

THE TRAIN SHEET

News from the Feather River Rail Society



Winter 2016-2017
Issue 172

-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.

Contents Copyright ©2017
Feather River Rail Society
All Rights Reserved

**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

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

- BOARD OF DIRECTORS and OFFICERS -

Steve Habeck	President	president@wplives.org
Greg Elems	VP, Director	vpresident@wplives.org
Eugene Vicknair	Secretary, Director	secretary@wplives.org
Gail McClure	Director, Treasurer	store@wplives.org
Frank Brehm	Director	fbrehm@wplives.org
Tom Carter	Director	tcarter@wplives.org
Kerry Cochran	Director	kcochran@wplives.org
Charlie Spikes	Director	cspikes@wplives.org
Leisa Wesch	Director	lwesch@wplives.org

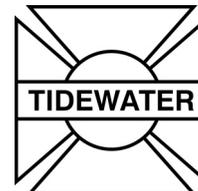
On the Cover

WP 3012 leads the OMW through Altamont on 9 February 1982. WP 3012 can currently be found working in Idaho as WAMX 3508.

Greg Elems photo.

Table of Contents – Issue 172

President’s Report – Sept 2016	3
President’s Report – Oct 2016	4
Museum Web Page Update – Oct 2016	5
CMO Report – Fall 2016	5
October 2016 Caboose Seat Update	6
FRRS/WPRM Calendar of Events	7
Museum Sponsors	9
Work for the Railroad	9
Restoration of SP 4706	10
Winter at the WPRM	14



- 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/

FRRS President's Report - September 2016

— Steve Habeck, President FRRS

Railroad Days was again highly successful for the WPRM. While the crowds were down from last year, possibly due to the timing of the event (late August), we still did good business, grossing around \$6300 for the four days (the event started on Thursday, the 25th, with the visit of Congressman Doug LaMalfa and his staff; we ran the caboose train, and gave the Congressman an opportunity to run the 2873, and he held a town meeting that evening in the shop). We also had a private meeting with the Congressman and his staff, representatives from the city and county, and Big Fish, where we presented a program of future plans expertly put together by Eugene. During the presentation, the Congressman attempted to stump us by asking detailed questions about various railroad features he was aware of (it turns out he is quite the railfan), but Eugene had the answers to all the Congressman's questions without hesitation, with amplifying information provided on some answers by Greg and myself. The Congressman seemed satisfied that we were genuine, knowledgeable historians, with plans and experience on hand to make the Museum grow. The other attendees at the meeting all agreed that we represented ourselves very well.

Friday was the buildup to Railroad Days, with another day of caboose trains, model railroads in the shop, and Gary Van Tressse on the dock with his live steam trains. Friday also saw the finishing touches applied to SP 4706 (Christine), with Leisa, Greg, Loren Ross, and Burr Wilson putting on the large lettering and heralds in the shop, then admiring their work as the train crew pulled it out of the shop, to be added to the caboose train. There is coverage on the web site of this event.

Saturday saw WP 1503 brought in to handle the caboose train, which ran with 6 hacks for the weekend, including Christine. The crowds were good, and the trains ran quite full most of the day. Book author Janet Dawson was also on hand to sign copies of her two CZ mystery books. Tasty sandwiches were prepared by Ken Chapin

for the volunteers on Saturday and Sunday; Ken also bought and donated all the supplies for the sandwiches as well. The sandwich boards that Tom and Eugene made up last year were brought out and set up, and Eugene gave tours of equipment, including the Sweetwood, rotary, WP 484, troop sleeper, diner and baggage car, WP 501, and the business car UP 105. Unfortunately, I was unable to get through the UP bureaucracy in time to get any heritage units for display, but I did learn how to navigate the maelstrom for next year, with help from the Superintendent of Locomotive Operations at the Harriman Center. Sunday was nearly as busy as Saturday, for us, until late afternoon. Things up at the City Park died off early, but we continued to have visitors. By late afternoon, things were nearly back to normal in the shop, and another Railroad Days (the 34th) was in the books.

In the two weeks preceding and including Railroad Days, a check of the log book shows lots of people who showed up to help prep for Railroad Days, and helped make the event run smoothly. Charlie Spikes, Loren Ross, Bil Jackson, Michael Giarritta, Burr Wilson, David Epling, Steven Parry, Fred Elenbaas, Alex Wilson, Greg Elems, David Elems, Ethan Doty, and Rick Gruninger are all names that show up multiple times; Elise and Jean in the WP Store, and I'm sure there are others (like myself), who helped preserve the spirit of the "Willing People". My thanks to everyone, mentioned or not.

As I write this, the fall steam work session is well underway. Issues brought up regarding crane and operator qualifications have been dealt with, and work is proceeding smoothly, all things considered. According to the plan, the tender cistern will be placed on the tender frame on Saturday morning, when the crane arrives; the crane will then be used to pick up the trucks and fuel tank that are in the way on the east end, placing everything on a flatcar for storage, and to clear the clutter at the east end. It should make for a much better appearance as visitors enter the Museum grounds.

We received a notice for a probate hearing in Chico regarding the estate of Bruce Yparraguirre

that was held on September 6th. Attendance was not required by us, but I set out to go. Unfortunately, I got caught in traffic congestion, road closures, and confusion coming down Jarbo Gap due to the Saddle Fire, and by the time I got to the Courthouse in Chico, the hearing was over, so I got back in my car and went back into the traffic mess and went back up the gulch.

Speaking of court hearings, David Ludington informs us that the preliminary ruling by the court regarding Morgan's stuff is in our favor, but Morgan's attorney, Brian Whipple, has apparently moved, and the notice of the hearing was returned to Ludington. We may have to have the hearing rescheduled once Whipple has been notified, or the judge could just let the preliminary ruling stand. I believe this is a delay tactic that was planned by Morgan and Whipple. I saw Morgan heading to City Hall last week, and he smiled and waved at me as I drove by.

Bank of America is closing their Quincy branch on November 29th. I have submitted an agenda item regarding this issue.

Preliminary planning for the Santa Trains is also underway. This will be our 25th year doing Santa Trains, and we are hoping to out-do last year's success. There will be at least 7 cabooses in the train this year for added capacity (we had to make people wait last year). I am also looking at adding Fridays to the schedule, to help spread out the crowds, and possibly do more business. I realize volunteers are the key to making this work, and I'm hoping I can get more people to commit some time to this major event.

FRRS President's Report – Oct 2016

– Steve Habeck, *President FRRS*

Things are winding down from the steam work week. The tender cistern is on the tender frame, back in the shop. The work was done by a crane from Bragg Crane out of Reno. While we had the crane, we got the ALCo trucks, power car trucks, and the MRS fuel tank loaded onto a HTTX flat. The whole area looks much cleaner, especially after Charlie and Bob Sims cleaned up the area

where the sandblasting took place on the cistern. We used 1 hour of crane time to accomplish this work, after lifting the cistern, which took only about 15 minutes.

While the steam work was ongoing, some enterprising individual decided to remove the 12" SP Sunset logo off the south side bay of SP 4706. I can only hope it was badly damaged during the removal, or folded up on itself after the clown got it off. The 12" SP Sunset logos on the bays of the SP 4706 have since been replaced with 16" logos, at my expense. Also, I will be applying a finish coat of matte finish to the brown areas on the caboose to protect the paint and lettering.

Ken Chapin is no longer at the Museum. He left last Wednesday for Coffeyville, KS, on a Renzenberger transfer arranged by David Epling, who has Ken's keys (which I will acquire). I found the lounge car to be in presentable condition, with floor mopped, trash dumped, and refrigerator emptied. I will leave the final inspection of the facilities to Rick Gruninger. I remind everyone that we need to ensure the place is secure, with doors locked and the gate locked, if you are the last one on the property.

WP 917D is acting up again; it will not load. We have rescheduled and modified several RAL's recently due to it's issues. Ethan, 1L, and I spent a lot of time today running tests with 917 MU'ed to the 2873 to try and pin down the problem. We have found that the problem is in 917's power circuits, since the control system will run the 2873 just fine, but the 2873 cannot make the 917 load. I am suspecting interlock contacts on the starting contactors as a possible cause.

Work has been progressing on the Pumpkin Trains. I have also already started Santa Train preliminary work that can be done without interfering with the Pumpkin Trains.

Museum Web Page Update – Oct 2016

–Paul Finnegan, Webmaster

An important part of our web site documents and displays the museum's collection. I have added many new photographs to showcase our equipment. The spring/summer 2016 SP 4706 restoration project is documented on the caboose collection page with a set of before, during and post-restoration photographs. New photos were added to the CCT25, the Silver Plate, the DRGW-01414 and WP 679 web pages. I invite you to visit the "Museum Rolling Stock" under the "Museum" pull-down menu and explore the expanded collection pages. If you have photographs of equipment in our collection you think should be on our web site, please send them to webmaster@wplives.org and include a caption and photo credit with your contribution.

The Train Sheet has told the story of our society and museum since its beginning in 1983. Issues #1 (May 1983) to #168 (Election Special 2015) are now included in our "Train Sheet Archive" that can be found under the "News" pull-down menu. You can access all the Train Sheets older than one year. There is also an index to help you find specific articles by title, subject or author. I recently released a new version of the Train Sheet archive page that is now mobile friendly.

Additional entries continue to be made to the master index for the "Western Pacific HEADLIGHT". Peter Arnold is spearheading this project to create an index of the topics and articles in all the HEADLIGHTS. It is regularly updated and can be found on the "Historical/Archive Department" web page under the "Museum" pull-down.

The FRRS 2017 Calendar has been reviewed, approved by the Board of Directors and has been posted to the web site. It is not too early to start planning for 2017! An area of confusion has been the days and hours the museum is open to the public. A new web page "Museum Days and Hours at-a-glance" has been created to improve communication for society members and the public. It is linked from several of our most

popular pages and the "Visit Us" pull-down menu.

Peter Hinckley contributed a new article for the SN web page, "Northern Electric Ry article from April 23, 1910 issue of Journal of Electricity, Power, and Gas." It is located at the top of the list of articles on the "Sacramento Northern" page on the "Museum" pull-down menu.

Various web page postings were made to support our "Pumpkin Express" trains in October and to promote our "Santa Trains" in December. There are photos and a video from the Pumpkin Patch event in the "WPRM Photo & Video Gallery" under the "About Us" pull-down and on the "News Archive" under the "News" menu.

Speaking of the "WPRM Photo & Video Gallery", I recently replaced the old gallery with a new implementation. The new page is both desktop and mobile friendly, and loads much faster. It is also much easier to add new content and maintain. There are instructions on the page that explain how you can contribute to the gallery.

I am always looking for feedback, content and new ideas. If you have some, please don't hesitate to contact me at webmaster@wplives.org.

CMO Report – Fall 2016

– Bil "1L" Jackson, CMO

Winter is fast approaching and we will be putting the engines to bed with their water drained and exhaust stacks covered. We are getting the shop ready for Santa trains. The Silver Plate (FRRX 841) and the Baggage Car (FRRX 5653) have been moved into the shop for Christmas decorations. Steve Habeck and family will again be preparing the plate and baggage cars with lots of lights and decorations. Steve Habeck will also be preparing the cabooses with lots of lights.

The engine work on the 1857 has been put on

hold for now but will continue next year. Duane V. has offered to patch repair the fireman door for aesthetic purposes. This will be a clean repair that will function and look nice. The repair has been approved by Steve Habeck.

Work on the derrick that was performed by Roger Stabler, was much appreciated and we are looking forward to his being available next year to provide some much needed training on the operation of the unit, if that is possible. As for now it runs and has been set in rest with the boom in its cradle. Steve Habeck has relocated the WPMW 37-9 with the derrick to complete its MOW complement.

The WP501 has had its oil pump and strainer rebuilt by Seth Adams. He also cleaned out the water and trash from the bottom of the engine lube oil compartment. In the spring when we are able to purchase an additional 2 barrels of oil, we will attempt to start the engine and run it through some tests. If all is successful we should have another RAL locomotive available next year.

Additional work has been completed on the two Briggs and Stratton generators that we use on the Santa train. The green generator has had a new carburetor kit installed and readjusted. The red generator has had a new starter recoil installed.

The Dodge pick up still needs front brake work and is out of service for now. It is not that important to repair at this time. It will most likely need new rotors, brake pads and possibly new calipers.

As some of you may know I will be going south to visit family and friends for the winter. I will be back sometime in mid February, weather permitting. While I am gone, with Steve Habeck's permission you may feel free to come to the museum and take over any repairs that are needed. There is always something broken and in need of repairs.

Thanks for your help this last year. See you in the spring of 2017.



October 2016 Caboose seat progress

—Bil "1L" Jackson, CMO

The new seats, backs and cushions were rebuilt using new Naugahyde, new foam and new plywood where needed. All repairs were done by Barbara Jackson at home. The seats were installed by Bil Jackson and Ethan Doty. There is enough material to finish the repairs needed for the SP4706 caboose. Below is a list of the repairs done.

DRGW 01414 – **Complete**

Four 20×36 seat backs with plywood.

MP 13878 – **Complete**

Three 20×20 seat bottoms used wood.
Six arm rests 2×12 with new plywood.

UP 24592 – **Complete**

One 62×24 seat cushion with plywood bottom.
One 55×24 seat cushion with plywood bottom.

UP 25283 Cupola – **Complete**

Three 37×24 seat cushion with plywood bottom.
Three 34×24 seat cushion with plywood bottom.
Two 63×24 seat cushion with plywood bottom.

UP 25732 Cupola – **Complete**

Three 21×21 seat's with new plywood bottom.
One 21×18 seat bottom with plywood bottom.
Six 2×8 arm rests with plywood bottom.

Feather River Rail Society Event Calendar 2017

January

Museum Closed to Public

- 1 New Year's Day
- 1-31 Director Nominations open for 2017 elections nominations go to Nomination and Election Committee
- 14 Board Meeting – 1 PM Portola
- 16 Martin Luther King Jr. Day

February

Grounds Clean-up

Museum Closed to Public

- 11 Board Meeting – 1 PM Portola
- 13 Election – Candidates Statements and Payments due
- 20 President's Day
- 28 Train Sheet Deadline

March

Museum Closed to Public

- 8 Election Withdrawal Deadline
- 11 Board Meeting – 1 PM Portola
- 12 Daylight Savings Time Starts

April Prepare for Operating Season Museum Hours: Thurs – Sunday, 10 AM – 4 PM, may be open other days / hours depending on weather and staffing, call 530-832-4131 to check.

- 1 Museum opens to public, Thursday – Sunday, 10 AM – 4 PM
- TBD Steam Department Work Session
- 8 Board Meeting – 4 PM Portola
- 8-9 Crew Training/Rules Exam – 10 AM
- RAL Engineers Meeting
- 16 Easter
- 17 Election Ballots mailed to membership by this date
- 29 Crew Training / Rules Exam – 10 AM
- RAL Engineers Meeting
- 30 Train Sheet Deadline

May Prepare for Operating Season Museum Hours: 10 AM – 4 PM daily

- 4 Museum Open daily, 10 AM – 4 PM
- 4-7 Western Pacific Historic Convention – Reno, NV
- 6 Board Meeting – 1 PM Reno, NV Appoint Election Tellers
- 14 Mother's Day
- 26 Ballot Return Deadline – 5 PM
- Media Day
- 27 Operating Season Opens Museum Hours start: 10 AM – 5 PM daily
- 29 Memorial Day

June Caboose Trains Museum Hours: 10 AM – 5 PM daily
Train Operations: 12 noon – 3:30 PM Sat-Sun

- 3 Board Meeting – 1 PM Portola
- Members Dinner – 5:30 PM
- Annual Membership Meeting – 7:00 PM Election Results

18 Father's Day
30 Train Sheet Deadline

July Caboose Trains Museum Hours: 10 AM – 5 PM daily
Train Operations: 12 noon – 3:30 PM Sat-Sun

3 Booth at Graeagle Independence Day Fair – Caboose Train Rides
4 Independence Day – Caboose Train Rides
8 Board Meeting – 1 PM Portola Installation of New Board
TBD Steam Department Work Session

August Caboose Trains Museum Hours: 10 AM – 5 PM daily
Train Operations: 12 noon – 3:30 PM Sat-Sun

8-13 Hot August Nights
12 Board Meeting – 4 PM Portola Appointment of Committees & Officers
TBD Portola Railroad Days
31 Train Sheet Deadline

September Museum Hours: 10 AM – 4 PM (after Sept 4), may be open other days / hours depending on weather and staffing, call 530-832-4131 to check.

4 Labor Day
Operating Season Ends
TBD Steam Department Work Session
9 Board Meeting – 4 PM Portola Calendar Review
10 Museum Open starts Thursday – Sunday, 10 AM – 4 PM

October Winter Prep Museum Hours: Thurs – Sunday, 10 AM – 4 PM

7-8 Pumpkin Patch Express – open: 10 AM – 6:00 PM, trains: 1 PM – 5 PM departures
14 Board Meeting – 6:30 PM Portola Budget Deadline
14-15 Pumpkin Patch Express – open: 10 AM – 6:00 PM, trains: 1 PM – 5 PM departures
16 Museum closed to public after this date, except for RAL
31 Train Sheet Deadline

November Winter Prep

5 Daylight Savings Time ends
11 Veterans Day
11 Board Meeting – 1 PM Portola
23 Thanksgiving

December Santa Trains

1-2 Santa Trains – Gates open at 4 PM, trains begin 5 PM
8-9 Santa Trains – Gates open at 4 PM, trains begin 5 PM
9 Board Meeting – 1 PM Portola
15-16 Santa Trains – Gates open at 4 PM, trains begin 5 PM
25 Christmas
31 Train Sheet Deadline / New Year's Eve

NOTE: All hours are subject to Weather Conditions. In particular, special events in October and December are WEATHER PERMITTING, as are Run A Locomotive availability. If you have a question about operations when weather is questionable, please call 530-832-4131 for the latest information.

Would YOU like to work on the Railroad?

Join our Operating Department!

Paul Finnegan – Crew Caller

The museum operates trains every weekend between Memorial Day and Labor Day. We also run our Santa Trains in December and during other special events. If you have always wanted to have a taste of "working on the railroad," such as connecting air hoses, giving hand signals to the engineer, and pulling pins on couplers, then this is your opportunity.

FRRS members (active and above) who would like to participate in the museum's train operating crews are required first to take a rules examination, sign a liability release and then to be instructed in safe operating procedures.

Three Crew Training classes are scheduled for 2017. They are scheduled for April 8th, 9th and April 29th starting at 10 am at the museum in Portola. You need only attend one day of training. Please use the "join our Operating Department" link on the museum's home web page to register for the class day of your choice.



CMO Christmas Tree

CMO Bil "1L" Jackson shared his Christmas Tree from sunny southern California.

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.



Feather River Food Co-op

60 North Pine Street, Portola, CA 96122
530-283-3528



Portola Village Pharmacy

157 Commercial St, Portola, CA 96122
530-832-4218



Cheeseburger Restaurants

73875 CA-70, Portola, CA 96122
530-832-6878

Restoration of SP 4706

SP 4706 was originally acquired by the museum in 2006 from Union Pacific, who had converted it to a "shoving platform" by welding the doors and windows closed. It was nicknamed "Christine" due to the graffiti imagery on one side.

In May 2016, several volunteers began an effort to restore the 4706, with much materials and work donated by the volunteers. This group included:

FRRS President Steve Habeck
 Ken Chapin
 Matt Parker
 Dave Dodds
 CMO Bil Jackson
 FRRS VP Greg Elems
 David (Fritz) Elems
 FRRS Director Leisa Wesch
 FRRS Acting Secretary Eugene Vicknair
 FRRS Director Charlie Spikes
 Loren Ross
 Burr Wilson
 Michael Giarritta
 Bob Sims
 Ethan Doty
 Ali Barbato

Jason Peterich
 Steven Parry
 Ann Morningstar

Additionally, the following four vendors supplied most of the materials used:

Plumas Ace Hardware (Portola)
 Wild Hare Sign Company (Quincy)
 Plumas County Glass (Quincy)
 Tripp Plastics (Sparks)

Several of these people also made contributions of money and/or supplies for the project. We want to mention the contributions of Ken Chapin (\$160 for paint and supplies), Steve Habeck (\$2200 for paint, windows, and signage/lettering), and Greg Elems and Eugene Vicknair for graphics data and measurements.

Restoration was completed in August 2016 in time for the annual Railroad Days Celebration, which saw the caboose as a popular component of the Caboose Train rides. It remained a popular attraction through the remainder of the season.

Follow along and take a look at the progression from 'before' to 'after':



SP 4706 sits on Track 7 at the WPRM in mid-April, 2011.

—Greg Elems Photo.



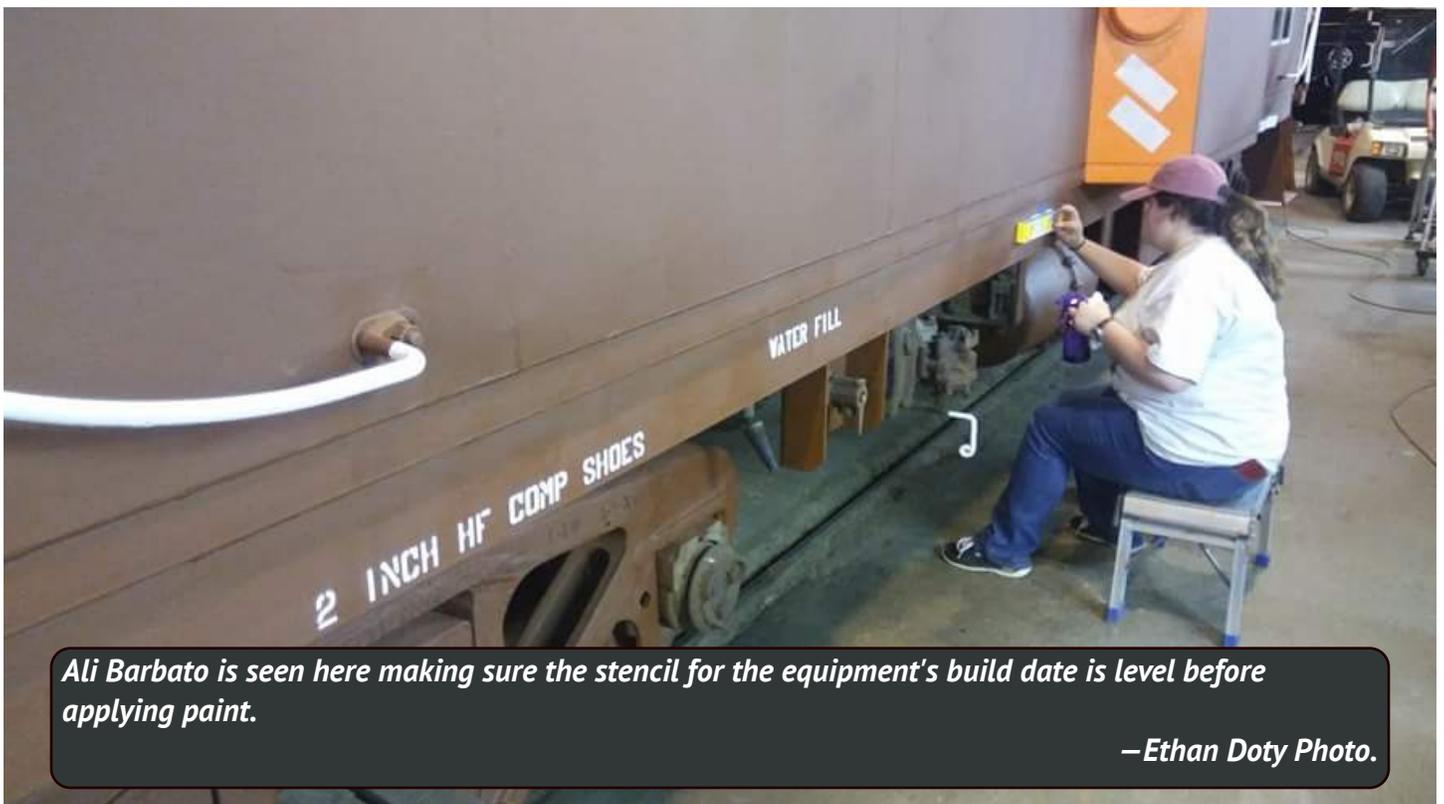
*(Above and Below) SP 4706 sits by the loading platform at the west end of the diesel shop in May 2016, as volunteers work on removing many years of graffiti to help new paint adhere better.
—Ken Chapin Photos.*





SP 4706 is seen here inside the west end of the diesel shop, in the process of being painted in the weeks leading up to Railroad Days.

—Paul Finnegan Photo.



Ali Barbato is seen here making sure the stencil for the equipment's build date is level before applying paint.

—Ethan Doty Photo.



SP 4706 is slowly pulled out of the diesel shop in the late afternoon sun, under the guidance of Steven Perry.

—Ethan Doty/Ali Barbato Photo.



SP 4706 sits on track 3 at the west end of the yard, showing off her new paint just before Railroad Days 2016.

—Greg Elems Photo.

Winter at the WPRM

—Poindexter

The week of January 9th saw a large amount of weather activity in the Sierra Nevada mountains, with flooding issues in many places, such as Reno, and through the Feather River Canyon. Luckily the museum was spared any major flooding outside the usual snow melt.



(Left) Fritz clears snow to free the entrance gate. (Right) Snow continues to fall at the WPRM.

—Matt Elems Photos.

The middle of the week saw temperatures drop and another storm move through the area, leaving several inches of snow on top of the previous accumulation, necessitating a trip to the Museum to begin the process of clearing access for the upcoming board meeting. Fritz made his way to the backhoe, and began the process of starting it, while I found a shovel and began clearing a path from the entrance to the parking lot, and through the snow berms to various doors around the shop.

After successfully clearing the way to the shop from the front gate, and running out of useful daylight, we put the backhoe away and headed back to Reno.



A path cleared to the shop, with stored Union Pacific Locomotives in the background.

—Matt 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)

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 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
 - Child under 3... free
 - Family... \$20.00
- (2 adults plus any related children 18 and under)

Train Rides

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

Admission and Train Ride tickets are good all day.

Cab Rides

- Adult 19 and over... \$20.00
 - Youth 4 - 18... \$10.00
- Cab rides are for one (1) ride only.

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

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.

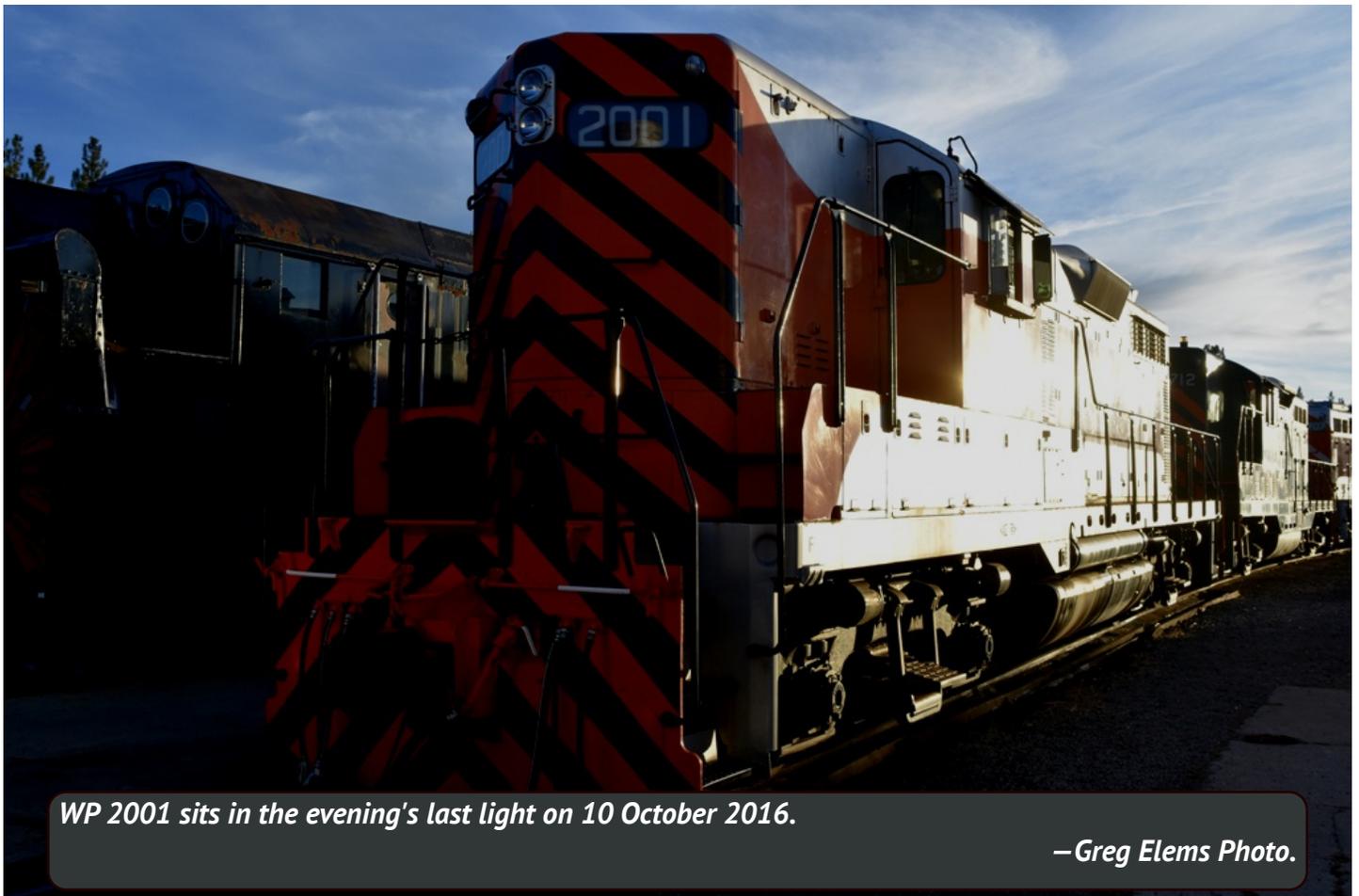
Articles should focus on FRRS related events, people or your own personal experiences with the Society.

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

Change Service Requested

PRSRT STD
U.S. Postage
PAID
Permit No. 580
Manhattan, KS
66502



WP 2001 sits in the evening's last light on 10 October 2016.

—Greg Elems Photo.