



# THE TRAIN SHEET

News from the Feather River Rail Society



## Preserving "THE FEATHER RIVER ROUTE"

Issue - 188

January/February/March 2021

### President's Pin

- Greg Elems



Cold short days and periodic storms have slowed things down at the museum. Locomotive work is taking place in the shop. The current plan is to start taking reservations in mid-June, for actual RALs to start in July and run until the season ends.

Plans are in the process for several projects along with preparations for opening up July 1<sup>st</sup>, this summer. The current plan is to be open Thursday - Sunday, July through September. The color level for Plumas County is at orange as of March 15<sup>th</sup>. With the up and down numbers of COVID-19 cases, planning is a hit or miss proposition. As it is, if you wear the PPE and practice good hygiene, we can accept volunteers coming to work at the museum. We have enough room and chores that social distancing isn't hard to practice. We do however; recommend if at all possible to get the vaccine. We are going to need help if we are going to make the July 1<sup>st</sup> opening.

Once we open in July, we will need to have Plexiglas barriers up on the counter in the museum store. We are looking into clear face shields for the staff in the store and anyone who is interested in one. RAL engineers will probably be asked to wear them also.

A quick note, we lost another former board member in the second week of February, Marty Anderson. He had just donated a road crossing signal in December to WPRM. Our thoughts and prayers from the society go to his family in these trying times. There will be more information to pass along at a later date.

### Subscribe!

- Paul Finnegan  
Webmaster

Would you like to receive notices and information about the FRRS and WPRM by email? As part of the new web server system, we have a new tool, *Mailtrain*, that we are using to email special announcements to FRRS members and other interested parties. To subscribe to the *WPRM News* email list use the subscribe tool on the "About Us" drop-down list on the society website. Each email will have an unsubscribe link in it if you change your mind later.



### Operating Department News and Update

- Paul Finnegan  
Crew Caller - Operating Dept.

The Operating Department plans to hold a "knock the rust off" training day at the museum on Saturday June 5<sup>th</sup> 2021, starting at 10 a.m. Everyone who would like to work on crew this year is strongly encouraged to attend. Please signup on the "Register for Crew Training" web page on the Members pull-down menu on the society website. Active (or above) members who would like to join the Operating Department are welcomed. Many of us have had very little, if



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**-THE TRAIN SHEET-**

Issue 188 - January/February/March 2021  
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 News from the Feather River Rail Society and the  
 Western Pacific Railroad Museum at Portola

Editor - Paul Finnegan  
 Email: trainsheet@wplives.org

Contribution Deadlines: Last Day of March, June,  
 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 current plans for opening in 2021 are for the  
 museum to be open to the public starting in July,  
 Thursdays through Sundays. Please watch the  
 society website for future updates.**

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 Heritage Rail Alliance



**- BOARD OF DIRECTORS and OFFICERS -**

Greg Elems - President, Director	president@wplives.org
Steve Habeck - VP, Director	vpresident@wplives.org
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**From the Archives - Portola Incorporation**

Portola incorporation is slowly coming along. Bert E. Long has been elected Mayor. The Councilmen have decided to run the City under the Commission form of Government. Appointments ... John C. Richards, roads and streets; Dan A. Irwin, franchises and taxes; George M. Saxton, sanitation; E. T. Alderman, building; and Bert E. Long, finance, police and fire.

*-from THE HEADLIGHT, July 1946*

**- 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

## 2020 WPRM Accomplishments

While the museum was closed for all of 2020, we were able to get a few things done.

- 2020 WP Historic Calendars were published and sold out.
- Reached a successful agreement to end the Silver Hostel case/lawsuit.
- Steam Department:  
WP165 project is moving along. A small core group of the steam crew performed more work on the locomotive moving it closer to completion.
- WP55069 Reefer Car:  
Eugene Vicknair was able to perform a little bit of work before the virus lockdown.
- Yardmaster Steve Habeck with the help of a couple of volunteers, rearranged the rolling stock in the yard to better protect the equipment
- Recovered the Silver Hostel – Bob Sims took on recovering the Silver Hostel to keep the elements from damaging the car.
- Our backhoe got a new set of tires and hydraulic system work so it could be used this next winter (2021) to keep the snow abated and allow some member into the museum
- Purchased a new set of batteries for the electric fork lift so it could be placed back in service for all the work in the shop
- The rubber tire fleet received servicing to keep everything running and in good shape
- Moved the Staff Collection out of the Reno storage facility into the archive car (this saves us the cost of the storage facility)
- WP705 got moved toward the shops so the prep work can start on the paint project.
- WP 1503:  
Received some mechanical work on the radiators.
- Quincy RR 1100:  
Mechanical work to keep it working during 2020 for use around the museum.
- Archive Car:  
Completed work on the archive car, including the new fire suppression system, new flooring, new walls and ceiling, new lighting, new security system.  
New shelving for the storage of collections.
- We received several high profile members photo/slide collections this year. Watch for more information to come as we get these inventoried.
- Answered several questions for information on the WP through the website. (these are questions that are sent to the Archive Department)
- Congressman Doug LaMalfa:  
His office helped us get approved for a SBA loan. (To help during the COVID-19 Virus)
- SN 1642 Caboose exterior restoration work.
- Tree, brush and weed abatement around the balloon track.
- General clean-up around the Engine House.
- Change out old lighting in Engine House to new LED lights (reduces our electric bill.)
- Website moved off Hostmonster to a new server where we have full control and eliminated the monthly web hosting costs.

Not to forget our team:

The volunteers who limited themselves to being in a very small group to keep the museum in shape during 2020.

Webmaster for keeping our website up to date.

Four issues of the Train Sheet were published per schedule.

## Archives Work Update January 2021

- Kerry Cochran  
Archive Manager



Starting in early 2019, work began on creating a new archive workspace on the museum grounds.

Former Missouri Pacific baggage/Maintenance of Way car # 14144 had been selected some time ago to become the location of part of the Arthur Walter Keddie Railroad Library. The car had been sitting out amongst our fleet of railroad cars in the yard for quite some time. This car was donated to the FRRS by the Union Pacific with the help of our then President Rod McClure.

Our Yardmaster, Steve Habeck, was asked to move the car next to the loading dock and take the place of the old WP baggage car that had been sitting in this location for quite a few years.

Once the MP car was relocated, some minor work began to start the process of getting the car ready for work.

Eugene Vicknair then took it from there, becoming our overall manager on the car project.



Over a few years, the car started to be used as a temporary storage for some of the archive materials. During this time, materials for the car's interior work were moved into the car with the archive materials.

On May 29<sup>th</sup>, Paul Finnegan, Phil Schmierer, Vince Bonfiglio, Ethan Doty and Kerry Cochran spent most of the afternoon moving the old desk partitions, refrigerator and various left over lumber and insulation out of the car.

Using temporary power to the car, work started to bring a better power source to the car.

A new three-phase 208/120 power supply was brought to the loading dock next to the MP car. This work was a continuation of electrical power work started many years ago with conduit paths installed from a current electrical panel on the wall of the engine house at dock level.

Thinking in advance, extra conduit was installed under the ramp to the dock. This conduit work was extended to the location of the MP car.

Work on the MP car consisted of installing all new power supply feed conduit, a new main electrical panel and wiring. Thank you to Eric McKay and Vince Bonfiglio for helping Kerry Cochran in getting all the wire pulled and ready for hook up.

Once this work was completed, it was time for work to begin on the interior of the car.

Several plans were drawn by Eugene Vicknair for the interior layout of the car starting in 2017 and several revisions were made over the next year or so. Once a plan was accepted, the plan was modified as work progressed to best fit all of our requirements into the plan.

All archive materials that were stored in the MP car were then moved to secure storage on the property. Then the task of removing all the excess collection of building materials, unneeded parts and materials were removed. The interior of the car was cleaned up and debris removed.

Next the HVAC ducts were checked and once our HVAC installer, Ed Powell, determined the correct type and style of HVAC unit we needed for the car, it was ordered. Work started on the HVAC unit as soon as it arrived.

This is so the entire car has climate control.

( continued on next page...)



A new propane gas line was installed from the existing propane tank at the end of the office car.

Interior work consisting of removing all the old wood paneling and old electrical conduit was completed.

Work on installing the new electrical circuits was started by Eric McKay and then work on the new floor, walls and ceiling could be started.

Work on sealing up the windows and installing a new floor were the next order of business, while that was being done materials were brought in to start on finishing the walls and ceiling.

In the accompanying photo, you can see some of the wall work and Eric McKay working on the electrical system.

Moving on in the process, we hired a fire suppression company out of Reno to install an FM200 fire suppression system to protect the entire car. Once the main piping was completed, the walls and ceiling were completed.

A new ADA ramp to the MP car was installed and is ready to be used.



We installed a security system to protect the archive car with notification so we know if someone goes into the car.

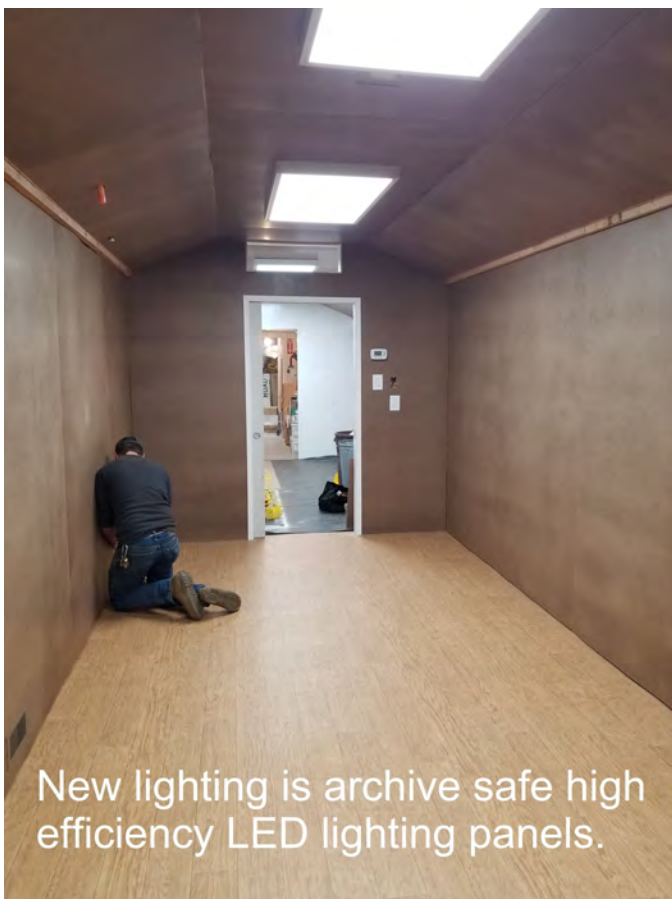
Final cleaning of the new space took place and new shelving were installed and we were ready to move back in to the new archive space.

A lot of hard work was performed by our volunteers to get this work completed. The MP Archives car has desk space to be able to research and write notes, this along with the Cotton Belt car gives us more clean and safe storage of our archives.

Many Thanks go out to our volunteers:

Greg Elems, Steve Habeck, Eugene Vicknair, Tim Steeper, Janet Steeper, Tom Steeper, Eric McKay, David Elems, Ethan Doty, Ed Powell, Dave Wallace, Charlie Spikes, Duane Vander Veen, Loren Ross, Mary Ann Vicknair, Christopher Kaprielian, Frank Brehm, Paul Finnegan, Kerry Cochran.

I am sure that there may be others that I have overlooked, thank you to all who have helped.



New lighting is archive safe high efficiency LED lighting panels.



This the completed secure storage room with earthquake reinforced racking and fire rated security door.

## 2021 Election Update

Dear FRRS Members:

The 2021 Nominations were open from January 1, 2021 through January 31, 2021. Nominations were submitted to the 2021 Election



Committee in writing as required and all process and procedures were followed per the FRRS Elections Policy.

The FRRS 2021 Election nominations were closed and there were three (3) qualified incumbents, and a “White Ballot” was declared. They are current FRRS Board Members: **Matt Elems(I)**, **Steve Habeck(I)**, and **Eugene Vicknair(I)**. There was one other nomination received, but they officially withdrew from the election process. A postcard was sent out to all active and above FRRS Members about this as required for a “White Ballot” proceeding. No action was taken on this by the March 15, 2021 deadline so the listed nominees will be sworn into office in July 2021.

The Election Committee is also looking into possibly using a third-party vendor to hold future Board Elections via this process. This is only preliminary now, but the potential to save money and countless hours is present. Much additional research needs to be done though and many questions need to be asked and answered.

If you have an e-mail address the FRRS and WPRM would like to have it for multiple reasons including news announcements, elections, *Train Sheet* delivery by e-mail and more. You may update your contact information using the Membership Change of Address tool on the society website found on the Membership page on the “About Us” pull-down menu. These are used exclusively by the FRRS and WPRM and will not be sold or given out.

Please be sure to read the Election Policy for additional dates and details if you might be interested in running for the FRRS Board in 2022. Please refer to these on the FRRS website.

If you have any questions about the election process, please feel free to address the Elections Committee at [election@wplives.org](mailto:election@wplives.org).

At this time, I would like to thank our Webmaster Paul Finnegan and the rest of the Election Committee for their continued assistance in the election process. Please stay Healthy and Well and might 2021 be better.

“Your 2021 Election Committee thanks you and is Proud to Serve the FRRS & WPRM.”

Sincerely,  
 Matthew S. Shuman - FL 1948 - Chair  
 Ann Morningstar – L 1967 - Co-Chair  
 Debbie Shuman - FL 1948 - Clerk/Catering  
 Facilitator to the Election Committee

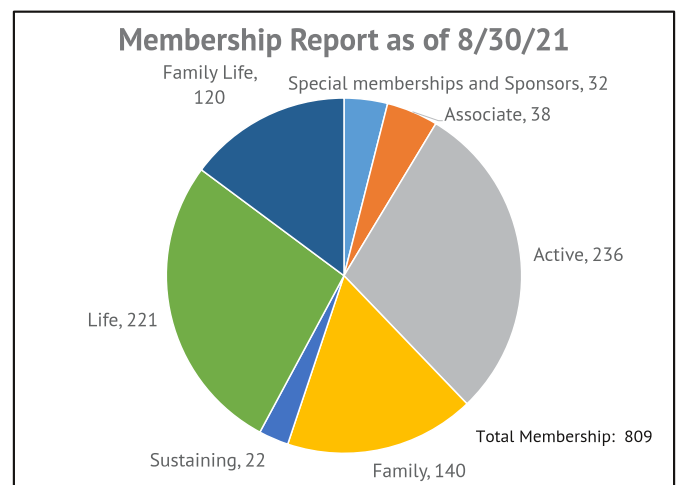
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(...Operating Department News and Update continued from page 1)

any, crew-hours for almost two years due to COVID-19. The day will focus on safety and new updates to operating procedures. We will spend time on hands-on training.

We want everyone to use the online rules exam link you will get when you register for the training. We do not want to use time on Saturday to administer a rules exam, we want to use the time for training. Please take the exam online and bring your signed paperwork with you to training.

Watch the Latest Museum News on the society website for updates.



Modeling the Western Pacific Railroad - *In the Beginning*

- Kerry Cochran



When I started getting into modeling railroads, back in late 1970's, little did I know about the Western Pacific. As I progressed with some modeling, I came across a model-train club in my area. After a couple of years passed I joined that club in about 1983, I soon found out about the Western Pacific Railroad Museum (then called Portola Railroad Museum).

Soon after finding out about the PRM, I made my very first trip to the museum. Arriving on a Friday midday, I met Norm Holmes and did an RAL that afternoon. That was it. I was hooked, I stayed the night in a caboose and the next morning, I made the mistake of asking what I could do around the museum. Well that turned out to be my start in the Western Pacific Railroad "I Got You".

This brought about my start in the modeling the WP and becoming a full time active member of the society. Now as it happened, in the model railroad club I belonged to, there were several WP modelers that I met and we started to exchange ideas and soon thereafter, I met Jack Palmer. This took me on a long ride with both modeling and the Feather River Rail Society.

One of the things that I have come to appreciate in both organizations, is the meeting and sharing of ideas with other people. As I have mentioned about meeting Jack Palmer, this friendship has lasted over 34 years. During this



time I have come to meet several members of the FRRS and more WP modelers.

During one of the model railroad club meetings about 1995, I asked about becoming a Life Member of the NMRA (National Model Railroad Association). While I was a member, I had never through about life membership. So in 1996, I started down that path and in August 1999 I became Life Member # 5764.

I know some people do not like the NMRA, however I have been blessed with some of the great friendships I have made going to NMRA meets. I have met several other FRRS members at the meets and these members have been a great resource for modeling the WP.

Now with this behind me, being an active member of the FRRS since 1985 and looking at being a member for my lifetime, I converted my active membership to a life membership in 2002, with becoming life member # 972. So, did I get off track? (Pun intended.) Over the course of several years I had come to meet several WP modelers and have gotten a chance to visit several WP model layouts.

Now fast forward to about 15 years ago when I really started to model more actively, and more recently since I retired, moving toward modeling more prototypically. Trying to find information on modeling the WP took me on a quest that I continue today; talking with other modelers, research in libraries (yes, they still exist), research on the internet and back issues of modeling magazines. This has now led me to an interest in the FRRS/WPRM Historical/Archives. (Which I became the manager of about four years ago.)

I started looking at what the FRRS has in the modeling arena a few years back and found that there was not much there. A few members have started some small groups to talk, ask questions and get support. This however fell apart back when the FRRS decided to move the Western Pacific Railroad Historical Society (WPRRHS) back into the mainstream of the FRRS.

( continued on next page...)





Early model of MOW crane tender  
(True Scale kit) 1988

- Photo by Kerry Cochran

For the next few years nothing seem to take place. I got to thinking about it, and since we just gotten a new webmaster and the website was being redesigned, I talked to him and started a set of modeling pages.

This now lead to the creation of a modeling committee headed by Bob Sims, with Ethan Doty, Kerry Cochran and David Epling as committee members. This in turn led me to start to post modeling information both in general and in HO scale on the society website.

While this endeavor is still young, I hope to do a couple of things around modeling the Western Pacific and bring more information to our members and the public. For now I will leave you with this, Part One – *In the Beginning*.

I hope to hear from our members on what they might like to see on the modeling pages and maybe a Question and Answer page can be created for everyone. Please feel free to contact me at [kcochran@wplives.org](mailto:kcochran@wplives.org).

### Things Around the Museum:

#### Malfunction Junction - What's the Story? - Part 2

- Paul Finnegan

In the last issue of *the Train Sheet*, I asked readers that if anyone knew the story of how *Malfunction Junction* got its name, to please email it to me so I could share it with everyone. No one reached out to me, so the story remains a mystery. I did however get some second-hand

information that some old-time members thought it was named after a *Sesame Street* segment about a train junction with lots of confusion. That didn't sound right to me, but I did recall a *Schoolhouse Rock* segment that aired on ABC called "*Conjunction Junction*" that originally aired on November 17, 1973. I found it on the internet and shared it with one of our old timers, and he said, "That's it!"

The legend goes that early crews were confused in the area of our yard between Switch R and J where several tracks come together and someone coined the term based on the children's TV show.

Unless someone who really knows how *Malfunction Junction* got its name, I guess we will have to accept the *Legend of Malfunction Junction* named after the *Schoolhouse Rock* video.



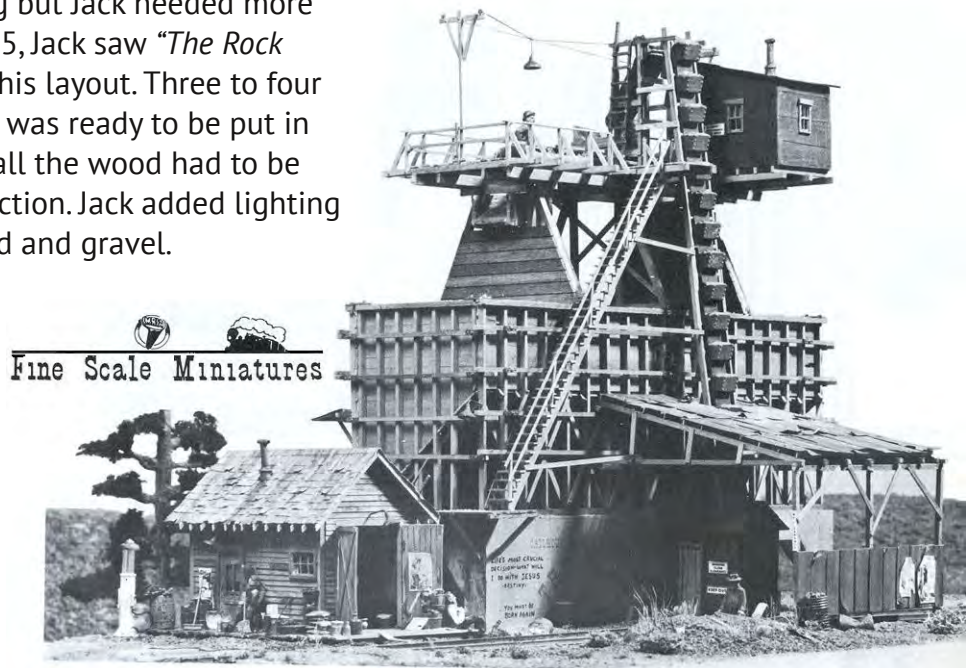
**"The Rock Bunker" a Modeling Experience by Jack Palmer**

- Kerry Cochran

Long time FRRS member Jack Palmer moved into his home in South San Francisco in 1964 and soon thereafter started building a HO model train layout. After the first layout, a good friend of his, Lee Straton, encouraged Jack to build a new layout. Jack told Lee if that was the case, Lee would have to help him do it. Layout # 2 was underway.

Soon the new layout was operating but Jack needed more buildings for the layout. About 1975, Jack saw "*The Rock Bunker*" and just had to have it for his layout. Three to four weeks of work on the model and it was ready to be put in place. This was a craftsman's kit - all the wood had to be cut and stained during the construction. Jack added lighting to the kit and the proper scale sand and gravel.

One of the interesting modeling details was the sand and gravel Jack used for this model. In discussions with Jack he indicated that he would get up at 6 am while at the museum and go looking for sage brush to use and he would collect "*Portola Dirt*" while at it. He sifted all the dirt he collected and used various sizes for his layout and "*The Rock Bunker*".



In late 2019, Jack moved to a retirement center and the layout had to go. He enlisted my help to perform the task of cleaning out the layout room. During the move out, I saved several (if not all) buildings from Jack's layout. During this time I felt that some of the structures and buildings needed to live on in a new venue. I took "*The Rock Bunker*" and created a diorama of the structure, rewired the lights so they would work again, added a base and a power supply. In November 2019, the diorama was taken to Jack's new residence and placed on display in a bookcase. The model remains on display in Jack's living room for visitors to see.

I am fortunate to have some of his "*Portola Dirt*" in the materials that Jack has given me along with some of the brush and trees from his layout.





*Previous page - Jack's  
bookcase display.*

*This page - two view  
from Jack's original  
layout.*

*- Photos by  
Kerry Cochran*



### SN 1642 Restoration Update



Upper Left - Work continues on the 1642 with more DAP applied Monday 6/1/20 afternoon in preparation of more brown primer.  
Middle left - Work continues on the 1642 with more DAP applied Monday 6/1/20 afternoon in preparation of more brown primer. Duane Vander Veen has been working on replacing the wood on the B end of the SN caboose. Here we see the replacement wood on floor and beside the center sill. 8/18/20  
Lower Left - The work on the side with the final applications of DAP is nearing completion. 8/18/20  
Above - Duane Vander Veen has been making steady progress on the SN 1642 platform on the B end. 9/30/20

- Photos by  
Greg Elems





*Left - A view of Duane's work on the SN 1642 end platform and door jam. 9/30/20*

*Above - After Duane sanded the metal bracing and frame, he applied primer. Duane has put a lot of time on this caboose and his skill and care show. 10/22/20*

*Below - Duane continuing his work on the SN 1642, seen here sanding on the metal frame. 10/22/20*

*- Photos by Greg Elems*



## 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 [www.wplives.org/sponsors\\_how\\_to\\_become.html](http://www.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

## 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](mailto:membership@wplives.org) with your name and email address.

## New Modeling Items on Website

- Paul Finnegan

We have recently greatly expanded the material related to modeling the Western Pacific Railroad on our society website. We invite you to explore the new material under the Historical/Archive Department home page, which can be found on the Museum pull-down menu.

We plan to continue to add material to the H/A web pages every month. If you would like your modeling featured, please contact the webmaster, Paul Finnegan, or the H/A Department Manager, Kerry Cochran.



**- 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](mailto: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 2, 2020)****Admission**

- Adult (ages 19 - 64): \$10.00
- Youth (ages 5 - 18): \$5.00
- Child (age 4 and under): free
- Senior (65 and up) and Active Military: \$8.00
- Family (defined as 2 adults plus any related children 18 and under): \$25.00

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 (all day)**

- Adults 19 - 64: \$4.00
- Youth 5 - 18: \$2.00
- Child 4 and under: free
- Senior (65 and up) and Active Military: \$4.00
- Family (defined as 2 adults plus any related children 18 and under): \$10.00

**Cab Rides**

- Adults 19 - 64: \$20.00
  - Youth 5 - 18: \$10.00
  - Senior (65 and up) and Active Military: \$20.00
- 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 editor - Paul Finnegan, by email at [trainsheet@wplives.org](mailto:trainsheet@wplives.org).

## The Train Sheet

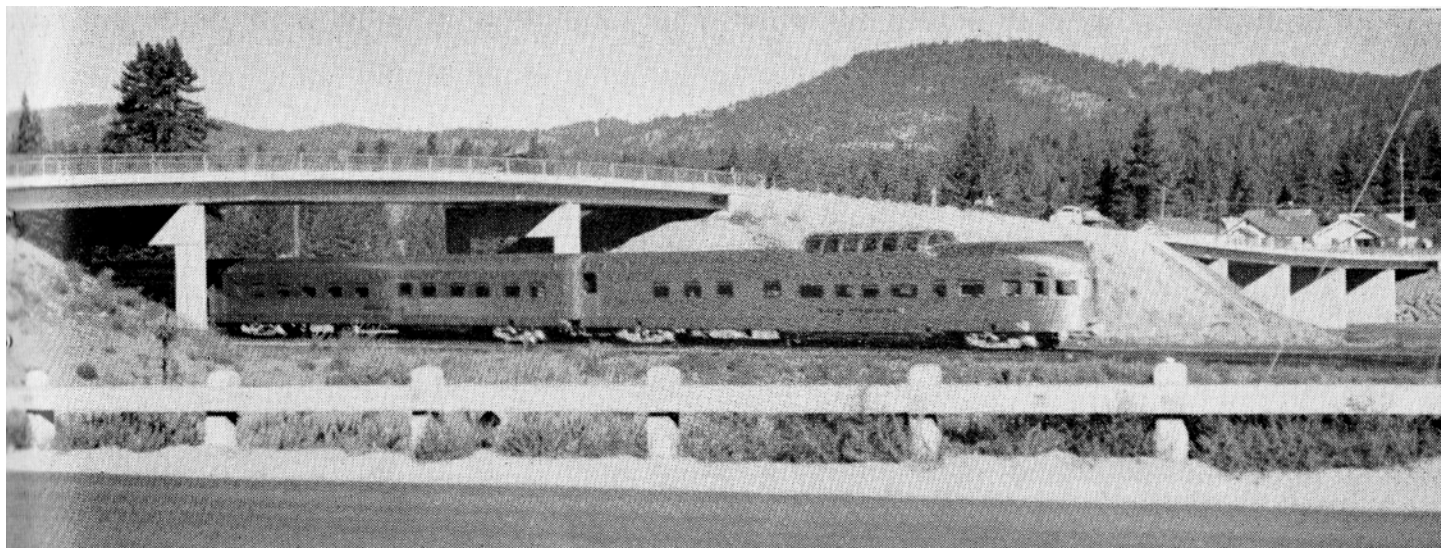
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San Jose, CA  
PERMIT # 10

Change Service Requested



The *California Zephyr* passes beneath the new Portola underpass formally dedicated on September 6, 1954. Arching from Commercial Street at Gulling over WP tracks and the river, the project was completed at a cost of \$290,000, with Federal, State, County, and Western Pacific funds.

- Photo by Bertha Miller  
*FRRS Archives*