

Railroad Museum growing. The visitors provide a majority of our cash flow and our volunteers do the work that makes the visitors come, or better yet, come back. There are always ties and spikes that need to be replaced, locomotives to maintain or repair, equipment to restore, cabooses trains to run, and grounds to keep clean. Without our volunteers, we would be like so many other museums with static displays. It is through their tireless efforts we are who we are today.

“I don’t have time to come to Portola so I can’t volunteer,” you say? Wrong, I say! There are many ways you can volunteer without making a long drive, although we always need bodies willing to get dirty turning a wrench, running a broom or shovel, being part of an operating crew, or greeting our guests. You can tell anyone willing to listen about our organization and encourage them to become a member. We need expertise in the fields of architecture, construction, structural engineering and space planning for the WP Portola Hospital reconstruction and erection of the Jeffery Display Building, much of which could be done remotely from the Museum. Experience in the field of advertising? Grant writing or fundraising? We could certainly use your help...

Of course, one of the easiest ways to volunteer is to donate: There is always a critical need for money and artifacts for the historical collection. It costs an average of \$25,000 to paint a locomotive (assuming no major bodywork required). If each FRRS member would donate just \$25 per annum, we could cosmetically restore one Western Pacific engine a year. Just \$50 per member would paint a locomotive AND three to four boxcars or cabooses. Donate the money it would cost you to drive to the museum and back – Imagine what we could accomplish with these funds.

Looking to upgrade your home or business workshop? We are in desperate need of quality woodworking tools such as saws, lathes, sanders, planners, dust control systems and other items which will allow us to restore several pieces of historic wood equipment under our care. We never seem to have enough mechanical tools, either. Donations of these critical items frees up valuable cash for other projects such as the reassembly of Magnolia Tower. How about a good, used pickup truck? Our beloved “Green Death” (so called because she is an ugly olive green Dodge Ram which driving at more than 30 miles an hour is the equivalent of taking your life into your own hands) is on her last legs. We need the hauling capacity for transport of building materials, supplies and trash.

While our historical arm, the Western Pacific Railroad Historical Society, has made great strides in expanding, refining, organizing and documenting our artifact and documentation collection, we have many holes that need filled. Any WP items you have and may be looking for a safe, new home would be welcome in Portola.

Remember, we are a 501 (c)(3) corporation. Many donations are tax deductible to the fullest extent allowed by law, so consult your tax professional for ways your contribution can benefit not only the Society, but you as well.

As a member of the FRRS, you obviously have an interest and stake in our mission: To preserve the history of the Western Pacific and its people (abbreviated version). We are a volunteer organization and we rely on the participation of all our

members to be able to accomplish our goals.

We want your feedback. Please contact me at 2.cents.worth@charter.net. I’ll see that your commentary is forwarded to the appropriate member of the Board of Directors or Department Head for response. Without your feedback, we have to assume that you, the membership, like the direction we are taking the organization and you know what they say about assuming things...

## Activities Around the Museum

By John Walker

07.10.04 Rick Edwards worked on various mechanical items including repairs to a weed wacker and a sand blaster. Then Rick, Hank Stiles, Ed Powell and Phil Sacks worked on restoring our old Racine Power Metal Saw. Ed also worked on “this, that and the other things”. Phil Sacks helped clean up the shop area, sorted loose tools, parts and getting all of these put back into their proper homes. Dan Brady worked on various projects including some sand blasting. Hank Stiles supervised a very busy mechanical crew. Passenger trains were run by Kerry Cochran, Jack Palmer, Pat Brimmer, Charlie Spikes and Frank Villante and Pat Watkins who have recovered from the dreaded Portola water gremlins on their last visit. Brittany K helped the crew out by throwing switches. Howard Hanson repaired the overhead air hoist. Also enjoyed a visit from Paul Hollidge, Harrison, Andrew McCarron and Shane and Kevin ((Don’t call them “Bucketheads” Rod). Linda K. returned from a weeks vacation in Minnesota to run the gift shop and prepare crew lunches. Board of Directors meeting that evening.

07.12/15.04 Slow week with Norm Holmes, Ken Iverson and Bob Larson running RAL’s.

07.17/18.04 Hank Stiles and Rick Edwards worked on various projects. Loren Ross, Ed Powell, Tom Andrews, Charlie Spikes and Norman Holmes ran passenger trains. Terry Decottingies and Andy Anderson ran a lot of RAL’s over the weekend. John Walker worked on weed abatement and painting projects. Frank Beavers and Jim cooper worked in the Archives Car. Alan Vaughn worked on the axles of the BN speeder flat. We were very pleased to have Julia and Amy Flannery and their families visiting with us this week. Hank Stiles took the family out for an afternoon RAL session.

07.19/20.04 Light days with Norman Holmes and Ken Iverson running RALs. John Walker continued weed abatement and painting projects. Don Keller worked on weed abatement and grounds maintenance.

07.22/23.04 Kerry Cochran and Ken Iverson changed out a bad battery on #1857. Kerry also helped John Walker do some clean up around the property. Jack Zygnier ran RAL’s.

07.23/24.04 John Walker and Dave Novarina of Watsonville worked for two days cleaning up several tons of pipe, conduit, scrap wood, metal and garbage around the museum grounds. All the conduit and pipe was cleaned out from underneath the crew cars. All the scrap wood, which had been piling up under the wood storage boxcars on Rip Track Four was cleared out and moved to a scrap pile in the center of the balloon track. Seriously, at least two tons of debris was picked up out of the toe

paths and out from underneath cars making the museum look much better and eliminating several safety and fire hazards. This work required crawling under cars on hands and knees to reach things that have been laying underneath the cars for years. Luckily, no Rattlesnakes were discovered although we did relocate some spiders and stirred up several wasp nests. Thanks Dave!

07.24.04 Charlie Spikes led a crew of Lew Barnard, Dave Epling Spencer Walker and Eddie Chase for passenger trains. Norman Holmes ran RAL's including a session for twenty blind teenagers from the Society of the Blind. It was quite inspiring to know that we were able to help these fine young people do something exciting that many people take for granted. Many of the kids did better at running the locomotives than some of the ex-SP hogheads who slam cars around the yard in Portola!

07.25.04 Charlie Spikes, Lew Barnard, Spencer Walker and John Walker crewed passenger trains while Norman Holmes ran Ral's.

07.26/29.04 Norman Holmes, Jack Zygnier and Ken Iverson ran RAL's while John Walker cut more weeds and did paperwork, ordered supplies and updated the museum's roster of equipment. Charlie Spikes drops by once a week to train as a student engineer and does various projects around the museum. This day, Charlie reinstalled the crossbuck on the east end of the building that had been removed for the new sidewalk construction. Tom Morgan began sanding down the USAX8300 troop sleeper in preparation for painting. Steve Habeck supervised and checked batteries in between his trips down the canyon. 07.30.04 Lew Barnard ran RAL's. Tom Morgan continued sanding. Brittany K. and Spencer Walker did touch up painting on the north side of the building. Paul and Ken Finnegan arrived and Paul finished off the last hour of Lew's RAL.

07.31.04 Tom Morgan worked on the troop sleeper. Paul and Ken Finnegan, Spencer Walker, Rick Edwards, Charlie Spikes, Norman Holmes and Loren Ross ran passenger trains while Don Nelson ran RAL's. Steve Habeck and Wayne Monger worked in the office for most of the afternoon while John Walker took a break from cutting weeds to catch up on his paperwork. Julie Anderson and Brittany K. ran the gift shop and prepared a lunch for the crew. A visit from the President of the California – Hawaii region Elks Lodge brought in a large contingent of visitors. Charlie Spikes finished installing the crossbuck on the east end of the building with some help from Rick Edwards who dug out the last 6 inches of the hole.

08.01.04 Charlie Spikes had "honey do's" to take care of today but the rest of the crew soldiered on with Don Nelson running the passenger train while Norm took over the RAL's. Linda K. served chili dogs for lunch, so the crew was all gassed up to get back to work that afternoon. John Walker cleaned up the paint storage area and did general cleanup around the building.

08.04/05.04 Thom Anderson and Dave Pires came up and worked in the Archives car. Charlie Spikes helped John Walker with Weed abatement.

08.06.04 Thom Anderson repainted the lettering and handrails on the WP 3051. Thom has the unit looking a lot better now that the rusty battery box covers, snow plow and some of the rust spots are repainted.

08.07.05 Alan Hirasawa and Ken Finnegan worked on pulling four heads off the UP849 to ascertain the cause of a per-

sistent oil blow by problem which has the locomotive throwing oil on everything around it everytime it is used. The problem seems to be some worn out fire rings that will be replaced. Eddie Chase, Paul Finnegan, Lew Barnard, Spencer Walker, Norman Holmes and Frank Villante and son ran passenger trains. Rick Edwards and Ken Iverson worked on reinstalling the cooling fans in the WP 512. A right angle drive which runs the cooling fans had worn out after 60 years of operation and this was removed and repaired by Phil Liedblad of Blairsdien who reshaped the teeth of the gears and the threads of the shaft. Phil also manufactured new castle nuts which lock the shaft into position and keep it from vibrating. Thanks Phil! John Walker drove to Quincy to pick up a donation to the Archives. Hank Stiles and Doug Morgan unloaded locomotive parts which they had driven to Colorado to pick up.

08.09.04 Linda K. ran the museum while Ken Iverson ran RAL's.

08.13/14.04 Linda Brimmer, Brittany K. and Vicki Epling painted display stands and trashcans. Train crew consisted on Pat Brimmer, Ed Wagner, Eddie Chase, Dave Epling, John Hittner, Bill Parker and Spencer Walker. Ken Iverson ran RAL's. Linda Brimmer painted the eaves on the north side of the building. Brittany K. and Vicki Epling painted the ticket booth in the parking lot. Kerry Cochran worked on various projects. Board of Directors meeting that evening.

08.15.04 Charlie Spikes, Bill Parker, John Hittner and Kerry Cochran ran passenger trains while Pat Brimmer ran RAL's. John Walker and Brittany K. finished painting and cleaning out the ticket booth in the parking lot.

08.17.04 Norm Holmes and Charlie Spikes ran RAL's. Charlie also trimmed trees and bushes along the balloon track and painted the crossbuck at the water treatment plant crossing. Norm tracked down parts and helped John Walker update the museum roster. Randy Wolfe and John Walker returned later that evening to perform a search and destroy mission on several wasp nests discovered earlier in the day. The wasps return to the nest after the sun goes down and we were successful in wiping out a dozen nests in the wheel garden, the GE's and lumber cars on the rip tracks. The ONW Baldwins also had several nests in them. This continuing program has cut the number of wasp stings down considerably this year but the little buzzards have too many places to hide to effectively eliminate the problem.

08.18.04 Portola has a steady breeze of some 5-12 mph that blows through the area every day. Occasionally, a thunderstorm or shift in the winds brings a lot of papers and trash into the museum where it collects on fences and bushes. The weed abatement and grounds cleanup projects have also loosened a lot of loose papers, bags, cans and other trash, which had been hiding in the weeds. Another recent problem has been finding our trash cans dumped over in the mornings. At first, we thought that a pack of dogs were doing this, but after finding garbage being pulled out of the dumpster we began to suspect that we were having nocturnal visits from a roaming bear. This was confirmed a few days later when we found one of the trash cans crushed and Alan Hirasawa spotted the bear at the front gate early one morning! Coincidentally, the Portola newspaper also ran a front page story on increased bear activity in the area with pictures of local spotings. Eventually, the bear moved on after having his picture

taken sitting in a backyard fish pond taking a bath (no doubt after eating all the fish in the pond)! John Walker made contact with Plumas County asking for some help in cleaning up the grounds and Don Hammack brought in a County work crew, which picked up the trash along our entry road and parking lot. The crew also cleaned up the engine house, wiped down barriers, tables, chairs and repainted a switch stand. We want to thank Don and Plumas County for their help in this area and look forward to working with them again in the future. John Walker and Linda Knudson spent most of the day restocking the gift shop while Ken Iverson ran RAL's.

08.19.04 Linda and Brittany K. ran the museum while John ran errands in Carson City and Reno. Ken Iverson ran RAL's and after unloading supplies, later that day, John painted the hallway to the women's room that evening.

08.20.04 Norman Holmes ran RAL's while John Walker ran errands, recycled aluminum cans and did touch up painting.

08.21/22.04 Eddie Chase, Ed Powell, Bill Parker and Matt Parker crewed an abbreviated "push-pull" passenger train while Norman Holmes did double duty as both passenger and RAL engineer. While Norm was running RAL's, the crew pitched in and helped get the museum set up for Railroad Days.

08.24/25/26.04 Ken Iverson ran RAL's, Matt Parker, John Walker, Hank Stiles and Charlie Spikes cleaned out one of the box cars and moved some construction supplies. Steve Habeck and Jason Krois checked batteries and brought in UP6936 which the UP loaned to us for the Railroad Days weekend. There was a flurry of last minute activity of cleaning, reorganizing and setting up the engine house for the big weekend. Norman Holmes and Hank Stiles washed the engine house floor while Rick Edwards did a lot of shop area cleanup. Rod McClure and Sara "Bubbles" Eidman moved stairs with the forklift and helped get the last of the garbage and scrap metal cleaned up for the weekend.

8.27/29.04 Railroad Days. Please see special report on the event.

## WP Equipment Still Active!

By David Epling

### WP LIVES

And we know it does. Back in the old days of railroad related newsletters such as (and particularly) Flimsies when it was run by Steve Sloan, always had a column dedicated to sightings. I remember this was before the days where we all had internet access, instead we had a 2400 baud modem and we dialed into BBS's for our information. I remember when my buddy and fellow FRRS member Russ Johnson got a 14.4 modem in his 486DX machine, how envious I was. But I digress and should get back to the subject.

How often are we driving past a yard, or out purposely railfanning, and we see a piece of WP rolling stock? All the time. Currently there are still a lot of WP locomotives still in service wearing the UP shield and who knows how many cars are still running around. I propose that we start a similar column in the trainsheet ala' Flimsies. If you are out and about, and you see anything with WP in it (Or if you know the car is a WP car but car-

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rying a different roadname such as the Centerbeam flats) then drop me a line at: [frsweb@sbcglobal.net](mailto:frsweb@sbcglobal.net) let me know the date, time, location, Loco/car type, number, and what direction you saw the train going (or parked). I will compile this info and then submit it every month at the end of the month to Frank Brehm for inclusion in the trainsheet. WP Lives, let's prove it by keeping track of what we see.

As an example here is what was collected from our readers in the past month;

08-07-04 Ryan Wilkerson reported via private E-mail, WP Boxcar 38538 and another WP boxcar # N/A SB on the UP on the Black Butte Sub at Black Butte MP 345.2.

10-06-04 Terry Poole reported via private e-mail, WP Boxcar 3154 on a NB CSX Train at the junction of the CSX and the NS just south of the Tennessee River Bridge in Decatur AL on the CSX's S&NA North Subdivision.

10-14-04 1735. Bulletbob reported via the UP list at Yahoogroups, WP Boxcar #38126 in a NB UP Freight on the Palestine sub just south of Conroe Texas at MP 197.6.

10-18-04 Gobl3gook reported via the Headsupnorcal list at Yahoogroups, WP Boxcar (no numbers reported), Big letters, no feather on the SB MRVJSJ on the Martinez Sub in Davis CA at MP 75.4.

10-21-04 0900. Kevin Caldwell reported via the Calrailfans list at Yahoogroups, several WP box cars (no numbers) EB on the BNSF Seligman Sub in Kingman AZ at BNSF MP 512.3.

10-25-04 Terry Poole reported via private e-mail, WP Boxcar 66302 on a SB CSX Train at the junction of the CSX and the NS just south of the Tennessee River Bridge in Decatur AL on the CSX's S&NA North Subdivision. This is one of the boxcars carrying a UP shield with WP Marks.

10-29-04 G.G. James reported via private e-mail, WP Boxcar #38035 sitting in a cut of cars in Eugene Yard, Eugene Oregon.

10-29-04 1350. G.G. James scored again with WP Boxcars #38311 & #38070 in a NB train in Eugene, OR.

Remember to send your WP Equipment sightings to either myself at [ccrails@sbcglobal.net](mailto:ccrails@sbcglobal.net) or to your favorite Railfan list with a note to me as well to get the information there.

## CMO Report

By Hank Stiles

It has been a while since my last report and for that I apologize. It seems that I have too much going on in my life.

This past summer we have accomplished not only all the running repairs and routine maintenance but also some needed repairs.

The WP 512 has had its angle drive on the radiator fan rebuilt. This gear case had been worked on at some time in its life and who ever worked on it did not bother to put lock washers on the output shaft bolts. Needless to say this allowed the cover to work loose and ruin the bearings. New bearings some machine

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