

FEATHER RIVER RAIL SOCIETY

DATE: February 2024
ITEM: New Business Item 2
FROM: Eugene Vicknair / Patty Clawson

2024 FUNDRAISING PROPOSALS

In order to build on our grant writing successes of last year and propel our fundraising in new directions, Patty Clawson and I have been researching the idea of direct appeal Corporate fundraiser.

CORPORATE FUNDRAISER

The target of this effort would be companies that have either a historical tie to the Western Pacific system or have a connection to the WP Museum / FRRS as a vendor, donor, etc. The concept is that we would define a set of major projects and present them to these potential donors, first in an introduction letter then by follow up emails and or calls leading to direct meetings to negotiate final donation.

The appeal would also designate that 20% of any donation would go to support overhead and administrative costs relating to the museum, such as insurance, professional services, etc.

Attached to this report are supporting documents such as:

- Example letter customized to Bechtel Corporation
- List of target WP legacy companies (vendor list to be developed)
- List of images from archive and histories of target companies with WP

For recognition, each donor would have their name prominently attached to the project(s) they donate to. In addition, if they are a local or regionally located entity, such as White Cap Concrete, Reno Forklift, etc., we would give them an opportunity to have a Company Museum Day for a large enough donation. On those days, which would be one of our normally closed days such as a Monday or Tuesday, the donor company would be able to bring their employees to the museum to visit, have lunch (we would cook hot dogs, burgers, something like that) and get a train ride and possibly group RAL, depending on size of donation. To keep volunteer needs low, the train ride would be minimum consist of 1 locomotive and 1 caboose. Visit would be limited to 4 hours.

If approved by the Board, we would immediately begin crafting the outreach letters, with each customized to highlight the company's connection to the WP and or the museum / society. We would solidify the details of the Museum Day and report back to Board for final approval. Then we would begin following up with emails and calls to set up direct meetings.

ESTIMATED COST

All mailing costs would be donated by Director Vicknair. Only direct cost would be time spent by Big Fish Creations in helping craft the appeals and assisting in follow up on the letters. Would come under line item 56600 – Fundraising Expense.

REQUESTED ACTION

The Board approve the fundraising concept and authorize Director Vicknair and Big Fish to proceed.

SPRING 2024 MAILOUT FUNDRAISER

Also attached to the report is a draft for the 2024 Spring Mailout Fundraiser. This will be different from previous efforts. It will be a legal size page folded into a mailer without envelope. Also we will not include a remittance envelope, all to save cost and speed up mailing time. More photos will be added before mailing.

Eugene will be working with a new printing / mailing house and is going to see about donating the printing costs. Postage will need to be covered by Society.

Estimated printing cost is \$450 plus tax. Mailing cost will be an estimated \$550.

Thank you to Patty Clawson, Nick Manos and Greg Elems for their assistance in creating this mailer.

REQUESTED ACTION

The Board approve the fundraising mailer and budget for mailing, and authorize Director Vicknair to proceed.



Western Pacific Railroad Museum
700 Western Pacific Way
Portola, CA 96122

February 5, 2024

Dear Ms. Whitcombe,

The Bechtel Corporation and Western Pacific Railroad share history together. As you know, W. A. Bechtel worked as the superintendent on the Western Pacific Railroad and won his first construction job when he was subcontracted to build part of the Oroville-to-Oakland section of the Western Pacific Railroad.



In the same way Mr. Bechtel helped make Western Pacific Railroad what it is today, our non-profit, Feather River Rail Society and dedicated crew of volunteers have preserved the Western Pacific Railroad Museum. This year, we celebrate our 40th anniversary and the preservation of over 100 pieces of rolling stock. Which, as you might imagine, is a challenging feat to sustain. That's why your historic connection to us makes you a perfect partner for our fundraising efforts.

As with any museum of this size, we have great need.

Here's what your donations will help accomplish:

- Cosmetic restoration of the Kennecott Copper Bicentennial Locomotive - estimated cost \$40,000
- Cosmetic restoration and Visitor Access improvements for Union Pacific 6946 Centennial locomotive - estimated cost \$75,000
- Construction of the Narrow Gauge Collection engine house and demonstration trackage - estimated cost \$80,000
- Access Improvements to the Museum and its walkways – estimated cost \$90,000
- Access and Visitor amenity improvements to the Historic Western Pacific Diesel Shop – estimated cost \$120,000
- Major repairs and resurfacing of the Historic Western Pacific Diesel Shop Roof - estimated cost \$175,000
- Rebuilding of main Museum access road with safety improvements – estimated cost \$350,000
- Construction of the California Zephyr Museum Building – estimated cost \$380,000
- Reconstruction of the main Museum parking lot with lighting, drainage and accessibility improvements - estimated cost \$400,000
- Track expansion construction – estimated cost \$500,000

Your donation can go toward any one of these specific needs, or used to support the ongoing efforts of the Feather River Rail Society.

For further questions, please call me directly at (XXX) XXX-XXXX. To make a donation you can visit <https://wplives.org/donate.html> or send a check to:

Feather River Rail Society
PO Box 608
Portola, Ca 96122

Kindest regards,

Eugene Vicknair
FRRS Secretary, Director Feather River Rail Society

WPRM Fundraising List

Bechtel Corporation - In 1904, W. A. Bechtel worked as the superintendent on the Western Pacific Railroad. In 1906, W. A. won his first construction job when he was subcontracted to build part of the Oroville-to-Oakland section of the Western Pacific Railroad. That year he bought a steam shovel, becoming a pioneer of the new technology.^{[8][9]} He painted "W.A. Bechtel Co." on the side of the steam shovel, effectively establishing Bechtel as a company, although it was not yet incorporated. Note, Bechtel moved out of San Francisco recently and is now based in Virginia.

Career^[edit]

In 1898, Bechtel and his wife moved from their farm near [Peabody, Kansas](#), to the [Oklahoma Territory](#) to [construct railroads](#) with his own team of [mules](#).^{[7][8]} Bechtel moved his family frequently between construction sites around the [Western United States](#) for the next several years and eventually moved to [Oakland, California](#), in 1904, where he worked as the superintendent on the [Western Pacific Railroad](#) on its Richmond and Santa Fe lines.^{[7][9]} In 1906, W. A. Bechtel won his first subcontract to build part of the Oroville-to-Oakland section of the Western Pacific Railroad.^[7] The same year, he bought his own [steam shovel](#), becoming a pioneer of the new technology.^{[9][10][11]} He painted "W.A. Bechtel Co." on the side of the steam shovel, effectively establishing Bechtel as a company though it was not yet incorporated.^[8]

Over the next 20 years, Bechtel built a sizable contracting business that specialized in railroad and highway building. One of Bechtel's earliest major contracts was grading the site of the [Oroville, California](#), depot for the [Western Pacific Railroad](#), then under construction. In 1919, Warren Bechtel and his partners (including his brother Arthur) built the [Klamath Highway](#) in California, and in 1921, Warren Bechtel partners won a contract to build the water tunnels for the Caribou Hydroelectric Facility in that state. In 1925, Warren, his sons Warren Jr, [Stephen, Kenneth](#) (Ken), and his brother Arthur (Art) joined to incorporate as W.A. Bechtel Company. In 1926, the new company won its first major contract, the [Bowman Lake](#) dam in [Nevada County, California](#). The firm would later partner with other companies to form [Six Companies](#) to help engineer the famous [Hoover Dam](#) over the [Colorado River](#), still considered the largest civil engineering project in US history.^[citation needed] In 1930, Bechtel constructed a natural gas pipeline from [Tracy, California](#), to [Crockett, California](#), for [Standard Oil](#) and a pipeline from [Milpitas, California](#), to [Tres Pinos, California](#), for the [Pacific Gas and Electric Company](#).^[9] In 1931, Bechtel replaced [William Henry Wattis](#) as president of the Six Companies.^[12]

Kennecott Copper (now part of Rio Tinto) - WP's biggest customer in Nevada and Utah. Predecessor Utah Copper formed the same year as the WP. The copper mines were among the first customers for the railroad.

From its beginning as an Alaskan copper mine founded in 1906, the Kennecott Copper Company would grow into one of the world's largest mining operations. By the 1930's, it had acquired companies with workings in Utah, Nevada and New Mexico. Kennecott was one of the most important customers on the eastern end of the Western Pacific, which connected with KCC operations in Nevada and Utah.

Shared trackage agreement[\[edit\]](#)

The Feather River Route parallels the [Overland Route](#) in central Nevada between [Weso](#) (near [Winnemucca](#)) and [Alazon](#) (near [Wells](#)). The [Southern Pacific Railroad](#) and Western Pacific came to a shared trackage agreement to use [directional running](#).^[7] Eastbound trains of both companies used the tracks for the Feather River Route while westbound trains used the Overland Route.^[8] In the shared track area, the tracks mostly run on opposite sides of the [Humboldt River](#); at some points the two lines are several miles apart. Crossovers were constructed where the lines run in close proximity to allow bi-directional service to the areas previously only accessible from one of the lines, such as [Battle Mountain](#). There is a grade separated crossover of the two lines in the shared track area near [Palisade, Nevada](#). This results in trains following [right hand traffic](#) in the eastern half of the shared track area, but [left hand traffic](#) in the western half.^[9]

By 1967, a second section of the Feather River Route was converted to directional running. The easternmost portion of the line ([Shafter Subdivision](#)), from the [Kennecott Smokestack](#) of the [Bingham Canyon Mine](#) smelting facilities to the end of the line in downtown [Salt Lake City](#) was operationally combined with the [Lynndyl Subdivision](#) of the former [Los Angeles and Salt Lake Railroad](#) for a continuous dual track into Salt Lake City. Initially this required a crossover between the two tracks. When the WP and UP merged in 1983, the crossover was eliminated.^[10]

Utah Construction / Utah International (merged into BHP mining company) - was the primary contractor for the construction of the Western Pacific.

The **Utah Construction Company** was a construction company founded by [Edmund Orson Wattis Jr.](#), [Warren L. Wattis](#) and [William. H. Wattis](#) in 1900.^{[1][2]}

A short four years after its founding, the company was awarded the contract to build the [Feather River train route](#) between [Oakland](#) and [Salt Lake City](#). This \$60 million contract was challenging, but after five years, very profitable. The [Feather River](#) route was completed for the [Western Pacific Railroad](#) in 1911. The Utah Construction Company thrived and soon captured a large share of the tunneling, grading, and track

projects for the rapidly expanding railroads in the mountain west. Seeing the end of railroad expansion, the [Wattis Brothers](#) looked for ways to diversify their construction risks.

Sierra Pacific Industries - lumber that was a major customer of the WP and purchased many of the mills that the WP served. Mills included Quincy, Loyalton, Oroville and others.

[Quincy RR 3](#), 44 Ton, was built by General Electric in September 1845, #27819. It was sold to Sierra Pacific Industries and donated to Feather River Railway Museum which became Western Pacific Railroad Museum.

by Adam Weidenbach/photos by the author

High in the American Valley of the Sierra Nevada is a very short short line railroad. For more than 100 years this tiny railroad has weathered changing times, changing markets, and changing ownerships. Today, the sole reason Quincy Railroad exists is for hauling lumber through beautiful meadows and forests from the huge Sierra Pacific Industries lumber mill in Quincy, Calif., to the junction with Union Pacific's Canyon Subdivision. The run from the big SPI mill to Quincy Junction is a scant 2.75 miles, but this little lumber hauler has one of the steepest grades in the west to contend with, and is packed with charm and personality. When I jokingly ask myself just how many ways can you shoot a short line, Quincy Railroad keeps surprising me with the answer.

History

When Western Pacific built its famous line over the Sierra Nevada through the Feather River Canyon, it bypassed Quincy. To maintain its easy 1 percent grade, the line was built up along the side of Mount Hough about two miles north of Quincy, the seat of Plumas County. With only wagon roads that turned into a muddy mess in winter, the town felt it desperately needed a railroad to keep businesses from leaving. Promoters from San Francisco got wind of this and came to Quincy to convince locals to subscribe to building a new connecting railroad. Promoter J.J. Rutledge got \$55,000 in contributions with the promise of matching those funds and building the railroad. Thus, on July 8, 1908, Quincy & Eastern Railroad was formed. However, it soon became clear that the promoters could not produce their share of the funding; Q&E was quickly dissolved and the big city promoters were run out of town.

Ford Motor Company - largest customer of the WP in later years due to its Milpitas auto assembly plant.

The Western Pacific Railway Company was in operation from 1903 (incorporated June 6, 1903) until it was reorganized and renamed the Western Pacific Railroad Company on June 6, 1916. WP lands stretched from from the San Francisco Bay through California and Nevada to Salt Lake City, Utah, and north-south from the Feather River Canyon to near the Oregon line. THus WP provided freight shippers in California and the Northwest an alternative to Southern Pacific Railroad Company, and provided travelers with comfortable and picturesque passenger trains, including the "California Zephyr." At the peak of its operation, Western Pacific Railroad Company and its subsidiaries had 1,266 miles of mainline track, 237 miles of secondary mainline and 216 miles of branch line. It provided employment for thousands. Western Pacific Railroad also actively encouraged industrial development in cities along its route, and was indirectly responsible for the city of Oakland regaining control of its waterfront from the Southern Pacific Railroad Company in 1905. CORPORATE HISTORY In the 1860s, a young Scottish surveyor, Arthur W. Keddie, dreamed of a transcontinental rail route across the California Sierras. With the help of San Francisco lawyer Walter J. Bartnett, and behind-the-scenes assistance from financier George J. Gould, Keddie was able to realize that dream decades later. The Western Pacific Railway Company was organized in San Francisco on March 3, 1903 and was incorporated on March 6, 1903, with Walter J. Bartnett as its first president. In 1905, George Gould appointed Edward T. Jeffery (then President of the Denver & Rio Grande Railroad) president of the Western Pacific Railway. Construction on a line between San Francisco and Salt Lake City began in the fall of 1905. Despite a court challenge by Southern Pacific to prevent construction, Western Pacific workers successfully erected a waterfront terminal at Oakland. On November 1, 1909, after a series of delays and cost overruns, the last spike was driven on the Spanish Creek bridge in the Feather River Canyon. This new line, known as the Feather River Canyon Route, was 924 miles long and included 41 steel bridges and 44 tunnels. It was significant because it was competitive with the Southern Pacific Overland Route, the original transcontinental route. It crossed the Sierra at 5,000 feet, a lower elevation than the Southern Pacific line's 7,200 ft. elevation, and thus faced fewer problems with the weather. The Western Pacific grade, at 1%, and a 10% curvature, made navigation on this line easier than Southern Pacific's. Through freight service on the Feather Canyon Route began on December 1, 1909 and passenger service commenced in August of 1910. Construction costs for the Feather River route were much higher than anticipated, and acute financial problems led to the bankruptcy and subsequent auction of the Western Pacific Railway Company on June 28, 1916. It was reorganized and renamed the Western Pacific Railroad Company. Shortly thereafter, in March 1917, the company acquired a 75% interest in the Tidewater Southern, which ran from Stockton to Turlock, California. During the 1920s the Western Pacific acquired additional lines and added new branches. For example, the San Jose Branch was completed in 1922. In 1923, Western Pacific entered into a contract with Pacific Fruit Express, jointly owned by Southern Pacific and Union Pacific to supply refrigerator cars to WP customers. During World War I, the federal government created the United

States Railroad Administration which took control of all U.S. railroads operating in the United States. After being placed back into private hands in March 1920, the government awarded Western Pacific nine million dollars for damage caused to the railroad while under federal control. Western Pacific used this money to buy the Sacramento Northern Railroad (July 8, 1925) which ran between Sacramento and Chico. Western Pacific acquired the San Francisco-Sacramento Railroad at the end of 1928, merging it with the Sacramento Northern to form a continuous electric interurban railway from San Francisco to Oakland to Chico. In 1926, railroad financier Arthur Curtiss James acquired controlling interest in Western Pacific. He began renovating Western Pacific property and facilities. He authorized construction of a north-south line, from Keddie to Bieber, allowing Western Pacific to connect with the Great Northern Railroad at Bieber and the Atchison, Topeka & Santa Fe Railway at Stockton. This through route from the Pacific Northwest to Southern California competed with a similar Southern Pacific route. On November 10, 1931, at Bieber, Arthur Curtiss James drove the final spike of what was came to be called the "Inside Gateway" or the Northern California Extension. Western Pacific experienced more financial problems during the Depression, defaulting on its bond interest in March 1935. After a second reorganization, Western Pacific Railroad emerged from receivership (December 29, 1944). During World War II, both passenger and freight traffic increased substantially. Passenger traffic on Western Pacific Railroad received a boost when the "California Zephyr" was launched on March 20, 1949. A joint effort with Chicago, Burlington & Quincy Railroad, and Denver & Rio Grande Western Railroad, the luxurious "California Zephyr" provided passengers with exemplary service and the beautiful scenery of the Feather River Canyon. In July 1949, Western Pacific Railroad Frederic B. Whitman became President. Although WP had purchased a few freight diesel locomotivse during World War II, it was not until 1949 that real progress was made in modernizing its motive power. By 1953 full dieselization had been attained. A freight car program aimed to increase car ownership with emphasis on special equipment and the upgrade of existing cars. A major bridge and tunnel improvements project was initiated as well. During the 1950s, Western Pacific began to acquire more land, particularly in the San Francisco Bay Area. A finance company, Delta Finance, was created to fund Western Pacific Railroad land purchases. A holding company, Standard Realty & Development Company, was established to deal with real estate transactions and encourage development. The WP purchased land along its lines and developed it for industrial tenants. A major success was the Ford Motor Company to locate its assembly plant at the yard in Milpitas in 1954. Competition with the trucking industry, which brought about a decline in revenue among all railroads, led to changes in the way railroads did business. Western Pacific responded by implementing a new marketing concept. Instead of allowing the operating department to determine when to run trains, they began listening to the shippers and tailoring freight schedules and equipment to customer demands. In addition, Western Pacific was a leader in the development of special purpose freight cars such as gondolas with cradles for steel coils, Compartmentizer Cars, new Car-Pac cars, and a new design of wood chip cars.

Piggyback service was another response to the challenge presented by the trucking industry. Western Pacific began hauling trailers on flat cars (TOFC) in 1954. In 1967, Western Pacific Railroad ended its contract with Pacific Fruit Express and became a member-owner of the Fruit Growers Express Company, which provided refrigerator cars and piggyback equipment to its WP freight customers. In the late 1960s, Western Pacific experienced financial difficulty because weather related damages to the Feather River Canyon route disrupted service. Wages and prices increased substantially. At the same time, Western Pacific Railroad's revenues from passenger service declined primarily due to the large inroads made by automobile and air travel. At its peak, revenue from passenger service represented only 4% of revenue. Once the "California Zephyr" began to lose money, Western Pacific applied to the Interstate Commerce Commission (ICC), asking for permission to cease its passenger service. This permission was not immediately granted. Finally, on March 22, 1970, with ICC approval, Western Pacific passenger service ended, when the "California Zephyr" made its last westbound run into Oakland. New management arrived in December 1970. Western Pacific Railroad President Alfred E. Perlman reversed the financial picture and Western Pacific was again profitable by 1971. Western Pacific Industries, Inc. was established as a holding company for Western Pacific Railroad and other operations. President Perlman and his successor, Robert G. Flannery, worked to improve marketing, operations, service and car supply and diversified Western Pacific holdings. In 1973, Western Pacific created its own transportation company, Western Pacific Transport Company (which was renamed WPX Freight System in 1980) to increase service to shippers by providing door-to-door delivery. In 1974, in an effort to further diversify its holdings, WP Industries acquired Veeder-Root Industries, a group of companies which manufactured such things as fasteners, components, plastics, counting and recording devices. WPX and Veeder-Industries were consistently profitable for WP Industries. A new holding company, Newrail, was formed on February 13, 1978 and Western Pacific Railroad's assets were sold to it on January 26, 1979. Western Pacific Railroad continued to operate as before. On January 21, 1980, Western Pacific and Union Pacific announced that they would be pursuing a merger. Western Pacific Railroad President Robert Flannery blamed "galloping fuel price increases, jumps in the cost of materials and contract wage costs, and increases in interest rates." (Western Pacific Railroad Annual Report, 1979) In mid-October 1982, the Interstate Commerce Commission approved the merger, (which also included Missouri Pacific) and the Western Pacific Railroad Company ceased to exist as a corporate entity.

On March 20, 1949, WP passenger service leaped forward with the new Vista-Dome *California Zephyr*, operated with Chicago, Burlington & Quincy and the Denver & Rio Grande Western. Many an influential traffic manager rode the *California Zephyr*, and these men were impressed with the service offered by the three railroads. In 1951 WP landed a big Ford Motor assembly plant in Milpitas, Calif., on the San Jose line.

USSteel - owner of the steel plant in Pittsburg, CA that was a major WP / Sacramento Northern customer and still is a customer of the Union Pacific. Plant scheduled to close next year.

American Licorice Company (Red Vines) - WP customer from 1970 until 1983, still gets cars from Union Pacific. **NEED MORE INFORMATION**

Safeway - If I recall correctly, had several warehouses served by the WP including San Francisco and Sacramento.

Safeway Stores established its first headquarters in this warehouse. An adjacent Western Pacific Railroad spur line and nearby Port of Oakland shipping facilities allowed Safeway to receive inventory and dispatch it to branch stores. The basement and first three floors held inventory; the top two floors housed offices. By the time Safeway left in 1996, the entire building was devoted to offices. In 2001, the building was converted to condominiums by the son of Quentin Reynolds, who worked for Safeway for 50 years, rising from stock clerk to Chairman of the Board.

Foster Farms - built large scale feed lot near Turlock on the Tidewater Southern and brought unit grain trains to the Western Pacific in the 1970s. Those trains still operate. About 1991 the FRRS made an inquiry to Foster Farms to acquire former WP 563. This 1,000 hp ALCo S-4, one of only two owned by WP, was purchased by Foster Farms in December, 1976, and used as a switcher at their Livingston, CA feed storage facility. It was replaced by a former SP ALCo S-6 and remained as a standby unit and later as a parts source.

In October 1996 we were notified that the unit was available at a reasonable price. However, since the museum's financial condition was not as strong as we would have liked, Norman Holmes and John Ryczkowski agreed to purchase the locomotive, restore it to operating condition (unless major problems are revealed) and then donate it to the museum.

Western Pacific #563 was one of only two switch engines on the system to have been painted in all of the WP's switcher paint schemes over the years. Delivered in 1951 in black and white paint, (like the WP 501 and 512), she has worn silver and orange, solid orange, and in the 1970's, was painted in Perlman Green and orange paint.

WP took delivery of two Alco S-4 1,000 hp units in June 1951. After serving the required time in Nevada to avoid California sales tax the units 563 and 564 were sent to Keddie to work the Westwood turn.

Later EMD's GP7s took over the Westwood turn, releasing the Alcos for service elsewhere. 563 then spent time in San Francisco and San Jose.

By the mid 70's WP's Alco switching days were over. Number 563 was sold in October 1973 to the Central California Traction. Number 563 worked on the CCT until November 1976 when it was returned to WP in exchange for RS-1, TS 746. WP immediately sold the 563 to Foster Farms for switching duties at its Livingston feed storage facility. It served Foster Farms until 1985.

In October 1996 the unit was offered for sale to our Society. Our organization did not have sufficient funds for the purchase at the time so two members purchased the unit and then donated it to the FRRS.

Campbell's Soup - had at least three facilities, two on the WP and one on the Tidewater Southern. Railroad brought in cans.

[estern Pacific](#) 334 was built by the [American Locomotive Company](#) (ALCO) in Schenectady, New York in 1929, 334 was one of a group of five identical engines numbered 332 thru 336. These were the last of a series of thirty six [2-8-2s](#) purchased by the WP. The railroad bought them in groups of five or six every two or three years starting in 1918; all were built by Alco. Having eight driving wheels, a two-wheel lead truck, and a two-wheel truck under the firebox, this wheel arrangement was called a Mikado.

For historical reasons it was chosen to be saved and reactivated for fun trips in March 1956. It was also used for a time in the Campbell's Soup Plant in Sacramento. In June of that year it ran up to Plumas County and return with WP number 94 on an excursion. That was its last run, and afterward it was placed in storage at WP's Oakland roundhouse until January 1967. It then was towed to Rio Vista Junction for static display on its own stretch of track.

US Gypsum - WP connected with the US Gypsum railroad in Gerlach and served a wallboard plant in Fremont.

Western Pacific discontinued its part of the "California Zephyr" passenger train on March 22, 1970. Amtrak wasn't formed until May 1971. Also, Amtrak's "San Francisco Zephyr" -- as it was initially called upon taking over the route via BN, UP, and SP -- became the "California Zephyr" in 1983 after Rio Grande (D&RGW) chose to stop running the CZ over its own line between Denver and Salt Lake City.

en.wikipedia.org/wiki/California_Zephyr

I should also mention the CZ never stopped at Gerlach. Winnemucca, NV, located 94.4 miles further east, was a stop for the train.

When I last visited Gerlach in summer 1986, the small depot was still being used by UP Maintenance-of-Way crews working over this remote section of the mainline. The US Gypsum railroad also interchanged with the WP/UP at the small yard directly across

the depot, what would be behind where the photographer is standing.
www.trainorders.com/discussion/read.php?1,695678

Del Monte - had several canneries and packing facilities on the railroad and its subsidiaries, including San Jose, Woodland and Alameda

In the past, the 6.3-acre property at 1250 Mill St. SE along the Union Pacific railroad tracks played a role in helping people pay for higher education. Today, the site is part of a college.

Since at least 1890, it was the home of one of Salem's biggest food processing plants: the California Packing Corp., known as Calpack, and later renamed Del Monte Corp.

A new building was constructed in 1918.

By the 1930s, it became a big green bean producer. A March 24, 1971, Oregon Statesman story said the cannery processed beans from 5,000 acres in the Mid-Valley and it employed 1,500 people per day, working three shifts, during the peak season from July 1 through Oct. 1. A 1971 story said the plant was "the largest green bean canning plant in the world."

Pacific Gas and Electric - had power dams all along the Feather River Canyon (still does), worked with WP on power projects

In the early 1880's Civil Engineer Julius M. Howells first noted the possibility of a great storage reservoir at Big Meadows, now the site of Lake Almanor. By a later survey Howells found that the river in its plunging course dropped 4,350 feet in the first 74 miles. Today Pacific Gas and Electric Company operates in the famous scenic Feather River Canyon a descending "stairway" of powerhouses which utilize the water over and over for power before it flows on undiminished to other uses.

From the construction of Big Bend Powerhouse in 1908 to the completion of the most recent plants, the North Fork of the Feather has served as a proving ground for advanced hydroelectric engineering principles. The building of Big Bend Powerhouse by Great Western Power Company, which in 1930 became a part of PG&E, made news in engineering journals throughout the world. Among world "firsts" in electrical

advancements at Big Bend were the largest waterwheels, transformers and penstocks that had then been built.

PG&E's service area includes all or a portion of 47 of California's 58 counties and encompasses nearly 94,000 square miles of northern and central California. The reservoirs and powerhouses on the Feather River are broken down into what PG&E calls projects.

The Hamilton Branch Project consists of the Mountain Meadows Reservoir (also known as Walker Lake), a diversion and canal system with pumping stations; and the 4.7 megawatt Hamilton Branch powerhouse on the shore of Lake Almanor.

The Upper North Fork Feather River Project consists of three dams and reservoirs, five powerhouses, tunnels and penstocks connecting the reservoirs to the powerhouses, 230 kilovolt and 115 kilovolt transmission facilities, and various roads, recreation facilities, and administrative facilities. Project reservoirs include Lake Almanor, Butt Valley reservoir, and Belden Forebay. Powerhouses include Butt Valley Powerhouse, Caribou No. 1 and Caribou No. 2 Powerhouses, Oak Flat Powerhouse, and the Belden Powerhouse.

The Bucks Creek Project is operated in cooperation with the City of Santa Clara and is located 10 miles west of Quincy, California. In 1925, the Bucks Creek Project was undertaken by the Feather River Power Company. Part of the project, Bucks Dam, was completed in 1929. Title passed to the Great Western Power Company that same year, and later to Pacific Gas and Electric Company. About half of the shoreline is now owned by Pacific Gas and Electric and the other half is under the management of the Forest Service. The Grizzly Powerhouse, owned by the City of Santa Clara, was added to this project in the early 1990's.

The Poe Project consists of the Poe Diversion Dam, the Poe Reservoir, a concrete intake structure located on the shore of Poe Reservoir, a pressure tunnel about 19 feet in diameter with a total length of about 33,000 feet, a differential surge chamber located near the downstream end of the tunnel, a steel underground penstock about 1,000 feet in length and about 14 feet in diameter, a reinforced concrete powerhouse, with two vertical shaft Francis-type turbines, the Big Bend Dam, and the Poe Afterbay Reservoir.

The Rock Creek/Cresta Hydroelectric Project consists of the Rock Creek and Cresta developments, each of which has a dam, reservoir, tunnel, powerhouse, and associated transmission facilities.

The Rock Creek development includes: the Rock Creek Reservoir, the Rock Creek Dam, an intake structure within the reservoir, about 100 feet upstream of the dam near the western abutment, a 34,110-foot-long tunnel with two cross-sections, a 25-foot-diameter

horseshoe and a 19-foot-diameter circular section, an underground surge chamber, two penstocks, 906 and 938 feet long with diameters varying from 12 feet to 9.75 feet, a powerhouse containing two Francis-type turbine-generator units, and a switchyard, adjacent to the powerhouse, containing two transformer units to step up generator voltage from 13.8 kilovolts to 230 kilovolts.

The Cresta development includes: the Cresta Reservoir, the Cresta Dam, an intake structure within the reservoir, about 100 feet upstream of the dam near the eastern abutment, a 21,080-foot-long tunnel with two cross-sections, a 26-foot-diameter horseshoe and a 19-foot-diameter circular section, an underground surge chamber, two 12-foot-diameter penstocks, 800 and 775 feet long, a powerhouse containing two Francis-type turbine-generator units, and a switchyard, adjacent to the powerhouse, containing two transformer units to step up generator voltage from 11.5 kilovolts to 230 kilovolts.

The North Fork Feather River powerhouses are operated in a load following mode (market dispatch) and the entire system, except for Hamilton Branch, Oak Flat and Caribou No. 1 powerhouses, is controlled by direct digital dispatch from PG&E's power control offices in San Francisco. When demand is high, the projects are operated at near peak capacity and the reservoirs provide water. When demand is low, the powerhouses may be shut down while the reservoirs refill. In addition, a large percentage of the available water is passed through Rock Creek and Cresta powerhouses during partial peak and off-peak hours at flows that provide efficient generation. In wet months, the powerhouses are operated at full capacity to make maximum use of available water. Under adverse (low flow) water conditions, the powerhouses are operated in peaking mode, drawing from water stored in the North Fork Feather River reservoirs (mainly Lake Almanor).

Just below the confluence of the North Fork Feather River, the West Branch Feather River, the Middle Fork Feather River, and the South Fork Feather River is the California Department of Water Resources' massive Lake Oroville Project. Water from Oroville Dam is released into the Feather River, which is a left bank tributary of the Sacramento River that flows into the Pacific Ocean at San Francisco Bay.

The primary storage reservoir on the North Fork Feather River is Lake Almanor. Water released from Belden reservoir and powerhouse, along with the natural flow of the East Branch North Fork Feather River and small tributaries, flows into the Rock Creek reservoir where it is diverted through a tunnel to two parallel penstocks that serve the Rock Creek powerhouse. Water released from the Bucks Creek powerhouse enters the North Fork Feather River about 1 mile above the Rock Creek powerhouse.

The combined flow from Rock Creek and Bucks Creek facilities, along with the flow from several small tributaries along the North Fork Feather River, enter the Cresta

reservoir. Water is diverted through a tunnel to two parallel penstocks that serve the Cresta powerhouse. Water released from this powerhouse enters the Poe reservoir.

US Pipe - WP served major production facility in Union City

Last July, industrial commissioner, F. B. Stratton, appeared at a public hearing before the Planning Commission of Alameda County for Selection to rezone to the category of heavy industry a parcel of farm and west of Decoto, on the main line between Hayward and Niles, on which options to purchase had been taken. Favorable action on the rezoning was taken and the purchase options were exercised. Of the 195 acres involved, 70 were sold to the United States Pipe and Foundry Company for their California plant for manufacturing centrifugally cast- iron pressure pipe, the remaining 125 acres being available for the location of other desirable industries. Completion of the pipe plant is contemplated for late 1951, and should provide a fine source of revenue for Western Pacific

Golden Grain Macaroni Company

Ground was broken last August for construction of a one - story concrete and masonry steel frame structure by the Golden Grain Macaroni Company at San Leandro. Fronting on the company's right of way, the 3%-acre tract will be the largest macaroni operation west of Chicago, with a capacity of a carload of macaroni products a day. More than 100 employees will be employed in the plant. Four large silos will hold 10 carloads of raw materials for the firm's products, providing shipments of both inbound and outbound freight.

<https://www.goldengrainpasta.com/contact-us/>

General Foods merged to Kraft Food Inc / Kraft Heinz

The Kraft Heinz Company Media Contacts
please direct it to media@kraftheinz.com.

Another source of revenue for Western Pacific was the recently completed General Foods plant on San Leandro Boulevard in east Oakland. Others include lease to Taylor-Knapp Company for a 10-year period, covering 76 acres of land on the Carbona Branch near Kerlinger, on which the industry will construct a plant for the production of manganese concentrates used in the manufacture of dry cell batteries. Sale to Sears Roebuck & Company, of property in San Francisco has been completed, and construction of their proposed warehouse will be started as soon as necessary building

permits can be obtained. The warehouse will serve the company's two retail stores in San Francisco (one of which is now under construction), as well as outlets in San Mateo, Marin and part of Sonoma County.

At Stockton, plans have been completed by the American Can Company to locate a plant to be served by both the Western Pacific and Southern Pacific, costing approximately three million dollars. Contractors expect to start construction immediately will take care of the production of cans for food processors in and around Stockton who have previously been served by the Can Company's plants in San Jose, Oakland and/ or Sacramento. One of the significant factors for determining the location was the demand of the Can Company for dual rail service. The industrial department collaborated with a local real estate firm with respect to finding the site which resulted in the WP being one of the carriers to serve the plant.

https://www.wplives.org/wp_mileposts/WP_Mileposts_February_1951_number_19.pdf

Woodbridge Winery

Western Pacific Railroad steam locomotive No. 40 (built in 1909) pulls train bearing banner "Largest train load of wines in history being shipped to Eastern Wine Corporation, New York, by Woodbridge Vineyard Association, Lodi." Photograph is by Frederick Burkett and numbered 10236C.

<https://californiarevealed.org/islandora/object/cavpp%3A112193>

Train image

Media contact: Sharon Park, LaForce, Woodbridge@LaForce.nyc
Kara Larmie, Woodbridge, kara.larmie@cbrands.com

Two more to consider, mainly for Charles Sweetwood car:

Bayer Pharmaceuticals - purchased Cutter Laboratories in 1974 as part of its expansion into the US. Cutter was the lab that processed the blood from the Sweetwood from 1951 to 1953.

Johnson and Johnson - apparently they have a big interest in representing nursing and medical history. No direct tie to the WP, but reportedly likes their name associated with stuff like the Sweetwood.

WPRM Corporate Fundraising Contacts

Bechtel

Rail, Aviation, Civil, Digital & Renewables

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Kennecott Copper (now part of Rio Tinto)

US and Canada

Simon Letendre

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Utah Construction / Utah International (merged into BHP mining company)

https://en.wikipedia.org/wiki/Utah_Construction_Company

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Ford Motor Company

Mark Truby – Chief Communications Officer

<https://media.ford.com/content/fordmedia/fna/us/en/people/mark-truby.html>

US Steel

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Campbell's Soup

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US Gypsum

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Del Monte

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Pacific Gas and Electric

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Franzia Winery

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Gallo Winery

<https://www.gallo.com/contact>

Golden Grain Macaroni Company

<https://www.goldengrainpasta.com/contact-us/>

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Woodbridge Winery

Media contact: Sharon Park, LaForce, Woodbridge@LaForce.nyc
Kara Larmie, Woodbridge, kara.larmie@cbrands.com

Corporate Fundraiser Identified Images & Notes

1. Booster rocket (1964) Air Force Titan III-C Pulled by 712 engine
United Technologies - image #769006 Image 015
2. Ford Motor Company
830 Series, 761 Series & 762
Pinto Express #879
Notes: Train name Fast Ford and how ford trucks were used for WP
3. LB Foster Company
Image #818005
Notes: Transportation of pipe – Hayward, Ca
4. New corporate connections to research:
C&W Sugar, US Mail Trucks, Kohler Toilets, General Electric (Car File System/Computers May 1969) WP Class 1 railway to use computers, Planters Peanuts, City of Oakland (Waterfront deed).
5. Contadina Pizza Sauce 803 Series, Fall 1966 Woodland, Ca
6. Bart – Lab Cars Series 774 - BARTO Laboratory Car C March 1965
7. Utah Construction/Kennecott 304 Series
8. US Steel (need articles/backup) check Headlight Issues 262 Series on 702 engine
9. Safeway – still need images
10. Foster Farms – donated WP563
11. Campbell Soup Series 684 found Campbell Soup executive images. Notes: WP brought steam engine 334 out for “show” for Campbell Soup transportation needs.
12. US Gypsum 716 Series for product transportation/Empire Mine. Need more info.
13. Del Monte Meeker Series 023, SN 137179, SN 138179 and 485 Series (334WP)
Need information for this one.
14. Coors Beer Meeker 023, SN 92140, SN137179 Need information.
15. PG & E Meeker series 014 Transportation on tracks/used WP right-of- way

16. Libby Fruit Cocktail Series 617 – transportation, need more information.
17. MYSTERY IMAGES – KRON and KCRA tv stations covering event Dec. 1957
Loyalton/Hawley featured the Zephyr & 3 locomotives 801-A – find information.
18. US Pipe Series 284 – transportation
19. Gerber baby Food Series 282 transportation, find more information.
20. General Foods Series 284 transportation, find more information.
21. Almaden Vineyards Series 763 Dec. 1962 find more information.
22. Koehring – Skooper craine – find more information.
23. Kelly Brothers – San Jose - Craine & Rigging Series 692 SF ferry slip
WP contracted with Kelly Brothers/joint venture to rebuild ferry/wharf



FEATHER RIVER RAIL SOCIETY

700 Western Pacific Way • P O Box 608 • Portola, CA 96122 • museum 530.832.4131 • fax 530.832.1854 • www.WPLives.org

Dear <name>,

This year, Western Pacific Railroad Museum celebrates our 40th anniversary. That's 40 years of keeping the Western Pacific alive and sharing it with new generations as well as those who fondly remember the WP.

We couldn't have achieved this milestone without you. Over the last 40 years, Western Pacific Railroad Museum has seen hundreds of faces in the roles of volunteers, board members, staff, and supporters. The continuity amongst these faces is the unwavering dedication and commitment to the Feather River Rail Society and the Western Pacific family.

Despite many financial challenges along the way, our dedicated volunteers have managed to keep the museum doors open and rolling stock on display for everyone to enjoy. But it takes your continued support to keep going.

In honor of our 40th anniversary, we're asking for your support. Whether it's a one-time gift or recurring donation that keeps giving, we'd like to put those donations to work.

Your financial donation will keep the progress rolling in our Mechanical department, which recently completed major repairs on our beloved Kodachrome Southern Pacific GP9 2873, returning it to service and allowing operation with WP SW1500 1503 in a multi-engine consist for Pumpkin and Santa Trains. For 2024, Mechanical has another ambitious goal: The return to operation of the museum's crown jewel, *California Zephyr* locomotive WP 805-A. It can happen with your support. In order to resume operations, 805-A needs an estimated \$15,000 for parts and supplies.

Imagine the 805A pulling the weekend caboose train. Or better yet, imagine yourself running the 805-A for your next Run a Locomotive experience...

We're also making great strides in our Archives. Any member who has watching our Facebook page or checked out a recent Headlight has seen the photos and historic information coming from our collection. Your support will accelerate this work and let us share more stories of the WP family.

Not only are we asking you to give generously to the FRRS, but we are also looking to increase our volunteer numbers. With more hands we can get more accomplished. So please reach out to those WP fans who maybe are not yet members or who have let their memberships lapse and invite them to get back on board. Help to continue to build and preserve the largest collection in the nation dedicated to a single railroad family: *the mighty Feather River Route!*

Please, donate today! You can send a check, or donate online at <https://donate.wplives.org>. On the webpage is a secure donation button that will allow a one-time donation or a monthly pledge. Checks can be mailed to FRRS, PO Box 608, Portola, CA 96122. Your help is more important than ever!

On behalf of the Feather River Rail Society's Board of Directors, we thank you in advance for your continued support. The WP Lives thanks to YOU!

Wishing you all the best,

Eugene Vicknair
Director and Funding Department

Greg Elems
President

As a 501(c)3 non-profit supported primarily by the donations of its visitors and members, we depend on your contributions to continue our preservation, research and restoration programs. Donations may be tax deductible, please ask you tax professional.

And don't forget the 2024 Western Pacific Railroad Historical Convention!
April 11-14, 2024 at the Feather Falls Resort in Oroville, CA! <https://convention.wplives.org>



Photos from 2023

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



Your contribution will make 2024 a great year for the WP!

Feather River Rail Society
2024 Spring Fundraiser
PO Box 608
Portola, California 96122