

PRESIDENT'S REPORT

- Rod McClure, President

It has been quite a few months since I have written a Presidents Report for the Train Sheet. I have been on the road since May with the UP Steam crew. We went to Seattle in May and did a double header with the SP 4449 and then did a extensive tour in Okalahoma for its Centennial celebration. Along with doing Mini-Train events, it has been a very busy Summer for me. But along the way I also get Museum business done and acquire more things the organization can use.

Add in the fact that my Laptop up and died, I have not been able to update the organization on my travels nor on Museum events while I have been gone. That has now been resolved thanks to Gail, who obtained a new laptop for me while I was on the road. I have had the opportunity to visit many other museums around the country while traveling with the UP Steam Crew and have learned that we are one of the only Museums in the country that has its focus on one specific Railroad. I have also learned that all of the Museums I visited have seen a decline in visitors this year. I've also seen that, compared to other Museums, we have a huge collection and a level as an operating Museum that many do not have. These visits have been very enlightening.

This year we had a great operating season with our new Superintendent of Operations, Loren Ross. He has made some changes to things that have been well received by the Ops Dept people. Thanks Loren!

Upon my arrival back home I had a truck full of steam parts from different sources for our 165 Steam program. (Thanks, Boss) Being on the road is a stress on my day to day operations but I am catching up. The WP165 had its asbestos removed by a certified asbestos contractor at the same time the SP 1215 had its asbestos removed for our friends at the CTRC in San Jose. The SP 1215 has been transported to its new home in San Jose and will be well taken care of at her new home. The WP165 crew, headed by Steam CMO, Chris Allen, began work on removal of the old superheater tubes and flues along with removal of exterior appliances for care or rebuilding. Helping with this dirty project are Charlie Spikes, Roger Stabler, and Dana Greeley.

Work is progressing on this project with great vigor. Special thanks to Roger Stabler for his recent \$1000 donation to the steam program.

John Walker has been cracking the whip getting all the little dirty jobs around the Museum grounds done. A huge thanks goes to Don Borden who spent a major amount of time at the Museum doing all kinds of rotten jobs that have needed to be done, but have not had the people to do them. One of the big things Don has spearheaded was the cleaning out of Hap Mani's boxcars. This was a HUGE job with help from John and Norm and others, including a yard sale at the Museum worked by Norm selling off what we could, and filling up at least 5 20 yard dumpsters full of junk! Now we have a Steam Dept. box car along with other cars that we can store important Museum items that have been either outside or stashed somewhere we could not find.

This year we again attended Dunsmuir Railroad Days in Dunsmuir by taking some of our equipment on the road along with the UP Centennial 6936 as our power. Along with our own equipment for display, we carried the UP Mini-Train along with us for this event. Prior to our departure, Norm Holmes and John Ryskcowski did a great job in painting and lettering our WP shorty steel gondola, making it look fantastic for this trip as we used it to transport all of our access stairs to Dunsmuir. Also, our UP caboose 25732 was tapped to go along with us for display and, just prior to departure, the drawbar key fell out while switching, requiring us to look closely at what was going on with this caboose. After much discussion, it was decided that we had to fix the complete problem with the draft gear before we thought of taking this caboose off our property. Under the direction of Assistant CMO freight cars and cabooses Phil Schmierer, we pulled out the drawbar and fabricated a new key, then replaced the drawbar along with repairing the cushioned draft gear. Along with this repair, we jacked up each end of the caboose and lubed and serviced the center plates, replaced brake shoes, and preformed a single car air test on the caboose. We also serviced the centerplates on the shorty gon, the UP 25283 caboose and the WP 68616 road boxcar.

Helping with this project were myself, Steve Habeck, Charlie Spikes, Doug Morgan, Seth

Adams, Cody Wilson and Loren Ross. Paul and Kenneth Finnegan also helped with the loading of the Mini-Train and all of the other items we needed for the trip to Dunsmuir. Once again our preventative maintenance paid off with no problems on the road or at the event. We put on a great show and made more this year in our gift shop than last. Many happy visitors viewed our equipment and enjoyed turntable rides. Gail McClure ran the gift shop with great help from Julie Anderson, Bruce Veilleux, and David Elems. Set up and tear down, along with equipment sitting, was provided by myself and Gail; Greg, Matt and David Elems; Seth Adams; Bruce Veilleux; Cody Wilson; Steve Habeck; Jim Ley; Phil Schmierer; Matt Shuman; Norm and Barbara Holmes; Hank Stiles, and Reed and Martha Jackson. Thanks to the UP for allowing us to take our equipment to Dunsmuir again and thanks to the Dunsmuir people for allowing us to be involved in their event. A special thanks to Matt Shuman for all he does for us and everyone else involved in this event!

This year's Railroad Days was a great success thanks to John Walker's hard work coordinating the events with the City and all of our people along with our guest Model Railroaders, the Handcars from Susanville and Super Dave McClain and his Motor Car. There was a huge turnout and a great amount of help from our members. I am sure that John will list all of people who made this year's Railroad Days a great success. Two events that I will mention: Frank Brehm drove our newly acquired Southern Pacific Fire Truck in this year's Parade, with WPRM banners proudly displayed, and our own Tom Carter proposed to his long time girlfriend Alicia at the final Gunfighters show at the Museum. Good luck to the both of you!

Other news this year includes the SP 1215 being moved to its new home in San Jose, we wish good luck to our friends at CTRC and know the 1215 has gone to a great home. We have also finalized a deal with CSRM in which we have acquired the former WP California Zephyr diner car Silver Plate from Jamestown. It should be in Portola by the end of November or so. It is a beautiful car and had not been modified in any way since it was removed from CZ service in 1970. In trade for the Silver Plate, we have given the Foley Bros 110-1 boxcab locomotive to CSRM for eventual display in the upcoming Museum of Technology that they are planning.

We have also completed a trade with the Central California Traction Company for their last remaining cabooses, the CCT 24, in exchange for our SP 4107 bay window caboose. The CCT 24 is the first piece of CCT equipment we have acquired and it will be painted and cleaned up to provide a stationary display for our visitors to walk through and see what a working caboose looked like the day it was removed from service.

The view from my seat tells me that we are moving forward at a good pace. We have cleaned up our facility, improved our signage and refined our Mission Statement. We are more visitor friendly than we were 5 years ago, but still have a long way to go. It takes all of us to improve how we present ourselves to our visitors. Most of our visitors are not railfans, but your average family on vacation or making a day trip. We have to expand on this with a push towards advertising in the 50 mile radius. The Reno, Sparks, Carson City area is within a day's drive and many residents of these areas do not know we exist! This year, our visitor count is down quite a bit, along with this year's RAL numbers. We have to count most of this towards the outrageous price of gas and the rising cost of all of the other necessities that are required to support your family.

This affects our volunteers also. To that end, we should have the new volunteer lounge "Silver Debris" finished before next season thanks to the efforts of Eugene Vicknair, James Mason, Jay Sarno, Terry Decoginittis, Gail McClure, Eric Stephens and others who I am sure I have forgotten. This, and our sleeper and shower car, will make our volunteers more comfortable during their visits and allow them to save the cost of a motel. With the reality of gas prices going up more, we have to be very careful on how we spend our money to bring us the most advertising for our dollars. Our power bill every month is extremely expensive with no relief in sight, and, of course, diesel fuel is just as expensive as gasoline. This may or may not be a permanent situation that we will have to adjust to, but we have to expect the worst. We are looking at short term and long term solutions but we have to rely on our members to help us get through these tough times. So please remember us when the year end fundraiser reaches you soon.

Until next time, WPLives!