

Harold Skip Englert

On June 29, we lost another of our founding members. Harold "Skip" Englert died from the results of cancer. He was with his family in Medford, Oregon.

Skip and Norman Holmes made a trip to San Francisco in early 1983 to confer with Walter Treanor, WP's senior attorney, to finalize an agreement for the donation of WP 921D for preservation in Portola. This was the first piece of equipment for what has become a world famous railroad museum. Since our Society had just been formed, and had not yet attained 501C-3 status, it was suggested that 921D be donated to the Greater Portola Chamber of Commerce. Skip was president of that organization at that time and accepted the unit with the understanding that our infant Society would be responsible for its care and feeding.

Skip came up with the idea of having a city celebration called Feather River Railroad Days to focus on Portola's railroad heritage. On August 27, 1983, WP F7 921D, was formally donated by Un-

ion Pacific President, Mr. A. G. (Mike) Flannery at Portola's first Railroad Days celebration.

Skip ran the Run-a-Locomotive program for many years, taking reservations and working as a locomotive instructor. He also participated in the Elder Hostel program, which brought people from that program to the museum for the experience of operating a locomotive. Skip became a member of the FRRS Board of Directors in July 1997, and was elected Vice President of the Board. On December 14, Skip became President after the resignation of Steve Habeck. He remained President until July 1999, when he stepped down due to poor health.

Skip was laid to rest on July 7, at Eagle Point National Cemetery, Medford, Oregon. He was 74. A memorial service was scheduled to be held at the Graegle Community Church, where he was a member. His wife Mary, three daughters, seven grand children and three great-grand children survive him. He will be missed.

Gift Shop News

A new videotape on the California Zephyr has been produced by R K Publishing Co. This 58-minute tape gives a complete history from the conception to the discontinuance of this world famous train. Interviews of Arthur Lloyd, former WP public relations and passenger representative and Myron Christy, WP's President at the time of the Zephyr's demise give the viewer an insight as to how the train was started and why it was discontinued. Other interviews include a former Zephyrette and passengers that bring out the human side of the train's operation.

The tape is available through our Gift Shop for \$24.95 plus \$3.50 shipping. California residents must also include state tax of 7.25%.

The Next Board of Directors meeting is scheduled for August 12 at 6 p.m. at the Portola Railroad Museum and will be held in the "Beanery".
Please plan to attend.

Movie Train, a Reflection

By Tom Graham

On Feb. 25, 1999 the Feather River Rail Society operated a special train for Organ Grinders, a movie production company based in Reno, NV. The running of the train was just part of the picture as there was a tremendous amount of background work necessary to set up the proper operation. The initial contact was between Norm Holmes, Ken Roller, and representatives of the production company.

The equipment was then selected and Norm cleared the doorway of the box car that was to be used. A contract was written by Doug Morgan stating conditions and signed by the appropriate parties. The next step was to remove the snow from the road and areas to be used and to assemble the equipment needed. Tobe Smith and the City of Portola accomplished the snow removal.

The 2873 was the requested engine along with 8 WP Boxcars. On Feb. 24 Hank Stiles and Ken Iverson put the engine in service installing the batteries along with

(Continued on page 12)

Site Committee Meeting

(Continued from page 11)

providing equal access to our facility to all visitors.* **Public Accessways**

A system of hard surface paths to guide visitors through our facility and provide safe, all-weather passage areas for guests and members alike. The largest challenge will be retaining the classic, "working railroad" feel while making the site accessible.

* **Artifact and Site Signage**

Informational signs to help guide the public through the museum and educate them about our outstanding collection of railroad artifacts.

* **Visitor Amenities**

Shaded seating areas, water fountains, museum informational booklets, and other items and services to enhance the PRM experience and make the Museum a destination without losing its flavor or character.

* **Volunteer Amenities**

Improvements to provide for the needs and comforts of the volunteers who form the backbone of the FRRS.

* **Night Safety Improvements**

* **Track Additions and Improvements**

Including additional storage and display tracks and concepts for operational trackage traveling from the museum site, providing an opportunity for real excursion operation.

* **Landscaping**

Including general cleaning of the site and designated green areas where families can safely spend time away from moving equipment.

* **New Facilities**

Plans and concepts for a Visitor's Center, Library, Display Museum, new Gift Shop, and meeting and administrative spaces are being explored.

* **Diesel Shop Improvements/Alterations**

Expansion and improvement of the Beanery and workspaces within the building.

* **Replica Railroad Structures**

Potential structures include ideas for a replica WP depot, tower, steam era water tank, and roundhouse.

* **Display Buildings**

To provide for all weather storage and display of our precious artifacts, including our growing California Zephyr collection.

If you have any questions or comments, please feel free to contact a member of the Site Committee:

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Movie Train, a Reflection

(Continued from page 9)

prelubing and watering. Doug Morgan, Andy Anderson, Ken Iverson, and Meg Evens then set up the train utilizing NW2 608.

The morning of the 25th dawned with a snowstorm covering up the fine work of Tobe and the City. While Doug, Andy, and Meg were clearing the track and coupling the 2873 to the train Jeff Palmer and Tom Graham upon arriving from Santa Rosa got the Backhoe and Snow blower in service to remove the new fallen snow. Jeff then spent the rest of the day clearing the area with the Hoe and Tom used the Snow blower. By now we were all getting hungry and it was 15:00 so we broke for lunch.

As train time was called for 16:00 the train was properly checked and it was discovered that there was no caboose as required for back up protection. It was determined that the Santa Fe caboose was the only one available on short notice so the crew of Tom, Andy, Jeff, and Doug were assembled and the necessary switching performed with the assistance of Ken. At this point it was getting dark and we were waiting for our assignment from the Movie Director.

The first request was for more snow removal so Jeff got on the backhoe and went to work. At 19:00 Jeff returned and we started our run-bys and shooting with Andy riding in the freezing caboose protecting our back-ups and Doug relaying directions from the Director to Tom and Jeff in the cab. This lasted until 22:30 when dinner was served. After dinner it was back to the train for more shots until 2:00 a.m. on the 26th.

At the conclusion of the shooting the cars were separated from the engine and tied down. The 2873 was then moved to the shop and left running as it would be needed to put the train away after the crew had rested. Late morning on the 26th Ken, Jeff, and Doug put all the cars away on the rip track and drained the engine on Track #3. On the afternoon of the 26th the 2873 was moved by Tom, Ken, Jeff, and Doug with the 146 to the shop door on track #1 where later Ken and Doug removed the batteries.

Volunteer hours required for this operation are compiled below.

Contact, Selection and negotiations	20
Clearing snow	25
Preparation, Assembly and Put back	40
Train operation	42
Total hours committed	127

I would like to thank the volunteers who assisted and made this all possible.