

Attention! Ballot is Enclosed

Enclosed with this issue of the Train Sheet is the ballot for the 1997 election for four seats on the Board of Directors. There are six candidates whose candidacy statements are included with the ballot. Please vote for no more than four. The three receiving the highest number of votes will be elected for a three year term, the next highest will serve for a one year term.

The Board of Directors positions are very important to the Society; their views will reflect the direction the museum will take in the coming years. Please return your ballot by mail to reach the museum no later than Saturday, June 14, 1997 at 6 PM, or bring it with you to the annual meeting when the ballots will be tallied.

Look for Steve Habeck's President's Desk in the next issue of the Train Sheet. He has had an exhausting marathon work schedule which was combined with family commitments.

New Membership Secretary

Since December 1995, Peggy Garner has volunteered her time and donated materials to take over the responsibilities of membership secretary. Now, due to the success of Darrel and Peggy's Gold Mountain development near Portola, she does not have the available time to continue to handle the work of membership secretary.

Consequently we had to find a new person to take over this most important work. Due to the difficulty in finding a person with the time and computer skills necessary, we decided to hire a professional service to do the work. A new business to do just this kind of work recently opened at Lake Almanor. We contacted Christine Bradley (BRADCOM) and she was willing to take on the work of membership secretary. Her rates were reasonable, considering the number of hours involved.

We wish to thank Peggy for her work for the past year. This job, like many in the organization, goes on unnoticed and often not thanked enough. Thank you Peggy.

There are always some problems in transferring computer files from one machine to another. If you have missed any issues of the Train Sheet or did not receive Headlight No. 13 (mailed April 22, 23), please let us know and we will send you your missing copies. After this issue of the Train Sheet, the mailing list will be purged of all members whose membership has expired and have not renewed up to February 1, 1997. Your membership renewal date appears on the label next to your name.

New Train Sheet Editor

Effective with Train Sheet Issue number 85, to be mailed on or about July 1, 1997, Christine Bradley will be putting the Train Sheet together.

She has already been doing the membership secretary work and she is able to do the Train Sheet also.

Christine is NOT a member of the FRRS and NOT a railfan, she operates a professional service. So please send all of your submissions, articles, and photos to the FRRS address at P. O. Box 608, Portola, CA 96122.

FRRS Annual Membership Meeting, Dinner & Election

Our annual membership meeting will be held on Saturday, June 14, 1997. This had to be rescheduled because of the Dunsmuir Daylight trip on the 21st. Sue Cooper will be serving a Mexican Dinner at 6 PM with the business meeting starting at 7:30 PM. Ballots for election of Directors will be counted and results announced at this meeting. All members are welcome to attend.

Railfan Day

Don't forget the 12th Annual Railfan Photographer's Day, Railroadiana Show and Swap Meet. Saturday, September 13, 1997.

A Word From The Executive Director

At our April Board of Directors meeting a policy issue came up that I feel the membership should be aware of.

We received an offer from the Grand Canyon Railway to purchase our VIA Alco FPB-4 unit. This unit was purchased in 1994 along with an FPA-4 to replace the former Long Island FA-2. The FA-2 was in need of major rebuilding and since it was of L&N heritage, Illinois Railway Museum was interested in buying it. It was agreed that the FPA-4 could also be used in our rental program to replace our WP F7A 921D, the idea being to reduce usage of a more important unit in the collection. The FPA and FPB, while not WP units or even west coast units, represent Alco's last effort in the passenger locomotive field and as our mission statement says "... and the history of the evolution of the diesel locomotive in North America over the past 50 years," these units fit this category. I would like to see these units painted in WP's colorful original FT unit scheme as it would have appeared if WP had purchased Alco wagons. We will never get an FT so here is an opportunity to show how this scheme would look like on these units.

Furthermore, the FPB is one of only 2 existing B units not scrapped and the only one preserved (the other one is for parts). It is also the first one built of this type. Together they make a "set."

After considerable discussion at the April Board Meeting, the vote was 4-4 with Doug Morgan, Wayne Monger, Vic Neves and Hank Stiles in favor of selling, Bruce Cooper, Sue Cooper, Clyde Lippincott and myself were in favor of keeping it. Steve Habeck abstained resulting in the motion not passing.

I felt very strongly that we should not sell the unit and money should be raised by other means. We are not desperate for money, but of course can always use more to improve our collection and museum grounds, but to sell important items from our collection negates all I have worked for for the past 14 years. There are a few units that can be sold, for example the GE 80 ton center cabs, without hurting the collection, but any action must be given careful consideration.

We have the finest collection of diesel locomotives in the nation and I would like to see it kept that way. I would appreciate receiving your comments on this most important subject.

Norman Holmes