

ing electrical systems, and we were both done around 9 pm.

Also, one very important part of this whole process was the washing of the whole locomotive completely at least twice due to the persistence of oil thrown from the stacks of 805. Along with all the other problems, oil is shot past the tired rings and out all over the roof. Plans were made to run her minimally throughout the trip so as to not coat everything with the black stuff. Hats off to Jason who has had to clean up our messes often.

The trip and convention were a resounding success. All the locomotives ran well at Sparks, and some needed a little attention there. Again Larry was there to mainly take care of electrical problems, mainly with the 2001 and the 925 B-unit. I took care of changing one head on 805 suspecting we had a problem still in our hard-luck cylinder #13. Problems will not cease for awhile, it looks like. Now back at the museum, work will progress, maybe not at this feverish pitch, but will be done and will make her road worthy to run on the front of the head end someday on the High Iron!

I want to thank the board, Steve Habeck and the Pres for cultivating a great atmosphere to allow some of the old heads to return. Without the support of them, we would not be able to get so much work done in such little time. And most important, a salute should go to John Walker, who was always there to support us. A simple phone call and things would be ready upon our arrival. Great work John, and Thank You!

Volunteering has Rewards

By Charlie Spikes

While working at PRM is always fun, we some times over look the things that can make it a real joy to be there at certain times. One of these times occurred on Saturday the 24th of August.

Norm Holmes, Lew Barnard, Dave Epling, Spencer Walker and me (Charlie Spikes) were experiencing a normal day of fun and safe operating after bean break when the day turned into a very special and memorable one.

Right as I was about to give Lew the come to me signal and begin another run I checked the crossing and noticed a young man with a white cane get out of a van. This was followed by about 20 or 25 more visually impaired kids on their way to do an RAL.

I led them into the shop area and introduced them to Norm. He took 4 at a time to 2873 and they each had a turn at operating the locomotive. The others were told by their escorts to have fun and look around.

What a great time they had exploring the museum and seeing it in a way that we can't. These kids had more fun than most seeing people will ever know. Nothing got in their way of having a great time exploring every piece of equipment they could. Although we kept a watchful eye on them, we didn't really have to. Each of them had a family channel radio to stay in contact with the escorts if any problems arose.

At the end of the visit they all thanked us at PRM for providing them a great place for a field trip as well as the learning experience it provided to help them gain confidence in their

abilities. I was equally thankful that they came and turned a normal operating day into a very special one.

2004 WPRRHS Convention

By Steve Hayes

The "2004 Convention" was held April 16th and 17th at the Holiday Inn in Reno, Nevada.

Attendance: There were 135 registered attendees. It appears there were 115 paid registrations, the difference being the ones Frank admitted with no charge, which is allowed in the guidelines.

Facilities: In my opinion, this may have been the best overall facility that we have used so far. The 2 rooms we needed were more than adequate for our needs. The Hotel staff appeared to be there to provide whatever was needed in a fairly timely manner. Having the Banquet upstairs in a separate room was great. The Hotel even provided us with a gift certificate for 2 free rooms to put in the raffle! The small restaurant was adequate for breakfast and there was a neat sandwich shop in the Casino. The only complaint I heard was the smoke throughout the Hotel, but then this was Nevada!

Raffle: 20 manufactures and businesses plus individuals provided ample material for the raffle. As we have noticed in the past, the outside providers are responding less and less each year, even with the thank you notes we have the recipients sign and we mail back. But we appear to keep it going and as the accounting below shows, the raffle does make us good money. Having a separate raffle for a picture and a locomotive is really working. Together with the impromptu auction, Norma sold the WP locomotive for \$465.00. You will note in the accounting, I withheld funds for and purchased three more locomotives for future conventions based on these figures.

Clinics: The clinics sort of got off to a bad start and there were more no shows than we have had in the past. Frank was able to do some quick readjusting and it came off fine. I think we will always have this problem and by having back ups we can control it.

Modeling Contest: The modeling contest continues to get smaller and smaller. It has been suggested that we discontinue it, but I feel it is an important part of the convention. Maybe we need to make it a display your models only. I will get with Thom Anderson and we will come up with some ideas as to how to make this work better.

Sales: The sales room continues to grow and is well received! The folks that were there to sell appeared to be happy. We allowed them to donate material to the raffle instead of paying for their tables. This proved to be a mistake in many cases. Prizes they donated appeared to just things they wanted to get rid of. I question if this was a good move on our part. Sales are the main use of this room and should help pay for it, at least a big part of it.

Advertisement: As usual this is an area where we are not sure what is going on. Many past attendees said they never received a flyer for the convention. Frank was not clear as to whom he sent them out to. We paid for a lot of stamps and his attendance was the largest of any convention so I am surely not

complaining. With that said, we need to make sure that all past attendees are contacted. I will continue to work on this. We update the list each year as to who has attended.

Handling of Monies: This was not the first year that the Convention Coordinator handled all the money but the first since the Board asked that we do it this way. It appeared to work fine but I need to fine tune the procedures.

When the Chairman needs additional funds prior to the convention, I am going to have to question what it is needed for! Also in the future no one will be allowed access to the onsite cash at the convention. We can not allow the Convention Chairman or anyone else to just take money out of the till for any reason, even with receipts. This will be added to the guidelines. We have a checkbook for this reason.

Future Conventions: At this point we have a chairman for 2005, Tracy ? and 2006, Chico. We held off on signing up the site for Tracy as to cost. I wanted to see how the higher registration cost was received at Reno (no complaints) before I committed us to a facility. This appears to have been a good idea due to the big jump in attendance. We have moved beyond the smaller facilities and I am now having trouble finding something large enough in Tracy or the surrounding area.

It may be time to select a site and use that each year as our semi permanent site. This way we can draw our Chairmen from anywhere and the site work would be taken care of for them. Moving along the right of way was a cool idea but I think we are outgrowing the concept. Each year we can look at what is or is not available in the area that the Chairman comes from and then place the convention accordingly falling back on a preset site if needed. 2008 could be the first that would be looked at in this way, as I am looking at Sacramento for 2007 and I'm sure we will be able to find the facilities we need there. Thom and I will continue to look into this.

In conclusion: The only major problem we had this year was the selling of late dinner tickets. The Hotel allowed us to sell tickets right up to the last minute and this did cause problems. We had people just showing up and sitting down, even with someone checking tickets at the door! I even tried to throw our Union Pacific guests out! **Sorry** We do not make any money off the dinner tickets. We have to pay for dinners that are not paid for out of our registrations. It appears to be the same people every year causing this confusion about dinners. The Hotel felt we had an extra 10 dinners and that would have been almost \$300 out of our profit!

I was able to meet with the Hotel and they agreed to just charge us for the count we had given them at 5 pm. This is covered in the guidelines but just got out of hand. I will go over this as a red flag item with future Chairs.

Our 8th Convention was successful both in a financial sense and most of all, for the attendees.

John's Ramblings

a semi-accurate report of what goes on around the museum

05.01.04 Board Meeting with Book Keeper Susan Scarlett and Treasurer Dan Brady attending. New sidewalks opened to the public. This is a great improvement to the museum and really makes the entrance easier to use and more attractive. General cleanup of the east end. Dwight Wolfinger and Ken Finnegan dug out drain line on South side of building, which had been buried by the new concrete work. Don Nelson ran RAL's. Lots of Operating people took rules exams and several new volunteers completed orientation into Operating Dept. Good crowds and turnout of volunteers. Paul and Ken Finnegan separated and crushed aluminum cans for recycling.

05.02.04 Dwight Wolfinger, Paul and Ken Finnegan, Dave Epling, Spencer Walker, Charlie Spikes, Tom Anderson all pitched in to help sort out the party car and move tables and chairs into another car for storage. This job would have taken John Walker two days to do on his own. But due to great teamwork, the job was finished in two hours. Thanks guys! Kerry Cochran ran Operating Dept. Rules examination and new volunteer orientation classes in baggage car. Rod McClure inspected locomotives and track for the cause of some grinding problems on the balloon track. Wayne Monger, Dave Epling, Ed Powell, Spencer Walker, Gail and Rod McClure, Don Nelson, Frank Brehm, Eugene Vicknair, and Autumn Winters worked on various track maintenance projects on balloon track. Doug Morgan lubed center plate on WP 608 and adjusted side bearings. Don Nelson ran RAL's.

05.03.04 Ken Iverson ran RAL's, John Walker restocked Gift Shop.

05.04.04 Linda Knudson worked in Gift Shop. John Walker worked on Gift Shop inventories and restocking. Good to see Jim Halliwell back at the museum after surgery last year. Jim is working on drawings of our wood cabooses.

05.05.04 John Walker drove to Chester to pick up donation from the estate of George Crandell, who was an early member and volunteer in the Operating Dept. John also used the opportunity to deliver museum brochures to three museums in Westwood, Chester, and Quincy as well as Chambers of Commerce and Visitor Centers around Lake Almanor.

05.06.04 Jim Halliwell continued on caboose drawings. Frank Beavers and Jim Cooper worked on Archives. Howard Hanson worked on WP 614 caboose. Norman Holmes ran RAL's.

05.07.04 Norman Holmes ran RAL's.

05.08.04 Loren Ross Ran 5 hours of RAL's, Linda Knudson and Julie Anderson worked in the gift shop.

05.09.04 Norman Holmes ran RAL's. John Walker did general cleanup of the east end of the building and the tool room.

05.10.04 Slow Day. John Walker caught up on paperwork and worked in tool room.

05.11.04 Norman Holmes ran RAL's. John Walker worked on gift shop inventories.

05.12.04 John Walker used the big forklift to move blocks of broken concrete away from the east end of the building. Frank Beavers and Jim Cooper worked in the Archives car. Frank and John went to investigate an old piece of railroad equipment in