

## FROM THE EDITOR

- Eugene John Vicknair, Train Sheet Editor

I'm certain some members are looking at their calendars and saying, "Hmmm... This took a while." Yes, it did. The last two issues of the Train Sheet were major logistical undertakings with the number of photos from the GGRM move supplied by a variety of individuals, not to mention the volume of information to sift through to write the articles. The real monkeywrench, however, was a trip right between them that found two fellow members and I (as well as my girlfriend) traveling the west for 24 days raising money for the National Brain Tumor Foundation and fulfilling a long-time dream for Life Member and cancer survivor Eric Stephens. More info and photos can be found in this issue.

So, to get us back on track, we're going to try something different with the next several issues. Issues 135 and 136 will cover three months instead of our usual two. Then, issue 137 will be a special edition featuring photos and information from the FRRS' rapidly growing archives. This should get us back on track and give the membership a rare view at some of the paperwork treasures the Society cares for.

Finally, we are working on ways to streamline the production even further. One way will be expanding the staff to eliminate the crush of work that has traditionally been placed on just one person. I've received numerous compliments on the look and quality of the last several issues (Thank you!) and I promise we will not lose this as we seek to improve the turn around.

The PDF email version of the Train Sheet is getting positive notice and more members are signing up for it. For more information, see the insert in this issue.

Finally, there were a large number of members who did not receive issue 134. These were mailed out, but somewhere in delivery there were problems. If you did not receive issue 134, featuring part 1 of the GGRM move story, please drop me an email (see the masthead for the address) and we will get a replacement out to you.

Hope you enjoy the issue!

## PRESIDENTS REPORT

- Rod McClure, FRRS President

The end of the season is here again. This year's Railroad Days was very successful and lots of fun for all that attended. Kerry Cochran and his operating department operated safely and provided non-stop rides for the heavy crowds. This year, we had Dave (Motown) McClain and his motorcar providing rides for the public between the caboose trains runs along with two hand cars provided by our friends in Susanville, both of which were a big hit with our visitors. This may become a regular addition to our RR Days operations. I want to note here that McClain had a helper that we have not seen in years: Steve Milward. It is nice to see old members returning to help and be a part of our organization again. Tom Carter helped arrange for a group of Gunfighters from Carson City to come to the Museum and put on some great gunfights and "robberies" of our caboose trains. This was a big hit with our younger guests. We had 3 different model railroad groups set up in the shop and a G scale live steam train operating out on the dock. We also had the Union Pacific's Mini Train operating both days, giving people rides from the Museum to up town. Unfortunately, the Mini Train's locomotive broke an axle when it was beginning its first run for the Parade. We quickly drafted our "tug" into service with a makeshift drawbar and it pulled the train all weekend. Special thanks goes to Reed Jackson and his wife Martha from the UP Steam crew for bringing the train and sweating their butts off all weekend for us. (Thanks again Boss!) Linda Knudsen and her crew provided great burgers and dogs both days for not only the crews but also the public. Gail McClure cooked up another of her fantastic dinners for the volunteers on Saturday night with Tri Tip and Chicken being the headliners. Great job Gail! (yes, I am partial to her cooking. How do you think I keep my trim figure....) Hank Stiles sat with his recently broken wrist selling RAL raffle tickets with help from Jack Hathaway. Charlie Spikes and Steve Habeck had our Rotary Snowplow open for display and operating, providing a nice breeze to those who watched the big blades spin. Of course, Portola Railroad Days this year would not have been a success without the tireless efforts and work of John Walker. John attended all the RR Days meetings and worked out all the details with the Committee and made sure a thousand loose

ends were attended to. Many hours of work goes into planning and set up for RR Days. Thanks to all of you who helped and came to Portola for the weekend. We cannot make events like this happen without ALL of you!

In July, we again set out with some of our equipment for Dunsmuir for their annual Dunsmuir Railroad Days. With Gail McClure driving the chase vehicle, Steve Habeck, Phil Schmierer, Ed Dickens and myself departed Portola with the UP 6936 on the point hauling the WP 2001, our baggage car, lounge car, Silver Lodge and the UP 105, our box car, the UP 25283 caboose and, bringing up the rear, was the WP 484. Upon our arrival at Dunsmuir, and until our departure, Matt Shuman and the Dunsmuir RR Days people took care of all of our needs and made the whole event a pleasure to be at. We had all of our equipment open and on display for many visitors with one of the highlights being the UP 6936 being on the turntable and being spun once an hour for the crowds delight! Gail McClure and Mary Habeck worked the baggage car gift shop providing us with some tidy sales. Thanks goes to Matt Shuman and his people who worked with me on every little thing, the Union Pacific for allowing us to take our equipment on the road, the people of Dunsmuir for having us and our members who took the time to drive to Dunsmuir to help out. Besides our road crew mentioned above, Norm and Barbara Holmes, Hank and Janice Stiles, Julie Anderson, Frank Brehm, Jim Ley and Wayne Monger. Thanks to all.

Work continues on the WP 165. Chris Allen brought up the restored headlight and temporarily mounted it and newly minted

Builder's Plates for Railroad Days. These, along with Norm Holmes' tender medallion, made her look proud. Chris and Charlie Spikes have removed the side rods and other appliances, preparing her for asbestos removal and final inspection. She is in much better condition than originally thought and we have great hope that once Chris is done with the final boiler inspection we can put together a complete report on restoring her to operation. Check out the new Steam Page on our Website! <http://steam.wplives.org>. We still need donations to raise the money for the asbestos removal and any little bit will help.

I have mentioned before that we need to begin a concerted effort to bring younger people into the organization and, more importantly, we must begin to educate a whole new generation about the WP and its role in history. Many of today's young people have no idea what a train really is, other than a nuisance at crossings and something to throw rocks at when it goes by. I have asked Thom Anderson and the Historical Department to begin planning presentations to school age groups. It is our hope that by aggressively pursuing the younger generation and enlightening them to the history of the WP and its role in the development of the world they live in, we can keep the passion of the WP alive for generations to come. If any of you would like to help with this project, please contact myself or Thom for more information. We are looking for those of you who are involved with teaching or child development that can help us get our presentation out there to as many places as possible.

Until next time, WP Lives!

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## RECENT DONATIONS

The FRRS would like to thank the following members and supporters:

Vickie Krois . Bob Oliver  
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Marvin Del Chiaro . Mark Acuna  
Frank Peacock . Tom Mitchell  
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