



Preserving "THE FEATHER RIVER ROUTE"

Issue - 193

April/May/June 2022

WP 165 Steams Again!



*WP 165 pulls freight consist for special post-convention events at the museum on Sunday, May 15th, 2022.
- Photo by Michael Clawson*

Western Pacific 165 Inaugural Runs for the Public

*- Roger Stable
CMO Steam*

May 15th was a grand day at the WPRM. The WP 165 was fired up and operated for the public and attendees of the WP convention in Reno. The steam crew was busy early in the week getting the engine put back together from our test runs in April.

One of the issues discovered during our April runs was that the pump used to put fuel oil in the tender was not working. Charlie Spikes took a look at the pump but was not able to fix it. I took the pump home with me and, after I took it completely apart, found that one of the diaphragms was not connected to the cross shaft. Once I put it back together and made a couple of new parts for the air valve, it worked just fine.

(continued on page 6...)

-THE TRAIN SHEET-

Issue 193 - April/May/June 2022

Published June 30, 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.

Contents Copyright © 2022

Feather River Rail Society

All Rights Reserved

FEATHER RIVER RAIL SOCIETY

WESTERN PACIFIC RAILROAD

MUSEUM at PORTOLA

PO BOX 608, Portola, CA 96122-0608

Museum Phone: (530) 832-4131

Fax: (530) 832-1854

Museum is open for 2022 season!

Museum Hours 2022

Thursdays & Fridays 12-4

Weekends 10-5

Plus: July 4th & Labor Day 10-5

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
Steve Habeck - VP, Director	vpresident@wplives.org
Eugene Vicknair -Secretary, Director	secretary@wplives.org
Bart Hansen - Treasurer	treasurer@wplives.org
Charlie Spikes - Director	cspikes@wplives.org
Kerry Cochran - Director	kcochran@wplives.org
Roger Stabler - Director	rstabler@wplives.org
Matt Elems - Director	melems@wplives.org
Bob Sims - Director	bsims@wplives.org
Janet Steeper - Director	jsteeper@wplives.org

Table of Contents – Issue 193

Western Pacific 165 Inaugural Runs for the Public	1
Membership Report	2
President's Pin	3
Grants to Support Museum Programs	4
2022 Membership Dinner Cancelled	4
2022 Crew Training	5
Steam Operations	5
Departure - Terry Decottignies	5
2022 WP Historical Convention	9
WPRM was "Business of the Month" as a Member of the East Sierra Valley Chamber of Commerce for June 2022	12
Two Ways to Shop for FRRS/WPRM & WP Products Online	13
Sponsors	13
2022 Museum Store Staff	13
Early Western Pacific Passenger Car Donated	14
Membership/Mission Statement/Goals/Admissions/Fares	15



- 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

President's Pin

- Greg Elems



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
Thursday - Virginia and Truckee Excursion and Mixer at The Depot Brewery
Hosted by the SureStay Plus Hotel - located in Reno, Nevada - 1981 Terminal Way, 89502

Another convention has come and gone. While smaller than we would have liked, it went well. The trip on the V&T was well received. I also heard positive comments about the clinics and shows. Tom Hervey's guest talk at the banquet was interesting and helped show why the WP was a great little railroad. I would like to thank him again for taking the time to be our guest speaker and all who attended to enjoy his memories of the WP.

I understand that there was a surprise train at the museum Sunday following the convention. A 1950's steam freight, how neat was that? As I understand it, the next steam up is planned for July 2nd and 3rd. Since July 4th is a Monday, we'll also be open on Monday and running our caboose train using our standard diesel power.

And speaking of conventions, we are already planning on our next convention in Sacramento for 2023. It will be a joint convention with the NMRA/PCR, which was really nice last time we did that. We have received some good suggestions for next year. As our convention committee is small, any and all ideas and help, sure would be welcomed. Hopefully we'll see you in April 2023 at the Court Yard by Marriott's in Sacramento.



I haven't been around much at the museum lately, family health issues have taken a good portion of my time here of late. I have been able to work on a few things remotely, one being our ad buy in the *Trains* magazine. We updated it and, with the help of Big Fish Creations, we prominently show the 165 on our convention freight train. So look for our ad in the August, September and October *Trains* magazine and let us know what you think. We'll also be running an ad in the Fall issue of *Classic Trains*.

Our work on the WP 705 is still ongoing. We're still prepping it and looking forward to getting some paint on it this year. Interested in helping on the 705? By all means let us know and we'll be more than happy to include you in the work.

Pacific Coast Region NMRA Annual Convention
Rails by the River 2023
April 26 – April 30, 2023
Sacramento, California




website: <http://pcrnmra.org/conv2023/>

Grants to Support Museum Programs

- Eugene Vicknair

To help deal with the issues brought on by COVID, the FRRS stepped up its grant application work and managed to secure a number of support grants that have helped the museum through the crisis.

With those awards in place, we began working on applications from other sources. The Emery Foundation graciously awarded us \$6,000 for work on the California Zephyr dining car “Silver Plate”, work that was delayed by COVID but which is finally getting started. We currently have four grant applications awaiting decisions. These grants total over \$1.3 million:

- \$3,000 application with the Society for Industrial Archeology for survey and restoration work on the WP / PFE reefer car 55069.
- \$10,000 with the BNSF Foundation for revamping our Display Room.
- \$300,000 with the California Museums Grant Fund for work on the roofs of WP 106 “Charles O, Sweetwood”, WP 701 “Clover Plot” and UP 105.
- A \$1 million grant through Congressman Doug LaMalfa’s office (CA-1) has been accepted by the congressional appropriations committee. Now it just needs to get final approval and be included into the budget appropriation, which is expected to happen toward the end of summer. This grant would complete purchase of the Whitman Multi-Purpose Building and fund its initial construction phase.

We are continuing to work on additional grants and foundation funding to improve the museum and our collection. If you have any questions, or wish to assist in grant applications, please contact Eugene Vicknair, Funding Chair, at funding@wplives.org.



The 2022 Membership Dinner was cancelled and hopefully will return in 2023. Photo above is from our 2019 dinner.

2022 Membership Dinner Cancelled

The FRRS Board decided it was in the best interests of the membership to annul the 2022 Membership Dinner previously scheduled for Saturday, June 11, 2022.

The decision was driven by several regular volunteers being unavailable for various reasons, a lack of additional volunteers and concerns expressed by some members and volunteers about COVID-19, which appeared to be raising its ugly head again.

The regular FRRS Board June Meeting and the Annual Membership Meeting were combined into a single meeting starting at 5 PM at the museum.

The Board / Membership meeting was open to the public and members, Remote teleconference attendance was offered.

2022 Crew Training

- Loren Ross

The new operating season has begun! Our two Crew Training classes were held in April and June with most everyone returning for another season. General Superintendent Kerry Cochran conducted the classes and covered the current year's operating plans along with an update on operations of the WP 165 for two special weekends this summer. The plans are to utilize the 165 as lead power for the caboose trains on July 2-3 and on September 3-4. As with all things steam, we're expecting pretty large crowds for these weekends so if you're available to sign up and work, we could really use the help.

Staffing shortages are a major concern this year as we try and ramp up our return from the pandemic of the last 2 years. Already this season we've had one weekend with NO crew and had to cancel passenger operations. We certainly understand that family time is most important to all, but we'd ask that everyone please check the schedule weekly and see if you can fill vacant slots on the Extra Board. Going without passenger trains leaves a lot of folks stranded on the platform, and that isn't good for our museum.

We're also prepping to resume Pumpkin Patch and Santa Trains trains this year. As with all special events, there's a lot of work to be done setting up. We're asking the yardmaster to schedule switching operations for setup so that we can all have an opportunity to help get things started. Steve Habeck and Ethan Doty can use assistance in setup of the events and equipment, so watch the web site and calendar for updates on workdays.

The Run-A-Locomotive program is off to a good start this summer. Although we only have two running locomotives currently (SP 1100 and WP 1503), people are still making reservations! I'd like to recognize both Craig Simmons and Charlie Spikes for going out of their way to cover the RALs during the week. Don Nelson and Bil Jackson are also putting in time with the customers, sending folks home with huge smiles!!



We held two crew training classes in 2022. The photo above is from the April class.

- Photo by Kerry Cochran

Finally, I'd like to welcome a new member to the Operating Department. Mr. Logan Beers has joined us this summer. Logan lives in the Beckwourth area and attends the University of Nevada full-time. Logan, thanks for joining the Operating Department! I am looking forward to working with you!

As always, thanks to all of you for the work you do to keep us open and operating.



Steam operations planned for September 3rd & 4th, 2022. See WPLives.org for latest update!

Departure

FRRS life member and volunteer, Terry Decottignies, passed away on June 14, 2022. Terry was a long-time volunteer in the Operating Department.



(...Western Pacific 165 Inaugural Runs for the Public, continued from page 1)

After the April runs, it was determined that the cross-compound air pump was working and did pass an orifice test, but that the shafts were pitted and causing the steam packing to degrade very quickly. Hank Stiles and I stayed an extra day at the museum and took the pump apart so that the shafts could be repaired. Back in 2014 we had taken a look at the pump, lubed it up, lapped in the check valves and ran the pump on shop air, but really never went any farther into the pump. Hank and I found, upon removal of the bottom head, a mess of dirt and old carbon. We were amazed that the pump was able to work as well as it did. I returned to the museum the week of May 2nd to continue working on the pump. I removed the pistons and shafts and proceeded to weld up the shafts with a special welding rod made for the purposes of building up worn areas without distorting the original



WP165 welded pump shaft before cleaning up on the lathe.

- Photo by Roger Stabler



Repair WP165 pump shaft ready to reinstall.

- Photo by Roger Stabler

metal. I then put the shafts in the lathe and machined them back to original size. Once this was done, we cleaned out the pump air passages and I again lapped in the check valves and put the pump back together. We again ran the pump on shop air just to make sure everything was working. I then left the museum with the intent to come back up the week of the May 8th to get the engine ready for it's run on the 15th.

I arrived at the Museum on May 7th, so that I would be able to get started on May 8th. I went to work on getting the cab windows that Erin Swain had made for the 165 installed. I had to manufacture the window tracks from scratch. I found a piece of the old window track in our storage box car. We proceeded to make a new window track to match what we had found in the boxcar. After we had the tracks for the engineer's side installed, we began to realize that what we had put together would not work. The 165 has three windows on each side, one is stationary and two slide past each other, but all three require a separate window track. Our original track only was made for the two sliders. David Elems, Hank Stiles and I went back to work modifying the engineer's window track into having an extra slot for the windows. We had to do this without removing the upper track from the engine which proved to be no easy task. The fireman's side was much easier since we had learned from the engineer's side what not to do.



WP165 New cab windows

- Photo by Roger Stabler

I had to fabricate some additional steel spacers since my original steel estimate was for only two tracks. We had all of the side windows fitted and installed in the cab by two p.m. on Tuesday.

On Wednesday I worked on fabricating the whistle lever for the cab. Hank Stiles joined me and started working on some of the piping in the cab and took on the task of removing all the paint that was on the engine rods on the fireman's side. We had planned on moving the engine out on Wednesday to wash it down so we could paint the lower end on Thursday, but the weather did not cooperate so we worked inside on the engine to continue prepping it for Saturday's fire up. David Elems worked on the wiring of the cab and lighting system.

On Thursday, the 12th of May, Channing Walker, Steve Lee, Mike Waters and my right-hand man, Charlie Spikes, joined the crew. Charlie does not do a lot of the physical work on the engine anymore, but I would be lost if I did not have Charlie's help in getting supplies to help keep the project moving and he is always ready to assist in any capacity to help the crew. Channing went to work fabricating brackets for David on the cab lighting. Mike and Hank worked on getting the tank car, with our fuel in it, rigged up so we could fill the tender. We were able to get the engine out of the shop in the late afternoon and give it a good bath. I don't think it had been

washed since it was painted. We then put the tank car in the shop behind the engine and called it a day.

Friday started out as the best day, weather-wise, of the week. Hank and Mike filled the tender with fuel from our tank car. Steve Lee procured the paint and applied the white stripe on the running boards and tender. David Elems continued work on the electrical. Kirk Baer came in around two p.m. and put the graphite on the firebox sheets. When Kirk Baer finished, I had everyone except Mike Waters and me leave the shop and Mike and I painted the lower end of the engine. We finished about 6:30 p.m. and called it a day.



Fresh black paint on lower end of engine.

- Photo by Roger Stabler

Saturday started with breakfast at the local café. I wanted to have a safety meeting and briefing with the crew on what our procedure would be for the day. We all went back to the museum. The WP 1503 was started and used to switch the WP 165 to the pad we use to fire the engine up on. We lit the fire off about one p.m. It takes about two and a half hours from the time we light the fire until we start to produce steam. Once we got to about 100 lbs. of steam, we made the switch from the air compressor we were using to operate the firing controls to steam and the engine was then on its own. While we were firing up the engine, our steam crew was busy

lubricating and servicing the engine so that it would be ready in the morning. We made full pressure around five p.m., and with the help of Channing Walker and Don Nelson at the firing controls, we were able to get the pops set. We took the engine out for a couple of runs to shake it down. We switched out the train we were going to pull on Sunday and then put the engine to bed for the night.

Sunday, the big day, the steam crew was up at five a.m. with a start time of six a.m. to get things ready. We started the fire shortly after six a.m. I then went to the lounge car to fix breakfast for the crew and as each person had breakfast, they would relieve someone else to come in to eat. The steam crew stayed busy getting the engine up to pressure and finish prepping for the day's runs. Hank Stiles was the fireman and I was the engineer for the first couple of runs. At around ten a.m. we coupled onto our train of about eight hundred tons. After pumping up the air and doing an air test, we made our first run for the public around the balloon track. Much to my disappointment, the whistle would not hardly make any sound when I pulled the handle in the cab. The other thing that came to light, after running Saturday with no problems, was that the left-hand cylinder cocks had managed to get some crud stuck in them and would not close. After the first two runs, we backed the engine back around to the pad and Channing worked on the whistle linkage which helped but it still would not give us the volume that it should.

My highlight of the day was to have Norman Holmes in the cab of the WP 165. It took four of us to get Norman into the cab, but once Norm started running, it was like watching a seasoned veteran at the controls of the engine. My other highlight was having everyone who has been involved with this project, no matter how minor a role, take a turn at the throttle to experience the thrill of running a steam engine. We ran



FRRS Founder Norm Holmes ready to run WP 165 on Sunday May 15, 2022.

- Photo by Kerry Cochran

the engine until about five p.m. with a group of sound engineers who recorded the WP 165. We ran the engine hard on Sunday with a good amount of tonnage and we had several things shake loose, pipes leaking at joints that will have to be dealt with. We installed a globe valve under the whistle so that it could be shut off while firing up or cooling down the engine, since it is a pressure seated valve and has no spring. We found that the globe valve was interfering with the whistle and not allowing the valve to open. We will have it corrected and the whistle should really scream when we fire up the engine for the caboose trains on July 2nd and 3rd. It should be noted that even though a lot of people at the museum are not in the quote steam crew we have been assisted by the operating crew of Ethan Doty, Steve Habeck, and Greg Elems with positioning moves and support at the museum. I stayed an extra two days and left on Wednesday after fixing a couple of the problems we found on Sunday and draining the boiler, which can't be done until it cools down. Until next time, everyone have a safe and great summer.

2022 WP Historical Convention

*Kerry Cochran, Eugene Vicknair
2022 Convention Co-Chairs*

The Western Pacific Historical Convention was held in Reno, Nevada at the SureStay Plus Hotel on May 12-14, 2022, and at the Western Pacific Railroad Museum in Portola, California on May 15, 2022.

A big thank you goes out to all of the attendees, without your support we would have not been able to hold this event. Thank you also goes out to Bob Sims (Registrar), Eugene Vicknair (Co-Chair) and Kerry Cochran (Co-Chair) along with Greg Elems and Janet Steeper, who were unable to attend, but assisted with the preparations.

We had 60 attendees along with 4 vendors and the WP museum store. Exhibits included material from the FRRS' Western Pacific Archives as well as the new Nevada-California-Oregon Railway historical group and a representative from the California State Railroad Museum in Sacramento.

The convention started off on Thursday May 12th, with a tour and train ride on the Virginia and Truckee Railroad. The train initially took the group from the V&T depot to the shops at the south end of Virginia City where V&T employees, including owner Tom Grey, gave us a behind the scenes look. Then the train continued on past Gold Hill and the Overman Pit before returning to VC. The attendees had about 80 minutes to



*Riding the Virginia and Truckee
- Photo by Eugene Vicknair*



*Touring behind the scenes at The Depot
- Photo by Steve Miller*

explore central Virginia City before the bus returned to the hotel. This event was very well attended and everyone had a good time.

Later Thursday evening, we held a mixer at the Old WP / NCO Depot in Reno. While this was a no-host event, we did have an assortment of appetizers on hand for all who attended. We displayed a few artifacts in the depot while enjoying the food and drinks and having some fine conversation among the convention goers. During this event we were treated to a guided tour of the NCO Depot and the Depot Brewery that now occupies it.

On Friday, May 13th, we formally opened the convention shows with Chris Skow's presentation "Train Wrecks and Derailments of the WP". N-C-O Railway President Shane Starr gave a presentation on the newly formed Nevada-California-Oregon Railway Society, and shared the group's plans for keeping the story of the N-C-O narrow gauge alive. After that, Eugene Vicknair gave a presentation on Western Pacific's Sierra Branchlines, covering the lines that connected to the WP between Portola and Reno Jct.,

After lunch, we started off with a WP MOW modeling presentation by Kerry Cochran. This was the fourth in a series done by Kerry covering Western Pacific's maintenance of way equipment. From there we were treated to some old WP films that were donated scans from member Bill



H/A Displays 5/12/22

- Photo by Kerry Cochran



WP Artifacts Displays 5/12/22

- Photo by Kerry Cochran



Tom Callan at his Booth 5/14/22

- Photo by Kerry Cochran



Chris Skow Presentation getting ready to start

- Photo by Kerry Cochran



Closing Banquet

- Photo by Eugene Vicknair



Tom Hervey receives gift from FRRS/WPRM

- Photo by Kerry Cochran

Magazin. Next was Chris Skow's UP 6900 Class Centennials running on the WP.

We followed this show with a "Guided Tour of the Historical Archive Website" pages. This presentation was very well received by our attendees and several questions came from this presentation. Last of the day was Kerry Cochran's "Modeling the WP's EMD SW 1500s".

On Saturday May 14th, the FRRS Board of Directors held their monthly meeting prior to the start of the convention presentations, giving attendee's a chance to participate in the board's actions.

Opening the Saturday presentations was Chris Skow's "Feather River Express 2009", a great insight into a ride down the Feather River Canyon. Next was Steven Cope's "Time Flies and the Feather Flows", showing then and now photos taken along the WP, followed by recently scanned films of the WP from the Virgil Staff and Kenneth Meeker archive collections. Kerry Cochran's "Modeling WP's 65' Mill Gondolas", which was an updated version of a presentation Dave Pires gave a few years back, closed out this year's presentations.

A big part of the 2022 Convention was reviving the Photo and Modeling contests. We had two attendees enter models into the modeling contest. Steve Cope and Kerry Cochran provided models for viewing and the attendees were given a chance to vote on their favorite. We received many comments they the attendees liked having the models back on display and there were mentions during the banquet that they would like to see more. Unfortunately, there were no photos entered into the photo contest, but there were several photos on display that Kerry Cochran had from his collection as well as photos from the archives on display.

Our guest speaker for the banquet was Tom Herve, former WP and Cal/OHSA employee and longtime FRRS member and supporter. Tom gave us some history about working on the WP and shared stories about some of the employees in



FRRS Founder Norm Holmes watching the arrival of WP 165 5/15/22
- Photo by Eugene Vicknair



Chris Skow's Garden railroad
- Photo by Steve Miller

attendance at the convention. The door prize raffle was a big hit this year, with a large quantity of items that had been gathered over the previous 2 years. Big shout out to Bowser who sent quite a few HO scale models. Our vendors and the WP Museum Store also contributed several items, as did some of the attendees.

Sunday, May 15th, brought the big finale to the convention: Restored WP 165 0-6-0 steam locomotive came back to life at the Western Pacific Railroad Museum. After tireless work by our steam volunteers, WP 165 ran a 1950's era freight train for the convention attendees, who got to ride in the caboose train pulled by 165's successor, WP SW1500 1503.

The highlight of this event, beside of showing off the WP 165 in operation, was attendance of Norman Holmes, the chief founder of the FRRS. Norm was on hand to see the 165 run and he was surprised to be given the chance later in the day to be the engineer and operate the locomotive.

Convention attendees were also able to take a shuttle bus (supplied by Chris Skow) to Chris' home to visit his garden railway and WP home museum.

The only negative issue that we heard from the attendees was the very short staff at the hotel. This led to the hotel closing the restaurant during lunch Saturday and closing the bar Saturday night. The convention staff, consisting of Kerry, Eugene and Bob, also had their hands full, but some well-timed assistance from several attendees, including Matt Elems and Tom Hervey, helped keep everything moving along.

The volunteers managing the convention, as usual, took careful notes of the requests from the attendees with the goal of always trying to make the next convention better.

The dates and location for the 2023 Convention have already been announced. This will be a joint convention with the NMRA Pacific Coast Region held in Sacramento on Wednesday, April 26, 2023, to Sunday, April 30, 2023. The convention is being called Rails to the River.

Be sure to join us!



**Western Pacific Railroad Museum
700 Western Pacific Way, Portola,
CA. Museum is open for 2022**

**season! Museum Hours:
Thursdays & Fridays 12-4**

**Weekends 10-5 Open for the
following Holidays:**

July 4th and Labor Day 10:00 - 5:00

<https://www.wplives.org/>



WPRM was "Business of the Month" as a member of the East Sierra Valley Chamber of Commerce for June 2022.

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.



H&R BLOCK®

DAVID HANSEN - SUSANVILLE

H & R Block - David Hansen

2850 Main St Ste 7, Susanville, CA 96130
Tel: 530-257-9339



Citrus Heights, CA 95610

Website: xelectrix.com

Email: service@xelectrix.com
916-967-1922

There are now two ways to shop for FRRS/WPRM & WP products online!

The Big Commerce site is the online version of the WP Museum Store at the museum. WP products available at the WP Store include: WP Historic Calendar, Apparel, Books, Calendars, Donations, Drinkware, Hats, Magazines, Magnets, Membership, Patches and Stickers, Pins and more...

FRRS/WPRM apparel & products available exclusively online at the FRRS Storefront at teespring.com include: FRRS/WPRM Mugs, FRRS/WPRM Tee-Shirts, Sweatshirts and Hoodies

You can reach both stores from the "About Us" menu, "Shop Online" entry on the society website or: <https://WPLives.org/shop.html>

Member discounts can be used at the Big Commerce site. Active and Family members get 10%, Sustaining, Life and Family Life get 15%. On the checkout screen, there is a line saying COUPON / GIFT CERTIFICATE on right hand side, enter "FRRSMember10" or "FRRSMember15" and click apply.

Member discounts are not available at the teespring.com FRRS Storefront.

2022 Museum Store Staff

We extend a warm WPRM welcome to our new Museum Store employee, Breckyn Shirley, who is joining Ann Cary working in the Museum Store for the 2022 season. Next time you are at the museum, stop by the store, introduce yourself and say "Hi".



Early Western Pacific Passenger Car Donated

- Eugene Vicknair

Thanks to the generosity of Les Beckman and Doug McGill, the FRRS now owns an example of the first generation of Western Pacific passenger equipment.

Several months ago, we were contacted by Mr. Beckman, who along with Mr. McGill, had purchased Western Pacific Pullman Coach 302 many years ago to ensure the car was preserved. While their planned restoration had not come to pass, Mr. Beckman wanted to see the car go to a museum that reflected its heritage and contacted us about preserving it. After an inspection and discussions about the difficulty in moving it (more on that later), the FRRS Board voted to accept the donation of this very historic car.



After an inspection and discussions about the difficulty in moving it (more on that later), the FRRS Board voted to accept the donation of this very historic car.

WP 302 was built in 1910 by the Pullman Company as part of a 51 car order for the Denver and Rio Grande. Forty of the cars were diverted to the newly completed Western Pacific as WP 301-340 and formed part of the WP's first series of passenger cars.

These first cars were leased by the WP and would return to the Rio Grande between 1919 and 1924 as the WP took possession of its own fleet. WP 302 would be used as a back-up car on the Rio Grande, and as such would avoid the upgrading and rebuilding that many of the other cars underwent over the years.

Basically unmodified from its WP days, the 302 and 13 sister cars were sold to the Algoma Central in 1949, replacing wooden cars on their new road. They would serve into the mid 1970s until replaced by newer steel cars off the Canadian Pacific. The WP 302 then went through a series of short line and excursion line owners before being purchased by Mr. Beckman and Mr. McGill. Only a handful of WP 1910-1924 era passenger cars survive today.

Aside from its rarified place in WP history, the 302 is also an operational advantage to the museum. The car measures 77 ft. over its end buffers with 55 ft. truck centers, much shorter than the typical 83 ft. to 85 ft. long passenger car. This shorter length will be much easier going around the balloon track compared to other passenger cars we sometimes operate. The plan is to restore WP 302 to its 1910s era appearance and pair it with newly restored WP 0-6-0 165 (which is 9 years younger than the Pullman coach) as the steamer's dedicated passenger car.

Currently, the car is located at the Hoosier Valley Railroad Museum in Indiana and will require two trucks, one for the wheelsets and the other special rig for the body, to transport to Portola. This will be a costly move, currently estimated at just under \$70,000, so we are currently soliciting funds to make this move happen. More money will of course be needed to restore the car, but the steam crew is excited to have a companion for the WP 165.



Please help bring the 302 back to WP rails. Donations can be made at the WPLives.org website or by mail to: WP 302 Fund, Feather River Rail Society, P O Box 608, Portola, CA 96122.

- 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:
<https://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 throughout California, Nevada and Utah.

WPRM Admission and Train Ride Fares for non-members (effective April 2, 2020)**Admission**

- Adult (ages 19 - 64): \$10.00
- Youth (ages 5 - 18): \$5.00
- Child (age 4 and under): free
- Senior (65 and up) and Active Military: \$8.00
- Family (defined as 2 adults plus any related children 18 and under): \$25.00

Admission and train ride tickets are good all day.

Admission and train rides for FRRS members are free.
 Cab rides are extra fare with member discount.

Train Rides (all day)

- Adults 19 -64: \$4.00
- Youth 5 - 18: \$2.00
- Child 4 and under: free
- Senior (65 and up) and Active Military: \$4.00
- Family (defined as 2 adults plus any related children 18 and under): \$10.00

Cab Rides

- Adults 19 -64: \$20.00
 - Youth 5 - 18: \$10.00
 - Senior (65 and up) and Active Military: \$20.00
- 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 the editor - Paul Finnegan, by email at trainsheet@wplives.org.

The Train Sheet

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

PRESORTED
STANDARD
U.S. POSTAGE
PAID
San Jose, CA
PERMIT # 10

Change Service Requested



WP 165 Photo run by on Sunday May 15th, 2022

- Photo by Eugene Vicknair