



THE TRAIN SHEET

News from the Feather River Rail Society



Preserving "THE FEATHER RIVER ROUTE"

Issue - 191

October/November/December 2021

A Milestone for the WP 165

Roger Stabler - WPRM Steam Department



David Elems and Roger Stabler making sure the safety valves are tight before any pressure was raised in the boiler.
- Photo by Eugene Vicknair

I have not commented on a lot of the work going on with the WP 165 since our September work session. This summer we have been putting in extra time compared to years past. I have been spending almost every other week at the museum during the months of August, September and October to help get the WP 165 ready for what would become our test fire in November.

Now let's back up a little, I retired from Union Pacific in July, which has given me a lot of extra time to spend at the museum. I spent the latter half of July at the museum working on a lot of the small items on the engine that needed attention I was joined for several days by steam team (continued on page 12...)

-THE TRAIN SHEET-

Issue 191 - October/November/December 2021
 Published January 3, 2022
 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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**FEATHER RIVER RAIL SOCIETY
 WESTERN PACIFIC RAILROAD
 MUSEUM at PORTOLA**

PO BOX 608, Portola, CA 96122-0608

Museum Phone: (530) 832-4131
 Fax: (530) 832-1854

The museum is currently closed for the winter.
 Planned reopening is April 14th, 2022.
 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.

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.



Funding has been provided by California Humanities and
 the National Endowment for the Humanities (NEH) as
 part of the American Rescue Plan Act of 2021.

**The FRRS is not associated with the
 Union Pacific Railroad.**

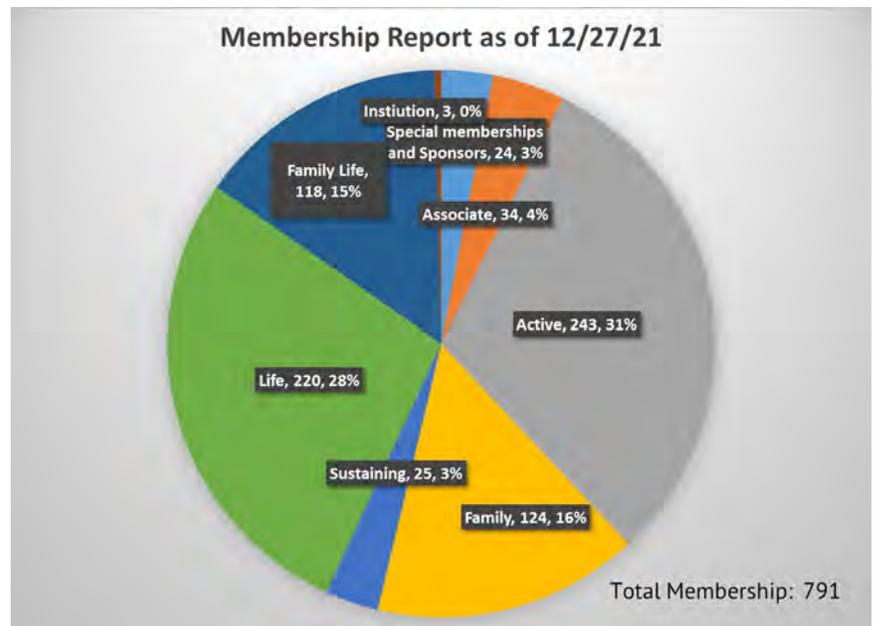
FRRS Tax ID number is 68-0002774
 Member of the Heritage Rail Alliance

- BOARD OF DIRECTORS and OFFICERS -

Greg Elems - President, Director	president@wplives.org
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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
Tidewater Southern Pages	www.TidewaterSouthern.com
Central California Traction	www.trainweb.org/tractionco

2022 Election Update

Dear FRRS Membership:

The FRRS 2022 Election Year is here, and nominations are now open from January 1, 2022 through January 31, 2022 for the Board seats presently being held by Board Members Robert (Bob) Sims, Roger Stabler & Janet Steeper.



The 2022 Nomination and election calendar is advertised in the *Train Sheet*, WPRM Website and Official WPRM Social Media site as well as by mass e-mail to the FRRS membership.

Nominations will remain open from January 1, 2022 through January 31, 2022. Nominations can be submitted by voting members of the FRRS (IN WRITING) to the Nomination and Election Committee or personally delivered to members of the Election Committee. Nominations received earlier than January 1, 2022 will not be accepted and will be rejected. Nominations received later than January 31, 2022 will not be accepted and will be rejected. (Reminder of mail delays these days so mail early.)

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 to election or appointment as a director.

If you do not receive a ballot by April 29, 2022 or it was somehow destroyed in the mailing process, please contact this Election Committee in writing at election@wplives.org.

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 2022 be better.

"Your 2022 Election Committee thanks you and is Proud to Serve the FRRS & WPRM."

Sincerely,
Matthew S. Shuman - FL 1948
FRRS Nomination & Election Committee - Chair
election@wplives.org

FRRS 2022 Nomination & Election Committee
1040 Redbud Drive
Redding, CA 96001-0162

FRRS 2022 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

2022 FRRS Election Schedule

January 1, 2022 - Nominations open.

January 31, 2022 - Nominations close. No late nominations will be accepted.

February 14, 2022 - Candidate Statements must be received along with Payment. (Statements to be sent to Board within 5 days of statement closing date for Board review before February 28th.)

March 7, 2022 - Last day nominees may withdraw their name in writing to the Election Committee.

April 18, 2022 - Ballots to be mailed out on or before April 18, 2022.

May 14, 2022 - Board to select tellers to count ballots, announce time and place of counting.

June 3, 2022 - Ballots must be received. No late ballots will be accepted.

June 11, 2022 - Annual FRRS General meeting and Election Announcement.

2022 Crew Training – Mark Your Calendars*- Loren Ross, Superintendent of Operations*

This year's annual Crew Training sessions will be held on Saturday April 9th, and Saturday June 11th, at 10 AM at the Western Pacific Museum in Portola, CA. The June class will coincide with the annual Members Meeting held that evening, so plan on coming and making a day of it!

As a reminder, Crew Training is mandatory for ALL Operating Department personnel. If you will be unable to attend either of these dates, please notify Operations Superintendent Loren Ross to make other arrangements to achieve annual certification. (OpsSuperRoss@gmail.com) Failure to complete Crew Training will result in suspension from the Operating Department.

Everyone should sign up for the Crew Training on the FRRS website. Once you sign up for the class, you will receive an E-mail with a link to take the annual Rules Exam online. All you need is your Rules Book to take the test. Everyone is required to take this exam. By taking it online, in advance of the class, it will allow the class to cover more material that will satisfy our insurance requirements, and probably get out of class a little earlier than usual.

Once you've completed the Rules Exam online, you will receive a report form of completion. Print a copy of this form and sign it. Bring it with you to the Crew Training so that the report of completion can be added to your personnel file. You will also receive a copy of the annual Liability Release Form, the Emergency Contact/Information Form, and Qualification Forms to fill out and bring with you. If you are a new crew member, you will receive a Safety Orientation Checklist to bring with you also.

At this time, we are planning on being open for the entire summer operating season, so come prepared to run the railroad!

Use a Qualified Charitable Distribution to make a donation to the FRRS

If you are 70½ or older, you can make a tax-free gift directly to the Feather River Rail Society from your Individual Retirement Account (IRA) now and for years to come. It's a smart way to enjoy tax savings and support the society.

Here's how it works:

- Who? You must be 70½ or older to make a Qualified Charitable Distribution (QCD) to the FRRS.
- What? You can give up to \$100,000 per year from your IRA.
- How? Instruct your IRA custodian to send a specific dollar amount directly to the FRRS. (You cannot withdraw the funds yourself.) The FRRS's tax I.D. number is 68-0002774. Your IRA custodian can send the gift by check or electronic transfer.
- When? Your gift must be completed on or before December 31 in order to count towards your Required Minimum Distribution (RMD) for the calendar year.

Benefits to You:

- RMDs: Your donation will count towards your RMD for the current year. Note that as of January 1, 2020, individuals must start taking RMDs at age 72. (Those who turned 70½ in 2019 must still take RMDs in 2019, 2020 and beyond).
- Tax Savings: You can exclude up to \$100,000 of this gift from your federal gross income – resulting in lower taxable income and possible tax savings (A \$200,000 exclusion may apply for taxpayers who are married and filing a joint return).

Tip: This tax savings is especially valuable to donors who are non-itemizers and donors who have reached their limit on itemized charitable deductions.

Please consult with your financial advisor about this special opportunity.

We Get Emails...

- Paul Finnegan



On Sunday, November 7th, we received an email sent from the website to info@wplives.org from Luke in Iowa:

I am a graphic designer from central Iowa and I regularly feature well-designed logos on social media to educate my followers on the principles of effective logo design.



I have recently been doing some research on North American railroad logos of the past. One of my favorite logos is the last Western Pacific Railroad logo (I believe it was in use from 1979-1983, please see attached image).

To the best of my knowledge this logo wasn't significantly used by the railroad.

I have been having trouble finding information on this logo such as who designed it or any historical information about it.

If your organization would be able to provide any information on this logo it would be greatly appreciated.

Eugene Vicknair forwarded it to our Historical/Department. Kerry Cochran used the Google Custom Search Engine on our WP Mileposts web page to find an article about the WP Logo and emailed Luke:

Dear Luke

Here is an excerpt from one of the Western Pacific Railroad's magazine the "MILEPOSTS" (a company publication A SIGN OF THE TIMES FOR WESTERN PACIFIC Western Pacific Railroad Company "THE FEATHER RIVER ROUTE") September/October 1979.

Western Pacific Railroad Company has adopted a new insignia or "logo" that combines a modern look reflecting the company's status as a modern transportation company with a return to the railroad's historical roots as "The Feather River Route."

From the time of its founding in 1903, Western Pacific Railroad has been closely identified with the Feather River, whose North Fork, Middle Fork and East Branch the railroad variously crosses and follows for 114 miles. While Western Pacific's mainline was soon to stretch to close to 1,200 miles, or roughly the same amount of mainline track that the railroad operates today, the identification of the railroad with just one portion of its line was natural.

Many a 19th Century engineer and entrepreneur had dreamed of building a railroad through the Feather River Canyon as an approach to the Beckwourth Pass, a pass that offers a substantially easier crossing of the Sierra Nevada than does Donner Pass. Those dreams remained just dreams until the Western Pacific began construction and, in 1909, commenced freight service through the Feather River Canyon between the San Francisco Bay area and Salt Lake City.

The slogan, "The Feather River Route," came to be emblazoned on the company herald created in 1913 by Western Pacific employee Charles F. Craig for then president C. M. Levey. While Western Pacific has continued to use the historical herald in numerous applications-and while the company will continue to use the historical herald on such items as service awards to veteran employees-the complexity of the herald has resulted over the years in the substitution of a number of different insignia or logos for the historic herald.

Roger G. Meldahl, Western Pacific's Senior Vice President Marketing, says of the new logo, "We sought

a new corporate symbol, in part, to reflect the fact that we had undergone a major change in our corporate structure this year when the railroad returned to its former status as an independent, publicly-owned, San Francisco-based company.

While we were seeking a fresh, modern look for our corporate logo, one that was in keeping with a modern transportation company such as ours, we also have a more than sentimental attachment to our historical beginnings," he continues.

"When we selected Marc Gobe and Associates of San Francisco to design the new symbol, we instructed Mr. Gobe to develop a logo that gave a modern appearance to our historical symbol, the feather. We're more than pleased with what he accomplished," Meldahl says.

The new logo-which will generally appear with, at least, the words, "Western Pacific"-will replace all corporate signs that have revolved around the initials "WP."

Conversion to the new sign will be a gradual process. The sign will begin to appear on Western Pacific stationery and business cards this month. Conversion of stationery, as well as forms, will be phased in as existing stocks of those items are exhausted.

The first new pieces of Western Pacific rolling stock to bear the new logo are 100 boxcars delivered in October by their builder, FMC. Existing equipment will receive the new sign when undergoing scheduled repairs that include repainting. The use of decals on trucks will speed the conversion of Western Pacific highway vehicles to the new sign. All new equipment acquired in the future will bear the new logo.

A short manual covering the uses of the new logo is now in preparation and will soon be distributed to all Western Pacific offices.

From: SEPTEMBER/OCTOBER 1979 MILEPOSTS
PAGE 13

I hope this answers your questions, if not please do not hesitate to contact us.

Regards

Kerry Cochran

General Superintendent/Archive Manager
FRRS/WPRM

Eugene also sent a couple photos to Luke of WP equipment displaying the new WP logo.

Luke replied to our emails:

Hi Kerry,

Yes! this was even more information than I was expecting. I really appreciate your time in finding this. Thanks also to Eugene for the information he provided.

It's always nice to find out who was behind some of the greatest logos ever designed. It's also great to have folks like you keeping this history alive.

You guys have been very helpful.

Thank you,

- Luke

This is another example of how we are executing the FRRS' 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."



R. W. Stumbo, Jr., Western Pacific's Senior Vice President-Finance inspecting new WP logo as it appears on 100 new boxcars recently delivered to the railroad in 1979 by their builder, FMC.

- FRRS Archives

The Feather River Rail Society is pleased to announce the...

2022 Western Pacific Historical Convention



"Celebrating the Western Pacific Family"

May 12-15, 2022 - Thursday, Friday, Saturday

PLUS special Sunday events at the Western Pacific Railroad Museum - Portola

Hosted by the SureStay Plus Hotel - located in Reno, Nevada - 1981 Terminal Way, 89502

Featuring...

- Historic and Modeling Clinics
- Rare Films from the Virgil Staff Collection
- Vendors and Special Guests
- Saturday night Banquet Speaker: former WP trainman **Tom Hervey**
- Archive and Photo Exhibits
- Fundraising Prize Raffle
- Model Railroad Tours

All proceeds benefit
the FRRS Archives and
the Arthur Walter
Keddie Railroad Library

Presentations include: Western Pacific MOW Equipment, History of WP's Plumas County Branches, the WP in World War II, UP Centennials on the WP, Wrecks and Derailments, and more! Watch the convention website for updates.

Fares...

Pre-Registration fares ending May 2, 2022	<u>FRRS Members</u>	<u>Affiliate Groups</u>	<u>non-Members</u>
Combo Fare (convention and banquet)	\$85	\$88	\$92
Convention only	\$46	\$49	\$52
Banquet only (available until May 2 only)	\$48	\$50	\$54
see convention website for details			
Convention only (available May 3 to 10, online only)	\$50	\$53	\$57
Convention only at the door	\$54	\$57	\$61

note: No charge for non-rail spouses to attend the convention, but they need to be registered and have paid fare to attend clinics, banquet and some special events.

AFFILIATE GROUPS: Rio Grande Modeling and Historical Society, Nevada-California-Oregon Railway, Black Butte Center for RR Culture and Bay Area Electric RR Association members who are not also FRRS members pay this price.

Register on-line at convention.WPLives.org or mail payments to: WP Historical Convention 2022, 20212 Sears Drive, Tehachapi, CA 93561-6824 (NOTE: no mailed payments after May 2)

MODELERS - don't forget to enter our model exhibition and contest. Bring your WP / SN / TS / CCT / OT / ABL and DRGW models.

Non-members wishing to join FRRS can receive a 1 year Active or Family membership for half price plus cost of any non-member fare. As a special bonus, current members wishing to renew their Active or Family memberships can also do so for 50% off (\$25 / \$40 extra) when they register. New members signing up can register for Convention as FRRS members.

Clinic and Event Line-Up and more info available at convention.WPLives.org. Final schedule of presentations subject to change.

Kerry Cochran, Greg Elems and Eugene Vicknair, Convention Chairs

eMail - convention@WPLives.org

2022 Western Pacific Railroad Historical Convention

Celebrating the Western Pacific Family

May 12-15, 2022 - Thursday, Friday, Saturday - Hosted by the SureStay Plus Hotel, Reno, NV
PLUS special Sunday events at the Western Pacific Railroad Museum, Portola, CA
Banquet Speaker: **Tom Hervey** - former WP and SP operations employee, former CalOHSa inspector

Convention Pre-Registration

Combo Fare (convention + banquet)	qty <input type="text"/>	\$85 - FRRS	qty <input type="text"/>	\$88 - Affiliate	qty <input type="text"/>	\$92 - non-member
Meal option: Beef <input type="checkbox"/> Chicken <input type="checkbox"/>	provide count					
Convention only	<input type="text"/>	\$46 - FRRS	<input type="text"/>	\$49 - Affiliate	<input type="text"/>	\$52 - non-member
Banquet only (available until May 2)	<input type="text"/>	\$48 - FRRS	<input type="text"/>	\$50 - Affiliate	<input type="text"/>	\$54 - non-member
Meal option: Beef <input type="checkbox"/> Chicken <input type="checkbox"/>	provide count					
Non-Member 1 Year FRRS Active Membership	<input type="text"/>	\$25 - new members register at FRRS member price				
Non-Member 1 Year FRRS Family Membership	<input type="text"/>	\$40 - new members register at FRRS member price				
FRRS Member Active Renewal Discount	<input type="text"/>	\$25				
FRRS Member Family Renewal Discount	<input type="text"/>	\$40				
Virginia and Truckee Excursion (Thur, May 12)	<input type="text"/>	\$48				
watch for details on convention website						

Membership discounts ONLY valid when combined with Convention registration

SUNDAY MUSEUM EVENTS - May 15 - FREE!

*Special Tours of Chris Skow's Garden Ry and Artifacts
Docent tours of WPRM Collection
Special Train Rides at WPRM*

Free Bus will take guests from Reno to Portola

TOTAL FARE \$ _____

Pre-Registration ends May 2, 2022 - Register on-line at convention.WPLives.org or mail payment and this form

note: No charge for non-rail spouses to attend convention, but they need to be registered and have paid fare to attend clinics, banquet and special events.

Attendee Info: name _____ FRRS or affiliate member # _____
spouse or guest name _____ *be sure to select spouse meal choice!*
mailing address street _____
city _____ state _____ zip code _____ country _____
phone number _____ eMail _____

**Pre-Registration Ends
May 2, 2022**

Payment by CHECK or CREDIT CARD card type MC Visa card number _____
please circle one
CCV _____ expiration _____

Mail payments to: WP Historical Convention 2022, 20212 Sears Drive, Tehachapi, CA 93561-6824

Make checks payable to: FRRS or Feather River Rail Society - please note *2022 Convention* in memo line
After May 2, payments must be made on-line or at the door. Questions, please contact the organizers by email at convention@wplives.org.

Discount rooms available at SureStay Plus Hotel for May 11-16 - call (775) 348-6370 - code WPRM

Watch the Convention website at convention.WPLives.org for updates and additional information!

Cut Here

FRRS Receives California Humanities COVID Relief Grant

- Eugene Vicknair

In early October 2021, the FRRS was awarded another relief grant to help offset losses endured due to the ongoing COVID-19 pandemic. This grant for \$20,000 was provided by California Humanities and the National Endowment for the Humanities. Thank you to Patty and Michael Clawson of Big Fish Creations and to Shane Starr of Congressman Doug LaMalfa’s office (CA-1) for their assistance in landing this grant. Primary grant writing and research was done by Eugene Vicknair as FRRS Funding Chair.

This grant must be used between November 1, 2021 and April 30, 2022. Any unused funds need to be paid back. Also, we have requirements for an end of grant report and notices in our printed materials and website. To meet the notice requirement, members and visitors will notice the following wording in *the Train Sheet*, *Headlight* and on our website during the end of 2021 and through 2022:

“Funding has been provided by California Humanities and the National Endowment for the Humanities (NEH) as part of the American Rescue Plan Act of 2021.”

Appropriate activities include, but are not limited to:

- Staff salaries and fringe benefits for programmatic and/or project administrative personnel
- Professional fees, including payments for technical consultants, etc.
- Programming, publication, dissemination expenses (e.g., exhibit fabrication and installation, venue rental, web design, videography, screening expenses)
- Supplies and materials for all organizational activities
- Administrative expenses including phone, postage, photocopying, and printing
- Marketing expenses (e.g., design, printing, distribution of announcements or fliers, ad placement)
- Documentation expenses (e.g., videography of events)
- Some equipment acquisition and repair expenses
- Indirect administrative fees

Based on this list, a lot of the necessary but “uninteresting” back office expenses that are required to keep our non-profit operating will be partly funded using this grant and we should have no problem reaching the use requirements stipulated.



**NATIONAL
ENDOWMENT
FOR THE
HUMANITIES**

President's Pin

- Greg Elems

The contract with the hotel for the WP convention has been finalized. I am happy to announce Tom Hervey has agreed to do the banquet talk, third try is the charm. We're getting a good start on this and it looks like it will be a good one. Watch our web page and Face Book page for details.



The November 6th photography class held at the museum by Mark Vollmer was a success. While it was small, it gave us experience in holding a class and what works and what doesn't. There will be another class offered May 21, 2022. This time it will be lead by Craig Moore from Action Camera with Mark Vollmer doing the classroom instruction. Craig is planning on having a couple of models come out to the museum for the early evening portion of the field exercises for class members to photograph in and around our equipment. The models will be posing for portraits and Mark will give hints on how to include them with the trains. Models and details with their posing requirements need to be worked out. Also, this time the class sign up will be through Action Camera. Another idea is in the development stage, for June, July and August, once a month on a Saturday evening, we will offer a two or three hour period to those willing to pay an extra fare. It will be advertised as a "Golden Light Photo Session with Mark" and he will be there to help with technical details in photographing in the sunset and blue hour. Again, this will be a semi-class situation, minus the classroom time and the public will not be present. My hope in offering these opportunities is to get our name out in front of a new group of people and attract attention to what we have to offer.

In late November, we were contacted about an M-5 WP locomotive horn that belonged to Rod McClure becoming available. Phil Schmierer paid Gail \$2500. Phil and I drove up to Washington on December 1st and returned on the 3rd with the M-5 coming home to the museum. At this time, I'm not at liberty to give details about the sale other than it is back home at the museum. If you would like to help the museum in the purchase, donations would gladly be accepted. On the same trip, I also brought home a second M-5 that Rod had left at Phil's for servicing. So two M-5 horns have come home and will adorn the WP 1503 and WP 805-A respectively.

At this time, it looks like UP is getting ready to scrap some older freight cars, including some WP cars. I am in the process of getting details on what and where these cars are located. I would like to add them to our collection, at least a couple, to fill out our representation of later cars and the telling of the WP story. The cars we are looking at are the last covered hoppers that WP bought in the year 1980, a class of high-cube boxcars WP bought in the mid 1970's and hopefully one of the last boxcars WP bought with the new image herald. If we are going to buy any of these cars, it will have to go before the acquisitions committee and the board.

That's all for now, until next time, stay warm.



Greg Elems giving a brief history of the museum and safety tips at Photo Workshop 11/6/2021 - Photo by Jana Dunn

Historic Railroad Photography Seminar at the WPRM

- Greg Elems

November 6th turned out to be a cold and stormy day. Mark Vollmer and I had hoped for a better turnout, but with the people who attended we had a good class. We figured out what works and what to repeat and not repeat next spring when we offer another photography class.

We started at 10 am in the Museum Store. Mark opened up the class with his assignment plan and a slide show. In it were examples of what he hoped to teach and show the possibilities. I gave a brief history of the museum and some safety pointers for the photographers to follow. Having done that we closed the classroom instruction and went out into the shop. We stopped for lunch and at 3 pm we had everyone meet up in the shop. Mark started the afternoon field shoot with an exercise, or idea for taking pictures. This assignment kept everyone focused. We would then meet back in the shop 15 to 20 minutes later and share the favorite picture each student had taken. Mark would critique the picture and the rest would comment about them. An excellent learning experience and a really personal one on one teaching experience.

Mark's course content covered many things. Starting with exposure, shutter speed, depth of field, composition and tips for different effects. After the first assignment a second assignment was given and so on till the class had a chance to experiment with Mark's instructions from the class room. Moving about the museum, finding subjects to photograph and use the knowledge from Mark's class kept everyone busy.

At the end of the day and field shoot, David Elems moved the QRR 1100 from the shop area to the front pedestrian walk by the parking lot. This gave the class a chance to set up their tripods and shoot long exposure images of the engine moving. Sort of a bonus that Mark hadn't covered in class.

The class will be repeated in May 2022. Should you be interested in taking it, we'll be posting details after January 1st. It will be run through Action Camera of Reno. Craig Moore will be in charge of the class and sign up. Craig is hoping to have a couple of models to pose for portraiture which will add to what Mark will be covering in class. Mark Vollmer will do his slide/power point show for the class instruction. Craig and Mark will be out and about giving tips and encouragement during the evening field shoot. We'll have a few museum members around to act as docents and keep everyone safe.

Group portrait at the end of the day.

L-R Jana Dunn, Tanya Silva, Janet McCormack, Mark Vollmer, Barry Buchholtz and Albert Fox. Greg Elems on the Sweetwood platform.

- Photo by David Elems



(...A Milestone for the WP165
continued from page 1)

member Channing Walker, Erik Olson, Mike Waters, Steve Lee, Charlie Spikes and David Elems. We worked on gasketing the water system from the tender to engine, getting the lube lines on the engine and getting all of the brake rigging installed and adjusted. One of the major items was the throttle and stand which leaked profusely during our first hydro attempt, we found some items not fitted properly and after another go with grinding compound and a lot of sweat, we felt we would be tight for the FRA hydro static test. We scheduled the FRA for a hydro test in September.

Our September work week started off with the fires burning around Portola which led to a smaller work force until it was known that Portola was out of danger. I went up to the Museum on the 4th of September and was joined by Channing Walker, Steve Lee, Charlie Spikes and David Elems the next week. Since we were for the most part ready for the FRA on the 9th of September for our hydro static test of the boiler. We spent most of the week getting the rods and other heavy items of the running gear out of the boxcar. The engine was filled with water and our propane warming burners were put into the boiler to bring it up to the required temperature range for a hydro test. The FRA arrived on the 9th and the boiler was brought up to pressure for the FRA and all necessary testing of stays were completed.

Unfortunately, what did not leak in the May hydro test that we did for ourselves decided to leak during this hydro test. The FRA came back on the 10th and an internal inspection was performed on the boiler. Due to the leaky tubes in the firebox and smokebox along with a turret valve bonnet that decided to leak during this hydro the FRA requested repairs be made and a second hydro be performed at a later date.

I was able to schedule the date of October 12th for our second FRA hydro. I went up to the museum the week before and I was joined by Channing Walker, Steve Lee, Charlie Spike, Hank

Stiles, Erik Olson and David Elems. I worked on finishing repairs to the FRA noted items as well as getting the running gear back on the engine. David Wallace brought us the reverse quadrant that he restored. Channing Walker worked along with Erik Olson and the wood cab roof was installed using lumber that the museum had acquired years ago when the high school got a new gym floor giving the old wood to WPRM. The cab roof had to be installed so the electrical system can be put back on the engine. We also brought a pallet of brick in from our storage car and bricked the firebox. We filled the engine and warmed it up for a hydro that we performed on the 9th we had a couple of leaks so we dropped pressure made repairs and did a second hydro which had no leaks. Satisfied with the results we kept the engine warm over the weekend so it would be ready for the FRA on Tuesday. I got a call from the FRA on the 11th that they would not be able to come to the museum due to a snow storm and their vehicles not being equipped for mountain snow conditions. We would try again for Wednesday or Thursday. On Wednesday the 13th, the Union Pacific put a train on the ground in Oakland and all plans for the week were annulled and we would have to reschedule with the FRA.

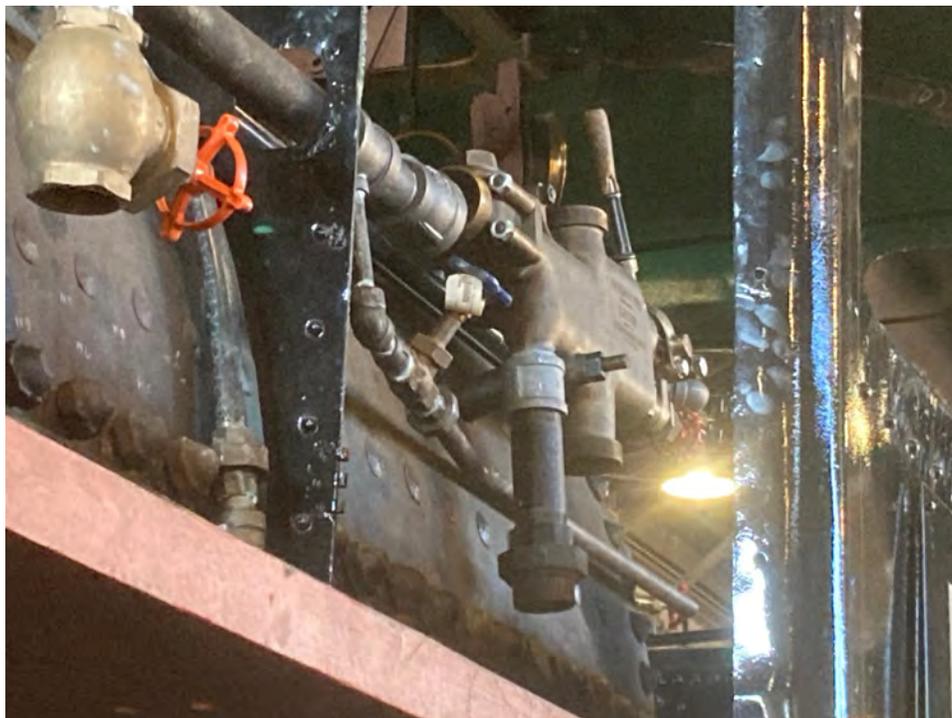
The FRA and the WPRM agreed on a hydro test on the 11th of November. I headed back up to the Museum on the 6th to start prepping the engine and work on the water delivery system. David Elems machined new thread unions for the fireman's injector, and a new washout plug for the back head. The steam crew of Erik Olson, Channing Walker, Hank Stiles, Steve Lee and Charlie Spikes worked on fitting the piping and injector on the fireman's side. We finished putting the mortar in the firebox and smokebox and sealing the branch pipes and smokebox door. We also made new reach rods for all of the valves in the cab and made sure that every valve now had a handle. We were ready for the FRA and our final hydro test to be done for them. I contacted the FRA to confirm that inspectors would be in attendance on the 11th. I was informed that the FRA would not be able to come to the museum and we were instructed to

continue on with our work and steam test on November 12th.

The grand weekend finally arrived. On the 11th we filled the engine and warmed up the boiler on propane. The tender tank was inspected and washed out then filled for the 1st time. The engine was put back into the shop for the night. On Friday the 12th, after we had a safety meeting and some instructions for the steam crew, we lit off the engine around 10 am for the 1st time since the fire was dropped in the mid 1950's. The engine was doing fine. We had some steam leaks as pressure came up on our safety valves at the threads. We decided to deal with them the following day before we fired the engine back up. The decision was made when the boiler was at 50 PSI steam to switch from air supplied by a compressor controlling the fire in the boiler, to the boiler's own steam to control the firing process in the boiler and shut down the compressor. We use air pressure in place of steam pressure to operate the locomotive until steam is of a sufficient pressure to handle the process. When we opened the turret valve and manifold valve, we got a slug of water through our piping to the atomizer. We had been having problems throughout the day with the firing valve plugging on some of the old bunker oil that was still in some of the piping, but by

afternoon things had warmed up and the oil was flowing just fine. When the slug of water went through the piping any old rust and scale that was in the pipe was flushed out of the piping. Unfortunately, it wound up plugging the atomizer. This caused us to have a hard time keeping the smoke to a minimum and at 135 lbs. of steam pressure we decided to drop the fire for the day.

On the 12th of November, after removing the burner and cleaning the sludge that was plugging the atomizer and replacing the atomizer steam valve for a different type of valve, we fired the engine back up around noon. The WP 165 was fired for the most part by Erik Olson and Channing Walker with others observing and learning from the more experienced crew members. The engine fired very nicely and the switch from air to steam went well. We were able to raise the pressure to 180 lbs. which is our maximum authorized working pressure, we were able to set the safety valves and test the air pump. When we went to start testing our injectors, we found that our boiler checks were leaking back and our injectors would not prime due to overheating. With our water glass now down to about a quarter of a glass we dropped the fire and put the engine back into the shop pending repairs to



the check valves.

Although we would have liked to run the engine, it just did not work out for this steam test. With the weather turning colder, we did not want to attempt it again this year. We have to dry the engine out for the winter since it gets very cold in Portola. On Sunday the 15th, David Elems, Hank Stiles and I pressurized the boiler on air and blew all of the moisture out of the piping and cylinders. We drained the boiler and tender on Monday, we then dropped the boiler plugs and did a boiler wash. We put the engine away for the winter. David Elems and I did some minor inspection work on Tuesday of the boiler checks and injectors. I made a list of materials we will need to repair a few items and left for home on Wednesday.

We are all looking forward to the 2022 season with the WP 165 doing the honors on the caboose trains. Till next season, thanks for the support.



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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2021 FRRS/WPRM Accomplishments

- Kerry Cochran and team

While the museum's operations were severely impacted by COVID-19 in 2021, many items were accomplished by volunteers and the museum staff:

- 2021 WP Historic Calendars were published and sold out.
- Steam Department:
WP165 project is moving along. A small core group of the steam crew performed more work on the locomotive moving it closer to completion. WP165 steamed up for the first time in 2021.
- During May we had the balloon track repaired along with some major work, replacing 335 ties with new ties and the outside rail replaced with newer rail.
- The Hansen's removed all the old scrap pallets from the parking lot.
- The Museum Store floor received a new coat of epoxy paint.
- The Museum Store had a major reorganization with some new sales desks.
- WP705 got moved toward the shops so the prep work can start on the paint project. Old lettering removed, sanding and spot priming started (on-going project).
- WP 1503:
Received some mechanical work on the radiators to keep it working for the 2021 season.
- Quincy RR 1100:
Mechanical work to keep it working during 2021 for use around the museum.
- Archive Car:
Completed work on moving more collection into the archive car, including some newly found slide collections. We received several high-profile members photo/slide collections this year. See website for the new Historical/Archive Collection pages.
- Annual election, members meeting and dinner held in June.
- Crew training held in person and online.
- Answered several questions for information on the WP through the website. (These are questions that are sent to the Archive Department.)
- Congressman Doug LaMalfa:
His office helped us get approved for a SBA loan (to help during the COVID-19 Virus) and his continued support to the FRRS.
- Received two additional grants for COVID relief/support.
- Aided in the founding of the Nevada-California-Oregon Railway historical group.
- SN 1642 Caboose exterior restoration work (on-Going project).
- Tree, brush and weed abatement around the balloon track and the museum to keep the fire danger down.
- General clean-up around the Engine House.
- Hosted Historic Railroad Photography Workshop held in November.
- Published ten equipment books.
- Configured and installed three screenly systems for the Display Room, the Museum Store and the main entrance.
- Wi-Fi system upgraded at the museum.
- New internet switch installed at the museum to improve performance and improve remote support of local area network.
- Phone system rewired.
- New Museum Tour system went live and QR code signs were placed on over 100 artifacts at the museum.

Not to forget our team:

The volunteers who limited themselves to being in a very small group to keep the museum safe and in shape during 2021.

Webmaster for keeping our website up to date.

Four issues of the *Train Sheet* were published per schedule.

A new issue of the *Headlight* was published and sent out to the members.

The Train Sheet

Feather River Rail Society

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*Record-breaking snow came to Portola and the Sierra Nevada in December 2021.
More museum snow pictures can be viewed on the society website in the Around the
Museum 2021 gallery.*

- Photo by Greg Elems