



# THE TRAIN SHEET

News from the Feather River Rail Society



## Preserving "THE FEATHER RIVER ROUTE"

Issue - 198

July/August/September 2023

### President's Pin

- Greg Elems

With the conclusion of the regular caboose trains this year, I want to thank all the volunteers who made them a success. Thank you! I'm looking forward to next year's caboose trains and hope to see everyone come back.



The museum will be open until October 1<sup>st</sup>, with an open to the public special event day on Sunday, October 8<sup>th</sup>, with the West Coast Railroaders Group. I invite everyone to come by and join us for speeder rides.

Work has started on the *Pumpkin Patch Express* events for Halloween. We need volunteers to help with all aspects of the event, the last two weekends of October. If you need an excuse to get into a costume and not let the kids have all the fun, here is your chance. Rumor has it "Big Foot" might be seen so keep your eyes open.

After the *Pumpkin Patch Express*, we will need to start setting up for our annual *Santa Trains*. Again, I'm putting out the invitation for anyone to come and help with one of our most popular and long running special event.

Work continues on the radiators on the SP 2873. Seems that one problem is addressed only to expose another one. We have the radiators back from A1 Radiator in Reno.

There has been work on one of our cabooses, UP 25283. We took it out of the caboose train due to an air brake failure and a soft floor by the conductor's desk. Phil Schmierer serviced the air

brakes and Nick Manos is working on the floor and ceiling panels. Then we'll tackle the wiring conduit and hopefully have it back in service for the *Pumpkin Express* and *Santa Trains*. Thank you Nick and Phil for your timely and excellent work. Here we see it getting the serviced air brakes tested in the shop.



UP 25283 in the shop  
- Photo by Greg Elems

A quick word needs to be said about WP 705. She hasn't been forgotten, but with the work on 2873 and the need to fix UP 25283, we had to move it down the list. We have, however raised enough money to paint it and with some left over to help acquire needed parts to make it run. Now some prep work on the small areas of rust and smoothing of the paint lines between the red, white and black done, we hopefully will get to start priming it next spring and then shoot the orange and green.

All this is to say, that we're still quite busy and expecting a lot more visits from the public.

### Upcoming Fall Events...

Motorcars at WPRM October 8, 2023

Pumpkin Path Express

October 21-22 & 28-29, 2023

Santa Trains

December 2, 8, 9, 15 & 16, 2023

**-THE TRAIN SHEET-**

Issue 198 - July/August/September 2023  
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 News from the Feather River Rail Society and the  
 Western Pacific Railroad Museum at Portola

Editor - Paul Finnegan  
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 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

2023 Hours until 10/2/23:  
 Thursdays & Fridays Noon - 4 PM  
 Saturdays & Sundays 10 AM - 5 PM  
 and then only for special events.

If you wish to visit during the closure period, it is  
 advisable to call in advance  
 and find out if the museum will be open.

Entrance to the museum for members is free. Non-  
 members are required to pay an admission fee, details  
 are inside this issue on the inside of the back cover.

The Feather River Rail Society, a tax-exempt public  
 benefit California corporation, is the historical society for  
 the Western Pacific Railroad and operator of the Western  
 Pacific Railroad Museum in Portola, California.

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

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



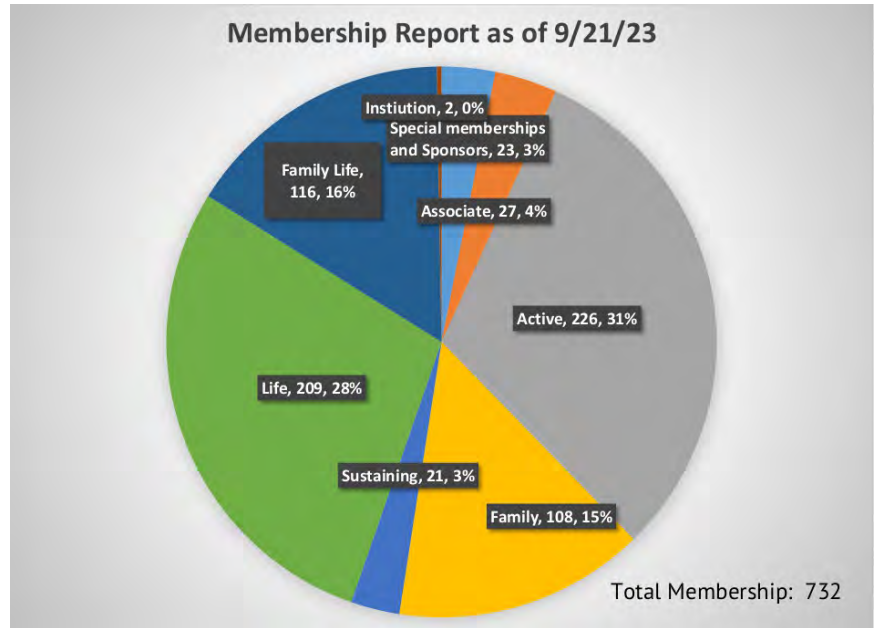
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**Membership Report as of 9/21/23**



**- 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

Spooktacular Fun for EVERYONE!

# PUMPKIN PATCH EXPRESS



**OCTOBER 21-22 & 28-29, 2023 • WESTERN PACIFIC RAILROAD MUSEUM - PORTOLA**

**Museum opens at 10:00 AM • Trains depart hourly 1:00 to 5:00 PM**

**SPOOKY NIGHT TRAINS on SATURDAYS, OCT. 21 & 28 • trains depart 7:00 to 9:00 PM**

Ride the train to get to the Pumpkin Patch (pumpkins extra price) . Special Exhibits . Halloween Fun

Admission: \$10 per car or \$5 with 3 cans of food for the EPCAN Food Bank • web: [pumpkin.wpplives.org](http://pumpkin.wpplives.org)



**October 2023 Motorcars at WPRM  
Sunday, October 8, 2023**

*- Eugene Vicknair*

The Western Pacific Railroad Museum at Portola will be OPEN TO THE PUBLIC on

Sunday, October 8, 2023 - 10 AM to 5 PM for a special Historic Railroad Motorcar event.

The West Coast Railroaders Group will be bringing their historic railroad motorcars to the Western Pacific Railroad Museum on Sunday, October 8, 2023 for the year's second visit.

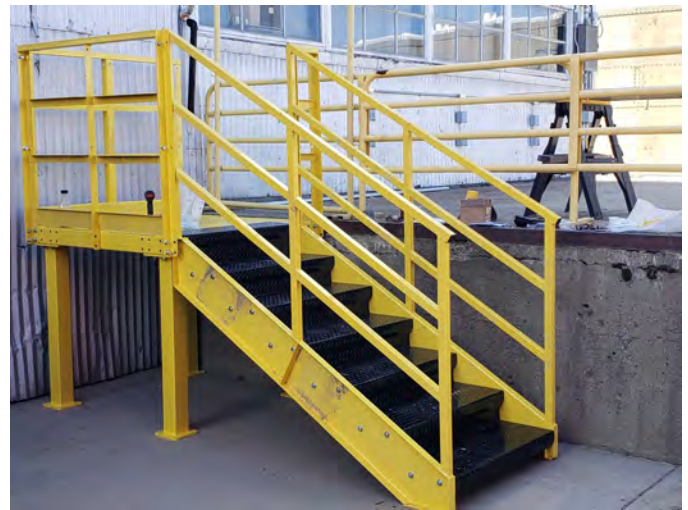
Museum guests will get the opportunity to take a ride on these fascinating cars, which were used for track maintenance on the railroads for most of the 20<sup>th</sup> century. Come join us for this rare opportunity.

Gates open at 10 AM. Rides operate between 11 AM and 1 PM, then 2 PM to 4 PM. Gates close at 5 PM.

Rides are FREE with regular museum admission.



*Phil Schmierer working on Caboose UP25283  
- Photo by Kerry Cochran 8/11/23*



*The new set of stairs for the loading dock have been installed. Project leader was Kerry Cochran with help from Greg and David Elems.  
- Photo by Greg Elems 9/5/23*



*The WPRM hosted three groups of scouts this season for the Railroad Merit Badge program.  
- Photo by Kerry Cochran*

**Departure Steve Hayes**

- Kerry Cochran

Past member and Convention Chairman, Stephen M. Hayes departed September 6, 2023.

Growing up in Hayward, California in the 1950s, Steve lived within a stone's throw of the Western Pacific mainline and remembers watching the trains while walking to school. From this experience an abiding love of trains evolved, leading to a lifelong interest in railroads and a collection of American Flyer trains. Steve purchased his first Flyer set in 1953, gathering an entire garage full of old newspapers to raise the money. It probably cost the Hayes family almost as much to deliver them to the recyclers!



He was an avid modeler and created a HO model railroad in his basement of the Western Pacific Railroad. He held open house for the NRMA events and meets along with several operating sessions with fellow modelers. He was very active in the model community and worked with several modeler in the Sonora – Twain Harte California area.

For nine years Steve served as the convention coordinator for the Feather River Historical Society. During this time he saw that the history of the structures on the Western Pacific was being neglected. There were some photographs in existing books but very little other information. He wrote, *Western Pacific Depots and Stations* to fill that void. After five years of research, and many trips across the railroad's territory, Steve's first book presents the most complete history of the depots of the Western Pacific Railroad published to date.

**Departure Steve Miller**

Steve Miller passed 6/24/23. He was a valued club member at the La Mesa Model Railroad Club in San Diego and a member of the FRRS. Steve was the dinner speaker at the joint Western Pacific Historical Convention with Pacific Coast Region NMRA in Sacramento April 26 – April 30, 2023.

A Celebration of Life for him was held Saturday, September 9, 2023, at the Western Railway Museum, Suisun City, California.

**Departure Stephen Pettitt**

We received notice about the passing of FRRS international member Stephen Pettitt of the United Kingdom.

**Departure Tom Graham**

We received notice about the passing of FRRS Family Life member Tom Graham on May 19, 2023.

At a young age, Tom was fascinated by trains. This railroad enthusiasm led to his involvement in the preservation of railroad history. He visited railroad museums and went on train excursions all over the Pacific Northwest. He was a very active member of the Western Pacific Railroad Museum in Portola, California. He worked his way up through the many jobs - conductor, brakeman, fireman, and finally yard engineer. He loved operating that big diesel locomotive, pulling railcars around the yard at the museum.

## FRRS Grants in 2023

- Eugene Vicknair

This year has seen the Feather River Rail Society receiving several grants to help further our mission of preserving the Western Pacific Railroad.

The first one we received this year is also the most significant: a \$1 million grant through the Department of Agriculture Rural Development funds to begin construction on our long proposed Whitman Multi-Purpose Building. We are currently working on the paperwork and requirements for release of the funding and putting in place the contracting team that will start the initial phase of work. While we will need more money to complete the building, this funding gives us a strong start. Thank you to Congressman Doug LaMalfa (CA-1) and his staff for all their help in securing these funds.

The second grant we received was from Plumas County and will help address an annual issue with the Diesel Shop. Due to several factors, the north side of the building tends to flood each winter when snowmelt and rain infiltrate the building. With a \$9,500 grant from the county's COVID recovery funds, our Facilities Department will be able to address the drainage problem that lies at the root of this issue. With the funds in hand, we are looking to begin work on this project.

Most recently, we have received \$7,500 from the Union Pacific Foundation for Americans with Disabilities Act improvements. While the exact work list is being finalized, these funds will allow us to improve our visitor experience and access to the facilities and our historic collection.

Finally, while not a monetary grant, we are honored to have been nominated by the residents of our new congressional district, CA-3, and our new Congressman, Kevin Kiley, for the National Medal of Museum and Library Service. Based on a vote of those in the district, we were one of two organizations nominated from CA-3 by the congressman. Our application was completed with endorsements from Congressmen Kiley and LaMalfa as well as several community figures

from eastern Plumas County for this national award. The final organization chosen will be announced later this year.

As Funding Manager for the society, I want to thank Patty Clawson of Big Fish Creations, CMO David Elems, President Greg Elems and Director Janet Steeper for their assistance in working on these grant and award applications.



*Santa and his helpers in 2022 at WPRM*

## SANTA TRAINS 2023

All aboard for Santa Trains at the Western Pacific Railroad Museum in Portola, California. This family tradition returns again this year.

Enjoy rides aboard a festive holiday train covered in lights. Free homemade cookies, hot cider, coffee and hot chocolate. And the kids get to meet Santa and Mrs. Claus!

Museum opens at 4 pm with train rides starting at 5 pm and continuing until everyone has a turn! (Usually about 8:00 pm)

### 2023 Santa Trains Friday and Saturday Evenings:

Saturday December 2<sup>nd</sup>

Friday & Saturday, December 8<sup>th</sup> & 9<sup>th</sup>

Friday & Saturday, December 15<sup>th</sup> & 16<sup>th</sup>

Admission is \$10 per carload, or \$5 per carload with 3 cans of non-perishable food for the EP-CAN food bank.

**Historical/Archive Department News**

- Kerry Cochran  
Archive Manager



While not as active this year, we continue to make progress in the FRRS Archives. My work in the archives has taken on second position as we have been short on operating crews and I have been working the caboos train crew this year. With that said, work on the archive has not stopped. Since the museum has been open for the 2023 season, the Historical/Archive Department will be open on a limited basis as staff is available. (Please contact the archive staff to make arrangements to visit.)

Ethan Doty has joined the Archive Department staff and has been working in the Simplot car, moving some of the stored items and making some working space available in the car by cleaning up the car and moving two desks into a position to give him space to work.

The museum has purchased 240 magazine boxes to hold the collection of donated railroad magazines. Ethan has been working on the magazine collection getting them inventoried and placed into the new boxes.

We have moved several parts and pieces of some of the materials in the Simplot car to give us storage space on the metal shelves in the car for the magazine collection as well as using the existing wooden shelves and file cabinets.

Eugene Vicknair was approached by a person that had a locomotive builder's plate from the WP Locomotive # 301. After some checking with other members and discussion with the FRRS Board of Director, the society elected to purchase the builder plate for \$500.00 including shipping. Several members have stepped up and donated \$100.00 each so that the society only had to pay \$100.00 for it. The funding will come out of the Archive Department budget.

Thank you to the following members for their donations:

Matt Shuman	\$100.00
Greg Elems	\$100.00
Eugene Vicknair	\$100.00
Kerry Cochran	\$100.00

This year we have received several exceptional donations:

- Patricia Ellis has donated an original Brass Bell from WP Locomotive #31 along with a photo of locomotive #31 and a Memorial Plaque for her late husband.
- Suzanne Delzell Rogers has donated Zephyrette Jane Conner California Zephyr Scrapbook and Memorabilia. This will go with our other CZ collections.
- Gary Broeder of Quincy has donated an Enameled Metal Western Pacific sign off a WP Flex Van/Trailer. He indicated this was on a restaurant in San Jose, Ca. that had a WP Caboose and Budd car used for the restaurant.
- Tom Hervey has donated 1992 Conductor Seniority Roster and a 1992 Brakeman Seniority Roster to be added to the other seniority rosters that we have in the collection.
- Member Brian Waller, who works at the Herlong Army Depot, came into the museum on Wednesday (9/6/23) after work and he had a great gift for the FRRS. While the depot was cleaning up and moving materials around the shop, they found the original builders plate for the FM 1857. It was given to Brian to give to the FRRS as the depot knew that the 1857 was at the museum. Thanks to all for getting this builder's plate back to the locomotive.



*Brian Waller with the builder's plate for our FRW 1857 (aka USA 1857). See close-up photo on back cover.*

*- Photo by Kerry Cochran*

We have been making more improvements to the H/A web pages and are bringing a new level of access to some of the collections donated to the society by our members, railroad employees and the general public. This is just a start as to what we envision on releasing to our members and public. Please understand this is a "Work in Progress" and several collections have not been inventoried or processed as of yet.

Each month we release new materials to the archives pages. Please be on the lookout for these new items. The new material is announced in the Latest Museum News column on the website.

The updates contain several different aspects of our collection and modeling items and I hope that we can continue to add to the photo albums that we have been working on.

If you have not visited the Historical/Archive Department web page recently, please consider looking at them to see "What's New" in the Western Pacific Documents page.

[https://wplives.org/wphistory\\_wp\\_documents.html](https://wplives.org/wphistory_wp_documents.html)

Members and the general public mostly contact us through our website using the [Info@wplives.org](mailto:Info@wplives.org) or [Historical\\_Archive\\_dept@wplives.org](mailto:Historical_Archive_dept@wplives.org), when asking questions. Emails sent to these are directed to a mailing list so that they can be addressed.

We are always looking for help in getting materials properly stored and we need the support of the membership with helping supply storage materials for the archives.

We still need help in getting funding and storage materials for the archive department. Should you be able to help out, please let us know.

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.

Please if you take something in for the archives, make sure you make notes and attached to the items or boxes.)

Thank you to all the members of the FRRS/WPRM who contribute to the society and the archives.



## Operating Department News

- Kerry Cochran, General Superintendent

I would like to take the opportunity to thank all the members of the Operating Department and the rest of the FRRS volunteers for your help so far with the 2023 operating season.

While this year has had its challenges with having sufficient amount of crew members, we have been able to operate the caboose trains all summer.

We do have several new crew members this year: Des Powers, Nick Manos and Brian Waller, to mention a few. These members have come out to support the FRRS/WPRM and have vastly improved the number of active crew members.

Along those lines, many years ago the Operating Department had an unofficial uniform consisting of a purple shirt and hat. This sort of went by the wayside when it was decided that the train crew needed to be more visible during operations. A newer HiVis yellow shirt was purchased by the FRRS and for many years it has been used.

*Brian Waller and Nick Manos on WP 1503*

- Photo by Kerry Cochran



*Kerry Cochran presenting Nick Manos with Operating Department Shirt*

- Photo by David Elems 8/12/23

I have made the decision to bring back the purple Operating Department shirt and hat in addition to using yellow safety vests for the operating crews. During the weekend of August 11th, Nick Manos was presented one of the purple Operating Department shirts since he was a newly qualified brakeman.



In the past, the procedure was when a new Operating Department member qualified for the first time, the FRRS/WPRM would provide one shirt and hat for the member and the member could purchase more items if they so wished. I am currently working with Eugene Vicknair (Museum Store) to get some purple hats made and become available for the crew members. (Stand-by for that development.) The purple shirts are now available for purchase by the Operating Department crew members by invitation. These may be purchased by using a link provided by the Operating Department (Paul Finnegan) at the Spring.com site that we use for other FRRS/WPRM branded materials. Those members who wish to participate can send a message to Paul and he will send the link.

While crew training (switching trains) has been at a minimum in the past few years due to some of the insurance requirements and the fact that there is just not much room left to move cars around, we did do a small switch move the weekend of the August 11<sup>th</sup> to get a caboose into the shop for work.

A big Thank You goes out to our President, Vice President and the CMO for being at the museum on the weekends that we had short crews making sure our Caboose Trains ran for the public.

We have a few new members and volunteers this year, so if you do not recognize someone, please take the time to introduce yourself to them and see what you can do to make their volunteer experience at the museum a good one so that they will feel welcomed and return to give us a hand.

As always we need help around the museum in getting everything ready for any of our events and general museum work, so if you have time to spare for a few hours, please consider volunteering.

Without the help of all the Museum volunteers, we would not be able to keep the caboose train running each weekend.



*Switching Move UP Caboose into Shop  
- Photo by Kerry Cochran 8/11/23*

And what about the RAL Engineers? Without them we would not have a successful rental program to keep us working at the museum all year. The support of the RAL program helps us continue our operation each year and keep the museum open for all.

All the Operating Department Crewmembers work very hard through the year in volunteering there time to the museum. The time they spend working on the crew in their student positions or qualified positions helps us run the trains during the weekends.

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

## Motorcar 23 Project Update

- Nicholas Manos

I started volunteering at the museum this year to work the weekend caboose trains. Being a Model T owner, Motorcar 23 caught my eye on the first day. I asked about it and quickly learned it had some problems that needed attention. I offered to assist with repairs and was put in touch with Director Charlie Spikes, the project lead for the motorcar.



Charlie and I discussed the issues he was seeing with the car. Specifically, the engine overheated shortly after startup and there was a persistent fuel leak beneath the car. After extensive inspections and a few test runs, it was decided an overhaul of the ignition and fuel delivery systems were in order.

The fuel system repairs were relatively simple. The leak was from the fuel bulb, which had previously been modified to have a remote shut-off lever. This lever, when actuated, was rubbing against the bulb causing the shaft assembly to work out of its bore. Since this is a spring held interference fit, it leaked whenever the lever was not perfectly vertical. To resolve this, the fuel bowl was replaced with a stock unit and a new shutoff was installed at the carburetor, a more convenient location for the operator. The existing fuel line was also noted to be run above and too close to the exhaust pipe. A new fuel line was installed with proper routing.

The ignition system on the Model T appears very unique when compared to more modern automobiles. A key distinction is the use of individual ignition coils for each cylinder which makes engine timing dependent on every coil being in proper tune. Malfunctioning coils always lead to poor operation and overheating. The coils are cased in wood and installed in a coil box that uses wood backers for the sides that make contact with the coils. The coil box normally has a lid to protect the coils, but Motorcar 23's lid was missing and water damage from recent storms had deformed all the coil cases and the coil box,

rendering them unserviceable and unfit for rebuild. A replacement box and lid were acquired, sandblasted, painted and rebuilt using plastic backers in place of the wood, along with all new contacts. Four donor coils were rebuilt with new capacitors, points and shims. The coils were all tuned using an electronically cranked coil tester (ECCT). The ECCT is one of the best methods of coil tuning available, as it allows all coils to be tuned to fire at precisely the same time after activation. This provides for a properly timed and smooth running engine.

Some additional electrical issues were noted and corrected:

- The car was wired for positive ground. Ford began using positive ground in 1928 with the Model A, but the Model T was delivered with negative ground
- The battery was raised and secured in its carrier
- The defective starter switch was replaced. Although it had been replaced at some point in the recent past, it appeared a museum visitor had become convinced that if they just stood on it a little harder, it would work.
- A new left side wiring harness was installed to facilitate headlight and tail-light wiring. New bulbs, sockets, springs, lenses and lamps were installed and the lights were wired and tested good
- A fuse was installed for the main feed from the starter switch as a safety measure

After the repairs, it was time for a test run. Charlie took the car out for a few spins, running a good 15 minutes each time with no overheating or fuel leaks. Charlie reported the engine appeared to be running well. I later took the car out for a 30 minute run with similar results.

Although we were now complete with all the planned repairs, one new 'problem' caught my interest. While working under the car, I had noted the presence of an Aermore exhaust whistle. I

asked Charlie about this and he indicated it didn't work well, if at all. A quick test confirmed this, as almost no sound could be heard. The muffler was also noted to be heavily rusted and due for replacement soon. A new exhaust cutout valve was acquired, along with a new pipe and muffler. The exhaust cutout needed additional welding to seal some gaps, which Brian Waller quickly took care of, showing off his TIG welding skills on stainless steel (no easy task). The exhaust was replaced and the whistle installed on the new valve. It makes quite a bit of racket now, but we have yet to demo it for anyone so hopefully it will be found to be adequately obnoxious.

Additional work is planned for the 2024 season:

- Fabricate and install new floorboards
- Adjust pedal linkage and floor boards to allow for entering high gear
- Adjust transmission brake band to improve braking action
- Investigate the magneto to see if we can restore operation without an engine overhaul
- Repair windshield support and glass



*Keep an eye out for future updates!*  
- Photo by Nick Manos



*Author's sons enjoying 25283 in August of 2004*  
- Photo by Nicholas Manos

### UP 25283 Caboose

- Nicholas Manos

Those of you who visited the museum this season may have noticed that a particular yellow caboose was missing from the weekend train. It was here, to be sure, but it was off to the side, out of the way. A number of issues had kept it from service. Recently, it was moved into the shop for repairs to return it to the *Pumpkin Express Trains*.

Car foreman Phillip Schmierer and CMO David Elems were the first to go to work, resolving issues with the brake system. After this, I was asked if I would like to tackle some woodworking projects. Given my sons' love of this caboose, I eagerly agreed.

I was assigned three issues to resolve. The floor under the conductor's desk was rotted out and could best be described as a collection of dry rot held together by really old linoleum and top notch glue. The conductor's desk seemed to have suffered repeated abuse as a chair and was separating from the wall it was (sort of) mounted to. Oh, and the ceiling panels were falling down... minor issues like that.

I started with the ceiling. After removing the trim, I was able to have a look at the problem. UP felt it was entirely adequate to hang plywood, upside down, with common box nails. It is

surprising it lasted this long. Setting some screws secured all the panels. Some additional damage repair and new paint to two panels put the ceiling in good order. New trim boards have been milled and painted and will be installed in the coming weeks.



Switching focus to the floor, the first task was to remove the sheet metal baseboards. Although UP used smooth nails on the ceiling, they used twisted shank nails to secure the baseboards very well. I guess baseboard movement is a real hazard when you are trying to dodge falling ceiling panels! The damaged floor was cut back to good wood, which in this case resulted in a 6 foot by 3 foot area being removed. The original construction used plywood on fir supports that were bolted to the steel car bottom. The supports were entirely destroyed by dry rot and the steel floor was severely rusted, but thankfully it was not rusted through. A good scraping of the larger rust followed by wire wheel work cleaned up the floor for a thick coat of rust stop paint. New supports were milled using reclaimed fir beams. These were secured to the floor using new hardware in the existing bolt holes. New 1-1/8" plywood was then applied to complete the floor.

The conductor's desk was another case of common nails being used where screws were a better fit. New screws and a bit of adjustment pulled the desk tight against the wall.

Steve Habeck is now working on resolving some electrical issues, including re-routing conduit

that had been used as a grab iron in the past. My sons may or may not have been involved, but I didn't mention this to Steve.

Caboose 25283 is well on its way to a return to operation in October!

### Visit from New Congressman

- Eugene Vicknair

As of January 1, 2023, Plumas and Sierra Counties were moved into a reconfigured District 3 for the California Congressional Districts. For several years, the FRRS has enjoyed an excellent relationship with the congressional office for District 1 and Congressman Doug LaMalfa, which culminated in his office assisting the society in obtaining a \$1 million grant to begin construction on our long proposed Whitman Event Building. Even though we are no longer in the district, Congressman LaMalfa has continued to assist where he can and has expressed his ongoing support for the society and our mission.

Our congressional representative now is Kevin Kiley, newly elected to head District 3. Early in the year we got in contact with his office and extended an invitation to visit the museum when he was available. His office also began assisting the society, including nominating us and providing a support letter urging that the WPRM be awarded the National Medal for Museum and Library Services, discussed in the accompanying article on grants and awards in this issue.

On Tuesday, September 5, Congressman Kiley and aide Pamela Grant were able to make their first visit to the museum for about an hour in the afternoon. Director Eugene Vicknair gave them a tour of the museum which included viewing the WP 106 "Charles O. Sweetwood", Union Pacific 105 business car, WP 0-6-0 165 and WP "Silver Plate" diner. Ms. Grant was especially thrilled with the "Silver Plate" as she had ridden the "California Zephyr" with her family growing up and had many fond memories. Congressman Kiley was quite impressed with the scope of our collection and the "Charles O. Sweetwood" and the WP 165 in particular.



*FRRS President Greg Elems shares some pointers about operating WP SW1500 1503 with Congressman Kevin Kiley*

*- Photo by Eugene Vicknair*

Following the tour, FRRS President Greg Elems gave them a RAL trip in WP SW1500 1503. The congressman commented that he had never done something quite like that before and had been eager to run the engine. While their schedule required them to move on to another appointment, he was able to complete two trips around the balloon track. He also presented the society with a Certificate of Congressional Recognition which is now hanging in the Museum Store.

He has promised to return for a longer visit in the future and discussed several of our improvement plans for the museum during his visit, stat-



*Congressman Kiley presents FRRS President Greg Elems with a Certificate of Congressional Recognition for the FRRS*

*- Photo by Eugene Vicknair*

ing that the WPRM is important to the region and he intends to support our growth.

Thank you to Congressman Kiley and Ms. Grant for taking the time to visit us in person and we look forward to future visits. Also, thank you to Director Charlie Spikes who helped prep the WP 1503 for the RAL and Director Kerry Cochran and Vice-President Steve Habeck who did some cleaning around the museum for the visit.

### 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. 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.



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**- 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](mailto: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](mailto:trainsheet@wplives.org).

## The Train Sheet

Feather River Rail Society  
P.O. Box 608  
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*Close-up of Brian Waller with the builder's plate for our FRW 1857 (aka USA 1857). See story page 7.*

*- Photo by Kerry Cochran*