to Public, Board Meeting, 1 p.m.

10 Winterail, *Stockton***April (WPRRHS Convention)**6 First Sub Club Meeting, *Niles Depot*

7 Locomotive Maintenance Clinic, Board Meeting, 6 p.m.

27, 28 WPRRHS Convention, *Modesto***May (Crew Training)**

5 Locomotive Maintenance Clinic, Board Meeting, 6 p.m.

5-6 Crew Training, Rules Exam

26 Operating Season Begins

**June (Caboose Trains)**

2 Locomotive Maintenance Clinic, Board Meeting, 1 p.m.

Annual Membership Meeting, 7:30 p.m.

**July (Caboose Trains)**

7 Locomotive Maintenance Clinic, Board Meeting, 6 p.m.

First Sub Club Meeting, *Niles Depot***August (Caboose Trains)**

4 Locomotive Maintenance Clinic, Board Meeting, 6 p.m.

18-19 Railroad Days

**September (Railfan Photographers Day)**

1 Locomotive Maintenance Clinic, Board Meeting, 6 p.m.

3 Operating Season Ends

7 First Sub Club Meeting, *Niles Depot*8 Truckee Railroad Days, *Truckee*

15 Railfan Photographer Day

**October (Preparing for Winter)**

6 Locomotive Maintenance Clinic, Board Meeting, 1 p.m.

**November (Museum Closes to Public)**3 Board Meeting, 1 p.m. *Sacramento*

Museum Closes to Public

**December (Santa Trains)**

1 Board Meeting, 1 p.m. Santa Trains

7 First Sub Club Meeting, *Niles Depot*

8 Santa Trains

# Truckee RR Days

(Continued from Page 1)



Shortly after arrival in Truckee the train was spotted in the clear while the crew took a break prior to spotting the equipment.

- photo by Norman Holmes

40 freight cars, 40 miles of track materials and workman be hauled on sleighs over the pass from Cisco, CA to an area near Donner Lake, then known as Coburn's Station. This idea made nothing but good sense because from that location, later renamed Truckee, work could be continued at the lower elevations with more favorable weather conditions. The construction crews could work west in order to build the summit tunnel and east towards Reno. Thus Truckee was born.

The Western Pacific train of odyssey spent the Labor day weekend, September 3rd, 4th, 5th and most of the 6th in the former SP yard in Sparks, parked. This had not been the plan. The former private car tracks in Sparks, which are located immediately east and north of the Sparks depot, were to be the spotting point for the train. On those tracks, cleaning and other preparatory activities were to be performed. However, when the train arrived in Sparks those tracks were occupied by the construction cars of the Union Pacific rail gang assigned the task of rebuilding the Reno branch from Reno to Parr yard. Their task was the installation of continuously welded rail (CWR) and concrete t i e s .

Therefore, the train of odyssey was relegated to the general areas of the yard on track 17. There the train waited, until the afternoon of September 6th, when the word was given, "prepare to move your train". Steve Habeck and I arrived on the scene in the early afternoon. We were told get the locomotives fired up in order to wye the train because it was pointed east. Siophan Smart arrived at about the same time with some of her friends and loaded themselves aboard the UP 105. Shortly, the 707, with Steve once again at the controls, and the 4404 were on the move with the train heading east to an area known as zone 5, where the Sparks wye was located. The train took the east leg backing down to clear Glendale Ave and then moved ahead on the west leg and proceeded back into the Sparks yard, pulling up to the extreme west end. Here we waited. From here to Truckee, the UP was going to give us a tow with 4 helper units. Around 4 PM the helpers tied onto the 707 and away the train went. I was once

again assigned to the caboose with a UP conductor. My job was to inspect the plain bearing units at Boca and again at Verdi.

April 3rd, 1868 was the official date for the completion of the last link of track on the "Hill" to Truckee. Truckee immediately assumed its importance as a helper station. Here a full 360-degree fully covered roundhouse was installed to protect early day wood burning locomotives from elements while being serviced and to keep snow from filling up the turntable pit. Here too were installed a passenger station, a freight station, car shops and a community to accommodate the growing needs of Truckee as a way station for the railroad.

In Truckee, the helper station saw more and bigger steam locomotives to push and pull the heavier and heavier trains up the hill. At first it was 4-4-0's, 2-6-0's, later 2-8-0's and still later, after the turn of the century, behemoths such as Mallets and 4-8-8-2's. With the diesel age came the SD-9's like the 4404 and today, SD-45 tunnel motors growl their way to the top of the mountains. Same challenge just different locomotives. To all of this, the traditions of railroaders and the mountain have changed little. Truckee is still Truckee and the railroad is still the railroad.

The train of odyssey rolled smoothly through Reno, past Lawton, and on to our first inspection stop at Verdi. Everything was normal.

Verdi had come into being because of the railroad and timber. In this case, there was a lot of timber suitable for railroad ties. Thousands and thousands of ties were needed to build the railroad and thousands more would be needed for future for extensions. Eventually the Verdi Lumber Company was formed and scores of miles of logging railroads were constructed all over the mountains to the north of the Truckee River.

The day of our passing through, Verdi was quiet, the mill was long gone and so were the logging railroads. Verdi is now a quiet bedroom community for Reno.

Off again, the train rolled on until we stopped in Boca,



Generations apart, both old and new EMD products shared the spotlight at Truckee. - photo by Vic Neves

## Truckee RR Days

CA for another inspection. Boca came into being again because of the railroad and some other things including ice ponds. Ice was being cultivated in season, sawn into blocks and used to ice refrigerator cars used to haul produce. Timber was also in the picture and like Verdi, a railroad was to be constructed that would eventually reach back into Smith Neck Valley, to Loyalton, and beyond to the Northern extremes of the Sierra Valley. This was the Boca & Loyalton Railroad.

Everything looked good on the equipment at Boca, so the high ball was given. Like Verdi, Boca was quiet, the southern section of the B & L had been abandoned in 1920 by its then owners, the Western Pacific Railroad.

Further on, our train approached the outskirts of Truckee. A construction company, that is building a giant overpass that will ultimately take highway 89, using a by-pass, around Truckee, had many of its off duty workers lined up with trucks flashing their headlights and blowing their horns to welcome the train to Truckee. Shortly the train entered the Truckee yards and was switched to the lumber company spur on the extreme west end. It was now dark and all agreed that we should just spot the train, cut off the helper power and allow them to proceed with their duties of pushing trains up the hill rather than to start switching. We then tied down our train and piled into Siophan's vehicle and descended I-80 to Reno where we dispersed in our own vehicles to our respective homes.

Nothing much happened on Thursday, September the 7th, but by Friday the 8th we were running out of time. In that AM, Steve Habeck and I made our way to Truckee to start setting up the train as individual displays for the weekend festival. The 707 was again fired up in preparation for switching. About the time we were to start moving the equipment, a very large and new SD-70M, UP 4167 came up the main from Roseville with the WP 2001 and an SP flanger in tow.

The odd little train turned itself on the Truckee Balloon and then cut the 2001 off. Steve then fired up 2001 but couldn't make it load so it was shut it down. It was then decided to simply switch using the 707, where needed, and the UP 4167. Back and forth the switching went until all of the equipment was spotted in just the right way for access by the general public. All this was done under the watchful eye of Truckee Railroad Days Train Coordinator, Siophan Smart. If some car or locomotive didn't look right where it was spotted, that piece was moved someplace else. It was not unlike rearranging the furniture in ones living room.

PRM Superintendent of Operations, Jim Gidley, arrived on the scene along with Dwight Wolfinger from Bend, OR. Once all the switching was completed, it was time to get to work on the equipment. Later, Vic Neves arrived. Arrangements had been made to rent a pressure washer. This machine was turned on the UP business car 105, the VIA cars, with mixed results, then onto the 925 and the 805. Late into the afternoon, worked continued setting up stairs and hitching up the power plant to the VIA cars.

As night descended on the festival site, some of us drifted away for dinner. Steve Habeck elected to persevere and continued to pressure wash. By himself he did the 501, 244, and the 2001 and would have washed one of the cabooses had he not run out of water hose.

Next Month: Coming Home!

## Information Technology System

By Frank Brehm

Over the last year, many volunteer hours have been spent putting together a plan to integrate computers and a networking system at the museum. We are seeing positive steps in this endeavor with the recent purchase of two Compaq Servers that will be the center of the new network. Envisioned in the "Information Technology" plan is the ability of volunteers to use the new system to log hours spent at the museum, track membership status, inventory control, as well as an interactive system for visitors use. We have been fortunate in receiving volunteer help from a network consultant who has agreed to evaluate our plan and make suggestions as appropriate. Site visits are planned with installation of available computer systems beginning right after the first of the year.

Although we have, the basic plan in place much more is needed, with computer systems topping the list. A minimum set of standards for individual computer workstations has been decided upon and we are working on the wiring necessary to bring the system online. This will be a networking system comprised of computers stationed in appropriate areas for volunteer use and also in areas used for the day to day business of running the society.

Computers will be installed in the following areas as availability permits. Two in the office area, two in the operations office, one in the gift shop, two in the library car, two in the planned volunteer lounge area, and two in the planned library research area.

We are also looking at having a minimum of two "touch screen" systems for visitor use which will provide historical information on our society, the museum, and the equipment preserved there.

Systems planned for use in the library will include scanners for transferring paper documents and photos to an electronic format that will be included in a database for easy retrieval by both members and visitors. This will alleviate the unnecessary handling of these documents and photos by those wishing to research historical facts concerning the Western Pacific and other railroads that we might have information on.

What we find now is a lack of funds to expand the basic system that will be in place soon after the first of the year. Two computers have already been donated which meet the minimum requirements with a third possible which includes a Compact Disk Read-Write drive for use in the library car. Software has been purchased and an inventory control system will be put in place to ensure accountability of use by our society. As you can tell by the numbers of planned installations more computers are needed. Think of us if you have an extra computer or components that we may be able to use.

### **Minimum computer requirements are;**

CPU: Pentium class 133 mhz or higher.

Memory: 32 megabytes with a target of 64 megabytes.

Hard drive: 1-gigabyte minimum, target 10-gigabyte.

Video card: 8 megabyte VGA.

NIC card: 10/100 mps.

Monitor: 17" with a 15.7" viewable area.



## Western Pacific Railroad 501



Switching Locomotive

This little engine was the Western Pacific's first diesel-electric locomotive. Sent west by the Electro Motive Corporation in 1939 as a demonstrator, WP tried the locomotive in various locations, liked what it could do, and bought it. This event marked the beginning of the company's push to eliminate steam locomotives. Less than 14 years later, the WP became the first large western railroad to be completely dieselized. This unit worked at a number of terminals, including San Francisco, where it was needed to eliminate smoke and steam while spotting cars inside a can factory.

The 501 was transferred to WP's subsidiary Sacramento Northern (a one-time electric interurban railroad) in 1965 and renumbered 401. There it, and sister locomotive SN 402, eliminated the SN's last electrified freight operation, located in Marysville and Yuba City, California. A "hanger queen" (locomotive from which parts are stripped to keep others running) by the late 1970's, some believed this historic locomotive would never run again. However, in 1980, 401/501 was repaired and sold to Corn Products Corporation in Stockton, California for use as a plant switcher. In 1987, Corn Products donated the unit to Feather River Rail Society. It has since been restored to its original Western Pacific appearance.

**builder**  
Electro-Motive Corp.,  
General Motors

**built**  
August, 1939

**type**  
SW1

**horsepower**  
600

**serial number**  
906

**operating weight**  
201,000 lbs

Equipment Signage

An identified shortcoming of our equipment displays is signage. In an effort to alleviate this problem display boards as shown above have been designed and as the budget permits will be produced for each piece of equipment we have.

## Minutes of Past Meetings

### November 2000

The meeting of the Feather River Rail Society Board of Directors was called to order at 1:10 p.m. at Portola City Hall. Board Members Present: Andy Anderson, Jim Murphy, Frank Brehm, Eugene Vicknair, Ed Wagner, Vic Neves, Hank Stiles, Pat Brimmer (telephonically). The Board immediately convened to executive session. The Board convened to open session at 1:20 p.m. There was no action reported.

Guests Present: Wayne Monger, Norm Holmes, Kerry Cochran, and Eric Stephens

#### CORRESPONDENCE:

Response has been received from Peggy Marquez, owner of the Old Hospital Property, regarding the steps and procedures needed to transfer the property to FRRS; she authorized the appraisal to proceed as proposed. The appraisal was completed, and the property, void of any structures was appraised at \$60,000. Estimate to demolish building came in at \$35,000. Comment was made that it may be better from a historical aspect to consider restoration of the building than to demolish it. The possibility of Forest Service Grants will be explored.

Letter from Kendal Robinson thanking the Society for the letter of sympathy after the death of his father.

E-mail from Ed Bowers, a private locomotive collector from Texas: may have found a US Army VL1000 to trade for RS32. Comment that the RS32 should stay in Bay area. Golden Gate is ready to explore trading the Clover Plot for the RS32.

R.E. Jackson, window manufacturer, can make windows for the Silver Hostel.

#### COMMITTEE REPORTS:

**BYLAWS:** Frank Brehm requests report from Bylaws Committee regarding status of bylaw revision. Committee met in September and they are still reviewing the draft provided by attorney Tom Jacobson. Committee had worked on the bylaws but the Board put them on hold. Committee wasn't aware that it was now again a priority issue. Any revisions to the bylaws need to be voted on by all members. Voting needs to be taken on each individual change not on the Bylaws as a whole. Time line presented to Board at last meeting will be adhered to. Committee will continue to work on changes that will be presented to the board when they are ready, update will be provided at the next meeting.

**TRAIN SHEET:** Awaiting completion of one article. Format has been revised and Feather Publishing will publish it once it is ready. This is the September/October issue. Discussion regarding how long the mailing will take. Group will be e-mailed the date it is mailed to allow tracking of how long it takes to make it through the mail.

**SITE COMMITTEE:** Eugene Vicknair presented recommendations of the site committee. Requests the Board consider finalizing a master facilities plan at the next meeting. Discussion regarding the ability of the board to make changes to the plan even if it is adopted. The Board should have the ability to make changes for unexpected occurrences, i.e. the Magnolia Tower. Agreement that the board should be able to make changes, although once budgeted they are final.

**ORGANIZATIONAL COMMITTEE:** Committee has designed a departmental chart, once this is approved a functional chart will be completed,

after that is approved then reporting relationships will be established, once all this is complete job descriptions will be worked out. The Board should complete all of this with assistance from the Committee. Charts are presented outlining the Departmental Design proposed by the Committee. The board directs the Committee to add a position on the chart for permanent standing committees.

**ELECTION COMMITTEE:** Tom Graham presents a report on the status of the election material. Estimated cost of printing and mailing is \$1,600, this includes two mailings, one for the notice and one for the ballot. After reviewing the schedule of the Train Sheet printing it was the consensus of the Board to utilize the Train Sheet for the nominating committee notice to save on printing and mailing costs.

**FACILITIES COMMITTEE:** Budget for existing lounge car, \$7,000. Locker Car, Santa Fe Caboose will work with minor modifications to the interior, no modification to exterior, budget \$900. Roof repair is complete contractor has come back to fix a few leaks. Gold Mountain and the City each contributed to paving the road from the City Street into the museum. All fire extinguishers have been serviced. Tables have been moved from picnic area. Beanery floor will be painted in spring. Backhoe is ready for snow plowing.

**CALENDAR DATES:** Board Meetings will be held on the 1st Saturday of each month. April through October the meetings will be at 6:00 p.m. November through March the meetings will be at 1:00 p.m. The February and November meeting will be held in Sacramento at CSRM. Membership meeting will be moved up to the 1st Saturday in June.

**GAS CARDS:** Facility Manager will be in charge of gas credit cards, each card will have a log book where date, time, who, how much, what for will be recorded.

**INSURANCE POLICY:** FRRS has a \$50,000 life insurance policy for Norm Holmes do we want to keep it. Consensus is to cancel the policy.

#### OLD BUSINESS:

**MAGNOLIA TOWER:** Amtrak is waiting for letter from UP indicating that UP has no objections to Amtrak letting the tower go. UP says letter was sent but Amtrak did not receive it. UP is now writing a letter to Amtrak addressing environmental concerns. Amtrak wants a letter from FRRS indemnifying them\*(Amtrak).

2:00 p.m. More guests arrive: Steve Habeck, Tom Graham, Judy McGrath, and Gary Hall

Reported that executive session ended with no action, Director Morgan is not here so decision was made to wait for him to be present.

#### NEW BUSINESS:

**GLAD HAND AWARD:** Review of the history of the award and who will nominate recipients.

**LIABILITY INSURANCE:** Need policy in effect by January 1, 2001, info will be provided at next meeting

#### GOOD OF THE ORDER:

December Board Meeting at Portola City Hall, December 9, 2000.

Need to compile a list of Committees and rosters.

Freight Charges for tamper, find out who is paying, and talk to Doug, contract not signed.

No Truckee report, Andy write letter to Truckee.



## Minutes of Past Meetings

### December 2000

The meeting of the Feather River Rail Society Board of Directors was called to order at 1 pm at Portola City Hall. Board Members Present: Andy Anderson, Pat Brimmer, Ed Wagner, Doug Morgan, Hank Stiles, Frank Brehm, Vick Neves, Jim Murphy, Eugene Vicknair. Visitors Present: Norm Holmes, Ken Iverson, Kerry Cochran, Eric Stephens, Tom Graham.

#### CORRESPONDENCE:

1. Correspondence from Peggy Garner of Gold Mountain requested a receipt for the donation of \$5,940 for paving of the museum entrance. Mr. Anderson provided her with a receipt and a letter of thanks
2. Correspondence from a member who attempted to visit the museum after calling and listening to the phone recording that said the museum was open but when he arrived the gates were locked. Although the museum was closed the phone message had not been changed. Mr. Anderson wrote a letter of apology and the phone message has since been changed.
3. Correspondence from member in Pennsylvania complementing the Master Plan.
4. Correspondence from Union Pacific indicating their corporate policy of not donating services/equipment at this time.

Various types of correspondence are being received from members indicating that they feel they should be receiving routine correspondence and literature from the Society. Estimate that a dozen complaints have been received along with e-mails asking where membership cards are. Board was notified that membership cards are running one year behind. Membership also expects four issues of the Headlight each year. Some members indicated that they would not be renewing their membership due to these delays.

#### FINANCIAL REPORT:

Will be given at January meeting.

#### MINUTES:

Motion and second to approve the minutes with the addition of Ken Iverson to the list of visitors. Unanimously carried.

#### COMMITTEE REPORTS:

**HEADLIGHT:** Frank Brehm reports on efforts to get publication of the Headlight back on schedule.

**MEMBERSHIP LETTERS:** Eugene Vicknair reports on printer delays and format changes, if printer cannot meet end of year deadline he will find another printer.

**BYLAWS UPDATE:** Kerry Cochran reports that the report made at the last meeting has not changed and the time line will be adhered to.

**ORGANIZATIONAL CHART:** Gary Hall is absent, tabled to January.

#### OLD BUSINESS:

**2001 CALENDAR FINALIZATION:** Will be e-mailed to the Board in a word document.

**MASTER FACILITY PLAN:** Eugene Vicknair reviews Master Facility Plan, discussion regarding priorities and timelines that need to be put in place. Motion and second to have site committee, including Andy Anderson and Jim Murphy, meet with Dan Brady and then the UP to discuss lease and clean up of property, unanimously approved.

**MAGNOLIA TOWER:** Report by Vic Neves; waiting for UP's ok to move.

**LIABILITY INSURANCE:** Will have four proposals by December 31, 2000, may need special meeting (teleconference) to approve.

**W.P. HOSPITAL PROPERTY:** Transaction will be finalized by December 31, 2000.

**TAMPER MACHINE:** Yreka Western will pay, or possibly has already paid, the transportation costs. They would like to extend the lease. No objections to extension of lease.

#### NEW BUSINESS:

**GLAD HAND AWARD:** No report.

**W.P. GP 20 PURCHASE:** Will pursue possibilities of donation.

**SILVER PLANET LEASE:** Will research possibility of lease and develop a business plan.

**CLASS I RR'S:** Will prepare letter to be approved at January meeting, inquiring about donations from Class I RR's.

**MODOC ACADEMY:** A policy and procedure manual will be developed and submitted to the board for approval. Any use of the grounds or equipment, for training, movie shoots, etc., will only be approved if all requirements of policy are met. Modoc Academy will not return.

**CONTRACTS OFFICER:** Andy Anderson will continue to use the assistance of Doug, the attorney and anyone else necessary to develop contracts.

**SAILBOAT DONATION:** Sailboat will be accepted as donation. Handicap Lift Fund raising will be started for a handicap lift honoring Skip Englert.

#### ADJOURN:

The meeting was adjourned at 4:05 p.m.

**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



This view will probably never be repeated. Near Shed 10 UP 4167 West pulls our WP GP20 2001 and an ex-SP flanger towards Roseville on Sept. 11, 2000.

- photo by Vic Neves

Address Service Requested

Portola, CA 96122-0608

P.O. Box 608

Feather River Rail Society

**The Train Sheet**

NonProfit  
U.S. Postage Paid  
North Highlands, CA  
95660  
Permit No. 278