

again.

With help from Frank Brehm I got all the underground utilities materials (we added future use conduit, water piping and drainage lines) and drove them to the museum. I spent Monday trenching with help from John Walker and some contributions from Doug Morgan and a UP employee on layover whose name escapes me. Ken Iverson was kind enough to shift some cabooses for me and Steve Habeck and Rod McClure reworked their switching list after they returned the equipment from Sparks to accommodate the concrete contractors.

The biggest issue was the need to change 8 ties and pinch up about 14 more along the east end of the Diesel Shop to allow installation of some custom walkway rail guides. With a lot of help from John Walker, Jason Krois, Doug Morgan, and non-member David Barr, (and some backhoe work from Jack Thompson) and with guidance and assistance from Rod and Steve we got the tracks dug out, ties changed and the flangeway guides installed.

Also thanks to the crew from Van Kol Concrete who did a lot of extra work to help me get this done and for doing a great job on the walkways, and to Mark Mattola and the crew at Omega Industries who came up with the custom flangeway guides and gave us a great deal.

And thanks, once again, to Ed Wagner who made it all possible.

## Museum Manager Report

By John Walker

The 2004-operating season is well underway!

For those of you who have not yet made it up to Portola this year, there have been many changes here at the railroad museum.

1) Security: Thanks to your efforts, the FRRS has acquired over five million dollars worth of equipment, archives and tools over the last twenty years. The security of our property is paramount. We have worked very hard to get all of this stuff and we now have to be very vigilant in keeping it safe from theft, vandalism and harm.

The museum is open 10-5 daily. For those of you who have keys to doors and gates, it is very important that you secure these doors and gates before 10 am and after 5 pm. Do not assume that someone else will do it for you. Please do not assume that it is okay to just leave things open. The general public will enter into any area that is not physically blocked or is left open. For their safety and the safety of our property, please keep doors and gates closed and locked when not in active use. Please notify a supervisor, director or the museum manager if something needs to be locked up or if you need access. If your coming up to the museum at some odd hour, give the museum a call at 530-832-4131 to arrange for access.

2) The old Operating Department Office is now a private office. The people who work in these offices have important jobs here at the museum and are entrusted with a lot of responsibility. Important papers and records are kept in this office. We respectfully ask you to stay out of this office unless you have business

there.

A new volunteer lounge is being constructed in the old "Silver Debris" outfit car. The FRRS has spent a lot of money and time to provide volunteers with a relaxing place to kick back and relax. When completed, the car will have an entertainment center, computer and a kitchen area for your enjoyment. You are welcome to kick back and relax in this car during breaks and after hours.

In the meantime, the Conference Room (old gift shop) has been set up with a color TV, VCR and DVD player. The microwave, coffee pot and crew refrigerator have also been moved into this room. Please use this room for breaks, meetings and to relax in the evening until the new volunteer lounge is completed.

3) Parking: With the startup of the operating season, we will begin enforcing the NO PARKING RULE on the north side of the building. We are required by law to keep this area clear for use as a fire lane. Please do not park in this area unless you are actively in the process of loading or unloading. Volunteers are asked to park in the parking lot or on the east end of the building near the Reefer cars. The paved area at the end of the dock is reserved for handicapped parking.

4) Your suggestions for safety or productivity improvements are essential to improving the museum and ensuring the safety of our volunteers and visitors. Please feel free to contact the museum manager, department heads and directors with your suggestions and observations.

Thank you for your valuable contribution to the FRRS. We genuinely appreciate your service and your cooperation. I think we are primed for an excellent year here at the Portola Railroad Museum. We look forward to seeing you soon.

## Museum Log March/April

3.01.04 Snowing. Eugene Vicknair, Eric Stephens, Dave Epling and John Walker worked on Volunteer Lounge Car.

3.02.04 John Walker Cleaned Meeting Room. Jim Eroh worked on computers.

3.03.04 COLD! Three visiting engineers from Switzerland. Doug Morgan worked on Op's Office. John Walker cleaned Meeting Room, Jim Eroh worked on computers.

3.04.04 John Walker worked on Supply Room and assembled new work cart. Dave McClain, Dwight Whetstone, John Ryczkowski worked on WP 805A. Jim Eroh worked on computers.

3.05.04 SP 2873 returned from duty on Quincy Railroad. Steve Habeck, Rod McClure and Doug Morgan moved it back into the museum along with donated UP tank car. Doug Morgan worked on Op's office, Rod McClure worked on ATSF 999414. Steve Habeck worked on putting away Christmas lights.

3.06.04 Museum Reopens with 3-6 inches of old snow on the ground. First day the temperature has reached 40 degrees in nearly 3 months. Sure felt good!. Eugene Vicknair, Tom and Tim Carter, Dave Epling worked on Volunteer Lounge Car. Hank Stiles and Rick Edwards worked on SP

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2873. Dave McClain, Dwight Whetstone, Ed Powell, and Larry Hanlon worked on WP 805A. Linda and Britney Knudson worked in gift shop. Jack Thomas worked in shop. John Walker cleaned up our entry way into the building. Andy Anderson delivered some locomotive parts donated by Quincy Railroad. Board meeting in meeting room. Alan Turner and Chris Skow attended.

3.07.04 Eugene Vicknair, Tom and Tim Carter, Dave Epling, Gail McClure worked on Volunteer Lounge car. Ken Roller emptied garbage. Hank Stiles, Rick Edwards, got WP 925C running and switched engines around for inspections. Ed Powell, Dave McClain, Larry Hanlon and Dwight Whetstone worked on WP 805A. Frank Brehm, Eric and Rod McClure worked on truck crane to help remove oil cooler from WP 805A and swap it with WP 708. Steve Habeck helped with crane worked and service batteries. Good work weekend for the opening of the museum!

3.08.04 Hank Stiles, Doug Morgan, Rick Edwards worked on WP 608 and WP 805A. R. McClure worked on AT&SF caboose 999414. Steve Habeck worked on batteries. John Walker worked on general cleanup of shop area. Dave Anderson cleaned up and hauled away debris from volunteer Lounge Car.

3.09.04 Rick Edwards and Hank Stiles continued working on WP 608. Steve Habeck worked on batteries. Norman Holmes worked on volunteer Lounge Car. Howard Hanson welded on AT&SF Caboose 999414. Doug Morgan and John Walker worked on broken Fire hydrant at the hospital.

3.10.04 Doug Morgan and Jack Thompson worked on broken fire hydrant. John Walker packed up gift shop for Winterail. Steve Habeck and Jason Krois switched locomotives around to test and service batteries.

03.11.04 Dave McClain, Larry Hanlon, Dwight Whetstone worked on WP 805A. Doug Morgan and Jack Thompson finished repairs to broken fire hydrant with help from city water department. Special thanks to these guys for taking care of this emergency.

3.12-14.04 Linda and Brittany Knudson and Julie Anderson worked in the gift shop. Jack Thompson worked in the shop.

3.15.04 John Walker and Norman Holmes cleaned up construction debris from around volunteer Lounge Car. Steve Habeck serviced batteries on WP 512. Larry Hanlon and John Ryczkowski dropped by to deliver supplies and take measurements for electrical work on WP 805A. Steve Habeck and John Walker retrieved SP 4607 bay window caboose from the UP yard and brought it inside the museum.

3.16.04 Doug Morgan and Jack Thompson finished repairs to leaking fire hydrant at hospital. Howard Hanson worked on volunteer Lounge Car. Norman Holmes continued cleaning up around Lounge Car.

3.17.04 D. Morgan, John Walker, Loren Ross loaded SP 4607 caboose on flatbed truck for shipment to Loyalton. Jack

Thompson worked in shop area. Loren Ross ran RAL's. John Walker worked in gift shop and engine house. Ken Iverson and Steve Habeck worked on batteries.

3.18.04 Norman Holmes and John Walker picked up antique desk donated by Portola hospital. John also filled up all the fuel cans. Steve Habeck and Ken Iverson worked on batteries on WP 512. D. Morgan, Ken Iverson and John Walker moved metal locker out of a box car to a place where it can be prepared for use in tool room.

03.19.04 Rick Edwards finished repairs to WP 608. Ken Iverson and Steve Habeck finished batteries on WP 512.

3.20.04 Linda Knudson worked in gift shop. Hank Stiles lead locomotive maintenance work weekend crew of Rick Edwards, Charlie Spikes, and Ken Iverson who got WP m 707, 2001 and 608 up and running for the season. Ken Iverson also ran an RAL.

3.21.04 Linda Knudson worked in gift shop. Rick Edwards worked on locomotives and helped cleanup the shop.

3.22.04 R. McClure, Steve Habeck, Ken Iverson and Rick Edwards switched the yard. John Walker and Rod McClure picked up and loaded scrap in scrap car.

3.23.04 Ken Iverson worked on batteries and along with Rick Edwards switched the yard. Jack Thompson sanded down a metal cabinet that will go in the tool room. Rod McClure delivered supplies to the museum.

3.24/25 Ken Iverson worked on batteries while Jack Thompson continued work on metal cabinet.

3.26.04 Linda Knudson worked in gift shop. Ken Iverson worked on batteries on WP 921. Jack Thompson finished sanding metal cabinet.

3.27.04 Bill Parker of Reno helped John Walker set up trashcans and benches. Ken Iverson worked on batteries. Loren Ross ran three RAL's with WP 608 and SP 2873.

3.28.04 Quiet Day. A few visitors. John Walker swept out entire engine house and mopped out several rooms and emptied trash.

3.29.04 Doug Morgan, Andy Anderson, Steve Habeck and the Sierra Pacific Mill, Quincy Railroad Crew loaded Quincy Railroad #4 onto flatcar at Quincy. John Walker started painting floor of Operations Office and metal cabinet, which will go into tool room.

3.30/31.04 John Walker continued painting Operations Office and Metal Cabinet.

04.01.04 Brittany Spears came in for an RAL then she and John Walker went over to Reno, got married and divorced. Bill Gates left \$5 Million in the donation Box. APRIL FOOL! Actually, the only thing that happened was Howard Hanson cut new metal

## Museum Log

plates for windows on volunteer Lounge Car. Ken Iverson checked batteries while John Walker worked on designing new signs for the museum.

4.02.04 Steve Habeck and John Walker switched the west end of the yard and worked on a bad battery on the WP 921. Howard Hanson continued welding work on the Volunteer Lounge Car.

04.03.04 BIG WORK WEEKEND! Dave Epling and Spencer Walker set up informational signs and cleaned up the model railroad and got everything running. Ed Powell checked electrical wiring in Tool Room and then worked on WP 925C with Rick Edwards checking traction motors and greasing and oiling the running gear under the locomotive. Jack Thomas and Andy Graham finished painting metal cabinet for the Tool Room. Andy Anderson ran an RAL. Eric Stephens worked on the electrical system of the Volunteer Lounge car. Eugene Vicknair worked on the Volunteer Lounge car and met with cement contractor for new sidewalks. Hank Stiles worked on WP 925C. Board of Directors meeting with all directors present and Election committee chairman Ed Wagner attending.

04.04.04 Andy Anderson ran RAL's. Hank Stiles, Ed Powell, Rick Edwards and Charlie Spikes worked on WP 707, and 2001. Hank's crew also started 90-day inspections on WP 925C, 707 and 2001. E. Vicknair, Gail and Rod McClure started removing old sidewalks on East end of buildings. Eric Stephens worked on the wiring of the Volunteer Lounge car. Dave Epling worked on model railroad while Spencer Walker ran to the observation platform to watch every UP SD70M that rolled by-his eyes as big as hubcaps! Doug Morgan and Charlie Spikes went to Loyalton to pick up caboose parts donated from SP 4607.

04.05.04 Hank Stiles and Rick Edwards worked on WP 2001. Norman Holmes ran RAL's. Jason Krois power washed locomotives. John Walker and Ken Iverson painted. Later, Ken Iverson, Rick Edwards and Jason switched locomotives and cars around to complete 90-day inspections. Rick, John Walker and Jason worked well into the night cleaning up the shop area.

04.06.04 Norman Holmes ran RAL's. Ken Iverson and Rick Edwards repositioned engines on the west end so that Rick, Andy Graham and Jason Krois could continue cleaning and inspecting locomotives. Howard Hanson continued welding work on volunteer Lounge Car. John Walker and Rick Edwards cleaned up shop along South wall and around the pit. Ken Iverson and John Walker wrestled broken concrete away from east end of building. Jim Eroh worked on computers.

04.07.04 Norman Holmes ran an RAL. John Walker did office, gift shop and general cleanup around building. Glenn Fair removed broken windows from upper portion of North wall that were broken by winter snow and ice. Norman Holmes gathered and burned slash from tree trimming inside balloon track.

04.08.04 Norman Holmes continues brush abatement inside bal-

loon track and ran an RAL. Howard Hanson repaired roof of Volunteer Lounge Car.

04.09.04 John Walker and Jason Krois manhandled new tool cabinet into Tool room and cleaned up grounds behind Silver Debris. Jason disassembled and moved pegboards stands from old gift shop. Norman Holmes cleaned up scrap wood and ran an RAL. Jim Eroh worked on computers. Larry Hanlon, Dave McClain and Dwight Whetstone worked on WP 805A. Jason Krois and Steve Habeck fueled locomotives.

04.10.04 Jack Thompson picked up broken concrete on east end of building with backhoe. Dwight Whetstone, Dave McClain and Larry Hanlon transferred oil from UP 849 into WP 805A to check for water leaks. The locomotive was watered and started up and no leaks were found! Norman Holmes ran an RAL and traced lettering on WP 921. John Walker did touch up painting on WP 805A. Jason Krois and John Walker retrieved oil from oil car to top off oil in locomotives. Steve Habeck watered, oiled and checked units going to Sparks for display.

04.11.04 Eater Sunday. Pretty quiet-a few visitors. John Walker cleaned up the supply room, hung a new bathroom sign, cut up some old boxes and swept the building. Jack Thompson cleaned up entry way on East end of building, smoothing out dirt and fixing up a temporary step into the building.

04.12.04 Jack Thompson worked in Tool Room. Steve Habeck put batteries in cabooses and packed supplies for trip to Sparks. Howard Hanson continued welding on Volunteer Lounge Car. Rod McClure delivered supplies. Jason Krois power washed locomotives and cabooses. East end of yard switched by Steve Habeck, Rod McClure and Jason Krois to make room for new sidewalk construction.

04.13.04 Linda Knudson worked in Gift Shop. Rod McClure and Steve Habeck drove special train of WP 2001, 707, 925C and 805A and cabooses WP 428 and 484 east to Winnemucca for display in Sparks. Dave McClain and Larry Hanlon worked on WP 805A before it left to get Mars light working. Doug Morgan worked on WP 925C before it left. John Walker and Doug Morgan switched the yard after the special left.

04.15.04 Ken Iverson ran an RAL for a travel writer working on a story for the S.F. Chronicle. Linda Knudson worked in the Gift Shop while John Walker packed for the convention.

04.16/17.04 Linda Knudson and Julie Anderson ran the museum while all the guys went to the WPRRHS convention in Reno (did a pretty good job too!).

04.18.04 John Walker unpacked from convention. Eugene Vicknair began digging trenches for conduit and drainage pipes under new sidewalks.

04.19.04 Eugene and John worked on preparing East end for new sidewalks by setting up safety barriers. Ken Iverson ran an RAL while Julie Anderson worked in the Gift Shop.

## WP Hospital in Portola

By Frank Brehm and Eugene Vicknair

As has been previously reported in the The Train Sheet, FRRS now owns the old WP hospital property located in Portola. Because restoration of this historic structure is such a large undertaking a plan of action has been developed to use as a guide during the renovation. As we progress on the project there will be public comment periods which will be used to help create the master plan for this particular site which will also become part of the museums overall master plan. We invite your participation in this exciting new project. Below is a brief description of the project as well as the current action plan. The action plan is subject to revision as needed.

### Brief description of the project

In 1914, the Western Pacific Railroad established a hospital in Portola for its own employees and the local communities. This was a common practice of railroad companies at the time, who were among the leaders in providing such benefits to employees and their families. This hospital was located on 2nd Avenue in Portola, on a bluff overlooking the WP locomotive facilities (and today the location of the Portola Railroad Museum). It was a full service facility, providing emergency care, long-term convalescent care, check-ups and physicals, and surgery. It served until 1972, at which point it was sold to a private owner. In early 2001, the daughter of the former owner donated the entire facility to the Feather River Rail Society, operators of the Portola Railroad Museum and the leading Western Pacific Railroad historical group, for preservation. Very few railroad hospitals remain and this is one of the few in the United States to be preserved for historical purposes.

The goal of the FRRS is to return the exterior of the hospital to a historically accurate appearance and create landscaped grounds around it. Inside, the facility would provide several functions to the FRRS and the community:

- Several rooms are envisioned to be restored to historic accuracy to tell the story of the role the hospital played in the railroad company and community.

- One wing is planned to house the archives of the FRRS and allow the creation of a research library for accessing and analyzing these archives.

- Several large rooms in the opposite wing would function as meeting rooms where the society and local community groups could hold meetings and gatherings.

Inspections have deemed it restorable, but desperately in need of care, attention and stabilization as soon as possible. Immediate needs include remediation of asbestos, removal of debris, securing of the buildings and inspection and repair of utilities.

The FRRS has in place a long-range plan for the complete restoration of this historic facility. Long-term fundraising is beginning, but the immediate needs of the structure are great. We must quickly engage specialists to assist in the planning, stabilization and remediation of the structures.

04.20.04 Forms set up for new sidewalks. Eugene Vicknair met with city building inspector while John Walker fetched all the supplies Eugene forgot to bring with him. Our special train to Sparks returned and Rod McClure and Steve Habeck switched everything back into place. Doug Morgan and Eugene discussed work needed to replace old ties before new sidewalks poured on East end.

04.21.04 More work done on forms and excavation for sidewalks. After 37 straight days of working John Walker took a half-day off!

04.22.04 Eugene Vicknair and Dave Barr worked on sidewalk project. Ken Iverson ran an RAL.

04.23.04 Norman Holmes and John Walker cleaned out a boxcar. Eugene Vicknair and Dave Barr worked on sidewalks and Volunteer Lounge Car. Steve Habeck delivered mail and checked batteries. Ken Iverson ran an RAL. Don Nelson dropped by to visit the museum with a perspective new member and volunteer.

04.24.25 Continuing site preparation on new sidewalks. Doug Morgan, Eugene, Dave Barr, John Walker, Jack Thompson and Jason Krois replacing ties under tracks on east end and installing rubber gaskets between rails.

04.26.04 New drain rock and road base spread over East end track age and new sidewalks poured. Ken Iverson ran RAL's. Jason Krois slept all day.

04.27.04 Last of new sidewalks poured. Area cleaned up and barricaded. Jason Krois washed locomotives. John Walker moved surplus furniture and appliances into boxcar for storage.

04.28.04 Jason Krois washed locomotives. Norman Holmes ran RAL for group of 25 people. Doug Morgan applied tie downs to Quincy #4 in Quincy and then went to Westwood where he and Frank Beavers picked up a speeder cart donated by BNSF (our first donation from BNSF?).

04.29.04 Don Nelson repaired broken hand brake on SP 2873. Ken Iverson ran RAL for school group of 8 children. Howard Hanson worked on several welding projects. Ken Iverson and Don Nelson did maintenance on Tug. Jason Krois cleaned up baggage and Lounge car. Jim Eroh worked on computers.

04.30.04 Don Nelson and Ken Iverson worked on WP 921, repairing a broken air brake line. Jim Eroh worked on computers. Kerry Cochran and Don Nelson turned water on in shower car and checked for leaks. Rod McClure changed out defective coil on big forklift and moved stairs to baggage car. John Walker made a fuel run, filling fuel cans. Kerry Cochran and several Operating dept. volunteers set up baggage car and lounge for crew training.

Thanks to John Walker for keeping this log of the daily activities at the museum.