

Truckee RR Days

CA for another inspection. Boca came into being again because of the railroad and some other things including ice ponds. Ice was being cultivated in season, sawn into blocks and used to ice refrigerator cars used to haul produce. Timber was also in the picture and like Verdi, a railroad was to be constructed that would eventually reach back into Smith Neck Valley, to Loyalton, and beyond to the Northern extremes of the Sierra Valley. This was the Boca & Loyalton Railroad.

Everything looked good on the equipment at Boca, so the high ball was given. Like Verdi, Boca was quiet, the southern section of the B & L had been abandoned in 1920 by its then owners, the Western Pacific Railroad.

Further on, our train approached the outskirts of Truckee. A construction company, that is building a giant overpass that will ultimately take highway 89, using a by-pass, around Truckee, had many of its off duty workers lined up with trucks flashing their headlights and blowing their horns to welcome the train to Truckee. Shortly the train entered the Truckee yards and was switched to the lumber company spur on the extreme west end. It was now dark and all agreed that we should just spot the train, cut off the helper power and allow them to proceed with their duties of pushing trains up the hill rather than to start switching. We then tied down our train and piled into Siophan's vehicle and descended I-80 to Reno where we dispersed in our own vehicles to our respective homes.

Nothing much happened on Thursday, September the 7th, but by Friday the 8th we were running out of time. In that AM, Steve Habeck and I made our way to Truckee to start setting up the train as individual displays for the weekend festival. The 707 was again fired up in preparation for switching. About the time we were to start moving the equipment, a very large and new SD-70M, UP 4167 came up the main from Roseville with the WP 2001 and an SP flanger in tow.

The odd little train turned itself on the Truckee Balloon and then cut the 2001 off. Steve then fired up 2001 but couldn't make it load so it was shut it down. It was then decided to simply switch using the 707, where needed, and the UP 4167. Back and forth the switching went until all of the equipment was spotted in just the right way for access by the general public. All this was done under the watchful eye of Truckee Railroad Days Train Coordinator, Siophan Smart. If some car or locomotive didn't look right where it was spotted, that piece was moved someplace else. It was not unlike rearranging the furniture in ones living room.

PRM Superintendent of Operations, Jim Gidley, arrived on the scene along with Dwight Wolfinger from Bend, OR. Once all the switching was completed, it was time to get to work on the equipment. Later, Vic Neves arrived. Arrangements had been made to rent a pressure washer. This machine was turned on the UP business car 105, the VIA cars, with mixed results, then onto the 925 and the 805. Late into the afternoon, worked continued setting up stairs and hitching up the power plant to the VIA cars.

As night descended on the festival site, some of us drifted away for dinner. Steve Habeck elected to persevere and continued to pressure wash. By himself he did the 501, 244, and the 2001 and would have washed one of the cabooses had he not run out of water hose.

Next Month: Coming Home!

Information Technology System

By Frank Brehm

Over the last year, many volunteer hours have been spent putting together a plan to integrate computers and a networking system at the museum. We are seeing positive steps in this endeavor with the recent purchase of two Compaq Servers that will be the center of the new network. Envisioned in the "Information Technology" plan is the ability of volunteers to use the new system to log hours spent at the museum, track membership status, inventory control, as well as an interactive system for visitors use. We have been fortunate in receiving volunteer help from a network consultant who has agreed to evaluate our plan and make suggestions as appropriate. Site visits are planned with installation of available computer systems beginning right after the first of the year.

Although we have, the basic plan in place much more is needed, with computer systems topping the list. A minimum set of standards for individual computer workstations has been decided upon and we are working on the wiring necessary to bring the system online. This will be a networking system comprised of computers stationed in appropriate areas for volunteer use and also in areas used for the day to day business of running the society.

Computers will be installed in the following areas as availability permits. Two in the office area, two in the operations office, one in the gift shop, two in the library car, two in the planned volunteer lounge area, and two in the planned library research area.

We are also looking at having a minimum of two "touch screen" systems for visitor use which will provide historical information on our society, the museum, and the equipment preserved there.

Systems planned for use in the library will include scanners for transferring paper documents and photos to an electronic format that will be included in a database for easy retrieval by both members and visitors. This will alleviate the unnecessary handling of these documents and photos by those wishing to research historical facts concerning the Western Pacific and other railroads that we might have information on.

What we find now is a lack of funds to expand the basic system that will be in place soon after the first of the year. Two computers have already been donated which meet the minimum requirements with a third possible which includes a Compact Disk Read-Write drive for use in the library car. Software has been purchased and an inventory control system will be put in place to ensure accountability of use by our society. As you can tell by the numbers of planned installations more computers are needed. Think of us if you have an extra computer or components that we may be able to use.

Minimum computer requirements are;

CPU: Pentium class 133 mhz or higher.

Memory: 32 megabytes with a target of 64 megabytes.

Hard drive: 1-gigabyte minimum, target 10-gigabyte.

Video card: 8 megabyte VGA.

NIC card: 10/100 mps.

Monitor: 17" with a 15.7" viewable area.