

OPERATIONS

Regular "around the balloon" operations ran June 27 & 28 using WP NW2 #608 and WP GP-20 #2001. The operating crew included Norm Holmes, Doug Jensen, Jim Ley, Dave McClain, George Oels, Matt Parker, Hank Stiles and John Walker. Non operating people were Barbara Holmes, Vickie Krois, Hap Mani and Pam Hodson. Emery Godard fired hamburgers and hot dogs. Business was slow over the weekend, but we covered expenses.

July 4 & 5 was a very good operating session, particularly July 4th when we sold tickets in the amount of \$233. John Ryczkowski had his "Operating Dept" T-shirts for sale for the working members and the royal blue shirts set off the crew nicely. The gift shop, hamburger stand and Barbara's snack bar all did well. 2001 and the 849 were MU'd together for the first time on Saturday with 608 doing the honors on Sunday. The Santa Fe Boys were in town working on the caboose and along with them we

had a full crew..Steve Habeck, Larry Hanlon, Jim Ley, Vickie Krois, Rick Merle, R. Miller, Steve Milward, Matt Parker, Ski and Ken Thompson were all involved in operations. Hap Mani and Vickie worked the gift shop, Barbara was at the snack bar and Emery cooking them onions and hamburgers.....
Special Trains;

Several special runs were made recently. School groups visiting the museum were treated to a "twice around the balloon track" ride. On July 19, the Plumas County Historical Society held their summer meeting in our meeting room. Jim Boynton spoke on the Feather River Short Line's restoration of steam engine No.8. Hap Mani told the group about our Society's history and plans for the future. After the meeting the members were given a train ride.

A trailer caravan group visited the museum on July 21. They too got a train ride and all enjoyed their visit.

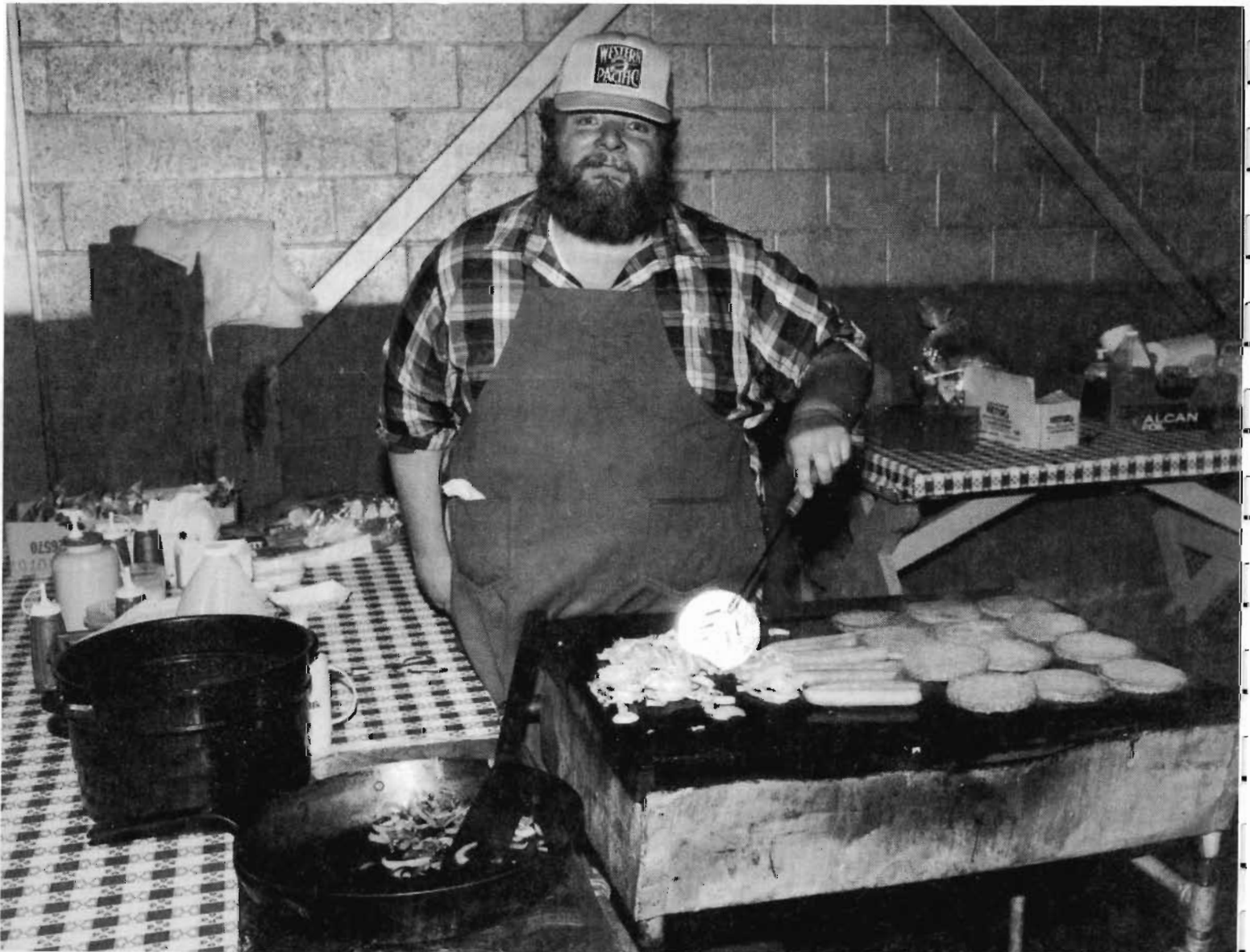
Dean Hill, Norm Holmes, Hap Mani, Ken Roller and Hank Stiles helped on the special runs.

OPERATING DEPT NEWS

We are soliciting members to become involved with the operations of our trains. Interested members need to order a copy of "Basic Training Manual for Brake-men and Switchmen" from the society at \$9.95 plus 50¢ postage. The FRRS rule book is also available from the society at no charge and should be part of all operating dept libraries.

GIFT SHOP NEWS

Thanks to a very generous donation, we now have a good supply of WP stock certificates dating from 1959-1961. They are available at the museum gift shop or by mail order for \$5.95. Please include 50¢ postage if ordered by mail. We also have a special on 4449 posters. These 24X36 inch posters show SP



4449 in Oregon with a Daylight train in a high look down view. Very nice poster, they are \$1.49 in the gift shop or \$2.49 by mail order in a sturdy mailing tube. California residents please add the 6% sales tax to your orders.....

NEW STYLE T-SHIRTS AVAILABLE

The cover of this issue shows museum members wearing the official FRRS Operating Dept. T-shirts. The shirts are dark blue with the FRRS logo in white and bronze on the front and OPERATING DEPT on the back. These T-shirts will be sold exclusively to operating dept. personnel. Also available, for everyone, are silver T-shirts with the logo in red and black on the front with a plain back. These high-quality shirts currently come in sizes M, L, XL, and XXL for \$10 each. The proceeds will be used for paint and other supplies needed to restore equipment. Please find an order blank enclosed for your use.

WP MODELS

The HO WP bay window caboose models produced by Overland are now in stock, and have been shipped to those members that have paid in full. As they are almost sold out, interested members please notify us as soon as possible, if you want one..... The models are very accurate and I'll have a painting and prototype article out in the TS soon.. I would like to thank everyone that ordered these models, you have all helped make this a successful project.

Next is the wooden cupola caboose like WP 779 in Portola. Overland has this project underway and I'll have a notification in the TS on when to order.....

After the success of the caboose run I have looked into the feasibility of doing WP's tank cars. Pecos River Brass is manufacturing a SP 12500 gal. tank car which is very similar to the WP tanks in series 1201-1250, a 12500 gal single dome car. We can add WP tanks to this SP run of cars if there is enough interest..... It will be run in two styles; "as delivered" with K brakes and "a late model" with AB brakes. I am also looking into doing the WP 10,000 gal tank car that we have at the museum, if again there is the interest...so please advise.....

Have had contact with Key on the big 2-8-8-2 WP mallets also on WP passenger cars.....

HELP NEEDED.....PHOTOS.....

Photo's and information of early Pullman Co. owned wooden passenger cars leased by WP, 1910-1922 are being sought by John Walker. Examples of these cars would have been the "Blairsdan", "Oroville", "Marysville", and "Wendover".

These were six-sleeper compartment observation lounge cars built by Pullman. If you have a photo or know of a published photograph or description of these cars please contact John at 1130 Galaxy Dr Yuba City, California 95991.....

Thanks.....

The TRAIN SHEET is still looking for B/W or Slides of the exWP GP's that have been sold off or leased to other railroads.....

DEPOT PLANS

Society member and retired architect John Fisher is preparing a set of plans for our proposed replica WP depot and visitor center. A 24X90 foot building is proposed with space on the main floor for a display room, gift shop, ticket office and rest rooms. A 24X24 second story will house our office, library and dark room. A portion of the profits from the gift shop, donations from members and grant money will be used to finance its construction.



Caboose

Saga of the 999197

-or-

"Have I got a deal for you..."

Errol Spangler

Part II

Our plan called for leaving San Jose at 6:30 pm and sure enough we managed to get out of town by 9 pm. By the time we got to the Bakersfield turnoff from I-5 I was so sleepy, I asked Bob to take over and get us into Bakersfield for the night. Now usually in a car I can only cat-nap at best. That evening, however, I seemed to have gone out completely for the next thing I know it's 4 am in the morning and we are pulling into Barstow. Of course by this time Bob is ready to sleep on his feet so we pull into a motel where we both crash till 9 am Friday morning.

My friend Bob and I have been on railfanning trips before, and seem to have an uncanny ability for winding up in the right spot. True to form, in the daylight the next morning, we could see the tops of a couple rows of cabooses directly across the yard from the motel, and we were within a block of Mr. Martin's office.

After a quick mid-morning breakfast, we headed for the office and ran into our first big disappointment. We were directed to walk through the engine house, out the other side and turn right to the Stores Department. In case you are wondering, our disappointment was that we had left our cameras in the car. Did you ever notice how long it takes to simply walk through an engine house?

Everyone we had met or talked to on the Santa Fe was very friendly and helpful, and Mr. Martin was no exception. "So you are the fellows here to look over the cabooses? Well just call me Cal Worthington and me and my dog Spot will take you out to the yard to have a look at our beautiful collection of Santa Fe waycars" (on the Santa Fe they are not cabooses but waycars, sometimes abbreviated W.C.).

After a short and dusty trip out to the end of the yard, we drove down between three long rows of deserted, sorrowful-looking waycars. At a rough count there were somewhere between 85 to 90 cars in the yard. All of them had been set aside for one reason or another, many had busted windows with window shades flapping in the breeze. Without exception, one or both doors were open to the elements. And, as to be expected, they were the favorite home of Bos passing through and all were filled with trash and dirt from the hobos and the desert winds.

Mr. Martin had a list in his hand of the 35 cars which had just been declared excess and he offered us the opportunity to inspect each one, "or I can take you to the best one of the lot. I have been through them all and this one I would rate an 18 on a scale of 20, the rest of them go on down the scale from there". We decided to take a look at his top of the line car first which turned out to be the ninth car from the end of the longest row.

There she sat, every railfan's dream, a bright red caboose complete with cupolas on one end and roof walks in place, Santa Fe caboose number 999197. Okay, so it wasn't a speeder, she grabbed