

- FRRS Membership -

<i>Yearly Dues</i>		<i>Single Life Membership</i>		<i>Family Life Membership</i>	
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

The dark cold days of winter are here at the Museum. John Walker has done a fantastic job in preparing the property and getting things buttoned up. The property is closed for the winter but we are far from going into hibernation. We have a lot of projects that are going to require us to work through the winter. Before we get to that list, I want everyone to know that one of the two Army M-60 tanks is GONE! A few weeks back I was notified that a specialized truck would arrive to load the west tank and take it to its new home. We figured that we could use our Truck-crane to tow the tank up on to the trailer and be done with it. I spent two days with Sara Eidman and John Walker preparing the tank for movement and loading. On moving day Sara and I along with John were met with a 60 wheel truck and two escort cars. Things went sour from the start when we were informed that we could not tow the tank onto the trailer account of it's design. It was decided to tow the tank from the parking lot over to where the WPMW-37 derrick is set up on the East end of one rail. This adventure took over 3 hours with all the pushing and pulling that had to be done account the tank would not steer on it's own so we had to drag it back and forth. We got it spotted next to the 37 and the rigging began. After about an hour or so we had it rigged and ready for the lift. We had to use the smaller head line of the 37 which has a max rating of 60 tons, and the tank weighed in at 58 tons. We got it in the air about 15 feet so the trailer could be driven under it. We got it set with only one small problem when the drag-brake hung up and it dropped about 8 inches on to the trail-

er. After we all changed our underwear it was tied down and on its way 9 hours after we started. John has some neat pictures of the tank up in the air that we might be able to get into one of the upcoming Trainsheets. Thanks goes to Sara, John, and Doug Morgan for their help in loading the monster. The other tank will be leaving soon. We should be able to drive it on the trailer and make the job much easier.....

Back to our winter list of projects, we have a couple of big ones right off the bat. As I write this we are in the process of building a ramp at Quincy with the help of the Sierra Pacific people to load the Quincy 4 (exWP504) onto the red flat car for movement home. Once it is loaded and back at Portola, we will unload it and get our other flat car loaded with one of the SP Beet Gondolas. It has been traded to the Santa Maria Valley Museum for a very nice and complete Sacramento Northern wood box car. Once that is done, we will begin the process of loading the 44 tonners for their trip to Rio Vista. We are still working out the details on the movement of the SN caboos and flat car. The new volunteer lounge a.k.a. Silver Debris has been gutted and funds and plans have been approved to begin its rebuilding. It will be a fantastic place for us all to gather and socialize year round, and we hope to have it in service by opening weekend.

As you can see, we have a busy winter ahead of us and before we know it spring will be here and everyone's help will be needed to put the Museum in shape for another season. I wish you all a safe and happy holidays and hope to see all of you next year!

PS, I think you will all like what Santa has put under the tree for us. I will tell you all about it next issue....