

## 2004 Glad Hand Award Winner

By Kerry Cochran

The Glad Hand Committee selected two members to receive the 2004 award.

This years recipients are two members that have been with the Feather River Rail Society since day one. Both have given service to the society above and beyond each and every year that they have been with us. You will always find them working around the museum.

John Walker and Hank Stiles are the members. John is currently our Museum Manager and has worked hard on the WPRRHS active and a part of the museum. Hank you will find working on our equipment. Hank is CMO and head of the Mechanical Department.

Congratulations to both John and Hank, keep up the good work.



John Walker, recipient of the 2004 Glad Hand Award

### Some history on the Glad Hand Award

In the early part of 1990, Feather River Rail Society's Founder, Norman Holmes made the statement "That the Railroad Museum should do something to award members who do outstanding service" From this statement and Bruce Cooper's work, the Glad Hand Award was created.

Each of the awards is hand made. Bruce Cooper made several of the first awards, and when Bruce passed away, Jim Gidley Sr. with the help of Kerry Cochran made sure the awards continued. Unfortunately Jim Gidley Sr. soon thereafter passed away, and Kerry continued to press on making the awards.

There are some guidelines governing the presentation of this award. The person must give service to the Feather River Rail Society above their normal museum duty. Be enthusiastic, always looking out for the museums best interest. The award is not restricted to any one department of the Feather River Rail Society. There may be one or more given out a year. The Superintendent of Operations does presentation of the award, during the summer operating season or at the annual membership meeting.

The first award was given to Gordon Wollesen in 1992.

The Glad Hand Award is the highest award the Feather River Rail Society can give and is a very special award.

If you feel there is someone who should receive the Glad Hand Award in the future, nominate the person by writing to the Glad Hand Committee, in care of the Operating Department. Be sure to list what they have done and why you feel they should be considered for the Glad Hand Award.

### Past recipients

RECIPIENT	YEAR	YEAR AWARD PRESENTED
Gordon Wollensen	1991	1992
Jim Gidley Sr.	1992	1993
Steve Habeck (Past President)	1993	1994
Norman Holmes (Founder/Past President)	1994	1995
Sue Cooper	1995	1996
Tom Graham	1996	1997
Barbara Holmes	1996	1997
Kerry Cochran	1997	1998
Ken Iverson	1998	1999
Bruce Cooper	1999	2000
Jack Palmer	1999	2000
Ken Roller	2000	2001
None Issued	2001	2002
Samuel Herschbein	2002	2003
Ed Powell	2003	2004
John Walker	2004	2005
Hank Stiles	2004	2005

### PRM Webcam

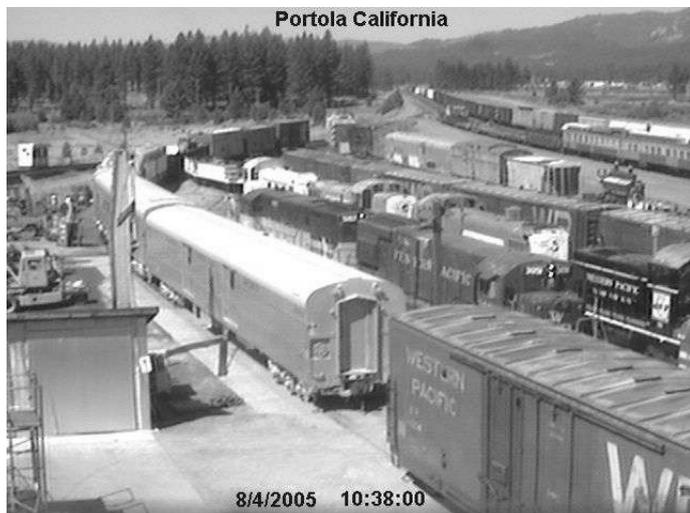
By David Epling

Several years ago, John Manter and I started tossing ideas for locations to put up a webcam. At the time we both still lived in Stockton CA and neither one of us were members of the FRRS. As time and life went on, the Webcam idea was placed farther and farther on the backburner. I moved to Carson City NV, and John Moved to Corinth ME. I joined the FRRS, and John joined the FRRS last year. We got to talking about the webcam idea again. At the time, John was looking at placing it somewhere near the Northern Maine Junction where it would catch Guilford Run Maine Central and the Bangor & Aroostook Action. The next few months go by and John sells his home in Corinth in favor of moving back west. I take Amtrak cross-country and drive back with him to my home in Carson City. We started looking at locations such as the Nugget in Sparks NV overlooking the yard. Then it hit us, DUH! Why don't we put it at the museum?

I approached President McClure with the idea and later presented the FRRS/PRM Board of Directors with the plan. On August 3, 2005, The Camera went live. It is currently sitting on a telephone pole just outside the Operations Office in the Diesel shop. Currently it faces northwest catching both the museum and part of the UP Mainline. Unfortunately, after we set it there, it was discovered that it faced right into the late afternoon sun. So pending availability of a bucket truck, the camera will be turned rough-

ly 60 degrees to face Northeast with the primary focus being the Union Pacific mainline just west of the current UP station.

In July, Tom Carter set up an online discussion board with several rooms. Registration is required and free. SO far, the board has 181 members. This board is your board. Log on and check it out. Both the Web camera and the Discussion Board are accessed by links on the FRRS/PRM website located at <http://www.wplives.org>



## WP 484 Graphics

By Eugene John Vicknair

One very important part of the recent repainting of Western Pacific caboose 484 was the creation and application of its graphics. Getting all the typefaces and data correct on restored equipment has often been a difficult task for many museums. This is complicated by the vagaries and rarity of some of the typefaces used on older equipment (see the article on WP's "Clarendon" font in the next issue of the Train Sheet for more info on this problem).

In the case of the 484, the task was somewhat simpler. The caboose was only 25 years old and the font used on its main lettering had been in use on the WP since steam days. Many examples existed and I was able to build a near complete alphabet by carefully photographing each letter and then laying it out into a computer program that crafts each letter as mathematical vectors. The result is a letter that can be scaled to match any size we need.

Using the photos, I laid out the letter spacing for everything from the large WESTERN PACIFIC to the small, stenciled items on the side sill. Here, I discovered that International Car had used not one but two different and distinct stencil faces. These matched no computer font I could find, so I was forced to draw each letter into the computer individually. Steve Habeck, who was leading the 484's restoration, quickly supplied me with missing photos when it was discovered that I had missed some of the data items.

Once all the files were created, the question turned to how the lettering had been applied. The weathering on the 484's lettering appeared to point to paint and it

was well-known that the lettering on these cars was reflective. While Doug Morgan worked with Steve on paint, I spoke with former WP carman Rick Carter, who gave me an overview of how WP mixed reflective paint by adding large amounts of reflective powder to their standard white paint. I located a supplier for such powder, but no one could determine mix ratios. In trying to solve this question, I contacted Mike Mucklin who quickly raised the point that the 481 class cabooses in fact had reflective vinyl for their large lettering! I contacted Doug at the museum and he went out to the 483 and investigated its lettering. Sure enough, the reflective vinyl was so thing that, when it wore, it gave the appearance of fading paint. However, with a little scraping, the presence of vinyl for the numbers, roadname and initials over the end doors was confirmed. The remaining graphics were non-reflective paint.

With advice from Tom Carter, who has worked extensively with vinyl graphics, I contacted Yak Graphics in San Jose. They took on the task of actually making the large reflective lettering and cutting paint mask vinyl for the smaller data items. Their quick turnaround allowed me to hand carry the lettering to the museum on the weekend of August 6, where the freshly painted 484 was waiting.

Tom Carter joined with painter Raymond Franklin and together they began exploring how best to handle the application of the lettering. After some initial issues, they discovered techniques that worked beautifully. Visitors to the museum got quite a sight as Tom and Raymond quickly worked their way around the caboose. With the paint mask vinyl down, Raymond was able to paint the data lettering, while Tom de-bubbled and put the finishing touches on the reflective.

In all, this process took around three weeks and resulted in the crowning touch that completed the car. A particularly gratifying moment came when Tom and Raymond were laying the large WESTERN PACIFIC on to the car and they reported that the letters were aligning perfectly over the faint ghost left by the original lettering. Three weeks of worrying if we had gotten it right came to an end. In the end, this major group effort resulted in a very accurate repainting of this highly visible part of our collection. The 484 is now continuing its role as our road caboose for off-site trips.



Photo by John Manter