

●●● Around the Museum

The FRRS OR

Our operations room (OR) has a new insulated ceiling and walls. thanks to the capable direction of Dave Anderson. Dave, a carpenter, came up from Sacramento on the weekend of February 1 and 2, 1992, and built a new 8 foot ceiling structure, studded the walls, and put up some of the insulation and sheet rock. Helping with the improvements were Julie Anderson, Hank Stiles, Mardi Vincent, Wayne Monger, Ken Roller and Jim Ley. They are putting in framed and sheet rocked walls and ceiling with lots of insulation so that the middle of winter will be a little warmer time there. Already the acoustics have improved dramatically so that you can now understand what the person next to you is saying. It is 12 foot x 24 foot with an 8 foot high ceiling, 2x4 framed

walls, R19 fiberglass insulation, and access to storage space above the ceiling. Gordon Wollesen rewired the room for better lights and outlets.

We Own It!

Santa Fe caboose 999414 had been on loan to the FRRS from Vintage Railway Equipment Company. They have since dissolved their corporation and sold the caboose to the FRRS. We purchased it from them to preserve its historical significance. This was the very first steel caboose that the Santa Fe ever had, and it was originally numbered 1500. Restoration work had already begun on this caboose; the interior has been entirely removed in preparation for its reconstruction.

News and Information

Circle the Wagons

Covered Wagons, that is...

My, how time flies when you are having fun. It's been nine years this February when a group of eight people met and decided to form a museum in Portola to preserve the history and some equipment of the Western Pacific. Our first piece of equipment, 921D, arrived and was donated in August, 1983. Our lease was signed in May, 1984 and our official grand opening was on Memorial Day, 1985.

After visiting the Sacramento Railroad Museum's grand tenth anniversary Rallfair '91 last year, we thought it might be appropriate for us to have a tenth anniversary celebration. Since we are more diesel oriented, an idea surfaced that we might have a "gathering or circling of the wagons." We could invite CSRM's E and F units, the 917 from Rio Vista, the 918D from Pacific Locomotive Assn., UP's E units and any others that may wish to come. We could have a pageant honoring Arthur Keddle, a motive power parade and more.

A date was the next question. July 2, 3, 4, 1994 was selected for several reasons: 1993 was too soon, 1995 was too late. The Fourth of July, 1994 gives us a three-day weekend, 1994 is WP's 85th anniversary of its completion, and 2009 will be WP's centennial and our 25th anniversary. The Fourth of July was selected because Memorial Day often has inclement weather.

It's not too early to start thinking of events we can have during this celebration. Any ideas are welcome...

Silver Scout

We have learned that a former Western Pacific California Zephyr dome coach, SILVER SCOUT, is for sale in Texas. The car is more or less complete as operated on the WP. It was sold to Auto-Train and is now in private ownership. Anyone willing to buy it for our museum? Asking price is \$75,000. We'll take care of the transportation...

Thanks, Dave

Dave Dodds, who is our Southern California representative at railroadiana shows, has resigned for personal reasons. We are looking for another representative who would be willing to represent the FRRS at Southern California railroadiana shows. Don't be bashful.

Good Money

The FRRS sold \$850 worth of railroad goodies at the railroadiana show at the San Francisco Cow Palace recently.

Oops

At the Southern Regional Meet in November, 1991, the winner in the Steam Locomotive category of the model contest was actually John Brown.