



# FRRS

## Feather River Rail Society

Preserving  
"The Feather River  
Route"

PO Box 8  
Portola, California 96122

The FRRS, a tax exempt public benefit California corporation, is the historical society for the *Western Pacific Railroad* and operates the *Portola Railroad Museum* in Portola, California. The FRRS is not associated with or supported by the *Western Pacific Railroad*.

FRRS Tax id number is 68-0002774



Tourist Railway Association (TRA)

### Board of Directors

Brian Challender  
Bruce Cooper  
Norman Holmes  
Jim Ley  
Wayne Monger  
Hank Stiles  
Gordon Wollesen

### Train Sheet Editor

### Membership

Associate	\$ 15.00
Active	\$ 25.00
Family	\$ 30.00
Life	\$300.00

Dues are paid for 12 months from time of receipt. All memberships have one vote, except Associate.

### PRESIDENT'S DESK

We occasionally hear of some discontent about our equipment acquisitions. We started the museum to preserve Western Pacific equipment and history. This is still our main concern. I believe we have done an outstanding job in this effort. We have nine diesel locomotives, forty-nine freight cars, a 5 ton crane, a 50 ton crane, motor cars and numerous other items from the Western Pacific. No other museum, with the exception of the Pennsylvania Museum in Strasburg has concentrated on one railroad as we have. Other equipment, as it has become available, has been added to our collection at very little or no cost to the Society. As our roster increased we felt a collection of railroad equipment from the 1950's era would be worthy of preservation and be of interest to our visitors. I know of no other museum that does not have items in its collection that do not necessarily "belong." For example the Pennsylvania Museum has a Virginia & Truckee steam locomotive and the Colorado Railroad Museum has a Los Angeles PCC street car. While we will continue to concentrate on Western Pacific, our collection will not be limited to that road. However, as track space becomes increasingly scarce, future acquisitions will be carefully evaluated.

### MECHANICAL DEPARTMENT BULLETIN M-1, December 1, 1989

In keeping with paragraph four of the General Notice in General Code of Operating Rules, (The utmost care and diligence must be used in the maintenance and handling of museum equipment, due to its unique nature, age and historical significance.) the following will apply:

When performing mechanical work on museum equipment, manufacturers procedures will be followed whenever possible. In the event manufacturers repair manuals are not available, repair or modification procedures must be performed according to good mechanical practices and outlined to at least two directors for approval before work commences.

Quality Control will be supervised by all members of the Board of Directors. Any Board member may abort a project pending review by the full board of the necessity thereof and adherence to proper mechanical practices.

It is hoped that this policy will improve the quality of our repair, maintenance and restoration efforts.

/s/ Board of Directors FRRS.

### THEFT OF EQUIPMENT

Pacific Locomotive Association sent us a notice that some mis-guided individual stole the headlight and bell from their M-200 "Skunk" railbus. The theft occurred about October 15-16 at their Niles Canyon equipment yard. Anyone having information about these items are asked to contact the Alameda County Sheriff's office.

### GONE

The famous twin water tanks at Keddie are now a memory. Union Pacific forces demolished the aging redwood tanks in November.

### CALENDAR

Jan. 6,7 Great American Train Show @ Los Angeles (sales, info.)