

**INCOME**

Membership dues	8058.00
Train fares	4463.00
Donations-cash	4059.29
Special funds	108.00
Gift shop	47976.34
	<u>64664.63</u>

**EXPENSES Overhead**

Insurance	2582.50
Postage	1289.28
Sales tax	545.44
Show fees	498.46
Charge card fees	404.05
Merchandise	41758.12
Train Sheet	2361.77
Advertising	800.35
	<u>50239.97</u>

**EXPENSES Operation**

Locomotive maint.	1882.68
Car restoration	1950.00
Building improvement	4990.97
Glass & putty	1054.02
Power	201.90
	<u>10079.57</u>

**EXPENSES Capitol**

Locomotives	889.35
Passenger cars	5527.00
Machinery	550.00
	<u>6966.35</u>
Totals	67285.89

Cash on hand 1-1-85	3546.15
Cash on hand 1-1-86	924.89

Gift shop Inv 1-1-85	5000.00
Gift shop Inv 1-1-86	13500.00

**MEMBERSHIP**

As we start our third year, we are happy to report 1985 closed with 582 paid members. This is remarkable considering the short time our Society has been in existence and our somewhat isolated location. We appreciate your interest and support. Just for information, the membership in the four other operating groups in California, which have been in existence from 25 to 40 years are: Approx. Pacific Locomotive Association, 275 Bay Area Electric Railway Assoc., 700+ Orange Empire Railway Museum, 987 Pacific Southwest Railway Museum, 1500+ The newly started Union Pacific Historical Society is over 800 members. We have members from 7 countries and 30 states. The Western Pacific Lives in the hearts of our membership, Thank you all..... If you haven't sent in your 1986 dues, please do so, it's only \$15 a year to keep the WP alive....

**LIFE MEMBERSHIP DUES REDUCED**

By action of the Board of Directors, Life Membership dues were reduced to \$300. We hope this will encourage more members to become life members. We have two members so far who have chosen to become life members: R.G. Flannery and Robert Dobbins. Money received under this category will be placed in a savings account, with the interest being income and the capital becoming a good financial base.....

**CABOOSE MODELS**

Overland is working on the WP 426 class cabooses (WP's 1st steel bay window) 100 each version new & rebuilt. No completion date as yet but we are taking reservations on WP wood cupola cabooses like our #779. This model will follow the steel ones and made from WP plans will be correct for series 601-604, 722-779, 780-800.

I will advise when to send in any money as delivery is still in the future. If you are interested please drop a note to reserve one as they are going fast...



## New Items and Book Sale from the Gift Shop

### CONTRIBUTIONS.....

Renewals are coming in at a rapid rate and many are enclosing a "little extra" to help our acquisition and restoration efforts. The amounts range from \$2 to \$700. ALL are appreciated. Without funding we cannot go forward.

61 individuals gave \$1884-as a little extra with their membership. Note-the \$15 annual dues are now due, if you have not sent them in don't forget, and if you can add a little extra, our restoration and collection efforts will appreciate it.

It will be tax time soon and the Society can be used as a Charitable donation on your income tax, our ID # is 68-0002774.....

### We Are In Need of....

We are in need of a 600 amp, three-phase entrance panel and meter socket. Our diesel shop building was wired for three-phase power but the electric panel is obsolete to our needs and we are in need of a new unit. The exhaust fans and heaters are three-phase. We have a three-phase welder and may acquire additional three-phase motor driven tools.

If any member knows of such an item that we can obtain at reasonable or no cost please let us know.....

### MofW Equipment

Our 1936 Burro crane is now fully operational thanks to the efforts of Jim Ley and Steve Milward. Norm Holmes donated about 400 feet of 5/8 cable and with a government surplus block and hook, the main lifting line was placed in service. The crane is old, but with careful operation this machine will see lots of service. Its first use was to unload the axle and traction motor from KCC 908 that arrived on a UP flat car. The crane's capacity is about five tons and this is about what the axle and motor weighed. It was necessary to clamp the burro to the rails to prevent it from tipping. It's next service was to remove the dynamic brake grids from 6912. The grids are only 200 pounds each, but are located near the top of the engine and the use of a crane was a big help. Jim Ley has mastered the operation of the Burro and believe he could crack an egg without breaking the yolk. The Burro has a coupler on one end and will move a car. Burro Crane, Inc. sent us a complete parts book and operation manual.

### Mel Graham, Passes Away

Mel Graham, former WP trainmaster, FRRS member died Jan 2, 1986 after a long illness. Mel was born Sept 12, 1916, in Grand Junction, CO. and graduated from Portola High School in 1934. He began his railroad career with WP as a call boy at the age of 13, became a clerk in 1936, and transferred to Oroville where he married Laverne in 1941. WWII found Mel in charge of troop movements between Oroville and Camp Beale, near Marysville, Calif. After the War, he transferred to Sacramento as a Freight Agent. During the Korean War, Mel served in the Army as a transportation Captain and was stationed at Camp Desert Rock, NV. He returned to Railroad service as a trainmaster at Oakland, Sacramento and back to Portola in 1969. Mel retired in 1977 as manager of rules and safety.

Mel was a close friend of Hap Manitt, who worked under Mel from 1969 to 1976. Mel was instrumental in helping Norm Holmes obtain track and equipment for his back yard railroad in Portola. He will be missed.....

The 1986 sales catalog is now being made up and will be ready about March 1st. We will expand the railroad items offered this year and I think you will be surprised when you see some of the 800 items offered. Remember, when you buy from us you help out YOUR museum. All profits go to the Society. Also all of our items are on discount.

### BOOKS ON SALE,

STEINBECK COUNTRY NARROW GAUGE by Fabing and Hamman  
This new book is about the Pajaro Valley Consolidated Railroad, a Calif. narrow gauge operating around Salinas and Monterey Bay.

List \$29.95 Sale \$23.95 +6% Calif sales tax \$1.00 shipping

### RED RIVER by Hanft

The full history of the Red River Lumber Co. rail operations based in the Westwood, Calif area.

List \$34.95 Sale \$27.95 +6% Calif sales tax \$1.00 shipping

### MUGS

Mug #4 from the Society collection is now ready. This custom mug is of the solid orange WP NW2 608. The complete collection is Mug #1 WP F7A, 921, Mug #2 is UP Centennial 6946 and Mug #3 is the WP Steel Caboose 428.....Mugs are \$5.00 each, 6 for \$28.00 or 12 for \$55.00. Calif residents add 6% sales tax and shipping for one mug is .75¢ or each one up to \$2.25 per order.

### WESTERN PACIFIC SLIDE SETS

We are having custom slide sets made up of action over the system. These custom sets (just for us) will be ready in late Feb. and each five slide set will cost \$2.25. Another 5 sets will follow in March. The 1st five are.....

- 1 Diesel action on the 1st Sub
- 2 Diesel action on the 3rd Sub Oro/Keddie
- 3 Diesel action on the 3rd Sub Keddie/Port
- 4 Diesel action on the 4th Sub
- 5 Diesel action on the 5th Sub

Calif residents add 6% sales tax and 75¢ per item up to \$2.25 per order.....

We will have two tables set up for sales of our merchandise at Winterails 86 in Stockton, Calif on Feb 22nd. *Chris Skow*

### And Around The Museum.....

*Norm Holmes*

At the City of Portola's direction and for our own protection, we have bought and installed fire extinguishers near all doors in the diesel shop building. All of our old fire extinguishers have been checked and are installed in all operating locomotives and cabooses.

General work around the museum property is slow during these cold winter months, however Jim Ley and others have been picking up ties and doing other clean up work. Our county workfare workers are now under the direction of Jim Ley we hope to continue on the window glass replacement and other work.

The DAP Corporation has donated nine gallons of metal sash putty for our glass work. This will save us about \$150.

Jim Ley and Mat Parker changed the switch stand at the tail of the Balloon Track, now in place is a "rubber switch stand". This will enable our passenger operation to run more smoothly without someone needed to throw the switch after each run. Thanks to Jim Ley for getting the switch stand for us.....

**WP is Willing People**