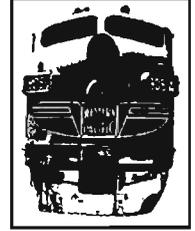


—THE TRAIN SHEET—
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Contribution Deadlines: Second Friday of February, April, June, August, October and December.



Web Pages of Interest...

Frank Brehm' WP Page <http://wpr.railfan.net/>
WPRRHS / Mike Mucklin <http://members.aol.com/wprrhs/>
PRRM / Samuel Herschbein <http://www.oz.net/~samh/frrs/>
SN Page / Garth Groff <http://poe.acc.virginia.edu/~ggg9y/home.html>
CZ Virtual Museum / Alan Radecki <http://calzephyr.railfan.net/>
WP Virtual Museum / Alan Radecki <http://members.aol.com/wpwobbly/wpstuff/wpmuseum.htm>
CZ Home Page / John Wilson <http://www.mindspring.com/~calzephyr/czhome.htm>

—PRESIDENTIAL NOTES—

Hello again, time for a few more words from the Presidents desk. Another operating season has passed, and I would like to thank all the volunteers that have been to the museum this year and helped in the operation of the trains, keeping them running, sprucing up the museum grounds and helping in any way you can and did. Without the faithful dedication of you people we would not be able to operate on weekends.

I would like to thank all of our members for their support through out the years and thank you in advance for the support in the future, we have some great things planned and will keep you informed as we go along. When you see something happening that you would like to be a part of ,just let us know and you are in.

There have been problems and things that have discouraged some of you from coming back, but.I can assure you these difficulties have been taken care of and will not happen in the future. In an organization like ours the volunteers are the most important commodity that we have and we must do what ever it takes to assure the volunteers their time at the museum will be a pleasant and enjoyable

experience.
Until the next time...

Respectfully,
—Skip Englert
President

—TRAIN SHEET NOTES—

Due to illness of one of our Board members and an untimely delay in getting the news reported, this issue is late. We will be bringing out Issue #93 within a month of this issues release date. Sorry for any inconvenience. Sierra Rail Group, Inc is not responsible for the delay. SRG, Inc staff member Adam Clegg helped with production.

—Bill Shippen

—MEMBERSHIP NOTES—

As the company that has contracted with your Society (Sierra Rail Group, Inc.) I feel an update on how mailing, membership renewals, member numbers, membership cards and processing of monies are handled is needed.

When I proposed that Shasta Rail Group (As we were known then, the company still exists for the purpose of publishing in-house newsletters, however we have formed Sierra Rail Group, Inc to handle “other” publishing projects and for contract services, such as we do with FRRS)

handle the membership duties for the museum I learned a valuable lesson. The biggest lesson was that the membership "list" was presented to me in printed form, not on any kind of computer devise. After over 150 hours of hand entering all the known names, addresses, etc. the database was done (Ya, right).

Well, stealth members appeared, seemingly out of thin air. Addresses were either out of date or just plain wrong. No formal presorting had ever been done (to my knowledge anyway) nor had the list been checked against USPS database's.

Now it is, and I believe most of the bugs have been worked out. Those with non-complying addresses will still have some delivery delay, or they might not get their publication at all if the Postal Carrier can't find you. For those of you who haven't received your issues it's not because I'm ignoring you, it's because of more stringent Postal Regulations concerning accuracy of our mailing list. Since we do get a discount because we are non-profit and I mail items as "Machine Compatible", our postage cost have dropped as compared with when the list was handled elsewhere.

Member renewal forms are mailed earlier now, to allow you some time for renewing instead of being mailed late. I was late in June because I took my famous vacation to Portland, a profitable trip for a local mechanic and an even better day for Ford Motor Credit Company. Unfortunately it put us behind by a month, hence the late renewal notice's. Things are on schedule now, and will stay that way.

Member numbers haven't been assigned since I took over, primarily because a system was not in place for a logical numbering system. After much thought I will devise a simple plan and implement it over the next few months. This number will show on your mailing label as well as your membership cards.

Ah yes, membership cards. We are madly working to catch up on getting cards out to all members that need one. From now on

cards will be issued on a monthly basis. Mr. Holmes has okayed me to design a new card, and pending Board approval (for the design and cost) you may be seeing new style cards issued by the end of the year.

When renewals are received at Chico, the checks are deposited with the museums bank, usually during the first two weeks of the month. Credit card orders are sent to Portola for processing. There may be a future change in where renewals are sent (Portola instead of Chico) but this hasn't been decided on, yet. I expect I will still handle the renewal orders and the updates on the database, but the money would go directly to Portola, circumventing the circuitous routing it endures now.

In closing, I want you all to know that we are working hard to get all the membership renewal scheduling on a regular basis (i.e. better time management) and to continually improve the services to the membership via both mailing and quality of service. I am open to any criticisms or suggestions, if you have any, please contact me at the Chico Membership address.

—*Bill Shippen*

	<p>—CMO— —REPORT— —HANK STILES— CHIEF MECHANICAL OFFICER</p>
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In the High Sierra, the weather is scorching as summer draws slowly to a close; all too soon the cool days of autumn will be upon us. In Portola, Railroad Days are over and Railfan Day is fast approaching and at the museum, there is still a lot of activity. Our new facilities managers Ken Iverson and Doug Morgan have been busy as bees and their work shows. This proves that two people can do more than one.