

The Train Sheet



Preserving "The Feather River Route"

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

Issue No. 78

March/April 1996

WP 805A and WP 2001 Look Great



Face to face. FP7 WP 805A faces the newly restored GP20 WP 2001 at the west end of the FRRS engine house on track 2. Since this photo was taken in 1995, the WP 2001 has had some more detail work done over the winter. Photo by Don Clark.

Inside this Issue:

- Acquisition of switch parts.
- FRRS is on the Internet.
- Pacific Limited Update.

The Feather River Rail Society

The Portola Railroad Museum

Preserving the Memory of

"The Feather River Route"

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

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

The Feather River Rail Society, a tax exempt public benefit California corporation, is the historical society for the Western Pacific Railroad and operator of the Portola Railroad Museum in Portola, California. The FRRS is not associated with the Union Pacific Railroad.

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

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FRRS Membership

Associate----- \$15
Active----- \$30
Family----- \$35
Sustaining----- \$75
Life----- \$300
Family Life----- \$450

These are the dues for one year. Life and Family Life memberships are a one-time payment. Associate members do NOT have a vote and do NOT receive the Headlight, all other members do. Associate, Active and Life memberships are for ONE person only. Family memberships may include all members of one's immediate family, but there is only one vote. Sustaining and Family Life memberships are for a maximum of two people and two votes.

FRRS World Wide Web Page:

<http://members.aol.com/cyborgsam/frs>

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March/April 1996

The Train Sheet

Issue No. 78

From the Desk of the President



So far, this year of 1996 has been one of dynamic progress and movement for the FRRS, and our summer season has yet to begin! The first of CMO Hank Stiles' maintenance clinics on April 6 & 7 was well-attended, and much work was accomplished (see Hank's report in this issue). The first crew training session on April 27 also drew an enthusiastic response, so much so that the rules exam had to be given in two shifts, due to not enough tests available!

Enclosed with this issue of the Train Sheet is the ballot for the 1996 election for five seats on the Board of Directors, and two bylaws change proposals. One of these proposals creates a Western Pacific Railroad Historical Society as a subsidiary of the FRRS, and also creates a new membership class, Historical. The Board of Directors strongly recommends approval of this proposal; we feel it adequately addresses a long-standing issue within the FRRS. We also recommend approval of the other bylaws change proposal, establishing 3-year terms on a 3/3/3 rotation for the nine elected Directors. Remember to return your ballot by June 22, 1996 or bring it with you to the FRRS annual meeting, which will be held that evening (Saturday, June 22, 1996) at the Museum. On behalf of the Board of Directors, I'd like to thank all of you for your continued support of the FRRS, and I hope to see you at the annual meeting.

Steve Habeck

Available Back Issues of the Headlight

- Issue 2 Joint issue with the Freight Car Journal; WP freight car roster; color. 28 pages, \$5.00.
- Issue 5 The Reno branch; M-K remanufactured GP35s and GP40s; the Charles O. Sweetwood car; mill gons. 48 pages, \$4.00.
- Issue 6 M-K remanufactured GP40s, part 2; Budd RDCs; cupola cabooses; 1970 freight car roster. 52 pages, \$4.00.
- Issue 7 Western Pacific FT 50th anniversary issue; color cover. 48 pages, \$5.00.
- Issue 8 Working the Sperry Rail Detector Car on WP; GP 35's; modeling WP ex-MILW boxcars. 36 pages, \$4.00.
- Issue 9 WP History; Merger 10th Anniversary; Complete Western Pacific steam and diesel locomotive roster; color on cover and interior. 96 pages, \$12.95.
- Issue 10 War time, Beer cars, Shafter, GP-35's. 36 pp. \$6.00.
- Issue 11 Train dispatching on the WP, Fifty foot single sheathed automobile box cars, WP employee magazines. \$6.00.

Headlight issue #11 is the most current issue.

Back issues of the Train Sheet are available for \$1.00 each postpaid.

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

A Word From The Executive Director

There has been some discussion over the years whether there should be a separate organization to be known as the Western Pacific Railroad Historical Society. Most, if not all, railroad historical societies do NOT have a museum to support. Some have a few pieces of equipment under their care, but the main focus seems to be to collect printed material and photographs and to publish periodicals relating to their chosen railroad.

I believe the Feather River Rail Society is unique among railroad historical societies inasmuch as we publish the Western Pacific Headlight (now that it is back in production) and we have preserved a very impressive number of locomotives and cars from the Western Pacific. And we have a place to operate them. In addition, the large amount of printed material and other artifacts we have collected on the railroad are stored in one location. Granted we still have a long way to go to make this material accessible to researchers and the public, but at least it is not stored in various members' garages, basements, etc.

To address the concerns of some members and non-members who have no interest in the museum as such, we have proposed that there be established an additional membership category - that is "Historical Member." The dues would be \$22 and would be for four issues of the Western Pacific Headlight magazine. There would be no other member benefits except to receive the Headlight.

I would urge you to make an affirmative vote on this by-law change. I do NOT believe that fragmenting our Society into two separate organizations would be in the best interest of "Preserving the Memory of the Feather River Route."

Sincerely, Norman W. Holmes

Attention FRRS Life Members

A new class of membership now exists called Family Life. This allows a maximum of two people and two votes.

Everyone who was a Life Member prior to October 1, 1995 may upgrade to Family Life AT NO CHARGE and AT ANY TIME simply by writing a letter requesting the upgrade, and listing the second person, and by sending the letter to: FRRS Membership Chairman, P. O. Box 608, Portola, CA 96122.

This effectively means that no spouse of a life member requires their own separate membership any more.



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Phone number for appointments: (916) 832-4532.

Preservation Column...

Back to Budgeting our Resources

By David Dewey

Another important resource is our people, from the board of Directors down to the member whom we only know by their name on a mailing label. Each one is valuable to the society and each has a unique vision of us. It is this combination of visions that gives our society its dynamic, active persona that allows us to do so many things (like keep a fleet of locomotives running, staff excursion trains, etc.).

People are one of, if not the most, difficult resource to deal with. We are not going to discuss managing people-- people hate to be managed - budgeting the human resource is about respecting, rewarding, and guiding passions of the people who share our goals. Some might call this the "Three R's" of volunteerism - Respect, Reward, Restrain. Most of us hate that last word, because it involves rules and procedures.

Rules and procedures are a pain in the neck, but in the climate we work in they are necessary if only to keep people from getting hurt -- safety rules and training plans. There are also procedures that direct how our energies will be used, like project planning, or locomotive start-up routines. This last example also shows respect for the artifact.

By forming these guidelines, we also show respect for each other's visions and the value of their time. This can also prevent the modern malady known as "micro-management" where many others jump onto the decision process eating up everyone's time, and not changing anything anyway. By creating procedures and respecting decisions formed by following them, individuals are "empowered" (don't you love the modern buzz words -- this really means the person made a decision, it wasn't second-guessed and he/she feels that their thinking is valued and they are trusted to "do the right thing").

So far it sounds like I'm talking about stuff that involves working on things (artifacts for you intellectual types -- who me??), but it's actually valid for any part of the society. Board members who do their homework before the meeting show respect for the group by saving time and keeping the meetings under five hours. Having someone in the museum while it's open respects the visitor and protects our stuff (artifacts again!). Working rules for the operation of trains protects everyone, members, visitors, the staff.

By having these guidelines (notice I dropped 'Rules,' they're still there, but 'guidelines' sounds better) set down and available to everyone we show that we care for "our people" and we expect them to show the same care for each other. It is a two way street, but I think that the society gets the best end of the deal.

Before I close this month, I want to note that Spring has sprung, and so have gas prices! Typically when this happens, casual weekend driving drops off, so we'll need everyone's help keeping the museum's activities going. Invite a friend, car-pool with another member, tell a stranger about the Rent a Locomotive program. And most of all, thanks for your support.

FRRS Member Benefit

All FRRS members in good standing receive a 10% discount on all items purchased in person or by mail from the FRRS Gift Shop. You must ask for this discount when making the purchase.

C.M.O. Report

By Hank Stiles

Once again it is my pleasure to report to our membership about our Mechanical Department.

Our Locomotive Maintenance Clinic went very well. I was very pleased with all the help. Helping that weekend were Chuck Barker, Jim Gidley, Sr., Tom Graham, Steve Habeck, Dan Ogle, Jim Ley, Lolli Bryan, Ken Iverson, Norm Holmes and Gordon Wollesen. Please, if I did not list anyone that was there, let me know, I want to make sure no one is left out.

The Maintenance Clinics, I can see, are going to be a big help in keeping our equipment in good, safe, operating condition; thanks go to all who have the time to come up to the museum, work, and have a good time doing it.

Since the last report much has been happening, the WP725 is now in service at Portola. Having had a complete inspection, oil sample taken (oil is in very serviceable condition, a \$900.00 savings), and a bell and whistle installed.

It was my pleasure to put the engine IN SERVICE. Just in time, as the WP707 has had an alternator failure. This puts it OUT OF SERVICE until repairs are completed. That is the way it goes when you run museum pieces. (I wouldn't have it any other way.) I will have to spend some more time on this. We hope it is not an expensive or labor intensive problem. We will keep our fingers crossed.

We have had more problems with the WP731. We had no problem starting this unit up, but it wouldn't load. It also had alternator problems. It turned out to be sticking brushes on the slip rings. (No such luck on the WP707). After that was taken care of the unit would load but the battery charging system would not function. Thanks to Dan Ogle who did a little troubleshooting, we discovered that the battery charging contactor had an open circuit in the winding. He removed it from the electrical cabinet and Lolli Bryan took it to a Sparks, NV shop where Dan had it repaired at his own expense, this is not the first time he has done this. THANKS AGAIN DAN. On April 20th we started WP731 up (after a prelube, heating the crankcase and flashcocking). Everything worked as God and EMD intended, so we warmed it up well and took an oil sample. If that comes out well this unit can also be put IN SERVICE.

The WP2001 was also pulled out of the shop on April 6th, batteries were installed and an inspection was done. On April 7th after prelube, crankcase heating and flashcocking, we tried to start it. After installing new fuel filters and resetting the emergency fuel cutoff, she fired up to a lot of cheers from all of us. The brakes worked just fine, it would load but would not respond to the throttle. Thanks to Jim Ley, we think that it has a bad Engine Run Switch on the control stand. At that point we ran out of time, so next time that is where we will start off. It had a lot less problems than I thought, for an engine that has sat unused for five years. Good things take time, and you should see her sparkle in the mountain sunshine.

Engines also worked on include FR&W531 (electrical cabinet), VIA6776 (air brakes & governor), and FR&W1857 (fuel pump).

That's all for this report, I hope to see all of you on June 1 & 2 for our next Locomotive Maintenance Clinic.

Until next time

Hank

Pacific Limited Report

By Steve Habeck

Reports from the Pacific Limited office in Salt Lake City indicate that the sales for the two trips on the Union Pacific this summer and fall are steady and growing. The car host selection process is now underway, and PLG Crew Chief Bob Harper has reported that he has enough volunteers for the Branson trip, but fell short on the Iowa trips. PLG will ask for assistance from several interested groups in the Midwest to complete the staffing of the train.

Closer to FRRS territory, Pacific Limited, in conjunction with the American Cancer Society, is sponsoring an Amtrak excursion running from Sacramento to Dunsmuir and return on Saturday, June 15, 1996. This trip will utilize Amtrak West's excursion train that is kept in the Bay Area, and will consist of 2 F40PH's, eight coaches, and a cafe-lounge, staffed by Amtrak personnel, and will run on the SP. See the enclosed flyer for complete details. Pacific Limited was able to put this trip together on rather short notice when Amtrak's train became available. We had been considering this option for some time, due to the UP equipment being unavailable because of business specials and the Olympic Torch Train. The Railroad Days people in Dunsmuir are thrilled to have this train running in conjunction with their event, although Sacramento's Rail Festival is on the same weekend.

GP9 Fund

Our GP9 fund now has \$10,232.75 in the account. Donations to this fund have slowed down considerably and we would like to be able to replace the funds borrowed from savings to purchase these important additions to our collection. The following people donated to this fund during March and April:

Jim Atkins
Lloyd Cornell*
Ed DeLozier*
Robert Dobbins*
Robert Doyle
James Duncan
Jon and Lynne Haman*
Philip Heckmann
Darel Johnson
D. Peter Lyman*
David Mihvec*
Ken Noren*
Warren Richards*
Charlotte Rodgers*
David Rowe
John Stein
Kent Stephens
Robert Stevenson
Noland Suddeth, Jr.*
Terry Taylor
Jack Tomczak

* indicates a donation of \$100 or more

New FRRS Members

Please welcome the following new FRRS members:

Neil and Sharon Aiken, Santa Maria, CA
Ken Anderson, Cerritos, CA
Roger Arnold, Panama City, FL
Ed Austin, Salem, CO
Chuck Barker, Calpine, CA
Mr. & Mrs Jack Belgum, San Anselmo, CA
Raymond Blach, Angwin, CA
Frank Brehm, Antelope, CA
Jerry Buzzell, San Jose, CA
Bill Chapman, Santa Cive, CA
Bruce Conklin, Logan, UT
John Conrad, Alamo, CA
Richard Coz, Rocklin, CA
Ken Feil, Carmichael, CA
Malcom Frazie, Center Harbor, NH
Michael Gallagher, Lafayette, CA
John Grable, Blacksburg, VA
Jim Hill, Grover Beach, CA
Mike and Kay Johnson, Bishop, CA
Ken Kenyon, Los Angeles, CA
Bill Kepner, Ft. Collins, CO
Larry Klein, Pittsburgh, PA
Paul Mangelsdorf, Roeland Park, KS
Joe Mann, San Jose, CA
Bob McCoy, Olympia, WA
Thomas C. Mitchell, Los Gatos, CA
Mark Nichols, Essex Junction, VT
Ken Nissen, Lakewood, CO
Timothy O'Connor, Marlboro, MA
Robert Oates, King City, CA
Jerry Obert, Freeport, IL
Richard Otoski, MD, Klamath Falls, OR
Edward and Jean Perkins, West Covina, CA
David Potter, San Leandro, CA
Richard M. Priest, Sparks, NV
Bob Regán, Alameda, CA
Rob Roberts, Rohnert Park, CA
Larry Schievelbein, Taylor, TX
Jim Senese, Claremore, OK
Richard Silver, Redwood City, CA
Phil Torgeson, Colleyville, TX
Charles Wickman, Minnetonka, MN
Patrick C. Wider, Chesterfield, MO
John Wilson, Harvey, LA

New FRRS Life Members

The following people are the newest FRRS Life Members:

Dale Meyers
from Culver City, CA

Paul Finnegan, Kenneth Finnegan and Kristina Finnegan
all from Sunnyvale, CA
Thank you people.

CASH Donations CASH

These donations go into our general account to pay ongoing operating expenses, thanks people.

Mark Acuna
Wayne Acuna
Scott Becker
E. A. Benjamin
Wayne Cohen
Donald Davella
R.A. Funnell
William and Edna Garner
James Hollett
Bob Jekel
Joshua Kennedy
David Krieger
Dale and Jeannie Meyers
Leonard Rimicci
Wayne Sheldon
Robert Stevenson
George Stuart
(Through United Way of Los Angeles)
Tom Veltman
Erick Wright

Switch Parts

By Norm Holmes

Switches are properly called "turnouts," and we were in need of same to increase our storage tracks. In 1994, Wayne Monger contacted the company that now owns some of the land that used to be the Oregon & Northwestern Railroad in Burns, Oregon. Left on the property was a complete turnout and about 300 feet of track. We made a deal to purchase the turnout complete with all hardware for \$1,500. Wayne was to go to Burns and load the turnout and the rail onto a truck. However, because of his work and weather, the project was postponed until last month.

In the meantime Wayne was in contact with the Oregon Eastern, who operates a short remaining segment of the old Union Pacific branch. They were interested in obtaining one of our drop tables that we acquired some years ago from Salt Lake City. It seems that they also had a turnout that they would be interested in trading for one of our drop table units.

In early April, Wayne was able to go to Oregon and prepare the turnout for loading. Norm Holmes (with the help of Ken Iverson) used the Little Giant crane to load the drop table parts on a truck bound for Vail, Oregon. At Vail, the Oregon Eastern unloaded the drop table, loaded the turnout and drove it to Burns. At Burns, Wayne and Linda had the turnout and rail ready to load, however wet ground and some re-loading work delayed the movement an extra day.

On April 11, 1996, the truck arrived at Portola and unloading began. Again the Little Giant was utilized with Norm working the crane and Ken Iverson, Gordon Wollesen, Bob Lindley and Ken Roller helping to unload the material. Included in the deal, but not charged for were four track push cars and two single car air brake testing devices.

Related Story

Not associated with the above transaction was the acquisition of 34 switch ties. This was a deal worked out by Bruce Cooper with a local Portola feed supply firm. It seems that they purchased a load of ties from the Union Pacific and they turned out to be switch ties. Regular eight foot ties are what most people want to buy. As we have a good supply of eight foot ties, we traded two regular ties for one switch tie. A good deal for both parties. Now we need some bodies that would like to learn how to lay out a turnout and lay track...

Feather River Railroad Days

This annual event will be held in Portola on August 17-18, 1996. The Grand Marshall will be Chuck Yeager. The parade starts at 10:00 AM and will probably also have our M60A3 tank operating in the parade again this year. This is Portola's largest public event and produces our Museum's largest visitor days. As usual we will have several model railroad layouts and operate two passenger trains. We can use all the volunteers we can get for this important event. Plan to be in Portola for that weekend, if possible.

The FRRS Goes On Line

In keeping with the information superhighway, 2 FRRS members have established world wide web sites on the Internet that are of great interest to FRRS members.

Sam Hershbein has created a world wide web page that is the FRRS' home page. It has all kinds of information about the Museum, including new equipment arrivals. It has information about the Portola area, where to stay, where to eat. It has stories from his visits to the Museum, including "renting" a locomotive. It has photos taken around the Museum. It is a wealth of information about the Museum and Portola. He updates it regularly, so that this web page is a valuable source of information for anyone interested in the Museum. We thank Sam for his generosity in creating and maintaining this web site for us. Here is the URL for this web page:

<http://members.aol.com/cyborgsam/frrs>

You can send email to Sam at:

CyborgSam@aol.com

Also of interest to FRRS members is the web page set up by Frank Brehm. It is a Western Pacific home page set up by Frank as an information source for people interested in the Western Pacific. It has complete information on the FRRS, including indexes of back issues of FRRS publications. It has many, many links to other web sites that might be of interest to WP enthusiasts. It is also a top notch web site. Here is the URL for Frank's WP Home Page:

<http://www.calweb.com/~fbrehm/index.html>

You can send him email at:

fbrehm@calweb.com

The FRRS thanks each of these generous people who have set up these web sites with their own initiative. They both benefit FRRS members greatly. Thanks guys.

FRRS Gift Shop Activities

During the fall, winter and spring months there are a number of train shows that we attend, selling our merchandise and introducing people to our museum. Due to Roger Aten's recent illness, Ken Hitch from Selma has been working our southern shows, while David and Linda Dewey, Barbara and Norman Holmes worked the northern shows. While sales are not spectacular, usually they cover expenses. The main benefit is for us to show the "flag." We gain a few new members and we "network" with other railroad museum groups.

We have three shows scheduled in June:

GATS in San Mateo June 1 & 2.

GATS in Santa Barbara June 8 & 9.

The Great Western Railroadiana Show and Sale in Sacramento June 23.

Norm Holmes Honored at Chamber of Commerce Dinner

Reprinted from the *Portola Reporter*, May 1, 1996, "Holmes Honored at Chamber Dinner," by Terri Nacar.

The life-long dream of one man, Norman Holmes, has helped put Portola on the map and brought thousands of dollars into the city over the past 13 years.

To show their appreciation, members of the community [and Rail Society members from as far as Butte, Montana] turned out at the Eastern Plumas Chamber of Commerce dinner honoring Holmes.

The dinner, which was held Saturday, April 20, 1996, was attended by over 84 people. They came to hear all they ever wanted to know about Holmes and to raise around \$2,000 for the Norman Holmes Scholarship Fund.

Skip Englert, who emceed the evening, compared Holmes to the 49ers and the pioneers, saying that Holmes also had a dream. "His dream was not of the future, but of preserving the past so that our children and our children's children would have a hands on remembrance of what helped shape our nation - the railroads," said Englert. Holmes' dream became a reality in 1983 when he obtained the site from Union Pacific, which is now the Portola Railroad Museum operated by the Feather River Rail Society.

In a letter read by Englert, Union Pacific's past President Mike Flannery said, "This is a well deserved recognition of Norm's contribution to the Portola Railroad Museum - without Norm's tireless efforts the museum would not have attained its present successful status."

Several people recalled the old days of the motor car races and trips, laying the tracks and obtaining the first locomotives and rail cars. Thanks to the efforts of Holmes and the many people he got to volunteer, visitors to the museum can now climb into the cab of a full size locomotive and drive it down the tracks.

Holmes has been a railroad man all his life, retiring after 43 years of service (as engineer on Western Pacific and Union Pacific). He has not retired completely, as he spends over 300 hours per month at the museum, volunteering his time to preserve the past.

According to his son Steve Holmes, "My father has had an obsession with trains as far back as I remember. When I take a vacation, I like to get away from work; when Norm takes a vacation he plans it around locomotives, train yards and anything at all that has to do with trains," said Steve.

Another member of the Holmes family was also honored at the dinner. Barbara, Norm's wife, received high credit for, as repeated by many of the speakers, "putting up with Norm and his obsession with trains for all these years." For that, Barbara received a standing ovation from the crowd. Eastern Plumas Chamber of Commerce President Dale Fraser presented Holmes with a plaque commemorating the evening.

Chamber Manager Betty Heck gave Holmes the difficult task of choosing the recipient of the scholarship, within the next few months.

[After the dinner, FRRS members Vic Neves and Wayne Monger showed a collection of old slides showing the construction of Norm's "backyard" railroad and early views of the museum.]

[Norm wishes to thank all those FRRS members who contributed to the scholarship fund and/or attended the dinner.]

Brackets indicate text not in original newspaper article.

FRRS Annual Membership Meeting

Don't forget that on June 22, 1996 we will be holding our annual membership meeting and dinner at the Museum. Everyone is welcome. Dinner is at 6:00PM and the meeting starts at 7:30PM with the counting of the ballots.



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...with Hap Manitt

The Museum's Diary

- March-April, Bruce Cooper cleared snow.
- March-April, Gordon Wollesen charged locomotive batteries and worked to redo the women's restroom and to install a water heater.
- March-April, Lolli Bryan helped in Gift Shop and with archives.
- March-April, Ken Roller was tour guide and watchman.
- Feb. 29, 1996 Norm went to Reno to pick up horns and bells for GP9's.
- March 12, 1996 Norm went to Reno to pick up Train Sheet, Ken and Missy Iverson folded and collated it.
- March 14, 1996 Norm and Barbara labeled and mailed Train Sheet.
- March 15-16-17, 1996 and into April, Tom Graham, Judy and Melissa McGrath, Ken Iverson, Art and Jeremy Young, Jack Palmer, Jim Ley, Norm Holmes, Nick Tynan, Jim Gidley, Sr., Ed Powell, Hank Stiles, Chuck Barker, and a few others cleaned, built new divider walls, painted them and generally got the shop area in order.
- March 22, 1996 Steve Habeck, Hank Stiles and Ken Iverson worked on WP 731.
- March 24, 1996 Norm prepared Long Island FA-2 for shipment to Illinois Railroad Museum.
- March 26, 1996 and on - Lolli Bryan cleaned interior of UP Business car 105 in preparation for putting our library books in the cabinets for reference.
- April 1, 1996 Last snow occurred of the winter season.
- April 5, 1996 Dan Ogle worked on electrical relays in engine 731, he found burned unit and had it repaired at his own expense.
- April 5, 6, 1996 Bruce Cooper serviced dump truck.
- April 8, 1996 Bruce Cooper hauled 5 truck loads of gravel to fill pot holes in entrance road.

Trains Unlimited Tours

Don't forget the Trains Unlimited raffle drawing which will be held on June 1, 1996. If you haven't sent back your tickets and donation, there is still time. If you want to trim the odds, we have additional tickets for sale at \$7 each, or 5 for \$30.



Our push carts, switch parts, rail and other track materials are shown loaded on the truck in Oregon ready to leave for Portola. Story inside. Photo by Wayne Monger.

**FEATHER RIVER RAIL SOCIETY
PORTOLA RAILROAD MUSEUM
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Tourist Railway Association Inc.

Official FRRS 1996 Ballot for Board of Directors Election and Vote on Proposed Bylaws Changes

Please be sure to read both sides of this sheet before marking your ballot.

For your ballot to be counted, it must be received at the Museum no later than Saturday, June 22, 1996 at 7:30 PM. You may bring it with you to the meeting, or you may mail it to the Museum at: FRRS, P. O. Box 608, Portola, CA 96122 to be received no later than the above time. If using the mail, please mark "Ballot" on the outside of the envelope.

Bylaws Change Proposal #1

A proposal has been submitted by FRRS Life Members Tom Graham, Melissa McGrath, and Dave & Julie Anderson to amend the FRRS Bylaws such that the 9 elected Directors would serve 3-year terms, with 3 positions up for election each year. This proposal was approved for submission to the membership by the FRRS Board of Directors at the February 18, 1996, meeting.

The actual change would read as follows:

"That the FRRS Bylaws, Article 5, Section 4, Terms of Office, as amended, be further amended to state: The nine (9) elected Directors will each serve for a term of three (3) years, staggered such that three (3) positions will be up for election each year. This shall be established as follows:

"In 1996, the current terms of five (5) elected Directors are due to expire. Upon election, the three (3) candidates receiving the three (3) highest numbers of votes will each be elected to a three (3) year term, to expire in 1999. The candidates receiving the 4th and 5th highest numbers of votes will each be elected to a two (2) year term, to expire in 1998.

"In 1997, the current terms of the remaining four (4) Directors will be due to expire. Upon election, the three (3) candidates receiving the three (3) highest numbers of votes will each be elected to a three (3) year term, to expire in 2000. The candidate receiving the 4th highest number of votes will be elected to a one (1) year term, to expire in 1998.

"In 1998, the terms of the elected Directors who received the 4th and 5th highest numbers of votes in 1996, and of the elected Director who received the 4th highest number of

votes in 1997, will be due to expire. Upon election, the three (3) candidates receiving the three (3) highest numbers of votes will each be elected to a three (3) year term, to expire in 2001.

"Thus, in 1999 and subsequent years, the terms of three (3) elected Directors will be due to expire each year."

Bylaws Change Proposal #2

As a result of discussions at the FRRS Board of Directors meeting on March 17, 1996, the Directors voted to create the "Western Pacific Railroad Historical Society" as a subsidiary to the FRRS. In conjunction with this move, it was proposed to create a new class of membership, "Historical," which would be a non-voting membership with a dues structure of \$22.00 per 4 issues of the "Headlight." These proposals will require FRRS membership approval, and changes to the FRRS Bylaws as follows:

Amend Article 2, Section 1, Objectives and Purposes: Add: "e) to establish and maintain the "Western Pacific Railroad Historical Society" as a subsidiary of the corporation."

Amend Article 3, Section 3, Membership Classifications: Add: "g) HISTORICAL MEMBER - An Historical Member is defined as one who has the same rights and privileges as an Associate Member (non-voting, and may not serve on the Board of Directors), except that the Historical Members will receive the historical publication, the "Headlight," instead of the newsletter, "The Train Sheet."

Amend Article 3, Section 4, Fees, Dues, and Assessments: Add: "Historical - \$22 for four (4) issues of the "Headlight."

Official 1996 FRRS Ballot for Board of Directors Election and Bylaws Changes

Mark an X in the boxes of your choices.

Proposed Bylaws Changes

Board of Directors

Vote for a maximum of 5 (FIVE) only:

Marty Anderson

Gordon Wollesen

Doug Morgan

Vic Neves

W. H. Hank Stiles

Steve Habeck

Proposal # 1: that the 9 elected Directors would serve 3-year terms, with 3 positions up for election each year.

Approve

Disapprove

Proposal # 2: to create the "Western Pacific Railroad Historical Society" as a subsidiary to the FRRS, and create an "Historical" membership class.

Approve

Disapprove

After you have marked this ballot, please cut it off on the line. This ballot must be received by the FRRS no later than Saturday, June 22, 1996 at 7:30 PM in order to be counted. You may bring it with you to the Meeting or you can send it by mail to be received by the above time. If sending by mail, please mark "Ballot" on the outside of the envelope.

Mail Address: FRRS, P. O. Box 608, Portola, CA 96122

Statements of Candidates for Board of Directors Election

The following are the statements written by each candidate for the FRRS Board of Directors. Please read each statement carefully and mark the ballot on the reverse side with your choices. You may vote for a maximum of 5 (FIVE) candidates.

Marty Anderson

I was introduced to the Feather River Rail Society in 1987, and was very impressed with not only the equipment/facilities but also the volunteers. Over the last year, I have been able to get involved with the various activities the Museum offers (over 150 hours last season). I have enjoyed meeting and working with many of the members. It is imperative for a board member to possess desire, drive, and motivation. We are becoming more safety minded and business oriented (fiscally responsible). We provide a real service to not only the community of Portola, but to the visitors. We owe the visitors a safe, cordial, one-of-a-kind museum to explore. To accomplish this, if you elect me I will work to keep this idea and enhance it during my term.

Doug Morgan

The success of any organization is measured by the depth of the dedication of its members, managers and directors to always move forward. Directors of an organization are measured by their leadership capability and their willingness to serve the needs of the members.

I would like to offer my name in nomination to fill a vacancy on the board of directors of the Feather River Rail Society. There are several reasons why I would like the opportunity to serve.

1. I have been an active member of the FRRS for several years. I believe this is an essential prerequisite for a directorship.

2. I have, I believe, very good experience in the railroad industry having made my living in it for almost 30 years, most of that time as the owner/operator/developer of various shortline railroad projects as well as a major freight and passenger car shop.

3. FRRS is now entering into a new phase of its evolutionary development riddled with challenges, opportunities and perils. I believe that my business knowledge and experiences can help smooth some of the bumps along that road and make the growth process a little less painful.

I want to see the Feather River Rail Society succeed, in whatever we endeavor to do. I want to be a part of the positive force that moves it along and if elected I shall do my best to serve the members of the fastest growing railroad fraternal organizations in the United States. Sincerely, D. B. Morgan

W. H. Hank Stiles

Members of the Feather River Rail Society -- I am asking for your vote for my election once again to the Board of Directors of the Feather River Rail Society.

I am sure most of you already know who I am and what I have done for the Feather River Rail Society and the Portola Railroad Museum. For our new members, first may I say welcome and let me take a minute to introduce myself. I am William "Hank" Stiles. I have been one of your board members for many years.

In 1985 I heard that someone had started a museum in Portola. I came up to see what was going on, that is when I

was introduced to Norman Holmes. Norm sparked my interest in the museum. In July of 1986 I moved to the Portola area and started to work in my spare time at the museum between trips as a Conductor with the Union Pacific Railroad.

Since that time I have spent hundreds of hours at the museum doing everything from cleaning toilets, building track, repairing equipment, to attending board meetings. I am at this time the Chief Mechanical Officer.

With my long association with the Feather River Rail Society as a Life Member, my 24 years as a Railroader, I think that I am equipped to make the tough choices that must be made. I feel that we are maturing as an organization, we have our growing pains, but all and all I think that we have come a long way in a very short time. Like a heavy drag, we have slipped getting started, but the sand is flying, the ampmeter is pegged and we are on the main.

I would like to continue to help the museum and the membership thru the Board of Directors. We are on the right track we just have to keep moving ahead.

Your vote for me will help make that possible. Thank you for your time.

Gordon Wollesen

I am a candidate for re-election to the FRRS Board of Directors. I am currently a member of the Board, FRRS Treasurer, Superintendent of Operations and Facilities Manager. I have a working knowledge of our Museum operations. As treasurer, I am working hard to bring the FRRS into financial stability. I have many years experience working with volunteers in all capacities. I am a charter member of the FRRS and since I retired I have spent the last 8+ years (almost full time) working in all of the Museum operations.

Vic Neves

It's been a good two years serving on the Board of Directors for the Feather River Rail Society. I find it a constant challenge addressing each and every topic that is put forth to me. I wish to continue to serve on the board. My job is not complete. I want the Portola Railroad Museum to be the very best in railroad interpretive displays and an archive source that we can be proud of and for future generations to appreciate. Help me reach that goal. Thank you for your support.

Steve Habeck

FRRS Members, significant activities of the last two years include resuming production of the "Headlight," getting paint on WP 805-A and WP 2001, acquiring the WP GP9's, and starting on improvements to Museum facilities. While I cannot take full credit for any of these developments, I was able to play a key role, as FRRS President, to keep the Board of Directors focused on these and other issues. Also, the goal of reducing Norm Holmes' workload has been largely realized, by my assumption of many FRRS administrative functions. I look forward to the opportunity to continue my service as a Director, with your vote. Thank you.

RIDE THE *DUNSMUIR DAYLIGHT*



Saturday,
June 15

Sacramento
Marysville
Chico
Redding to
Dunsmuir

SPONSORED BY THE PACIFIC LIMITED GROUP

Proceeds go equally to the American Cancer Society, and the Pacific Limited Group, a non-profit corporation of rail history and equipment preservation organizations

Rail operations by Amtrak and the Southern Pacific Transportation Company

Support these worthy causes while taking a scenic *daylight* ride through the wonderland of the Shasta Lake recreation area to the Dunsmuir Railroad days celebration. Railroad Days will feature food, arts and crafts, music, a parade and other events. More attractions may be added.

Schedule

Saturday 15 June, 1996

Lv	Sacramento	6:45 am
Lv	Marysville	7:50 am
Lv	Chico	8:50 am
Lv	Redding	10:10 am
Ar	Dunsmuir	12:15 pm
Lv	Dunsmuir	3:45 pm
Lv	Redding	5:30 pm
Lv	Chico	6:50 pm
Lv	Marysville	7:45 pm
Ar	Sacramento	9:15 pm

Ticket Prices

All prices round trip - single class

The train will have a dinette car serving sandwiches, coffee, soft drinks, wine and beer. Passengers may bring their own snacks

Sacramento - Dunsmuir	\$139
Marysville - Dunsmuir	\$134
Chico - Dunsmuir	\$125
Redding - Dunsmuir	\$119

A portion of your remittance in excess of the "fair Market value" may be a tax deduction. The fair market value estimate is 2/3 of your ticket price.

Tickets are available from:
Pacific Limited Group PO Box 27081
Salt Lake City, UT. 84127-0081
800-444-3985/801-355-5871 or 801-355-8023 (Fax)

Phones are staffed by volunteers. You will be contacted if you reach an answering machine

Passengers should arrive at the station at least 30 minutes before train time