



Preserving "THE FEATHER RIVER ROUTE"

Issue - 194

July/August/September 2022

FRRS Receives Significant Achievement Award – Steam at the 2022 Heritage Rail Alliance Fall Conference

The FRRS is member of the Heritage Rail Alliance of Museums and Tourist Railroads. Heritage Rail is doing more than just saving history. Heritage Rail Alliance is moving railroad preservation into the 21st Century by developing and supporting the best practices and brightest minds in conservation, operation, exhibition and interpretation.

We learned on July 27th, that the FRRS would receive a Significant Achievement Award--Steam for the restoration of the WP 165 at their fall conference. The 2022 Heritage Rail Alliance Fall Conference and Annual Meeting was held in at the Sheraton Hartford Hotel at the Bradley Airport in Windsor Locks, Connecticut, in September. The conference opened on the evening of Wednesday, September 7th, with the opening night reception & Annual Meeting. Plenary and breakout sessions took place at the hotel on Thursday, Friday and Saturday mornings, followed by visits to local member



Steve Lee receives award on behalf of the FRRS.

- Photo by Kate Kratville-Wrinn



museums and railways in the afternoons: Essex Steam Train and Riverboat (Thursday); Danbury Railway and the Railroad Museum of New England (Friday); and the Connecticut Trolley Museum and Shoreline Trolley Museum (Saturday). The conference ended with the Saturday night banquet and awards ceremony.

Steve Lee represented the FRRS/WPRM at the conference and accepted on our behalf the Significant Achievement Award – Steam, for the restoration of the WP 165.

The Heritage Rail Alliance has a vast collection of railroad information on their website (heritagerail.org) in their HERRITAGERAIL LIBRARY that can be accessed using the FOR MEMBERS menu. It is worth a visit!

SANTA TRAINS RETURN IN DECEMBER!
For more information visit the website: santa.wplives.org

-THE TRAIN SHEET-

Issue 194 - July/August/September 2022
 Published October 2, 2022
 News from the Feather River Rail Society and the
 Western Pacific Railroad Museum at Portola

Editor - 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

Museum is closed for the winter except
 Pumpkin Trains in October, Santa Trains in December
 and other possibly other special events.

Entrance to the museum for members is free. Non-
 members are required to pay an admission fee.

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.



Funding has been provided by California Humanities and
 the National Endowment for the Humanities (NEH) as
 part of the American Rescue Plan Act of 2021.

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

FRRS Tax ID number is 68-0002774
 Member of the Heritage Rail Alliance

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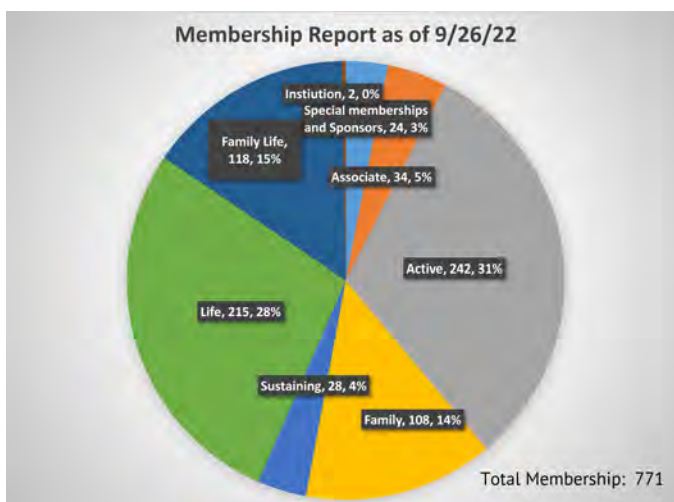
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- WEB PAGES of INTEREST -

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

It's coming, It's coming!

The 2023 PCR & FRRS/WPRM Joint Convention

Rails by the River

April 26th thru April 30th 2023

Courtyard by Marriott

1782 Tribute Road

Sacramento, Ca. 95815

Features:

- PCR Clinics
- Layout Tours organized by Scott Inman
- Extra Fare activities
- Separate, secure contest room

Volunteers Needed:

- Clinicians and Presenters
- Museum Store Help
- Volunteer Help
- General Help during the convention

Siemens Factory Tour

The Convention Committee is pleased to announce that the Siemens Factory in Sacramento has agreed to provide a tour of the facilities. (Date and transportation have not yet been fixed)

Registration Types

There are three types of fares for this convention:

FULL FARES - Full Fare (Early Bird rate of \$150 until Jan. 15, 2023; \$165 thereafter) includes clinics, contests, layout tours, Saturday Awards Banquet ticket, and Sunday Business Meeting breakfast ticket.

Non-Rail Full Fare (\$150) includes clinics, contests, layout tours, access to non-rail activities (payment for non-rail events collected separately), Saturday Awards banquet ticket, and Sunday Business Meeting breakfast ticket.

The special "First Timer" fare of \$140.00 is available for PCR members that have not registered for the past 5 conventions and includes clinics, contests, layout tours, Saturday Awards Banquet ticket, and Sunday Business Meeting breakfast ticket.

EXPRESS FARES (\$100, Non-Rail \$75) include clinics, contests, and layout tours for all three days but DO NOT include any meals. Express Fare registrants may purchase a ticket separately for the Saturday Awards Banquet and/or the Sunday Business Meeting breakfast on the Registration site.

DAY FARES (\$60) include clinics, contests, and layout tours for that day ONLY and DO NOT include any meals. Day Fare registrants may purchase a ticket separately for the Saturday Awards Banquet and/or the Sunday Business Meeting breakfast on the Registration site.

To register, you must be a member of either NMRA or FRRS. For those that want to join the NMRA, membership information is available at the NMRA website, www.nmra.org. A 9-month Rail Pass is available to encourage participation and have a 'look-see' without a long-term commitment. Also available are full NMRA memberships with or without the print version of the NMRA magazine as well as student memberships.





New High-Speed Internet at the Museum

- Kerry Cochran, Manager, Signal Department
 - Kenneth Finnegan, Signal Maintainer

Over the past two years the Signal Department has been working on a project to get faster and more reliable internet service at the museum.

Our long-term provider AT&T, told us that they were discontinuing the DSL service earlier this year (that did not take place) and subsequently required us to move to a new 5G wireless hotspot device to keep our internet connection. We moved off the DSL to the new hotspot back at the beginning of July to keep our internet service working without interruption, but this cellular-based service was even worse than the DSL service.

During this last year we were in discussions with Plumas-Sierra Telecommunications for them to get new service into the museum. With the help of David Hansen, we got in contact with Rich Green of PST and we worked out a solution that would be a viable option for us.

Due to the lack of a telephone pole space from PST's existing network onto the property, a 5GHz microwave link across the river was deemed the best solution to get the museum connected to the Internet. While not as good as a physical fiber connection, the microwave link is a clear shot across the river and should not suffer from any connection issues due to poor weather (which the DSL was known to suffer from despite being a wired connection).

On Monday August 15th, the PST installation crew arrived and by 3 p.m. in the afternoon we had a new connection to the internet installed and working.

The signal department cut the museum network over to the new service and performed extensive testing to ensure that the new service was acceptable for the museum. The point-of-sale



PST Employee Austin installing the antenna for the new system. - Photo by Kerry Cochran

system was confirmed to be operational, and the user experience for volunteers using the museum wifi is significantly improved compared to the previous services from AT&T.

We have discontinued the AT&T DSL and Cellular Internet

services, which will save the museum several hundred dollars in monthly billings with the lower cost of the new PST service. In addition to the Plumas-Sierra Telecommunications service being lower cost, it is also significantly better than the AT&T Internet service on every performance metric.



New antenna for internet service - Photo by Kerry Cochran



*New bucket for the museum's LOED.
- Photo by Greg Elems*

**Things Around the Museum:
New Bucket for Museum's LOED**

- Greg Elems

The museum purchased a new bucket for our LOED Material Handler in August. Its first job will be loading ballast into the SPMW ballast car to build up the shoulders on the balloon track.

The need for loading ballast in the hoppers couldn't be met with the back hoe without building an earthen ramp. The Loed with the bucket was quicker and will give us more flexibility when it comes to snow removal.

You can find more information about our LOED in *The Train Sheet* issue 184 - January/February/March 2020.



*90 yards of new ballast for balloon track.
- Photo by Roger Stabler*



**Call for Presentations and Presenters for
NMRA/PCR/FRRS Annual Convention 2023**

- Kerry Cochran

While plans have been in progress for more than 6 months now, we are looking for presentations and presenters for this convention.

We need to have participation from our FRRS members to help make the convention a big success in 2023.

The convention will be held in Sacramento, California at the Courtyard by Marriott Sacramento Cal Expo, 1782 Tribute Rd, Sacramento, CA 95815. April 26 – April 30, 2023. Please reach out to Eugene Vicknair or Kerry Cochran (both can be emailed at convention@wplives.org) and let us know if you can give us a hand with the 2023 convention.

While we like to have all the presentations on the Western Pacific Railroad, other presentations of railroad related matters regarding the WP, Sacramento Northern and the Tidewater Southern would be great.

Please step up and give us a hand with this joint convention.

The convention website is www.pcrnmra.org/conv2023.

End of Operating 2022 Season

- Loren Ross
Superintendent of Operations

Another operating season is in the books. This year was our first full year back from the pandemic issues, and although it was successful overall, the year could have been better. Conductor reports for the summer show some interesting statistics:



Total cabooses train rides given: 1,678

The three busiest weekends were all the holiday weekends. July 4th was number one (510 riders) followed by Labor Day (221), Memorial Day (181), and the weekend right after the 4th of July came in at #4 (108).

The first two runs of every day were always the busiest, and the last two runs of the day were always the lowest ridership. During the year, we annulled a total of 29 runs with no riders.

On the negative side, this year we had three days with NO crew to operate. This resulted in an approximate loss of 126 riders for those days. With as many people as we have in the Operating Department, there is no reason to have to annul complete days of operations. Some of you attend crew training every year, and never show up for even one day of operations. I implore you to monitor the schedules and to sign up for crew when you see nobody is available. The same seven people cannot be expected to be responsible for the entire year of operations.

To those seven (you all know who you are), THANK YOU for your summer of hard work to keep things running. I would also like to thank Engineer Craig Simmons and Engineer Charlie Spikes for their dedication to the RAL program.

These two Engineers went way above the call to make sure the RAL program flourished. Without them, we would have lost a lot of financial support and customer good will.

This fall, we're going back to *Pumpkin Trains* and *Santa Trains*. We **NEED CREW!!** We need help setting up and prepping the cabooses for *Santa Trains*, and we need help with the Pumpkin Patch. We need car attendants and helpers everywhere, please sign up!!

See you there!!



WP 1503 was the workhorse for our demonstration cabooses train for 2022. WP 165 pulled the caboose train on July 2-3 and September 3-4 showing that WP LIVES!

- Photo by Kerry Cochran

Summer 2022 Update from the Steam Department

Roger W. Stabler
CMO Steam



The weekend of July 4th was a busy time for the steam crew at the Western Pacific Railroad Museum. We were running the WP 165 for the first time for the public and doing our first RALs with the engine. The steam crew got busy on Thursday June 30th, getting the engine prepped for our Friday warmup. The warmup of the engine usually takes about 5 hours to get to operating pressure of 180 lbs. from a cold start.

This would be the first test of our rebuilt air compressor on the engine. The engine was fired up on Friday and was used to do some switching in preparation for the operations on Saturday. The steam crew got busy at 6 a.m. on Saturday morning firing up the WP 165. While the engine was be prepped for the day, David Elems and I fixed breakfast for the steam crew and a few friends of the organization who came early on their way home from the steam festival in Carson City, NV.

We had our first RAL at 10:30 a.m. and everything went off as planned, and our guest was delighted at how well the engine ran. Erin Swain was the engineer of record for the day and Hank Stiles was the fireman. Hank's skills at firing are developing well as I did not have to give him nearly as much instruction on Saturday. I was able to get off of the engine and visit with some of the guests while the engine was out on the RAL. The day went off without any problems and we had what was the largest crowd of the year at the museum.

While some of us were busy with the engine on Saturday, Mike Waters and Channing Walker, after prepping the locomotive in the early morning, were busy getting the walkways on our tank car used for the storage of steam fuel oil replaced with new wood. Channing and Mike also worked as hostlers on the engine when the engine crew took a mid-day break.

Sunday the 3rd was a warm day at the museum. We took turns relieving each other on the engine due to the heat. The boiler operates at about 390 degrees and is about two feet from the



Live Steam at the WPRM July 2nd, 2022!

- Photo by Kenneth Finnegan



Channing Walker and Mike Waters putting the running boards on the Steam Department fuel tank car - 6/30/22.

- Photo by Roger Stabler

engineer and fireman when running the engine and has yet to be jacketed. We hope to have the insulation and jacket done next spring. The materials have been ordered and should be on site by the time this publication is put out. Sunday saw another large crowd at the museum and it was nice to see extra volunteers at the museum to help out. I always welcome new members that want to be involved in the operations and maintenance of the steam engine and other equipment, or just to volunteer labor to help where needed. I want to thank all who were present on Saturday, Sunday and Monday to help out at the museum.

In addition to working on the steam engine, Hank Stiles and I have been working on the museum's ballast tamping machine in anticipation of doing work on the balloon track this fall. Hank and I replaced the bad

vibrating motors on the tamper, replaced the right and left-hand blades that were not in the proper orientation for the machine. We are waiting for a couple of parts to finish the tamper and have it ready to return to service.

I arrived at the museum in early August to do some work on the WP 705 which we are in the process of prepping for a new paint job. When I arrived, I was informed by David Elems that the east end number one and two switches were out of service for bad ties in the switch. When I worked at the Yolo Shortline Railroad, I was the track inspector and in charge of all MOW under the regulations of the FRA for 10 years. I talked to Greg Elems, our Roadmaster at the museum, who has been out with family issues for a few months about the track and that I would inspect the east-end track and see what we needed to do to get it back in service. Phil Schmierer, David Elems and I went to work on Monday and Tuesday replacing 12 ties in the number one switch over a two-day period. I spent the afternoons sorting through the collections of switch ties that we had on hand to find enough to do the needed work. We have exhausted our supply of switch ties and now have a truck load of new ties coming. This is very expensive and donations to the museum are appreciated. David Elems and I, along with the help of Logan Beers, put in an additional 7 switch ties to complete most of the number one switch.



Roger working on the tamper...

- Photo by Kerry Cochran



*90 Yards of Rock for Work on the Balloon Track
- Photo by Roger Stabler*

I had to leave the museum for a couple of weeks for family issues I needed to tend to. I returned on Friday the 26th of August to start prepping for the following week. We had several items on the steam engine that needed attention to be operational for the Labor Day weekend. I did put in one additional tie between the two-switch frog and three switch and tightened up a few ties near the number two switch so the track could be placed back in service for the weekend.

On Monday the 29th, David Elems and I dumped about 70 yards of ballast on the balloon track using our ex-SP ballast car and the WP 1503. We have about 40 more yards of rock coming to finish putting shoulders on the inside and outside of the balloon and enough ballast to bring the track back up to level. Greg is now back at the museum and will take charge of the track work. This will be major project this fall at the museum, if you would like to help contact Greg Elems. We will be tamping from the Edenwold crossing west around the balloon to Malfunction Junction. Needless to say, my plans to work on the WP 705 never happened.

I spent Tuesday afternoon in the shop working on the brake system of the WP 165, which although working, just wasn't working as intended. I finally took the distributing valve off the engine and to my clean room to inspect. While I was inspecting the valve and preparing to lap in the actuating slide valve, I found the shaft that the slide valve sits on was bent and causing the valve to stick and not move freely. I straightened out the shaft, cleaned the valve

and put it back on the engine and now the brake system works as intended. The other item that needed attention was the power reverser. The reverser was working but had developed air leaks at the heads on both ends. I made new head gaskets and replaced them on Wednesday. There is another small air leak in the reverser in the rotary valve and shaft that we will work on after we are done running the engine for the year.

The rest of the steam team came up on Thursday morning. Erik Olson finished up some machine work for me on two new tri-cocks for the cab. Once installed, we will have all right-hand valves on the engine. Channing, Mike and I worked on oiling the engine and inspecting the boiler before the engine was moved to the oil pan later in the evening which was done by the crew of Steve Habeck and Ethan Doty.

Friday morning the steam crew topped off the tender, we did a mud ring boiler wash as we are not yet due for a full wash. We wanted to see after the number of times we have run the engine this year how much scale was accumulating in the mud ring. There was some old scale removed during the wash, but our chemical treatment is working as it should and the boiler is cleaning up nicely. After the wash and the plugs were put back in the boiler was filled with water and treated with chemical. We lit the fire at 12:30 p.m. and we were up to pressure lifted the pops and topped it off around 5:30 p.m.

Saturday morning the steam crew was up at 5:30 a.m. to light the engine at 6 a.m. to be ready for an RAL at 10:30 a.m. This was the first time since we have started running the engine that we had enough steam pressure in the morning to light the engine off without the use of an air compressor to get the engine going. Mike Waters, Dick Couden and I greased the engine while Erik Olson and Channing Walker tended the fire. Charlie Spikes was our engineer for the day and Don Nelson fired the engine. Our first RAL went well. Needless to say, we had another satisfied customer. It was extremely hot over the

weekend in Portola with highs in the upper 90's. We had good attendance at the museum over the weekend. We all survived the heat.

Steve Lee was not at the museum this time around; Steve is in Hartford Connecticut accepting on behalf of the museum an award presented by the Heritage Rail Alliance for our completion of getting the WP 165 back in Service. Steve will be out in October for the pumpkin trains.

We will be running the engine again for the Pumpkin Trains the weekend of October 22nd and 23rd.

I hope everyone has a great fall and I look forward to seeing many of you at the museum in October. Till next time, full steam ahead.



W 165 on three rail with the museum's demonstration caboose train on July 3rd, 2022.

- Photo by Kerry Cochran

Seneca Healthcare Donates Boxcar WP 56059 / WP 61180 to WPRM

Those who have been to Seneca Healthcare District in Chester may have noticed the old train car that had been sitting in the back parking lot since the 70s and used for storage. With it no longer being needed and recognizing it had "a history", Seneca recently donated it to the WPRM.

The car was built and delivered to Western Pacific in December 1957 in the 56001-57000 series by Pacific Car and Foundry. The car was delivered in the mineral red, yellow and orange "Rides Like a Feather" scheme. It had the 8-foot 2-inch wide PC&F plug door and 50-ton Barber S-2 roller bearing trucks. In October and November 1972, it was sent back to PC&F for re-manufacture, it came back with new 10-foot 6-inch plug doors to effect larger loading.

The car's first road number was WP 56059. After the rebuild in 1972, it was renumbered as WP 61180 as most of the Western Pacific cars were when returned to the carrier. It apparently derailed in Chester at Collins Pines on its first revenue run. WP then probably refused to take it back after it was on the ground. Collins Pines had no use for the boxcar, so they donated it to the hospital in Chester. It sat on the hospital grounds and was used for storage for almost 50 years. On June 23rd 2022, it was loaded on a lowboy trailer by Bragg Crane and moved to the museum. Once at the museum, it was set on a set of trucks and rolled to its new spot on one rail. It will be used for archive storage after some repairs are made.

This car is different from others in our collection and is set up with shelves and power. The car has a man door that was added at some time while at the hospital for easy access. The plan is to use it as an additional archive storage facility in the near future.

The car has been restencilled on both sides of the car to the WP 61180 car number by Greg Elems.

Mechanical Department Report*DS ELEMS – Mechanic*

We've made some progress on a variety of equipment (major thanks to Roger Stabler), from the ballast tamper and ballast cars, the backhoe and telehandler, to finally being able to water up and start SP 2873. While things are finally looking up on some of the more troublesome projects there are still many work items to be completed. Roger has taken the hydraulic pump for the tamper back to Woodland because it fails to make pressure at the proper RPM, the backhoe's hydraulic leaks have been pretty well fixed but we have to keep an eye on the oil leak on the left axle/torque tube, and SP 2873 continues to throw new and exciting curve balls as we move through the inspections. At least QRR 1100 and WP 1503 have been sufficiently reliable since being placed in service.

**WP 1503**

1503 has been performing yeoman's work, with the electrical gremlins in May being the only real problems this year. The problems with the engine protection device (EPD) at the beginning of the season petered have mostly petered out, leaving the task of rebuilding and reinstalling 1503's original EPD to the end of the year and allowing for time to be spent on other work. All the current issues are minor enough to mostly be an inconvenience and don't represent any hazards to the safety of the operators, or the locomotive. About all I've really had to do the last two months was various monthly checks and inspections, and some various testing of systems we worked on back during the annual inspection.

Overall, I expect continued operation as we've seen so far through into next spring when the next round of inspections and work comes due.

QRR 1100

QRR1100 has, for the most part, performed quite well this season with only a few minor issues and the usual problems and servicing that we've come to expect. As of September 6, QRR 1100 is

out of service because it is due for the annual inspections and the much-needed attention that accompanies such work.

While shopped for the annual inspection there are a few things that I'd like to taken care of.

Most of them are sorting out the remaining electrical mysteries, with the big one being the coolant. 1100 has been our "winter" locomotive owing to running antifreeze, and this coolant has been in the system for a very long time with only occasional make-up added.

SP 2873

We finally got the cooling system buttoned back up, but not without more complications. Once the water pump was in place, we had to loosen the feed elbow to the left bank manifold and crossover in order to install the gasket between it and the pump; things didn't go as planned. In short, by the time we were done the entire elbow had to be removed, and in the process I managed to shear yet another bolt which later had to be drilled out. It was a multi-hour ordeal from the time the elbow came off to getting it ready to be reinstalled; that includes cleaning all interior and exterior surfaces, removing the stuck bolt, scraping the gasket surfaces clean and flat, and giving the elbow a thorough inspection.

Many thanks to Roger for brazing up the crack in the volute of the water pump I rebuilt, and also for welding up the flanges on the new water pump inlet fittings I had manufactured. Once the engine was watered up the new flanged pipes had some minor seepage but sealed up after a couple of days. The new water pump is leak free, however the right bank pump which was fine at the beginning of 2020 is not. I initially though that I'd left the drain cock open on the volute but it was all coming out the telltale hole for the pump seal; the leak is sufficient to keep the locomotive from service until the pump is rebuilt or replaced.

We've run the engine twice in the last few weeks, which is a major step from where we

were, and the leaky water pump isn't so bad as to keep us from performing the running inspections as we move forward though it does leave quite a mess in the shop. So far, the top deck inspections for the annual inspection packet have been completed as have some testing and verification of various systems while the engine was running, and we were able to trace down some of the troublesome oil leaks from the past several years, some of which have gotten worse as the old failing seals dried up over the last couple of years. The worst of these is the drain tubes in the bottom of the over-speed trip housing, as evidenced by the oil flowing down the front of the engine block. I'd prefer to deal with this before placing the locomotive in service. I'm currently trying to find the proper part number for the gasket kit so I can get a price quote.

If one looks through 2873 they will notice lots of new sage green (satin moss) paint; this isn't merely a cosmetic beatification or "repairing with paint" but represents about a third of the work that has gone on these last two years. Everything with green paint has been cleaned and inspected (often requiring testing), serviced, replaced, or otherwise underwent some sort of major work and most items required removal from the locomotive. These components range from the air brakes to the oil and cooling systems.

In addition to the locomotives and the shop, a lot of attention has been paid to a variety of equipment with a huge shout out to Roger Stabler. Other than some tweaking to the bend of couple of blades and the issue with the hydraulic pump at certain RPM's, the ballast tamper has been gone through and seems to be working quite well. Roger and I worked on ballast car WPMW 10760, which now has a serviced handbrake, a fourth (and final) operable door and a repaired trainline. The many leaks on the backhoe, both new and old, have been mostly repaired; there are some hydraulic lines that will come due sooner than later and the issue with the seal between the gearbox and torque tube that remains.



New roll up doors on east end of shop being installed on August 5, 2022.

- Photo by Roger Stabler



New Roll Up Doors on East End of Shop After many years of being out of service, the doors on the east end of the shop were replaced August 1-4, 2022.

- Photo by Paul Finnegan

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 to learn how.



XELECTRIX
**XELECTRIX Electrical Contractor Sacramento RV
 & Mobile Home Park Electrical Service**
 Citrus Heights, CA 95610
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 Email: service@xelectrix.com
 916-967-1922



H & R Block - David Hansen
 2850 Main St Ste 7, Susanville, CA 96130
 Tel: 530-257-9339



Nominations for the 2023 FRRS Board of Directors election will open January 1, 2023 and close January 31, 2023.

If you would like to nominate a FRRS member, or yourself, complete information on the election process is on the FRRS website on the Membership page.

Fire Suppression Work at Museum Continues

Phil Schmierer and Bil Jackson worked out west of the balloon in July to protect the museum from fire. They cut down several clumped up small trees that were a perfect ladder for a fire that could go from the sage brush, into the small trees and into the crowns of the big trees back there.

Phil scraped the ground with the backhoe blade and made 30-40 foot wide bare dirt firebreaks. He fell the trees on the outside of the balloon that were up against the fence that posed a hazard from the steam engine. A bunch of trees were limbed up so they would not be "The Ladder" to get fire into the tree crowns.

Phil also knocked down a firebreak west of the creek that flows through the picnic area on our side of the fence. Much more work needs to be done in that area, thinning and brush removal.

Announcing the return of the....

PUMPKIN PATCH EXPRESS

WP 165
STEAM LOCOMOTIVE
will run Oct 22-23
1:00 to 5:00 PM

OCTOBER 15-16 & 22-23, 2022 • WESTERN PACIFIC RAILROAD MUSEUM - PORTOLA

Museum opens at 10:00 AM • Trains depart hourly 1:00 to 5:00 PM

DIESEL NIGHT TRAINS on SATURDAYS, OCT. 15 & 22 • trains depart 7:30 to 9:00 PM

Ride the train to get to the Pumpkin Patch (pumpkins extra price) . Special Exhibits . Halloween Fun
Admission: \$10 per car or \$5 with 3 cans of food for the EPCAN Food Bank • web: pumpkin.wplives.org

- 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 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.

The Train Sheet

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

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Operating Crew July 3, 2022 - Back Row: Roger Stabler, Kenneth Finnegan, Mike Waters, Matt Elems, David Elems, Channing Walker, Erin Swain, Alex Swain Front Row: Logan Beers, Hank Stiles, Lew Barnard, David Epling, Kerry Cochran