

Conclusion of Railroad Days 1996 By Gordon Wollesen

Overall, Railroad Days 1996 was a good and safe event. Everyone in the Operating and Mechanical Departments performed in a professional manner. Well Done!

The Operating and Mechanical Departments:

Engineers: Hank Stiles, Steve Habeck, Norm Holmes, Jack Palmer, Vic Neves.

Firemen: Jack Palmer, Tom Graham, Steve Habeck, Kerry Cochran, Gordon Wollesen.

Conductors: Don Borden, Terry Decottignies, Dave Bergman.

Brakemen: Dave Bergman, Ken Iverson, Don Borden.

Car Attendants: Judy McGrath, Melissa McGrath, Don Clark, Art Young, Jeff Palmer, Ed Powell, Zahra Anise-Lavine, Paul Finnegan, Gary Mackay.

Switch Tenders: Tom Clabaugh, Bob Carr, Bob Lindley.

Crossing Guards: Clyde Lippincott, Dick Woods, Tom Andrews.

Train Tickets: Judy Whitaker, John Whitaker.

Special Helpers: Jordan and Zahra Anise-Lavine.

Mechanical Department: (Black shirts) Hank Stiles, Tom Graham, Peter Lyman, Jeff Palmer, Ed Powell, Doug Morgan.

Police Department: Jim Malkson and friends.

Supervisors: Kerry Cochran, Gordon Wollesen.

Gift Shop: Ken Hitch, Barbara Holmes. Jack Hathaway ran the Gift Shop Annex (baggage car).

Beanery: Skip Englert, David Dewey, Linda Dewey, Janis Peterson, Lolli Bryan, Edna Ede and others.

Special note: Every time a mechanical problem occurred, a radio call to Hank Stiles resulted in an immediate swarm of "Black Shirts" attacking the problem. A mechanical problem didn't stand a chance. A very impressive sight. I think the public was impressed with our expertise.

A big thank you goes to all who put Railroad Days together and made it happen. If I forgot to mention your name, or forgot your name, please forgive me.

Thanks for making my job easier.

Railroad Days Grand Marshall Brigadier General Chuck Yeager



Brigadier General Chuck Yeager is shown at the Museum standing next to WP 805A talking to Gordon Wollesen with Skip Englert in the background. Photo by Norm Holmes.

Railroad Days Related Story

Lolli Bryan, the FRRS Archivist/WPRRHS Conservator, opened our UP 105 business car during Railroad Days 1996 for public viewing from 3-5 PM. She had a beautiful display of Western Pacific and California Zephyr memorabilia for all the visitors to enjoy, topped off with a fresh carnation on the table. She had California Zephyr place settings, a full WP service, and WP awards for years of service, 5-year, 10-year, etc.

Also on display was a golden hammer that had been used to drive the final spike at the joining of the rails of the WP at Spanish Creek Trestle (Keddie Wye). Also there were assorted WP pictures for the visitors to enjoy.

Jerry Gervais had on display his conductor's cap from the California Zephyr, as well as his ticket punch and his passenger service lantern.

Along with Lolli, in the UP 105 business car was Mary Lou (Woodward) Zasso, who had been a CZ Zephyrette in 1953. She answered visitors' questions about the California Zephyr. A Zephyrette was a lady that was on each California Zephyr train to assist passengers, such as helping mothers who may have needed help with an infant, or to help passengers who needed first aid.

Jerry Gervais drove his Model A in the Railroad Days parade. He even had a fresh carnation in his boutonniere.

Lolli issues a special thank you to Gordon Wollesen for providing power to the 105 car for lights. During Railroad Day, she will again have the UP 105 car open with CZ and WP memorabilia on display.

A Real Friend

By Gordon Wollesen

To get the museum entrance road and parking lot ready for Railroad Days, Tobe Smith was hired to water the road and parking lot Friday evening (dust control). Friday evening Tobe brought his water truck and started the job. Suddenly, the water truck stopped moving. Tobe determined that the rear end had seized up and refused to move. Now what to do. The only other water truck in town was out of service (driver fatigue). Tom Graham to the rescue. Using the backhoe, Tom pulled the water truck while Tobe steered and pumped water. The job got done.

Tom Graham (the real friend of this article) came to the rescue. Tom had a complete rear end for an International truck of this vintage. Tom told Tobe that he would give (free) the rear end to him. All Tobe had to do was go to the Santa Rosa area and pick it up. It was his. Tobe and Ken Iverson went to Tom's on Tuesday and brought the rear end to Portola. Tobe used our shop building to perform the necessary repairs. Thursday (8-22) Tobe finished the repairs and again the truck moved under its own power.

I'm sure that Tobe is very grateful to Tom for his generous gift.

On behalf of the FRRS, I will say to Tom, YOU ARE A REAL FRIEND. Thanks, Tom.