

- 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

We have received some very positive comments on the direction and progress of the FRRS in recent weeks. We are seeing old members renewing their membership for the first time in many years and we are starting to see some new members join us as well. We are proud of this trend and will begin acknowledging new and renewing members in The Train Sheet. However, our membership numbers experienced slow growth for a number of years and I would like to see our membership roster begin to expand at a faster pace. This helps us with dues income, but just as important expansion in the number of available volunteers who make things happen at the Museum. I have been asking for and stressing the importance of financial donations in my last few columns, but it is time to take a different focus: Stressing the need for volunteers and what it takes for even the smallest things we do to happen.

I am talking about everything from bringing the Museum out of winter hibernation to big projects like painting a locomotive or moving a piece of equipment that the organization has acquired. Nearly all of our activities take volunteer participation to make it happen. I know some of you might think that because we have a *paid* Museum Manager, all of the little things get done. You are correct that John addresses many of the mundane chores at our facility: He cleans the bathrooms, answers the phone, works the Gift Shop and handles the RAL reservations. He also talks to our visitors and answers questions from a hundred differ-

ent directions. This alone is a full time job. He also spends time helping us switch cars, fix problems with the building, and a many other items that would fall between the cracks, but are not part of his job duties and responsibilities. John has become an integral part of our team. I know you hate to hear this John, but Thanks from all of us!

However, John's time, in many cases, could be better spent elsewhere. Do you know what it took to move the Tidewater Southern bunk car from Sacramento to Portola? How about the ongoing move of the Silver Lodge? What it takes to build new track? Before anything else, it takes labor – bodies to make calls, work a shovel or spike maul, write letters or coordinate services. Our volunteers make the caboose train work on the weekends, they help service and repair the locomotives and cars, they help build and repair the track. Our volunteers also paint benches, clean windows, sweep the shop, work on our vehicles, and empty the trash cans. We need volunteers to make things happen every-day. I understand that we all have families, jobs and other commitments that take up a good majority of our time, but if you can find one weekend a summer or one day a month, that would go a long way to make more things happen, and at a much quicker pace, at our Museum. We need help this summer with a number of projects, both big and small including the completion of the our new volunteer lounge car and deck. We are going to need to build some new storage tracks this year to accommodate the new equipment we are receiving. We have the materials for both of these projects, but we need the manpower to make them happen.

I am asked repeatedly by members why this or that project has not been started or completed. The answer is the same: Not enough money and/or volunteers to help do it. We are certainly not alone in this situation. All volunteer organizations have these same problems. Can we resolve these obstacles? You bet we can! Come and spend some time with us this year and make a difference at YOUR museum.

OK, enough ranting for this month and updates are in order. The Silver Lodge is enroute to Portola as is GP7 WP 705. Both should arrive by the end of March if all goes well. I was just notified that one of two remaining WP 39 foot steel gondolas is being donated to us by the Union Pacific Railroad for preservation. These cars were very important to the modernization of the WP as they were the first production freight cars the WP bought that were equipped with roller bearings. They were one of the first production roller bearing cars in the US. The SP 1100 is working on the property as our primary engine and is a fantastic locomotive. We have recently received a large donation of items from member Keith Smith in Utah. Because of a rather large amount of snow in December and January (and since we were on the subject, a lack of volunteers), we have not yet unloaded the cars that shipped the items but as soon as we can we will. I hope to have a detailed report on Keith's donations next issue. Special thanks to you, Keith, for watching out for the FRRS and PRM!

By the next issue of The Train Sheet, we should have a majority of the Rio Vista equipment trade as well as WP 165 on the property. Now that the snow is about over, we can bring Magnolia Tower up from Oakland and unload it. This project is going to need some special attention as once it arrives in Portola, we are going to have a short window of time to build the new foundation and begin reassembly of the building to arrest further decay. A site has been picked, but we are going to need at least \$50,000 for the foundation and reassembly. Please contact me if you are interested in assisting with this time critical project.

As you can see, we have a busy year ahead of us. I really look forward to seeing the changes and seeing all of *you* at the Museum! Until next time, WP Lives at Portola!

WP Equipment Sightings

By David Epling

Another Month WP fans and we have good news and bad news, the good news is there are a lot of WP equipment sightings. The bad news is something goofy happened to my E-mail folders and I opened my program only to find the lower 15 folders had been emptied of their contents. Among these folders was the one containing your sightings. Several people replied to my call to have this information re-sent to me. If your sighting is not here, please send them to me again and I'll make sure it makes the next issue. Now for the reports:

Bill Gilbert photographed WP Boxcar 65631 (w/UP Shield) in Roseville on January 14, 2005.

Greg Elems scored with WP 1403, a Centerbam flat that now carries NOKL 728203. Greg says the B end truck still sports the WP mark and number.

Merrill Thurman was the big winner with WP sightings

as his job had him traveling all over the country. He reports the following: WP 12100, A Covered Hopper, heading East on Sherman Hill at 0942 Jan 6, 2005. WP 12063, A Covered Hopper, Sitting at Ave 304 and US 99 on Jan 16, 2005. WP 65679, A Boxcar, sitting at Ave 48 and US 99 on Jan 16, 2005. WP 12100, Second sighting, this time heading west out of Jefferson City MO on Jan 29, 2005. WP 10208, An Open Top Hopper, sitting on a siding at Pryor OK on Jan 29, 2005

Biff Byrum reported WP Boxcar 38143 in a string of cars tied down on the 131 rail near the Rockpile at the Roseville Yard on Feb 18, 2005.

And bringing up the rear of this report are two sightings by myself. First was WP Boxcar 38043 headed east at Alta CA (Donner Pass) on Jan 29, 2005. The final car reported for this report is WP Boxcar 65667 with the UP shield on a Westbound departing Sparks Yard in Sparks NV at 1441 on 2/27/05.

Remember WP fans, the success of this column depends on your sightings...well and to a certain extent the reliability of my computer. I think to avoid loss of info again, I will hand write the information. So for now. remember our battle cry... WP LIVES!

2004 Donation Thanks

The FRRS gets many donations from visitors and members here at the museum every week. These donations, both large and small, are very important to us and we simply could not function without the contributions of these fine folks.

Late last year, we discovered that this very important element of our daily accounting of money wasn't being accurately reported. The information was recorded at the museum and forwarded up the line where it was mistakenly assumed that someone else was forwarding it to Trainsheet Editor Frank Brehm for inclusion into the newsletter. Unfortunately, the information was not passed along to him and the information was never reported so these fine folks did not get the recognition they so well deserve.

We sincerely apologize for our error. To correct this oversight, we dug through all of the daily sales records from 2004, compiled a list of all the donors who made contributions through the gift shop and are printing it here to give proper credit where credit is due. Again, we apologize for the belated recognition, but feel that we owe these members and visitors a hearty **THANK YOU!** for their generosity to the FRRS, Portola Railroad Museum and the Western Pacific Railroad Historical Society.

The following people made Material Donations to the museum and the Archives:

Thom Anderson-CZ Poster from the estate of our late friend Pete Solyom.

Richard Kirker of Oklahoma-HO models.

Fred Smith of Oregon-HO locomotives and cars.

Virgil Staff-Several boxes of old WP records.

Marylyn and Glen Mangham-Pictures and Prints.

T.E. Mooney of Fort Bragg-Pictures and a Map.

Jan and George Breitwieser of Portola-Paper Shredder and Digital Camera.

Howard Hansen of Portola-Wood Burning Stove