



THE TRAIN SHEET

News from the Feather River Rail Society



Preserving "THE FEATHER RIVER ROUTE"

Issue - 195

October/November/December 2022

President's Pin

- Greg Elems

The year of 2022 is drawing to a close. We had some major accomplishments this year, with the arrival of a boxcar and passenger car. Our steam program closed out in October with a great weekend of steam operation during our last Pumpkin Express. Santa Train returned, and the weather did not cooperate too well for the first two weekends.



This year a truckload of ties was purchased with ties for our switches. Regular ties were purchased also, so we're working on a schedule for getting them installed on the lead from the sewer crossing to the east gate. It is time to replace the ties in the switches.

Along with the ties, we purchased ballast this year. Roger Stabler has been working on the tie tamper. The goal for us, this coming year is to finish ballasting and tamping the balloon track and dress up the east lead.

There are ongoing projects as well as new ones to pique your interest. Two projects, the repainting of WP 705 and SN 1642, are still in need of preparation work for the final coat of paint. The two latest cars to arrive are in need of some TLC. The biggest project is our new passenger car. "New" being relative, since it was built in 1910, and is one of WP's first passenger cars on the railroad.

On a personal note, I've been tied up with family business and hopefully by spring of 2023 I'll once again be able to spend more time at the museum.

I would like to wish everyone a happy holiday season and look forward to our new season with more members being comfortable in joining in our many and varied projects.



WP 302 arrives at the museum...story on page 9.

- Photo by Eugene Vicknair

-THE TRAIN SHEET-

Issue 195 - October/November/December 2022
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 News from the Feather River Rail Society and the
 Western Pacific Railroad Museum at Portola

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

PO BOX 608, Portola, CA 96122-0608

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

Museum is closed for the winter.
 We plan to open for 2023 season on 4/13/23.

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.**

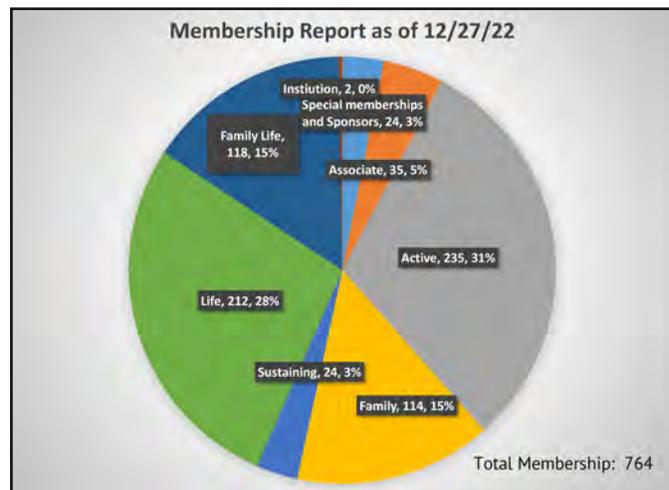
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 Member of the Heritage Rail Alliance

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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

It's coming, It's coming!

The 2023 PCR & FRRS/WPRM Joint Convention

Rails by the River

April 26th thru April 30th 2023

Courtyard by Marriott

1782 Tribute Road

Sacramento, Ca. 95815

Features:

- PCR Clinics
- Layout Tours organized by Scott Inman
- Extra Fare activities
- Separate, secure contest room

Volunteers Needed:

- Clinicians and Presenters
- Museum Store Help
- Volunteer Help
- General Help during the convention

Siemens Factory Tour

The Convention Committee is pleased to announce that the Siemens Factory in Sacramento has agreed to provide a tour of the facilities. (Date and transportation have not yet been fixed)

Registration Types

There are three types of fares for this convention:

FULL FARES - Full Fare (Early Bird rate of \$150 until Jan. 15, 2023; \$165 thereafter) includes clinics, contests, layout tours, Saturday Awards Banquet ticket, and Sunday Business Meeting breakfast ticket.

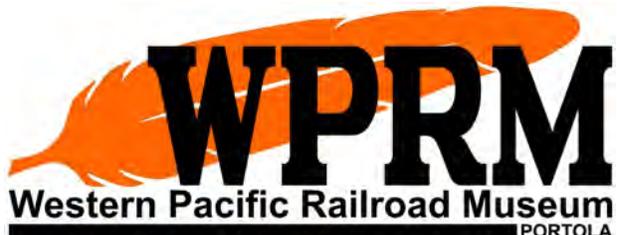
Non-Rail Full Fare (\$150) includes clinics, contests, layout tours, access to non-rail activities (payment for non-rail events collected separately), Saturday Awards banquet ticket, and Sunday Business Meeting breakfast ticket.

The special "First Timer" fare of \$140.00 is available for PCR members that have not registered for the past 5 conventions and includes clinics, contests, layout tours, Saturday Awards Banquet ticket, and Sunday Business Meeting breakfast ticket.

EXPRESS FARES (\$100, Non-Rail \$75) include clinics, contests, and layout tours for all three days but DO NOT include any meals. Express Fare registrants may purchase a ticket separately for the Saturday Awards Banquet and/or the Sunday Business Meeting breakfast on the Registration site.

DAY FARES (\$60) include clinics, contests, and layout tours for that day ONLY and DO NOT include any meals. Day Fare registrants may purchase a ticket separately for the Saturday Awards Banquet and/or the Sunday Business Meeting breakfast on the Registration site.

To register, you must be a member of either NMRA or FRRS. For those that want to join the NMRA, membership information is available at the NMRA website, www.nmra.org. A 9-month Rail Pass is available to encourage participation and have a 'look-see' without a long-term commitment. Also available are full NMRA memberships with or without the print version of the NMRA magazine as well as student memberships.





NMRA/PCR/FRRS Annual Convention 2023

- Kerry Cochran

From the last article in the *Train Sheet* asking for presentations and presenters, we have a list of members who have stepped up and answered the call.

We have approximately 8 presenters on several topics for the Western Pacific and Sacramento Northern Railroads. Some of these presentations includes SN Diesels, Proto-freelanced WP Power, Jim Leaks photos of the WP in the 1960's, WP's First Generation of Passenger Cars and more. (Subject to change)

There will also be several clinics (presentations) that the PCR will scheduled. The convention committee is working on getting the first draft of the convention timetable worked out so we can get a better idea of how many shows we will have.

Something new to the WP conventions is, Virtual Clinics. This is something that the PCR has been doing since the pandemic and they wanted to try it again at this convention, so there will be some of the presentations both live and virtual. (Most all of the FRRS/WPRM presentations will be in person right now – subject to change as one of our presenters may not be able to attend in person)

The convention will be held in Sacramento, California at the Courtyard by Marriott Sacramento Cal Expo, 1782 Tribute Rd, Sacramento, CA 95815. April 26 – April 30, 2023.

Please reach out to Eugene Vicknair or Kerry Cochran (both can be emailed at convention@wplives.org) and let us know if you can give us a hand with the 2023 convention.

As always the convention committee is looking for help with the museum store and general help in making the convention a great experience for our members. So if you can give a hand, please let us know.

The convention website is www.pcrnmra.org/conv2023.



Photo by Don Nelson

Departure: Claude John Palmer 1925-2022

“Jack” was born in Billings, MT on November 19, 1925. A graduate of Balboa High School, June 1943, he proudly served in the Navy on the USS AJAX in the Pacific during WWII and retired after 32 years with the U.S. Postal Service, San Francisco, CA. He was married to his bride, Elsie Palmer (recently deceased) for 77 years. Jack is survived by a son, Paul, daughters Carol and Cynthia and grandsons Benjamin and Jeremy. A charter member of Feather River Rail Society, Portola, CA, and modeled Western Pacific Railroad equipment. He enjoyed railroading, philately, fishing, and photography. A Past Master, Hiram Awardee, officers coach 32 years, secretary 26 years And 71 year member of Crocker Lodge #212, F&AM, Daly City. Past President of the 336th Masonic District Officers Assn., Member of California Commandery #1, York Rite, S.F. Bodies Scottish Rite, and Asiya Temple of the Shrine.

2023 FRRS Elections

Matthew S. Shuman



At the end of another unique year for the FRRS, we move forward and will be entering the 2023 Election Year. The 2022 Election Committee is ready to serve again for the 2023 elections.

The three upcoming seats, presently being held by Kerry Cochran, Greg Elems and Charlie Spikes,

are available for the June 2023 FRRS election. Nominations are open from January 1, 2023, through January 31, 2023. Nominations can be submitted by voting members of FRRS (IN WRITING) to the Nomination and Election Committee or personally delivered to the Election Committee. E-mail is an accepted form of written communication for the FRRS.

Nominations received earlier than January 1, 2023, will not be accepted and will be rejected. Nominations received later than January 31, 2023, 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 to election or appointment as a director.

Please be sure to read the Election Policy for additional dates and details, or if you might be interested in running for the FRRS Board in the 2023, please refer to these on the WPRM website. If you have any questions about the election process, please feel free to address the Elections Committee at election@wplives.org.

If you have an e-mail address the FRRS and WPRM would like to have it for multiple reasons including News announcements, Elections, Train Sheet delivery by e-mail and more. You may update your contact information here: wplives.org/membership_change_of_address.html. These are used exclusively for the FRRS and WPRM and will not be sold or given out.

I would like to thank our Webmaster Paul Finnegan and the rest of the Election Committee for their continued assistance in the election process.

"Your 2023 Election Committee thanks you and is Proud to Serve the FRRS & WPRM."

Sincerely,
Matthew S. Shuman - FL 1948
FRRS 2020 Nomination & Election Committee -
Chair
election@wplives.org

FRRS 2023 Nomination & Election Committee
1040 Redbud Drive
Redding, CA 96001-0162

FRRS 2023 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

2023 Election Calendar

January 1, 2023 - Nominations open.

January 31, 2023 - Nominations Close.

No Late Nominations will be Accepted.

February 13, 2023 - Candidate Statements must be received along with Payment. (Statements to be sent to Board within 5 days of statement closing date for Board will review before February 28th.)

March 6, 2023 - Last day Nominees may withdraw their name in writing to the Election Committee.

April 17, 2023 - Ballots to be mailed out on or before April 17, 2023.

May 13, 2023 - Board to select tellers to count ballots announce time and place of counting.

June 2, 2023 - Ballots must be received. No late ballots will be accepted.

June 10, 2023 - Annual FRRS General meeting and Election Announcement.

Historical/Archive Department - Happenings in 2022

- Kerry Cochran
Archive Manager

As we move through toward the end of the 2022 season, the Historical/Archive Department is in the process of working on the physical inventorying several of the collections within the archive.

I would like to remind all members and the public, that most all the work taking place in the Historical/Archive Department is a **“Work in Progress”**.

While spending nine days at the museum in September, I was able to sort more of the boxes of materials that we have in both the archive car (MP 14144) and the Cotton Belt car (SSW 23908).

This has given me the opportunity to consolidate several of the collections into one place and to start to inventory each of them.

During this process, I have found several more boxes of slides that will need to be checked and inventoried. These slides have come to us from several sources and each will have to be investigated to find who the donor was so we can place them in the proper collection.

This includes some of the Virgil Staff slides that were not in marked boxes, however they did have some notes with the slides that indicated where they came from. (Please if you take something in for the archives, make sure you make notes and attached to the items or boxes.)

Several boxes of railroad magazines have been received and most have been moved into the Simplot car (JRSX 5021). An effort will have to be made to see how we will continue to handle these magazines. While they are very good reference material, we need to get them sorted and inventoried so we have a current list of what we have and what we no longer need.

While working on the magazines, a new list was

created on articles on the FRRS/WPRM that have appeared in the various railroad magazines (not at all complete) and this new list has been posted on the website for our use.

Jim Atkins spent three days with me reviewing the archives, the policies and procedures along with helping inventory some of the Virgil Staff collection. Jim will be a great addition to the archive staff.

Several years ago, we received several black and white photos from Carl Allen Walker. At the time I found these photos, I did not know where, when or if we had permission to use them in our publications and museum exhibits. Through Roger Stabler, I found out that Chris Allen had received the photos and Mr. Walker had given us permission to use the photos.

On Thursday, September 29th, I met Carl Allen Walker at his home to pick up a donation. During this meeting I asked him about the photos and he indicated, yes they were indeed from him and we now had them for our use.

Mr. Walker donated to us eight boxes of hard & soft covered books, several old railroad tools and a small box of black and white negatives. These have all been inventoried, except the B&W negatives which will take some time to sort and get into proper storage sleeves.

Should any member receive any donation and/or get an inquiry about a donation, please get in touch with one of the archive staff or archive committee to make sure we properly address the donation or inquiry.

If you were unable to attend the WP Convention this year, there was a presentation *“Guided Tour of the H/A Web Pages at WPLives.org”*. The presentation is now available on the society’s website on the Historical/Archive home page.

I plan on presenting an updated version of this at the 2023 joint NMRA/PCR/FRRS convention in Sacramento April 26th to 30th 2023.

Official Visit to California State Railroad Museum Library and Archives

- Kerry Cochran
Archive Manager

In September I made arrangements to visit the California State Railroad Museum (CSRM) Library and Archives in Sacramento. The visit was confirmed the last week of September for Tuesday October 4th, 2022 at 10 a.m.

I invited archive staff member Paul Finnegan to accompany me on this visit. (In his capacity as both a member of the archive staff and the webmaster.)

This was an open invitation from FRRS member Jim Atkins (who works on the archive staff at CSRM) and Clair Phillips (CSRM employee). Clair was present at our annual convention in Reno this year. She was very enthusiastic about being at our convention and we discussed many things. During our conversations, she invited the FRRS/WPRM Archive Staff to visit them at Sacramento.

The visit started at the CSRM Library offices at 10 a.m.

Attending the meeting were:

- Clair Phillips, CSRM
- Chris Rockwell, CSRM
- Jim Atkins, CSRM & FRRS
- Kerry Cochran, FRRS
- Paul Finnegan, FRRS

We met in the offices for 2 ½ hours. During this time we discussed several items including:

- Several of CSRM collections - including Virgil Staff, Western Pacific Railroad and related WP items
- Collection management best practices
- Types of collections
- Archiving of manuscripts
- Archiving books and publications
- Archive policies and procedures
- CSRM shared suggestions for how the FRRS may want to approach indexing of

our collections based on their experience. It is more important to catalog our collection, rather than focus on getting materials digitized.

- Photograph reproduction guidelines and practices
- Payments for services
- Processing of requests
- Fees for services
- Permission to publish archived materials
- Copyrights and requirements
- Software programs – CSRM shared opinions and thoughts about several software programs available to manage archive collections.
- Support of public ability to search archives for materials

After these discussions, we adjourned for lunch.

Upon returning from lunch, Paul and I were given a tour of the new National Model Railroad Association exhibit in the museum.

After that tour, we traveled to the California State Parks archive warehouse for a tour of where all of the State Parks archives are stored (including the CSRM archives).

The warehouse is sectioned off into various areas for receiving, sorting, cleaning, office space and storage. The entire facility is climate controlled year round with controlled access to all areas.

The storage area has 20 foot ceilings with shelving layout in each section to accommodate the various collections, from standard office boxes to very large items (including motor cars, train headlights and train whistles) along with several other items such as a curved cocktail bar from an SP lounge car.

I can say this was an enlightening visit with CSRM, and it has opened up a new line of communications and cooperation between the museums.

2022 WPRM Accomplishments

- Kerry Cochran

The museum's operations were greatly increased in 2022 compared to the dark days of the pandemic, many items were accomplished by volunteers and the museum staff including:

- 2022 WP Historic Calendars were published and sold out.
- 2022 WP Historical Convention held in Reno.
- WP165 was used for the first time, operating for the WP Historical convention in May.
- During July and August, we had the WP 165 run the caboose train with it leading the caboose consist.
- Work done on the Steam Department's fuel tank car.
- Breckyn Shirley and Ann Cary ran the Museum Store.
- The museum replaced our AT&T internet service with service from Plumas-Sierra Telecommunications at reduced cost and improved performance.
- Held the 2022 BOD election which resulted in a white ballot.
- Received donation of WP 61180 boxcar from Seneca Health Care in Chester. (Will be used as another archive car.)
- The Museum Store had a major restock of new merchandise.
- Work continued on the WP 705 prep work. Old lettering removed, sanding and spot priming started (on-going project).
- Improved profitability of the Museum Store.
- Quincy RR 1100: Mechanical work to keep it working during 2022 for use around the museum.
- Archive Car: Completed work on moving more of our 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.
- Added new collections and materials to the Archives.
- Crew training held in person and online.
- Answered questions for information on the WP through the website. (These are questions that are sent to the Archive Department.)
- Received donation of 1910 built heavyweight passenger coach WP 302.
- Moved WP 302 from Indiana to the museum.
- Aided in the founding of the Nevada-California-Oregon Railway historical group.
- SN 1642 Caboose exterior restoration work (on-going project) continued; sanding, filling of holes and primer paint applied.
- Tree, brush and weed abatement around the balloon track and the museum to reduce the fire danger.
- General clean-up around the Engine House.
- Republished ten WP equipment books to restock the museum store.
- Held *Pumpkin Express* trains (back after the COVID-19 pandemic).
- WP 165 pulled the *Pumpkin Express* train for one Saturday.
- Held *Santa Trains* (back after the COVID-19 pandemic).
- New roll-up doors installed on east end of shop.
- Mechanical work done on tamper.
- New ballast added to the balloon track.
- New bucket was acquired for the museum's LOED (Telehandler).
- Mechanical work performed on WP 1503, QRR 1100, WP 707, WP 805A and SP 2873.
- Started planning on joint NMRA/PCR/FRRS 2023 convention in Sacramento.
- Made improvements to the Museum Tour system and QR code signs were placed on over 100 artifacts at the museum.

- Four new videos were posted on the museum's YouTube channel.
- New "handle" created for our YouTube channel: youtube.com/@WPRM
- WP Cloud Server upgraded and usage expanded.
- Significant improvements made to the society's mobile web pages.
- Twenty news items added to News Archive web page.
- Members of the Historical/Archive Department made a special visit to the California State Railroad Museum's library and archives in Sacramento.
- With help from CSRM providing the one missing issue, the complete set of WP's *Headlight* magazines from the 1940's are now posted on the website.
- Ninety-seven new subscribers to the WPRM News Mailtrain service. This brings the total subscribers count to 387.
- Twelve email blasts were made to the WPRM News subscribers.
- New Mailtrain subscription list created for FRRS Board Meeting material.

Not to forget our team:

All the volunteers who supported the museum in 2022.

Webmaster for keeping our website up to date.

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

Two issues of the *Headlight* were published and sent out to the members.

Western Pacific Coach 302 Arrives

- Eugene Vicknair

After a false start at the end of September, the morning of October 14 saw 1910 built Pullman passenger coach Western Pacific (first) 302 being loaded onto its massive steerable low boy trailer in North Judson, Indiana at the Hoosier Valley Railroad Museum. Although there were some issues and minor crisis points, the carbody and its trucks (travelling on their own trailer) began the cross-country journey.

The trucks arrived on Wednesday, October 19th and were unloaded thanks to the skilled efforts of David Elems and Roger Stabler. Then the wait began for the main event.

Unfortunately, the rescheduled arrival time placed the delivery of WP 302 right at the beginning of the second weekend of the *Pumpkin Patch Express*, expected to be our biggest weekend of the event. Target arrival was early Saturday morning, October 22, so at first light Bragg Crane arrived and set up. Unfortunately, a breakdown in communications meant we had no updated location on the truck and the driver was fighting weather and

headwinds coming across Utah and Nevada. For safety reasons, the decision had been made to keep the museum closed to the public while the cranes were prepped for lift and doing actual lift work, so the opening of the museum for the Pumpkin Patch Trains was delayed.

About 11:30 a.m., member Tom Mueller called me to ask if our new railroad car was dark green and on a large low black trailer. When I confirmed, he notified me that the load was outside of Lovelock, Nevada, about 145 miles away. Doing some quick math, we realized that the truck would not arrive before 4:30 p.m. that day due to the low speed it needed to travel for safety. We conferred with the Bragg Crane crew and they agreed no lift would happen that day, but they did not have an opening to return for about a week!

Thankfully, the Bragg crew offered to give up part of their Sunday and return to complete the lift. We cannot thank them enough for their generosity in doing this. Plans were hastily changed, the cranes secured for the night and the crew headed home in time for the museum to open at 12:30, starting off the biggest day of the *Pumpkin Patch Express*.

The Bragg crew called me about 2 p.m. as they arrived back at their yard and confirmed they had seen the 302 coming west on Interstate 80 in Sparks. Our time estimate looked accurate. About 3:00 p.m., another friend of the museum, TV producer Jack Sutton, spotted the truck at the California-Nevada border, where the trucker was reviewing his paperwork for California. Jack gave the trucker Greg Elems' phone number and we finally had communication.

About 4:30 p.m., Greg, Michael Clawson and I met the trucker on the eastern edge of Portola and helped guide him into the museum. After securing the truck, all focus was on closing out the Pumpkin Patch day and prepping for the lift first thing in the morning.

The Bragg crew was back at 6:30 a.m. and joined the FRRS crew to help get 302 off the trailer. David Elems, Steve Habeck and Roger Stabler, with help from Greg Elems, Eric McKay and Steve Lee helped maneuver the 302's trucks into place using Western Pacific 1503 and our telehandler.

The Bragg team set up and had the trucker pull his load over the east end of Track 1, poking the nose of the truck between the Troop Sleeper and WP derrick MW 37. After some quick rigging, the 302 was lifted and the truck backed out of the way, leaving 302 free in the air. Quick work by the Bragg and FRRS crews got the trucks positioned then the cranes slowly lowered the carbody down, adjusting the position of the trucks and body to get everything aligned. Just after 8:30 a.m., WP (first) 302 was fully back on its original home rails for the first time in 100 years.

Free from the crane rigging, WP 302 soon found itself coupled to Western Pacific SW1500 WP 1503 to be moved from the lift area. It was quite amazing to watch one of the oldest Western Pacific passenger cars be switched by the railroad's newest switcher, passing WP passenger coach (second) 320, one of the cars that replaced 302, while WP 0-6-0 165, which did not arrive on the railroad until 3 to 5 years after 302 left, built up steam a couple tracks away. The overlapping

eras of WP history coming together was almost overwhelming.

With the Bragg crew packed down and WP 302 switched to its temporary location, the museum opened for business at 10 a.m. on the dot. All day visitors were directed to check out the new arrival. Plans are to restore WP 302 to its 1910s appearance and operate with in conjunction with WP 165. Work has already begun to secure any holes in the roof against rain and snow and it is scheduled to get the car over the inspection pit for a preliminary survey in spring 2023.

A fundraiser has been started to help defray the movement costs of the 302. Please send any donations to WP 302 Fund, PO Box 608, Portola, CA 96122.

Thank you to Bragg Crane, Gateway Transportation, Barnhardt Crane, Ron Schlatter and Sons and the staff of the Hoosier Valley Railroad Museum for their work on this move. And most of all, thank you to Les Beckman for contacting the WPRM and choosing us to be the home for this amazing artifact.

WESTERN PACIFIC 302:

- Built 1910 by the Pullman Company
- Part of a 51 car order for 84 seat coaches purchased by the Denver and Rio Grande Railroad, cars 888-898 delivered to D&RG while cars 301-340 were lettered for and leased to the Western Pacific
- Lease terminated and car delivered to Rio Grande circa 1922-23 and renumbered D&RG 899, replaced by new WP coaches 301-320
- Renumbered Denver & Rio Grande Western 930 by 1926
- Sold to Algoma Central 407 in 1949
- Sold to the Michigan Northern in the 1970s for excursion service and later used on the Kalamazoo, Lake Shore & Chicago
- Sold to Les Beckman for preservation

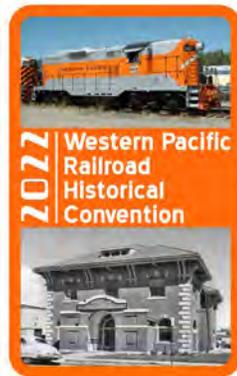
General Superintendent's Message

- Kerry Cochran



As we close out 2022, I would like to THANK all the volunteers and members who took the time out of their busy schedules to travel to and work at the museum in 2022.

Our season started off with a great WP annual convention in Reno. Along with this the WP 165 operated under its own power and pulled the first train of 2022 for the convention attendees. A big THANK YOU goes out to all the members and volunteers who worked on this project and made it such a great experience for all.



During the operating season, the WP 165 pulled the caboose train several times and it became a hit with the general public.

Should you have time, the Operating Department needs more help and volunteers to run the caboose train during the operating season.

Several accomplishments took place over the 2022 season and I point out them in this issue of the *Train Sheet*. This work would not have been possible without all the time, effort and donations the volunteers and members have made over this last year.

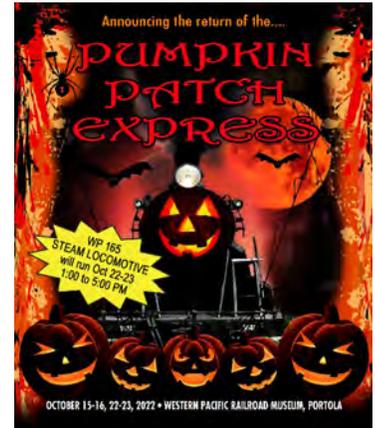
With the pandemic somewhat behind us, we saw an increase in the number of visitors to the museum.

With all the work on the Museum Store, there has been an increase in sales, as the Museum Store managers and staff continue to bring in new merchandise and keep the store stocked and ready for every open event.

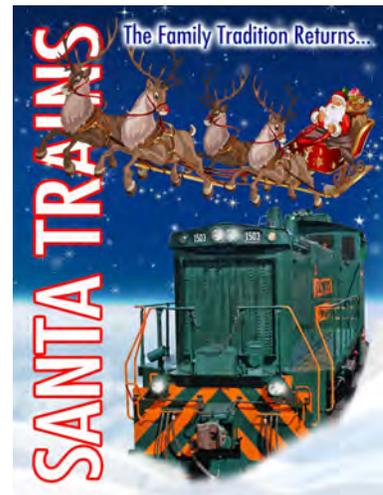
Mechanical and restoration work continues to take place and with this work we need to have more help with these projects.

Donations to the society are up again thanks to all the donors and members.

From all the reports that I have received, the *Pumpkin Patch Express* and events were well received by the public and the turnout exceeded our expectations.



Also along the same lines, I heard that the *Santa Trains* went well and all had a good time. Thank yous go out to Steve Habeck and his crew for getting everything cleaned up and the *Santa Train* setup for the event.



As most of us know, we have several challenges before us for the next year in keeping the museum open, running and providing a travel destination for visitors.

I am hopeful that we all remain healthy and well for the next year and we can operate the museum as we expect. With our dwindling number of volunteers, I would like to remind all of us that we all have families and other obligations and to please understand that when we come to work at the museum. All of our time is valuable and I for one certainly appreciate all your help.

At any time should you have any questions, please feel free to contact me.

Pumpkin Patch Express Returns!

Eugene Vicknair

After a two year hiatus due to COVID-19, the Western Pacific Railroad Museum returned to operating our annual Pumpkin Patch Express event. Slightly scaled down from 2019, it none the less turned out to be a big success, with attendance figures higher than we have seen in years.

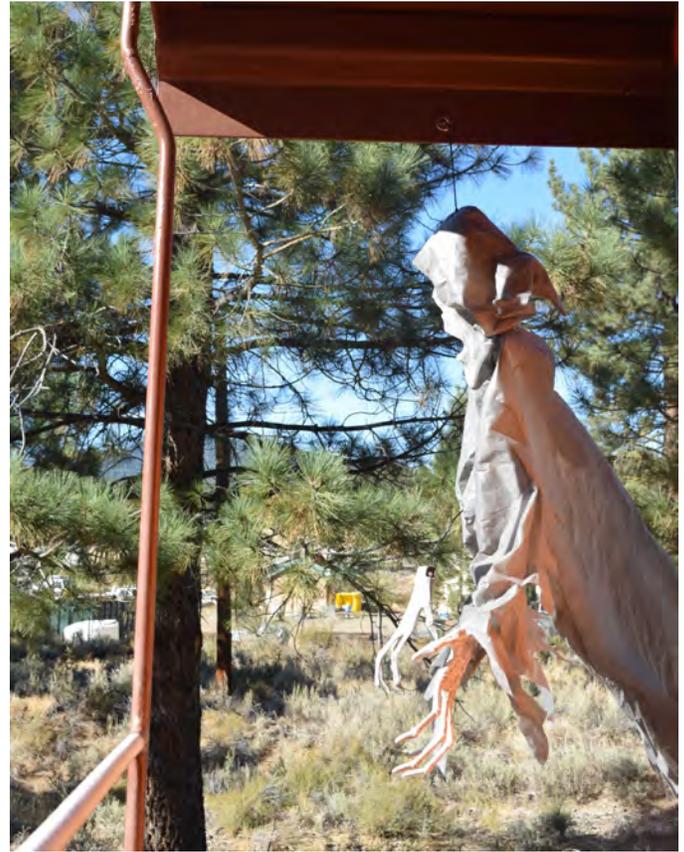


Operating over two weekends, October 15-16 and 22-23, the event featured caboose train rides from the Diesel Shop out to the Pumpkin Patch, located in the museum's picnic area where visitors could purchase pumpkins. On Saturday nights, trains operated after dark and were lit up to the delight of visitors.

The October 22-23 weekend featured restored Western Pacific steam locomotive 165 as the motive power, adding an extra dimension to the event. Or highest attendance numbers were on Saturday, October 22. Almost 100 cars paid for admission to the event and the first evening train carried 160 riders!

Admissions totaled over \$2,450 for the event and visitors also donated food to the EPCAN food bank in exchange for discounted admission. After the event, member Duane van der Veen delivered 40 bags of food to EPCAN, earning us a delighted hand-written thank you letter from their director.

The Pumpkin Patch was run by Breckyn Shirley, one of our Museum Store staffers, along with help from her sister Bryn, Erica Waldeck (daughter of museum store lead Ann Cary), and several volunteers from the Portola High School. Bart and David Hansen, along with Eugene Vicknair and Greg Elems, handled the gate and admissions, while Bart and David also picked up the pumpkins and hay bales for delivery to the museum and handled prep of the parking lot. Eugene and Patty Clawson of Big Fish Creations took care of advertising and led the decorating



Spooks on the train...

- Photo by Greg Elems

team to prep the train and diesel shop for the event with help from Breckyn, Ann, Steve Habeck, Greg Elems and additional volunteers from Portola High School. The second weekend, Yngshi Feng did free face painting in the store to the delight of the kids who attended. Ann Cary handled much of the store duties with some help from various volunteers and did huge business.

Our fantastic train crews handled the very busy operations and the steam crew was on hand the second weekend to run WP 165. Roger Stabler, Steam CMO was on hand along with Steve Lee who was engineer for many of the steam weekend runs.

Much thanks also to David Elems, who was everywhere making sure things got done, Charlie Spikes who arranged for the pumpkin purchase, and the staff of We Cook For You from Chico, CA, who brought their food truck to the museum the



Pumpkin Patch 10/15/2022

- Photo by Greg Elems

first weekend. Paul Finnegan kept everything up to date on the website and helped with information and promotion. Michael Clawson of Big Fish Creations was roaming around taking photos and video to help with our documentation and advertising both weekends. Also on hand was Jack Sutton of Reno News channel 2, who recorded segments for “Nevada Back Roads” about the Pumpkin Patch Express to air on Reno 2.

Ron Berriesford and Eugene Vicknair donated a large number of decorations to help fill out the look of the event.

Also, while it was not part of the event, I want to thank everyone who helped unload Western Pacific Pullman coach 302 (first), which arrived right in the middle of the final weekend, adding complication to an already packed event. Thanks to the skill of our volunteers and the Bragg Crane crew, we were able to safely unload the car without impact to the Pumpkin Patch Express event.

Thank you to everyone who worked the event (and apologies to anyone I missed):

- Logan Beers
- Ann Cary
- Michael Clawson
- Patty Clawson
- David Elems
- Greg Elems
- Matthew Elems
- Fred Elenbaas
- Yngshi Feng
- Paul Finnegan
- Steve Habeck
- Bart Hansen
- David Hansen
- Steve Lee
- Amber Louise
- Baily Raney
- Breckyn Shirley
- Bryn Shirley
- Charlie Spikes
- Roger Stabler
- Duane Vander Veen
- Eugene Vicknair
- Erica Waldeck

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.



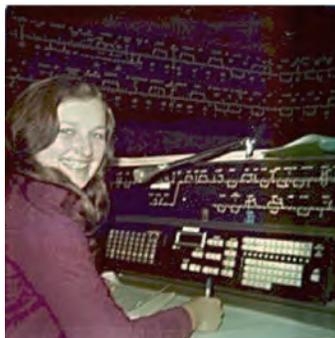
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Departure:

**Kathleen Arnoldsen, “Code Line Kathy”
 WP/UP Train Dispatcher**

Kathleen Arnoldsen, 73, of Bangor, CA, passed away November 3, 2022.



Kathleen retired from the Union Pacific Railroad and the Western Pacific Railroad, where she was a train dispatcher in Sacramento, Ca.

Kathleen had shared her life story with us for an article in *The Western Pacific Headlight* which was just going to press when we learned of her passing. Her story appeared in issue 54.



DAVID HANSEN - SUSANVILLE

H & R Block - David Hansen

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

2023 Operating Department Training

Annual Operating Department training and rules exam is scheduled for May 13th, 2023.



Sign up on the FRRS Website.



More from Santa Trains in the next issue...

- 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

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Finishing the shutdown for the first night of Santa Trains with the gate lights on.

- Photo by Greg Elems



We have a new YouTube handle: [youtube.com/@WPRM](https://www.youtube.com/@WPRM). Several new videos from Nevada Backroads with Jack Sutton of Reno's KTVN and ones from our team have been recently posted. Check it out and subscribe to our channel!