

—**TRAIN SHEET NOTES**—

TS #93 was produced the last week of November by SRG, Inc. Mailing date is expected to be Wednesday, Dec02. Staff member Adam Clegg helped with production.

—**Bill Shippen**



—**CMO**—  
—**REPORT**—

—**HANK STILES**—  
**CHIEF MECHANICAL OFFICER**

At this time in Portola most of our equipment is put to bed for the winter, water drained, batteries removed, doors and windows closed against rain and snow. Two units have batteries, the WP 608 and the FR&W 1857. These have batteries that are hard to remove because of the design of the battery boxes. The remainder of our batteries are snug for the winter in our battery house.

Now that we have the electrical upgrade, we have enough electricity to hook up the battery house, so it is finally in service. Thanks to Ken Iverson and others we have steel racks on which to put the batteries. This way Ken Iverson can keep them charged with a lot less work than Gordon used to have to do. This is one more thing that we have spent money on to make our shop "user friendly". This makes our limited volunteer hours more productive and more fun, as we don't have to do things the hard way all the time.

We have two of our members, Ed Wagner and Dave Stares who are designing an inventory system for our replacement parts. This will be a great advantage in the upkeep of our equipment, having the parts that we

need to do our work, if not under our fingertips, at least with in our grasp will speed up our work. I wish to thank both of them for taking on this task that to me seems as big as a blimp hanger. If any of you would like to help with this job please let me know, this would be a way you could be a big help to the museum.

Thanks to Tom Graham and his team, the backhoe is in great shape with only some minor repairs and windows (no small thing in a Portola winter) left to do. Tom is designing and building removable window frames so the windows can be removed in the summer. With the breezes that we get in the summer in Portola this will make it more comfortable to operate when it gets hot. Good job Tom! They have also done work on the truck crane, dump truck and our pickup, the green death, ugly but a good truck.

Other than putting in windows in one of our SP cabooses in time for the Santa Trains, that is about all the big stuff going on. Things never stop in the winter at the museum, thanks in large part to the staff that live close and can come to the museum when the sun shines and it is not too cold.

In closing I would like to wish all of you a happy holiday season, may you enjoy the pleasure of family, friends, peace and joy in your heart.

—**Hank "Flat Iron" Stiles**

—**EXECUTIVE DIRECTOR NOTES**—

During October Barbara and I took a 29 day trip to Italy, Austria and Hungary. We rode some trains, visited some museums and generally had a good time. One has to get away once in a while and we do enjoy travel, however it is good to be back home. The rail

system in Europe is so convenient and easy to use. Too bad we don't have a similar system.

The number of tour groups visiting our museum is growing each year. One thing we really need at the museum is proper rest room facilities. I proposed building a visitor center earlier this year that would include rest room facilities as well as a new gift shop location and a ticket/telegrapher/waiting room area. The project did not go forward for a number of reasons, one of which was funding. For the past ten years Chris Skow has donated a free trip with his tour company in the form of a raffle and has single handily raised nearly \$20,000 for the building fund. This is a project worthy of your support. A modular building can be in place and in use for about \$75,000. A donation in addition to your raffle ticket donation will help make this project a reality.

—*Norman W. Holmes*

### **GIFT SHOP NEWS**

Ken Hitch is retiring as our Southern California Gift Shop representative. For the past three years Ken faithfully represented our museum at GATS Shows and model railroad meets in the San Joaquin Valley and as far south as Long Beach. While there is some value to promoting our museum and organization in that area, table sales have often failed to cover costs of merchandise, table rent, motel and transportation costs. Ken's last two shows were GATS at Costa Mesa on November 7, 8 and at Bakersfield on November 14-15. We want to thank Ken for an outstanding job as our representative. Norman & Barbara Holmes along with occasional help from David and Linda Dewey, Jim Gidley and Kent Stephens will continue to do train shows in central

California.

Our beautiful full color 1999 Western Pacific calendar has been well received. If you haven't ordered one yet please do so while supplies last. They make good Christmas gifts too. Members receive a 20% discount from the \$9.95 regular price (See ad details elsewhere for this offer). The calendars are also available from selected hobby shops.

### **UNDERGROUND TANK REMOVAL**

When WP constructed the diesel shop in 1953-54, the old WP Hospital on the hill above the museum still required steam for heating purposes. The old roundhouse had a steam boiler fired up at all times for this use and to aid in firing up cold steam engines. To supply steam to the hospital and to heat the shop building three steam generators, similar to those in diesel locomotives, were installed in the shop area. When the new hospital was built there was no longer any need for the steam generators (a different heater was installed in the shop area), so they were removed. To supply fuel for the generators a 3,000-gallon storage tank was placed underground on the north side of the building near the shop area.

State law requires that all old underground storage tanks be removed or replaced by year's end. Union Pacific's Environmental Department was contacted to alert them of the requirement and they hired a licensed contractor to do the removal. Our backhoe was used by the contractor and Ken Iverson assisted using our Krane Kar to dig out and remove the tank. The removal and disposition of the old tank was observed and approved by a Plumas County Environmental Health