

THE

TRAIN SHEET

News from the Feather River Rail Society



Fall 2017
Issue 175

-THE TRAIN SHEET-

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

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

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

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The museum grounds are open to the public from 10:00am until 5:00pm daily from the last Sunday in April through the first Monday in November. The diesel shop is open during this time.

Train operations begin the last Saturday in May and continue each weekend through the first Monday in September, as well as on major holidays between these dates.

Museum grounds are closed to the public from the first Tuesday in November through the Friday before the last Saturday in April except for special events for which advanced arrangements have been made. If you wish to visit during the closure period, it is advisable to call in advance and find out if the museum will be open.

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

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

The FRRS is not associated with the Union Pacific Railroad.

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

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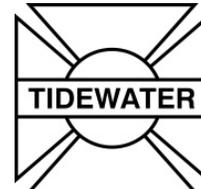
On the Cover

*WP 805A puts on a show for the second night runs of the Pumpkin Patch Express at the west end of track 4.
21 October 2017*

Greg Elems photo.

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- WEB PAGES of INTEREST -

FRRS Official Site	www.WPLives.org
CZ Virtual Museum	calzephyr.railfan.net
California Zephyr	californiazephyr.org
Western Pacific Pages	www.WPLives.com
WP Virtual Museum	wpmuseum.railfan.net
Sac Northern On-Line	www.WPLives.org/SN
Tidewater Southern Pages	www.TidewaterSouthern.com
Tidewater Southern	www.5.pair.com/rattenne/WP/TidelIndex.htm
Central California Traction	www.trainweb.org/tractionco/

President's Report – September 2017

–Steve Habeck, President FRRS

My apologies for the tardiness of this report; those of you who have been around the Museum since before Railroad Days know how much of a zoo it's been around here. Additionally, my wife and I are trying to buy a house in the Portola area, and I have to make my Elko trips for Uncle Pete.

Railroad Days 2017 was successful for us, although our income was down considerably from the previous two years. As you can see from the website, we had two UP units on display (not the two I wanted, but that's another story). We had to spend many man-hours cleaning these units prior to display, but they looked great when done. We also staged photo ops with the MoPac unit and our MoPac caboose, with it's fresh graphics provided by Eugene, and applied by Loren Ross and Janet Steeper, and the UP 3014 with our UP 25283 caboose (why? because we can). Once again, the Fire Dept. dropped the ball in supplying bodies for the tram, so we wound up doing it again, all day, both days. Thanks to David Epling's son-in-law, Kris Kumanchik, who has run the tram previously, he showed his parents (Darryl and Karla Kumanchik) how it's done, and they enjoyed doing it for us; to the point that they told me to go tell the Fire Dept to pack sand, and they would be back next year to run it. Done deal. The Railroad Days committee plans to have a postmortem meeting soon, and I will be there; they aren't going to like some of the things I'm going to say. Additionally, after Railroad Days, one of the UP Managers from Sparks called the Museum, first leaving a message, then calling back and getting nasty with Jean. This manager was out of line and not aware that the UP units had been released two days earlier; I have a statement from Jean, as well as the recorded message, and this is being pursued. I will not tolerate UP people trying to bluster and push our employees around, and the senior management of UP is supporting us on this.

Immediately after Railroad Days, we finished off the operating season with another blisteringly-hot Labor Day weekend, and then moved the Sweetwood into the shop for it's re-

dedication on the 9th. Work immediately started on this car to get the lights working, and to clean the car up. It is obvious that the car suffers from being outside, due to roof leaks. This will be followed by running the rotary for a film crew from the UK on the 16th, while the steam work week is in progress. Evaluation of what it will take to run the rotary is in progress, and we have a plan. Already, Pumpkin Trains are looming on the schedule. Who says our season is over after Labor Day?

While all this was going on, Roadmaster Greg Elems was busy with his dedicated crew working on our balloon track all summer. See his report; all these people deserve our greatest thanks and admiration for accomplishing this work during the hottest summer on record.

Our loan from Plumas Bank has funded; Susan Scarlett has been directed to retire the credit card bill on the next billing cycle. We will be discussing possible purchases and expenditures at this meeting. From my perspective, valid purchases would include a new, larger, and quieter generator; two light plants; another set or two of locomotive batteries; the Mechanical Department wish list (see the CMO report); Pumpkin Trains needs, and some Santa Trains needs (replacement/additional lights, on-demand hot water dispenser for the baggage car). A new item for consideration is the repair/replacement of the roofs on the UP 105 and the Sweetwood; they would not need to be kept indoors. GGRM replaced the roof on their ex-SP business car "Oakland" in 2006 while we were there helping them prepare to move; the contractor they hired took about two weeks to complete the work, and they said it cost about \$10,000.

Chris Skow brought a tour group to the Museum late in the afternoon on Sunday, September 3rd, and they were shown around by me. Chris provided a significant donation to the FRRS for this tour, and is also signing up to be one of our corporate sponsors. Chris was a founding Director of the FRRS, and has supported us since the beginning. We welcome Chris and his Trains & Travel International as a sponsor.

The two museums in Arizona that want two of our beet cars are in the process of arranging transportation and cranes for the movement of the two cars. I have been provided with the contracts for both cars, and they will be available for review at the meeting. I believe all our concerns and issues are properly addressed in these contracts, and I will sign and return them after your review, if there are no issues.

I have not listed everyone by name in this report who has contributed to our success this season, but that in no way means your contributions are not appreciated. I cannot thank everyone enough that contributes to the success of the FRRS/WPRM, no matter how large or small the contribution of time, money, and sweat is.

Roadmaster's Report – Aug 2017

–Greg Elems, Director/Roadmaster

Lots of work has been done on the tie renewal project and as of Friday noon we had 5 ties left to spike but under the rail. Once they are spiked I will allow RAL's and the caboose train full run of the balloon at 5 MPH. Even though the balloon is open, I will still plan on doing the Monday, Wednesday and Friday work sessions up till the Wednesday of the 23rd. That would allow us to take care of some spots that could use the TLC and that haven't given us trouble yet.

I have made contact with 2 contractors, H&H Engineering and Industrial Railways. I have a 3rd person yet to contact in Fernley, NV. The question to be answered about them is, are they licensed to work in CA.

Industrial Railways is currently doing work in Truckee CA and sent Steve St. Pierre over on the 9th to look at our track. Since both companies are busy with projects they wouldn't be able to do anything before Railroad Days. I have not heard back from either but they have our information and seem to be willing to work with us. H&H has photos of our track and will decide if they need to inspect in person before letting a bid out. H&H did give me a ball park number of 23k for 1000' of track work for 3 days. Typically \$140 a tie is the going rate for rehabilitation. But that includes all costs such as per diem for

the workers, insurance and equipment needed. If they bring in ballast that would be above the work price.

With the balloon open for railroad days, the need for the contractors has lessened considerably and now I'm of the mind to bring them in for spot tie replacement on the balloon from Malfunction Jct to the Milward switch. At that time they would also relay the outside rail on the balloon and install our track oiler at the apex of the balloon on the new rail. The conclusion of their work on the track would be proof tamping of the track which essentially is using the existing ballast and leveling the track.

Roger Stabler has gotten the museums tamper repaired and will replace the two motors missing on the tamping fingers at a future date. Charlie Spikes and Bil Jackson I believe got it running. Roger did some testing of the tamper and it seemed to do a good job, minus the 2 motors needing to be replaced. As it stands now, we could tamp track one way, turn it and tamp the other direction and it would do a complete job.

A discussion needs to be held on the contracting of rail replacement. Both contractors understand we have the rail and oiler and that it would be just a job of doing the heavy lifting for us. Once I get some numbers from them I would like to compare their offers and try to get them out in the balloon during September before the Halloween express train runs. Both seemed to feel they could schedule the work at that time.

I have had some phenomenal help from Loren Ross, Bil Jackson, Don Nelson, Roger Stabler, Ethan Doty, Jason Peterich and David Elems. Eddie Powell and Dick Couden also gave time and effort in the work. We are all sore as heck from this work so the laying of rail by a contractor would be a good idea as far as I'm concerned.

The work of remaining tie replacement and tamping would be worth it and they would be in and out in less than a week. Once that is done, we can concentrate on small projects and have a balloon track with the 10 mph speed limit again and a good railroad for the 165 to run on.

Roadmaster's Report – Sept 2017

–Greg Elems, Director/Roadmaster

August 15th I opened the balloon for regular use with RAL's and the caboose train. Again I want to thank all of my help from our volunteers in getting the track open.

We used the balloon to turn the two locomotives that UP loaned to us for Railroad days. They went around the balloon without any problems. Steve, who was running them said they behaved very well. Caboose train riders who were repeat customers even noticed the improvement. With the balloon open I have cut back on the work days to Wednesday's at 9 am for work on the rest of the museum track. Track from the sewer crossing to Milward switch was tamped, about 30' worth with 8 to 10 ties replaced west of Milward switch along with some tamping. Wednesday's work was concentrated on the frog of the 3/4 switch and ties on each side of it. Now the plan is for tie replacement next spring on the switches west of the diesel shop. So far I have identified 12 ties

that will get replaced along with one frog. The rest of this year will be a matter of tamping up ties and solidifying the roadbed and leveling the track.

Paul Finnegan has done a great job with our track work pictures and notes on work being done, take a look at it if you get a chance.

At this time I have not talked to either contractor about costs and track work. I may have an addendum to my report before Saturday.



Bil Jackson and Roger Stabler discuss tamping needs on 9 August 2017 as Ethan Doty and Jason Peterich prepare the next tie insert location. Roger has repaired the tamper and has 6 of the 8 tamper motors working and two motors to install at a later date.

–Greg Elems Photo.

Roadmaster's Report – October 2017

–Greg Elems, Director/Roadmaster

Cold temps have settled into Portola now. Track work has slowed down to once a week with interruptions due to aches and pains and or travel. Not much to report since the last board meeting but work on tamping has continued. One more switch frog will probably get tamped before the end of work season. About 50-70 feet of track has been tamped where low and or soft spots were identified.

At this time, a plan on tie replacement on two switches on the west side of the shop has been decided upon. Next spring when the weather allows and the ground isn't a muddy mess we will replace one frog and approximately a dozen ties. Once that is done tie replacement will continue on the balloon track and work our way to Milward switch. Some ties will also be laid out for the display track as we sort through them. Tamping will continue out on the balloon as time allows, i.e. RAL's not running.

Over all I feel we had a good season of track work even after getting the balloon open for regular operations. This last month a core group of Loren Ross and Ethan Doty have stepped up to the plate in the track work. Bil Jackson has been a help also but his efforts have been directed to the mechanical end of things of late. A big THANK YOU goes out to them for all their help.

Museum Web Page Update – August 2017

–Paul Finnegan, Webmaster

As I am writing this article, 2017 RR Days is history and we are rapidly approaching the end of our 2017 Summer Season at the museum. It has been a busy one with extensive track work completed needed because of the devastating 2016-17 winter storms, several special events, major work by our Mechanical Department, improvements in the Museum Store, many visitors and caring for our RAL clients.

One of my major goals for the web site is to keep our members and the public up-to-date on the things happening at the museum. Over the

course of the season I made regular announcements in the *Latest Museum News Update* column that appears on the home pages and the web cam page. Between May 1st and today, August 30th, I made 45 updates to the *Latest Museum News Update* column.

Working with Eugene Vicknair, Michael Clawson and Patty Clawson, I created and posted a news item about Julia Pagan's visit to the museum on July 8th. You can see it on the "News Archive" page under the "News" pull-down menu. It highlighted an important artifact, the WP 106, "Charles O Sweetwood" Red Cross Blood donation car, in our collection.

Along with the other "Latest News" events chronicled on the "News Archive" page, there was a web page reflecting the extensive track restoration project spearheaded by our Roadmaster, Greg Elems. It was regularly updated with photos and notes as the work progressed over the summer.

To remind us of earlier days in our society, Lew Bernard gave me a video for posting of his "So you want to go to Truckee!!" video documenting the 2002 Truckee RR Days equipment move. I added it to the WPRM Photo & Video Gallery under the "About Us" pull-down menu.

To improve communication between the Board of Directors and the membership we have created, and have continued to populate, a new web page "Minutes & Reports" on the Members pull-down menu. Now everyone has easy and timely access to the minutes and reports from the monthly Board of Directors Meetings. It goes back to mid-2012.

I am continuing to try and expand our collection pages about our equipment and other artifacts at the museum. In Train Sheet 173 I asked for rail fans to join me in this effort. The offer is still open. I am looking for volunteers to adopt a piece of equipment and do the research to help me either create a new collection page or expand an existing page with more information or stories. A particular piece I would like to create a page for is for the WPMW 71, a.k.a. the weed burner. Our caboose train goes right by it and many visitors ask about it. I have not been

able to locate any information about it. Do you know anything about it, or want to take on the challenge of being a historical detective? If so, please contact me!

To help our web users locate information in the Train Sheet archive, I configured a second Google Custom Search Engine that searches only the Train Sheets in the archive. It is on the "Train Sheet Archive" web page on the "News" pull-down menu.

Museum Web Page Update – Oct 2017

–Paul Finnegan, Webmaster

Since my last report, the museum has hosted major events that I kept the public and membership informed about with entries in the *Latest Museum News* column on the web site and event specific news item pages.

A truly amazing event was held at the museum on Saturday September 9th – the re-dedication of the "Charles O Sweetwood", WP 106 business car. The event was very well attended and a news item article about it can be found on the web site under the News > News Archive pull-down menu entry. On that page are several links to other pages and photographs about the car – both historic and current day.

In October the museum hosted the second annual *Pumpkin Patch Express* trains. There is a news article about it on the News Archive page. Additionally there are photos from the event in a photo gallery under the About Us > WPRM Photo & Video Gallery web page. Greg Elems contributed some really outstanding photos from both weekends to complement the photos I took the first weekend.

Kerry Cochran and I have been working together over the summer on adding material to the Historical/Archive Department's pages under the Museum > Historical/Archive Department pull-down menu. Under the "History of the FRRS" section there is a new web page that contains information about all of the past conventions hosted by the FRRS. Under the "WP Reference Material" section a new page "WP Documents" has been added. It contains a wide variety of material published by or about the WP. I invite you to visit the new pages and see what we have posted to help preserve the history of the Western Pacific Railroad.

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.



WP 805A sits on the west end of Track 4 on 21 October 2017, lit by the backup light on the Pumpkin Patch Express. Night runs were a popular addition this year.

–Greg Elems Photo.

General Superintendent's Report

—Kerry Cochran, Director/General Superintendent

By the time you read this, the Pumpkin Patch Trains for this year are over and were a great success. I cannot thank everyone enough for all the work; from our volunteers, the community, the Portola Volunteer Fire Department, several community groups and the work done on our new portable light plants.

Our summer caboose trains are over for this year. With low visitor turn-out, we are examining several ideas on how to continue to run the caboose trains and work more RAL time into the weekends. In some cases we annulled several trains on Sundays due to the lack of train riders.

I am sad to report that Mr. Rick Gruninger has resigned from the position of Superintendent of Operations, Director and all other positions that he held in FRRS. Rick played a big part in the Operating Department and the FRRS. I will not go into the reasons on why he has left the positions, however I have wished him well in his future endeavors.

Steve Habeck, Greg Elems and I have discussed filling the open position and now I have the following announcement to make:

It is with great pleasure that Loren Ross has accepted my invitation to fill the position of Superintendent of Operations. Loren will make a great addition to the management team at the FRRS. I expect all members to give Loren their full support in filling his new role.

On another sad note, Leisa Wesch has resigned from the Board of Directors and as WPRM Museum Store manager. Leisa was a very big help in getting the museum store back on track after Gail McClure left the museum. She and Gail will be missed very much.

There are so many volunteers that help around the museum all the time and I would be remiss if I did not say thank you to all of them. Their help is needed to keep the place running and help our visitors.

Keep Alert, Be Safe.

Mechanical Department

The mechanical department has been working very hard all season to keep our equipment running to meet the demands of the RAL Program and the Caboose Trains.

Steam Department

The steam crew has been very busy working on the WP165. Please, visit the WPRR steam blog. Go to the museum web pages and select the Steam Department to see the latest news.

The Steam Department has been working very hard this year in getting the WP165 back into shape. When you see any of the Steam Crew, please make sure you tell them thank you for all the help.

Historical/Archive Department Report

Please refer to my monthly report to the Board of Directors for information on the Historical/Archive Department. It is available on the WPLives.org web site's Minutes & Reports page on the Members pull-down menu.

As always, there are so many volunteers that help around the museum all the time and I would be remiss if I did not say thank you to all of them. I may have missed some specifically by name, however all of their help is greatly appreciated.

WP 707 Takes the first Pumpkin Patch Express around the balloon on 14 Oct 2017.

—Greg Elems Photo.



How the Visitors are Viewing Us

—Eugene Vicknair, Director/Secretary FRRS

While we have always received feedback from our visitors, the rise of the internet has afforded us a broader chance to see what people think about a visit to our Museum and Archives. Below are some reviews we have received within the past year on Google, Yelp, and Facebook. On Google and Facebook, we hold a 4.8 star average rating out of 5, while our overall rating on Yelp is 4.5 out of 5.

Zack Smith – 5 star

This place is absolutely rich in history. Could easily spend all day here looking at locomotives and rail cars related to the Western Pacific railroad. The real kicker is for a certain price you can operate a couple different locomotives around the balloon track. A great place for kids as well. Don't forget to grab a T-shirt on your way out in the gift shop.

Donna Fink Shaw – 5 star

The museum is filled with caring people, they explain about all trains and engines and have experienced conductors to help!!! The caboose rides are fun!!! I don't wanna ruin the surprises, pay the museum a visit and see for yourselves!!!

Mike Curry – 5 star

Great museum great people! Very friendly and helpful. Best part of this trip is I got to rent a locomotive for the day and Charlie my engineer teacher was the nicest guy. He was amazing and the experience was amazing! Their collection is second to none in western railroading. And I love how they keep everything looking like it did back in the day. Faded and used like real life, some railroad museums look like new car dealers. Not this one! Very impressive! If you are in the area or if you are a train guy this should be on your bucket list.

David K. – 5 star

I've been coming here since I was only 12. Even though I'm 41 now, it is still just as enjoyable as it was when I was a kid. I highly recommend the Caboose or locomotive engine ride. I was recently there for Portola Railroad Days.

Thomas Martin – 5 star

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.



Sierra Motel

380 East Sierra Avenue, Portola, CA 96122
530-832-4223



Trains and Travel International

PO BOX 312, Portola, CA 96122
1-800 359-4870 (530) 836-1944



Cheeseburger Restaurants

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

This has been one of my best locations to visit. If you love trains or you would like to learn more of the California history this is the place to visit. Be ready for a full day's entertainment. The staff are very informative and love their work.

Jeremey Barclay – 5 star
Awesome Hands on Museum. Lots of trains to see and play with. For the right price you can even drive one. Highly recommended for anyone seeking adventure

Bill Jackson – 5 star
What a great place to take your kids for an experience to touch and enjoy diesel locomotives from the fifties and ride in one and learn to operate.

Reflections of The Western Pacific – Part 2

—Jack Palmer

In September 1964 I took my family camping for a few days at a Forestry Service campground across the river opposite Portola. My son and I went fishing and my wife and daughters were entertained by the Blue Jays and chipmunks. Whenever a train appeared we all ran down to the edge of the river and waved to the crews (naturally) as they ran by. Sleep was difficult at times because of the noise caused by the switching crews in the yard when switching and making up trains, much less the ground-shaking caused by the arrival and departure of the trains on the main.

My son and I, together with my Brownie camera in hand, went over to the Portola Depot and Yard one day and discovered that this is a modern Diesel facility, unlike the yards at San Francisco and Oakland. The most interesting photos taken that day were of the WP Rotary Snow Plow #4 with Water Tender #82 and other equipment spotted outside the west end of the shop plus FT set 911A-D on #3 rail next to the shop with a huge orange snow plow on its nose. We also caught a four unit set of FT's switching the yard with WP 908A on the point and the CZ No. 17 going through the washer so she would have nice clean windows before her run down the canyon.

Following that trip I made several visits to the Oroville Yard and its Roundhouse area. I was aware that the WP's diesel fleet received their routine maintenance here and I was expecting to see a number of F units. (How wrong I was)

On my first visit I was awed by the sight of the huge 18 stall roundhouse and the number of miscellaneous orange and silver units in the immediate area and fascinated by the bee-hive of activity

The roundhouse was filled with diesels and others were spotted on all the whisks around the turntable idling away. Several new GP-20's were spotted outside the entrance to the roundhouse idling away with their high-pitched turbos singing a new song for the WP. (On later visits GP-20's, 35's and 40's would also be seen here.)

The steam powered derrick WP37 and its crew was working on a project in the yard. (It was later converted to diesel power and now resides at the Western Pacific Railroad Museum.)

The Feather River Railroad Shay #2 was seen a short distance from the side of the roundhouse sitting in a huge dried-up mud puddle in mud up to its side-rods.

An old wooden Pullman car was found behind the roundhouse with much of its ornate stained-glass intact, and WP Emergency Car #0635, which at one time was assigned to a work train and was used to replace wheel sets.

Although the Sand Tower was intended to serve WP power, at different times I would also see power from other roads, i.e. Burlington (Chinese Red), BN, SP&S, D&RG all as a result of Pool Power which originated in 1953.

On another visit I saw a few F-Units together with more GP-20's and nice shiny new orange and silver GP-35's, 40's and U-Boats shortly after their arrival on the WP and again later when they appeared in orange and green.

How fortunate I was to have taken those photos and to have witnessed all that – never to be

seen again, because the roundhouse was completely destroyed by fire September 10, 1976, caused by a careless welder.

With the loss of the imposing roundhouse, the appearance of the entire facility had changed dramatically. My visits after that were totally different until I met Mr. Al Hill, the Trainmaster, on the morning of April 25, 1980, which led to another unforgettable experience.

Some Lights for the Darkness

—Eugene Vicknair, Director

For many years, the FRRS had a great friend in Jay's Feather River Rentals. Jay's often rented us equipment at discounted rates and assisted the Society when needed. Most often, we would rent a portable light generator towers to illuminate the grounds during Santa Trains. Unfortunately, Jay's left the business a few years ago and we have been renting light towers from Reno and Truckee. This has been at a higher cost and our volunteers need to travel farther to pick up these units.

With recent plans to increase the number of night time events at the museum (including the Pumpkin Patch Express Trains, evening work parties and other late events such as the Light The Fire fundraising dinner in May 2018), it was

realized that the cost for renting these light towers would become very high.

Therefore the Board made the decision to purchase a pair of used towers. Brand new such units sell for over \$12,000. Even used, low hour units can run over \$6,000. After a lot of searching and many dead ends, we were able to purchase a pair of Magnum MLT3060 light towers with low hours for under \$10,000 total.

Our volunteers checked and serviced the units and pressed them into service almost immediately for the first Saturday night Pumpkin Patch trains on October 14. They performed flawlessly.

Based on our use schedule and the prior rental costs, the purchase of these units will pay for itself in about 2 years, a very good return on investment. They also allow us to expand our night operations, creating more opportunities for events and income. We have already discussed being able to loan them to the city of Portola to assist in emergency work when needed, helping enhance our cooperation with the city.

Thank you to everyone who helped with this acquisition: Eugene Vicknair, Charlie Spikes, Bil Jackson, Frank Brehm, Roger Stabler, David Elems and the staff at Blue Line Rentals and Equipment Time Rentals.



The Family Tradition Continues...

SANTA TRAINS



SATURDAY, DECEMBER 2 ❄️ FRIDAYS & SATURDAYS, DECEMBER 8-9, 15-16, 2017

At the WESTERN PACIFIC RAILROAD MUSEUM, PORTOLA, CA

Museum open 4:00 PM to 9:00 PM ❄️ Trains depart starting at 5:00 PM

Get your photo with Santa! ❄️ Special Exhibits ❄️ Free Cookies and Hot Drinks

Admission: \$10 per car or \$5 with 3 cans of food for the EPCAN Food Bank ❄️ web: santa.wpives.org



SP 2873 and WP 707 bring an afternoon run of the Pumpkin Patch Express past Malfunction Junction to the pumpkin patch, as seen past the Silver Plate, a CZ Dining Car. 21 October 2017.

—Greg Elems Photo.



The Pumpkin Patch was popular, going through almost nine bins of pumpkins over the course of the two weekends.

—Greg Elems Photo.



*President and Yardmaster Steve Habeck on the SN Caboose waiting for the first train of the afternoon.
—Greg Elems Photo.*



*Bil "1L" Jackson stands in the door of the baggage car waiting for the next passenger to arrive with their pumpkin. Bil was the official "Pumpkin Stower" on the first day of the Pumpkin Patch Express.
—Greg Elems Photo.*



Conductor Loren Ross directs the reverse move back to the loading platform on an afternoon run of the Pumpkin Patch Express on 14 October 2017.

—Greg Elems Photo.



A night run of the Pumpkin Patch Express waits for passengers to select their pumpkins on 14 October 2017. Engineer Matt Elems is in the cab, and Fireman Charlie Spikes is moving about the front platform.

—Greg Elems Photo.



*Passengers prepare for boarding an afternoon run of the Pumpkin Patch Express on 21 October 2017.
—Greg Elems Photo.*



*Treasurer Bart Hansen arrived in costume to volunteer, seen here on 21 October 2017 near the Pumpkin Patch.
—Greg Elems Photo.*



Ali Doty keeps things under control at the Pumpkin Patch, ready to weigh the next customer's pumpkin selection.

—Greg Elems Photo.



Passengers select pumpkins at the Pumpkin Patch.

—Greg Elems Photo.



A Portola Fire Department volunteer who helped make the night runs a bit more scary.

—Greg Elems Photo.



The Haunted Railcar was a very popular attraction during the Pumpkin Patch Express weekends. The line seen here goes all the way to the shop entrance.

—Greg Elems Photo.

- FRRS Membership -**Yearly Dues**

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

Single Life Membership - \$1800.00

Family Life Membership - \$3000.00

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

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

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

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

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

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

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

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

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

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

Mission Statement

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

Mission Goals

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

WPRM Admission and Train Ride Fares for non-members (effective April 1, 2011)**Admission**

- Adults 19 and over... \$8.00
 - Youth 4 - 18... \$4.00
 - Child under 3... free
 - Family... \$20.00
- (2 adults plus any related children 18 and under)

Admission and Train Ride tickets are good all day.

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

Train Rides

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

Cab Rides

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

The Train Sheet needs your photos and articles!

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

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

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

To contribute, contact Editor Matthew Elems by email at trainsheet@wplives.org.

The Train Sheet

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

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WP 707 Leads the first run of the Pumpkin Patch Express of 2017 out to the balloon and Pumpkin Patch, with Fritz riding on the point.

—Greg Elems Photo.