

## ENGINEER AND TRAINMEN TRAINING

As the Society grows and the Museum gets more and more equipment we are going to need trained people to operate and handle the work. When I was helping switch the cars around last Sunday myself and others realized that we are not railroad trained employees and are a little inexperienced in car handling. Trains are great but they are not toys and one mistake or not knowing what to do at the wrong time can end in damaged equipment and/or tragedy. We as a group can not let one accident happen. The operating of the equipment should not be left up to the few experienced members only. So we are starting a series of training classes on becoming experienced with the equipment at the museum and the rules we will set up on running the equipment. I have sent away for training books on cars, brakes, engines and how to be a brakeman and engineman. Starting with the next issue the information will start to be available for anyone to study. Actual hands on training will be set up at the museum in the future. Both a practical hands on and a written test will rate a person qualified to do the job. During operation or just switching we need no less than 4 people, a conductor, trainman, fireman ( to watch the blind left side) and an engineer. All under the direction of the conductor. We are going to need crews for next year and the only qualifications are passing a short written test, going to the classes, being able to do the work, being able to work as a team and most important working on the equipment or track that we'll be using.

## THE WHEEL REPORT

Old wooden caboose WP 779 built by Haskell & Barker in 1910, last used by the Clover Valley Lumber Co., that is now in the back corner of the engine house. Needs a lot of work done to restore it to operation and/or display. John Marvin has stepped forward and would like to make it his project. He has a lot of work ahead of him and anyone with work working knowledge that would like to help him please let us know, John is project Director. The other projects are.....  
Painting the tank car after sandblasting.  
Painting and restoring the Tidewater Southern box car and the Horn of Plenty emblem.  
Sandblasting and painting the two hopper cars we now have, one a WP PS-2 and the other is a Sacramento Northern car.  
As soon as one comes on the museum site, painting a 40ft all silver with large orange feather compartmentizer box car.  
We are also getting a 50ft double door car that will be painted with a silver feather with an orange "DF" on the right end and the

square WP herald on the left end. Put side boards and benches on one or two of the WP MofW flat cars we are getting for the public to ride in when we operate next year. Paint them orange and letter into the old WP style used in the 20's and 30's with the old Feather River Route herald. Should be a sharp looking car.

## THE TAMPER

The last Saturday of the month work party finally got a chance to do some track work. The dock switch is now lined up and spiked down thanks to the help of Jim Boynton, Norm Holmes, Oden Lorimer, Hap Manitt, Dave McClain and Mel Moore. Now if we can get a tractor or a grader to move some ballast, we will relocate another switch on the rip track lead. We expect the delivery of rail and other track material soon.

## THE STEAM GAUGE

Work is continuing on Clover Valley No. 8. Jim Boynton and Hap Manitt have been working every Saturday to prepare the steamer for its hydro test and return to operation. On Sept 15th it was difficult to establish the identity of the workers after they first whoved a rod through, then blew sand and soc from 236 flues. Teh smokebox has been clear the petty coat pipe removed, gauges tested and water glass spindles were rebuilt. Need less to say there is a lot of details to attend to before steam up day. Anyone wishing to get initiated into the workings of a steam engine is welcome to come out to the diesel house on Saturdays and get his or her hands dirty.

## THE ENGINE HOUSE

For several weeks Ken Shippen has been working replacing window glass. Its a slow job and anyone wanting to help is welcome. Most of the outside doors now have plastic window replaced by Gordon Wolleson and Ken Roller. Joe Way has installed dead bolt locks on the building's end doors and provided a dozen padlocks for the other doors. The building is now more-or-less secure - at least outsiders cannot just walk in anytime. Norm Holmes and Hap Manitt have started patching the large holes in the roof so the inside of the shop will be dry this winter.

