

To: FRRS Board of Directors
From: Paul Finnegan, Webmaster
Re: Museum Web Page
Date: March 9, 2020

Special Characters in Membership Join/Renew Tool

We have had a problem with handling special characters in the online Membership Join/Renew tool. Occasionally we get an address that turns into something like “S%E3o Paulo S%E3o+Paulo” in the email that goes to the Membership Team. The issue is that the HTML input controls use URL codes for special characters. I had hard coded common substitutions (e.g. %23 for # and %20 for a space) but occasionally other less common encodings have been showing up. In the address shown, the “%3E” represents the character ã from an international address.

I have enhanced the membership tool to use a new trick I found online, e.g. for the STREET variable the tool now uses `STREET=`echo -e "${STREET//%/\\x}"`` and this will translate all the special characters. The same approach is now used on all the fields entered by the user. This will make the email to the membership team easier to read.

Tour and Collection Page Corrections/Improvements

In the February FRRS Board Meeting, Steve Habeck reported that he had noticed grammatical, spelling errors and some equipment information that was incorrect on the tour and roster pages. Steve followed up by sending me two emails detailing the items he had found. My working notes from these emails are at the end of this report and all the issues Steve identified have all been addressed.

Google Custom Search - Minutes & Reports

I enhanced the file system architecture and created a new page under the Minutes & Reports tool in the Members pull-down menu. Previously, the Google Custom Search engine would only return information from the board meeting minutes. I created a new lower level page that Google can now crawl that will include all the agendas and reports, in addition to the minutes.

General Items

- 2/4/20 – Posted minutes, agendas and reports for 2004 to website on the [Minutes & Reports](#) webpage.
- 2/5/20 – Posted minutes, agendas and reports for 2005 to website on the [Minutes & Reports](#) webpage.
- 2/5/20 – Posted February Board Meeting Preliminary Agenda on the [Minutes & Reports](#) webpage.
- 2/10/20 – Added notice for Rio Grande and Burlington historical societies’ joint convention requested by Kerry Cochran to Latest Museum News column.
- 2/14/20 – Updated Mechanical Dept form M1000.
- 2/16/20 – Updated Train Ride Ticket information on [WPRM Visit Us](#), [WPRM Train Ride](#) and [FAQ](#) web pages.
- 2/16/20 – Posted January and February Preliminary Board Minutes on the [Minutes & Reports](#) webpage.
- 2/18/20 – Corrected logo on [WP 6210 collection page image](#) reported by Kerry Cochran.
- 2/20/20 – Created a new web page ([All FRRS Board Minutes/Agendas/Reports](#)) that lists ALL the online minutes, agendas and reports in one place. The main reason for this was to provide Google a page to crawl to capture all this information for the Google Search Engine.
- 2/20/20 – Added a photo of WP 1503 in new paint to [WP 1503 Collection page](#).
- 2/23/20 – Added new silver level sponsor, Ithicos Solutions - Self Service Active Directory Web Tools, to website.

- 2/25/20 – Created new [WP 805 Mars Light gallery](#) with some photos taken by Kenneth Finnegan from inside the 805's nose. We had received an email inquiry about the light's mechanics. Added links to the new gallery to the WP 805's museum [tour page](#) and its [collection page](#).
- 2/27/20 – Posted Layout Information PDF file from Kerry Cochran to [2020 Convention web page](#).
- 2/28/20 – Posted link to tentative agenda from Kerry Cochran on [2020 Convention web page](#).
- 3/3/20 – Updated [WP 646 collection page](#) with news of 2/27/20 fire and added a link from Latest Museum News column after approval from Kerry Cochran.
- 3/7/20 – Posted WP 2020 Convention Survey from Kerry Cochran on the [2020 Convention web page](#).

Tour and Collection Page Corrections/Improvements Project Notes

Inputs from Steve Habeck on web pages received 2/9/20

Updated 2/9/20 1900, 2/10/20 0637, 2/11/20 0558, 2/14/20, 2/15/20

Tour Book section:

CB&Q 4720 (Silver Rifle): text states that car is "on term loan from GGRM"; should be "on **long** term loan from GGRM" – fixed (audio recording correct, written transcript wrong.)

Diesel Shop: WP consolidated all maintenance in Stockton and abandoned the Portola shop in 1970, not 1974. – transcript fixed, ~~need to update recording~~-recording fixed 2/14/20.

Pullman 8300 (troop sleeper): After MofW use, it was being used as a bunkhouse for a youth camp in Alaska when Norm purchased it. – added new text to transcript, ~~need to update recording~~-recording fixed 2/14/20.

QRR 3: This engine has never been out of Plumas County since it was delivered to the Quincy. – added new text to transcript, ~~need to update recording~~-recording fixed 2/14/20.

SN 712: built in 1953, not 1963; second text line should read "built", not "build". Last line: the trade with WRM occurred in 2005, not 2006. – corrections made on page, ~~need to update recording~~-recording fixed 2/14/20.

SP Fire Truck 1: stats box entry should be "Mileage", not "Millage". – corrected.

SPMW 208: The blizzard that stranded the COSF was in January 1952, not 1953. It was leased by the WP in February 1973 for use on the High Line out of Keddie, and was returned to SP shortly thereafter. – date corrected, used new text to replace some exiting text, ~~need to update recording~~-recording fixed 2/14/20.

SP 4706: typo in built date; "March 1980" instead of "March 19280". – typo corrected.

UP 5810 (RPO): This car was NOT part of the FRRS/ BAERA trade in 2005 (mentioned in stats box and in text); we picked it up while we were down there for the trade, but the acquisition was arranged by Steve Lee, then in charge of the UP Steam and Heritage Fleet programs. – text on page updated, ~~need to update recording~~-recording fixed 2/14/20.

USA 1857: Should be "Feather River & Western" 1857, since that is how it is now displayed. Top speed for these units was rarely more than 40 mph, especially those built for military service. Definitely not 60. [This](#)

item will require some more research. I see the point of listing it as FR&W, but I also see having it USA. Perhaps the right thing to do is list it both ways. I would like to talk about this. Regarding the speed item, I used the following input from David Elems on January 11, 2016:

Fairbanks Morse H12-44 Built 1953
Diesel Prime-mover: Fairbanks Morse Opposed Piston 8-1/8x10
Six cylinders with twelve pistons
Cylinder bore is 8.125" with 10" stroke per
piston
2-Stroke cycle
Horsepower: 1200
Fuel cap.: 750gal(US)
Lube oil cap.: 250gal(US)

USA 1857 Formerly stationed at Herlong Army Depot
Water cap.: 135gal(US)
Total wet weight: 246,000lbs
Gear ratio: 14:68 for max speed of 60mph
Starting tractive effort 30% adhesion: 73,000lbs
Max cont. tractive effort: 34,000lbs @ 11.3mph
Overall length: 49ft. 2in.

~~Before changing the web pages, I would like to have more discussion.~~ Speed is updated to match corrected collection page and duplicate entries created to show as both USA and FR&W 1857. ~~Need to update recording~~—recording fixed 2/14/20.

WPMW 27-2: In text, fourth line, "there" should be changed to "their"; the date for conversion to 27-2 is earlier than the early 70's, as stated, since derrick 27 and its train (including tender 27-2), ran away and derailed between Quincy Junction and Keddie in 1970, which is why the side of the tender opposite of the photo is all scraped up. Probably more like 1968, after WP's rotaries were scrapped. — spelling corrected. I got the date of conversion from the following email exchange:

Christopher Jacobsmeyer <cmjacobsmeyer@gmail.com>

Wed, Jun 20, 2018, 7:54 AM

to me, Kerry

Hi Paul,

That information is only partially correct from what I have found so far. In 1953, when engines 481-486 were retired, 3 tenders were saved, those from #481, #484, & #485. They were then numbered #81, #82, & #83 respectively, and outfitted as diesel-water cars for MoW service. To the best of my knowledge, the rotaries were converted from oil to diesel at this time. Rotary 3 got tender #81, and Rotary 4 got tender #82, and Tender #83 was a spare and scrapped just a few years later. Tender #82 was renumbered to #27-2 in the early 1970s and assigned to Wrecker #27.

I sent Kerry a timeline with the information I've been able to dig up so far on the rotaries and tenders so that you guys may be able to fact check or just be privy to what I've found, but I've discovered a few more things I need to fix on them, so I'll be sending a new one soon. I'll be sure to include you when I do.

I appreciate the heads up and please keep me in mind if you find anything else you think may be of interest.

Chris Jacobsmeyer

~~I would like to have some more discussion before I change the date.~~

2/9/20 - Frank Brehm sent an email that lends support to original conversion date on webpage. I left it as it is.

WP 483/484: For both cars, the weight is 55,700. I don't know where the other number came from, but it's incorrect. Both cars had the weight stenciled on them as 55,700, in their original paint (483 still is), when we got them. How does anyone else know better? If anything, they're heavier, since WP had to weld steel plates under all the 481 class cars to get them to stop leaning toward the water tank/fuel tank side. — weight corrected.

WP 512: Top speed for any engine with Blunt trucks was 30 mph. It came to us as USA 7372. — speed corrected and text added.

WP 563: max speed is 45 mph. — speed corrected

WP 608: max speed is 45 mph. — speed corrected

WP 725/732: both have "looks" instead of "look" in the last text line. fixed (audio recordings correct, written transcripts wrong.)

WP 805-A: model is "FP7", not "F7P". — corrected.

WP 832 (Silver Hostel): It's very unlikely that the Hostel was on the very first westbound CZ, since the first three westbounds out of Chicago ran with CB&Q cars. It's much more likely that it was on the first

C:\Finnegan\frs\Reports\Webmaster_March_2020.doc

eastbound CZ, which ran with WP equipment out of Oakland. – This information came from the article Vista Dome-Buffer-Dormitory Car “Silver Hostel” written by Eugene and Frank that appeared in the *Train Sheet* #98 on page 6. ~~I will inquire of Frank and Eugene before we change this.~~ Eastbound confirmed by Frank, page transcript updated. I added a sticky note in the PDF file of [Train Sheet #98](#) on page 6 correcting the direction, ~~need to update recording.~~ recording fixed 2/14/20.

WP 841 (Silver Plate): "dinning" should be "dining" in the last text sentence. – typo corrected.

WP 921-D: WP 913 was repainted in silver and orange, not the 921. I would delete the entire sentence, since the green and orange they were painted was not a "standard" green and orange, either. WP rebuilt 917 and rewired 918 in Stockton. – text on page updated, ~~need to update recording.~~ recording fixed 2/14/20.

WP 925-C: The second part of the third sentence is completely incorrect. The hostler's station has a full 8-position throttle, and can be used to run a set of engines from it (I've done it.) This unit was rebuilt by CN in 1972. – bad sentence deleted, rebuild info added.

WP 1503: Need to replace the photo here with a new one of the engine in green paint. – photo updated.

WP 3051: text is somewhat confusing; the last sentence of the first line should read: "GE had introduced their U30B locomotives in 1965, and WP tested the high-hood demonstrator set soon after". These first five WP bought were actually U30B's in U28B carboodies. – text on page updated, ~~need to update recording.~~ recording fixed 2/15/20.

WP 6210: Last line should read: "It was one of 10 of these cars later purchased by WP". – text on page updated, ~~need to update recording.~~ recording fixed 2/15/20.

WP 6424: 2nd paragraph; "prone to failure", not "prong to failure"; Last sentence in this paragraph should read: "When a failure occurred, the bearing would heat up, catch fire, and possibly break apart, a condition referred to as a "hotbox". " – text on page updated, ~~need to update recording.~~ recording fixed 2/15/20.

WP 11012 (air dump): 2nd paragraph; after "Western Wheeled Scraper Co." add "for Six Companies, Inc, and used for the building of Hoover Dam. WP bought their 40 cars from Six Companies after the dam was completed." Delete "forty" from the next sentence. – text on page updated, ~~need to update recording.~~ recording fixed 2/15/20.

Inputs from Steve Habeck on web pages received 2/10/20

Web site pages issues, part 2

Updated 2/11/20.

Here's some things I noticed on the Rolling Stock pages:

MofW

SPMW 208: Last sentence of text; 208 was leased by the WP in 1973, not 1974 (the last entry on the daily inspection card that was in it when we acquired it was 2/8/73, in Keddie). – text updated 2/10/20.

WPMW 90: End of 1st paragraph; this crane is NOT operational (main drive clutch is bad). – text updated 2/10/20.

Locomotives

QRR 3: Add that this engine has never left Plumas County since it was delivered to the Quincy in 1945. – text updated 2/10/20.

SP 1100: Max speed is 45 mph (it has 62:15 gearing, which is good for 65 mph, but the switcher trucks it's on are only good for 45 mph; same for 501, 608, 563) – text updated 2/10/20.

FR&W/USA 1857: Same comment about max speed; gear ratio good for 60 mph, trucks only good for 40-45 mph). Status needs to be changed to "needs a traction motor change out" per David Elems. – text updated 2/10/20.

WP 501: Change max speed to 45 mph. – text updated 2/10/20.

WP 512: Change max speed to 30 mph (due to the Blunt trucks); motor gearing is good for higher speed). – text updated 2/10/20.

WP 563: 2nd paragraph needs a complete overhaul; engine needs much more than what's stated (engine work, truck work, turbo work, and batteries); it's not coupled to a couple of reefers; and it won't be in service by late 2011 (currently undetermined). Same comment about max speed (good for 45 mph due to switcher trucks). – most of the second paragraph was simply deleted 2/11/20.

WP 608: Builder number is 1000, not 1001 (its UP road number was DS 1001); sister 607's builder number is 889, since it was a demonstrator, and became UP DS 1000). Text about the NW2's being worn out and problematic may have merit, but the real reason ST&E got rid of them was that they were too heavy for their track, and frequently derailed. Again, max speed due to switcher trucks is 45 mph. – updated 2/10/20.

WP 731: 3rd line of text says 725 instead of 731; status says "non-operational", but text says it was recently returned to operation, which is no longer the case. Also, the text says the paint scheme has not been decided when it's repainted; not true; it will be silver and orange (725 will be in the green). – updated 2/10/20. I also updated 725 to show it will be in green paint.

WP 925-C: This page says built in 1950; Tour Book page says built in 1951 (which I believe is correct). The reasoning behind its "fictitious number": WP's last F7B was numbered 924-C, so we numbered this one 925-C (the "B" suffix units had steam generators, the "C" suffix ones did not, and ours does not have a steam generator, hence the "C" suffix). – updated 2/10/20.

WP 2001: Text is incorrect in stating that 2001 is the first turbocharged production locomotive from EMD; while it IS the first GP20 built, EMD built 51 SD24's (also turbocharged) before 2001 was built (information from a website called Train Web; site shows serial numbers and built dates for these SD24's were ahead of 2001. Only one of these was a demonstrator, the rest were production units). Also, text is incorrect in that 2001 did NOT go to Railfair '91 (707 did, in green paint). 2001 was painted in 1996, and did go to Railfair '99 in silver and orange paint. Also, 2001 had been approved for two Amtrak excursions down the Canyon in previous years (I ran it both times), but those days are over, for now. – text updated 2/11/20. I deleted a lot of text that was either wrong or no longer true.

WP 3051: In stats box, should say "turbocharged" instead of "supercharged". All the big GE's were turbocharged. – text updated 2/10/20.

WP 506: Speed should be 30 mph (Blunt trucks); also, text says engine is planned to be cosmetically restored, stats box says scrapped, so I doubt it will be restored. Another note: text says 505 is still working on the ST&E, but that is incorrect; engine was scrapped a few years ago. – text updated 2/10/20.

Passenger Cars

WP 841 (Silver Plate): 1st paragraph; CSRM has received the Ingersoll-Rand boxcab. Near the end of the paragraph, "caped" should be "capped". – text updated 2/10/20.

Cabooses

MP 13878: Conflicting dates for when built? Car is stenciled 7-80 in original paint, which should be good enough verification. The other "sources" are highly suspect. – text updated 2/11/20

UP 25049: Car was built in June 1942, period. UPHS' book "Cabooses of the Union Pacific Railroad", which I have a copy of, has a significant section devoted to the 100 cars in class CA-3, and is the "bible" regarding UP cabooses. The information in this book comes from UP records. This book has been my reference for all caboose projects I have been involved in at WPRM. UP 3749 was built in June 1942, renumbered to 25049 in January of 1959, retired on September 12, 1985, donated to FRRS in December 1985, and was delivered to us on April 2, 1986, in yellow paint. It was upgraded for pool service sometime after October 1974, when it got its present equipment and paint. It was NOT in brown paint when it was delivered; some years ago Norm had a group of high schoolers here scraping paint off one side of the car, which revealed the original brown paint underneath. – text updated 2/11/20

WP 483/484: Cars' weight is 55,700, as originally stenciled on these cars when built. As I stated before, if anything, they're heavier, since WP welded steel plates under all the 481 class cars to try and keep them from leaning toward the water tank/fuel tank side. What is this source that's fixated on 49,500 for everything? Have they weighed these cars on a track scale or something? – text updated 2/11/20
