

- FRRS Membership -

Yearly Dues		Single Life Membership		Family Life Membership	
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

By the time you read this, the Holiday will be over and hopefully Santa left everyone something other than a lump of coal in your stockings. Santa left me with the usual pile of bills but at least I was home with the family instead of out working for Uncle Pete. As I promised all of you in the last issue, Santa has left the FRRS a very nice present that we can all enjoy. I am happy to announce that the FRRS has traded the UP 737 4-4-0 steam locomotive for the Western Pacific 165 0-6-0. We have been working on this deal for a long time and it has finally come to fruition. To keep it short, we traded the UP 737 4-4-0 to the Double T Agriculture Museum near Modesto for the WP 165 currently stored at Niles Canyon RR. The Double T Ag Museum purchased the WP 165 from the Niles Canyon / Pacific Locomotive Association right after they acquired the locomotive from the Alameda County Fairgrounds in Pleasanton, CA. We will store the WP 165 at the Niles Canyon RR until they get their connection with the Union Pacific completed and at that point work to get her loaded on our flat cars for the trip to Portola. We have also sold the AT&SF caboose 900414 to the Double T Ag Museum for cash. The details of this agreement will be published elsewhere in this issue, but I want you all to know that part of the contract with the Double T Ag Museum stipulates that the locomotive will be cosmetically restored and displayed in a covered location. I have no doubt that the folks at the Double T Ag Museum will take good care of this locomotive.

We, the Feather River Rail Society now own one of the 5 remaining Western Pacific steam locomotives left in existence. It is sure great to say that, isn't it?

Now, what do we do with her? As many of you know, the condition of the WP 165 is not the greatest. It has been abused and ignored for years but that is a familiar statement that has been said about many pieces of equipment acquired by many organizations in the past but it has not stopped them. I have no doubt that we can and will restore the WP 165 to its past glory but it will take lots of time and lots and lots of money. I would have to say that we should first deal with any asbestos issues that might remain. From there, we need to decide if we want to even think about restoring the locomotive to operation or keeping it as a static display. We have to get her home to Portola and evaluate her condition before we go any further with these thoughts. I will keep you all informed as to the status of the WP 165.

The Santa Trains were very successful and even though the weather did not cooperate at all we had many smiling faces at the Museum on both nights. The second Saturday nights train was the busiest and required the train to operate on a load and go basis for most of the night. It was estimated that we had over 400 people at the museum enjoying the festivities on that night. Norm and Steve both stated that this was the biggest crowd we have ever had at Santa Train. I want to thank all of you who helped decorate, bake cookies, serve hot cocoa and cider, operate the trains and keep the lights on.

As we start the New Year, our finances are in good

shape, we have some historic equipment trades and acquisitions happening, the physical plant is in better shape than it has been in a long time and the gift shop is really beginning to take off under the expert guidance of our Museum Manager John Walker. One place we are lacking is volunteers. We have had the appearance of some new faces this year and seen some old ones reappear but we need more of our members to show up and help do the dirty jobs. I know that driving 4 hours or more to come to the museum for an enjoyable weekend of shoveling gravel or cleaning out a boxcar is not anyone's idea of a good time but it is some of the things that we have to do to get the place in order. We have all kinds of wonderful jobs that need to be done. Weeds to be mowed, fences to be built, track to be repaired and built, locomotives to be repaired, boxcars to be cleaned out and shelves to be installed, journal boxes to be oiled, brake shoes to replace. The list seems endless but with enough help we can keep these things checked off and concentrate on bigger things like truck swaps and equipment restoration. RAL's and Caboose Train operations help pay the bills but like all railroads the small stuff has to be handled also. Try and bring a friend up the next time you come to the museum and see if they are interested in getting involved.

More good news is coming soon. Stay tuned for more exciting announcements.

PRM Facilities Report

By Eugene Vicknair, Facilities Manager

Many small items have been taken care of in the last two months.

Museum Manager John Walker recently reported the completion of repairs to the Beanery sink. He has also engaged in and overseen several small projects around the Diesel Shop including texturing and painting the bare wall leading to the Women's Restroom, repainting several railings and warning sandwich boards and improving the look and layout of the Gift Shop. The desks that once sat next to the restrooms have been removed and the surrounding area cleaned up. The REA Baggage Wagon now resides in the area next to the Operations Office and the improvement in the area's appearance has received rave reviews.

John and I are also coordinating the restructuring of the shop bays and the general cleaning of the work spaces. A new tool room is being designed and John has taken the lead on organizing the parts bay with new shelving acquired by CMO Hank Stiles. Hank, Doug Morgan, Dave and Vicki Epling and others have been assisting in this work.

Work on the volunteer deck ramp and stairs continues with David Epling and Tom Carter recently assisting me in sinking several new posts. I am hoping to get one more good weekend on the project before winter. With luck, we can actually be decking the ramp before the freeze.

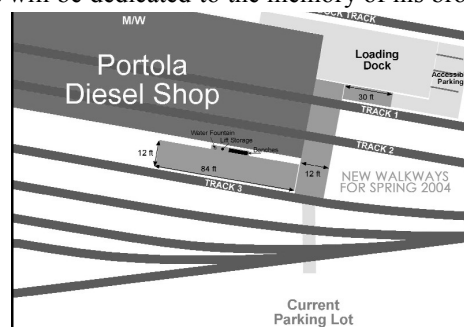
Several big changes are on hand for the Museum facility come next Spring:

ADA WALKWAYS

The FRRS Board has approved the installation of the first permanent, ADA compliant walkways on the property.

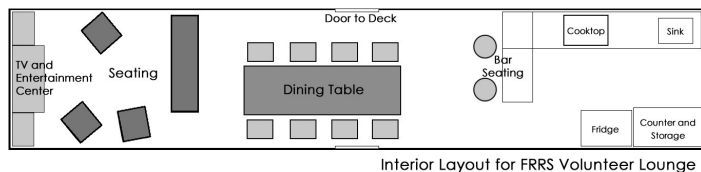
These walkway additions will begin across the east end of the Diesel Shop and will include the first segment of the Caboose Loading Gallery. In conjunction with this work, the walkway to the end of the loading dock, now the location of our accessible parking, will be refurbished. Once this work is complete, a portable wheelchair lift will be acquired for use in the loading gallery area. This will, for the first time at the PRM, allow paved wheelchair access into the building and eventually access to the caboose train. Currently, our Missouri Pacific transfer caboose is being evaluated for modification to allow wheelchair tie-downs to be installed on the car.

Still to be funded are the installation of benches, lighting and a drinking fountain along the gallery walkway. To complete all the phase 1 work, we still require about \$5000. As reported in the previous issue, longtime member Ed Wagner has donated \$15,000 to begin this work and, in thanks, this first segment of walkways will be dedicated to the memory of his brother, Joe.



VOLUNTEER LOUNGE and FACILITIES

Work is also progressing on the new Volunteer Lounge, to be housed in the Silver Debris bunk car. Currently, Mickey ??, a local contractor, is removing the former interior and preparing the car for its new role. With funds newly approved by the Board, the lounge car will be insulated, rewired and eventually have a kitchenette and seating installed. The deck between the sleeper and shower cars will also be extended to allow access to the Silver Debris, creating a centralized complex of facilities for our volun-



teers. Work is also progressing on the new ramp and stair access to the deck.

We hope to have all this work complete in time for the opening of operations season in 2004. HOWEVER, it will not happen without assistance from our members. As mentioned, monetary donations are needed to complete the walkway work and donations of funds and labor are needed to complete the Silver Debris and the deck.

If you wish to donate to the facilities improvements, please send a check or money order to Feather River Rail Society, P O Box 608, Portola, CA 96122, ATTN: Facilities Fund. Make the check out to the FRRS and note FACILITIES FUND on the memo line.