

# New Benefits for FRRS Members

The FRRS Board of Directors has approved new benefits for all FRRS members. These take effect on May 1, 1995.

- 10% discount on all items in the FRRS Gift Shop, purchased in person or by mail.
- 50% discount for fee paying special events.

Proof of membership will be required at the time to obtain the above benefits. Please mention your membership number to receive your discount. Each member's membership number is on their address labels, and their membership card.

Also:

- No extra charge for Member coats.
- Establish qualifications for entrance into different departments using a to-be-established safety rules test.
- Establish classes for other departments and have hats & shirts of different colors for each dept.

The colors are as follows: Operations, purple; Mechanical, black; Restoration/Car Dept., light to medium blue; Beanery, dark blue.

Hats & shirts are to be available at the Gift Shop, at cost, to the Members.

Change of Date for...

# WP 805A Re-Dedication Ceremony

Due to requests from members to have the ceremony on a Saturday, we have decided to change the date to coincide with opening weekend Saturday.

The new date for the WP 805A Re-Dedication Ceremony is:

## Saturday, May 27, 1995

This will be the FRRS Operating Season Opening Day, with regular caboose train rides from 11 AM to 4 PM. After the day's operations, the 805A will be moved into the engine house. The head table will be across Track 1, and the 805A will be positioned directly behind the head table.

The dinner will begin at 6 PM, followed by the guest speakers.

The keynote speaker, Art Lloyd will be joined by David Dewey and others who were instrumental in acquiring and/or restoring the 805A.

The re-dedication ceremony will be next, followed by the reception which will be casual, with attendees able to mill around the 805A and to ask questions of people who worked the hardest in acquiring and restoring it.

## Preservation Column



By David Dewey

We Are Not Alone

Each museum has a unique personality driven by the personality of its parent organization. At Portola, we have created a hands-on operating diesel servicing facility filled with early diesel locomotives, 1940's and newer freight cars, cabooses, and passenger coaches. We have populated the facility with club members who collect, repair, operate and learn about the equipment and the general public who explore, ride, and learn about railroads.

It is a fairly unique place, and we constantly debate on how to manage all of its aspects to better serve the members and the public. Recently an article in the Locomotive and Railway Preservation magazine covered the Shore Line Trolley Museum's 50th anniversary. What does a trolley museum, in far away Connecticut have in common with Portola?

They too, have club members who enjoy collecting, repairing, operating and learning about trolleys. They have a public who enjoys exploring, riding, and learning about trolleys. As the article by Andrew D. Young states:

"Volunteers and their 'sweat equity' are among the most important assets. In policy terms, keeping the volunteer members happy has always demanded a high priority -- second only to maintaining a high standard for the visitor's experience. In practical terms doing so means maintaining something of the original 1940's club atmosphere -- with its community spirit and a shared common cause -- mixed with an understanding and acceptance of professional standards and expectations."

"The common cause which keeps volunteers coming is operation and maintenance of the electric railway and its cars. Visitors, on the other hand keep coming back because they enjoy the experience--meaning more than just the cars."

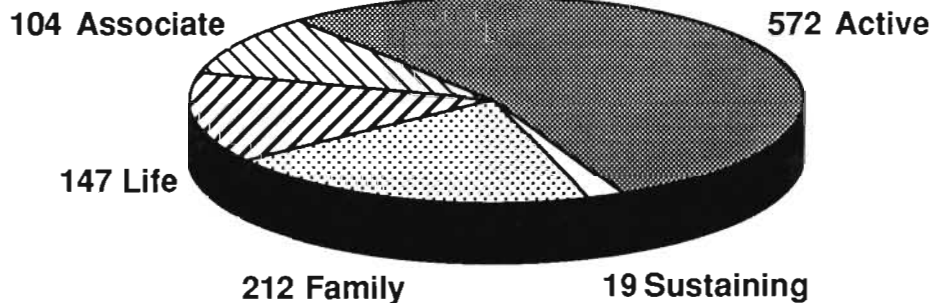
Balancing of these different exceptions has accordingly become a cornerstone of short and long term planning at BERA (Branford Electric Railway Association, their parent group).

Sounds awfully familiar, doesn't it? They are busy balancing traditional museum "don't touch" policies with the enthusiast's "Let's make it run" attitude and creating a mix, that for them, has been successful for 50 years. As a sign of their success, they have been successful at acquiring grants (oh boy, MONEY!), maintaining volunteer participation, completing nationally recognized quality restorations, and increasing the numbers of visitors.

So, we are not alone; and, if we can individually "keep the faith" and participate, our museum will continue to grow and to become one of THE places to enjoy railroad history, and especially Western Pacific railroading, both as a volunteer and a visitor.

## Membership Report

as of April 20, 1995



Total FRRS membership is 1,054.  
Of these, 27 are Charter members.