

THE

TRAIN SHEET

News from the Feather River Rail Society



Winter 2017-2018
Issue 176

-THE TRAIN SHEET-

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

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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
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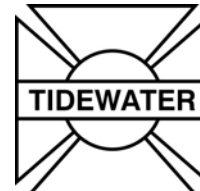
On the Cover

WP 707 sits at the west end of Track 1 during Santa Trains on 2 December 2017, lit from behind by the lights on the diesel shop.

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 – Jan 2018

– Steve Habeck, President

Part 1

Work continues on breaking down the Santa Train setup; Ethan has been taking advantage of the good weather to make progress on stripping down the cabooses. I pitched in a bit on the cabooses today, as well; I stripped the front gate last week. My family will be out this weekend or next to clean out the passenger cars, facilitating their removal from the shop to make room for maintenance on locomotives. The Santa Trains did very well again, with the last Friday event being the busiest Friday by far, since we started running on Fridays. I have to mention the core of volunteers (and staff) that made the Santa Trains 2017 a success: Ethan and Ali Doty, Charlie Spikes, Bil and Barbara Jackson, Loren Ross, Duane VanderVeen, Fred Elenbaas, Eddie (Gizmo) Powell, Greg and David Elems, Craig Simmons, KC Dunn, Jean Danielson, Kevin, Kathy, and Zayden Errecart, Vickie Krois, Eddie Buttram, Justin, Jennifer, and Scarlett Harley, Eugene Vicknair, and anyone else I have overlooked as I write this.

Today, I found the "CLOSED FOR THE WINTER" strip sign for the front gate in the storeroom, broken in half. I repaired it and hung it on the gate; the city has been leaving the gate open for traffic to/from the sewer plant, and we have had several carloads of people coming in, whether we are there or not. Those of us that are there this time of year need to be sure that the building, boxcars, equipment, and grounds are secure when you leave, due to the people coming in.

The groups from Arizona that want the two SP beet cars, and want them shipped by rail, have opened a Pandora's box for us in dealing with UP. I am dealing with Marketing, Sales, Real Estate, Legal, and Insurance departments with UP, and it turns out we don't have current agreements with them (in their opinion) for anything (including our lease). Their boilerplate, standard customer and interchange agreements do not work for us, but they are trying to force us to fit the molds of their standard agreements. I am waiting on an interchange/track lease agreement from them

that is supposed to have us lease a portion of the West Pass for \$0 per year. I refused to pay to lease a UP yard track from UP. If this doesn't go through, it's possible they could take out our switch on the West Pass, but I don't see this happening.

By far the most serious fallout of this turn of events that the Arizona folks started is the liability insurance issue. UP is demanding \$10 million aggregate/ \$3 million per occurrence liability insurance, with them listed as an additional insured. This is doable for the occasional interchange activity, but it looks like they are going to make us provide this insurance as a condition of our lease on the property. This will increase our liability insurance costs dramatically, IF we can get insurance. Our current carrier, Arch, has canceled our policy, and our insurance expires on February 18th. Vivian Sundin of HMBD is actively searching for another carrier, but, as of now, we are out of business on February 19th. It has been fairly common for carriers to cancel at renewal time, so this is not new, but the increased limits UP will require will make it more difficult to get coverage, and it will be VERY expensive (we are currently paying almost \$10K per year for liability insurance; we can expect this to increase significantly, regardless of the coverage).

Part 2

Dialog continues between myself, Vivian from HMBD, and insurance providers. I have clarified information and answered questions for two potential carriers, and have received a non-binding, information-only quote from one of them, pending more information, for the current limits we have, and for the increased limits UP is imposing on us. These quotes, although preliminary, are not as bad as I was expecting, but our costs will increase. The carriers have also suggested we approach UP about negotiating reduced coverage, and I have begun a dialog with UP's insurance people, who are in Duluth, GA, of all places. As with all the people at UP I have dealt with in the past few months, these people are completely clueless as to who we are, where we are, what we do, and how we could have possibly gotten to where we are

without their knowledge and consent. Every conversation starts from scratch, and it very quickly becomes apparent to all these people that we are very aware of what's going on, and it's them that have to get up to speed. So far, I've worked at UP over twice as long as the six people I've dealt with combined. They have a very narrow view of UP and what UP does, and have been fed a steady dose of the company propaganda. It's frustrating and humorous at the same time, but I feel that some progress is being made.

Congratulations are in order for Vice President and Director Greg Elems, who worked his last day on Sparks yard job YSP-20 on Saturday, January 6th, with his family in attendance. His retirement will be official next month, completing a 39-year career with the railroad, which started out with the WP. We can only hope that his future plans include time at the WPRM, within reason. I can't wait for my turn...

Long-time member Ken Roller passed away recently. While the FRRS' relationship with Ken has been contentious, at best, for the past several years, it must be noted that, in the early years, Ken was a one-man track gang, largely responsible for the building of the track 6 and track 7 extensions, tying the Rip track segments that remained with new sections he built, and other bull work that needed to be done. He also served as a docent/tour guide, although his performance in this area degraded significantly in later years, resulting in his falling into disfavor with the WPRM staff and management. I was here in those early years, and saw how much work he got done (and helped with a lot of it) until he got older and his back gave out. His passion was steam engines, and he would steer conversations in that direction at the expense of being a good docent, especially as time went on. He also liked to paint (especially steam engines), and had a unique style that was admired by



The Santa Train backs into the loading platform on 2 December 2017 after another successful run.

—Greg Elems Photo.

many. His paintings are all over town, and he has one hanging in an elevator lobby in UP headquarters in Omaha. He was also a Vietnam veteran, and suffered ailments related to his tour over there. I intend to attend his memorial service on behalf of the FRRS; we owe it to him, regardless of how things went in the later years.

I have concluded our dealings with FEMA regarding the flood damage issues we endured during last year's atmospheric river flooding events. After many months of paperwork, meetings, E-mails, and many hours spent on them, we were determined to NOT be a critical industry under the guidelines established, and our application was denied. We could start over by applying to the Small Business Administration for possible assistance, but FEMA felt that this was a long shot. I filled out and sent the cancellation form, and opted not to go to the SBA. (By the way, the City of Portola's claims to FEMA were also denied; they had far more damage documented than we did). I want to thank the FEMA rep in Redding that we were dealing with; he was very helpful, honest, patient, and gave good advice.

With a significant Director election looming in 2018, with several seats to be filled, I encourage everyone with an interest in the FRRS/WPRM to consider giving of your time and effort to serve as a Director. The Board of Directors meets monthly, and charts the direction of the FRRS and the WPRM, our biggest asset and prime income generator. The issues and challenges facing the FRRS/WPRM require input from dedicated and interested individuals. If you are one of these people, your input is solicited as a Director.

General Superintendent's Report – Dec 2017

–Kerry Cochran, Director

I hope everyone had a Merry Christmas and will have a safe and Happy New Year.

As we enter into 2018, I would like to thank all the members and volunteers of the Feather River Rail Society and the Western Pacific Railroad Museum. As I look ahead into the New Year, I would like all of us to keep in mind that

we need volunteers throughout the year to keep the museum in operation to meet the expectations of our members, visitors and guests.

I appreciate all the members' and volunteers' support throughout 2017. Without all the help from you, I am sure we would not have had such a successful year.

Whether you help in caboose train operations, the Mechanical Department, the Museum Store or any other part of the society, THANK YOU.

Please keep an eye on the museum's website as we continue to update and add materials to it. News items are published as they take place, events and event help is requested with notices to the web pages and you can sign up to volunteer on the web pages also.

Look for more exciting events to take place in 2018, and as I do in most of my communication, I add the following statement:

“As always, there as 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 you. I may have missed some specifically by name, however all of your help is greatly appreciated”.

At any time should you have any questions, please feel free to contact me, I may not have an answer right away, however I will get one for you.

General Superintendent's Report – Jan 2018

–Kerry Cochran, Gen. Superintendent

For this month I am combining the General Superintendents report and the Historical/ Archive department report into this one report.

To start off, I hope that everyone is getting ready to attend the 2018 Convention in Salt Lake City. Eugene has been hard at work trying to get everything lined up for this event. Information and Registration is now available on the FRRS website. Paul our webmaster has posted the

information to the site and you can go there and view and make your reservations.
https://wplives.org/news_items/2018_convention.html

In other news, it is my understanding the Headlight # 50 has been sent to the printer and should be out in a few weeks. I would like to make a request to all members, please take the time to submit articles for the Headlight, we are very, very short on written materials for the Headlight and need more Photos, Articles and Authors to help us get this publication back on-track. Should there be any questions on the Headlight and submission of articles, please contact me.

I have been busy in the off season in creating position description for all the volunteer positions within the museum. Some may ask "Why", the simple answer is, and when a volunteer wants to volunteer for a position at

the museum or on the staff, the position description will give them a list of tasks and a general amount of time it takes to perform the work within the position.

These position description will go along with the new volunteer manual that should be ready for the 2018 season starting the week of crew training. This along with an emphasis on Safety will be an on-going theme for this year. While we have always covered Safety in crew training, we will improve on Safety training with the general volunteer pool of members this year. Also to go along with Safety, I am currently working on getting a Safety Committee up and running to address several areas that have been brought to the museum's attention over the last couple of years. Should you have any interest in the safety committee, please contact me.

A new Sleeper Reservation process and procedure is now on the society's website,



—Greg Elems Photo.

http://wplives.org/museum_forms_and_documents.html. Click on the Sleeper Reservation process and procedure toward the bottom of the page.

For those of you that may be interested, we have a “Working Group Meeting” that involves four of the museums staff members, that covers things like the operating rules, entrance to service book, and general museum issues that normally cannot be covered during the operating season. The members of this group: Kenneth Finnegan, Paul Finnegan, Loren Ross and Kerry Cochran have been meeting over the past few months to put the finishing touches on the revised Entrance to Service book for the operating department (one of the original members Rick Gruninger, has since retired).

Started two years ago this group has advanced several topics to the attention of the Operating

Department, the Board of Directors and several members that cover various items that have been a concern over the years. The idea is that this core group of individuals can get these topics brought to the right people in the museum organization and get them resolved for the Best Practices and use within the museum. If there are any questions about this group and its work, please contact me.

For those of you that are available, there is a “Get Ready for Opening Work Party” on March 24th and 25th. Please let Eugene Vicknair know if you plan to attend so that he may count you in for the Volunteer Breakfast at 9 AM on the 24th.

Those members in the Operating Department, Don't forget about Crew Training on May the 5th starting at 10 AM. With Operating Season starting on May the 26th.



Crew members in discussion before the start of the Santa Trains on 9 December 2017. Left to right: Steve Habeck, Ed Powell, David Elems, Eugene Vicknair, Fred Elenbaas.

—Greg Elems Photo.

“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 you. I may have missed some specifically by name, however all of your help is greatly appreciated.”

At any time should you have any questions, please feel free to contact me, I may not have an answer right away, however I will get one for you.

Superintendent of Operations Report

–Loren Ross, Superintendent of Operations

With the unfortunate departure of Rick Gruninger, I have been solicited to take the reigns as the Superintendent of Operations, a position I temporarily held a few years ago. I have accepted this offer with excitement and I am looking forward to continuing Rick's work on several projects. Kerry has asked me to join the Working Group as well, and I'm already reviewing their past records in anticipation of the group's next meeting. I am going to miss working alongside Rick, and I wish him success in his future.

This operating season has seen its share of difficulties, the most notable being the poor track conditions on the balloon from Malfunction Junction to Milward Switch. Over the summer, I worked on the track repair crew under the supervision of our Roadmaster, Greg Elems. Many of us weekly braved the extreme heat to manually replace over 60 rail ties in order to make the track safe to run. The balloon was repaired just in time for Railroad Days, which was another success! If you haven't seen the photos of the track repairs on the web site, I recommend you check them out!

Although the repairs were done well, there is still much to be done. An emergency track repair had to be completed in order to run the Pumpkin Trains in October, and more work was done to insure that Santa Trains would also come off without a hitch. However, an examination of the track shows that there are another 25-35 ties in need of replacement. There are wide spots that

need to be properly gauged, and some ties need to be plugged and re-spiked. The Roadmaster will be announcing track repair dates, and I encourage as many of you as possible to consider coming to the museum to help with this project. The more hands available, the easier it will be on all of us!

Our other area for improvement is train staffing on the weekends. For a variety of reasons, we have been losing members from the Operations Department, and not replacing them with “new blood”. This has resulted in staff scheduling problems, and I would like to find some new folks to join us so that we can continue to operate the museum to the best of our ability. I will be working with the Yardmaster to create more weekend yard switching days so that we can keep our level of proficiency as high as possible, and to provide the volunteers with more training time. This will only work if we have people available. So, if you know anyone who might be interested in joining the Operations Department, please start talking to them now so that we might have them come to next year's training classes.

After some discussions with our RAL staff, I have appointed Ethan Doty as the RAL scheduler. Ethan, and KC in the gift shop, have been working hard to fix some of the scheduling problems that seem to pop up from time to time, and have done an excellent job! Ethan and KC are working on several new ideas to help streamline the RAL adventure for our clients, and our staff, and I'm looking forward to their success! Our RAL engineers have done a fantastic job this summer as well, a fact often echoed by our customers.

Finally, I want to thank all the volunteers and staff who worked so hard this summer to keep our trains running and our customers happy. I've been volunteering at this museum since 2001, and I've never been prouder of the people I work with. WP IS the Willing People!

GETTING READY WORK PARTY

—Eugene Vicknair

To help prepare for the 2018 Season, the Museum will be holding a Work Party on the weekend of March 24-25, 2018.

This will begin with a special breakfast served in the “Silver Plate”, prepared in the car by a team of volunteers. The breakfast will start at 9 AM. Fresh eggs, various fruit, sausage, bacon, waffles and some special treats are on the menu. We will also be providing lunch both days.

The goal will be to clean and organize the diesel shop, archive display room and our regular display rolling stock in preparation for the 2018 Season. Volunteers are encouraged to bring good work clothes.

This is a great opportunity to meet your fellow members and help care for the museum facility.

If you will be staying on the property in the “Edenwold” sleeper, please remember that you need to sign up ahead of time and space is limited. Please make reservations online at http://wplives.org/sleeper_reservations.html or email sleeper_reservations@wplives.org. Please include your name, membership number, phone number, arrival date, departure date and room preferences in your email if you do not use the on-line tool. Also note that we have full restroom facilities available in the shower car.

Please RSVP via phone at (530) 832-4131 or via email to cleanup@wplives.org if you plan to attend!

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.



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Reflections of the Western Pacific (Part 3)

—Jack Palmer, Member

In the early hours of August 14, 1979, I left my home in South San Francisco prepared for a full week of shooting photos of WP action in the canyon.

While enjoying my drive up the canyon there were no trains to be seen until shortly after crossing the Williams Loop and found a train in the hole at Spring Garden.

I parked on the service road over-looking the area and discovered I was approximately 50 feet above the track. I waved to the crew and the engineer got out of the cab so I hollered down to him, "would you guys like a cold drink?" I went back to my car and promptly threw two "Cokes" down to them. I then grabbed my camera and climbed down to join them. I told them I would like to take pictures. The engineer said "WAIT! I'll put out the white flags and get my camera too!" (This was my first meeting with engineer BOB LARSON) He was at the controls of new GP-40 dash 2's No. 3547 and 3548 with U-23B No. 2262 sandwiched in between. We took our pictures of his train and exchanged personal information (Another example of Willing People.)

When BN138 rolled by on the main, one GE U-Boat in the middle was smoking badly and Bob remarked: "If she's not smoking that means she's out of oil". I ask if I could have a ride around the "Loop" and he said Okay let's go. When he got "the Green" we took off and I told him I wanted to get off at the end of the loop. He told me he had to maintain his speed of 25 mph – could I get off Okay? I got off running and somehow managed to stay on my feet and hurried back to my car. I believe I set a new speed record in the canyon because I arrived at Keddie just in time to catch the 138 on the Wye.

After exploring everything at Keddie I spent the night at the campgrounds maintained at the Quincy Fairgrounds. I rolled out early the next morning and after a short stack and coffee at the local cafe was prepared to run up and down the canyon all day but ended at Portola without any photos that day and decided to stay at the campground across the river that night.

The next morning I was awakened by the Steel whistling in the yard at 6:20. I jumped up out of a sound sleep, threw everything into my car and made a mad dash out to town. I stepped on the gas and drove down to the Little Bear crossing and was waiting for him when he came charging through there at the advertised and made me welcome with a long blast with his Nathan M-5 after the normal signal. I recognized the engineer. It was Bill Reed, a friend I met several times before. THAT was a great photo! I then drove down to the loop and got him again.

I liked hanging out at the Loop because I could get several photos of a train in both the upper and lower levels as it traversed the loop. Thereafter, every day was like playing a game of "Catch me if you can" On "Are we having fun yet?"

I would leave Portola early and drive down to Williams Loop and wait there for a train coming up the canyon and take photos at the upper and lower levels, then high-tail it up to Keddie and from there to the Little Bear crossing and finally on its arrival at Portola..

It was great to catch the GGM like that and after



Jack Palmer sits outside the Gift Shop at the WPRM in 2012.

leaving Keddie to get photos of it on the Clio Trestle rather than on its arrival at Portola. It was not possible to catch it at both. (The service road going out to the Clio Trestle was rather long, twisty and rough, and then the time it took to get my pictures and get to Portola it would be long gone)

This became my daily routine except one afternoon after chasing a train up to Portola I meandered over to the yard and noticed a Box Car and Caboose that were extensively damaged and I thought would make an interesting picture. At the moment the Trainmaster emerged from his office and requested that I not take the photos because they were part of an on-going investigation. He immediately recalled we had met several years ago when I visited him at his office in San Francisco. (This was Mr. Mel Graham, now Trainmaster.) I assured him that all my pictures were for my own personal use and was then allowed to take the photos. (Willing People again) I must add that wherever speaking with any WP employee who knew him held him in very high regards.

After lunch, I spent a couple of afternoons out east of town at Rocky Point sitting on a large rock waiting for a train coming from either direction.

This was a good location too, because it offered a different perspective of the taking photos of trains slowly leaving Portola, as well as those on the curve approaching Rocky Point from the east.

I resumed chasing trains the next morning until the day I had to go home. On that morning I spotted the Steel at Keddie and decided to catch it at Rock Creek on the trestle.

When I arrived at Rock Creek I promptly prepared for the Steel to come into view and was suddenly surprised to have Ted Benson join me for the same shot. After that I made a quick visit at Oroville for any last photos and continued on my way home.

I couldn't help thinking about some of the favorite locations and photos I had taken and anxious to see the results after this adventure. I also marveled at "the devil made me do it" attitude when speeding 80 mph up and down the canyon all week without being stopped once.

Train "Nuts" do a lot of crazy things to get pictures of trains and I am no exception. It all depends on what you are willing to do that THAT PICTURE. I do GO FOR IT!



Creative Kernels was set up supplying candied pop corn on 2 December, 2017 on the West End of the Diesel Shop.

—Greg Elems Photo.

Re-Dedication of the "Charles O. Sweetwood"

—Eugene Vicknair

On September 9, 2017, the museum hosted an amazing group of guests who came to honor and rededicate the Pullman built Business Observation car Western Pacific 106, also known as the "Charles O. Sweetwood".

Originally built as the "Pioneer" and used as part of Pullman's executive lease fleet, the car first entered service on September 11, 1917. Purchased by the Western Pacific and renumbered 106 in 1942, the car would be used as the Eastern Division Superintendent's car, based in Elko, Nevada.

In late 1950, with the beginning of the Korean War, the Western Pacific developed a daring idea to use a railroad car as a long distance blood bank, partnering with the American Red Cross to collect blood to care for wounded soldiers in the conflict. The 106 was chosen and renamed "Charles O. Sweetwood" in honor of the first Western Pacific employee killed in the war, a young man who was a former WP carman and

front line Army medic. Charles was killed on September 8, 1950, having just celebrated his 21st birthday.

To honor this historic car and its amazing legacy, our volunteers and members were joined by a number of special guests:

Julia Rigutto Pagan and family – Julia was one of the four original Red Cross nurses who served on the Charles O. Sweetwood. We thank Julia and her family for joining us today and honor her service.

Bill Sweetwood and family – Bill is Charles' nephew and has been regularly in contact with the Society concerning the status of the car. From the very beginning of the Red Cross service, the Sweetwood family has been closely involved with the blood procurement project and the operations of this railcar. We are honored that they have continued that tradition.

Diane Remick – Daughter of Marty Lummus, who purchased the Western Pacific 106 from the railroad in 1961 and saved it from being scrapped and lost to history.



Steve Habeck and Bill Cardoza with the framed California Senate Resolution, with the "Charles O. Sweetwood" in the background, complete with replica drumhead.

—Tessa/Michael Clawson Photo.

Stephen Walsh – Regional Director of Communications and Marketing for the American Red Cross Gold Country Chapter, which is celebrating its 100th anniversary this year

Maureen Koski – National Disaster Response Team Member, American Red Cross of Northern Nevada

Barb Kramer – Disaster Cycle Services Volunteer Partner, American Red Cross of Northern Nevada, which is also celebrating its 100th anniversary this year

Shane Starr – District Representative from the office of Representative Doug LaMalfa – California District 1

Pat Morton – Mayor of the city of Portola
Robert Meacher – City Manager of the city of Portola

Bill Cardoza – District Coordinator for California State Senator Ted Gaines
City of Elko Nevada



Charles Sweetwood's Purple Heart (above), and Charles' mother's Blood Donor Pin (not pictured) were among the items donated to the FRRS.

–Tessa/Michael Clawson Photo.

The Master of Ceremonies was Todd Bruso, noted radio personality on ESPN Reno and member of the Nevada Broadcasters Association Hall of Fame, leading those assembled in a ceremony based upon the original dedication scripts used by the Western Pacific in January 1951. Local Veterans of Foreign Wars Post 3758 was joined by some other local veterans to serve as an honor guard for Charles, who was a member of the 1st Cavalry Division in the war. During the ceremony, FRRS Vice-President Greg Elems joined many of the guests in sharing the history and significance of the “Sweetwood”, and the WP being a truly family railroad.

Bill Sweetwood spoke about his uncle and celebrated Charles' life. Bill and the Sweetwood family were presented with an American flag by the honor guard.

Julia Rigutto Pagan, one of the original four Red Cross nurses to serve on the car, performed the formal re-dedication of the car.

Many accolades were presented to the FRRS and received by President Steve Habeck, including recognition from the American Red Cross for those who worked on making the blood procurement program possible, a Certificate of

Special United States Congressional Recognition, a California Senate Resolution, a Proclamation by the City of Elko, Nevada (Charles' hometown), and a Special Proclamation by the City of Portola recognizing the car and declaring September 9th to be “Charles Owen Sweetwood Day” in the city.

Following remarks by FRRS Secretary Eugene Vicknair (read by Todd Bruso as Eugene was prevented from attending due to illness), the members of VFW Post 3758 played taps and performed a 21-gun salute. The VFW presented the spent shells from the salute to the members of the Sweetwood family in attendance.

Todd Bruso closed the ceremony with a moment of silence to remember the sacrifice of Sgt. Sweetwood and all those who gave their lives in the Korean War and the words ‘Greater love has no one than this: to lay down one’s life for one’s friends.’

Following the ceremony, the FRRS received a surprise and very moving donation from the Sweetwood family when we were presented with Charles' Purple Heart and the blood donor

pin which had been given to Charles' mother Bonnie when she became the first person to donate blood on board the car.

Thank yous to Patty Clawson, who worked tirelessly alongside Eugene Vicknair to pull the ceremony and celebration together and stepped in when Eugene took ill to smooth out last minute items, to Charlie Spikes, Greg Elems, David Elems, Steve Habeck, KC Dunn, Ali Doty, Ethan Doty and all the other FRRS volunteers who made this event possible.

Also thanks to Bill Sweetwood, Cynthia Pagan, Robert Meacher, Steve Walsh of the Red Cross and Shane Starr of Congressman Doug LaMalfa's office for their support and assistance. Several newspapers carried accounts of the event, including the Portola Reporter, whose article can be seen at this web page: <http://www.plumasnews.com/rededication-charles-o-sweetwood-railroad-museum/>

Museum Web Page Update – Dec 2017

–Paul Finnegan, Webmaster

I created a new collection page for the WPMW 71, aka "The Weed Burner". While at the museum on October 13th, I met with Dennis Servia who worked for the WP and had memories and photos of the weed burner that he has shared with us. On November 3rd, I added his memories and photos to the MOW collection page under the Museum > Museum Rolling Stock pull-down menu.

The website promoted the 2017 Santa Train event with a very attractive graphic created by Eugene Vicknair. Greg Elems sent me some photographs that you can view on either the 2017 Santa Train news item on the News > News Archive or on the About Us > WPRM Photo & Video Gallery web pages. As a special feature, on the 2017 Santa Trains news item page, we have two audio clips posted from local radio ads promoting the event.

From October 1st until December 25th there were 938 pageviews of the 2017 Santa Train web page. Of these pageviews, 63% were from

Departures

Long time FRRS member Ken Roller passed away 31 December 2017, aged 69.

Ken had been a fixture at the museum for many years, starting in 1983. He is well known around town with many of his locomotive paintings hung on walls throughout the area and beyond.

A service for Ken Roller was held on Saturday, January 13th at 1:00 PM at the "Sierra Valley Church" (Hwy 70 & Genesee Rd – the former Beckwith Tavern) in Beckwourth, CA. Internment followed the service.

Former CMO and FRRS Member John V. Buberniak passed away 5 February 2018, aged 52, near his hometown of Carbondale, Pennsylvania. His passing came after an eleven-day ordeal in the ICU at the Geisinger Community Medical Center in Scranton, PA. John and his wife, Pamela, had traveled to PA for John's mother's funeral on January 26th. Many of you will remember him for being the WPRM CMO for several years and getting us many needed batteries for our RAL locomotives.

John was a good friend to many and was a mechanic for the UPRR in Roseville, California. He is seen at below with Mat Schuman in Dec 2016. Mat Schuman Photo.



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 Pumpkin Express in October, Santa Trains in December and special event trains. 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.

Two crew-training classes are scheduled for 2018. They are scheduled for Saturday, May 5th and Sunday, May 27th, 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.



mobile devices; which demonstrates the importance of our website supporting mobile devices. In 2016 we had 732 pageviews with 53% being from mobile devices. Therefore, in 2017 we had 28% more views and more of them were from mobile devices compared to 2016.

Kerry Cochran and I continue to work on museum documents, policies and forms. We have added a large number of new and revised materials to the website.

I have updated the website for the 2018 season. The sign-up tools, forms and calendars are all in place to support 2018 operations.

Peter Arnold and I are continuing to make progress on the Western Pacific Headlight Master Index on the Historical/Archive Department web page under the Museum pull-down menu. We now have issues 4 to 49 indexed with 488 topics and 2,144 index entries.

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.

Museum Web Page Update – Feb 2018

–Paul Finnegan, Webmaster

Kerry Cochran and I continue to work on museum documents, policies and forms. We have added a large number of new and revised materials to the website. Additionally, we have been creating, revising, and posting position descriptions for many of the volunteer and staff roles at the museum. You can see them by using the "About Us" pull-down menu and choosing the "FRRS Org Chart" item. There is a "Jump to" link to the "Position Descriptions" in the top left corner of the page.

Working with General Superintendent Kerry Cochran and Superintendent of Operations Loren Ross, I have added new and updated material for the spring 2018 Crew Training. The classes are scheduled to be held on Saturday May 5th and Sunday May 27th.

Over the past two months, I have posted several items about the 2017 Santa Trains event, the 2018 Western Pacific Historic Convention that will be held In Salt Lake City on April 19-22, 2018 and the 2018 Election. I encourage everyone to regularly check the website for the latest museum news.

Robots attempting to penetrate sites for various malicious purposes regularly attack the society website, like all others on the internet. My strategy to defend our website was to build layers of protection so an attack would have to get past several obstacles. The most visible to the user is the Google reCAPTCHA tool on our sign-up pages. This had worked perfectly until last month. We had an attack from either Romania or Russia (the IP trace is inconclusive) that managed to get past the "I am not a robot" tool. It had attempted to penetrate the 2018 Crew Training sign-up page. Fortunately, since to actually "sign up", the user must provide a valid email address, open the confirmation email and click the enclosed "Confirm Sign Up for Crew Training" button. I saw the bogus sign up before

the attacker clicked the confirmation button and deactivated that sign up. (I get a daily security log email from our website.)

The second layer of protection in my system is it can be configured to immediately discard any request from specific IP addresses. I added the attacker's IP address to my blacklist file. The next day, the same IP address attacked again and was automatically repulsed.

For background information, I put the blacklist feature on line on December 18, 2015. Since that time, the site has been attacked 1,735 times. The reCAPTCHA tool went on line on January 23, 2016. Since the reCAPTCHA tool went on line, the only (partially) successful attack I am aware of it the one described above. I currently have 164 IP addresses blacklisted from attacks since I started as webmaster two years ago.

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.

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(15% off [\$15.26] for Sustaining and Life) their order
\$5.00 shipping and handling for mail orders



WPRM Steam Dept News

—Roger Stabler, CMO Steam

This will be an interesting year for the WP 165. For those of you who are not aware, Chris Allen has resigned as head of the steam dept. I will be taking over to see the engine finished, and Chris will be consulting with me and help out as much as he can as we progress on the engine. I want to thank Chris for the time that he has put into this project.

The WP165 has reached a critical point in the restoration process. This will be the year that we attempt to finish the boiler and put a hydro static test on the engine. We will be rolling the flues into the engine in May and finishing the staybolt work in the firebox. This work will start the FRA clock on the engine.

Once this work is complete the steam piping and appliances will be put back on the engine. We will also be painting the oil tank and lifting it back into the tender so we can begin putting the piping back between the engine and tender. We are hoping to have the engine essentially ready for a hydro test in July and possibly a steam test in August. The official work week is May 7th through the 12th. We will be having the light the fire dinner after the workday of the 12th which will be a short day. I will be at the museum for most of the 1st two weeks of May so I invite anyone who wants to help to come to the

museum. I will have a list of jobs that need to be accomplished, and all skill levels are welcome. It seems that the closer we get to running the engine the longer the list of jobs gets. Once we get close to fire up I will be offering a training class on firing up a steam locomotive.

If you can't make the work session I at least hope to see everyone at the light the fire Dinner. Thank you for all the support and lets get this engine fired up.



Farewell to the CZ Private Cars

Emeryville to Westwood and Bieber - July 6-8, 2018

It is with great sadness that we announce the last excursion using the popular California Zephyr private rail cars. Late in 2017, it was announced that a buyer began negotiations to purchase the cars and they are slated to move to the East Coast soon after this excursion.

July 6 and 8 will be travel between Emeryville and Westwood including the Feather River Canyon.

July 7 is the Paul Bunyan Mountain Festival, or enjoy a rare milage rail trip from Westwood to Bieber.

For more information, call 1-800-359-4870 or go to:
<http://www.traintrips.biz/2018-Tours/Farewell-To-The-CZ-2018>





John Bartels from Sacramento News 10 came to the museum on February 16th to get a segment on the SP Rotary. Bil and Duane were the crew on the caboose. Ethan Doty was the engineer for the train, manning the SP 2873. Steve and Charlie manned the rotary and showed John around. (Above: Greg Elems explains the concept of the rotary snail and why we needed a second engine; Below: John Bartels, Steve Habeck, Greg Elems, and Ethan Doty in front of the rotary)

Patty Clawson Photos.



- 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)

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.

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

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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Ethan Doty works on dismantling the lights on the cabooses used in the Santa Train on a pleasant 11 January, 2018.

—Matt Elems Photo.