

*From the Desk
of the President*



From my perspective, the Society has reached the turning point we all expected to see, where the FRRS begins the transition from acquisition to maintenance and preservation. We are not reinventing the wheel here; other groups and organizations have made this change in philosophy and have succeeded and we can learn from their experiences. One of the more obvious indications of this process has been the proposed sale of VIA "B" unit 6860. This issue has been a topic for discussion nearly continuously since it was first raised in November 1996, mostly because of the strong convictions and unwillingness to compromise by several members and Directors. In the last issue of the Train Sheet, an editorial was run that was viewed as being very one-sided on this issue and included the results of a vote to sell the 6860, listing each Director's vote. Unfortunately, this issue also contained the election ballot; it was therefore inappropriate that this article was run, especially without any commentary from the opposing point of view. I apologize to the Directors and the membership for its occurrence.

In this issue of the Train Sheet there is a commentary on the opposing viewpoint concerning the B-unit sale. Please read it and review the article from the last issue and let your Directors know what you think. We need your input, I am finding these to be challenging times as a Director. Thank you.

Steve Habeck



Ken Reller at the controls of our model railroad layout while explaining the operation to Don Borden.

**A WORD FROM
YOUR EXECUTIVE DIRECTOR**

Dedicated volunteer help - often we hear, "if we only lived closer, we could help at the museum". We are a long way from most of our members, but a few don't let that problem keep them from coming to Portola to volunteer their time and talent. A few examples:

Peter Lyman drives 535 miles from Pasadena several times a year to do mechanical work on the locomotives, Dave Bergman either drives or flies to Reno from Southern California to do plumbing and participate in the operating crew. Tom Graham lives in Santa Rosa and helps with mechanical work and as an operating crew member twice a month, Kerry Cochran and Jack Palmer often drive up together from South San Francisco to be on the operating crew. John and Judy Whitaker drive up from Bishop for many operating weekends.

We have sleeping accommodations and a shower car for members to stay overnight, if you can spare a week or two or even a weekend we'd be happy to have you. Call it a working vacation. We have something for everyone.

Norman Holmes

SPECIAL FUNDS STATUS

	<u>Additions</u>	<u>Balance</u>
Building	-	16,665.25
WP GP9	390.00	12,144.75 (1)
SP 1215	20,040.00	22,595.24 (2)
UP 737	-	-
IR 110-1	-	-
UP 105	240.00	290.00 (3)
CTC Board	20.00	220.00 (4)

- (1) Richard Sullivan, Ed DeLozier, Roger Arnold, Mark Cooper
- (2) Bill Garner, Brad Fick, Cash Grant
- (3) Foster Maxwell, Chuck Sted, visitor donations
- (4) Phil Wyche, Jr.

SEASON OPENING



As usual, our Memorial Day season opening had some cool, damp weather. Train ride ticket sale revenue for Saturday and Sunday was donated to the "Save Lake Davis" group. The California Department of Fish and Game proposes to poison Lake Davis to eliminate the Northern Pike fish. This is where Portola receives much of its water supply. This poisoning would possibly be detrimental to humans, hence the community opposition to the plan. The poisoning is on hold at this time.

Train crews for the holiday weekend were: Steve Habeck, Gordon Wollesen, Jim Gidley, Jack Palmer, Kerry Cochran, Don Borden, John and Judy Whitaker, Melissa and Judy McGrath, Chuck Dunlap, Tom Andrews, Tom Graham and Paul Finnegan. The Gift Shop had Barbara and Norman Holmes and the Beanery was staffed by Sue Cooper and Lolli Bryan. Ken Roller ran the model railroad.