

THE

# TRAIN SHEET

News from the Feather River Rail Society



Summer 2017  
Issue 174

**-THE TRAIN SHEET-**

News from the Feather River Rail Society and the Western Pacific Railroad Museum at Portola

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**FEATHER RIVER RAIL SOCIETY  
WESTERN PACIFIC RAILROAD  
MUSEUM at PORTOLA**

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Museum Phone: 530 832 4131  
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The museum grounds are open to the public from 10:00am until 5:00pm daily from the last Sunday in April through the first Monday in November. The diesel shop is open during this time.

Train operations begin the last Saturday in May and continue each weekend through the first Monday in September, as well as on major holidays between these dates.

Museum grounds are closed to the public from the first Tuesday in November through the Friday before the last Saturday in April except for special events for which advanced arrangements have been made. 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.***

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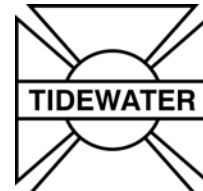
***On the Cover***

*WP 2001 Sits in the Portola diesel shop on 30 June 2017, recieving some TLC over the summer.*

*Greg Elems photo.*

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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
Sac Northern On-Line	www.WPLives.org/SN
Tidewater Southern Pages	www.TidewaterSouthern.com
Tidewater Southern	www.5.pair.com/rattenne/WP/TidelIndex.htm
Central California Traction	www.trainweb.org/tractionco/

## President's Report – June 2017

– Steve Habeck, President, FRRS

It has been a very trying and disappointing start to our operating season in 2017. I simply cannot keep up with the non-stop demands and requests for forms, reports, and whatever from at least 5 state and federal agencies in our efforts to get assistance in repairing the access road. At this point, I do not expect to get any assistance from any agency for access road repair. I can't jump through all these hoops with everything else I have to do around the Museum, support my job, and try and maintain my health.

I have prepared a report to the General Superintendent and Roadmaster on the track issue we have on the balloon, and repair plans are in progress. We do not have an estimate yet as to the return-to-service date.

We have suffered a sucker punch to the gut with WP 1503. While preparing it for opening weekend service, a rupture in one of the older radiator cores (NOT the ones we replaced) was discovered, taking the engine out of service indefinitely. I am extremely disappointed in this discovery, to say the least. I had planned on expanding use of the 1503 this season, until now. New cores will set us back around \$10,000, plus the time and labor involved for the work.

Thanks to Charlie Spikes, who found a guy online that came to Portola and relieved us of most of our junk batteries, and paid us \$800 to boot. This gets rid of a very nasty eyesore on the property, which I had been concerned with for a long time. I had to intervene to keep them from taking my display batteries in the shop!

Although our finances are not where we want them, Leisa and her crew in the WP Store are making great strides in improving our income. However, I will need to order fuel very soon if we intend to continue to operate.

Also on income, I am working with Eugene and Patty from Big Fish to set up a fundraising catered dinner at the Museum in the very near future, to generate funds for the Steam program, and for moving the Carr-bell plow from the mill in Chester to Portola. We still may have an

opportunity this summer to get a crew from Wasatch (Steve Lee's group) to put in some time on the 165, if we can get the funding.

I have also spent a lot of time in applying FRA Part 224 delineator striping on various cars at the Museum, at the behest of UP, to get cars we need to store on the West Pass into compliance. This project is almost completed for what has to be done immediately, but more work is ahead. As part of this, I have ordered a case of 3M California-legal glue remover to facilitate removing the glue residue from the 1503 and other equipment that will need it (so the 484 can be re-done properly, for example).

Finally, kudos to CMO Bil Jackson and the Mechanical Department for the reliability of the RAL fleet so far this year, and for the quick turnaround of the 1100 this week, getting it back in service. Their plans for the rest of the fleet continue as time allows.

Enjoy the Annual Meeting, and the new grill Charlie Spikes obtained and set up. Let's see what the attending members want to see and have to say on how we're doing.

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## President's Report – July 2017

– Steve Habeck, President FRRS

This has been an unbelievably busy month since the last Board meeting. I feel as though I have been living at the Museum, which isn't too far from reality. We ordered, received, and dispensed 3000 gallons of diesel fuel, keeping our thirsty RAL engines going. We still have some on hand, but we may need to buy more before the season is over, the way we're selling RAL's. We also bought 4 barrels of lube oil (2 of which were paid for by Seth Adams, related to his WP 501 project), for WP 2001's oil replacement. The Mechanical Department should have a detailed report on the litany of problems being addressed on the 2001, and why it's become a shop queen. We will need to buy more lube oil for makeup stock, and for placing any other engines in service.

Our long-time friend Doug Morgan has passed away. Within a week of his passing, his daughter

and son-in-law from Minnesota, as well as Doug's attorney, Brian Whipple, showed up at the Museum and demanded access into Morgan's boxcar. After being denied by us, they attempted to get into the car with keys they got from Whipple. The car, however, was on UP's West Pass, and they were trespassing on UP property, so Vice-President Elems contacted UP's RMCC (Risk Management Control Center), and notified them of the trespassers attempting to break into a boxcar. This resulted in a heavy response by law enforcement, and a hasty departure by Mr. Whipple, leaving Doug's daughter and son-in-law to fend for themselves. They told the officers that they got bad information from their attorney, and were told to leave. I have a copy of the sheriff's report, if anyone wants to see it. Doug's daughter then posted for sale on Craig's List the UP 849, the boxcar, and a hi-rail truck (location unknown). I was astounded that Whipple allowed her to do this, as he is fully aware of the status of this equipment, and the state of the litigation. The listing was pulled after a few days. Due to repeated attempts to contact us by Morgan's son-in-law, which were getting nastier, I responded to him in a message I sent to all the Directors. He responded with another attempt to get information on the legal proceedings, which I have ignored. Once the legal proceedings are concluded, I will contact him as appropriate.

I have researched locomotive batteries, and have established contacts with the regional rep for Crown batteries, and the sales rep for Dyno batteries. Dyno batteries are made in Seattle, and were recommended by Roger Stabler, as they are used on the Yolo Shortline. Battery prices have dropped dramatically since I last researched them 3 years ago; I can now buy a full set of batteries from Crown or Dyno for around \$7000, including shipping. Prices for single batteries or uni-packs are nearly the same, so we can get what we need, depending on what the locomotive requires, without having to spend too much. The Board needs to determine how we are going to make these purchases of fuel oil, lube oil, and batteries, or the end of the operating season may result in complete shutdown of the facility. The 1100 is still on life support, and may be OK as long as the weather stays hot; after that, failure is

virtually guaranteed. WP 917's batteries are also showing signs of their age; sudden failure has been the norm with the batteries in the 917, due to its hard-starting characteristics. I will no longer cobble batteries together from various engines or locations to get something running; moving batteries around is hard on the batteries, and the chance of damaging and/or dropping a battery while moving it is always there, and is very detrimental or fatal to the battery.

We have had initial discussions about the possibility of obtaining a loan for various projects and needs around the Museum; I will defer the details to other reports. I will say, though, that thinking outside the box here is essential to the future growth and needs of the Museum. Last week, I took Ethan Doty and Fritz Elems with me to Chester, to photograph and measure the Carr-Bell plow at Collins Pine in Chester. We obtained just about all the data we needed to provide to the truckers to obtain quotes for the move. Ethan did a great job creating a file with photos of the plow, overlaid with the dimensions we obtained, that I was able to send to the truckers. Of course, I had to take these two to lunch as part of the deal, but it was worth it. I have just received an E-mail from Rushway Trucking in Newcastle; and they now say they cannot move the plow (don't have a trailer big enough). I have sent the dimension info and a quote request to SRT Trucking in Sparks, and to Taylor Heavy Hauling in Roseville, for their input. This may result, however, in requiring us to hire cranes to load the plow at Chester, and unload it at Portola, adding significantly to the cost. SRT works closely with Bragg Crane in Sparks, and Taylor has their own cranes, according to their website. We've worked with Bragg and Taylor in the past; we'll see what they come up with. I may have more information at the Board meeting.

Vice-President Greg Elems and I met with 4 representatives from FEMA, Cal-OES, and other agencies a couple of weeks ago, laying the groundwork for our damage claims due to the storms last winter. By the time of the Board meeting, I will have met with the on-site FEMA inspector, inspecting the damage we claimed on our access road and on our balloon track, and will have more information on the results of that

inspection. Related to this, track work on the damaged balloon has been severely hampered by the extremely hot, dry weather this summer. Every day seems to be in the 90's, little or no wind, and no clouds, making track work essentially impossible after about 10 AM. Several of our diehard volunteers have attempted to get work done, despite the hot conditions, such as Greg Elems, Bil Jackson, Charlie Spikes, Loren Ross, and Ethan Doty. Don Nelson just spent a long week with us, running the backhoe every day, most of the day, and again in the evening, digging out trenches for old tie removal and new tie insertion, and actually removed most of the bad ties, and got all the staged new ones inserted. The amount of work he got done was phenomenal, especially given the brutal conditions. I want this effort recognized, and everyone made aware of it. On top of that, he plans on coming back near the end of July/early August to do it again! With what Don got done, there's plenty of setting/spiking/tamping/aligning for the rest of us to get done before he comes back; see Roadmaster Greg Elems for the work plans and times. I would like to see us get the railroad back in service by Railroad Days, if at all possible. Pray for a break in the weather.

Speaking of Railroad Days, I am already attending regular meetings of the Railroad Days Committee, planning for the event on August 25-27. As in the past, we will run trains on Friday, 8/25, as normal (admission and fares charged), and on Saturday and Sunday (8/26 – 8/27), with free Museum admission, and normal fares for train rides. We are also holding a raffle for the custom quilt on display in the WP Store, with the drawing on Railroad Days. Raffle ticket sales, however, have been very slow. We plan on having model railroads set up in the shop, Gary Van Treese back on the dock with his live-steam G-scale, and a demonstration of Fairmont one-cylinder engines (one-lungers) out front, by one of Fritz Elems' instructors from the Truckee Meadows Community College (TMCC). We also need to provide the "Kluge" as motive power for the people-mover tram between the Museum and the City Park. It looks like the Portola Firefighters and their Auxiliary may provide most of the manpower for the tram this year, at least so far. We should also have UP Heritage units

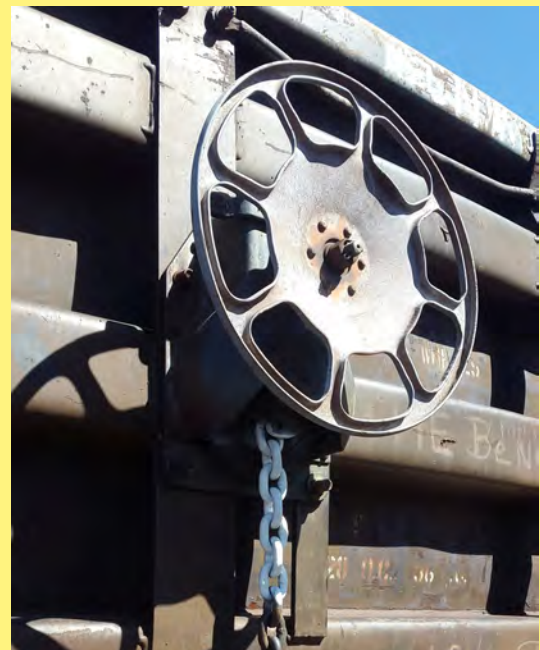
## Fritz On The Job



Sunday, 29 April 2017, saw a slightly breezy, cool day at the Western Pacific Railroad Museum. The day's task: apply paint to the handbrake chains of select museum equipment to allow crew to easily determine whether the brake is tied.

In addition to the handbrake chains, other safety appliances were also painted bright white to assist with visibility.

Above, we see Fritz applying bright white paint to the cut lever of a gondola, with his signature expression. Below, the finished product.



UP 1983 (WP) and UP 1989 (DRGW) on display at the Museum; location to be announced later.

## Museum Web Page Update – April 2017

–Paul Finnegan, Webmaster

Largely due to the high number of RAL's, including the surge at the end of June to beat the price increase, income through the WP Store has been good. I will defer the details to Director Wesch; but I have been able to allow the Mechanical Department to buy what they need, for the most part, to accomplish the work they're trying to do. Some of that work included shop time for the WP 805-A, in preparation for a special RAL on July 3 by Mark Bluth, a Life Member from Saratoga, CA, and a very generous donor. When tested on July 2, the 805-A performed as expected, but on the morning of the 3rd, with Mark ready for his RAL, the 805-A decided that its brakes weren't going to work correctly. After Fritz worked on it for quite some time, I suggested bringing the 917-D down and MU-ing it with the 805-A, to see if the brake problem would be mitigated with 917-D in control. This was successful, so Mark and his friend did the RAL from the 917-D, with the 805-A trailing, in the afternoon, after the regular caboose trains, and they were happy. After the RAL, Fritz and I put the F's away in the west end of the yard, to be out of the way for the July 4th caboose trains. That evening, Fritz asked me if we were going to run the F's for the 4th; I hadn't even given it a thought. The next morning, however, I had Fritz fire up the F's, and we swapped them onto the caboose train for the day, 917-D flying appropriate flags (see Greg Elems' videos, edited by Webmaster Finnegan). The F's developed a minor MU glitch, but we were able to work through it for the day. Good job, Fritz!

This has been a long report, but there's been a lot going on. In closing, I want to thank everyone who has been spending multiple days at the Museum, working RAL's, maintenance, track work, or whatever needs to be done (or doing what I ask them to do). I'm proud to have this group of Willing People busting their butts at this facility day after day, and, I haven't forgotten the people that are working just as hard from home on innumerable projects. It all counts.

I decided I would use the "off-season" to work behind the scenes on the web site and related topics. I spent most of the January ~ April time frame creating documentation for myself and future webmasters and cleaning up the code on the web site. In creating the documentation system, I wanted it to be essentially auto-updating, so I created a weekly site audit tool that explores all the web pages on the website. In addition to creating the documentation for the webmaster, it does things like making sure there are no broken links, all the photos referenced really exist and it does a spell check on every page. It also checks the syntax of the HTML code that comprises the web site.

As the audit tool developed, it found a surprising number of issues throughout the web site that I have gone back and fixed. The audit tool now reports an (almost) clean web site. It flags a few pages that are still under development, but all the public pages are clean. The web pages were previously rendering and looked OK, so why do we care?

I knew that some of the web pages looked different on different browsers; some of this was caused by the different browsers looking at our mangled HTML code and "fixing" it for us in slightly different ways. Now that we have no syntax errors, the pages look much more uniform on different browsers because the browsers don't have to guess what we really meant to say.

Another advantage of a clean web site is that the various search engines allegedly use a scoring system to rate your web page before displaying search results. A cleaner web site supposedly ranks higher, so people searching may find more results directing them to wplives.org now. That can help our society.

A big side effect for us is since I had to re-code almost every page on the web site, I used this as the opportunity to create the missing mobile friendly web pages for our collection pages. We made significant progress towards being a 100% mobile friendly web site. For the period 4/20/16 to 4/20/17 67.75% of our web visitors used a

desktop, 22.64% used a mobile device and 9.61% used a tablet. The third of our web visitors that don't use a desktop are finding a much more pleasant environment than in the past when essentially none of our web pages were mobile friendly.

Of course I have also been trying to keep the web site current with the museum news and events. We added more material to the web site for the April Crew Training sessions. Material for the Reno convention was used to help promote the event.

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## Museum Web Page Update – June 2017

–Paul Finnegan, Webmaster

The summer 2017 Season is upon us and things at the museum have been hopping. A major focus of my work on the web site is to promote the museum and our society for the visiting public and our members. This spring, to keep everyone up-to-date on several special events, such as the convention in Reno and the annual members' meeting, many new items came and went on the "*Latest Museum News Update:*" column on the home page and on dedicated event news pages.

The web site's "FRRS/WPRM News Archive" (under the News pull-down menu) and "WPRM Photo & Video Gallery" (under the About Us pull-down menu) pages were frequently updated to reflect the latest events. One of the more entertaining items is a short video created by ABC10 of Sacramento promoting our Run-a-Loomotive program. The video and a look behind the scenes while the video was being made are on the "WPRM Photo & Video Gallery" page.

Over Memorial Day weekend, we rolled out a new web-based Conductor Report for the Operating Department. At the end of any train operation, the crew should fill out a conductor report. Last year, at the end of the season, it was discovered that a few reports were either lost or had never been written. I created a new custom reporting system on our web site. Using the new system, an electronic copy of the report is

permanently kept on-line and is mailed at the end of the day to the Operating Department mail alias. Additionally, individual crew service records are automatically updated with each report. If there was a scheduled train for which no conductor report was created, an automatic email is sent to the Operating Department mail alias at the end of the day advising a report is missing. This will allow for immediate follow-up to ensure we have our paperwork in proper order. The new system seems to be working well with the crews.

Two Train Crew members asked that we set up a reminder email two days before their sign-up date (web ticket 20170-0053.) An automated email system was set-up, tested and put on-line June 10, 2017. An additional request was made to display all recent conductor reports to aid in creating work reports, this feature was also added.

A new web page was created under the Members pull-down menu, "Minutes & Reports." This page has the minutes from Board and Members' meetings along with the written reports submitted. There is currently some missing information, which we hope to find and post. The plan for the future is to post the preliminary minutes as soon as they become available after a meeting. The reports will be added as they become available and then the preliminary minutes will be replaced with the approved minutes after the next meeting. This is meant to significantly improve communication within the society.

A long desired feature was added to the web site in early June. A Google Custom Search Engine widget was added to the home page, just under the menus. (On the mobile home page it is about in the middle of the page.) This powerful search engine is meant to help you easily find things that are somewhere on our web site. Give it a spin and let me know what you think.

I am always looking for feedback, content and new ideas. If you have some, please don't hesitate to contact me at [webmaster@wplives.org](mailto:webmaster@wplives.org).

## Roadmaster's Report

—Greg Elems, Roadmaster

A quick update on the track and tie replacement.

I've had some fantastic help from a core group of members. Thankfully with the help from Loren Ross, Bil Jackson, Ethan Doty, Rick Gruninger on basically a moment's notice we've pulled and replaced 14 ties. We will spike and gauge them and move onto the next batch to be pulled, replaced and spiked. Don Nelson came up and spent a week on the back hoe digging a ditch alongside the ties needing to be pulled. A big thank you goes out to him for that work. He has prepped the full length of track where the ties were marked to be replace. At this time we are ready to put another 12 – 14 ties on the speeder flat and stage it out at the work site.

As stated on the web page, I will start a 3 day a week work program on tie work on the track on July 10th. Those days will be Monday, Wednesday and Friday with the start time at 9 am, or earlier if those close by are willing to start earlier. My hope is with Don's work and the air jack hammer and air spade we can get a dozen ties done a week or more. The heat will be a factor and an earlier start might be in our best interest for keep our volunteers safe from overheating and exertion. I will have the work days until we get the track currently out of service back in service.

As stated in my last report we are replacing old 8' ties with new 10' ties, not a new idea but one that will make the track more stable for when we get to run the 165.

At this time I have identified 4 sections of rail that will need to be replaced after the tie work is finished. Rod McClure procured a flange oiler which we will set up at the apex of the balloon on the outside rail after the new rail is installed. If we have time there are 2 other sections of rail replacement that might be prudent to take care of also.

I'm not sure if I will tackle the tie replacement between Milward switch and the location of Wayne Monger's track work. In walking the balloon several times and under the watchful

eye of Loren Ross two wide gauge spots have been identified and probably a dozen ties located at rail joints should be taken care of before we tackle the rail replacement. The factor that has been in our favor there has been the good drainage that we didn't have in the derailment area.

A preliminary look into hiring the work on the balloon has been started. The big thing is money, we need a good chunk of change to do it. The advantage is threefold. The contractor can come in and use our materials and rebuild the balloon for us in a week's time probably. Second we can then put our volunteers time and effort towards other projects at the museum. The third advantage that also comes to mind is our physical abilities and health. Not tearing our backs up, doing manually the work the contractor has machines for is a benefit to my helpers. I know my back will take longer to heal up than the 3 days it took to get it so sore.

Depending on time and budget, I may consider extending the track work with the contractor down to the Edenwold crossing. Again, time and money will have to weigh in on that part of discussion with a contractor and board of directors.

In conclusion my hope is to get the balloon open before Railroad days, and maybe lift the slow order of 5 mph and let our trains go around the balloon at 10 mph. The use of a contractor would facilitate that quicker but getting it open could be done given the weather temperature and my help.

**Greg Elems, Steve Habeck, and Mike Wissink (Cal-OSHA) inspecting damage.**

—Paul Finnegan Photo.





## Reflections of the WP and its Willing People

—Jack Palmer

I have been requested by one of our Directors to share with other members of the Feather River Rail Society a few of my personal experiences with both the employees of the Western Pacific Railroad and my interests in their activities during the 1960-1980 era.

It all began when I bought an HO scale model railroad set as a present for my son in 1960. My co-workers in the Post Office advised me to forget the “Toy Train Stuff” and to choose a local railroad to model.

So one Sunday my son and I went to the Southern Pacific yard in Brisbane, California, with my Brownie camera in hand, to take pictures of the roundhouse and engines (bad idea!). Needless to say it wasn't long til we were told to get off their property.

One day I went to the Western Pacific office in San Francisco and was directed to Mr. Lee Sherwood, their Public Relations Officer. At that and several following meetings, he provided me with Time Tables, color paint chips of the paint used on their locomotives, information on their local 25<sup>th</sup> Street and Oakland yards and placed my name on their monthly mailing list of their employee publication “Mileposts”. I was hooked.

When time permitted, my son and I would go to the 25<sup>th</sup> Street yard for pictures of everything on the property including the ferry “Las Plumas”. However, the best was yet to come as we had no idea of what to expect when we would visit their Oakland Yard.

In April of 1964 we finally went to the Oakland Yard. WHAT A SURPRISE. I said to myself “WOW” This is Pig Heaven! Now I need to save money for a good camera. Having a family with three children and only one source of income would be a problem, but I eventually managed to buy a Minolta 35mm with a 1.2 lens, and prepared for some serious photography after that.

On that visit of we found the WP 334 “Mike” and several narrow gauge cars and combine near the

## 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.



### Feather River Food Co-op

60 North Pine Street, Portola, CA 96122  
530-283-3528



### Portola Village Pharmacy

157 Commercial St, Portola, CA 96122  
530-832-4218



### Cheeseburger Restaurants

73875 CA-70, Portola, CA 96122  
530-832-6878

turntable, many small buildings (shacks) throughout the facility plus miscellaneous remnants of the days of steam. We then discovered the WP 94 and General Bowker steam engines in the roundhouse together with several diesel switchers. That was a great visit.

On another visit to the Oakland Yard that year we had to wait for a freight drag to clear the entrance. I walked up to talk to the driver of the pick-up ahead of us. He asked where I was going and I replied to take pictures. He informed me that he was the Roundhouse Foreman and if we would be at the roundhouse at 8:30 he would take us for a ride around the yard in the Zephyr units when he would make up the train. Yes, we were at the roundhouse before 8:30 and enjoyed another pleasant surprise, courtesy of another WP's WILLING PEOPLE.

During a visit to the Oakland Yard in September 1975, I was fortunate to also photograph WP caboose 683 which was recently stenciled "RETIRED". (The 683 was one of 38 WP box car series 15001-16000 that had been converted into cabooses in 1942).

I promptly went to the Yard Office and asked for one of its Heralds. I was told they would have it for me the next day. Since then, it has been prominently displayed on the door to the entrance to my model railroad.

I next began one-day trips to other nearby location along the WP. right-of-way between Niles (Now Fremont) and Altamont. Although they were easy to get to, it required a lot of patience waiting for hours for only a photo of two of anything coming from either direction.

I was aware I had two strikes against me from the beginning. First, WP did not operate on schedules, and second, I could not afford to buy a Bear-Cat Scanner which would enable me to listen for train movements in my area.

On a good day at Altamont it was always difficult waiting for the SJT, CZ No. 18, GGM, or a work train because there was no shade or even a hard rock to sit on – but the photos taken that day were worth the effort.

I found Altamont to be a favorite location among rail fans because if I was already waiting, it soon became obvious that something was about to happen whenever a group would suddenly arrive with all their cameras and recording equipment. (I knew I was in good company when Ted Benson showed up).

Vacations or holiday week-ends would usually find me anywhere from Oroville to Portola chasing the "Orange and Silver". But that's another story.

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## General Superintendents Report

—Kerry Cochran  
General Superintendent

By the time you read this, Annual Crew Training will be completed and the crews will be ready to start the 2017 operating season.

Several members braved the winter weather to attend the first crew training session with 3 to 8" of snow and ice in some locations. The snow hampered the crew training, as we had an 8 ½ hour power outage at the time of the training and forced us to perform all the training without a computer and projector. Paul Finnegan and Rick Gruninger handled most of the training this year as I needed to attend the monthly Board of Directors meeting.

There are so many volunteers that help around the museum all the time and I would be remiss if I did not say thank you to all of you. Your help is needed to keep the place running and helping our visitors.

Keep Alert, Be Safe.

## Mechanical Department

Look for Bil Jackson's, CMO report. The mechanical department has been working very hard to get our equipment read for RAL and Operations this year.

## **Steam Department**

The steam crew has been very busy working on the WP165, please visit the WPRR steam blog, <http://wprsteam.blogspot.com/2017/04/springtime-in-portola.htm>

See the latest news on the WP165

## **Facilities Department**

Charlie Spikes has been busy getting the facilities ready for us for the 2017 season and have been busy making repairs and general maintenance on our facilities so we can get to work this yard.

## **Museum Store**

I have ask Leisa Wesch is she would take over the operation of the Museum Store last month and she accepted my invitation.

Leisa has been working with several other volunteers to get the museum store rearranged, cleaned up and get inventoried so that we have products to sell to the general public. Leisa has been working with Eugene Vicknair on the new POS (Point of Sale) system so that we can be ready for the season.

## **Historical/Archive Department Report**

In my last report, I described the number of box cars that had Historical/Archive materials stored within them.

We have started to inventory each of the cars to determine what materials are in each and start the process of recording all the donations. This will not be a fast project as it will take time to go through each box, bin, paper bag, or other assorted items that have been donated to us.

One of the new things that you will find on the Historical/Archive WEB pages is, the FRRS History page, where several old FRRS (Portola Railroad Museum) WPRM documents will be available for viewing. This look back into the FRRS's history (by document) should give everyone a look back into the days when we started, thru our tenth year anniversary right in

to, today.

One of the things I hope everyone will find an interest in, is the Grand Opening 1985 flier announcing the opening of the museum and train rides.

The Circle the Wagons, Tenth year anniversary program

And the first printed Rules Book

I hope that you all will take a look and give us feedback on this concept.

If you come across and Historical/Archive, Donated materials, Please contact one of the staff of the Historical/Archive Department and let them know that the materials have been received and where it is located so that it can be moved to proper storage.

Director Frank Brehm has been lending a hand with all the documents needed to make sure that we have operating policies and procedures in place to account for the Arthur Walter Keddie Railroad library.

## **Working Group Meetings**

In the background during the non-operating season, there is some hard work going on for not only the operating department, but the museum also.

Paul Finnegan, Kenneth Finnegan, Rick Gruninger and Kerry Cochran, have been working on various Operating Department procedures for next year's training classes and adding more content to the training for our volunteers.

During these meeting, there are other thing that have been brought up that concern the overall operation of the museum and the volunteers. These items relate to Safety, Volunteer records, Volunteer Training, RAL Operations and several other issues.

During these discussion there will be some new additions to the several of the museum documents and we will be adding a new volunteer's manual. The volunteer's manual will

be a living document that will give all of our volunteer's written guidance on what the museum expects from them, general information, emergency forms (so if there is an emergency with a volunteer, we know who to contact) organization chart and information on the facilities.

This manual is in draft form right now and we hope to have it published sometime during the year.

As always, there are so many volunteers that help around the museum all the time and I would be remiss if I did not say thank you to all of you. I may have missed some specifically by name, however all of your help is greatly appreciated.

### **Julia Rigutto Pagan visit**

*–Patty Clawson, Eugene Vicknair, Paul Finnegan*

On Saturday, July 8<sup>th</sup> the museum had a special visit from Julia Rigutto Pagan. It was a step back in time for her as she made her way toward the "Charles O. Sweetwood" Red Cross Blood Donation Car at the Western Pacific Railroad Museum in Portola, California. Accompanied by her loving family each step, Pagan approached the blood car wide-eyed as memories came flooding back.

As one of four original nurses employed by the American Red Cross in January of 1951, Pagan, now just shy of her 96<sup>th</sup> birthday, was honored for her years of service on the "Charles O Sweetwood", a railroad passenger car used by the Red Cross and Western Pacific Railroad to collect blood in support of the Korean War.

Credited with saving thousands of lives, the "Sweetwood" was the first of its kind used to collect and store blood along a route that took it to small towns and big cities. Traveling over 28,488 miles, over 11 railroads in 4 states, and running as far east as Pueblo, Colorado, this blood car achieved the collection of over 25,000 pints of blood. It is this significant piece of American Red Cross history that Pagan so humbly attributes her success.

With an artfully orchestrated surprise, Pagan was honored by her family, directors of the Western Pacific Railroad Museum, Bill Sweetwood (nephew of Charles Owen Sweetwood, a Korean War medic for whom the blood car was named after he was killed in action), representatives from the American Red Cross, and a representative from Congressman Doug LaMalfa's office for her service during this unique blood collection operation.

The American Red Cross presented Pagan with a Certificate of Recognition for her service, and Shane Starr, representing Congressman Doug LaMalfa, was also there to present her with a Certificate of Special Congressional Recognition.

When asked about her years of service, Pagan exclaimed she had nothing but good memories and always felt the work was important. "It was a pleasant time when so many were happy giving," said Pagan.

September 2017 marks the "Sweetwood" railroad car's 100<sup>th</sup> birthday, and nearly 64 years since it ended its blood collection service. Plans to celebrate this significant milestone are in process with the hopes of a guest appearance by Julia Rigutto Pagan, members of the Sweetwood family, and the American Red Cross.



*Eugene Vicknair, holding up a photograph of Julia Rigutto Pagan, one of the original four nurses of the WP 106. Julia today and Charles O. Sweetwood's nephew Bill Sweetwood at the same spot as the original photograph.*

*–Michael Clawson Photo.*



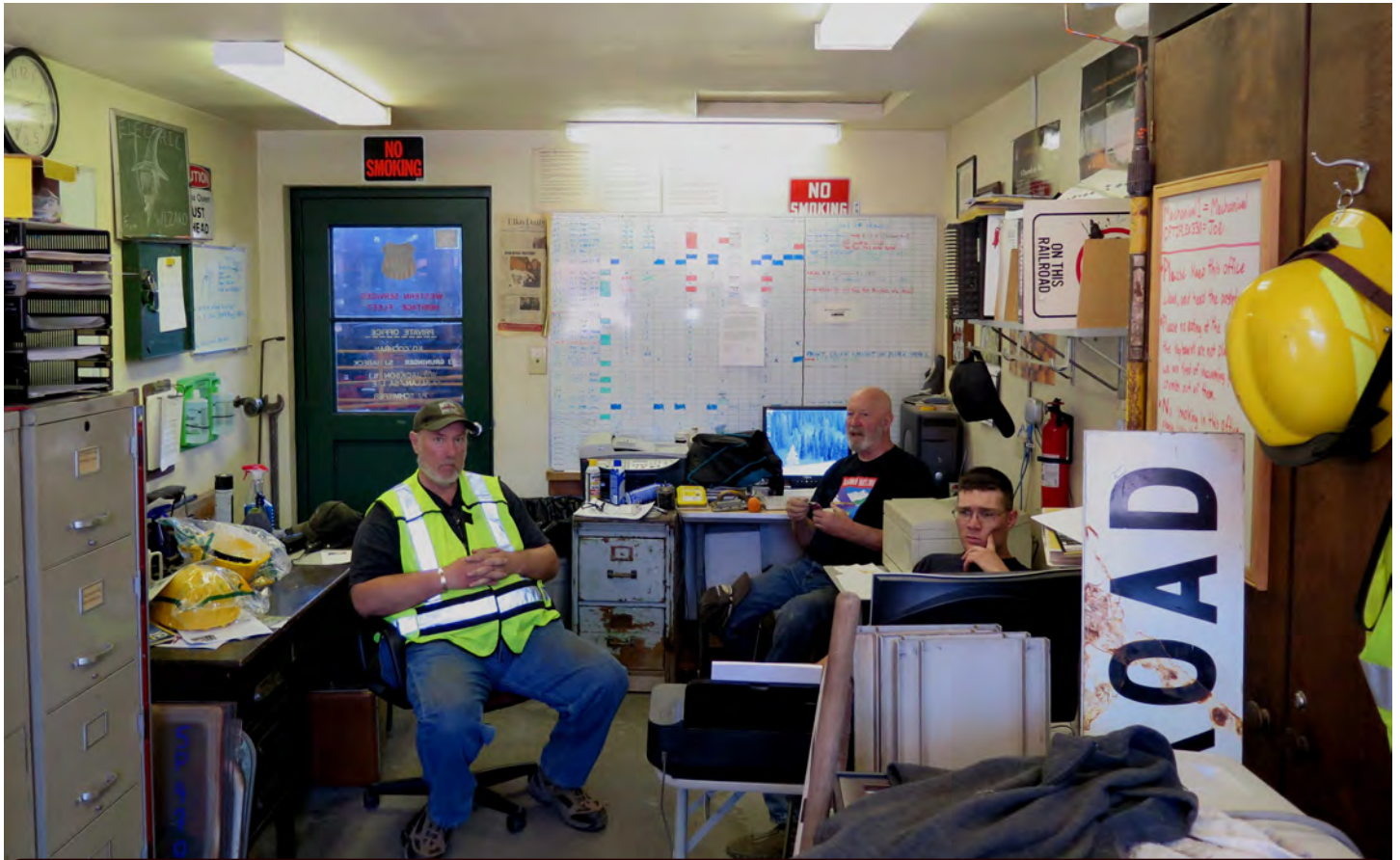
*The museum received a call from the Quincy Parks and Recreation Wednesday July 12, 2017 asking if we could donate some ties for their park restoration. On Saturday July 15, Roadmaster Greg Elems checked in the balloon and found some old ties of dubious quality that we could spare. It turns out the winter was no more kind to the park department of Parks and Recreation in Quincy than it was our museum. So Greg met James and his helper Kyle Stone on Monday afternoon and they loaded up 11 ties.*

*—Greg Elems Photo.*



*Don Nelson had stepped down for some lunch when Greg took this picture, it shows the work Don had done, but unfortunately not Don running the backhoe. Don did trenching the full length of the work site in preparation for tie replacement. A job well done and it will speed things up considerably.*

*—Greg Elems Photo (30 June 2017)*



The work crew in the Operations Office on 27 May 2017. From left to right, we see Rick Gruninger (director), Bil "1L" Jackson (CMO), and David "Fritz" Elems.

—Kerry Cochran Photo.



The RAL locomotives sit waiting for their next rental on 17 July 2017.

—Greg Elems Photo.

**- 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)

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 1, 2011)****Admission**

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

**Train Rides**

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

Admission and Train Ride tickets are good all day.

**Cab Rides**

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

Admission and Train Rides for FRRS members are free. Cab ride is extra fare with member discount.

***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 Editor Matthew Elems by email at [trainsheet@wplives.org](mailto:trainsheet@wplives.org).

## The Train Sheet

Feather River Rail Society  
P.O. Box 608  
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*SN 711 is seen here in Modesto, California in April 1980, along with GP20 and Tidewater regular WP 2009 in the rear.*

*—Greg Elems Photo.*