

- 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

There is lots of breaking news for you this issue starting with the sale of the SP 1215 0-6-0. The Board of Directors approved the sale of the SP 1215 to the California Trolley and Rail Corporation in Santa Clara, CA. The locomotive was purchased by the FRRS from Kings County in California and moved from the park it was in to Portola some years ago. The A&D Committee recommended to the Board that as this piece of equipment did not fit the FRRS mission and it was agreed that a new, more appropriate home be found for her. We began negotiations with CTCR and worked out a deal acceptable to both organizations. It was agreed that the SP 1215 would be going to a good home with plans to restore her to operation and that she would be back on "home" rails in the Santa Clara area (CTCR has photographs of her working in and around San Jose).

We have a SP 1215 restricted fund that consists of donations specifically for this locomotive. We have been in contact with most of the donors to this fund and they have approved to allow us to transfer their donations to a new restricted fund titled Steam Program. Some of the donors are not members and we have no address for them, but if you believe you donated to the SP 1215 fund and have not been contacted by us privately please send me an email or give me a call.

The next item pertains to several donations from our good friends at Sierra Pacific Industries (SPI). As you may or may not know, SPI has been a great supporter of the FRRS over the

years. They have donated two locomotives to us, the Quincy 3 (a GE 44 tonner purchased new by Quincy), and the Quincy 4 (ex-WP 504, an ALCO S-1). Along with the locomotives, they have donated lumber to us for many of our projects around the museum as well as spare parts for these locomotives. FRRS members Doug Morgan, Director Andy Anderson and the talented crew from SPI deserve special thanks for all their assistance in loading and preparing Quincy 4 for transport.

Sierra Pacific Industries has also donated the former SP 1100 to the FRRS. The 1100 has performed service for SPI at its Susanville, CA mill for many years and with the mill's closing, the 1100 has become surplus. This locomotive is one of the only remaining EMD TR-6 locomotive in its original condition and is the "cow" of a cow-calf set that the SP and other roads purchased for heavy transfer and switching duties. It is in fantastic shape and was recently overhauled. It is on friction bearing trucks and will have to be moved to Portola on our flat car once the Quincy 4 has been unloaded.

At this point the future of the SP 1100 remains undecided, however, it will probably be used in the RAL program allowing a much needed break to effect repairs to the WP 608 and the WP 512. Again, special thanks goes to Director Andy Anderson for his invaluable work regarding this donation and Doug Morgan for his assistance with contractual issues. Of course, none of this would have been possible without the generosity of Sierra Pacific Industries and Chuck Bishop, SPI's Manager of Railroad Operations.

Our next bit of big news is the completion of new ADA compliant walkways and a caboose-loading platform. A generous donation last year from member Ed Wagner in memory of his brother, Joe, provided the major funding required to replace walkways at the main public entrance of the Museum and allowed about half of the caboose train loading area on 3 Rail to be completed. Facilities Manager and Director Eugene Vicknair has spent a huge amount of time working on this project and his commitment to the FRRS shows when you take a look at the new walkways and loading platform. I will save the details for Eugene's article on this, but you won't be able to miss it the next time you are at the Museum. We are still in need of funding to complete this project but we have made a huge stride in making our Museum a better place for our visitors and members. Special recognition and thanks go to Ed Wagner for his donation and to Eugene Vicknair for his vision, project management and hard work!

So many things are happening around the Museum right now it is hard to keep up. Museum Manager John Walker has been keeping track of this work will be reporting to you, the members, on what is being done. We have lots of projects that we need your help in doing, both big and small, so if you are able to come up and volunteer some of your time, please let John know and he will be glad to direct you. Monetary donations are appreciated as well!

The annual WPRRHS convention was held in Reno, NV last month and was a great success!!! For those of you who could not attend, you missed a great show thanks to the efforts of convention chairman Frank Beavers. I don't have the final numbers yet, but I believe that this has been the best and biggest attended convention we have had. Everyone I had the chance to talk to enjoyed the clinics and shows. The highlight of the well attended dinner was a presentation by Kathy von Ibsch on the CZ Zephyrettes, of which she was one of the last. In concert with the convention, Trains Unlimited Tours ran its "Return of the California Zephyr" train from Oakland to Sparks and return with a couple of short half day trips. This was quite popular and the train looked full each time I saw it arrive and depart from Sparks yard. On behalf of the Board and I, a very big "Thank You" goes out to Frank Beavers for all his hard work on the convention, Steve Hayes for his help and for being a great emcee at the banquet, Thom Anderson for his work as the WPRRHS department head, Chris Skow for his fantastic "Return of the California Zephyr" excursion train and all the people who attended the convention making it a great success.

Along with the excursion train, the FRRS supplied four of our WP locomotives and two cabooses for display at the UP Sparks Yard during the duration of the convention. WP 707 and WP 2001 provided the power to bring the WP 925-C and the WP 805-A from Portola to Sparks via Winnemucca. Director Steve Habeck, member Cliff Cox and I (all UP employees) brought the equipment over and displayed it for many to view and take pictures of. As I have previously mentioned, Dave McClain and his crew have brought the 805-A back to operating status and was quietly rumbling away while on display and occasionally showing off it's newly operating Mars headlight. She still has a few problems but we should see them repaired and can look forward to being able to use her this year. I hope to have a detailed article

for the next Train Sheet documenting the adventure of bringing our equipment to Sparks (along with pictures), and I believe that we will have a complete report on the Convention along with an article on the Trains Unlimited excursion.

Lastly, I want to thank those of you who have contacted me with your comments, both good and bad, regarding what we have been doing at the Museum. Your feedback lets us know if we are properly guiding the direction of the organization and how the history of the WP is presented to future generations. If you have any questions or comments, positive or negative, please e-mail or write me. This is going to be a busy summer for all of us. If you can volunteer some time, contact us at the Museum and let us know when you can come up. We always need volunteers! We always need donations of money!

Until next issue, WP LIVES !

Pedestrian Walkways - Phase 1

By Eugene Vicknair

The contractors completed pouring the first phase of permanent walkway at the museum on Tuesday, April 27. This first section covers the east end of the Diesel Shop and 84 linear feet along the south side. This work was made possible by a donation from former director and longtime member Ed Wagner in memory of his brother. As part of this work, the FRRS will also be receiving a wheelchair lift. Thanks to Ed's generosity and those of previous donors to the wheelchair lift fund, the Diesel Shop will for the first time be accessible.

Those of you who remember the cracked and misaligned concrete that used to mark the museum entrance will be surprised. Brand new rail gaskets now buffer the tracks with concrete between the rails on the 1 and 2 rails heading out of the shop. Also, the south side section, where we load the caboose train, has now been raised 2-1/2" above the rail height, making for a much easier step into the railcars.

The completed section was opened for pedestrian traffic on Friday April 30 and will be fully open by the beginning of operating season.

However, we are not done! We need donations to allow completion of the walkways down to the west end and across its face and across the tracks to the parking lot, as well as allowing the installation of benches, fixed trash bins and drinking fountains in the Train Loading Gallery, as well as landscaping and new, railroad related displays of signals, switches and trackwork. Total cost for this work is estimated at around \$10,000 for the section to the parking lot, \$20,000 for the rest of the Loading Gallery and the west end apron and \$12,000 for the displays, benches, fountains and other amenities.

There was a lot more work required than anticipated. Through no fault of anyone, a lot of the prep work for the walkways went undone until after the WPRRHS convention. The available group was just too busy with prepping for the convention, running the museum and general pesky things like family life and work.

The work took some interesting twists, the most significant being the uncovering of part of the old Roundhouse floor and Turntable pit. These were documented before being covered