

FEATHER RIVER RAIL SOCIETY AGENDA REPORT

DATE: February 24, 2003
TO: Board of Directors
FROM: FRRS Site Committee
MEETING: March 1, 2003
ITEM: Site Committee Report
SUBJECT: Additions and Modifications to Site Plan

At the February 2003 Board Meeting, the Site Committee was asked to review several facilities issues before the Board. They were:

1. Layout of Volunteer Support Area (ie: Shower Car, Locker Room Car, Sleeper Car, etc.)
2. Whether Silver Debris should be converted to Lounge Car.
3. Temporary usage of old Gift Shop as Visitor Lounge/Meeting Room.

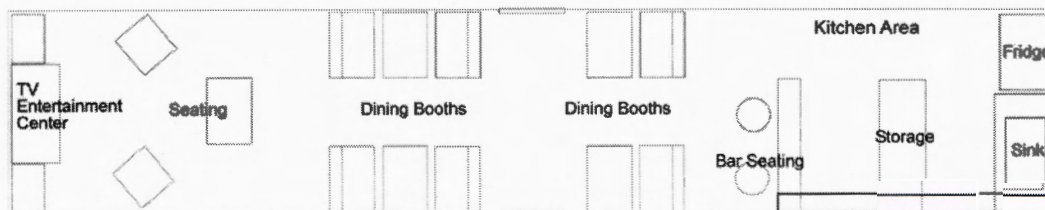
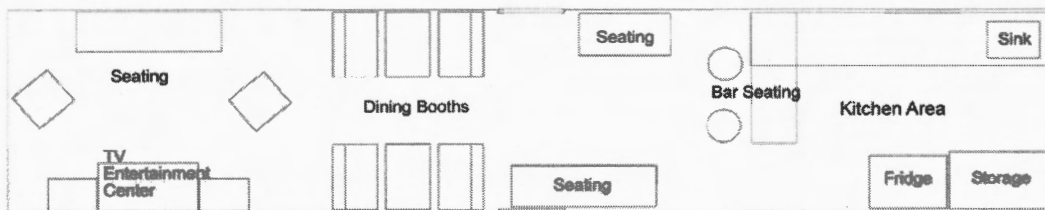
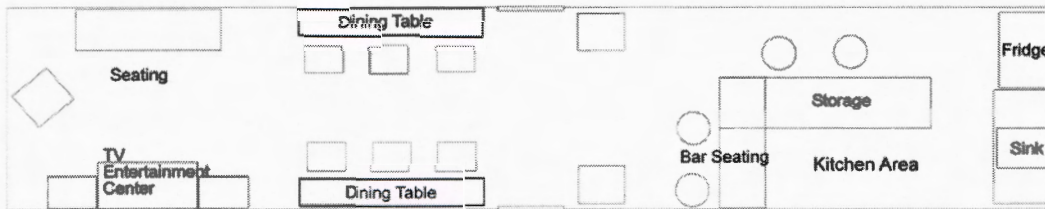
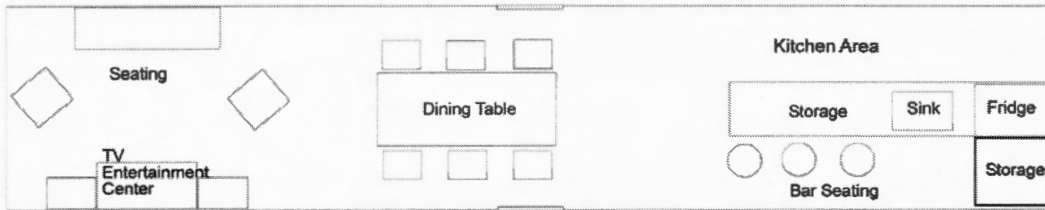
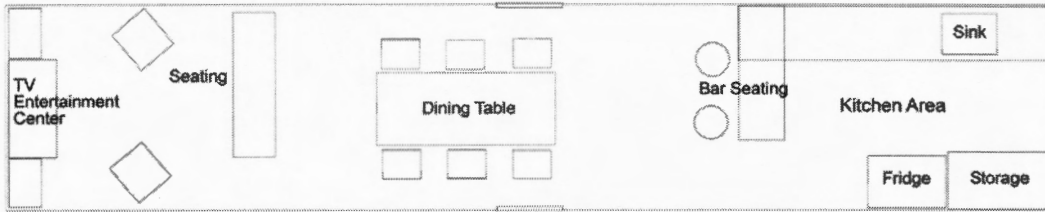
The recommendations of the Site Committee are as follows:

Volunteer Support and Lounge Car/Silver Debris

We recommend that the Union Pacific outfit car, commonly called the "Silver Debris", should be converted into a Volunteer Lounge car, allowing the VIA Lounge to be reserved for other events and uses. Benefits include allowing a more comfortable environment for the volunteers and not losing use of the VIA Lounge. Due to building code issues, we cannot put a stove or oven in the car, but a microwave, small sink and refrigerator are possible and should be included. To improve the environment of the car, the walls should be furred out, insulating and drywalled; the current windows should be replaced with new windows; and the wiring should be brought up to code. Future improvements should include lowering the ceiling and adding heating and air conditioning to the car.

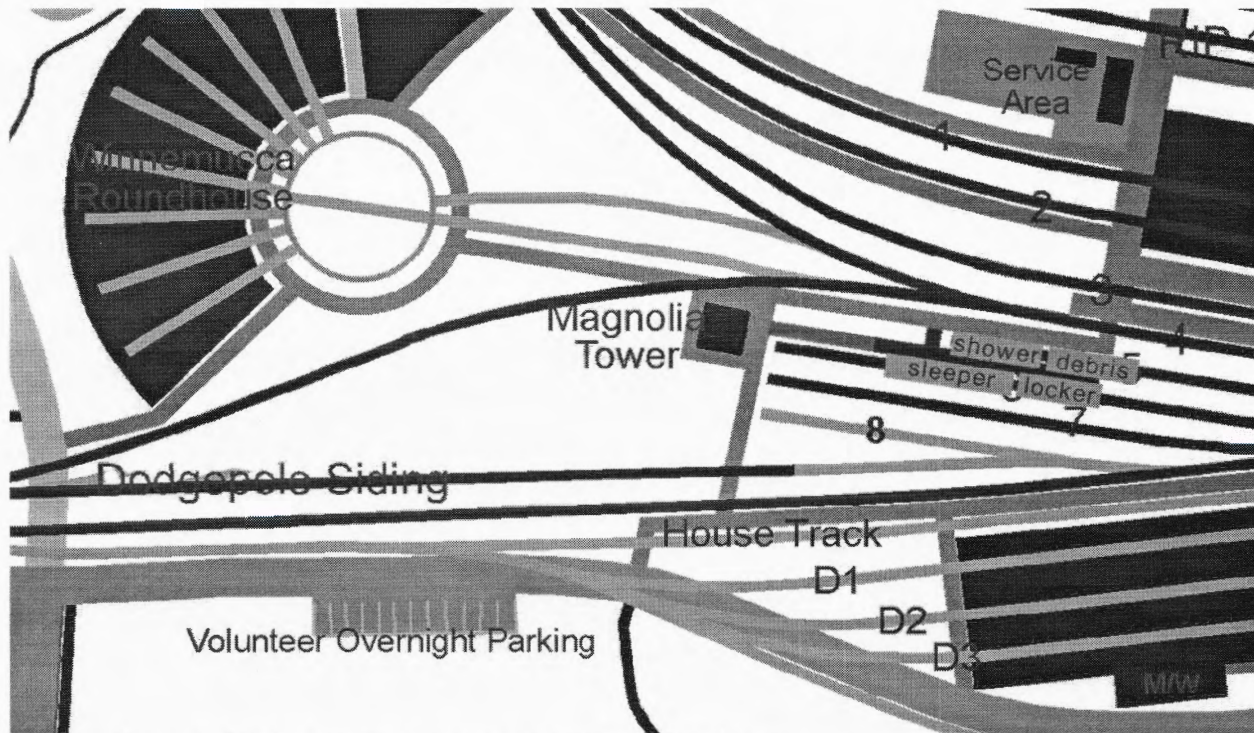
An extension of the deck should be constructed to connect to the Lounge Car/Silver Debris. Once the deck and its new access on the west end are completed, the stairs on the north side of both the Shower Car and Lounge Car should be removed. This will improve the public appearance, provide better access control to the volunteer areas and provide more pedestrian space along track 4.

Preliminary Layouts for Volunteer Lounge Car



The locker room caboose (ATSF) should be swapped to the east end of the Sleeper Car and access to it be built from the deck. The sleeper can be moved a little more to the west to provide more space on 6 rail.

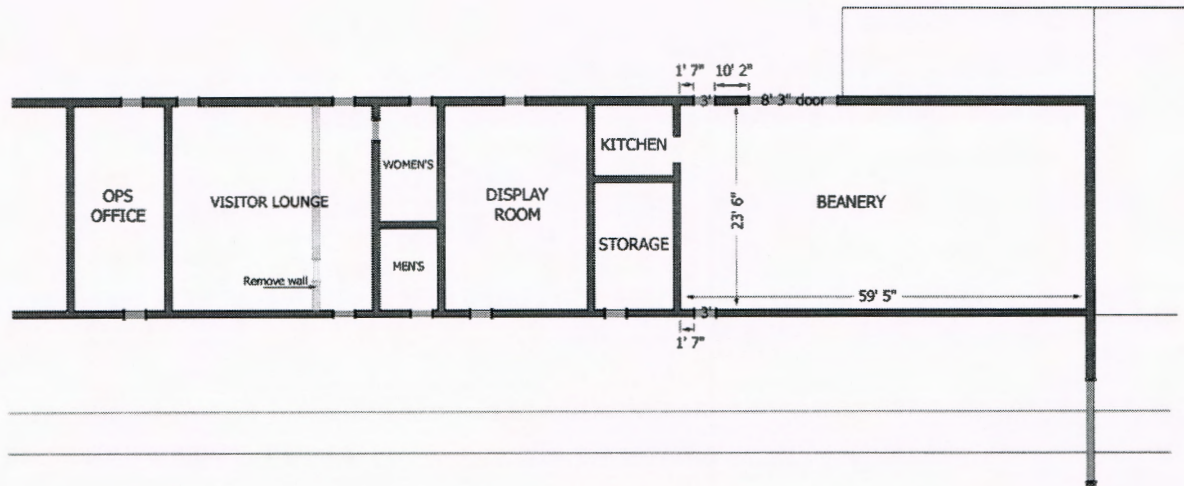
Finally, we recommend the addition of a dedicated Volunteer Parking area along the hillside near where the Parking Lot Display track will start. This will have a walkway directly to the cars and the deck.



proposed layout of Volunteer Parking and Volunteer Support Area

Visitor Lounge/Meeting Room

Until we put in the new restrooms, the committee recommends that the old Gift Shop should be opened up and used as a Visitor Lounge/Meeting Room. The false wall between the Gift Shop and hallway should be removed and the room repainted and cleaned up. Eventually, the ceiling should be dropped to the final height needed for the restroom conversion and other preliminary work done as time permits. Some small tables and seating for visitors should be acquired and the room set up to be configurable into a meeting room for Board Meetings, etc. As an added amenity, Baby Changing tables should be added to both restrooms. These plastic, fold down tables are about \$150.00 each.



MODIFICATION TO ADOPTED MASTER PLAN

Frederick Whitman Display Building

In the currently adopted Master Plan, a small pole barn is to be located over the RIP tracks directly north of the Diesel Shop. In consultation with the Roadmaster, the Site Committee feels that there is space available near the east end of the RIP tracks to allow a reconfiguration of the tracks to allow a larger, true display building to be erected. Members John Walker and Wayne Monger among other have reported to the committee on such buildings at other RR museums.

We recommend that the Pole Barn at the north side of the Diesel Shop be removed from the Master Plan, or redesignated as a temporary structure, and the new larger display barn be substituted in the plan as the goal of the FRRS. The proposed building would be about 270' long and have 4 tracks. It is capable of holding 1 GP, 3 freight cars and 1 caboose or 2 GPs and 2 cars and caboose on each track. The tracks would be reconfigured as shown in the drawing to allow sufficient walkways between them for the public. These tracks would connect to the Old Town Extension on the east to allow switching of the RIPs from that end. Roadmaster McClure believes this is doable. We would just need use of a small piece of additional land that is under UP ownership and not on our lease, mostly for the road behind the building, which would be jointly used with the UP. The building itself and all track reconfigurations except the Ramp Track are completely on our land.

The building itself is proposed to be a steel frame structure equipped with restrooms. It would contain space for relevant displays and have roll up doors on both ends. Exterior design should reflect architecture found on the WP system. The Sacramento Jeffery Shops would be an ideal model for the form and look of this building.

We further recommend that the building be named in honor of WP Presidents Frederic B. Whitman or Edward T. Jeffery.



map shows reconfiguration of east end tracks and site of adopted pole barn plan

The final Master Plan book is being completed and will soon be made available to grant organizations and the Union Pacific Railroad. The cooperation of the UP in particular is vital to negotiate the needed property control to allow development of the site.

The Site Committee would like to stress to the Board that we feel it is vitally important that several actions need to occur with regard to the FRRS and the PRM. First, the FRRS needs effective control of the PRM site, enough interest and control to satisfy grant making organizations. Second, the FRRS needs to acquire further buffer land to protect the museum from encroachment and allow the development of a true excursion line, particularly from Old Town Portola. Finally, a second site, owned by the FRRS, available as a secondary storage site and a back-up should we ever need to leave the PRM site should be explored for acquisition.

Submitted February 27, 2003

Wayne Monger
 Vic Neves
 Eugene Vicknair, chair