THE
TRAIN SHEET
News from the Feather River Rail Society

Preserving "THE FEATHER RIVER ROUTE"

Issue - 187 October/November/December 2020

President's Pin

- Greg Elems

Well, we've come to the end of 2020 and started 2021. We missed a year of being open to share the WP with the public. Even though we weren't open, a core group volunteered and pressed on with maintaining the museum. We did get a lot accomplished. We dealt with some vandalism and Steve Habeck came up with a plan to rearrange the museum. Most of the cars and locomotives got moved. Things will look different and equipment that has been hidden will now be in view. All the cars that were spread out and becoming a hazard for numerous reasons have been placed in one area that will make the grounds safer.

We witnessed another year of wildfires in California. We also had some grounds cleaning take place with fire abatement in mind. Trees removed, others had their lower limbs removed, reducing fire hazards and opening up the view across the museum grounds. More fire abatement will need to be done though.

Equipment maintenance continues, with the rubber tire fleet getting some much-needed attention. Work also continued on our steel wheeled fleet. The SN 1642 got some attention this year also. Duane Vander Veen did some really nice carpenter work, fixing the floor, one end door frame and both end platforms and the steps. The windows once again open and have hardware to keep them open. More paint was removed, and wood patched along with DAP filling the cracks. Sadly, we didn't get the primer

(continued on page 15...)

I remember the WP

- Jack Palmer

I often recall the earlier days of our activities at the Portola R.R. Museum and how I became involved with another great WP Engineer named George Oels.

On one of my trips to Portola, I was pleasantly surprised to see the WP921-D and our SN Caboose 1632 in operation and later as it made several trips around the balloon and return.

At one point, the officials decided to make a few changes with the crew and that I would be the fireman on the next trip. I couldn't believe my ears! Me? Fireman? (I had no idea of what I was supposed to do.)

EMD F7 WP 921D at Portola
- photo by Mike Mucklin

When I entered the cab of the 921-D, George Oels, WP Engineer (retired) was waiting for me. After introductions, he told me to sit over there in the Fireman's seat.

I began looking at everything, but there was nothing to see on my side of the engine, so I

(continued on page 15...)

-THE TRAIN SHEET-

Issue 187 - October/November/December 2020
Published January 5, 2021
News from the Feather River Rail Society and the Western Pacific Railroad Museum at Portola
Editor - Paul Finnegan
Email: trainsheet@wplives.org
Contribution Deadlines: Last Day of March, June, September and December.

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WESTERN PACIFIC RAILROAD
MUSEUM at PORTOLA
PO BOX 608, Portola, CA 96122-0608
Museum Phone: (530) 832-4131
Fax: (530) 832-1854

Museum Opening, Days & Hours for 2021 dependent on COVID-19 conditions. Please watch the society website for future updates.

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 Heritage Rail Alliance

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Table of Contents – Issue 187

President's Pin	1
I remember the WP	1
2021 Closure Notice	3
The Last Train Departed - Barbara Holmes	4
Western Pacific GP7 705 Repainting	4
What the heck was a TELLTALE?	5
2021 FRRS Election	6
Photos from WP 165 Work Session October 2020	7
Operating Department News and Update	8
Things Around the Museum: Malfunction Junction - What's the Story?	8
FRRS Website 2020 Update	9
Web Hosting Move	10
Sponsors	11
Departure: Jim Ley	12
News from the Archives	13
Train Off Notice - FRRS Yahoo Group	14
2020 FRRS/WPRM teespring.com Report	14
Membership Report	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
Tidewater Southern Pages	www.TidewaterSouthern.com
Central California Traction	www.trainweb.org/tractionco

From the Feather River Rail Society and Western Pacific Railroad Museum:

Our Museum is Closed until Further Notice
Outlook for 2021

The Feather River Rail Society/Western Pacific Railroad Museum is, like many other non-profit organizations across the state, in a waiting game to find out when our new normal will begin. We're all anxious for the day that we can once again take in the sights and sounds of the museum.

Currently our museum is closed until further notice and our Board of Directors is discussing the status of the current virus situation at each monthly board meeting to adjust our operations to keep everyone healthy and safe during these trying times.

Opening in 2021 will be dependent on the COVID-19 Health Emergency conditions.

Please watch our website for updates and current conditions: www.wplives.org

Unfortunately, our core group of active volunteers are in the most affected age group for the current virus situation and our resources and staffing are limited.

You may not realize it, but when you pay your admission fee and/or buy a ticket and take a ride on our Caboose Train or make a purchase in our Museum Store, you are helping to fund programs of the Western Pacific Railroad Museum.

These are our primary fundraising avenues and due to the shutdown caused by the outbreak of COVID-19, we are experiencing major funding shortfalls. We are very fortunate to be supported by many of our dedicated volunteers that lead museum tours, provide high-quality interpretation, maintain our locomotives and passenger cars, and keep our railroad operations running.

Please consider making an additional donation today that will support our programs.

You can donate online:
www.donate.wplives.org
or by sending a check to:
Feather River Rail Society
PO Box 608
Portola, Ca. 96122

With sincere appreciation,
Kerry Cochran
General Superintendent, FRRS/WPRM

The Last Train Departed - Barbara Holmes

- Kerry Cochran

As reported in the last *Train Sheet*, Life member Barbara Holmes passed on September 29, 2020.

Barbara leaves behind her husband Norman of 72 years, two sisters, four children, four grandchildren, six great grandchildren and three great-great grandchildren.

Barbara enjoyed visiting with her family, sewing and worship with the Portola United Methodist Church.

Barbara's involvements with the Feather River Rail Society began when the first shovel of ballast was moved to clear the museum site. Barbara furnished drinks and lunch for our first volunteers. Later she set up a beanery in the stockroom and then managed the Gift Shop.

Norman and Barbara visited a number of model railroad shows and railroad conventions promoting Portola/Western Pacific museum and gift shop.

After Norman's retirement from U.P., the couple traveled to over 75 countries and enjoyed riding a lot of trains!

In September, 2012, the couple moved to Carson City, Nevada. Barbara's Parkinson disease became acute two years ago and Barbara passed peacefully in a care facility in Carson City. A memorial service will be held at a later date.

One of the things I remember of Barbara, is that, when I first became an RAL Engineer, Barbara always talked to me first about the visitors and made sure that I knew that they were ready to go. She was always in the old gift shop waiting when we were finished with the RAL and helped me get the visitors signed out and their RAL certificates completed. She was always around the museum helping with crew lunches and work around the Beanery and Gift Shop.

Thank you to Norm Holmes for providing me with the background information.

Help us return WP 705 to Green & Orange!

Western Pacific GP7 705 - August 14, 1977 - Oakland, California - Thomas G. Acheson photo, Frank Brehm collection

Western Pacific GP7 705 Repainting

- Eugene Vicknair

Despite the COVID-10 lockdown, the museum volunteers have begun prepping a major project for 2021: repainting Western Pacific GP7 705.

WP 705 was purchased by a group of members from OmniTRAX many years ago with the goal of restoring it for Run A Locomotive service wearing the 1970s WP green and orange paint scheme.

Starting in August 2020, we began raising funds for the repainting. As of December 31, the fund stands at $3,500. Our hope is to start the repaint in late spring / early summer, depending on funds donated and progress in combating COVID-19.

To donate to the WP 705, WP 165 steam fund, the FRRS archives or just support the society as we work for our season opening some time in 2021, you can visit the website at donate.wplives.org or mail a donation to FRRS Donations, P O Box 608, Portola, CA 96122.

What the heck was a TELLTALE?

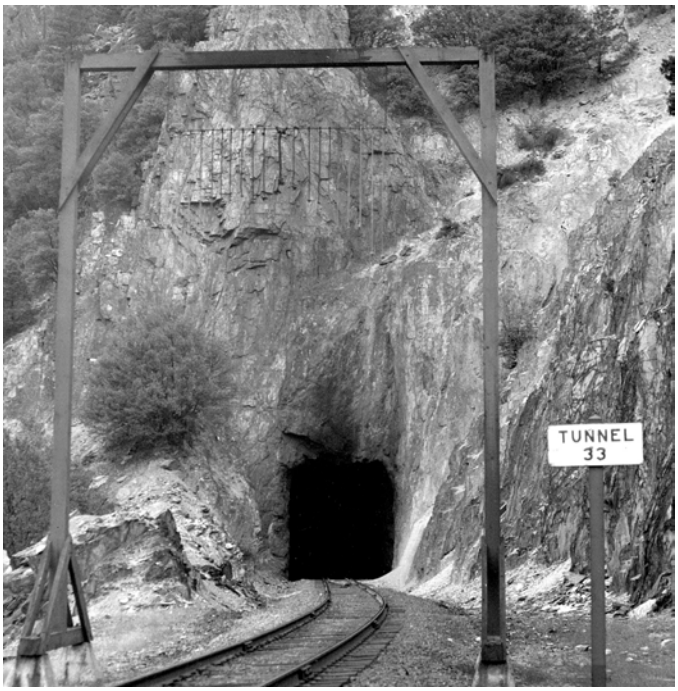
- Paul Finnegan

When brakemen walked the top of freight trains to set and release hand brakes while the train was in motion, they needed a warning when approaching tunnels or bridges for their safety. The "telltale" was the solution. A series of ropes were hung from a cross beam that would warn of an approaching limited clearance, giving the crewmember time to duck.

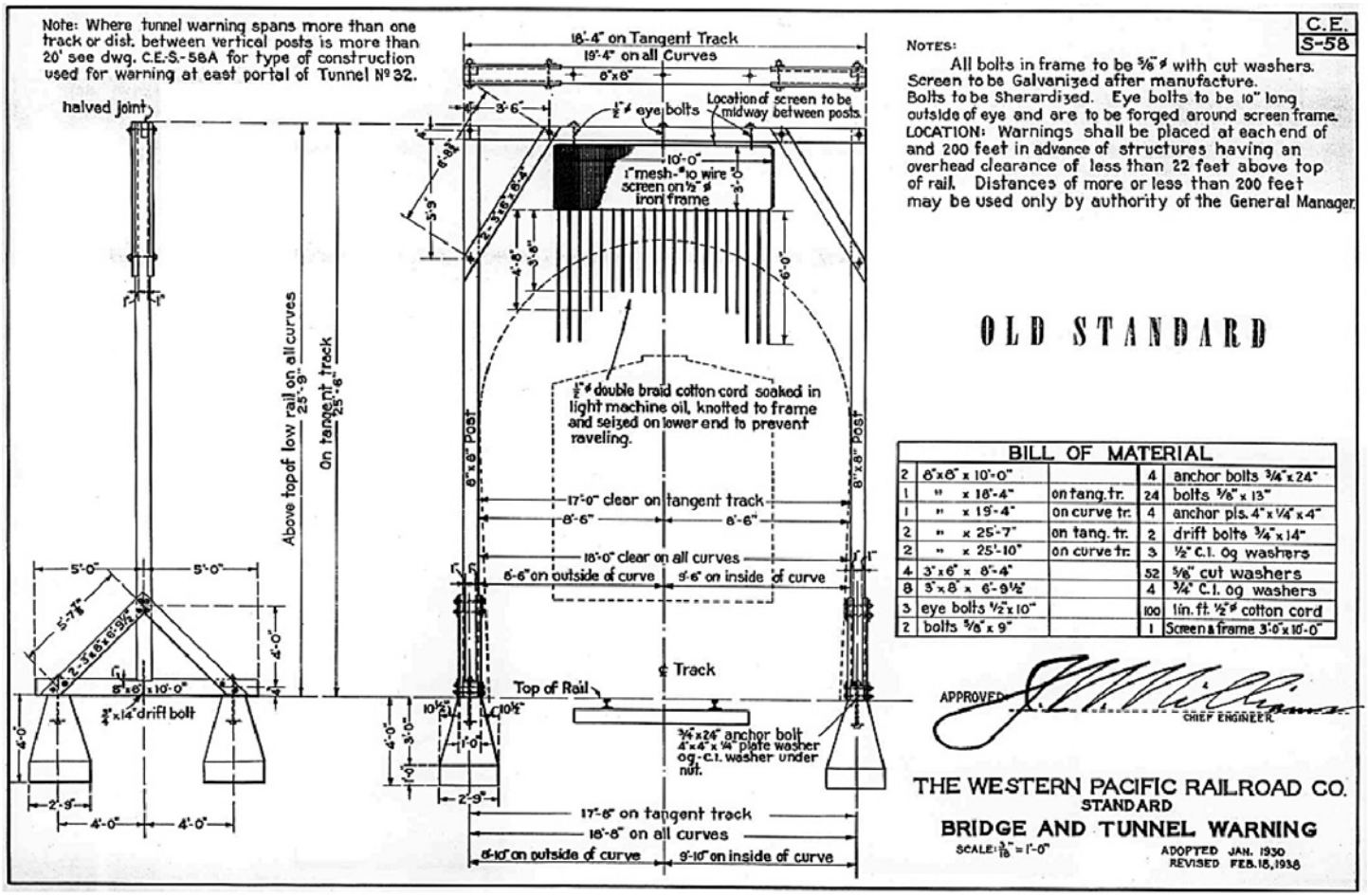
Running boards were eliminated on new cars entering service starting October 1, 1966. Over time, this eliminated the need for telltales since the practice of crewmembers riding on top of moving trains ceased.

It is reported that on the WP the telltale between tunnel 1 and 2 lasted until they redid tunnel 1 in 1981. In the canyon, the one at the Keddie tunnel 32 was still there in 1970, but gone by 1972.

As far as I know, they are all long gone into history now.



Telltale at entrance to Tunnel 33
- FRRS Archives/Meeker Collection



2021 FRRS Election - 12/6/2020

- Matthew Shuman

At the coming end of this unique year, the FRRS moves forward and will be having their 2021 Election and the 2021 Election Committee is ready to serve again for the 2021 elections.

The three upcoming seats, presently being held by **Eugene Vicknair**, **Matt Elems** and **Steve Habeck** are available for the June 2021 FRRS election year. Nominations are open from January 1, 2021 through January 31, 2021. Nominations can be submitted by voting members of the FRRS (IN WRITING) to the Nomination and Election Committee or personally delivered to the Election Committee. Nominations received earlier than January 1, 2021 will not be accepted and will be rejected. Nominations received later than January 31, 2021 will not be accepted and will be rejected.

Any person eighteen (18) years of age or older who has been a FRRS member of a voting membership unit in good standing for a minimum of one (1) year at the date of the election or appointment shall be eligible for election or appointment as a director.

Full election procedure details are available on the Membership page on the society website, including the deadline dates.

If you do not receive a ballot by April 29, 2021, please contact this Election Committee.

Please be sure to read the Election Policy for additional full details. If you have any questions, please address the Elections Committee at election@wplives.org.

Please stay Healthy and Well and may 2021 be better.

"Your 2021 Election Committee thanks you and is Proud to Serve the FRRS & WPRM."

Sincerely,
Matthew S. Shuman - FL 1948
FRRS 2021 Nomination & Election Committee - Chair
election@wplives.org
FRRS 2021 Nomination & Election Committee
1040 Redbud Drive
Redding, CA 96001-0162

FRRS 2021 Election Committee Members:
- Matthew Shuman - FL 1948 - Chair
- Ann Morningstar – L 1967 - Co-Chair
- Debbie Shuman - FL 1948 - Clerk/Catering Facilitator to the Election Committee

2021 Election Calendar – Note: email is an accepted form of written communication now for the FRRS.

January 1-31, 2021	Nominations open. No late nominations will be accepted.
February 8, 2021	Candidate statements must be received along with payment.
March 1, 2021	Nominees may withdraw their name in writing to the Election Committee.
April 19, 2021	Ballots to be mailed out on or before April 19, 2021.
May 15, 2021	Board to select tellers to count ballots announce time and place of counting.
May 28, 2021	Ballots must be received by 5 p.m. All late ballots will be rejected.
June 5, 2021	Annual FRRS General meeting and Election Announcement.

WP 165 and the Sweetwood - in the sun as light bulb replacement was taking place in the shop on Saturday afternoon October 31, 2020.

Photos from
WP 165 Work Session October 2020
-all photos by Greg Elems

Below - David Elems heating up a stay bolt on the fire box of the WP 165.
Lower Left - David Elems using the air hammer on a cherry red stay bolt on the fire box of the WP 165.
Below Right - Kirk Baer needle scaling one of the 165's two sand domes. The middle dome is the steam dome cover.
Lower Right - Roger Stabler in the firebox of the WP 165.

Operating Department News and Update

- Loren Ross
Superintendent of Operations

As we are all painfully aware, the Operating Department was closed this year due to the issues related to COVID-19. And as of the date of this submission, there is still no guarantee that next summer will be any different. But that hasn't stopped the FRRS Board from making plans to continue if we are able to. Right now, tentative training dates have been scheduled and the caboose train schedule has been modified and posted to give us the best "bang for the buck" at receiving some level of income versus the costs of operating. We are all hoping that next summer will be much more productive.

Over this summer, our Yardmaster, Steve Habeck, decided that since we were closed it would be a perfect time to completely re-do the overall appearance of our yard. With assistance from a few folks, over the course of several months, the entire property was switched around. New displays were created, many items that have been subjected to continued vandalism and weather damage were all moved to one area behind the house so that they could be more easily monitored. Every single piece of rolling stock was moved around, with only a few returning to their original places in the yard. This was a very difficult task, given that all workers had to abide by safe-distancing standards while on duty. But it was completed by the end of summer. Some track work was also done on West 3 rail, repairing a bad section of ties. Again, made difficult by safe-distancing guidelines, but we were able to get the job done.

Personally, I have missed working with each and every one of you this year. Over the past 5 years, we've built a pretty good team in this department, and I'm looking forward to getting back on track (pun intended) this summer. Hoping we will be able to open, I look forward to running again soon!!!

Things Around the Museum: Malfunction Junction - What's the Story?

- Paul Finnegan

The track between switch R and J is known as Malfunction Junction. It provides access from the museum to the Union Pacific yard and the UP Ramp Track. The last issue of the *Train Sheet* told the story of how Milward Switch got its name, but I have not been able to find the story behind how Malfunction Junction got its name. There must be a story, and it probably is worth remembering! The earliest record I have found of it is from the timetable used on May 28, 1988 for the 3rd Anniversary of Grand Opening.

If you know the story, please write it down and email it to me at trainsheet@wplives.org.

Support the FRRS when you shop at Amazon!

Use the link on the society web page to join the Amazon Smile Program.

FRRS Website 2020 Update

- Paul Finnegan
Webmaster

In addition to keeping the society's website current and up-to-date, I continued to enhance and expand it in 2020. Many of the changes were behind the curtain and did not visually change the website, but improved performance, reliability, ease of maintenance and reduced cost.

Some of the changes that added functionality for the user included:

Mobile Web Pages, a more friendly and uniform style of our top level web pages for the mobile user was implemented.

The Tour and Collection Pages were expanded with new pages and information. Some existing pages were corrected, based on an audit done by our Yardmaster, Steve Habeck.

A Google Custom Search tool was added to the Minutes & Reports page. This allows a user to do a Google search of ONLY the minutes and reports from the FRRS Board Meetings.

The RAL page was updated with new rates and levels.

The software behind the webcams was completely redone. The new software will prevent the race condition that sometimes showed images from the same camera twice rather than switching between our two cameras. The two-minute reset at the top of each hour was also eliminated.

The database behind the *Train Sheet* Master Index was redesigned to improve performance. Previously each link to a *Train Sheet* article went to a PDF file that had the whole issue. It was supposed to link to a specific page, but some browsers (especially mobile browsers) did not properly jump to the page. For mobile users the download time for the whole issue PDF file could also be very long. The system was redesigned so now only the page(s) for the requested article are downloaded.

I enhanced the Display FRRS Board Meeting Reports tool from the Minutes & Reports webpage to add an optional note to the link for the various reports. Some board reports contain multiple subjects and this helps the user more easily find topics.

I created 53 Sacramento Northern mobile friendly web pages based on the desktop versions that already existed.

Some of the changes behind the curtain included:

I enhanced the weekly audit tool that runs automatically to check for broken links, spelling errors, etc. There are 47 possible errors, 11 things of note and 11 warnings that are checked each time the tool runs on every web page in our site. This enhanced tool helps ensure that the quality and consistency of the website is maintained over time.

Like every other public website, wplives.org is attacked almost every day. Since we have no sensitive information (e.g. credit card numbers or member addresses) on the website, there is little for the attackers to profit by. However, it creates problems for me because if the attacker succeeds in registering for crew or for crew training, then I have to go clean up the signup database. Our first line of defense has been the use of the reCAPTCHA ,*"I am not a robot"* tool. Although this stops many attacks, over time, the robots have gotten smarter and it is not unusual for an attacker to get past it now. I have done a lot of cleanup on the website and have added significantly more logging and tracking capabilities. I have created new code that capture's the user's IP address and then determines the country the IP address is registered in. This has enabled me to restrict appropriate cgi scripts to run only for US-based IP

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*(...***FRRS Website 2020 Update** *continued from previous page)*

addresses, e.g. the crew training signup tool, which seems to be the most attractive tool attacked.

Working with Kerry Cochran, I have created and deployed a new audit tool to check all the FRRS, WPRM and Arthur Walter Keddie Library Policies and Procedures. It creates a report showing which (if any) polices are past their review dates, which need review this year and which are OK. It also checks several webmaster potential issues for the Museum Policies web page. I have configured the tool to run automatically once a month on the 15th. This tool will simplify the maintenance and review of our policies.

2019 Top Web Pages

Total pageviews in 2019 = 149,392

	Pageviews	%
WPRM Webcam	27,650	18.51%
WPRM Home	27,345	18.30%
WPRM RAL	7,414	4.96%
WPRM-Collection	4,185	2.80%
SN Home Page	3,353	2.24%
WPRM Locomotives	2,593	1.74%
WPRM Trainride	2,522	1.69%
WPRM Archives	2,430	1.63%
WPRM Visit Us	2,226	1.49%
WPRM Steam	1,582	1.06%
WPRM Santa Trains	1,309	0.88%
Rotary Run 2019	1,223	0.82%
Train Sheets	1,090	0.73%
WPRM-Calendar	1,090	0.73%
Minutes & Reports	947	0.63%
WPRM Museum Tour	926	0.62%
Pumpkin Trains 2019	922	0.62%

2020 Top Web Pages

Total pageviews in 2020 = 127,525

	Pageviews	%
WPRM Webcam	27,795	21.80%
WPRM Home	23,722	18.60%
WPRM Collection	4,578	3.59%
WPRM RAL	3,582	2.81%
SN Home Page	3,274	2.57%
WPRM Locomotives	2.514	1.97%
WPRM Archives	2,021	1.58%
WPRM Steam	1,483	1.58%
WPRM Visit Us	1,331	1.04%
2020 Closure	1,278	1.00%
WPRM Trainride	1,022	0.80%
Boxcars	975	0.76%
2020 Convention	884	0.69%
Minutes & Reports	850	0.67%
Passengercars	800	0.63%
Freightcars	730	0.57%
Operations	657	0.52%

Web Hosting Move

- Paul Finnegan
Webmaster

For a long time (probably since May 27, 2008), the FRRS had used Hostmonster as the website service provider. I became the FRRS webmaster in fall of 2015. Over the past five years, the paradigm of the society website has changed from a static, desktop-centric website to a custom, mobile-friendly, interactive, highly-automated website with significant data-management capabilities.

Although the services promised by Hostmonster were capable of supporting this expanded paradigm, the actual service provided proved to fall short. We had four serious (multi-day) and two minor service interruptions due to Hostmonster's negligence and/or lack of expertise. In addition to the actual service interruptions, some of the tools/methods at Hostmonster required me to implement our website in strange coding/design/deployment methods to function at Hostmonster.

For several years, Kenneth Finnegan had encouraged me to abandon Hostmonster and move the web service to a dedicated server. Kenneth's suggestion was not to go to a new web hosting service, but rather rent a virtual server at a data center and administer the system ourselves. I was reluctant to pursue this kind of solution because I thought the

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*(...***Web Hosting Move** *continued from previous page)*

support services provided by a hosting company would outweigh the advantages of going stand-alone. I did not want to just change the hosting service vendor since the reviews I kept reading said they are all bad once you stop using the very simple, basic, click-and-drag created websites. Thus, the devil we knew might be better than the unknown devil of a new provider.

Hostmonster's service convinced me I was wrong. Details of the issues are in the September 2020 New Business 3 and Webmaster Reports under Members-> Minutes & Reports on the website.

Kenneth Finnegan and I did a considerable amount of work over the prior several months to establish a proof-of-concept system that we demonstrated to select members of the FRRS Board before the September meeting. It was decided at the September FRRS Board Meeting, to move the web hosting service from Hostmonster to a system fully under our control. Before the actual complete migration, the webcam service and the wplives.org email service were migrated to the new system.

On Saturday, September 26th, Kenneth and I completed the move from Hostmonster to our new server on Kenneth's PhirePhly Design network located at Hurricane Electric's FMT2 data center in Fremont, California. The website, the wplives.org email system, and our sub-domains are now fully under our control. Additionally, we moved our domains to Google Domains and our DNS service to Cloudflare. We no longer have any relationship with Hostmonster.

PhirePhly Design is hosting the virtual machine gratis, thus saving the society the cost of web hosting every month. The end user of the website should not notice anything different, except improved performance and reliability.

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. See www.wplives.org/sponsors_how_to_become.html to learn how.

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808-735-4226 - ithicos.com

Departure: James Royden Ley, Life Member
June 20, 1943 – September 25, 2020

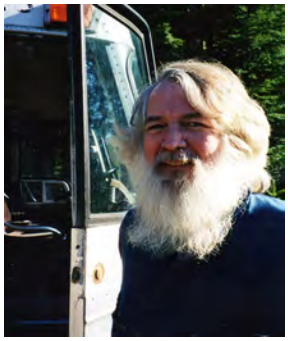
- Helen Punches

Jim was the third child and only son of George Ley and Frances Brown Ley. Born in Ross, Marin County, he spent most of his childhood on a small ranch near Lakeport, with horses. His teen years were spent in Davis, where he graduated from high school in 1961. No horses in Davis, but there were trains! Jim's favorite thing!

After a couple of years at Sacramento City College studying aircraft mechanics, he went to work for the Southern Pacific as a telegrapher at the Davis depot. In 1966, he bid on and got the job of night drawbridge tender on the Martinez-Benicia railroad bridge. In 1968, he worked in San Francisco dispatching ships for the San Francisco Marine Exchange. At the same time, he worked as chief radio engineer at the underground station, KMPX, often filling in as disc jockey. This job led to the next one, as a radio transmitter engineer, which involved the construction and maintenance of AM and FM stations. In 1972, he was recruited by ABC Radio in Los Angeles as a station engineer. In LA he romanced the daughter of a famous Hollywood personality, which led to social encounters with a lot of other famous people. But ABC wanted to transfer him to New York. He didn't like LA and was pretty sure he wouldn't like New York, so he came back to San Francisco and the transmitter engineering job.

In San Francisco, he met Catherine Grubb and together they moved to Lake County, a few miles from where he grew up. Here they acquired some horses, and from this time on, wherever Jim lived, there was always a horse or two in the picture. They owned and operated a natural food store in Lakeport for four years, then moved to Callahan, in the Trinity Mountains, and Jim worked at a small radio station in Yreka. Their son Frank was born in Medford in July, 1980.

The marriage didn't last, and Jim was back to San Francisco and the transmitters for a while, then back to Davis, where he worked as a contract electrician and volunteered as a docent at the California State Railroad Museum. When he heard about a new railroad museum in Portola, he went up to check it out and ended up living there in an old outfit car from 1984 until 1988, fulfilling his childhood dream of playing choo-choo. This experience led him to a brief job as electrician on a party train that ran from San Jose to Reno. He loved the job, but the company went broke and he was back in Davis.



At this point his mother, Frances, had bought a small ranch and wanted Jim to live with her and help her manage it. Of course there were horses. Jim went to work as a bus driver for Yolobus, a commuter line between Sacramento and Woodland. He did that for several years until he was offered a job as locomotive engineer with Yolo Shortline. His dream job! He ran that engine for the shortline until 2001 when Frances' health dictated that they move (with one horse) closer to his oldest sister in western Washington.

At the little ranch that Frances bought in Kitsap County, Jim undertook to convert an old transit bus to a motor home. Frances passed away in 2004 and Jim took his horse to his niece in Oregon and lived a mobile life in his bus for a couple of years. Then he bought a piece of land in the backwoods of Kitsap County, where he lived off-the-grid in his bus and built himself a self-contained electrical system. He lived there for six or seven years, until his health became questionable, at which time he and his lovely lab moved in with his sister and brother-in-law. And there he stayed for seven years until his passing in September.

Jim was a long-time member of the Ancient and Honorable Order of E Clampus Vitus.

Jim never worried much about security, or planning for the future. He took life as it came, and he had one heck of an interesting life. In railroad-speak, he has now "Caught the Westbound," and we miss him.

News from the Archives

- Kerry Cochran
General Superintendent
Archive Manager

While this year has been constrained because of the COVID-19 virus, we have still been able to work on some items for the archives.

If you have not noticed, the archive team has been posting to the website new materials each month since September. One of the last articles to be posted this December is an article written by the late Virgil Staff, Western Pacific's Western Division 1910-1930. This article comes from our archive collection and I would like to point out the amount of work that took place to bring this to being able to be published.

The original document was a printed document, it was necessary to separate each page for scanning. Once all the pages were ready, the document was scanned and made into an electronic file. Then this file had to be read and compared to the original document and to make any necessary corrections.

However it did not stop there, our webmaster spent several hours changing the document from a very large file into a document that could be made to fit the web pages. Once all that was done, he posted the document into the website with a release date for the 1st of December 2020.

Like several other documents that have been placed on the Historical/Archive pages, a lot of time and effort goes into getting these documents and files set-up and posted on the website for our members and the public to view.

I would like to take the opportunity to thank all the members that have helped over this trying year to keep our collection ready to be able to answer questions from the members and public, plus several members help with questions when I cannot answer or cannot find the correct information.

I would like to thank our president, Greg Elems for all the help with the archives so far this year. Without his help, I don't know what would have taken place since I have been unable to visit the museum since February 2020.

We continued to get questions and we have answered all of those questions. Some of these questions are about the Western Pacific Railroad, the WP Employees and there has been an increase in modeling the WP.

One thing that we hope to expand on is the modeling section of the website with some new and added information. I hope to start this in early 2021 and will have updates posted on the website what's new, so that members can see new materials as they are posted.

If you have not visited the "MODELING the WP & Related Lines" on the website, I encourage you to visit at this link: https://www.wplives.org/modeling.html

Should there be any questions on donations or the archives, please contact the Archive Department or any of the contacts on our website and someone will get back to you.

There are several members that have helped with the archives that it goes beyond me just saying thank you. The help I receive is great and I could not do it without this help from all the members. Some of these people are past members of the FRRS/WPRM and without their help also, it would be difficult to answer some of the questions.

We have added more materials to the Historical/Archive web pages. There is a scheduled release of new material each month throughout 2021. Please take time to view the Historical/Archive web pages and see what's new.

Do you model the WP or related lines?

Please share your photos, stories and experiences with us. Send your materials to Bob Sims (bsims@wplives.org) and Kerry Cochran (kcochran@wplives.org) so we can all learn from and enjoy your experience.

Train Off Notice - FRRS Yahoo Group

- Paul Finnegan

From the Yahoo Groups Help website: *"As of December 15, 2020 members can no longer access the site, send or receive emails from their groups or access any settings or info that was stored on the site, including lists of group members. Any info that remained on the site has been permanently removed."*

The FRRS Yahoo Group was formed on February 27, 2000 and, for many years, was very active with user posts and discussions. Over its life, a total of 4,276 messages were posted. Before Yahoo shut down the site, I backed up all the files and messages for our archives.

2020 FRRS/WPRM teespring.com Report

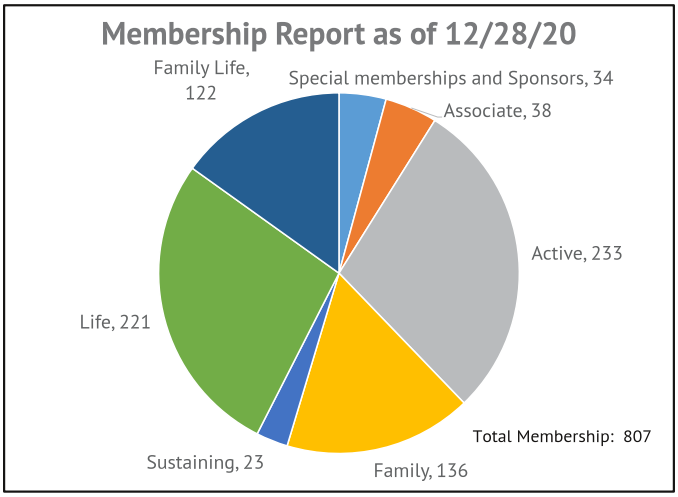
- Paul Finnegan

The FRRS/WPRM has a storefront at teespring.com that offers FRRS/WPRM themed products like coffee mugs, t-shirts and sweatshirts. In 2020 we made $160.88 profit on sales that has been deposited into the FRRS General Fund. The link to the storefront is at the bottom of the Latest Museum News Column on the society's home webpage.

Did you know that the agendas, minutes and reports from the FRRS Board of Directors meetings are available on the society website?

Use the pull-down menu:
Members --> Minutes & Reports

to access.



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Get your Train Sheet by email and you will get it before the post office even receives it
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Send an email requesting email delivery to
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(...President's Pin continued from page 1)
applied, but plans are in the works to start that next spring when it starts to warm up. WP 705 is now sitting where we can start cleaning it up for primer and a new coat of green and orange paint. Along with everything mentioned, work also continued in the archive car.

While the COVID-19 placed us in a position of not being able to open, I am proud to say when we open up in 2021 there will be some changes for everyone to check out. The museum store will be getting some changes also. Part of it is due new state requirements to be open to the public, but rearrangement was already in the plans.

We hope to start the RAL program up again, if a few requirements can be meet that make our engineers feel safe.

The board of directors have been having some long discussions about when and how we will open. Things are still up in the air in so many respects, a definite date is impossible to put out for our opening. We want to open safely, so keep an eye on the website.

As it stands now, we will gladly accept help with the myriad of projects to get the museum ready to open. PPE is still a fact of life for us, as is social distancing. If you want to see what we've done and pitch in, we'll more than happy to have you join in. We just ask that you let us know when and how long you want to volunteer.

For those of you on the operating crew, check the website for rules class. If you would like to join the operating crews, we'd love to have you come and give it a try.

Support the FRRS when you shop at Amazon!

Use the link on the society web page to join the Amazon Smile Program.

(...I remember the WP continued from page 1)
thought this would be boring with nothing to do. WRONG!

A few minutes later George asked me if I had fired before, I replied "No".

He very firmly said O.K. this is what we will be doing together for safety, because you will be my eyes on your side.

Before we move, you look to see that all is clear on your side and tell me "All Clear" and I will repeat it back to you. Then the same thing as we go around, you look ahead at the next switch and tell me "Switch Lined" if it's O.K. to proceed. If not say "Bad Iron". If you can't see the switch, you tell me "Can't see the Switch".

Now I had other thoughts – I do have an important job to do, and I was happy to follow his instructions. When we finished he said I did O.K. and I thanked him for the opportunity to meet and work with him.

I didn't realize at that moment just how much I owed to George for the proper training he had given me and that I would occasionally use over the next twenty years.

On my trips to Portola after that he would come to visit me at the museum. When he was no longer able to come to the museum, I would visit him at his home.

Although George is no longer with us, I have fond memories of WP and WP Engineers like him.

WP Lives!

SN 1632 - a Single-sheathed cupola caboose, rebuilt from boxcar 15303 in 1938 by WP
- photo by Brian McCamish

The Train Sheet
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FROM DAYS LONG LONG AGO

January - February 1952 - Winter of 1952 - 8-10 ft of snow at Portola
- FRRS Archives/Meeker Collection