



THE  
**TRAIN SHEET**  
News from the Feather River Rail Society



*Preserving "THE FEATHER RIVER ROUTE"*

Issue - 184

January/February/March 2020

***From the Feather River Rail Society and Western Pacific Railroad Museum:  
Our Museum is Closed until Further Notice***

As much as we would love to be full-steam ahead for the start of the operating season, Feather River Rail Society/Western Pacific Railroad Museum--like many other non-profit organizations across the state and nation--is in a waiting game to find out when our new normal will begin. We're all anxious for the day that we can once again take in the sights and sounds of the museum.

You may not realize it, but when you pay your admission fee and/or buy a ticket and take a ride on our Caboose Train or make a purchase in our Museum Store, you are helping to fund programs of the Western Pacific Railroad Museum.

These are our primary fundraising avenues and due to the shutdown caused by the outbreak of COVID-19, we are experiencing major funding shortfalls. We are very fortunate to be supported by hundreds of dedicated volunteers that lead museum tours, provide high-quality interpretation, maintain our locomotives and passenger cars, and keep our railroad operations running.

With a volunteer core dominated by those in the most affected age group, our internal resources have dwindled, and your support is critically needed. Please consider making an additional donation today which will support our programs.

You can donate online on the society home page [www.WPLives.org](http://www.WPLives.org) or on the "Make a Donation" page under the About Us pull-down menu or by sending a check to:

Feather River Rail Society  
PO Box 608  
Portola, CA 96122

With sincere appreciation,

Kerry Cochran

General Superintendent, FRRS/WPRM

**Watch the society website, [www.WPLives.org](http://www.WPLives.org) for the latest updates**

**-THE TRAIN SHEET-**

Issue 184 - January/February/March 2020  
 Published April 15, 2020  
 News from the Feather River Rail Society and the  
 Western Pacific Railroad Museum at Portola

Editor - Paul Finnegan  
 Email: trainsheet@wplives.org

Contribution Deadlines: Last Day of March, June,  
 September and December.

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

PO BOX 608, Portola, CA 96122-0608

Museum Phone: (530) 832-4131  
 Fax: (530) 832-1854

**Normally museum is open:**

April: Thursday - Sunday

May - September: Daily

October: Thursday - Sunday

Hours: 10 - 5, weather permitting.

If you wish to visit during the closure period, it is  
 advisable to call in advance  
 and find out if the museum will be open.

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

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

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

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

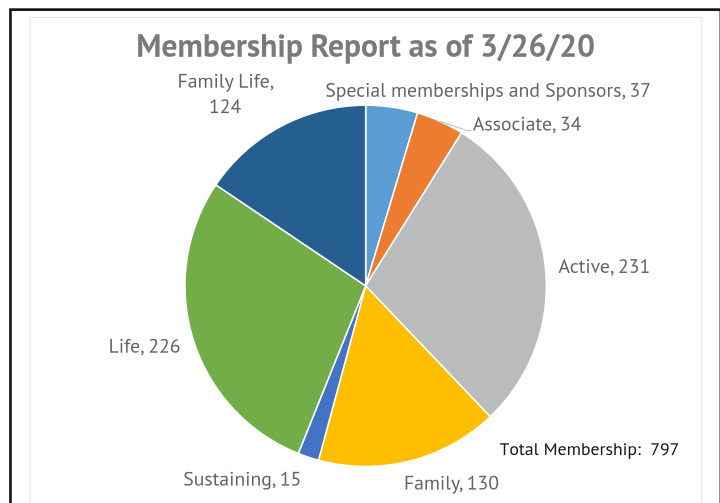


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**- WEB PAGES of INTEREST -**

FRRS Official Site	www.WPLives.org
CZ Virtual Museum	calzephyr.railfan.net
California Zephyr	californiazephyr.org
Western Pacific Pages	www.WPLives.com
WP Virtual Museum	wpmuseum.railfan.net
Tidewater Southern Pages	www.TidewaterSouthern.com
Central California Traction	www.trainweb.org/tractionco

**President's Pin***- Greg Elems*

Hello fellow WP aficionados,  
 We have before us a difficult season. COVID-19 has effectively shut down the country. As you probably have seen on our webpage we are closed 'til further notice. We will have to decide what we are going to do once the shelter in place order is lifted. I suspect even at that time large gatherings will still be restricted. Social distancing will probably be a strongly suggested action 'til next year.

The board has decided that our volunteers and visitors must be kept safe. Regretfully that means the gates will remain closed to the public for a while and only limited volunteers allowed to come and work at the museum. This isn't to stop volunteers from coming, we just need to adjust how we do things. Should you want to volunteer and want to stay in the Edenwold, make reservations as usual. If you do come, we ask you to be as self-sufficient as possible. Face masks and gloves are on short supply here as well as the rest of the county. We do have some cleaning supplies but replacing them is problematic at this time. So, please, bring your own masks and gloves as well as some cleaning supplies to help clean the sleeper and lounge car.

Work to be done will need to be planned out so we can keep the social distancing. It won't stop grounds clean up, for fire safety. Track work will continue as we can get people to help. Locomotive maintenance will be scheduled through David Elems. Under his direction, we hope to keep everyone safe and still get the work completed.

Roger Stabler has a core steam crew lined up for work on the WP 165.

The Run A Locomotive program will be on hold for a while. Keeping our RAL engineers well and

the public safe is foremost on my mind. Unfortunately, that will cut into our earnings that we depend on for keeping the museum open. If we do offer RALs this year it probably will be later and greatly depend on several things, engineer availability being just one of the items. The State of California's current recommendations on group size and group gatherings will have to be considered. Availability of cleaning materials and supplies to properly take care of the cab environment, before, during and after the RAL will factor into how we run the program.

Crew training, the in-person portion, has been postponed. I know hours are needed on a yearly basis for keeping your crew status, but if you aren't able to get any, we are working on a plan for that. Having said that, we will still need to make some equipment moves as we cycle things through the shop. At this time, I'd like to say we can try to put out some advance warning on these moves. With fewer days of work taking place a mid-week move or two will take place and we'll have to decide at that time if the moves will be done or postponed until the weekend. We are not trying to keep anyone from the operations, just making the best use of our time.

Another concern I have is our at-risk volunteers. Nearly everyone fits that parameter, fact of life, I'm afraid. Also this brings up the fact that we need to work on attracting more young members to come and volunteer. If you have ideas in that area, I'd love to hear them.

As always, I want to thank our volunteers and members for your support.

Keep an eye on the web page, as our webmaster will keep our status updated as we fine-tune our actions.

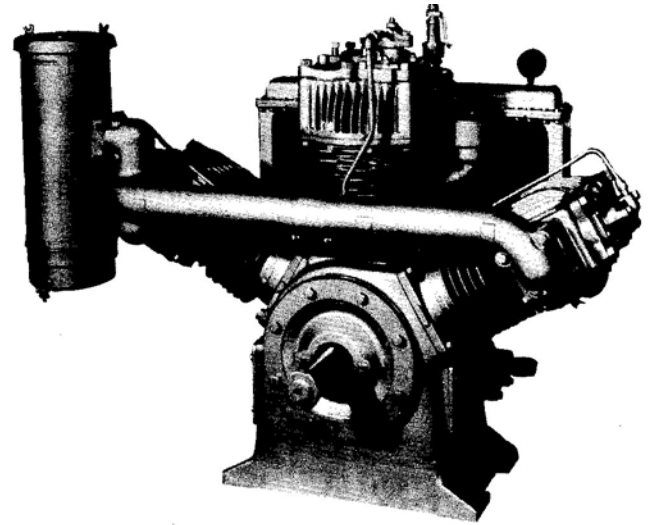
Greg Elems  
 President FRRS

**What the heck is a COMPRESSOR?**

- WP Operating Department Training Manual - 1974

On most Diesel Locomotives, air is compressed by a two-stage reciprocating air compressor driven directly off the crankshaft of the diesel engine. The compressor is running all the time the engine is running but compresses or pumps air only on demand by the compressor controls or governor. These controls are set to start the compressor pumping when main reservoir pressure drops to 130 lbs. and to stop the pumping (to unload the compressor) when the pressure reaches 140 lbs. The compressor control system on a modern locomotive is an electro pneumatic system with pressure switches and magnet valves in addition to the actual unloaders. This is done so that the compressors in multiple unit locomotive consists can be synchronized to equalize pumping. In two-stage compression, the air is first drawn through the intake filter into the low pressure cylinders where it is compressed to approximately 40 lbs. pressure. From there the air passes through the intercooler to the high-pressure cylinder for final compression. Cooling during compression is important. Since the air is heated by compression, if we were to allow all the cooling to take place later in the system, we would have to compress to a higher pressure, as the pressure would drop as the air cooled. Air compressors are of two types as far as cooling is concerned – air cooled and water cooled. Later model locomotives have water-cooled compressors wherein engine cooling water is circulated through the compressor and intercooler for more efficient cooling and consequently more efficient compression.

Since the air compressor is the source of the stopping energy of the air, obviously a single unit locomotive cannot be operated safely with an inoperative compressor. A multiple unit locomotive may be operated with an inoperative compressor since air from the other unit is fed to the affected unit through the main reservoir equalizing line. In all cases, the engineman must assure himself of proper compressor operation by frequent observations of main reservoir



*Three Cylinder – Two Stage Air Cooled Air Compressor*

pressure. This pressure will normally be between 130 and 140 lbs., but may drop slightly lower during heavy usage of air in charging train brakes or using auxiliary air devices. In any case, the main reservoir pressure must always be at least 15 lbs. greater than the brake pipe pressure.

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**Things Around the Museum: LOED 534A  
Material Handler**

In June 2011, Charlie Spikes announced at the FRRS Board of Directors Meeting that he had been in contact with George Pimpl, the owner of Reno Fork Lift. George and Charlie are old friends. Their families lived on the same block in Sparks, just a few doors down from each other. George is a model train enthusiast and has three railroads in his office at RFL. He came to see 3985 on its last trip to Portola. While there, Charlie asked him to give us an estimate for a good used forklift at the request of Rod McClure. George said he was a big fan of the museum and he would take care of us. Later when Charlie went in to pick up a new clutch assembly for big white, George took him outside and showed him the Loed (shooting boom) and said this one would be donated to the museum as soon as he could get a back haul from the Portola area. A year and a half or so later, RFL came out to pick up a rented forklift and brought the shooting boom for us.



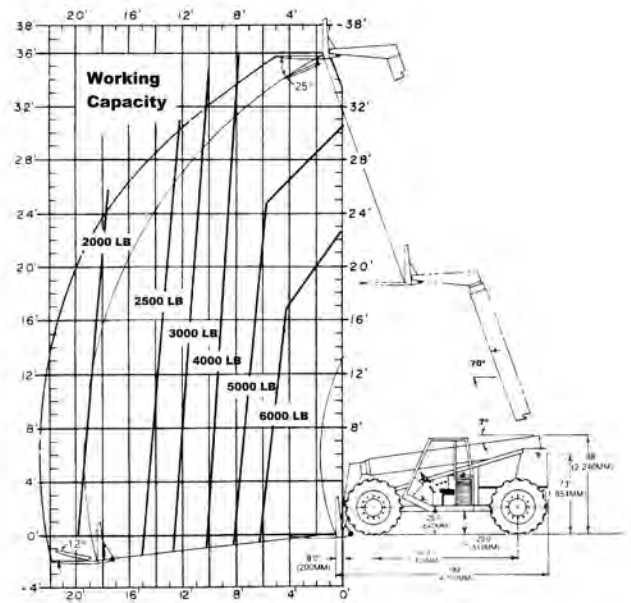
*LOED 534A Material Handler  
- photo by Paul Finnegan*

George has since retired and his daughter Mindi now runs RFL. Mindi was as big of a part of the donation as her father was. The unit is very valuable to us and we use it for many jobs around the museum. It was very generous of George and Mindi to donate it and we are very grateful to them.

David Elems estimates its manufacture to be between 1973 and 1977, but cannot pin it down more than that without better records of the build dates by serial number, of which he has not found online. It was originally built with a Cummins 555 diesel engine, which was upgraded to the Cummins B3.9C that is currently in it; the upgrade had to have happened after November 1998, as that is when the current engine was manufactured. David's best guess would be that the engine swap happened in the mid to late 2000's.

There are still a few minor issues to iron out on it. David has trained some members on its safe use and further training on it will happen once proper operating procedures can be documented for it based on its "current" condition and the conditions of our site.

The Mechanical Department has a set of manuals for the Loed that are available in the Mechanical Department Library on the Mechanical Department webpage.



*- photo by Kenneth Finnegan*

**WP 1503 Dedication**

We plan to have a celebration at the museum to recognize the restoration and return to service of WP's last switch locomotive, WP 1503. The date is to be determined.

The society is proud that after an extensive cosmetic and mechanical restoration, she is returning to regular service at the museum this summer.

Plans for the celebration include an after-hours BBQ for members and guests, a run of the locomotive and then a special "blue-hour" photo session. Watch the website for more details for the date and come join the celebration and relive a part of history.

## March 2020 Election Committee Report

DATE: March 5, 2020 – 1400 hrs.  
FROM: Matthew Shuman – 2020 FRRS Election Committee Chair  
SUBJECT: March 2020 Election Committee Train Sheet Article



Dear FRRS Membership:

As you may be aware, the nominations for the 2020 FRRS election season are now closed and there are four (4) qualified candidates: Kerry Cochran (incumbent), Greg Elems (incumbent), David Epling, Charlie Spikes (Incumbent).

Three Candidate Statements were submitted to this Election Committee and have been approved by the FRRS Board for inclusion into the Ballot mailings.

There were no candidate withdrawals by the March 2, 2020 deadline, so this Election Committee has started the ballot mailing process with the printer to make the April 20, 2020 ballot mailing deadline which we expect to have done early. Please see the FRRS Elections page at [https://www.wplives.org/news\\_items/2020\\_election.html](https://www.wplives.org/news_items/2020_election.html) for additional information and deadlines.

This has been a quiet election process thus far. Your Election Committee is on time and schedule and you should be receiving your ballots well in advance of the April 20<sup>th</sup> ballot deadline. Only paid members as of February 28, 2020 will receive ballots.

If you have any questions about the election process, please feel free to contact your Elections Committee at [election@wplives.org](mailto:election@wplives.org).

This committee would again like to acknowledge the efforts that our webmaster & *Train Sheet* editor, Mr. Paul Finnegan, for his hard work and countless hours he puts into the organization's website and publications, especially of the elections and its processes for the Election Committee. Thank you again Paul, from the 2020 FRRS Election Committee.

I would like to thank my co-chair, Ann Morningstar, and my clerk, Debbie Shuman, for their continued assistance and support during these election processes.

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

Sincerely,

Matthew S. Shuman - FL 1948  
FRRS 2020 Nomination & Election Committee - Chair  
[election@wplives.org](mailto:election@wplives.org)  
FRRS 2020 Nomination & Election Committee  
4536 Meade St.  
Shasta Lake City, CA 96019-9309

FRRS 2020 Election Committee Members:

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

**Departure: Oden Lorimer (Odie Coyote)**

- Kerry Cochran



On Saturday January 7<sup>th</sup>, 2020, we received a message from member David Dodds that Oden Loren

Lorimer, 68, of Lodi, passed away on January 2<sup>nd</sup>, 2020 in Lodi, CA.

"Odie Coyote" was born in Lodi to Loren William Burt Lorimer and Pearl Juanita Lindsey Lorimer on February 17, 1951. He went to Houston Elementary School in Acampo, graduated from Lodi High School in 1969 and from there attended Delta College. He worked for Holz Rubber Co. for 30+ years. Then his "cousin" Claud Brown hired Odie at A.I.M. where Odie worked faithfully in AG Industrial Manufacturing as an Electrician, Special Projects until the very day God took him home.

Odie was a member at PRM/WPRM and he used to do the cooking at Winterail in Stockton when they would sell burgers, hot dogs and chicken sandwiches.

Odie LOVED trains and was a member of the Portola Railroad Museum and many others. His list of achievements are too numerous to mention and Odie's honors and awards more than you can imagine, all of which are stored up for him in heaven.

Memories from Steve Habeck:

He hailed from Lodi, and he was an early and frequent volunteer at the museum in the very early days. He was a great artist, and created the WP heralds for the nose of the 921-D, and those on the 512, among other things. I have vivid memories of working with him for several days (and evenings), re-decking the Vista Flats in the dark shop building (at the time, we only had 120-volt power at the outlet above the electrical chaseway below the big disconnects). He was with the group that provided food at Winterail in

Stockton for many years. He was a big man, with a bigger heart.

Odie was very active at the museum in the early days as can be seen in several of the early *Train Sheets*.

Odie was a great artist and he painted WP nose heralds for the 805A, the 921 and some of the work on the 512. He worked on several pieces of the rolling stock at the museum with several other members.

Odie was a life member of the society, we all will miss him.

**Western Pacific Railroad Museum****2020 Fares****Admission (all day):**

- o Adults 19 -64: \$10.00
- o Youth 5 – 18: \$5.00
- o Child 4 and under: free
- o Senior (65 and up) and Active Military: \$8.00
- o Family (defined as 2 adults plus any related children 18 and under): \$25.00
- o Group admission (12 or more): \$10.00 each but visit includes docent guide

**Train Rides (all day):**

- o Adults 19 -64: \$4.00
- o Youth 5 – 18: \$2.00
- o Child 4 and under: free
- o Senior (65 and up) and Active Military: \$4.00
- o Family (defined as 2 adults plus any related children 18 and under): \$10.00

**Cab Rides (one run):**

- o Adults 19 -64: \$20.00
- o Youth 5 – 18: \$10.00
- o Senior (65 and up) and Active Military: \$20.00

## Modeling the Western Pacific Railroad

- Kerry Cochran

For the WP modeler, I found this article written by Tony Thompson and asked if we could use it for one of our publications. Tony gave his permission to reprint with the following postscript.

*I would emphasize that the kit is definitely not an accurate representation of the WP's 15001-16000 series cars. The model is too tall (not really possible to correct) and has an exterior steel roof which is not correct. Of course a modeler could file the roof flat and put roofing material onto it, which would be right for much of the lives of those cars.*

*But the model as I did it is at least a decent stand-in for those WP cars.*

### How about a simple kit?

I get emails from time to time, essentially asking the question that is today's title. I don't believe that many of my blog posts are about terribly complex projects, but I decided to choose something all could agree is simple, and show what I did. This won't be particularly revealing to experienced modelers, but hopefully will show that even with a very simple kit, there are enhancements you may like to make.

I chose a kit from my modest remaining stash (some years ago I sold, traded, or gave away a large part of my own personal "hobby shop," a possession familiar to many of us). It is an Accurail box car, one specially decorated for Western Pacific by 5th Avenue Car Shops for sale by the California State Railroad Museum. I happen to serve on the Museum's Collection Committee and like to support the museum's activities when I can, so I bought one of these. It is in fact simply different lettering on an existing 4100-series Accurail kit. Currently Accurail markets WP kit no. 4117, with the as-built lettering (shown below).



The car sides and bracing pattern are indeed similar to the WP prototypes, 1000 cars built by Pullman in 1916, numbered 15001-16000. But there are three issues with what you see above. First, you can see the kit's fishbelly underframe, which the WP cars did not have. Second, you can see an outside metal roof, whereas the prototype had an outside wood roof, covered with asphalt roofing sheets. And third, the prototype rode on Andrews trucks throughout its life, not the AAR trucks shown. Finally, in 1947 WP began renumbering some of these cars as 26001-26125 and adding the then-current lettering scheme. Here is a prototype photo of WP 26072:



This image is from Jim Eager's book, *Western Pacific Color Guide to Freight and Passenger Equipment* (Morning Sun Books, 2001), and is a Robert Larson photo taken at Oakland, California in April 1970. You can discern all of the three differences from the Accurail kit that I mentioned above.

As it happens, the Accurail/CSRM kit has exactly the lettering of this prototype photo. Trucks and underframe can be changed to match the photo. The roof would be a bigger challenge to file smooth and add a representation of tar paper, but a few of these cars did get outside metal roofs in later years, so the kit roof could be retained. So I decided to go ahead with this project.

Viewing it just as a kit, this is of course an extremely simple project, the directions for which require only installation of center sills, insertion of brake components into shaped holes, and mounting of a vertical-staff brake wheel. But I did decide to do a few things differently, both in terms of how I like completed kits to perform, and in terms of this specific prototype.

First, I almost always change the Accurail car weight, because I don't like covering the screw holes in the underframe with the full-length weight. I simply use a hacksaw to cut the weight approximately in half,



**Tony Thompson**

A long-time SP modeler in HO and a California native, Tony Thompson is interested in SP history, and has published both magazine articles and books on this subject. He wrote the modeling column in the SP Historical and Technical Society's magazine, Trainline, for 25 years, and served five years as the Society's President. He is retired from a career in university teaching and research, as a materials scientist interested in mechanical properties of materials. For more, go to: <http://www.signaturepress.com/authors/awt.html> . He is a partner in Signature Press book publishing. To see their books in print, go to [www.signaturepress.com](http://www.signaturepress.com) . Visit Tony's blog at <http://modelingthesp.blogspot.com> to learn more about him.

then glue the halves to the floor with canopy glue Here is how it looks.



Second, for this car, the prototype did not have the Accurail fishbelly center sill (5th Ave. Car Shops inserted a notice to this effect in my particular kit). You can either cut it down to about 1/8-inch height, or just use 0.030 x 0.125-inch styrene strip. I chose the latter. With brake gear installed but no brake levers or rods yet, it looked like this.



The white additions will of course be painted dark gray.

To install Kadee #158 whisker couplers, I sliced off the post on the underside of the coupler box lid, drilled out the post location, then tapped 2-56 all the way through the box and floor, so I can install the box lid with a screw. For trucks, I used some cast white metal Quality Craft Andrews trucks I had on hand, installing suitable Reboxx semi-scale wheelsets. Last, the brake staff was cut to length, and placed with CA, as was the brake wheel. A coat of flat finish completed preliminaries.



For weathering, I used my acrylic wash methods (to see a thorough description of the method and its uses, consult the "Reference pages" list at the top right of this blog post). I also applied some slight color differences to individual boards, in both the side sheathing and the running board, using artist's "Prismacolor" pencils. Lastly, the usual route cards, reweigh and repack stencils, and occasional chalk marks were added to complete the car.

This is indeed a simple kit, and was enjoyable to complete. I likely don't have as many Western Pacific cars on my layout as I should, so this will be a useful addition to the fleet.

Thank you to Tony Thompson for allowing us to use his article to bring another modeling idea to us.



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## 2019 WPRM Accomplishments

- Kerry Cochran  
General Superintendent



### 2019 WPRM Accomplishments:

- 2019 WP Historic Calendars - were published.
- Steam Department - WP165 is moving along. Accomplishments included: injectors and piping, firing valve, smoke box cover, super heaters and new boiler tubes and filling the boiler for the first test for leaks. Steam crew was very busy.
- WP55069 Reefer Car - The society was able to save WP 55069 wooden reefer car and move it to the Santa Clara Fairgrounds where it is now under restoration.
- 2019 Rotary Run - The first SP208 Rotary Snow Plow event was held March 22nd with a sold out snow plow seats to members and guests got to ride while the snow plow made a few runs around the balloon track.
- WP Historical/NMRA/PCR Joint Convention - We held the annual WP Convention in Sacramento with a special CZ theme, a special 70th Anniversary California Zephyr issue (similar to a Headlight magazine) was published and the CZ Zephyrettes Reunion and Program occurred.
- Community Talks - Eugene Vicknair spoke at several community events in Graeagle, Mohawk Community Center and the Plumas County Museum.
- WP 1503 - Received a new paint job, received new radiators, received some electrical work and returned to train service.
- Graeagle Independence Day July 7th 2019 - We hosted a FRRS/WPRM booth with display and membership information.
- Lionel Train Collectors Club Convention/Meet - In July we hosted 216 people at the museum for tours of the museum.
- Archive Car - The archive car received a new HVAC system. This system will heat, cool and humidify the car to protect our archive material. We received several high profile members photo/slide collections this year. Watch for more information to come as we get these inventoried.
- Congressman Doug LaMalfa - Held one of his Town Hall meeting at the museum.
- WP Celebration - Not to take the place of Portola Railroad Days (there was none in 2019), the WPRM held the first WP Celebration at the museum August 3rd and 4th. This included train rides on the caboose train, guided tours and the Nevada Gunfighters provided entertainment.
- Pumpkin Trains - held in October over two weekends.
- Santa Trains - held in December over five nights.
- SN 1642 - Caboose exterior restoration

### Not to forget our:

Webmaster for keeping our website up to date.

RAL Coordinator and RAL Engineers for keeping the program going

The caboose train crewmembers for their work.

Four issues of the *Train Sheet* were published per schedule.

And ALL the volunteers who help all the time no matter what is taking place.

## 2020 Crew Training and Qualification

Due to recent virus events, the 2020 crew training has been changed.

The two planned crew training classes have been cancelled. The plan for 2020 is:

- 1) Everyone who is interested, signs up for Crew Training TBA.
- 2) This will generate an online rule exam link that they can use to take the rules exam.
- 3) We tell everyone to go through all the online Crew Training Material.
- 4) We generate a new document that the user signs and turns in with their liability release and emergency information form that they certify they went through the training material online. We then file the new document with the rules exam results page and other documents as the objective evidence that they completed crew training for 2020.
- 5) For new members to the operating department, we have them perform the crew training online, take the rules test and then we set-up a date and time to work with them to make sure that they understand the materials, understand the rules and give them some one-on-one training.
- 6) All crew members will have to present their qualification cards to the supervisor on duty to be checked and recorded on the annual qualification sheet.
- 7) Any Engineer that needs a recheck with the DSLE, will need to contact the DSLE and make arrangements to have the check performed.



## WP 512 Project Goals

- David Elems, Acting CMO

*The mechanical work on WP512 will be broken down into stages. Hopefully by concentrating on one or a few things at a time we'll be able to maximize our effort.*

### WP512 Work Stages

- 1) Finish cleaning and degreasing engine room, engine block etc. Inspect auxiliary drives; pulleys and belts, drive shafts and couplings, all associated bearings, etc.
- 2) Filters & strainers: Replace or clean all cartridges and elements. Cunno strainers/filters will need special attention.
- 3) Pre-lubricate engine: Various side covers will need to be pulled as well as all rocker box covers for visual conformation of proper oil flow. Check all oil lines for cracks, replace any bad/petrified hosing prior to pressurizing system. Oil lines will need to be observed for leaks.
- 4) Inspection of engine & components: The engine will be barred over several revolutions; crankshaft deflection will be checked at this time as well as backlash in all gearing. Visual inspection of connecting rods, cylinder liners and under side of pistons, and camshaft will need to be made. Push rods and rockers will be checked for proper adjustment. Inspect condition of main crankshaft bearings and connecting rod bearings. Thrust clearance of crankshaft will need to be checked. Pull injectors for later qualification and access for inspection of piston crowns and upper portions cylinder liners.
- 5) Inspection of fuel system: Qualify injectors and reinstall. Inspect all fuel lines for cracks and loose connections. Inspect injector pumps and verify timing. Check system for leaks with system primed and auxiliary pump running.
- 6) Cooling system: Inspect all lines and hoses for cracks, loose fittings, signs of prior leaks etc. Replace any hoses that are petrified. Clean out radiator cooling fins of dirt and grime. Fill and pressure test cooling system, watch for leaks in lines and on engine block.
- 7) Complete all remaining items from the Annual Inspection form that weren't covered by the stages listed above.
- 8) Wheel work.

**Membership Spotlight - Frank Brehm**

- Frank Brehm

I have had a fascination with trains for as long as I can remember. My grandmother worked for the Southern Pacific in Bakersfield during World War II and my uncle worked for them during the fifties and sixties as a surveyor. As a youngster my mother was very understanding (i.e., put up with me!) when it came to my fascination with trains during my formative years and spent many hours sitting trackside while I watched trains do what trains do. More than once she pulled the car to the side of the road so I could watch a freight or passenger train pass by. My wife would swear to you that I have not outgrown that fascination.

My interest in railroads continues today with encouragement from my wife and sons who have supported me in my endeavors with railroad related activities. Without this support, these pages would not be here today. I chose firefighting as a profession with 30 years of service. Three years were as a resident firefighter at Citrus Heights and the remaining 27 years with DOD, most of which was at McClellan Air Force Base right up to its closure in 2001, at which time I retired as an Assistant Chief. I was also certified as a California Hazardous Materials Specialist with extra training on rail tank cars. I hold life membership #1073 in this great organization, the Feather River Rail Society.

In May 1996, after a trip through Feather River Canyon, my wife and I visited the museum during which we became family members of the FRRS. The next year I became a life member. Since that time, I have made many friendships and have participated in many activities associated with the museum and the society.

Over the years I have been a director, vice-president, editor of the *Train Sheet* and *The Headlight* and have also participated in many work weekends at the museum. Besides track work, track work and more track work, I remember fondly a few special events I helped with, they are; planning the Railfan Photographers Day 2003 with Gail McClure, assisting in the negotiation, planning and movement of equipment with Western Railway Museum culminating in May 2005 when the 917, 712 and other equipment came to



*Frank driving the museum's SP-1 Fire Truck in the 2007 RR Days Parade.*

- photo by Gail McClure



Portola, what a couple of weeks that was. I also participated in all of the off-campus trips to Truckee, Colfax, Reno and Dunsuir. Sadly one project I was involved came to a halt when the old WP hospital was destroyed by an arsonist on September 7, 2011. At the time plans were being formulated for rebuilding and preservation of the structure.

Although my time lately has been limited and visits to Portola have not been as frequent as I would like, I am still very much involved, specifically with the archives. Many hours have been spent scanning items for electronic storage and retrieval, cataloging items and assisting with planning of a computer system for use in the Arthur Walter Keddie Library when opened.

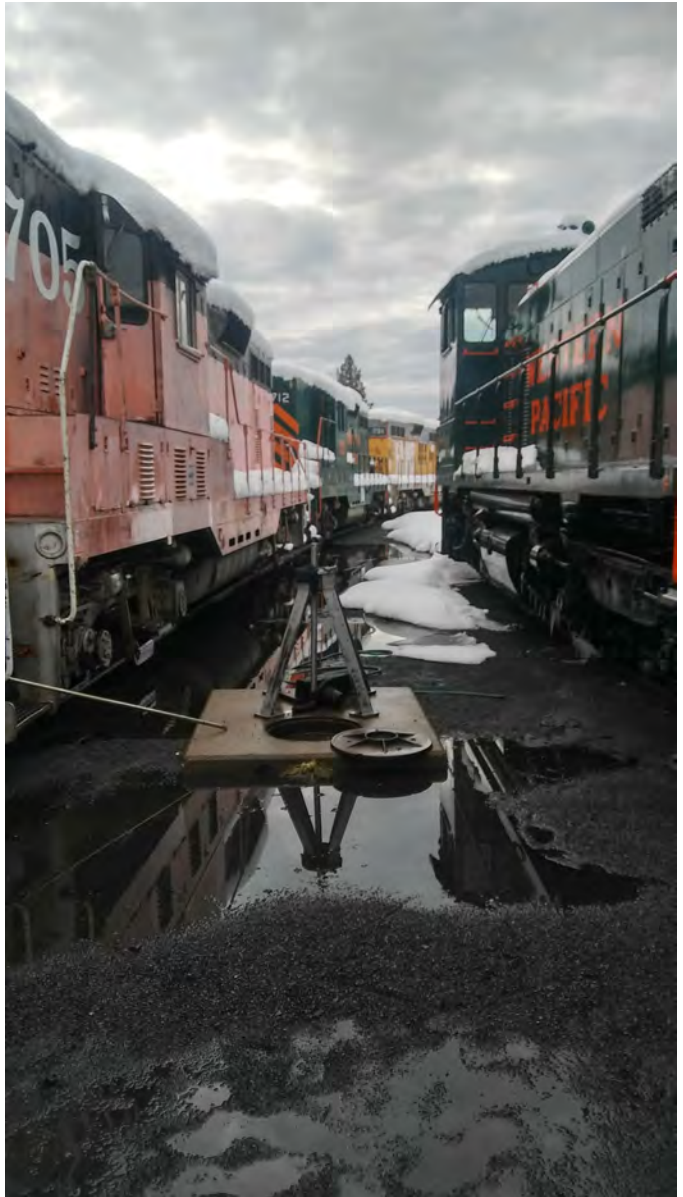
**Flood & Fire**

The big water riser on 3 Rail by WP 1503 went out of service on January 17<sup>th</sup>. Ethan Doty had to temporarily shut off the main water valve in order to shut off old faithful so he could get into the vault underneath without getting soaked in 36 degree weather.

The photo is the water flood after he had gotten the water turned off, so it had receded a little at that point.

Ethan says he heard it when he went to see if the backhoe would start easy to make a quick plow job since the snow was just powder. He hadn't intended on being at the museum that long to start with. Oh well, life in Portola.

Then on Wednesday night, February 26/27, 2020, WP caboose 646 was damaged by fire, cause unknown and is under investigation. The caboose was outside the museum fence line next to the UP MOW track.



- photo above by Ethan Doty  
WP 646 on the morning of 2/27/20  
- photo left by Greg Elems



**Catch the Early Train!**

*Get your Train Sheet by email and you will get it before the post office even receives it and it is in COLOR!  
(and you save the FRRS money too!)*

*Send an email requesting email delivery to **membership@wplives.org** with your name and email address.*



**FRRS Website 2019 Update**

- Paul Finnegan, Webmaster

In addition to keeping the website current and up-to-date, I continued to enhance and expand the society's website in 2019. Some of the bigger items are listed below.

- There is a webpage that is a depository for the material related to the FRRS Board Meetings and I added a Google Custom Search Engine to it so a user can do a Google Search on just the board material. Two additional features added to this page were all the material for a specific years grouped together and a cumulative list of reports to aid in a user looking for a specific topic.
- In 2018 I created a proof-of-concept page at teespring.com with a FRRS/WPRM coffee mug. In 2019 I expanded this to include tee-shirts and sweatshirts. In 2019 this produced \$226.58 profit that was credited to the society's general fund.
- Working with Kerry Cochran and Loren Ross, I completed a project that automates the creation of our Operating Department Rule Exam books and supports an online version of the annual rules examination. When a crewmember registers for crew training online, they are sent an email with an invitation to take the rules examination online. After they complete the online examination, it is automatically scored and the crew training records database is updated.
- I worked with Eugene Vicknair and his team to promote the 2019 Rotary Run. I created a news item web page that I updated several times about the event. The page had links to the eBay auction, the ticket sales at eventbrite.com, general information about the event and a brief history of the SPMW 208. The news item web page was viewed 1,174 times.
- I created a new Museum Tour item for the Wig-Wag signal.
- Several of our photo galleries on the WPRM Photo & Video Gallery page have grown and the performance on mobile devices had become very degraded. I re-engineered how the mobile page is created that significantly reduces the amount of data that the page must initially load. For example, for the Painting & Restoring the WP 1503 mobile page, the data downloaded was reduced from 30.35 MB to 3.6 MB, an 88% reduction. This significantly improves the mobile performance. I added a new feature that clicking on the mobile version's photos opens the full hi-res photo so people could download it if desired. I have recreated all of the 57 mobile galleries to use the new methodology.

<b>2018 Top Web Pages</b>		
Total pageviews in 2019 = 149,846		
	Pageviews	%
WPRM Home	27510	18.36%
WPRM Webcam	23646	15.78%
WPRM RAL	6334	4.23%
SN Home Page	4656	3.11%
WPRM-Collection	4952	3.30%
SN Pages	2967	1.98%
WPRM - Archives	2865	1.91%
WPRM Trainride	2808	1.87%
WPRM Locomotives	2580	1.72%
WPRM Visit Us	2449	1.63%
WPRM-Calendar	2141	1.43%
2018 Convention	1800	1.20%
WPRM Steam	1688	1.13%
WPRM Santa Trains	1586	1.06%
Pumpkin Trains 2018	1271	0.85%
WPRM - RAL	1101	0.73%
Train Sheets	989	0.66%

<b>2019 Top Web Pages</b>		
Total pageviews in 2019 = 149,392		
	Pageviews	%
WPRM Webcam	27650	18.51%
WPRM Home	27345	18.30%
WPRM RAL	7414	4.96%
SN Home Page	3353	2.24%
WPRM-Collection	4185	2.80%
WPRM Locomotives	2593	1.74%
WPRM Trainride	2522	1.69%
WPRM - Archives	2430	1.63%
WPRM Visit Us	2226	1.49%
WPRM Steam	1582	1.06%
WPRM Santa Trains	1309	0.88%
Rotary Run 2019	1223	0.82%
Train Sheets	1090	0.73%
WPRM-Calendar	1090	0.73%
Minutes & Reports	947	0.63%
WPRM Museum Tour	926	0.62%
Pumpkin Trains 2019	922	0.62%

**- FRRS Membership -****Yearly Dues**

Associate \$25.00  
 Active \$50.00  
 Family \$80.00  
 Sustaining \$150.00

**Single Life Membership** - \$1800.00

**Family Life Membership** - \$3000.00

**Institutional** - \$60.00 (annual membership for 501(c)3 groups)

Renew or change your information on  
 the FRRS website! Go to:  
<https://membership.WPlives.org>

These are the dues for the duration of one year, with Life and Family Life being a one-time payment.  
 Five year payment plans are available for life memberships.

**Associate** memberships do not have a vote, receive *The Train Sheet* but not the *Headlight* and are for one person only.

**Active** memberships receive both *The Train Sheet* and the *Headlight*, have voting rights and are for one person only.

**Family** memberships receive both *The Train Sheet* and the *Headlight*, have two votes and include two adults and all minor children residing at the same address.

**Sustaining** memberships receive both *The Train Sheet* and *Headlight*, have voting rights and are for one person only.

**Life** memberships receive both *The Train Sheet* and *Headlight*, have voting rights and are for one person only for life.

**Family Life** memberships receive both *The Train Sheet* and the *Headlight*, include two adults and all minor children residing at the same address, and have two votes (one per member) for life.

Send all applications, renewals and address changes, including email changes, to:  
 Feather River Rail Society - Membership Dept. - P.O. Box 608 - Portola, CA 96122-0608  
 Address / email changes may also be sent to [membership@wplives.org](mailto:membership@wplives.org)

**Mission Statement**

"The Feather River Rail Society is dedicated to the preservation, interpretation and education of the public, as to the history and people of the Western Pacific Railroad."

**Mission Goals**

To preserve and interpret the history of the WP, the "*Willing People*" as a vital link in the development of the rail industry on the West Coast, including the steam and diesel evolution, WP's influence in the passenger tourism industry, the impact of freight competition between neighboring railroads, and WP's influence in the lumber, mining and agriculture industry from Plumas County throughout California, Nevada and Utah.

**WPRM Admission and Train Ride Fares for non-members (effective April 2, 2020)****Admission**

- Adult (ages 19 - 64): \$10.00
- Youth (ages 5 - 18): \$5.00
- Child (age 4 and under): free
- Senior (65 and up) and Active Military: \$8.00
- Family (defined as 2 adults plus any related children 18 and under): \$25.00

Admission and train ride tickets are good all day.

Admission and train rides for FRRS members are free.  
 Cab rides are extra fare with member discount.

**Train Rides (all day)**

- Adults 19 -64: \$4.00
- Youth 5 - 18: \$2.00
- Child 4 and under: free
- Senior (65 and up) and Active Military: \$4.00
- Family (defined as 2 adults plus any related children 18 and under): \$10.00

**Cab Rides**

- Adults 19 -64: \$20.00
  - Youth 5 - 18: \$10.00
  - Senior (65 and up) and Active Military: \$20.00
- Cab rides are for one (1) ride only.

***The Train Sheet* needs your photos and articles!**

If you are working on projects for the Society, volunteering on restorations, performing archives work, helping out at off-site events, etc., or if you get some nice photos of FRRS or museum happenings that you want to share, please contact us to have them printed in *The Train Sheet*.

Photos should be at least 5" high by 7" wide and 300 dots per inch.

Articles should focus on FRRS related events, people or your own personal experiences with the Society.

To contribute, contact the editor - Paul Finnegan, by email at [trainsheet@wplives.org](mailto:trainsheet@wplives.org).

## The Train Sheet

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

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Change Service Requested

*As our membership is no doubt aware, the current health crisis is bringing about some major shifts and changes to events and attractions across the country. This is also true of the FRRS and our operations. We have several events scheduled to occur in the upcoming months, from large scale happenings like the 2020 Western Pacific Railroad Historical Convention and our 2020 season opening, to operations training and membership gatherings.*

*Due to the instructions from health agencies and mindful of the well-being of our members, volunteers and visitors, the FRRS Board and management has decided to reschedule the Western Pacific Historical Convention, the WP 1503 Celebration and the Annual Membership Meeting. Until further notice, the museum, archives and RAL program will be closed to the public. Crew training and testing will be done online. We will be performing ongoing care and maintenance to the facility, archives and equipment, but this will be done by a small crew of volunteers following strict guidelines and protocols outlined by our Safety Team.*

*We will work to keep you, our members, as well as our visiting public, updated as best we can on this changing situation. Updates will be posted on the [WPLives.org](http://WPLives.org) and [RunALocomotive.com](http://RunALocomotive.com) websites, as well as on the museum Facebook page. You can also call the museum main phone number at 530-832-4131 or email us at [info@WPLives.org](mailto:info@WPLives.org).*

*When the crisis has passed, we extend an invitation to the membership to please join in these rescheduled events as you can. At times like this, fellowship and community are especially important. We hope to see you all soon as we join together to remember the spirit of the Willing People and share the history of the Western Pacific with everyone.*

*- Eugene Vicknair*