



Preserving "THE FEATHER RIVER ROUTE"

Issue - 185

April/May/June 2020

President's Pin

- Greg Elems

Well it's time for another *Train Sheet*. It has been decided to cancel the WP Historical Convention since our venue in Oroville has decided not to open up for gatherings such as ours for the rest of the year. At this late date finding a venue is problematic, so it has been decided to start planning next year's. We will need to be flexible next year also. Just as a teaser, we may be in Reno NV.



Since there will be no official convention, we have been discussing the possibilities of a virtual convention with at least (workshops/clinics) being online and recorded.

Mechanical work on the non-railroad fleet saw good progress. Rear tires on the backhoe were replaced with new ones. The electric forklift received a new battery, the old one went away with the service truck. All of our forklifts are now working, but still need some fine tuning and repairs.

Housekeeping, shop cleaning actually, is continuing with the west-end of the shop starting to look like a shop.

Part of our cleanup program has included fire safety. Phil Schmierer has taken on the job of cleaning up and removing brush and trees. With the removal of small trees and delimiting the bigger trees, we are reducing the fire hazard. Phil has spent the last couple of weeks on tree work and will be tackling grass and brush removal in and around Dodgepole siding and

(continued on page 12...)

WP 2020 Convention Oroville Update – 6/21/20
Kerry Cochran and Eugene Vicknair - 2020 Western Pacific Railroad Historical Convention co-chairs

With apologies to all the Western Pacific fans out there...



When the venue chosen in Oroville for the 2020 Western Pacific Historical Convention originally shut down their events due to the COVID-19 crisis, the hope was that the convention could be rescheduled for late summer/early fall. We recently got word that the venue was rescheduling us for mid-September. We started all the back-end work to get everything shifted, reconfirm the shows and banquet speaker and started getting the word out to the public.

Unfortunately, the venue contacted us again and informed us that they had changed their minds and were cancelling all events through the end of the year. It appears that COVID-19 cases in Oroville and Butte County are spiking and they did not want to take any chances.

We made an attempt to find an alternate venue on short notice, but with nothing being available and registrants waiting to see what would happen, the final decision has been made to cancel the 2020 WP Convention.

Information will be sent soon to those who are registered concerning their options for their registrations. We thank all of you for your support of the Western Pacific and are sorry we won't be getting together in Oroville this year.

On a more positive note, we are now moving to planning the 2021 Convention. Look for information on that in the near future.

-THE TRAIN SHEET-

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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
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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

**Due to the COVID-19 Health
 Emergency, the Museum is Closed
 Until Further Notice**

The museum is normally open:

April: Thursday - Sunday
 May - September: Daily
 October: Thursday - Sunday
 Hours: 10 - 5, weather permitting.
 If you wish to visit during the closure period, it is
 advisable to call in advance
 and find out if the museum will be open.

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

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

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

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



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Table of Contents – Issue 185

President's Pin	1
WP 2020 Convention Oroville Update – 6/21/20	1
The Headlight Magazine	3
WP 165 May 2020 Work Session	4
What the heck is an AUXILIARY GENERATOR?	6
Whitcomb Engine	6
Things Around the Museum: Diamond	7
Board Meeting Material on the society website	7
Membership Spotlight - Don Nelson	8
New RAL Rates Starting 2020	9
LED Lights, Flags and the West Webcam	10
2020 Book Fundraiser	10
Membership Report	11
June 2020 Election Committee Report	11
FRRS Yahoo Group – Train-Off Notice	12
Mechanical Update 6/30/20	13
Membership/Mission Statement/Goals/Admissions/Fares	15
SN 1642 Restoration	16

**Support the FRRS when you
 shop at Amazon!**

Use the link on the society web page to join
 the Amazon Smile Program.



- 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

The Headlight Magazine

- Kerry Cochran

While issue # 51 of the *Headlight* should be in your hands by now, if you are an active or above member, I want to look back to try to answer questions on why it is so long between issues.



Some of these answers are not easy to provide. However I am going to give you some information that should help. All of the articles in the *Headlight* need to be written by someone, meaning volunteers. In the past, the Headlight Staff had a large pool of volunteers to draw from. This meant the staff had several people to write, proof and review articles for the magazine.

Well, as with many organizations, as we all get older, the pool of volunteers diminishes and we have fewer and fewer people to draw from for this help.

There is a lot of work that goes into the production of the *Headlight*. Think about each article, who writes it, where does the information come from, who proof reads it and corrects it. Then there is the production of the draft before it gets final proof reading and sent off to the printer.

Where does the mailing list come from, who checks the mailing list, how does it get to the printer and the mailing house?

All these things go on behind the scenes.

One of the biggest issues right now is getting members and other people to step up and write articles and get them to the Headlight Staff.

When I speak about authors, some may be long time members of the FRRS and have very good knowledge of the Western Pacific. Others may be past employees and some may just be very fond of the WP and know a lot about the railroad.

One thing that I have been told is that some people miss the modeling aspect of some of the past articles in the *Headlight*. I have had several discussions with both the Headlight Staff and members of the FRRS Board of Directors on this subject (no final decision has been made at this time).

I know that all of us would like to see it published on a regular basis, but this requires we have enough material to print each copy.

I would like to hear from our membership on their thoughts about the magazine and what we might be able to accomplish with it.

Please let me know by writing to the Headlight Staff and myself. You can email us at headlight@wplives.org.

Should you have any other questions, please feel free to contact me thru the WPLives.org website.

Kerry Cochran

General Superintendent Historical/Archives Manager

WP 165 May 2020 Work Session*- Roger Stabler, CMO Steam*

The Steam Work Week of May 20th through the 24th is now in the books. This was a low key event with just a four-man crew, due to the COVID-19 situation. I got up to the museum on the afternoon of the 20th and unloaded my truck of pipe tools and about 200 ft. of air hose and heavy duty electrical cords donated by myself and Robert McLean. I then set up the welder and welded new thread ends on our snifter valves. They were donated by Wasatch Railroad Contractors but had little thread left on them. Steve Lee got them reassembled and tightened on the boiler. Thursday morning, the three of us present (myself, Steve Lee and Hank Stiles) started working on the WP 165. The museum has been closed to the public and the number of volunteers reduced due to the COVID-19 epidemic, so there were a couple of non-steam items that needed attention. Hank Stiles worked on the 165, grinding down some welds that were in the way of doing some stay bolt work. I proceeded to install the steering shaft, that I had hard chromed over the winter, back into one of our forklifts, since we were down to just one working lift in the shop. That took more time than I thought, and, with the assistance of Hank, we finished it in the afternoon. We used that lift a lot the rest of the week so it was worth the time to fix it. While Hank was doing work that did not need assistance, I was hunting down some of the items on the property and moving them to the locomotive.

The main goals of this work session were to get the throttle ground and installed, the dome lid installed and other miscellaneous tasks completed. Mike Waters showed up Thursday afternoon and, after getting settled into the bunk car, helped with the forklift, while I ground the throttle valve. Friday morning we turned our attention to the 165. We installed all of the linkage to the throttle and

repacked the throttle gland. We then installed the new (to us) throttle lever donated by Steve Lee as the lever for the 165 was missing when we received the engine. It took a couple of hours to fit the new lever, but it is now in and the throttle is ready to go. We then turned our attention to the front footboard brackets and bolts that had previously been torched off. After a lot of heating and oiling, we were able to extract them without damaging the threads in the front pilot beam. New hardware has been ordered to fasten the footboards properly as they were done by the WP.

On Saturday we turned our attention to the dome lid. All of the dome studs are new and had yet to be adjusted and fitted to the new dome lid. We worked at getting all of the studs to line up. This took several hours of trial and error. We were assisted by David and Matt Elems. We had to take the dome lid down to floor level and ream all of the holes 1/8th of an inch bigger to help all of the studs fit into their holes in the lid. Once the dome lid was aligned to the studs, we annealed the copper gasket and installed the dome lid. The only problem found was that the studs need to have more threaded surface for the nuts not to bottom out. I will take some

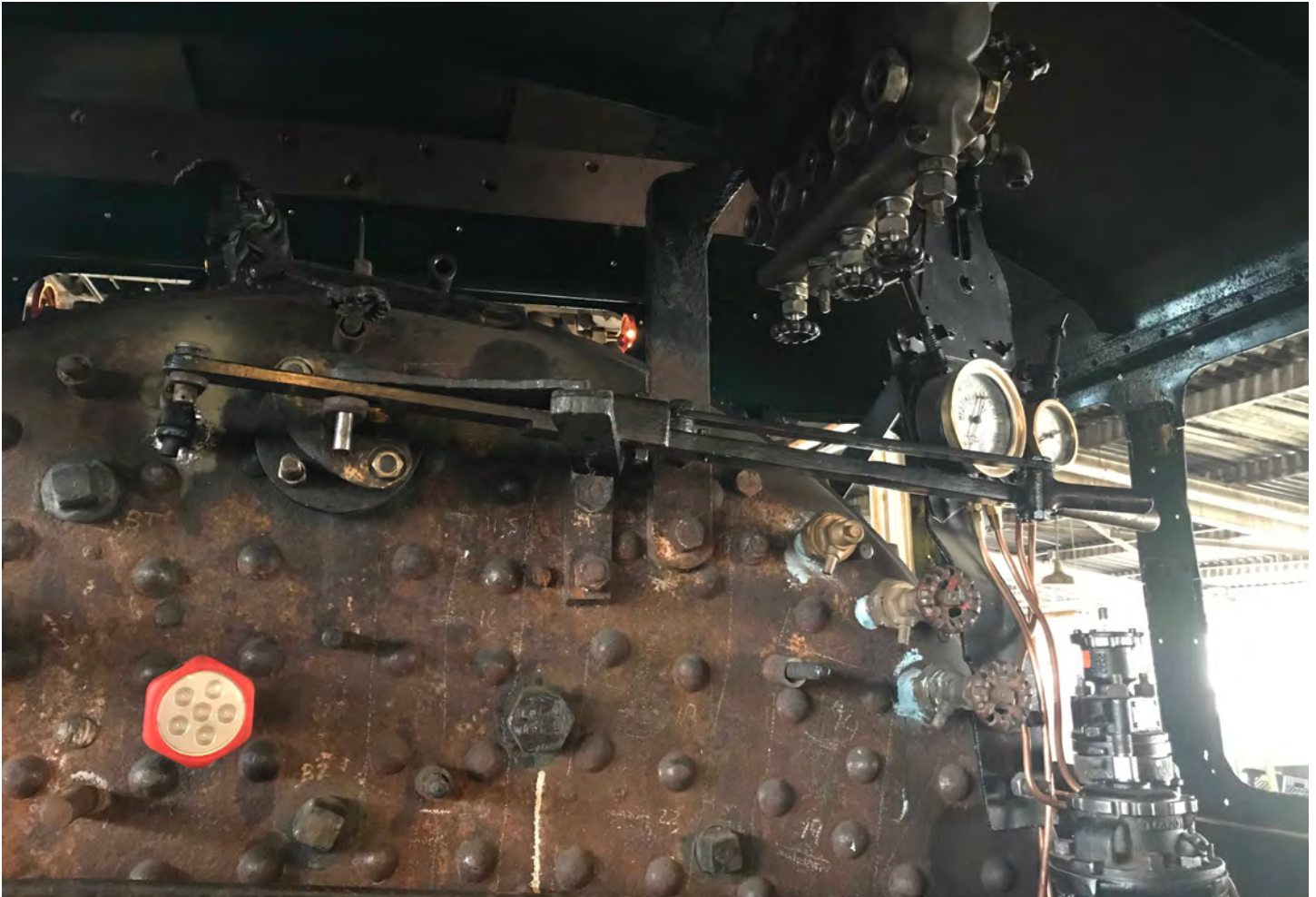
large thread dies up to the museum on our next outing, if not sooner, to remove the dome lid and extend the thread on each stud. That took most of Saturday, so we called it a day.

I had planned to leave for home early Sunday but we decided to finish the drawbar connection between the engine and tender since some missing parts that control slack were found buried in the steam parts car. After removing the rear draw bar pin to get out a shim that would not be needed, we installed the missing pieces so the tender connections are now complete. We left the museum around 2 p.m. for home with plans to work as a group again the last week of July.

'Till then, take care and stay safe.



*Roger heating the throttle support to fit the new throttle lever
- photo by Mike Waters*



WP 165 - New Throttle lever installed

- photo by Roger Stabler



Bob Sims installed the front footboards on the WP 165 and Roger Stabler installed the brackets. 6/16/20

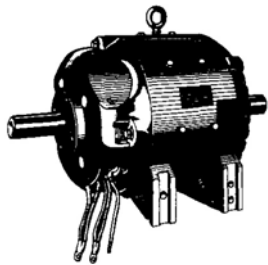
- photo by Greg Elems



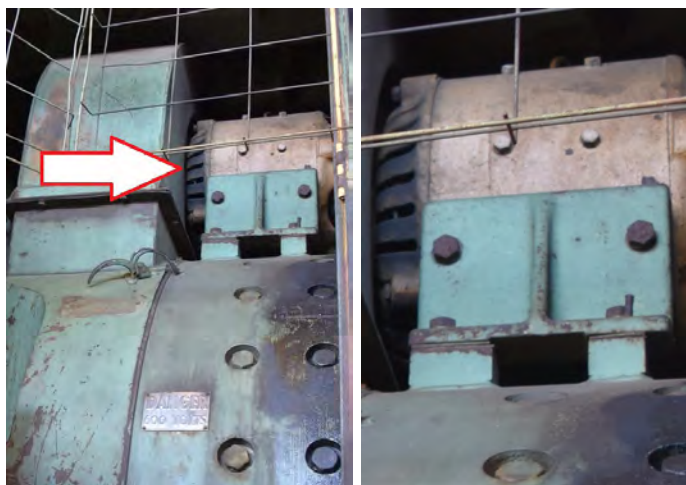
What the heck is an AUXILIARY GENERATOR?

*From THE DIESEL LOCOMOTIVE and OPERATING MANUAL GP9 LOCOMOTIVES
- WP Training Material*

In a diesel-electric locomotive, the diesel engine is started by means of the direct coupled main generator which is temporarily used as a starting motor. A storage battery supplies the electric current to rotate the generator and start the engine. When the engine is running, it supplies mechanical power through shafts and couplings to directly drive two electrical generators. In addition to the main generator, there is an auxiliary generator that charges the storage battery and supplies low voltage direct current for the control, lighting, and main generator excitation circuits. The main generator supplies high voltage direct current to the traction motors for locomotive pulling power.



For example in an EMD GP9 locomotive a 10 KW auxiliary generator is driven directly from the rear gear train of the engine through flexible couplings. If the locomotive was equipped with a steam generator, an 18 KW auxiliary generator was used.



*GP9 10KW Auxiliary Generator in SP 2873, sitting on top of main generator.
- photos by Greg Elems*



*The Whitcomb on the road out of the museum.
- photo by Greg Elems*

Whitcomb Engine

- Greg Elems & Paul Finnegan

In the fall of 2018, the society approved the sale of the FR&W Plymouth for operational restoration. As part of this agreement, a small engine was to be provided and set up on the east entrance to the city. A small panel track was created and the locomotive placed there. On 5/31/19, after the collapse of the agreement with the city regarding placement of the small engine at the Williams House, it was moved to the museum parking lot.¹

At the March 2020 FRRS Board Meeting, the board approved the sale of the Whitcomb parking lot locomotive for \$7,000, as is where is, with conditions as outlined in the draft sale contract.

On 5/15/20, the Whitcomb was back on the road out of the museum for its trip the San Francisco Bay Area to its new owner.

This engine started working at Blake Brothers Quarry in Richmond in the early 1900's. It was moved from San Francisco to Oroville, then to Portola. On Friday May 15th, it was loaded back onto a truck to head back to the Bay Area for display with a box car and caboose at a B&B. An interesting note, the same trucking company has made all its moves in the state since it left San Francisco.

[1] Finnegan, P. (2019, April/May/June). Williams House Display. *The Train Sheet* 181, 8.



Diamond by Three Rail

- photo by Kenneth Finnegan

Things Around the Museum: Diamond

- Eugene Vicknair

The cross-over structure is sometimes called a diamond junction or diamond crossing in reference to the diamond-shaped center. It allows two different tracks to cross each other. One feature that makes this particular crossing special is that the crossing tracks are not the same gauge. Our diamond was found on the site of the old lumber company at Delleker. They had a 3-foot gauge line that went up into the area around Lake Davis, running along Humbug Creek north out of Delleker. This diamond was a crossing of the 3 foot gauge lumber line with the WP spur into the mill.

The mill at Delleker was run by the Feather River Lumber Company and originally built by J. W. Webster. There were at least three unrelated companies named Feather River Lumber. This one was incorporated in Colorado in 1904. The Delleker mill was FRLC Mill #2. The company supplied ties to the WP while it was being built.

FRLC's three mills (the others were in Clairville and Clio) were all served by the Sierra Valley Railway (aka Sierra Valley and Mohawk) which was 3-foot gauge, so when the lumber line was built from the Delleker Mill, it was built to 3-foot gauge. Two shays were purchased from the Argentine Central in Colorado and became FRLC 1 and 2. It appears from available records that

at least three other shays worked the line over the years.

In 1914, construction was begun by California Pine Box and Lumber Company on a box plant at Delleker adjacent to the mill. It was scheduled to open in 1915, but a massive fire damaged the mill and box plant and delayed the plant's start up. The mill was rebuilt into a larger structure and the box plant was one of the largest in California.

By 1917, the lumber line was 6 miles long, reaching Lawton Meadow. By 1925, it was about 20 miles long and had numerous spurs and branches. Logging operations on the line ended in 1943 and the mill was shut down in 1958.



Did you know that all the agendas, reports and minutes from the FRRS Board of Director Meetings are available on the WPLives.org website? They are under the Members' area Minutes & Reports webpage.

The material from the meetings is grouped together by the meeting date. Additionally, all the material for each year is listed under "All Reports for YYYY". Say, for example, you want to see all the webmaster reports for 2019. You would use the "All Reports for 2019" button to open a list of all the 2019 materials. You could then use control-f on your desktop to search for "webmaster" and it will highlight the monthly reports.

There is also a Google Custom Search tool on the Minutes & Reports webpage that will do a standard Google search, but only return items from the FRRS Minutes & Reports database.

Membership Spotlight - Don Nelson

I don't know of any family background of railroading. I have always been interested in trains. When I was a child, my older brother had an American Flyer train set and when I got old enough, I got an HO train set. My brother still has a collection of American Flyer stuff set up in a small room in his house.



Where my father worked was next to the Northwestern Pacific line between Eureka and Willits and sometimes when I got to tag along to his work, I got to see the final part of the makeup of trains leaving Eureka and heading south (timetable west).

I became a member of the Northern Counties Logging Interpretive Association (now Timber Heritage Association) in the late 70's. This is where I became exposed to operating big trains (one-to-one), although the operating equipment was not that big, comparatively.

In 1981, the Northern Counties Logging Interpretive Association was invited to participate in the grand opening ceremonies of the California State Railroad Museum in Sacramento. The association took the Bear Harbor No. 1 locomotive and a small redwood log on disconnect trucks for display. This consist also participated one day during the pageant at the roundhouse and turntable where the locomotives, in our case, the entire train, pulled onto the turntable and was rotated around during a musical performance. Most of the time, our consist sat on a track, under steam, and we could operate the front bull gear for demonstration. One of the comments from a hostler of the more famous locomotives said it was cool that we could be operating our locomotive without having to move, as all the tracks were filled up and no one could operate but just once a day when they shuffled everything around for the pageant. One advantage of being part of the crew was I could visit all the locomotives before the crowds arrived.

I was a member of the model railroad club in Eureka when I heard about the Portola Railroad Museum. In the mid 90's, I thought I would check it out. My first trip was to take the rules exam and also do an RAL. Unfortunately, that was all I did the first season. But I was hooked. The next season, I got my feet wet and started getting the training and qualifications. I am now a qualified passenger engineer.

In 2003, I checked out the Roots of Motive Power museum in Willits. They had very limited operations, but it was much closer to home. I went through their training program and became qualified in all the positions including steam fireman and steam engineer. Eventually, the Roots museum installed enough track to have a $\frac{3}{4}$ mile loop and some side trackage. Basically, a one-to-one model railroad. Unfortunately, they only have scheduled operations three times a year and some training classes where we get to operate. The Roots of Motive Power was an invited guest of the Niles Canyon Railroad for a couple of their Steamfests. Roots took the Mason County #7 2-6-2 saddle-tank locomotive and I got to operate on the Niles Canyon Railroad a few times.

In 2014, I heard the Oregon Coast Scenic Railroad was looking for crew members. Well, this is quite a drive, but from Humboldt County, any serious railroading involved travel. If you want to do railroading, you've got to travel. The first couple of years, I fired on the Curtiss Lumber Co. #2, a 60 ton Heister locomotive. Then Oregon Coast Scenic Railroad put the McCloud #25 2-6-2 65 ton Prairie locomotive on line pulling the regular train. I really like this locomotive. It's the real deal.

In 2018, after a long and very expensive restoration by Oregon Coast Scenic Railroad and many others, the Skookum #7, a 2-4-4-2 71 ton Mallet locomotive moved under it's own power. I got to do some initial training on this locomotive in Oregon. It has since relocated to the Niles Canyon Railroad. The owner of this locomotive is one of the principle members of Roots of Motive Power and I have known him since my participation in that group. I have now become involved with the Niles Canyon Railroad so as to be able to work with the Skookum as much as possible.

New RAL Rates Starting 2020 - Check the RAL page on www.WPLives.org for the latest information.



*Quincy Railroad #1100
EMD/General Motors Model "TR-6A"*



*Southern Pacific #2873
EMD/General Motors Model "GP9"*

2020 RAL Pricing Structure

(Please note: 2020 RAL Season Suspended due to the COVID-19 Health Emergency)

At the March 2020 FRRS Board Meeting, the board approved a new fare structure for the Run-a-Locomotive program starting this season.

Level	Hour Price	Locomotives
A	\$225	Southern Pacific TR6A 1100 Western Pacific S1 512 – currently out of service
B	\$275	US Army H-16-44 1857 – currently out of service Southern Pacific GP9 2873
C	\$325	Western Pacific GP7 707 – currently out of service
D	\$400	Western Pacific SW1500 1503 Western Pacific GP20 2001 Western Pacific F7A 917-D – currently out of service

\$20 discount of hour price for walk-in RAL using already running locomotive(s),
 ½ hour option – 40% discount off hour price, 2 hour option – 14% discount off
 combined hour price, 3+ hour option – 20% discount off combined hour price



*Western Pacific #1503
EMD Model "SW 1500"*



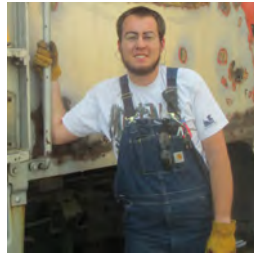
*Western Pacific #2001
EMD Model "GP20"*

LED Lights, Flags. Halyards and the West Webcam

- Ethan Doty

David Elems (aka Fritz) and I used our LOED telehandler (featured in the last issue of the *Train Sheet*) to accomplish three different projects on Tuesday June 2nd. We wanted to install some new LED bulbs in the shop to evaluate what size we want to use for the main shop lights, remove the damaged flags & halyards and reorient the west webcam which was displaced during a winter storm.

Using the Loed is safer than a ladder when getting up to the high places around the museum. David put the man basket on the forks, strapped it down and I loaded the necessary tools/supplies for our jobs: the box of LED bulbs for doing the light job, my pocketknife that I



always have for cutting the flags down, and a pair of adjustable wrenches as backup for the webcam adjustment.

David would position the machine, I would get in the basket, and he would lift me into place, stopping him when I thought it was a good spot if he was still moving me. I would do the work, then signal Fritz I was done and he'd bring me down. Rinse, and repeat until the job was done.

We'll be putting in some more 24 W LED bulbs soon all along the north wall, as it is typically the darkest part of the shop and usually has equipment parked on 1-rail it which will give us a better test of the bulbs. We are converting all the regular lights at the museum to LEDs for long-term cost and maintenance savings.

Just another day around the museum of Steve Habeck, Greg Elems, Fritz and me taking care of projects around the museum.

YOUR SUPPORT WILL HELP US THROUGH

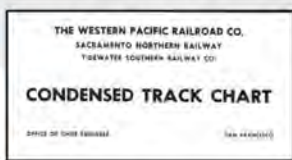
The COVID-19 pandemic has resulted in economic, social, and health related challenges that impact the operation of every business. This includes the FRRS. Due to the nature of our equipment and facility with regards to keeping requested distances and concern for the health of our dedicated volunteers, the decision has been made to not open for the 2020 regular season. However, the bills must still be paid and the equipment and facility must be maintained.

Within COVID guidelines, our volunteers are working diligently to continue restorations, repairs, and improvements to ensure that when the museum reopens, we are ready to share our unique collection with returning visitors.

But to do this, we need the support of the community and our members.

To help raise the funds needed, we have opened this fundraiser with special gifts for those who contribute. Please consider making a donation to help get the museum, the archives and our collection ready for the grand reopening!

Donation	Special Gift	(please allow up to 5-7 weeks for book(s) to arrive. gift fulfillment subject to stock availability.)
\$50	Western Pacific Track Chart book - softcover	
\$100	"My Western Pacific Railroad" or "California's Tidewater Shortlines" by Norman Holmes - soft - you choose	
\$200	"Diesel Locomotives of the Western Pacific" by Joseph Strapac - hardcover	
\$300	"72-82: Western Pacific's Final Decade" by Benson, Dorn, Sanders, Stanley - hardcover	
\$500	Complete WP Library: 1 copy of each: Track Charts, "My WPRR", "Diesel Locomotives" and "72-82"	



HOW TO DONATE



If you cannot donate at one of the levels above, that is fine. Any amount will help. The quickest, easiest way to help is to donate online at <https://donate.WPLives.org>. Click the icon showing the books and donate securely through PayPal. Or, download a donation form and mail to: **FRRS 2020 Fundraiser - 20212 Sears Drive - Tehachapi, CA - 93561**

June 2020 Election Committee Report

- Matthew Shuman



Dear FRRS Membership:

The 2020 Election ballots were mailed out to the membership on April 2, 2020, beating the April 20th deadline by a significant margin. At the time of the Election count we were close to 300 ballot return envelopes being received of the 604 sent to qualified members for the May 29, 2020 deadline. The final tallies of ballots were presented to the FRRS Board on June 6, 2020 during the meeting and Election Board Report.

Under the State COVID-19 virus orders at the time, the Election Committee prepared for such and did their best to maintain these practices during the election count. The Election Committee was authorized by the FRRS Board to hold the count at an off-site location to maintain travel restrictions and other COVID-19 regulations to be as compliant as possible. FRRS Treasurer and Life Member Bart Hansen was the FRRS board observer over the procedures. Thank you for your time and service, Mr. Hansen, to this Committee and the FRRS.

The final counts were as follows:

Incumbent	Greg Elems	319 votes
Incumbent	Charlie Spikes	319 votes
Incumbent	Kerry Cochran	301 votes
Nominee	David Epling	42 votes

Write ins were:

Craig Simmons	1
James Mason	1
Debbie Baer	1

(Note: The higher number of votes over envelopes received is from Family Membership votes received.)

This Election Committee wants to acknowledge the continuing efforts that our Webmaster & Train Sheet Editor, Mr. Paul Finnegan, puts into the organization's website and publications especially of the elections and its processes by the Election Committee. Paul continues to be

very diligent and pro-active with this Election Committee and it is continually a breath of fresh air for us. Thank you again, Paul, from the 2020 FRRS Election Committee and we hope to work again with you on the next election go-around!

As this 2020 election cycle has now passed, Debbie Shuman, Ann Morningstar and Matthew Shuman would like to extend our hopes and thoughts and to urge all the FRRS Board and Officers and their families as well as the entire membership that you all remain healthy and well during these times of uncertainty.

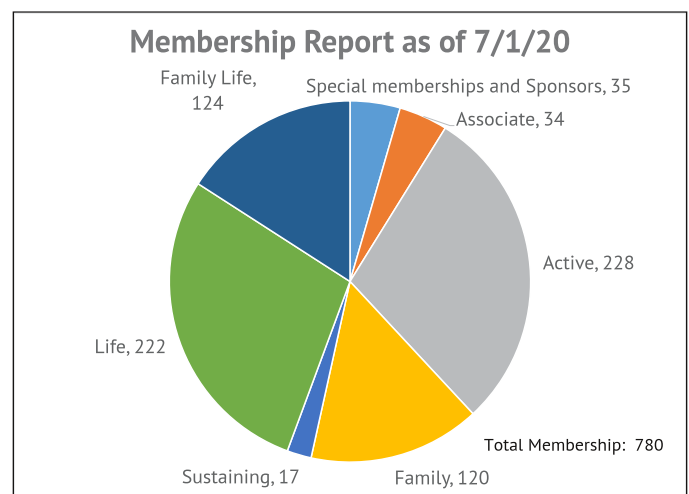
As the Election Committee chair, I want to express my personal gratitude to this year's Election Committee members, the FRRS Board and the FRRS Membership for their participation in the 2020 Election process.

Always feel free to contact your Election Committee by e-mail at election@wplives.org

"Your 2020 Election Committee thanks you and is Proud to Serve the FRRS & WPRM."

Sincerely,

Matthew S. Shuman - Chair
 Ann Morningstar - Co-Chair
 Debbie Shuman - Clerk/Catering Facilitator to the Election Committee



(...President's Pin continued from page 1)

the Inside Balloon track. Charlie Spikes and Phil serviced and filled the water buffalo so when the tree work takes place we have an ample supply of water for keeping the area moist and, should a fire start, we are right there with a way to put a lot of water on the problem. Thanks Charlie and Phil for that! I spent June 23rd and 24th helping Phil on tree work. Dusty but satisfying to see as we reduce our fire danger.

Switching, Steve Habeck is still refining the placement of our "at risk equipment" and displays. We will continue to switch at the museum as inspections and work dictate. As the plan develops we will try to have a couple days lead time on the switching. With the usual caveat, anyone in the Operating Department who wants to help, let us know so we can contact you. Hopefully by the time we are allowed to open up next year we will have a new look to the museum.



Track work hasn't started yet but plans are in the works on what I would like to accomplish this year. We have ties to replace with the balloon and switches in need of attention. Time to prioritize and set up days to plan on early start times. Midday will be out of the question with summer temps and the evening mosquito problem makes morning work the most likely time to tackle the work.

In closing, I would like to thank Steve Habeck, Ethan Doty and David Elems for their constant presence at the museum. I should mention Bob Sims and Phil Schmierer also. Bob spends extra time after the steam work sessions at the museum doing less glamorous projects. Thanks Bob. Phil has come over from Dunsmuir to donate time and energy on the grounds. Thank you Phil.

'Till next time, stay safe and cool.

Greg Elems

FRRS Yahoo Group – Train-Off Notice

- Paul Finnegan, Webmaster

Yahoo has phased out one of its longest-standing features, the "Yahoo Group". The FRRS Yahoo Group was formed on February 27, 2000 and, for many years, was very active with user posts and discussions. Over its life, a total of 4,276 messages were posted.

Over time, it fell into disuse. The last real post was November 2, 2018 by Eugene Vicknair. The most recent post from someone other than Eugene or me was April 17, 2017.

Before Yahoo deleted all the old messages and files last October, I backed them up onto our WPLives Cloud server. I do not really think any of it is important anymore, but it is preserved just in case.

After consulting with the members of the Signal Department, the remnants of the Group were removed on July 1, 2020 and the FRRS Yahoo Group faded into history.

Mechanical Update 6/30/20*DS Elems, Act. Chief Mechanical Officer*

Things have been fairly slow in terms of actual locomotive maintenance for the past month. In light of all that is going on, we've been taking things easy and one day at a time more or less. The last real equipment maintenance that we focused on was the servicing of the journals on the plain bearing cars that are rarely moved, which was done to facilitate the rearrangement of the yard this season. On that note, there are still a few cars that need to have the bearings dealt with, which we've saved for last as they'll require a near complete servicing prior to any possible movement. I'd like to give a shout out to Ethan Doty for all the help he's been in walking the strings of cars with me to inspect and service everything.

More recently my time has been spent in the shop, where I've been cleaning and scheming. The state of the shop and work environment hasn't been what it could be and the current closure status of the museum has allowed for me to actually take on such a bear of a project. The lack of visitors, train operations and just a handful of personnel means that we don't need to keep everything cordoned off. Moreover, there are some projects that I've slated for this season that would be made much easier with a clean organized shop, which only bolstered my decision to focus on the shop prior to taking them on.

The overall plan is to start on the west end of the shop and work my way east. As of this



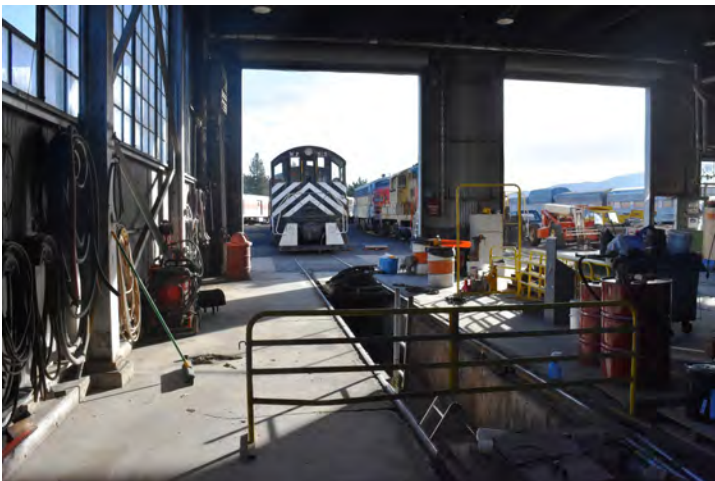
Phil Schmierer seen at the end of the day of tree trimming checking out the progress of the cleaned and organized shop. - 6/24/20

- photos by Greg Elems

writing, the southwest half of the shop has been cleared and only a few stubborn grease and oil stains remain on the floor. I've also started clearing the old welding bay, the northwest bay that houses the CAT D17000 engine, and begun organizing some of the parts and supply boxcars to receive some of the parts and specialty tool overflow while the shop is cleaned; it's like one great tile puzzle. Once I get a little more stuff cleared out of the west end of the shop I'll be taking advantage of the open shop space to haul out and reorganize the tool room and fastener/piping bay. A lot of stuff has been dumped in the tool room that doesn't belong there, and the organizational set up in that space has largely been ignored for the last five years leading to the loss and misplacement of tools and supplies.

While this is all going on, we will be replacing all but the south row of shop lights with new LED bulbs, which will cut the power requirement for shop lighting down 50-60% from what it has been in the last few seasons.

The next locomotive project will be the replacement of the injectors in WP707, which will be made easier with what I expect to be a clean and organized shop. In the meantime, stay safe and healthy; we're eager to see you all when the museum reopens and we resume operations.



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** with your name and email address.



Do you model the WP or related lines?

Please share your photos, stories and experiences with us. Send your materials to Bob Sims (bsims@wplives.org) and Kerry Cochran (kcochran@wplives.org) so we can all learn from and enjoy your experience.

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.



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- 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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Work continues on SN 1642 caboose with more DAP applied Monday afternoon June 1st, 2020 in preparation of more brown primer.

- photo by Greg Elems