

- FRRS Membership -

Yearly Dues		Single Life Membership		Family Life Membership	
Associate	\$20.00	Birth-17 years of age	\$1200.00	Birth-17 years of age	\$1800.00
Active	\$40.00	Age 18-39	\$900.00	Age 18-39	\$1350.00
Family	\$60.00	Age 40-61	\$600.00	Age 40-61	\$900.00
Sustaining	\$100.00	Age 62 and above	\$300.00	Age 62 and above	\$450.00

These are the dues for the duration of one year, with Life and Family Life being a one-time payment. Five year payment plans are available for life memberships.

Associate memberships do not have a vote, receive The Train Sheet but not the Headlight and are for one person only.

Active memberships receive both The Train Sheet and the Headlight, have voting rights and are for one person only.

Family memberships receive both The Train Sheet and the Headlight, have one vote and include all members of ones immediate family.

Sustaining memberships receive both The Train Sheet and the Headlight, are for a maximum of two persons with one vote each.

Life memberships receive both The Train Sheet and the Headlight, have voting rights and are for one person only for life.

Family Life memberships receive both The Train Sheet and the Headlight, are for a maximum of two people and have two votes (one per member) for life.

Send all applications, renewals and address changes to:

**Feather River Rail Society
Membership Dept.
P.O. Box 608
Portola, CA 96122-0608**

Address changes may also be sent to memberships@wplives.com

A Message From the FRRS President

By Rod McClure

I extend my apologies to all of you because this column and edition of *The Train Sheet* is late getting out. The simple fact is we have all been extremely busy with our end of the season events. Our editor reminded us that we were going to be busy and to get our submissions in early — I figured that I would have time, but was I mistaken! Anyway, the second round of our annual elections were held and a record number of ballots were returned. Steve Habeck, Gail McClure, and Eugene Vicknair were all re-elected to the Board. The exact numbers are elsewhere in this issue along with some of the interesting comments attached to some of the ballots. The ballots were counted and announced at the August Board meeting by our Election Chairman, Wayne Monger and his helpers – thanks to you all!

The Board addressed election of officers at this meeting as well. I was asked to serve as your president for another year and extend my thanks to the Board for their confidence in my leadership. Frank Brehm was re-elected as Vice-President, Eugene Vicknair as Secretary, Dan Brady as our Treasurer and we approved all of the existing department heads for the new term. I have great hopes for the coming year and encourage you all to work together to further the FRRS and keep the Western Pacific alive forever!!!

Since the last issue of *The Train Sheet*, one of our most exciting items to report is the announcement of an equipment trade between the FRRS and the Bay Area Electric Railway

Association – Western Railway Museum in Rio Vista, CA. This trade is being hailed in the railroad museum community as a shining example of how organizations such as ours can work together to better focus their collections and work toward preservation of equipment within their stated mission. The complete list of equipment being traded is elsewhere in this issue but the highlights for us are the addition to our collection of F7 WP917 and the GP7 SN712. BAERA will gain the SN 1642 caboose, SN146 44 tonner along with the SL&GW 44 tonner. It has been a great pleasure to work with BAERA on this trade and I look forward to building a much stronger working relationship with them in the future. We hope to have begun moving some of the smaller items by the time you read this, with the big equipment being moved by spring of next year. This is going to be a large project for both of our organizations, but is one we hope will go smoothly and quickly. Watch this column for progress reports.

Portola Railroad Days was a great success for us this year with one of the biggest turnouts we have seen in years. We hosted a few new events in conjunction with Railroad Days which received very positive reviews. Our “Vineyard Express” Wine Tasting event was a great hit with all who attended and our Hobo Dinner fed a number of guests and crew with down-home fare. Our thanks to Linda Knudson for her fantastic work in setting these up. We also sponsored a beer booth, which generated an extra bit of revenue for the Society. Thanks go to Jack Hathaway and Gail McClure for manning the booth.

The Union Pacific Railroad, always a good friend to the

FRRS, provided us with a new and shiny SD70M locomotive for display. This was a popular attraction with our many visitors who were allowed to see the modern 4000 horsepower locomotive alongside many of our first generation diesels. Our Thanks go out once again to the UP for their continued support of Railroad Days and the FRRS.

We also unveiled our latest restoration project at Railroad Days this year. The former UP CA-5 cupola caboose known to most of us as the "Silver Palace" has been repainted into it's last UP yellow scheme before being placed into MofW service and painted silver. It looks fantastic inside and out, and fulfills a wish expressed by the UP Western Regional Vice President of Operations during a visit to our facility. Special Thanks go to Wayne and Linda Monger for their donation towards this project as well as to all who worked so hard in making it happen. Next time you are in Portola, make sure you check it out.

The model railroads were once again a big hit displayed in the shop along with the "G" scale live steam operation outside. The Society extends its Thanks to these groups and their hard working volunteers who participated in our success that day!

Once again, our Operating Department worked hard to provide constant train service for the event and provided safe and reliable operations for the entire event. They graciously allowed themselves to be the "victims" of regular train robberies this year by the Truckee Railroad Regulators. If you have never seen their show, you are missing a great reenactment of history. Thanks to all who volunteered!!!

Details on this year's Truckee Railroad Days trip as well as this Railfan Photographer's Day will appear in the next issue.

In other news, the WP705 has been purchased by a group of our members for donation to the FRRS and is on its way to Portola. It is in Cheyenne today and should be in Portola very shortly. I am sure we will have some pictures of it in the next Train Sheet and an update on getting it fired up. At this point with our pending trade and the purchase of the 705, we will have all of the existing WP GP7s except the 711 which is safe and sound in the hands of PLA and the 706 which is reported to be somewhere in the deep south. It is exciting to think that the FRRS will soon have one of the most complete collections of one railroad's equipment in the country. This is something we can be very proud of. Hopefully by next issue, I will be able to report that the WP 504 will be on property from Quincy along with some other exciting news.

Winter is just about here and it is time to start draining water and removing batteries from our locomotives along with winterizing the shop and shower car. We can always use help with these required, critical year end chores so if you are able to help let us know!!! And don't forget our Annual Santa Trains are quickly approaching — we will need plenty of help again this year to decorate the train and our facilities, as well as provide for operations and refreshments for the public. If you can help in any way, please let us know!!!!

I want to thank all of you who came up this summer to help out and look forward to seeing all of you again soon.

Remember, if you have any concerns or questions, please call or e-mail your officers or Directors any time — contact information appears in the front of *The Train Sheet*.

Equipment Trade Announced

In an announcement made public on July 24, 2003 the Feather River Rail Society and the Western Railway Museum acknowledged a trade of equipment that will enhance both museums equipment rosters and allow both organizations to more closely follow their respective Mission Statements.

Equipment going to the Western Railway Museum from the Feather River Rail Society includes; Sacramento Northern 44 tonner 146, Sacramento Northern wood cupola caboose 1632, Salt Lake, Garfield and Western 44 tonner DS-2, Western Pacific maintenance of way flat car 8522, Fairmont Speeder Crane, Wood push car, Ballast car for later delivery.

Also included will be extra parts for the 44 tonners and one 85 lb. spring frog.

General Electric built Sacramento Northern 146 in November 1946. After being retired by the Sacramento Northern it was sold to Chrome Crankshaft who sold it to the NW Oklahoma Railroad as their number 1 in April 1974. The Feather River Rail Society purchased the locomotive with the intent to restore it.

Sacramento Northern caboose 1632 was built by Western Pacific in the company shops at Sacramento in 1938. It was removed from train service in the 1970's and was assigned to maintenance of way service with wreck train 37 based in Oroville, CA.

Equipment coming to the Feather River Rail Society from the Western Railway Museum includes; Western Pacific F7a 917, Sacramento Northern GP7 712, TTX trailer flat 475127 with two hitches, Amtrak steam generator 662 converted from an F3b, UP steel caboose 25732, WP steel caboose 483, USN MRS-1's 612 and 614 Maintenance building from the New Melones Dam project.

This trade will bring F7A 917D together again with sister 921D at Portola, CA. This gives the FRRS the distinction of having two of the remaining "Fabulous Four" F7's.

Released by EMD on January 26, 1950 F7A 917D, serial number 8971, was received by the Western Pacific on February 4, 1950. She was renumbered to 917 on July 1, 1975. The 917 was repainted back to WP's original orange and silver scheme by the Union Pacific at North Platte, Nebraska in July 1983 and donated to the Bay Area Electric Railway Association. It had been displayed at the Western Railway Museum at Rio Vista Junction, California being delivered to them on October 15, 1983 after track repairs were completed to allow movement over the unused branch that connects to the museum's own trackage.

Once on the property the 917 will receive an initial inspection and any repairs necessary to place the unit in service. The 921D will then be removed from service for needed maintenance, restoration and painting. The 712 will also receive an initial inspection and repairs necessary to put that unit into service. Meanwhile the search is on for two twenty-foot trailers to place on the TTX flat car for a display of early TOFC loadings. Long-range plans are being formulated for the cosmetic restoration of Amtrak 662 back to its F3b appearance. With the addition of WP caboose 483 we now have the sister to 484 and a fairly complete representation of the WP's caboose fleet.