

**- 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](mailto:memberships@wplives.com)

### **A Message From the FRRS President**

By Rod McClure

The operating season is over for this year and both Portola Railroad Days and Truckee Railroad Days are behind us. The Operating Department as well as the Mechanical Department both deserve big Atta-boys and Thank You's! Both departments have performed safely and productively. We cannot operate the Caboose Trains or the RAL program without these people's hard work and cooperation. THANKS!!! Of course as the FRRS Roadmaster, a derailment free season makes me real happy also..... Both Portola and Truckee were a success for us financially, and once we have the exact numbers for both we can post the information but it is safe to say that we did better at both events than last year. John Walker and his crew did lots of work around the Museum preparing for Portola RR Days, all that hard work paid off John!!! THANKS! I leave the details to reports elsewhere in the Train Sheet. I hope to have a detailed report on this years Truckee Trip along with details of our latest addition in the next edition. I will say we are now the proud owners of SPMW208 - Rotary Snow Plow. This plow worked the WP in 1971 on loan. More next issue on this.

Now the fun begins. We are beginning the process of getting the equipment we are taking to and bringing back from Rio Vista ready to go. This is not the easy job it would seem. Right now, our biggest problem is how we are going to get the SN caboose moved without taking the cupola off. This caboose is taller than any other we have and if loaded on a regular flat car,

would exceed the 22 foot maximum height. We are looking at all different ways to do this, but trucking it actually causes more problems. I am sure we will figure something out, but we also have the other friction bearing equipment that has to be loaded on flat cars or go by truck. By the time you read this, the two 44 ton locomotives should already be at Rio Vista, going by truck. Our good friends at Rio Vista have been working with us to get the equipment in position for inspection and repairs prior to movement. They have had their hands full getting the track back in service, along with all the other normal items they do in an operating season. This move is complicated and is requiring a lot of planning and cooperation between our organizations and of course with the UP. I hope that I can start my next Presidents report with the details on how we got this job done.

This is not the only equipment move we have going right now. As soon as we free up our heavy duty flat car from the Rio Vista move, it goes directly to Niles Canyon to load the WP 165 for its trip to Portola. We also have a beet gon going to the Santa Maria Valley Museum and a pristine SN wood box car coming back. We have closed the deal with the sale of the SP 1215 to the CTRC group in San Jose, but it won't be leaving Portola anytime soon. On top of all this, we have a couple of other deals working that will benefit the FRRS upon their completion. I hope the snow comes late this year.....

As you can see, we have a lot on our plate this year and we all have to work hard to continue to push the FRRS in the right direction for our future. I find sometimes that I am frustrated with

things not going as planned or as fast as we would like them to but when I get to that point, I stop and look around at where we are now versus a few years ago. The changes are dramatic and impressive. How do we keep this momentum going? Hard work and dedication of all of our members. Something else that helps keep me going is that the WP lives in Portola. The WP was and still is a *family*, and that makes our Museum different from most of the others. There are very few organizations that have committed themselves to preserving the complete history of *one* railroad, and we are one of them. It has been said to me by not only a few of our members, but by people outside our organization that the WP is the best preserved US Class 1 railroad that exists today. We have a long way to go, but take pride as a member of the FRRS that we can present the WP to the world as it was and still is.

Until next time, WP Lives

## 2005 Elections

By Ed Wagner- Election Committee Chairman

As hard as it is to believe, 2005 is peaking around the corner at us and soon will be staring us in the face. President McClure has once again appointed me Election Committee Chairman, and even though as I write this Jan. 1 is over two months away, preparations for the 2005 Board of Directors election are well under way.

As usual, there are three seats up for election this year. They are the seats currently held by Andy Anderson, Frank Brehm, and Hank Stiles.

Anyone who would like to be a candidate for election to one of the open seats may submit his or her name to the committee in writing in the form of either e-mail or regular U.S. post office mail between Jan. 1 and Jan. 31. Names submitted prior to Jan. 1 or after Jan. 31 will not be considered. It is not necessary to send a candidate statement with your name.

The deadline for candidate statements is Feb. 15, and these statements are optional.

A full timeline for the election process along with the procedures will appear in the next TRAIN SHEET.

My e-mail address is lonleyscarecrow@aol.com

My home address is 711 Old Canyon Road, Space #48, Fremont, Ca, 94536.

During the 2004 election earlier this year there were several comments concerning the fact that there were only three names on the ballot and why bother. I for one and I don't feel I am alone, would love to see more names on the ballot. But in order for that to happen, more members will have to put their name on the ballot as a candidate for office.

The Feather River Rail Society belongs to the entire membership, and as members we must accept the fact that the future success or failure of the society rests entirely on our shoulders. If distance, time, or other issues prevent you from taking an active role, then please at least take the time to vote in the election when you receive your ballot. Each and every member is important to the society, and we do need you.

## FRRS List

By David Epling

In the past, one of the primary concerns for the FRRS membership, was the lack of communication. We have the Trainsheet for the Museum, and the Headlight for the WPRRHS/FRRS, but those are not always timely with information for a variety of reasons, primarily that by the time they go to press, the information is old. This plagues all the magazines of our hobby. A solution to this is the creation of the FRRS list at Yahoo groups. Currently, the FRRS group at yahoo groups has 80 members, I am sure that the FRRS with close to 1200 if not more members have a computer at home, and participate in E-mail groups such as the WP List, or the Real WP list, or other railroad oriented lists. I know, I can hear the groaning now, I am already a member of x amount of lists, why do I need to join another one?

Simple, sometimes there are discussions that do no need to be on public lists, sometimes there are discussions that only need concern FRRS members. This is not to take way from the existing WP related lists out there. It merely gives one a quick way to ask a FRRS related question and get a quick answer. To join the FRRS list at yahoo groups, you must first be signed in to yahoo groups, then go to this URL:

<http://groups.yahoo.com/group/FRRS/> click on the link to the right of the page that says "Join this list" and then follow the instructions. You will get a notice stating that you will need to be approved. Jim Ley or myself, whoever sees it first will verify your membership and approve you as soon as possible.

An alternative way to join is to send an E-mail to: FRRS-owner@yahoogroups.com and we can send you a direct invitation to join that bypasses the approval system. Make sure the E-mail contains who you are, your FRRS member ID number, and the E-mail address you want to be subscribed under.

This is a great resource for Feather River Rail Society members. We encourage all of our internet using members to join this list, And not only join it, but to utilize it as well. IE let the FRRS management hear your voice through your messages to the FRRS list.

## 2003 Glad Hand Award Winner

Ed Powell was selected by the Glad Hand Committee to receive the 2003 award.

Ed has been with the museum for many years and you will always find him working on our equipment. Ed is also a member of the Operating Department, but spends most of his time at the museum working with the Mechanical Department keeping our equipment running.

**Congratulations Ed, good going, keep up the good work.**