

FEATHER RIVER RAIL SOCIETY

DATE: November 2017
ITEM: Event Reports
FROM: Eugene Vicknair

PUMPKIN PATCH EXPRESS

Although we were thrown some curveballs with the unexpected closure of our food vendor just 4 days before the first Pumpkin Train, the volunteers from the community organizations as well as FRRS volunteers managed to pull the event together and we saw an increase in attendance and profit over last year.

The table below breaks down the numbers, but we saw a total attendance of 1,225 persons. We found there were an average of 3.4 persons per carload. Total profit after all expenses (both one time and capital) from the gate, donations and Pumpkin Patch was \$3,494.35. This is estimated to be an increase of about 27% over last year. Also, the store did just over \$1,300 in sales during the 4 days.

The Portola Volunteer Fire Department stepped in and decorated TWO Haunted Railcars: an all ages and a “Super Scary” using the WP 106 “Charles O. Sweetwood” and the WP 320 coach respectively.

The local 4-H group handled our food vendor shortage and did a great set up selling homemade desserts, chili and hot dogs.

Once again the decoration set up was assisted by the Friday Night Live! teen group and local high school students. They also assisted with Pumpkin Patch sales and at the front gate.

Thank you to these great community groups for all their contributions to the event!

Huge thanks to Ali and Ethan Doty, K C Dunn, Patty Clawson, Charlie Spikes and Bart Hansen for all their help. Bart’s father David helped haul in haybales and pumpkins and donated the cost of some of the pumpkins. A special thanks to the folks listed for trackwork below, who got out ahead of the second Saturday trains and replaced 4 ties plus tamped and gauged 50’ of track to ensure a smooth operation.

Here is the Thank You list with hopefully everyone included:

set-up, materials and event ops

Ali Doty (also worked the Pumpkin Patch sales)

Ethan Doty (also helped with train operations and delivering donated food to EPCAN)

Bart Hansen (also helped with advertising and forlifting pumpkins, plus handled haybales and pumpkin acquisition)

Charlie Spikes (plus train ops, forklifting pumpkins and help with light plant purchase)
and including our paid folks KC Dunn and Jean ...

train operations

Loren Ross (also helped with forklifting pumpkins to and from the patch)

Bil Jackson (plus help with light plant purchase and delivering donated food to EPCAN)

David Elems (plus helped repair light plants)

Duane Vanderveen

Matt Elems

Fred Elenbaas

multiple areas

Steve Habeck

Eugene Vicknair

Patty Clawson

clean-up

Ali Doty

Ethan Doty

Jean

photography and advertising graphics

Greg Elems

Paul Finnegan

Michael Clawson

other support

David Hansen (hauling and pumpkin donation)

Frank Brehm (help with light plant purchase)

(and including Michael Clawson)

Trackwork (needed before the second Saturday trains)

Greg Elems

Ethan Doty

David Elems

Loren Ross

Fred Elenbaas

Steve Habeck

Bil Jackson

Before the event, I created some new accounting sheets to better track money and visitors on each day. These helped us fully account for the expenses, income and visitor numbers, allowing us to study the finances of the event in ways we have not done before. The full breakdown is below:

2017 Pumpkin Patch Trains

		persons	cars	gate	patch	donation	daily totals	store	\$ / person	w/ store \$ / person
14-Oct	Saturday	395	114	\$832.00	\$1,034.00	\$50.00	\$1,916.00	\$584.72	\$4.85	\$6.33
15-Oct	Sunday	157	40	\$321.00	\$447.00		\$768.00	\$181.04	\$4.89	\$6.04
21-Oct	Saturday	445	136	\$1,031.00	\$956.00	\$44.35	\$2,031.35	\$414.35	\$4.56	\$5.50
22-Oct	Sunday	228	69	\$531.00	\$556.00		\$1,087.00	\$124.31	\$4.77	\$5.31
	totals	1225	359							
	per car	3.41								

One Time Costs			
Pumpkins	\$787.00	subtotal	\$5,802.35
Advertising	\$1,120.00		\$1,304.42
Supplies	\$5.00		
		expenses	\$2,308.00
Capital Costs			
Decorations	\$396.00	Patch and Gate total	\$3,494.35
			profit

2018 HISTORICAL CONVENTION

The dates and location for the 2018 WP Historical Convention was been locked down. The convention will be held April 19-22, Thursday through Sunday, at the DoubleTree – Salt Lake City Airport. This is located near the industrial park served by the Salt Lake, Garfield and Western Railway. The hotel is giving us a great minimum cost and a low room rate for our attendees.

I am currently working on getting shows committed (I have 2 so far and requests out for more) and setting up special events. Jeff Pearce is assisting me from the Utah end. I hope to have the advertising for the convention mailed out by early December. I will be travelling to Salt Lake in the next 2 months to review the set up at the hotel and finalize other arrangements.