

## TRAIN SHEET CHANGES

- Matt Parker, Public Information Officer

With this issue, you will notice some changes to the Train Sheet as a new beginning comes for this publication.

The editorial staff of this publication and your Board of Directors are well aware of the numerous problems that have caused us to fall far behind on getting the Train Sheet out to the membership in a timely fashion. Lack of submission of content and problems with production are the primary culprits bringing about this situation.

At the October BOD meeting, Train Sheet Editor-In-Chief Eugene Vicknair submitted a plan to put the Train Sheet back on track and keep it current. An integral part of this plan is the addition of an Associate Editor to assist with editorial duties and a Production Assistant whose primary responsibility will be layout. Another part of this improvement effort is that, as the Public Information Officer for our organization, I will now be serving as a "chief reporter" of sorts. Aside from my continued efforts to promote our organization, I have taken on the responsibility to provide Eugene and his staff with the material they need to bring you the latest news of the FRRS/WPRM within specified deadlines. For those of you who routinely work around the Museum, this means

you will no longer see me regularly pounding spikes, turning wrenches, and running trains beside you. Rather, in order to see that this important job gets done, I will be there to observe and report on what you are doing. You will also notice some new features coming to the pages of the Train Sheet.

One of these is the "Spotlight On" feature. Those of you among our members who are only able to make infrequent visits to the museum often hear the names of members who comprise the core group of volunteers keeping us running on a day-to-day basis and our leadership, but you don't really know these people as the rest of us do. This feature will serve to put faces with the names and familiarize you with who these people are. Another feature will be brief items or articles about the history of our organization and Museum. We have existed long enough now that we have a history of our own, one that our newcomers aren't familiar with. We plan to share articles from previous issues of the Train Sheet along with items from our archives that will serve as reminders to some of us and education to others regarding the heritage of the FRRS and WPRM.

We trust that you, the members who support this organization, will be pleased with the changes we will be bringing you starting with this issue and find that they add value to your support of our efforts to keep the WP alive.

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## CZ DINER COMING TO PORTOLA

- Matt Parker and Eugene Vicknair

FRRS members have been working on California Zephyr dining car "Silver Plate", preparing it for movement to Portola.

Members including Zephyr Project Manager Eugene Vicknair, Tom Carter, Bruce Moore, and Dave Roth have so far made 4 visits to the Railtown 1897 State Historic Park in Jamestown, California, where the car has been located since 1971, and have put in approximately 7 days of work on the car. Much of the work done has consisted of replacing rubber air brake lines running from the car's frame to the trucks (there are 8 of these lines per truck). Items still in need of attention prior to movement of the car include completion of air line replacements, internal inventory of the car, and removal of

loose items from the roof, including the remains of the classic Budd rooftop antenna.

The "Silver Plate", a 48-seat dining car built by the Budd Company for Western Pacific in 1948, was acquired by the FRRS in 2007 through an equipment trade with the California State Railroad Museum. In return, CSRM will receive our Foley Brothers Ingersoll-Rand boxcab locomotive, which CSRM desired to obtain for inclusion in their planned museum of railroad technology. The "Silver Plate" is the last intact diner remaining from the CZ and an important acquisition for our Zephyr Project.

The car's WP road number was 841. Likewise, it has been assigned road number FRRX 841 for movement to Portola. Details of the movement are still being worked out; expect to see this car arrive in Portola sometime during 2008.