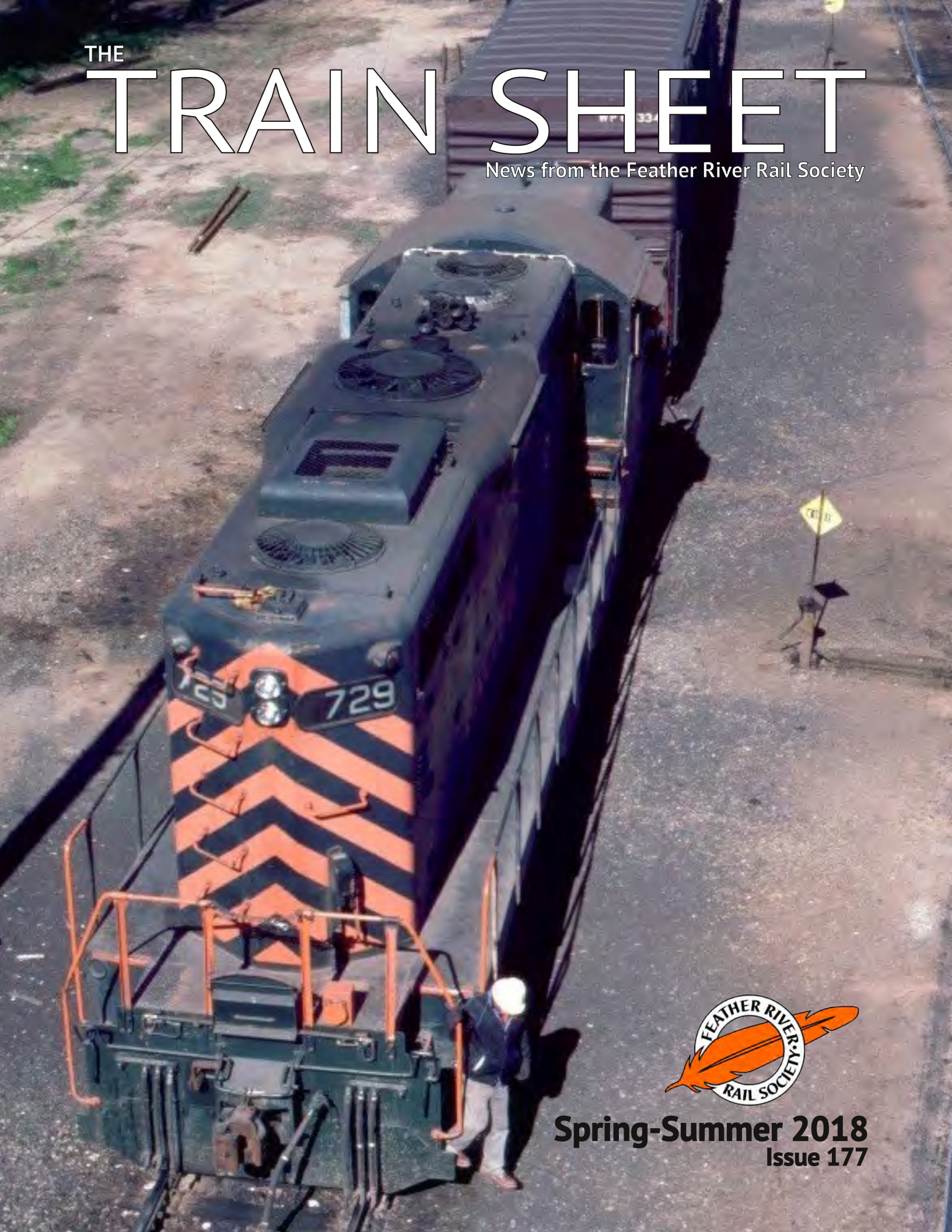


THE

TRAIN SHEET

News from the Feather River Rail Society



Spring-Summer 2018
Issue 177

-THE TRAIN SHEET-

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

Editor – Matthew Elems
Email: trainsheet@wplives.org

Contribution Deadlines: Last Day of February, April, June, August, October, 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
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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.

FRRS Tax ID number is 68-0002774
Member of the Association of Railway Museums and the Tourist Railway Association, Inc

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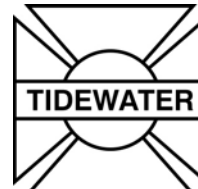
On the Cover

WP 729 is seen here at Western Pacific's South Sacramento yard on 20 Feb 1981.

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 – May 2018

– Steve Habeck, President, FRRS

Things have been picking up around the Museum, now that we're open, and the weather is finally warming up (although we had snow on April 30th). I have been on the road a lot lately, going to Winterail in Corvallis, OR, in March, and attending the FRRS Convention in Salt Lake City, UT, in April (which was a great success). I towed the Museum's trailer to Salt Lake City, carrying miscellaneous stuff to the Convention, and then brought it back with much more stuff than I brought over. It made for a long trip home after the Convention. Also, the rigors of travel caused me to have health issues crop up; I was laid up for most of the first day of the Convention, and for several days afterward.

At the Museum, the Mechanical Department has completed the prep work and placed 3 of our RAL engines in service (SP 1100, SP 2873, and WP 917-D). The 1100 has been a problem child, however, with fuel system issues. RAL bookings are picking up, as is income.

As I write this, we are closing in on the big "Light The Fire" dinner. While ticket sales were very slow for quite a while, we wound up with over 90 tickets sold, so the event should be a success. I'm sure detailed reports will follow, after the event is over.

I am working with the people at Western Rail, who bought GP30 849 last year. We are providing information to them that they need to prepare the engine for movement to their shop at Usk, WA. This work may require use of our derrick; I have started work on the derrick's batteries in preparation for it's use. Western Rail expects to send a crew to Portola soon with a service truck to work on the 849, and we need to support them as best we can.

We also have the open issue of the two beet gons that will be going to museums in AZ. I have been in touch with Al Richmond, who is coordinating the move; they are on hold for the beet gon move at the moment, since they just completed some other equipment moves, and finances are tight. Their experiences with UP with these other moves are causing them to

reconsider shipping the beet gons by rail; something I suggested last year when they first started this process.

My daughter works at AmeriGas Propane in Quincy; she tells me her manager wants our business. I reminded her that our last experience with AmeriGas was not pleasant; after the initial fills, the price shot up and stayed there. My daughter has assured me that she can beat the price we are currently paying to Ferrell Gas; if I can secure a long-term deal at the better price, we'll take a chance on them, but only if I can get a long-term deal at a good price, in writing. AmeriGas' track record is not good, even if my daughter works there.

Work has been ongoing since early May on the 165. Roger Stabler has been at the Museum almost continuously since May 2nd, and Hank Stiles has been here since then, too. Several more people are showing up, as the core of the work week (and the fundraising dinner) approach.

Operations has completed their first Crew Training session for 2018 on May 5th, as we prepare for another caboos train operating season. Another session will be held on May 27th, if you couldn't make it to the first one. We are also benefiting from a full week of volunteer work by Don Nelson, who came up for crew training on the 5th, and is staying for the dinner on the 12th. In the meantime, he's been doing track work (with and without the backhoe), assisting with work on the 165, and other beneficial stuff.

As you can see, the pace is picking up here at the Museum. Come on up, give us a hand, and see how we're doing. We can always use more help, whether it be labor, monetary donations, or both. No special skills are required; if you have a skill you wish to share, that's great. There's always any number of things that need doing around the Museum; a lot of them are not glamorous, but they need doing just the same. Lastly, I want to express my deepest gratitude and thanks to all of our volunteers and staff that have gotten us through another off-season, and readied us for what we hope will be a busy summer.

President's Report – June 2018

– Steve Habeck, President, FRRS

We have all been really busy so far this season, with the Convention, Steam Work Week, the Light The Fire dinner, and starting our train ride weekends. Much work had to be done on our RAL fleet to get them up and running; Bil Jackson and Ethan Doty stepped up to get things done. I have been saddled with a lot of administrative stuff for the FRRS, as well as more health issues. We still have a lot on our plates that is needing to be done soon; The folks at Western Rail want to get their GP30 ready for transport to their shop, which involves the use of our derrick. I have to find a time when we can support using the derrick, and get Western Rail notified in advance so they can get here when we're ready. This is becoming an important issue; Todd at Western Rail wants to get going on this ASAP.

The Light The Fire dinner was a great success; great food, great company, and a great down-home talk by our guest speakers, Steve Lee and Doyle McCormack. Thanks to Steve and Doyle for accepting our invitation, to Longboards for the food, and to the caterers that saved us a lot of setup and tear-down work. I also want to thank those who went out and sold tickets, and to Roger Stabler and Bob Sims, who bought blocks of tickets so all the Steam Crew could attend, making the event a success. Of course, Mike and Patty from Big Fish had a lot to do with this, too.

Joe from All Metals Recycling has been after me again for junk batteries, so when I get the chance (my used-to-be 3 or 4 days off between trips has degraded to one day or so), I'm working with Ethan to cull more dead batteries from our piles of them, and setting them aside for pickup. All Metals Recycling will pick them up, and pay us for them; all we have to do is identify the



Steve Lee and Doyle McCormack spoke for over an hour at the Light The Fire Fundraising Dinner. We see them here just getting warmed up. A lot of history and time behind the throttle of a steam engine.

–Greg Elems Photo.

dead ones and gather them up, which we are doing as time allows. Ethan is also busy with the RAL scheduling, gathering and taking out the trash every week, keeping the Z-scale railroad running, and helping KC with the computer systems in the WP Store (the transition to the new Vend system is proving to be problematic).

Now that we are open and running, our income is improving; unfortunately, the demands on that income are increasing. We are paying higher premiums for our liability insurance, fuel and oil costs are rising dramatically, and KC needs to restock the WP Store. We are also obligated to pay for one of the murals being painted up at the plaza, as Eugene keeps reminding me. As far as fuel and oil goes, I have set up an account with Hunt & Sons, based in Sacramento, with an office and distributorship in Quincy. Ken, the manager in Quincy, has already contacted me, and is anxious to work with us. He has given me a quote on diesel fuel that beats Flyers by 40 cents per gallon. I have also received a notice from our D & O (Directors and Officers) insurance that says they intend to cancel our policy on 8/28/2018, but that they are agreeable to renew, subject to new conditions, one of which is a premium increase of "greater than 25%". This is the insurance that is supposed to be paying our legal bills in regards to our legal issue; a problem has arisen there, too, that I am working on with our agents at Deeble.

Another thing I keep forgetting to mention is that the Central Coast Chapter, NRHS, has a trip through the Sierras and the Nevada High Desert scheduled for October 19-22, 2018, which includes a stop here at the WPRM early on the morning of Sunday, October 21st. Their advertising says we will have train rides, cab rides, and tours available. I wish someone had told us about it before they scheduled it. They plan to leave by 11 AM to head down the Canyon by bus. Of course, we have Pumpkin Trains scheduled for that day, so we should have people available, but I would have liked to have been contacted by someone before they made up their schedule. We'll have to have an early start that day for this group. Nothing was mentioned in their flyer about costs, but we're not doing it for free, believe me. We will use what we have set up for the Pumpkin Trains for

this group, as much as possible. I'll try and get a better idea of what they are expecting and let everyone know. I will also tell them to bring money.

Loren, Ethan, and I replaced the batteries in the 2873 with the new set of singles that Roger Stabler helped us buy last summer. The uni-pack on the engineer's side of the 2873 was failing, so we had to make the change. Loren and Ethan found out first-hand how much of a pain it is to install singles, instead of uni-packs. With the change-out, 2873 starts easily, and no longer needs to be near a charger, hoping we can get it started. We now have no spare battery sets; we have the one good uni-pack from the 2873, which is in the battery house.

Seth Adams has been working again on the 501; he has plans to try and start it on his next visit. He has done a lot of nasty work cleaning and repairing long-term problems with this little engine, and it would be nice to get it running. He will need two barrels of new oil for it, once he is done with the crankcase flushing process, using the fuel-laden oil we took out of the 2001 as a solvent to clean the grunge out of the crankcase. I just bought two barrels of lube oil, but they are intended for make-up oil for the RAL fleet. We will get him the oil.

A couple more Light The Fire donors need to be mentioned. Mark Jon Bluth, a Life Member from Saratoga, CA, sent us a note earlier this year that he could not attend, but included a check for \$500. Also, the local barber, Steve Betts, who owns the Portola Depot Barber Shop on the corner of Gulling and Commercial, as well as the East Quincy Barber Shop in Quincy, committed to buying tickets for the event, but then had to go out of town that weekend; he donated \$100 since he couldn't attend.

Ethan and I started the process of converting more shop lighting to LED's. We changed out all the lights in the WP Store, as well as the work room in the back of the store, the Storeroom, and both restrooms. The changes are very noticeable, especially the restrooms and Storeroom. This process will continue, and will include the overhead shop lights. Stay tuned.

Once again, I must express my thanks to all those people that make this place run on a daily basis: Ethan Doty, Charlie Spikes, Bil Jackson, Duane Vander Veen, Loren Ross, David (Fritz) Elems, Greg Elems, and Jean and KC in the WP Store. I just haven't been able to be here anywhere near as much as I feel I should be, but these people are getting it done.

Paul Finnegan's work with the website must also be recognized, even if he is a nuisance about getting updates to him. Eugene Vicknair has broadened our exposure with his efforts, and is always looking outside the box. Kerry Cochran and Paul Finnegan are also finishing up a 10-day stint at the Museum, reminding themselves that there is no end to the work around here. My deepest gratitude to all, named and unnamed, with no slight intended if I missed you.

Superintendent of Ops Report—Spring 2018

—Loren Ross, Sup. of Operations

After a fairly mild winter, the Western Pacific RR Museum is again open for business!! Over the winter, I was involved in planning for this year's events, starting with Crew Training. So far we have 23 folks signed up for this year's training. There are a lot of new things added this year, with some new bulletins and operational plans for all to learn. I'm really looking forward to the training sessions! Paul Finnegan has offered to provide a BBQ lunch for the students, so don't worry about bringing anything for lunch.

We've also begun operating RAL's. There is still a maximum track speed of 5 MPH, especially on the balloon loop, as there is still a fair amount of track work needed to get things back to 100%. Roadmaster Greg Elems will be scheduling some track work days, and it would be great if everyone could come and help with this much



Norm Holmes was able to attend the Light the Fire Fundraising Dinner.

—Greg Elems Photo.

needed repair work. If we can get 7 or 8 folks to come up together, we can get almost all the major repairs completed in 2 or 3 days. There are at least a dozen ties to be replaced on the balloon, and we need to remove and replace the broken frog at the West #1 switch.

Last year, I assigned Ethan Doty to the position of RAL Scheduler, and I asked him to find a way to “fix” the problems we’ve had with scheduling engineers for the RAL’s. Well, Ethan came on strong and created an on-line scheduling calendar that all the engineers can review 24/7 from home and can also sign up for RAL operations. It’s been in place for a month now, and seems to be working very well. For the most part, we have 5 full time RAL engineers who are working hard to cover all the shifts. Craig Simmons has been handling all Sunday Monday rentals, Charlie Spikes has been handling Tuesdays and Wednesdays, Bil Jackson has been

handling Friday, and Ethan and I have been trying to cover the rest. We are going to lose Craig for a few months this summer, so if there is another engineer out there who can step up and help cover his days it would be extremely helpful. Please contact myself or Ethan if you have work with us.

Finally, I would like to thank and commend Mr. Paul Finnegan (with help from son Kenneth too) on the new museum web site. Paul has created some amazing new features including an online Conductor Report, all museum bulletins, and a list of technical job descriptions for every single position at the museum, all available to everyone to read at any time. More of these changes will be explained at the Crew Training, so don’t miss it!

See you there!!



Crew members for the Caboose Train on 8 July, 2018. Left to Right: Ed Powell, Bil '1L' Jackson, Loren Ross, Greg Elems.

—David Elems Photo.

General Superintendent's Report – April 2018

– Kerry Cochran, Director, Gen. Superintendent

Well, we are about a week away from the 2018 Western Pacific Historic Convention in Salt Lake City. I hope to see several members there and Eugene has a great line up of presentations along with several tours and layout visits.

While the discounted hotel rooms are all booked, if you have not made your plans yet, there still are openings for you to attend. Please visit the website and take a look at the schedule. <http://wplives.org/news_items/2018_convention.html>

Members (active and above) should have received *Headlight* #50 and all members should have received Issue #176 of the *Train Sheet*.

I would like to make a request to all members, please take the time to submit articles for the *Headlight*. We are very, very short on written materials for the *Headlight* and need more photos, articles and authors to help us get this publication back on-track. Should there be any questions on the *Headlight* or *Train Sheet* submission of articles, please contact me or the respective editors.

As I mentioned in my February report, we were working on creating a Safety Committee. I am pleased to announce that the committee has been created. The following members have offered to be on the committee: Charlie Spikes, David Elems and Duane Vander Veen. The committee is just getting started and will need to select a committee head that will report to the general superintendent (should the general superintendent not be available, they will then report to the FRRS President) with reports going to the FRRS Board of Directors.

Should you have any interest in assisting the safety committee, please contact me. I am sure the other members could use more help.

To the members of the Operating Department, don't forget about crew training on May 5th starting at 10am. The operating season starts on May 26th. There has been a lot of work going on in the off-season to update the training material for the 2018 season and we hope to see

you at crew training.

Should you have any questions about the Operating Department, please reach out to Loren Ross, the Superintendent of Operations. You can email Loren at operating_dept@wplives.org.

“As always, there are so many volunteers that help around the museum all the time and I would be remised 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”.

At any time should you have any questions, please feel free to contact me, I may not have an answer right away, however I will get one for you.

Historical/Archive Dept Report – April 2018

– Kerry Cochran, Director, General Superintendent

Work continues during the winter on some of the archive materials that have been received last year. A couple of donations have come in during the winter and will be inventoried and placed into the archives next month.

We continue to get inquiries from members, and the general public, on materials that we may have in the archives. As we open the museum for this season, we will be looking for the requested materials and getting answers back to the requesters.

While not all the inquiries have been answered yet, we are still looking into pulling the information out of the Historical/Archive files in order to answer the questions. This has become a large task as most of the archives are not cataloged yet. I have been able to answer some questions, however others are still pending.

In order to answer one of the requests, I was able to find some drawings in my files at home and sent them to the requester, with an indication that as soon as I could get to the

museum, I would look for any other drawings for them. The requester was looking for WP Depot information for the Hayward and Livermore stations. He is going to use them in creating a model for a model railroad layout.

During the last month Eugene Vicknair, Frank Brehm and I have been able to answer several inquiries to the museum about various questions about the Western Pacific Railroad. Several of these inquiries have been from individuals researching the WP for their own personal work and interests in the WP. Several of these inquiries came via email to the Museum Store, which in turn sent them to both Eugene and me for answers.

I have been fortunate to have Frank Brehm as a

resource on the Historical/Archive staff to help me in obtaining answers or the correct resource to look for answers for these inquires.

For part of the past two months, I have been scanning several WP manuals, and our webmaster has placed them on the web site.

Paul Finnegan (the webmaster) and I have been working on getting more items/articles ready to be published on the web pages for the history of the WP and the FRRS. Paul has been a great resource in this endeavor, he has provided me with great insight in reviewing documents prior to us publishing them. If you have not visited the Historical/Archive department web page recently, please consider looking at them to see "What's New" in the Western Pacific Documents

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.



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page. <http://wplives.org/wphistory_wp_documents.html>

Needs for the Archives:

We are always looking for help in getting materials properly stored and we need the support of the membership with helping supply storage materials for the archives. Items listed below are needed to help keep our collection stored properly and should you wish to help us out, we certainly would like your donation and help.

- Computer Program to track all the Historical/Archive items (PastPerfect) is the computer program that I have been looking at, however I have not received a cost for that program as of yet.
- Archive Storage boxes for 35mm slides

- Archive Storage boxes for 8 1/2 X 11 materials

Should any member receive any donation and/or get an inquiry about a donation, please get in touch with Eugene, Frank, myself or any member of the board of directors so that we may follow-up with the donor to make sure we properly address the donation or inquiry. I would also like to thank all the volunteers that help us in the archive department.

New Audio Tour at Museum

—Paul Finnegan, Webmaster

Bring your smart phone with you the next time you are exploring the museum. We have a new tool to assist you in learning about some of our collection and the history of the society and the Western Pacific Railroad. The idea has been kicking around for years to have some kind of audio tour at the museum. There are various solutions out in the market; a popular one is having low power FM transmitters and the radio wands that people carry around with them. I long ago rejected solutions that require the museum to purchase and maintain equipment. The commercial solutions also tend to be rather pricey.

I realized we could leverage the technology many people carry with them: their smart phone and their data plans. I have created a new web tool at audiotour.wplives.org (which, although it works on a desktop, it is targeted at the mobile device.) This web page has subjects grouped by Railroad Company, then sorted by road-number. The visitor starts at that web page and as they explore the museum they select an entry from the top page and then click [Play] to hear a short audio clip about the subject. The audio plays on their mobile device and the visitor closes the audio clip page to return to the top page. The visitor is using the data plan on their phone, not the museum's Wi-Fi, so it should work everywhere on the property.

The audio page also includes the clip transcript as plain text so the user can read about the subject rather than listen to the audio clip. This may be valuable in noisy or crowded environments. Additionally, most of the pages have more information, related photographs and links to other web pages about the subject. A few even have links to short videos about the subject. The SPMW 208 rotary snowplow and the WP 106, "Charles O. Sweetwood", pages were the first to have video clips included.

A secondary top page has the audio pages grouped by type of equipment rather than by railroad. Each of these entries has a short audio about the type of equipment, (e.g. Locomotives) and has links to the specific pieces of that type of equipment in the audio tour.

Please try the tour the next time you are at the museum, or experience a virtual tour from the comfort of your own home!



Reflections of the Western Pacific – Part 4

–Jack Palmer

At the invitation of a co-worker, I drove to Oroville April 25, 1980, to visit him at his home there and noticed that his property was next to the WP yard.

After our visit that morning I went across the WP yard to the office and was promptly directed to Mr. Al Hill, Trainmaster, at his desk in the far corner. He appeared to be a very tall and robust individual and had a booming voice.

After introducing myself and while requesting permission to take photos on the property, I assured him of my conduct to do so safely. I could see that he was sizing me up and his final remark was: (Quote) “You can go out there and take all the pictures you like --- but if you get hurt I will send all the parts down to Oakland!” Although he was smiling, those exact words were deeply impressed in my mind to this day.

I found only a few things of interest except a set of four WP units near the turntable; GP-35 No.

3001 and GP-40's Nos. 3525, 3506 and 3531.

I returned to the office and told Mr. Hill that I was still alive and inquired of any train activity. He said a crew would be called at noon to take those engines and 50 Auto Racks up the canyon.

I began thinking that this might be the best chance I would ever have to ride a WP drag up the canyon before the pending merger. I returned and informed my friend of the idea and packed my knapsack, camera and jacket and headed for the string of Auto Racks shortly before noon.

At mid-train I chose to ride on AT&AF No. 88547 and stayed down out of sight as much as possible.

We finally began moving at 4:00 pm, crossed over the Feather River and soon came to a stop. A few minutes later I was surprised to see our power as it came back down and out of sight. I immediately realized we had been set out on a siding.

I thought, Oh well, so much for the ride, got



David "Fritz" Elems works on a part for the steam crew on 12 May 2018.

–Greg Elems Photo.

down and began walking back to Oroville and soon saw the Conductor coming toward me. I jokingly said "a fine bunch of guys you are to drop me off away out here." He replied, "Don't worry. I saw you back there. We'll take care of you. When the power comes back up from around the corner get up on the last unit" I promptly thanked him for his courtesies. I began thinking how lucky I was that the Conductor allowed me this privilege rather than kicking me off his train. (Willing People) I felt greatly relieved to see our power coming back and boarded the last unit as it was going by.

I couldn't get over the fact that this was really happening to me. Here I am sitting in the engineer's seat of a locomotive going up the canyon. It just doesn't get any better than this! (Yes it does)

About an hour later I thought it would be nice to go up to the lead unit and get acquainted with the crew. (The devil made me do it) Bill Reed was the engineer and we soon became friends when he learned of my interest in the WP.

He told me that he lived in Portola and was hired out by our mutual friend Mr. Mel Graham and our train was the WPE (a Peddler Freight). We didn't pick up anything until we arrived at Sloat for a couple of Wood Chip cars on our way up to Portola. By then it began to get dark and he radioed ahead for their dinners and reported that he was going slow because the Head Light was not working.

At that point I knew I was pushing my luck when I asked Bill what my chances might be to go further east when we arrived at Portola. He said that he would speak with his replacement and the "proper words" I should use in any future crew changes. We met with the new crew and it was OK for me to stay in the last unit and to stay down out of sight whenever going through towns. (Now I was really cranked up!)

It was getting cold so I turned the heater on. I was having the time of my life enjoying all the comforts of home, sitting in the engineer's seat with the window partially open, running at the advertised speed and listening to our Nathan M-5's at the crossings. Suddenly smoke came

pouring in as we entered the Chilcoot Tunnel and I began choking before I could close the window. (Big surprise!)

When we reached Winnemucca I got down out of sight when I saw a man as he was checking the water level in each of our units. We soon left and got into Elko at 4:00am. They tied the train down and we then went into the Crew Shack. Not having dinner last night I was satisfied to buy a candy bar at a vending machine and the crew was soon gone.

Soon a man entered and really put me to the test with a barrage of various questions as he had never met me before and loved to talk. I was struggling at times to provide suitable answers to his questions and was greatly relieved when the new crew came in. Once they were prepared to leave we all walked out together and I climbed up into the last unit without saying a word. I remained there and finally got some sleep before getting into Wendover, and when leaving Wendover I was extremely happy that I was about to complete my trip to Salt Lake City – all made possible by those wonderful WP guys.

We were soon rockin' an rollin' doing the advertised speed and the Sanding light began flickering on and off so I decided to use that as an excuse to meet the engineer. I held tightly to the railing all the way up to the lead unit because the trackage in that area was extremely rough. The Engineer, Bob Smith, and his Fireman were both totally shocked to see me when I opened the cab door. Apparently when we changed crews at Elko nothing was said about me riding in the last unit.

I began telling him about the Sanding light in the last unit, introduced myself and explained why I was riding in their last unit. The Engineer appeared quite apprehensive at first and I'm not sure to this day if he was serious or kidding me when he told me he thought I was a company spy sent to check him out. When he recovered from the situation he introduced himself as Bob Smith and lived in Sandy, Utah, and was known as "Iron Jaws" by the members of his union.

He became sincerely interested when told of my trip originating at Oroville and we laughed

about the “Iron Jaws’ thing and had a great visit. At one point he told me (Quote) “When we get to Roper, you stick close to me and I will take good care of you. When the Taxi comes to pick us up, you get into the Taxi with us”.

On our arrival at Roper Yard April 27, 1980, the Taxi came out for the crew and took us to the office. I waited until Bob came out of the office and we then “went for Beans” and exchanged our names and addresses. We returned to the office area and he told me to wait while he was making arrangements for my return trip to Oroville.

When he came out he said: I have some good news for you – You’re going back on the “Ford Fast”. I replied are you kidding me? He said no, the “Ford Fast” was next out. I thanked him for his many courtesies and friendship before he left and I waited there until “train time” and joined the crew as we headed out to the bright and shiny set of four UP SD-40’s heading up the “Ford Fast” and climbed up and into the last unit.

After leaving Salt Lake City I began thinking that THIS was Western Pacific railroading at it’s best – a high priority train, a WP crew, nice comfortable cab, beautiful music from an EMD 16 cylinder unit, and sailing on WP rails. The only thing different was the sound of the “Bull Horns” rather than the WP’s melodious Nathan M-5 chimes. Also, I was sure we were running on time because there were no delays whenever we changed crews.

As we neared Reno Junction I closed the windows at the moment we entered the Chilcoot Tunnel. After we passed Chilcoot I knew I was soon coming to the end of my adventure. I left my cab and walked up to the lead unit and had a brief visit with the crew and thanked them for a great trip. We had no time to exchange names as we arrived at Oroville in the last afternoon of April 28, 1980, and I promptly got off with the crew.

I walked to my friend’s home, apologized for my absence, and told them of my enjoyable visits with the engine crews and exciting experience, enjoyed a fine Italian dinner, thanked them for

their hospitality and left for home.

On following trips to Portola, I visited Bill and Jan Reed in their home. One time he said he needed to purchase a new Railroad Approved Watch and if I was interested, he would buy one for me too.

I was more than happy to pay for mine and proud of still wearing it every day in remembrance of all those truly “Willing People”: Mel Graham, Al Hill, Norman Holmes, Bob Larson, Bill Reed and Bob Smith and the pleasure of their friendship, although Mel Graham, Al Hill and Bob Smith have since passed away.

Yes, I remember Western Pacific and it’s Willing People!

WPRM Steam Dept News

– Roger Stabler, Steam Dept CMO

The Spring work week was very successful with many of the outstanding tasks getting completed and some of the more technical work getting closer to completion. The week culminated with the Light the Fire dinner.

I arrived at the museum a week early to get some prep work completed on the WP165 before the rest of the team showed up. The week did not go as planned as there were several items at the museum that needed attention so the museum could be up and running during the steam work week.

I did manage to get the lower cab floor installed in the 165 as well as some prep on the rear tube sheet. Hank Stiles showed up to help for the full two weeks, Hank put all the brake rigging back on the tender, made up some new air brake hoses for the tender and spent most of the steam week re-conditioning the steam valves in the cab.

Bob Sims and Kirk Bair worked on the oil tank for the 165 as well as the sand box. Kirk and Bob also moved a lot of the material from various storage spots at the museum to the shop to get them ready for installation.

I painted the primer on the oil tank and had planned to paint with a finish coat the next day but the spring weather changed and painting will have to wait for better weather.

Mike Giarritta showed up during the steam week and spent most of the time lapping the throttle joint ring to finish it for installation to the dry pipe.

Don Nelson helped out as needed moving material for the steam crew.

Erik Olson and Channing Walker came in on Thursday and Friday and worked to complete the welding of the 24 crown stays in the fire box.

I had to wait to work in the firebox until Channing was done so I did not get started on the tubes with the roller until Friday afternoon. I was able to roll about half of the rear tube sheet, so the flue time clock has now started on

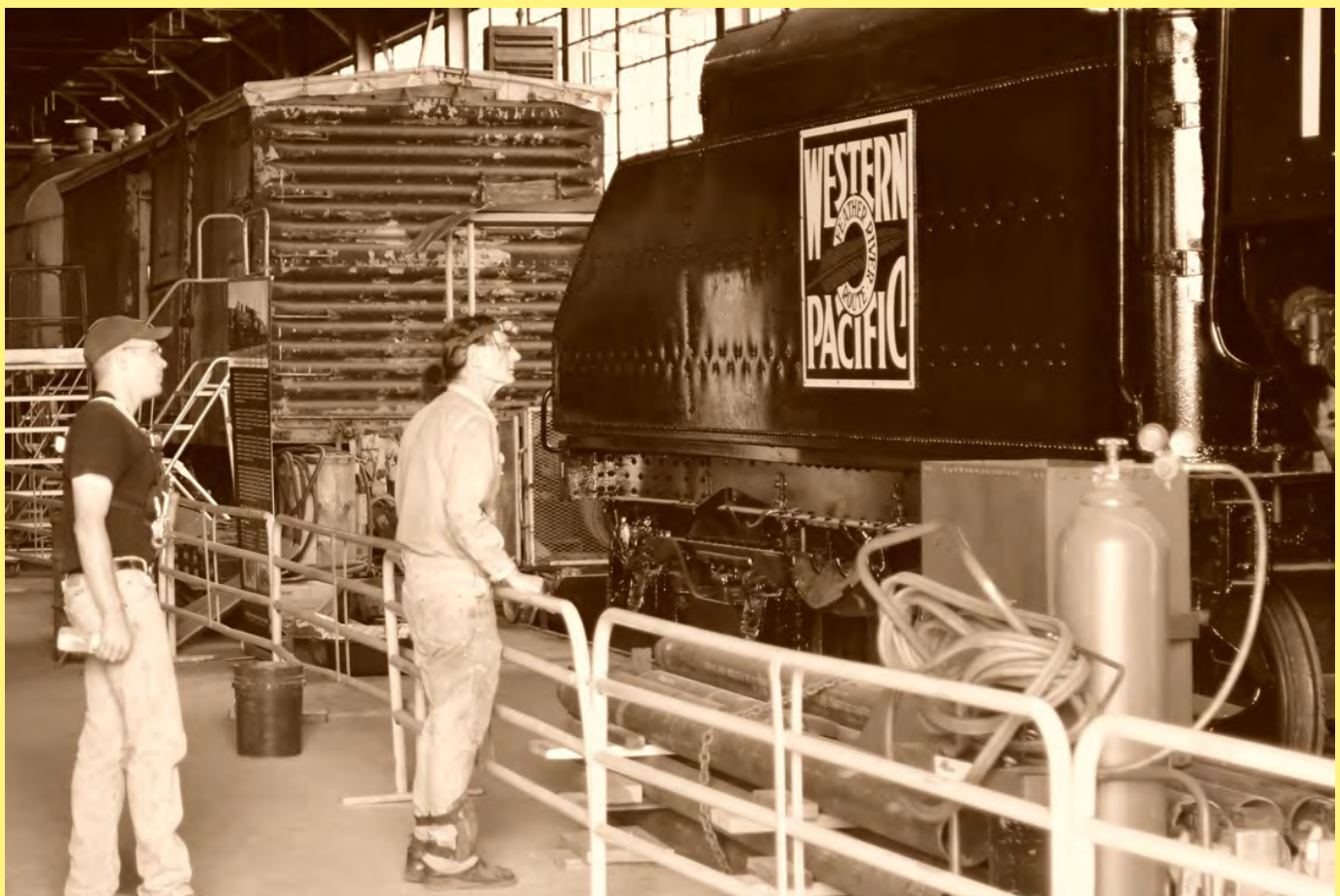
the 165.

David Elems was able to machine the last staybolt needed to complete all the staybolt work on the engine.

We will have to modify the dome lid standpipes for the safety valves and have an adapter ring machined to mount one of the safety valves.

I wish to thank Steve Lee and Doyle McCormick for a most enjoyable evening in support of the WP165.

Though we now have the funding on hand to get the engine back together and steaming, we can always use more funding for the finish work of lagging and jacketing the locomotive, as well as all of the material needed to keep the engine running. Thank you for your support of this project.



David "Fritz" Elems and Bob Sims discuss the finer points of reinstalling the wooden floor in the cab of the 165.

—Greg Elems Photo.

Board of Directors Meeting June 2, 2018 – 1:00 PM

President Steve Habeck called the meeting to order at 1:20 PM

Attendance

The following Directors were present:

Charlie Spikes Matt Elems – phone
Kerry Cochran Greg Elems
Steve Habeck Eugene Vicknair
Roger Stabler – phone, arrived 1:43 PM

7 directors present, 2 empty seats – Quorum achieved.

Guests present:

Janet Steeper David Elems – Asst. CMO

Correspondence

Vicknair – Contacted by new owner of WP wood caboose 641 in Monterey for historical info. Also received several archive / history requests recently. More thank yous / compliments on convention.

David Elems – Contacted by guy bringing small engines to Portola RR Days. Seeking dates and coordination info. David to follow up.

Consent Calendar

Approval of the minutes of the May 2018 BOD Meeting

Motion 06-18-01

Approve the minutes of the May 2018 BOD Meeting as presented.

Vicknair / Cochran. Aye – 6, Nay – 0, Abstain – 0. Motion carries.

Old Business:

none

New Business

none

Good of the Order

President's Report

- Written report provided
- Discussion of Central Coast trip in October.

Financial Reports

- Reports provided
- Discussion on fuel and lube oil deal with Hunt

and Sons, undercutting current supplier.

Director's Reports

- *Spikes* – Inspection Car 23 operational - written report provided.

Event Reports

- *2019 WP – PCR Convention* – written report provided.
- *Light the Fire WP 165 Fundraiser* – written report provided.
- *May Work Weekend* – written report provided. Compliments coming in on how good the museum is looking since the work weekend.
- *Labor Day Collectible / Equipment Event* – written report provided.

Department Reports

- *Webmaster* – written report provided. Many positive comments coming in on audio tour.
- *Historical / Archives* – written report provided. Several articles have been received for the *Headlight*. Working on reprint of 17-18. Dealer sales for *Headlight* is being revamped. Board agreed to stock RGMHS Prospector. Kerry Cochran and KC Dunn to set up details.
- *General Superintendent* – written report provided.
- *Funding* – written report provided. Discussion concerning ADA grant options and projects. Discussion on using welding persons from college in Redding.
- *RAL Ops* – written report provided. Discussion on reporting and projected RALs.

Committee Reports

- *Election* – written report provided.

Legal / Insurance Report

- Still waiting for UP to pr Steve Habeck received addendum to liability policy with correct rider.
- D&O insurance policy with Philadelphia canceling on August 28, willing to renew for higher premium. Adding new exclusions.

Safety Report

- Last Saturday female visitor slipped on stairs to dock. Incident report completed. Visitor was calm about whole event. EMS assisted. Steve Habeck suggested we put caution tape around wood PFE reefer.
- WP GP7 708 cab is off limits until repairs can

be made to windows.

- Looking at time for Safety Committee meeting. Likely July 14.
- Discussed crane dates for GP30 lift. Tentative plan for doing crane work week before July 14.

Public Comments

- *Kerry Cochran* – Has heard a lot of stuff the last week he has been here. Has heard a lot of compliments for KC Dunn in store. Impressed with KC's work and activity. Jean's work is also improving.
- *Ann Morningstar* complimented the clean-up crew and the overall appearance of the museum before the meeting.
- *Greg Elems* – Presented two large format prints of WP GP7 707 and WP FP7 805-A. Has printed several copies to sell as posters. Discussed selling as roll posters and / or as framed prints. Discussion of cost and set-up. Consensus direction given to proceed. Discussed offering for

discount pre-sale to generate money for ordering.

Notices

- Membership Dinner and Annual Meeting on June 2

Closed Session – requested by Director Vicknair and Director Spikes – 2:33 PM – 2:51 PM

- Business Issue – Museum Cooperation
- Legal Issue – Social Media Liability
- Legal Issue – Meeker vs. FRRS and Vicknair

The Board heard a report on a Business Issue – Museum Cooperation. Consensus direction given, no reportable action taken.

The Board heard a report on a Legal Issue – Social Media Liability. Consensus direction given, no reportable action taken.

The Board heard a report on a Legal Issue – Meeker vs. FRRS and Vicknair. No reportable action taken.



Hank Stiles works on valves in the cab of the WP 165 on 12 May 2018.
—Roger Stabler Photo.



TOP: Loren Ross was engineer for caboose trains on 8 July 2018.
BOTTOM: Brakeman Ed Powell rides the QRR 1100 back around the balloon on 8 July 2018.
Greg Elems Photos.



TOP: Kerry Cochran was conductor on 27 May 2018 for the caboose trains. He is seen here as the train backs into the loading platform after the 1:30pm run. The recently repainted SP 4706 continues to be a popular attraction on the caboose train. Matt Elems Photo.

BOTTOM: Bil "1L" Jackson sits in the QRR 1100 as Fireman between runs on 8 July 2018. 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)

Renew or change your information on
 the FRRS website! Go to:
<http://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 and 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
 - Children 3 and under... free
 - Family... \$20.00
- (2 adults plus any related children 18 and under)

Admission and Train Ride tickets are good all day.

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

Train Rides

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

Cab Rides

- Adult 19 and over... \$20.00
 - Youth 4 - 18... \$10.00
- 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 Editor Matthew Elems 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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917D under-going a load test on 8 July 2018, pulling the QRR1100 and 4 GPs. Here we see 917D starting to pull at the pedestrian crossing looking like she did on the San Jose Turn. Greg Elems Photo.