

- 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 membership@wplives.org

A Message From the FRRS President

By Rod McClure

I hope you all have had a good Holiday season and the New Year finds you well. Gail and I had a quiet Christmas with our oldest son Aaron in Baghdad and our youngest son Eric in boot camp at Fort Leonard Wood. As I write this, it is snowing here and has been most of the week. We have over 5 feet in our back yard and the Museum has over 6 feet on the level with more to come. This of course has postponed our plan to begin the movement of the Rio Vista equipment and bringing the WP 165 home also. As soon as we can get the Museum dug out, we will begin doing what we can to start the movement process. We did however get the SP 1100 to Portola right before Christmas which makes a great addition to the RAL fleet and a fantastic winter engine for us as it has antifreeze for cooling instead of water and a block heater which makes starting it in cold weather easy. Make sure you get up to the Museum this year to check out the 1100 as it is a very unique and well cared for locomotive. Thanks again to the folks at Sierra Pacific Lumber for the donation!

The Santa Trains this year were once again a success. The weather was good on both weekends and we had a real good crowd on the second Saturday. Many people worked hard to make this happen. A special thanks goes to Jim Halliwell for all his fantastic work with the Christmas lights he put on the Rotary Snow Plow which was at the front gate, the fence, and of course the cabooses. He also helped us get some TV coverage on the local Reno CBS station where his son works. Steve Habeck worked is

usual magic on the SP 2873 and by getting all the extension cords ran and the passenger cars wired for power that were in the shop. He also made sure that the caboose stoves were lit and warm the day before each Saturday. Thanks go to Gail McClure for all the cookies and breads she baked and helped serve to our guests. She had help from Mary Habeck, Sara Eidman, Kathy Habeck and her friends. Thanks to all of you who baked cookies at home, like Charlie Spikes, Bernie Parker, Mary Habeck, and Eugene Vicknair's family. Many others helped out on the operating crews, including Kerry Cochran, David Epling, Pat Brimmer, Loren Ross, Ed Powell, Charlie Spikes, and others who I can not remember so I apologize in advance for forgetting you! Of course, John Walker ran a tight ship in the Gift Shop and took care of the details we forgot.

By the time you read this, we the FRRS, will be the proud owners of the ex CZ dome coach Silver Lodge. We purchased this from Denver Rail Car and closed the deal on January 10, 2005. This is another great step for the FRRS. This car is very complete but it needs work to make it a showpiece. I will save the details for another column in this issue but in short it needs to have it's dome seats reupholstered and a good cleaning inside and out. Eventually it will need to have the dome windows replaced but that can wait. The decision to purchase this car was a hard one account of the money we had to spend. Budd built cars are becoming a hot item in the dinner train business and the price for any CZ type Budd car continues to go up and their availability gets scarce. After much consideration and discussion, a deal was

reached to purchase this car in December. It will make an excellent companion to the Silver Hostel and puts us on the way to putting together a good representative of the CZ. But guess what? All this takes Money and LOTS of it! I can't stress enough to all of you that we need donations to operate and to continue to purchase and restore equipment. Donations of equipment like the Silver Lodge are not going to just fall out of the sky and into our laps. We have to be able to not only restore and maintain our equipment, but from time to time purchase an important artifact like the Lodge, or the Hostel or even the 805-A. In the near future we will see other important pieces of CZ and WP equipment become available but the chances of donation are slim. We have to be ready to move when the chance opens up, and if we pass some things up, we will be sorry later on. Talk us up to your friends and the people you work with, look for opportunities to invite them to the Museum for a visit and let them know that if they need a tax right off, or just have too much money that we can find a good use for it! Trust me, I know how tight money is for all of us and donating \$100 a month is impossible for a lot of people but every little bit helps.

Remember also that if you can make the time, come spend a few days at the Museum and help out with the ongoing list of projects. John Walker always has a list on the board of little but important things that need to be done, from painting to cleaning to fixing broken hand tools. We also need help with the big stuff like finishing the Silver Debris volunteer lounge and of course trackwork and Locomotive maintenance. Springtime will be here soon and the snow will be gone and we will have to get ready for the operating season as well as the equipment trades and moves we have planned. If you find some spare time, come help make our Museum look good and help preserve the WP.

Until next time,

WP Lives!

CMO Report

By Hank Stiles

Well, the holidays are over and our house is headed towards a state of normality. I am trying to catch up on things such as my reports for the Train Sheet.

Up in Portola, the snow is about 3 or 4 feet deep and getting deeper. Needless to say that not much is going on up there. There is good news deep in the winter snows though. Last fall Rick Edwards (Assistant CMO) had an idea that would make the shop area more appropriate for our uses. So after talking with many people including Myself (CMO), Eugene Vicknair (Facilities Manager), John Walker (Museum Manager) Rod Mc Clure (president), with input from many others that are at the museum on a regular basis a plan was brought together.

The plan agreed upon was a redesign of some of the shop area on the north side of the museum shop building. The welding area and the component work/rebuild area were separated to provide a cleaner area to work on components like gearboxes, and water pumps. The welding area was moved into the old bolt and storage/cleaning area bay that is split in half, the north end being and staying the cleanup area with solvent cleaning tank and a large steel sink and the south end (the old bolt and storage area)

becoming the welding shop with the bolt and storage area being moved into the bay on the eastern end of the workshop part of the building next to the tool and electric room. Also part of that bay will become enclosed tool storage to expand our tool room along with a wood storage rack for the carpenter shop. Along with the fact that any time you revamp an area it just naturally comes out being a cleaner more organized space, I think that these changes will make our shop a more useful and productive space that we can be proud of and that will speed our efforts at preserving the Western Pacific equipment under our care!

When spring finally gets here, projects that we will be working on include reprofile the wheels on the WP 512 with some work on its fuel injection system also. WP 501 will have some work done on the prime mover so we can put it back in service. Once on the property maintenance will be accomplished on the WP 917 for a return to service, so you can see that we have a full schedule this coming summer.

I hope that some of the work we are doing at the museum will spark your interest in the Portola Railroad Museum and you and your family will come and visit. We would hope that you would like to become involved around the museum. There is a job for everyone's taste, everything from announcing to Zephyr restorations. Mom, Dad and kids there is a place for all of you in Portola, so please if you are reading, this support your rail society with your hard work, your money or best of all, both.

WPRRHS Report

By Thom Anderson

During 2004, three issues of the Headlight were published. This equals our production in 2003. The Headlight staff hopes you have been pleased with the content in the magazine this year. We try to vary the content to hopefully have something of interest to everyone in each issue. It doesn't always work, but we'll keep trying.

Plans for content in the coming year include the following; the second half of the steam helper article that appeared in the latest issue, WP's bicentennial GP40s, Sacramento Northern, and more. If you have materials you would like to loan for publication, please contact Headlight Editor Dave Pires at 565 Primrose Lane, Benicia CA 94510-3844 or by e-mail at headlight@wplives.org

Do you have a retailer in your area that does not sell the Headlight, and think they would be interested in carrying the magazine? Please contact WPRRHS Administrator Thom Anderson through the Society at P.O. Box 608, Portola CA 96122-0608 or by e-mail at wprrhs@wplives.org and the Society will contact the retailer with the offer.

Don't forget about the WPRRHS Convention, scheduled for April 15-16 2005 at the Tracy, CA Holiday Inn. For information and registration contact Steve Hayes at P.O. Box 1083, Soulsbyville CA, 209-536-1847 or e-mail wprrhsconvention@wplives.org.

The locations for the 2006 and 2007 conventions have been set. 2006 will be held in Chico, and 2007 in Livermore on the Friday and Saturday of the third weekend in April. Further information on these conventions is forthcoming.