



THE TRAIN SHEET

News from the Feather River Rail Society



Preserving "THE FEATHER RIVER ROUTE"

Issue - 180

January/February/March 2019



**Pacific Coast Region NMRA
Diamond Rails Forever
2019 Joint PCR/FRRS Convention
May 2-5, 2019
Sacramento, California**



2019 Western Pacific Historical / Pacific Coast Region Joint Convention

by Eugene Vicknair



The Sierra Division of the Pacific Coast Region - NMRA and the Feather River Rail Society invite you to attend the Diamond Rails Forever 2019 Joint PCR/FRRS Convention in Sacramento, California, at the McClellan Convention Center, 5411 Luce Ave, McClellan Park, CA 95652. The convention will run from May 2-5, 2019.

Registration is open! You can register on-line at <http://pcrnmra.org/conv2019/> or mail in your registration by downloading the form on the website. Cost for the complete convention, including the banquet and PCR breakfast, is \$155 per person. Day passes, special events and add-ons line convention model cars are available.

In addition to celebrating the 75th anniversary of the Pacific Coast Region, we will also be honoring the 70th anniversary of the "California Zephyr"! Several of the clinics and presentations will focus on "The Silver Lady" and we are welcoming many special guests who worked the train, including a group of Zephyrettes who will be holding their annual reunion during the convention.

As a special treat, several "meet and greet" sessions shall be held where you can meet the Zephyrettes and talk with them about their experiences.

WP centric presentations this year include a show on Modeling WP MOW Cars by Kerry Cochran, a presentation by Ken Rattenne called "The West in Western Pacific", a look at the downfall of George Gould in his quest to build the WP by Jeff Asay, shows that explore WP's dining service by Loren Dunlap and Janet Steeper, Virgil Staff films featuring the "California Zephyr", a history of the Zephyrette employees by

(continued on page 3...)

Upcoming Events...

- Annual Crew Training Saturday April 27
- WP 165 Steam Work Session May 1 - 5
- WP Historic / NMRA Pacific Coast Region Joint Convention - Sacramento May 2 - 5
- Operating Season Opens May 25
- Second Annual Crew Training Sunday May 26
- Members Dinner & Annual Membership June 1

-THE TRAIN SHEET-

Issue 180 - January/February/March 2019
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 News from the Feather River Rail Society and the
 Western Pacific Railroad Museum at Portola

Editors - Matt Elems & Paul Finnegan
 Email: trainsheet@wplives.org

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 September and December.

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FEATHER RIVER RAIL SOCIETY
WESTERN PACIFIC RAILROAD
MUSEUM at PORTOLA

PO BOX 608, Portola, CA 96122-0608

Museum Phone: (530) 832-4131
 Fax: (530) 832-1854

The museum is open:

April: Thursday - Sunday

May - September: Daily

October: Thursday - Sunday

Hours: 10 - 5, weather permitting.

If you wish to visit during the closure period, it is
 advisable to call in advance
 and find out if the museum will be open.

Entrance to the museum for members is free. Non-
 members are required to pay an admission fee, details
 are inside this issue on the inside of the back cover.

The Feather River Rail Society, a tax-exempt public
 benefit California corporation, is the historical society for
 the Western Pacific Railroad and operator of the Western
 Pacific Railroad Museum in Portola, California.

**The FRRS is not associated with the
 Union Pacific Railroad.**

FRRS Tax ID number is 68-0002774
 Member of the Association of Railway Museums and the
 Tourist Railway Association, Inc.



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- WEB PAGES of INTEREST -

FRRS Official Site	www.WPLives.org
CZ Virtual Museum	calzephyr.railfan.net
California Zephyr	californiazephyr.org
Western Pacific Pages	www.WPLives.com
WP Virtual Museum	wpmuseum.railfan.net
Tidewater Southern Pages	www.TidewaterSouthern.com
Central California Traction	www.trainweb.org/tractionco

(Convention...continued from cover)

Catherine Moran von Ibsch and a history of the Quincy Railroad by Eugene Vicknair. Mark Williams will be doing two shows: a history of the "California Zephyr" and of the "Zephyrette" RDC cars. And there are other shows and surprises in the works.

There will also be book signings by two authors! Jeff Asay will be doing a signing of his new book on the Western Pacific, "The Iron Feather", and Janet Dawson, author of the "California Zephyr Mysteries" series of books, will also be signing her work. She will also be doing a presentation on her books and research into the CZ used to create them.

Check out the convention website for more information on clinics and presentations, including the PCR / Modeling track and its great line up of clinics. <http://pcrnmra.org/conv2019/clinics>

The guest speaker for the closing banquet will be recent NMRA President, Charlie Getz. He has had an eventful term, to say the least. Charlie will be speaking on "Reflections on a Life in Model Railroading." Charlie Getz was born in Japan in order to be near his mother. His parents were stationed in Japan as part of the Occupation Forces under McArthur. This heritage led Charlie to a life-long love of Rice and Brass Engines. On a recent trip to Tokyo, Charlie was able to visit Tenshodo and Tokyo Disney. He became a hobbyist in 1961 with a Christmas present of a Mantua General in HO and has dabbled in HO, HO_N3, On3, N as well as a few miscellaneous scales.

And of course there will be layout tours, operating sessions and prototype tours. Information is being posted regularly so check out the website. <http://pcrnmra.org/conv2019/>

When you register for the convention, be sure to purchase the special convention model cars. Two beautiful cars are available for this convention from Kadee. They are the Tidewater Southern 50' PS1 Cornucopia boxcars, road numbers 501 and 519. There are a total of 150

of #519 and 75 of #501 available, so get your 2-car sets before they go. Cost is \$35.00 for a single and \$68.00 for the 2-car set.

They can be ordered as part of the Registration process or, if you've already registered but have decided to order more, from the Company Store. As a bonus, an article about these cars, written by Eugene Vicknair (webmaster of www.TidewaterSouthern.com) and published in Issue No. 50 of the *Western Pacific Headlight*, will be included with each car/set purchased.

The Convention Committee has also made arrangements for a convention polo shirt with an embroidered convention logo on the pocket. Cost is \$30.00 each.

To attend the convention, you must be a member (or join) one of the two organizations but it is NOT necessary to belong to both of them.

Please come and join us at the convention! This will be a special one.

Election Update

- Matt Shuman



The three seats held by Bob Sims, Roger Stabler and Janet Steeper, comprise the June 2019 FRRS Board of Directors election. Nominations opened January 1st and closed January 31st. The three incumbents were re-nominated, but no other nominations were made by the membership.

The election committee made notification of a potential "White Ballot" election to the FRRS Board and membership. In a white ballot, there is no mail-out election and the candidates are automatically seated. Board eligible members were allowed to submit for a write-in campaign up to March 15, 2019. No member expressed an interest in initiating a write-in candidacy.

The 2019 FRRS Election process for a "White Ballot" is now closed and it appears that we do have a "White Ballot" for the 2019 Election and that the three incumbents will remain in office. This still needs to be reviewed and validated by the FRRS Board.

2019 Caboose Train and Weekend RAL Schedules

- Paul Finnegan

The Operating Department collected detailed records during 2018 season (see 2018 Caboose Train Operations on page 13 of the Train Sheet issue 178.) Using this information a new Caboose Train Schedule has been developed for the 2019 season.

10:00	Crew call
11:30	Train Rides Start
Noon	
12:30	(Beans after 12:30 run finishes)
1:30	
2:00	
2:30	(Saturday only)
3:00	(Saturday only)

We will run the Saturday schedule on the Sundays of Memorial Day and Labor Day weekends. The RAL schedules were also modified to work with the new caboose train schedule for 2019. There are now two RAL slots before operations and two RAL slots afterwards.



WPRM Tamper

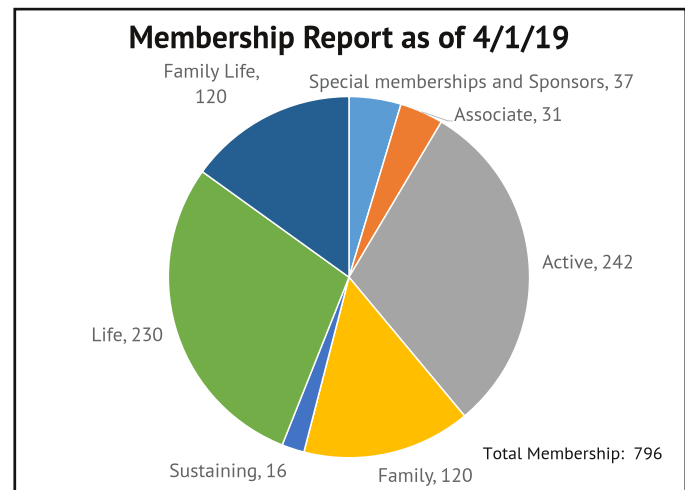
- photo by Paul Finnegan

Things Around the Museum - Tamper

- Paul Finnegan

This machine is a Jackson model 100 tamper, this is an early model produced in the late 1950s and is quite small by today's standards. Tampers are used to vibrate the rock under the ties to raise and level the roadbed of the railroad. This is a vibratory electric tamper it has eight tamping heads to do both rails on both sides of the railroad tie. This machine required a crew of four to six people with rail jacks to proceed it raising and leveling the track. The tamper followed the crew tamping the raised roadbed and about a quarter mile could be done in a day.

Modern tampers use lights and lasers and have multiple rail clamps to raise and align track in a continuous motion with a single operator and can do a mile or more per day.



THE ULTIMATE EXPERIENCE - AN HOUR OF POWER

Home of the original

"RUN A LOCOMOTIVE"

You can operate one of our vintage diesel locomotives with your own private instructor. A certificate suitable for framing is awarded after each RAL session. Gift Certificates are also available in the Museum Store or on-line.

The RAL program is available from mid-April through mid-November, weather permitting.

Call (530) 832 - 4532 for reservations

www.RunALocomotive.com

**Would YOU like to work on the Railroad?
Join our Operating Department!**

- Paul Finnegan, Crew Caller

The museum operates trains every weekend between Memorial Day and Labor Day. We also run our Pumpkin Express in October, Santa Trains in December and special event trains. If you have always wanted to have a taste of "working on the railroad", such as connecting air hoses, giving hand signals to the engineer and pulling pins on couplers, then this is your opportunity.



FRRS members (active and above) who would like to participate in the museum's train operating crews are required first to take a rules examination, sign a liability release and then to be instructed in safe operating procedures.

Two crew-training classes are scheduled for 2019. They are scheduled for Saturday, April 27th and Sunday, May 26th, starting at 10 am at the museum in Portola. You need only attend one day of training. Please use the "Join our Operating Department" link on the museum's home web page to register for the class day of your choice.



*Photo from Members' Day 2018 - Let's eat!
- photo by Kerry Cochran*

**2019 Members' Meeting
June 1st**

- Janet Steeper

June 1, 2019 is the date for our annual Membership Meeting and Dinner. This annual event is a great chance to meet and catch up with other members, tour the museum and learn what has been happening and what will be happening with the FRRS. It is a BBQ potluck with the FRRS Board providing the meat and attending members bringing side dishes and desserts.



The event starts with dinner at 5:30 PM after the museum closes to the public. The Membership Meeting follows at 7:00 PM, which includes the results of the Board of Directors elections. This is your chance to hear from, and ask questions of, the FRRS Board, Officers and Department Heads.

Come early and visit the museum. See what's new. We plan to operate our caboose train, come and take a ride!

If you would like to get a special tour on Membership Meeting Day or bring something for the dinner, please contact the museum by email at info@wplives.org.

Mark your calendar and join us at the museum on June 1.



Did you know that the Agendas, Minutes & Reports from the Society Board Meetings are on the wplives.org website?

Use the *Members* pull-down menu and choose the *Minutes & Reports* entry.

Board Meetings times, dates and locations are listed on the current Society Calendar, also on the website.

"ALL" WP 705 needs is a governor and a governor wiring harness...

- Paul Finnegan

Number 705 was completed by EMD on October 10, 1952 and delivered to WP on October 29. Carrying serial number 17029 and frame number 5197-5. The 705 stayed on the roster until after the merger with UP. It was sold by UP to Mountain Diesel Transportation on July 15, 1987. Mountain Diesel in turn sold it to the Great Western in August 1987. It was repainted and lettered Arizona Central 705 in May 1989. It was later acquired by OmniTrax. In 2003 it was declared excess and scheduled to be scrapped if a purchaser could not be found. Several FRRS members stepped up and pooled their money to purchase the 705 and donated it to the Feather River Rail Society.

When it was purchased for preservation, we were told, "All she needs is a governor and a governor wiring harness."

Working together, Lew Barnard and Kenneth Finnegan, found a wiring diagram for EMD GP-7s in our Mechanical Department records, built and installed the wiring harness in July 2006. The donors recently decided she will be painted in a Perlman Green scheme after mechanical restoration. In reality it turned out, she will need much more than just a replacement governor, but we still hope she will eventually return to service for RAL and caboose train operations.



Above - Lew Barnard is seen wiring the new harness for WP 705.

Left - Kenneth Finnegan is installing it.

- photos by Paul Finnegan

What the heck is a governor?

from WP OPERATING MANUAL GP9 LOCOMOTIVES

As an example, the governor on an EMD GP-7 (e.g. WP 707), is on the front end of the engine, it performs the function of controlling the speed of the diesel engine, as directed by the position of the throttle at the control stand. The speed of the engine is controlled from 275 RPM at idle to 835 RPM in run 8. The "orders" of the throttle are transmitted to the electro-hydraulic governor through electrical circuits. The governor is connected through a linkage to the injector control shafts on each bank of the engine. By regulating the position of the injector racks, and consequently the fuel injected to each cylinder, the speed of the engine is controlled. The governor performs its job of seeing that the engine rotates at the speed ordered by the throttle, regardless of how much or how little fuel is needed.

A device called the load regulator, acts to cause the governor to allow injection of no more or no less fuel to each cylinder than that which will result in a predetermined power output for each throttle position.

A low oil pressure device built into the governor protects the engine in case of low oil pressure or high vacuum on the suction side of the pressure lubricating oil pump. In this event, the governor will immediately stop the engine and light the yellow low oil alarm signal in the unit affected. The alarm bell will ring. If an engine is stopped by the governor low oil device, the push button must be reset before the engine can again be started.

When the engine is started and run at idling speed, the governor will again stop the engine after approximately forty seconds, if the condition re- mains which caused the original shutdown. The engine should not be repeatedly started if the governor persists in shutting the engine down. If an attempt is made to run the engine above idling speed during the delay period, the governor will immediately stop the engine if the oil pressure and suction are not normal.

2018 Western Pacific Railroad Historical Convention "Where the WP Meets the Rio Grande"



Golden Spike Train Club of Utah

The 2018 Western Pacific Historic Convention was held in Salt Lake City, one of the many events was a layout tour of the Golden Spike Train Club of Utah.

Some conventioners visited the largest club layout in Utah, with over 20 scale miles of mountain Railroading to enjoy. GSTC of Utah is located in the basement of the old Wasatch Hot Springs building at 840N Beck Street in North Salt Lake.

As part of the convention, the Golden Spike Train Club of Utah opened its club layout for convention attendees on Saturday, April 21, from 11 AM to 4 PM. Many members brought their Western Pacific equipment and ran it in honor of the convention.

Related websites:

- <https://youtu.be/qu6Fn3zE7XQ>
- www.goldenspiketrainclubutah.org

Photos by Kerry Cochran



Welcome to the Station



Roundhouse



CZ Running



WP 1952 Box Car



*Photos from 2018 Santa Trains - SP 2873 Decked out for the Holidays - Michael Clawson
As the train gets underway December 8th Charlie admires the lights and evening sky - Greg Elems*



Mechanical Department Report January 2019

- Acting CMO DS Elems

We are down to two (mostly) operable locomotives for our standard rental plans. While SP2873 and QRR1100 are definitely getting tired, they have, and continue to, soldier on despite minimal and deferred maintenance.



This is a quick update of the status of the locomotives in our fleet: WP917 will need extensive work before I'm willing to release it back into operation due to safety concerns, the same goes for WP608. WP921-D needs a frame truss repair and is worn out to the point of needing an overhaul. WP2001 is pretty much good to go and is quite reliable other than the radiator leaks which we can manage for the moment. WP707 just needs injector work. Ethan Doty has gone through our box cars and located some Westinghouse traction motors of the type used in the USA1857, so we may have another solution for the issues plaguing the #1 traction motor on that unit. All WP1503 needs to get back in service is radiator work. The Baldwin AS-616's may have only a few minor issues keeping them from being returned to service, but in-depth inspections should be done to them just in case. The same can be said of WP512 in addition to the needed wheel work, though in that vein all of our locomotives are in need of some form of wheel truing at this point.

In short that breaks down to two locomotives currently in service, three locomotives in need of some level of overhaul before they can safely operate, four locomotives that are operable or practically operable with minimal effort, three locomotives that need comprehensive inspections and potentially fall somewhere between the two prior categories, and all locomotives in need of some form of wheel work.

Additional information is available in my full January report that is available on the society's website on the Minutes & Reports page.

WPRM Marketing Strategy Meeting

- Eugene Vicknair



Goals: Identify & determine revenue streams and missed opportunities.

Eugene Vicknair met with Michael & Patty Clawson of Big Fish creations on January 2, 2019 to identify the largest revenue generators and maximize marketing efforts to enhance the monetary outcome. The secondary goal was to identify any missed opportunity to help increase revenue.

INCOME SOURCES

As reported by Eugene Vicknair, major income sources for WPRM in 2018 were as follows:

1. Run-A-Locomotive Program \$39,935
2. Store sales \$30,000
3. Admissions \$24,500 (not including Pumpkin or Santa Trains)
4. Membership dues \$19,880 (exception of life members)
5. Member donations \$25,869 (random)

Goal – determine of the revenue streams how to increase dollars and generate income initially during winter and spring months – and long term.

Greatest opportunity for revenue sources during off-season:

RAL pre-purchase programs and membership.

"Volunteers Background Check" Up-Date

While processing a background check, Verified Volunteers has informed us that in some cases there will be Source or Repository fees that are mandated fees that are required by some states in order to pull a report from a jurisdiction/county. If the candidate has lived in one of these states, a source fee will be added to their background check order. (i.e.: Washoe County, NV. an additional \$7.00) Should you have any questions about these fees, please contact Kerry Cochran (backgroundcheckadmin@wplives.org).

Catch the Early Train!

Get your Train Sheet by email and you will get it before the post office even receives it and it is in COLOR!

(and you save the FRRS money too!)

Send an email requesting email delivery to membership@wplives.org



Departure Bob Larson

Bob Larson hired out on the Western Pacific as a fireman in 1956; he came to the WP from the Soo Line, CN&W and DM&IR.



In 1957, he was forced to Portola on the firemen's extra board. At the time he had no idea where Portola was and did not know anything about the Feather River Canyon.

Bob had an old-time nickname (everyone on the railroad has or acquires a nickname); it was "Hoopie". During some of his time on the railroads back east, he worked as a tower operator, where part of the job was to "hoop up" train orders to passing trains. This followed him to the WP. At Winterail many years ago, Bob told us a hilarious story of an evening he spent in a tower in Wisconsin, while live-narrating a slide show of some of his spectacular collection (he was also a great storyteller). He almost always had a camera with him when he went to work, and, as a result, got hundreds of photos that no one else could even hope to have.

Bob shared some of his adventures with the Western Pacific over a long series of articles he wrote for the *The Western Pacific Headlight*, the journal of WP history from the Feather River Rail Society. The articles were titled "At the Throttle with Bob Larson" and chronicled his career from 1962 to 1978.

Bob Larson died February 14, 2019 at age 81 in Las Vegas.

Museum Sponsors

The Western Pacific played a major role in developing the economy of Plumas County and the surrounding region. The Western Pacific Railroad Museum is proud to be a part of that heritage and to hold a position in supporting the ongoing economic health of our community. We welcome the support of that community in return. Helping to preserve the Western Pacific is good for tourism, good for our regional culture and good for business.

We ask our members and visitors to support our business sponsors, companies who have generously contributed to the museum and its mission to preserve the Western Pacific family.

If you are a business owner, see how you can support the WP Museum, your community and improve your advertising and networking outreach through our sponsorship program. See wplives.org/sponsors_how_to_become.html to learn how.



H & R Block - David Hansen

2850 Main St Ste 7, Susanville, CA 96130

Tel: 530-257-9339

New Mattresses for the Troop Sleeper

- Steve Habeck

Back in August 2018, we were contacted by Bill Hartman, a Scout Leader for Boy Scout Troop 341 in Carson City, NV, about working with us to get new mattresses for our troop sleeper, USAX 8300. This car is one of a very few troop sleepers still in existence that is still in its original configuration, retaining all 30 bunks, doors, and appliances. The one thing missing was suitable mattresses for the bunks; the car came with about 6 or 7 beat-up, torn mattresses, shedding dust and chunks of petrified foam rubber everywhere. We have used the car on many occasions for Scout troops staying over at the Museum, as they participate in the Railroading Merit Badge program that we facilitate. The car was usable, as long as the Scouts brought sleeping bags to put on the bunks, but it was still uncomfortable sleeping directly on the spring frames with a sleeping bag. Another problem was that the bunks in the car were not a standard size; new mattresses would have to be custom-made, which had prevented us from dealing with this issue in the past.

So, at Bill Hartman's request, we got the measurements off the bunks and forwarded this information to him. He then went to Reno Mattress in October and had 30 custom mattresses made. He sent us a donation for the cost of the mattresses, which we used to buy them from Reno Mattress. The mattresses were finished in early November, and we arranged to meet Bill and his wife at the Museum on Tuesday, November 20th. That morning, Ethan Doty, Bil Jackson, and I hauled the remains of the old mattresses out of the car and lined the dumpster with them. Bill and his wife showed up that afternoon with a trailer and the mattresses, which Ethan, David Elems, and I loaded into the troop sleeper. The new mattresses are wrapped in sets of three in plastic, so we stacked them on the center bunks in the car, still in the protective plastic wrap, until we can do some cleanup in



the car, to get rid of the petrified foam rubber dust and residue that's still in the car.

Bill Hartman has requested that we get signage made to place in the car, indicating that the mattresses were donated by Boy Scout Troop 341, Carson City, NV. I am working with the sign shop in Portola to get suitable signs made, per his request, and they will be posted in the car this spring.

This is a significant, functional, and visually appealing upgrade to our troop sleeper, helping to tell the story of these cars, and we are extremely grateful to Bill Hartman and Boy Scout Troop 341 for their donation.

Member Communication

The FRRS is always working to improve its communication with the membership. Please make sure that we have your correct postal address if you move. Also, we ask that you provide a valid email for our files, even if you are not getting the *Train Sheet* electronically. We never share your information outside the society and it just gives us another means to contact you with new events and developments.

Make sure you note your correct address and email on your membership renewal form, or update it via the website at https://wplives.org/membership_change_of_address.html or by emailing your updated information to membership@wplives.org.



The Ultimate Snow Clearing Machine The Rotary Snow Plow - SPMW 208

- Paul Finnegan

On August 23rd, 2017 WPRM was contacted by a TV production company based in the United Kingdom interested in producing a documentary series including pieces of American railroad equipment.

They traveled to California in September 2017 to produce a short segment about Rotary Snow Plows. The piece discussed the history of the rotary plow, how it worked and why it was such a successful piece of machinery.

They were interested in learning more about the Southern Pacific Rotary MW208 at the Western Pacific Railroad Museum at Portola and already had some great footage of it in action. They were very interested in visiting the museum when they learned it was "stored operational" and with some TLC (and some funding), could be demonstrated for their film crew.

They came on the property on Saturday, September 16th for a day of living history.

For the film crew we provided an operating crew who demonstrated the equipment. Steve Habeck was the engineer for the snow plow that controlled the entire consist with Charlie Spikes as his fireman. The second unit, and the motive power, was SP 2873 (the SPMW 208 cannot move by itself, it needs a pusher engine) engineered by Loren Ross with David Elems as the fireman. In addition to the engine crews, we had a ground crew with Bil Jackson as conductor and brakeman Ed Powell. The operation ran for four hours.

We were not allowed to publicly share information about this until after the show aired in the United Kingdom. In October 2018, after it was broadcast, the production company sent a DVD to us of the full one-hour show.

I have created a three-minute video that contains the portion of the show shot at our museum. I posted it on the website in the "WPRM Photo & Video Gallery" on the "About Us" pull-down menu.

Flyer's Corner

As a kitten, I like to purr, but lately it has been more of a brrrrrrrrrrrrrrrrrrrr! After Santa Trains my human friends moved me from the Museum Store out to the Crew Lounge car for the winter. Santa Trains was a lot of fun with lots of people and things going on here at the museum.



Then I guess it was getting too quiet around the museum. The water feed line for the Lounge Car did a catastrophic disassembly on January 25th and proceeded to flood the area between 5 & 6 Rails and under the Shower Car. Ethan Doty discovered it, shut off the water and then Charlie Spikes & Duane Vander Veen got it patched up.

Then the snow really came. The photo below is looking out the door of the Crew Lounge car on February 7th. My buddy Ethan came down to the museum to check on me. I'm sure glad I'm inside!



2019 ROTARY RUN

*featuring historic rotary snowplow
Southern Pacific MW208*



- Eugene Vicknair

After being a topic of “what if” discussions for many years, March 22, 2019 saw a special event happen at the WPRM where our Southern Pacific rotary snowplow MW208 was fired up and plowed snow while lucky donors got a chance to ride in the rotary cab, locomotive SP GP9 2873 and caboose DRGW 01414.

A run of storms had dumped heavy snow on the museum in the weeks leading up to the March Board Meeting. During the storms, we were contacted by John Bartell of ABC10 television in Sacramento and asked if the rotary could plow snow and if he could come film the event. An idea was put forward based on the prior “what if” discussions to turn the event into a fundraiser and a hands on experience, giving people a chance to ride the rotary during a plow run. After a discussion of pros, cons and work required at the Board Meeting, the decision was made to hold the event on March 22, giving the volunteer crew a chance to ready the museum, rotary and the locomotive.

For the next 12 days, David Elems, Ethan Doty, Charlie Spikes, Bil Jackson, Steve Habeck, Greg Elems and others worked on prepping the grounds and the equipment. Full mechanical

checks were performed and switches and paths shoveled, while an operation plan was put together. While this was in progress, Eugene Vicknair, Paul Finnegan and Big Fish Creations worked on marketing and ticket sales, using the WPLives.org website, email blasts and various social media outlets for promotion. The coveted rotary cab seats were put up for auction on eBay while the other tickets were offered on EventBright. For the first run of the day, when the rotary would be plowing snow, six seats were offered in the rotary cab, four in the locomotive cab, four in the caboose cupola, and a ten-person photo line was offered. After the first run, general admission tickets were offered for those who wanted to explore the rotary and ride now-plow runs.

On Rotary Run day, the operations crew was joined by Matt Elems for operations, while our museum store staff of K.C. Dunn, Jean Danielson and Tajanae Yager sold merchandise and helped out the volunteers. Mary Ann Vicknair served hot coffee, hot cocoa and warm cinnamon rolls in the baggage car. Patty Clawson helped John Bartell and his camera operator in setting up to film the runs. Greg Elems also worked with the video people and the five gallery visitors, keeping everyone on the ground safe.

Thank you to all the volunteers who made this happen! And to the donors who contributed and came out to have such a unique experience.

In addition to raising funds for our preservation efforts, we received a massive following and response via social media and in print. The news of the event was shared far and wide and all the Plumas County newspapers ran a front page story in the run up to the event.

With this first one in the books, it is hoped that future runs can be done when and if Mother Nature cooperates with good snowfall, giving even more people a chance to see an operating rotary snowplow up close and personal.

For historical information on rotary SP MW208, please visit the WPLives.org website: https://www.wplives.org/mow_pages/spmw_208.html.



*Photos from 2019 Rotary Run
March 22, 2019 - photos by Greg Elems*





American Car and Foundry builder photo showing the Western Refrigerator Lines scheme WP put on its first few reefer cars.

- FRRS Archives

Saving Western Pacific PFE Reefer 55069

- Eugene Vicknair

In November 2018, Lisa DaFonte contacted the Society and revealed that her family owned an amazing artifact they wished to donate to the Museum collection: a 1924 build wood refrigerator car, Western Pacific 55069. This car was part of the WP's portion of the Pacific Fruit Express fleet, the existence of which is a fascinating story.

In 1923, the Western Pacific was looking for better ways to compete with its larger and more powerful rival, the Southern Pacific. One area that was important to both railroads was the movement of fruits and vegetables grown in California. The major supplier of the required refrigerator cars in the Western United States was Pacific Fruit Express, co-owned by the Union Pacific and Southern Pacific Railroads.

The WP used cars from PFE just like other western railroads, but it wanted a better deal. So the WP announced that it was founding its own competing refrigerator car line. The little underdog railroad even went so far as to order a fleet of cars painted for its new company.

In the face of possible competition, PFE reached an agreement with the WP to lease its new cars and make WP part of the PFE family. The Feather River Route received preferred use rates and access to over 40,000 refrigerator cars, rather than just the 2,775 cars it had built. This

shrewd and nervy strategy paid off in decades of rate savings. WP's fleet of refrigerator cars was retired by the early 1960s and very few survive today. We have two examples in the WPRM collection, one a 1950s rebuild and one unrebuilt, but they each have issues and one of the cars is likely unrestorable.

Lisa and her family were planning to expand the house next to the car and, unfortunately, that meant it had to be moved or demolished. As this car had been a big part of her life, Lisa felt that it deserved a chance to be preserved. She contacted several museums, but all passed on the car or never responded. She eventually contacted the California Trolley and Railroad Corporation (CTRC) in San Jose, but they also decided to not pursue the car. However, Ken Middlebrook of CTRC encouraged Lisa to contact the FRRS. I received the email and agreed to meet her and Ken at the home off Bascom and Naglee in San Jose to take a look.

Ken and I reviewed the car closely and found that it was in amazing shape. Placed alongside a house in San Jose 39 years ago, the carbody had been put onto railroad ties in a shallow pit dug just for the car. This had prevented rot from entering the underside of the wood body and destroying the floor and main structure. What damage there was came from dirt that had piled up alongside the car over the decades and led to rot in the siding and the outer boards of the frame. Few 95 year old wooden cars have survived as well as this one.

(continued next page...)

We are very close to covering the last costs for moving WP PFE 55069! We need about \$1,500 more to finish paying Taylor Heavy Haul, who came in at the last minute to save the day. Following this, we will begin raising funds for the restoration of the car itself. You can donate through the Go Fund Me page (accessed through WPLives.org), through our online donation page (<https://donate.wplives.org>) or by mail to FRRS-WP 55069 Fund, P O Box 608, Portola, CA 96122.

(... WP 55069 continued from previous page)

As Lisa revealed to us, the story of how it came to sit beside her house had an unusual path. In 1980, San Jose City Councilman Jerry Estruth, the homeowner at the time, wanted something special for an event at City Hall. He found WP 55069 in a field near the Santa Clara County Fairgrounds and purchased it to act as a backdrop for the bar at the event. With this task complete, he had the car trucked to his home, which lacked a garage, and placed next to it as a storage shed. Lisa's family moved in a few years later.

In further researching the car, its low number was noted. WP's first 167 cars were painted in its own Western Refrigerator Lines livery before the deal with PFE was struck. The cars never turned a revenue wheel in these colors, but instead were routed to Roseville, California where PFE promptly painted them into its own livery complete with WP feather herald. While research is still ongoing, the low number of 55069 leaves open the possibility that it was one of these specially painted cars. (Only 900 of WP's 2,775 cars were rebuilt in the 1950s, so the number sequence was disrupted.)

With these facts in hand, a plan was formed to try a new approach to acquiring and restoring equipment by the FRRS. Instead of moving the car to the WP Museum in Portola, an agreement was proposed between the FRRS and CTRC to move the car to CTRC's restoration facility at the Santa Clara County Fairgrounds. There FRRS volunteers in the Bay Area would have access to the car year round to work on in closer to home. In addition, crowdfunding would be used to seek the funds needed for the move. The location of the WP 55069 was needed for an expansion of the house and the car was hemmed in by fences, trees and the house itself. After discussing options for having volunteers lift the car, it was decided to engage a professional house moving crew with experience in historic buildings and rail equipment.

With approval by the FRRS and CTRC boards, the grand endeavor began, with a deadline to move the car that eventually extended to late February or else it would have to be demolished. Lisa and her family were incredibly supportive of this effort, even as it delayed their home remodel. The family also donated a sizable percentage of the funds needed to lift and move the car. Thank you is wholly insufficient in showing our gratitude for their help and patience. (We also need to thank their neighbor, who allowed the demolition and rebuilding of the fence between the houses.)

A deal was struck with a crew from Kelley Brothers Housemoving in San Jose. With partial donation of labor, the eventual cost was almost half of the original quote, a huge savings. A Go Fund Me page went live on January 27, 2019, complete with a video discussing the history of the car and WP's reefer battle with PFE. On February 16, I took down the redwood fence that had covered one side of the car, marking the official start of work. On February 18, the house movers began digging around the car and bracing it for the lift. San Jose Mercury News reporter Sal Pizarro came out on February 20 and did a story on the car and our efforts to save it. Published on page 1 of the next day's local section, it generated immense interest and spurred almost \$2,000 in donations over the next 2 days.



One of the ice bunkers is still completely intact, while the other is just missing its fans and some of its interior facing. The structure and wire cage for the ice are all still in place. The inside is filled with loading notations and locations the car travelled to.

- photo by Eugene Vicknair

(continued next page...)



The carbody is now lifted free. While the lower metal will need to be replaced, the damage seen in the siding boards is mostly contained to the lower part of the boards and does not invade the main structure. The remaining metal work on the doors is in great shape, with only the kick plate at the bottom suffering any damage.

- photo by Eugene Vicknair

(...WP 55069 continued from previous page page)

Things were moving along. Funds were coming to, work was progressing, the crew was reporting the carbody felt solid and the restoration site was prepared. The goal was to move the car the following Saturday, but trucking issues nearly sank the plan.

- In the next issue: *A Lesson in Trucking!*

More photos of the WP 55069 move are shown on the society's web page (www.WPLives.org) in the WPRM Photo & Video Gallery on the "About Us" pull-down menu.



EMD GP20 -WP 2001

- photo by Mike Mucklin

WP 2001 Returns to RAL Fleet

Western Pacific 2001 is arguably one of the most historic preserved diesel locomotives in the world. 2001 is the first production turbocharged EMD locomotive, the first of thousands of turbocharged EMD diesel locomotives to roll off the assembly line in 1959. Competitors American Locomotive Company (ALCO) and General Electric were wringing 2500 horsepower out of their new locomotives at a time where the highest horsepower EMD offered out of their Supercharged locomotives was 1800 from the GP18. EMD realized that to remain competitive, they too would have to adopt turbo charging for their next series of locomotives, and the GP20 was added to EMD's catalog.

Our 2001 was the first production GP20 built, and EMD showed it off around the country before releasing it to the WP.

After a long absence, the WP 2001 has returned to our Run-A-Locomotive Fleet and you can operate this piece of railroad history. Check out the details on the RAL webpage or call the museum and ask about the *2001 Special!*

Prime Mover: EMD 567D2 - 16 Cylinder Turbocharged
Horsepower: 2000

Built: November 1959

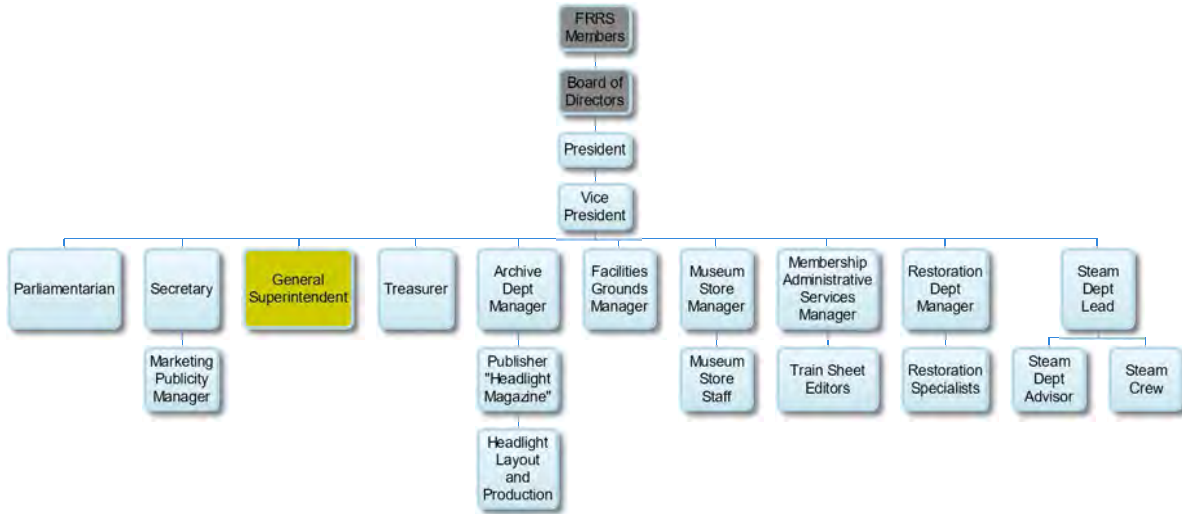
Operating Weight: 256,890 lbs. (128.5 Tons)

Builder #: 25623

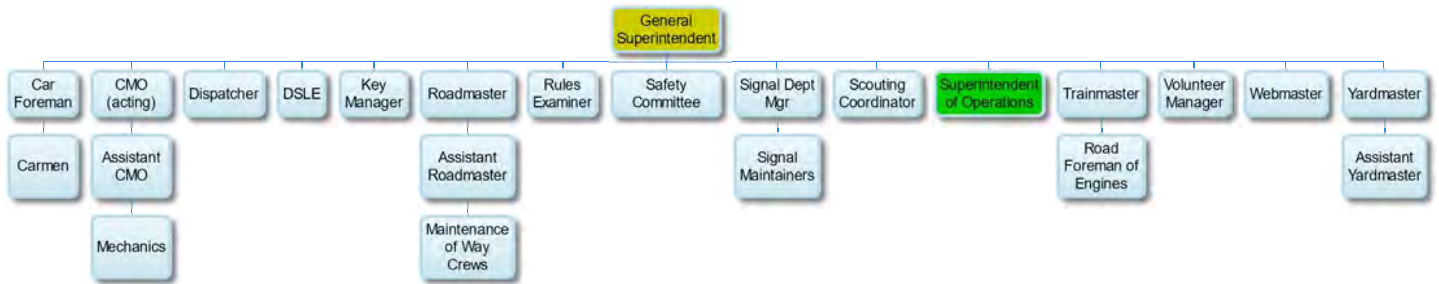
Length: 56 ft. 2 in.

Maximum Speed: 65 MP

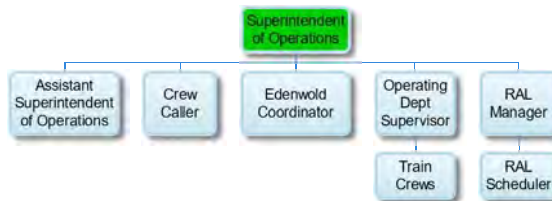
FRRS Organization Chart



General Superintendent Organization Chart



Superintendent of Operations Organization Chart



Archive Dept Mgr	Kerry Cochran	Membership Mgr	Eugene Vicknair	Secretary	Eugene Vicknair
Assistant CMO	David Elems	Museum Store Mgr	KC Dunn	Signal Dept Mgr	Kerry Cochran
Assistant Roadmaster	Ethan Doty	Opt Dept Supervisor	Paul Finnegan	Steam Dept Advisor	Steve Lee
Assistant Yardmaster	Loren Ross	Parliamentarian	Kerry Cochran	Steam Dept Lead	Roger Stabler
Car Foreman	Phillip Schmierer	President	Steve Habeck	Superintendent of Operations	Loren Ross
CMO	Vacant	Publisher Headlight	Dave Pires	Train Sheet Editors	Matt Elems
Crew Caller	Paul Finnegan	RAL Mgr	Loren Ross		Paul Finnegan
DSLE	Greg Elems	RAL Scheduler	Ethan Doty	Vice President	Greg Elems
Edenwold Coordinator	Kerry Cochran	Restoration Dept Mgr	Steve Habeck	Volunteer Mgr	Kerry Cochran
Facilities Grounds Mgr	Charlie Spikes	Road Foreman of Engines	Greg Elems	Webmaster	Paul Finnegan
General Superintendent	Kerry Cochran	Roadmaster	Greg Elems	Yardmaster	Steve Habeck
Headlight	Mike Mucklin	Safety Committee	David Elems		
Key Mgr	Kerry Cochran	Scouting Coordinator	Loren Ross		

- FRRS Membership -**Yearly Dues**

Associate \$25.00
 Active \$50.00
 Family \$80.00
 Sustaining \$150.00

Single Life Membership - \$1800.00

Family Life Membership - \$3000.00

Institutional - \$60.00 (annual membership for 501(c)3 groups)

Renew or change your information on
 the FRRS website! Go to:
<https://membership.WPLives.org>

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 two votes and include two adults and all minor children residing at the same address.

Sustaining memberships receive both *The Train Sheet* and *Headlight*, have voting rights and are for one person only.

Life memberships receive both *The Train Sheet* and *Headlight*, have voting rights and are for one person only for life.

Family Life memberships receive both *The Train Sheet* and the *Headlight*, include two adults and all minor children residing at the same address, and have two votes (one per member) for life.

Send all applications, renewals and address changes, including email changes, to:
 Feather River Rail Society - Membership Dept. - P.O. Box 608 - Portola, CA 96122-0608
 Address / email changes may also be sent to membership@wplives.org

Mission Statement

"The Feather River Rail Society is dedicated to the preservation, interpretation and education of the public, as to the history and people of the Western Pacific Railroad."

Mission Goals

To preserve and interpret the history of the WP, the "*Willing People*" as a vital link in the development of the rail industry on the West Coast, including the steam and diesel evolution, WP's influence in the passenger tourism industry, the impact of freight competition between neighboring railroads, and WP's influence in the lumber, mining and agriculture industry from Plumas County throughout California, Nevada and Utah.

WPRM Admission and Train Ride Fares for non-members (effective April 1, 2011)**Admission**

- Adults 19 and over... \$8.00
- Youth 4 - 18... \$4.00
- Children 3 & under... free
- Family... \$20.00
 (2 adults plus any related children 18 and under)

Admission and train ride tickets are good all day.

Admission and train rides for FRRS members are free.
 Cab rides are extra fare with member discount.

Train Rides

- Adults 19 and over... \$4.00
- Youth 4 - 18... \$2.00
- Children 3 & under... free
- Family... \$10.00
 (2 adults plus any related children 18 and under)

Cab Rides

- Adult 19 and over... \$20.00
 - Youth 4 - 18... \$10.00
- Cab rides are for one (1) ride only.

***The Train Sheet* needs your photos and articles!**

If you are working on projects for the Society, volunteering on restorations, performing archives work, helping out at off-site events, etc., or if you get some nice photos of FRRS or museum happenings that you want to share, please contact us to have them printed in *The Train Sheet*.

Photos should be at least 5" high by 7" wide and 300 dots per inch.

Articles should focus on FRRS related events, people or your own personal experiences with the Society.

To contribute, contact the editors - Matt Elems & Paul Finnegan, by email at trainsheet@wplives.org.

The Train Sheet

Feather River Rail Society
P.O. Box 608
Portola, CA 96122-0608

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The February Board Meeting was held in Woodland California aboard the "Two Rivers" private railcar. - photo by Paul Finnegan

The "Two Rivers" was built in 1948 by the Pullman Company as one of 97 lightweight 10 roomette - 6 double bedroom sleeping cars, named "Scioto River", for the New York Central's famed *Twentieth Century Limited*. In 1965, it was sold to the Canadian National and was named "Hay River". It was used by VIA Rail on trains across Canada and became a private railcar in 1995.