



The 24's interior is still intact and mostly unchanged from its service days.

- photo by Eugene John Vicknair

return, historic CCT 24 would come to Portola as an interpretive display of a working shortline caboose.

The car was in fine condition and a team of FRRS volunteers, including David Epling, Russell Johnson, Tom Carter, Tim Carter and Eugene Vicknair, aided by CCT employees, got her ready for interchange to the UP. Fittingly, the train that delivered the 24 to Portola featured FRRS member and former CCT employee Dave Stanley at the throttle.

On Saturday, May 17, an FRRS crew consisting of Yardmaster Steve Habeck, Conductor Bill Parker, Brakeman Seth Adams, Fireman Ed Powell and Engineer David Epling pulled the 24 onto museum grounds. She was swiftly coupled to the WP 563, her regular companion when they both served the Traction Company. Plans are progressing to restore the 24 to her appearance following a 1978 updating. Exhibits will be created showing how the crew used a caboose and what roles they played in train operations. The 24 is available for tours by request and will be open as a regular exhibit in the future.

WP FAMILY CABOOSES IN THE FRRS COLLECTION

CCT 24	steel cupola	built 1927
SN 1642	wood bay window	built 1943
WP 428	steel bay window	built 11-1955
WP 483	steel bay window	built 5-1980
WP 484	steel bay window	built 5-1980
WP 614	wood bay cupola	built 1937
WP 645	wood bay window	built 1945

A RIDE FOR AN OLD FRIEND

- Dave Stanley

When I awoke yesterday morning, I stumbled into our closet and grabbed one of my favorite tee-shirts from the rack: my blue Central California Traction tee, with the cloverleaf logo on the front and the late Ken Tinker's quip "Ship Traction for Quick Action" on the back. No special reason for grabbing this one, although it does a good job of hiding my belly and associated flab. Little did I know at the time that I would become an integral player in getting an old acquaintance started on her final trip out of Stockton: CCT caboose 24.

Built by ACF in 1927 as the Santa Fe 1547, number 24 had called Stockton home pretty much since arriving on CCT property in August 1964. Six nights a week, she carried the markers on the rear of "The Local," the Stockton to Sacramento (and return) hauler, providing an office on wheels for conductors and flagmen the likes of Art Carmichael, Bill May, Adolph Reinert, Chris Clifton, and, from my era, Joe Tacke, Jack Jenkins and Charley Drew. Number 24 was my ride one Friday night in 1975 when I was called in emergency as conductor on the Local (two years before I was actually promoted). My roommate John Clark had recently hired out on the CCT and was my flagman on that memorable trip.

Now, 33 years later, my short time on the CCT is just a long ago memory chronicled in my old UTU timebooks. Today's assignment off the Roseville south engineers extra board is at the



The conductor's desk still has paperwork and log books on it. Other forgotten personal effects were found in the car and will be saved for preservation.

- photo by Eugene John Vicknair

throttle of the LRD96, aka the Stockton Turn. Regular hogger J. J. Parise has taken the day off, so I get the call to fill his vacancy. The conductor and brakeman are old WP buddies of mine, Larry Boykin and Nick Schon, both holding this preferred run as they approach retirement.

The trip south was uneventful. 6000 feet of train behind three big barrels (no more SD40s on this job). Pulling down track 9 in Stockton yard, I notice the west end yard engine tied onto a cut of cars in 8 rail. The car next to the GP38 was CCT caboose 24! I knew she was enroute to Portola but had no knowledge of her actually being readied for this move, as I had just seen #24 at the CCT carbarn on May 1st. But now she's sitting on the rail next to me. I wonder if...

After a power swap, and a two hour wait (over coffee, at the yard office) while yard crews assembled our outbound train, the yardmaster sent our manifest over the printer. Lo and behold, there's #24 as the rear car on our 111-car train (13 loads, 98 empties, 5242 tons, 7360 feet). Right where she was intended to be, and about to be pulled by the only engineer on the entire UP system tied to her historically! Divine intervention, anyone??

Hard to believe that this 81 year-old lady is still allowed 70mph on the UP; that was the speed indicated on the manifest. But our maximum this trip is 50 due to other restricted cars. Departing Stockton at 0045 on the 15th, we ran on favorable color all the way to Elk Grove. Number 24 passed within 20 feet of the old CCT Lodi freight depot for the final time at 0120 and her last "OS" thru Polk happened at 0200. She was put to bed in the Roseville hump by 0250.

It was indeed a trip to remember, working with three old friends -- Larry, Nick...and number 24.

Portola, she's headed your way!

Dave Stanley and Jeff Moreau are the authors of the definitive book on the Central California Traction Company. This fine volume is available for purchase in the WPRM Gift Shop.

Special thanks to CCT GM Dave Buccolo and FRRS President Rod McClure for their assistance and support in making the acquisition of the 24 possible.

MANAGEMENT CHANGES

John Walker, longtime FRRS volunteer and member who has served as our Museum Manager for the last three years, has resigned his position to take a post with the Nevada State Railroad Museum. We thank John for all his hard work and wish him well in his new position. We're going to miss seeing him around the museum every day, but he has promised he will remain an active volunteer.

A search for a new manager has led to the hiring of another longtime volunteer to fill John's sizable shoes. David Epling has taken on the task and is now getting settled in. David is already looking at some improvements to the Gift Shop. In addition, we have now started accepting walk-in RALs when a locomotive and engineer are available. This has already produced an increase in RAL income.

Finally, a belated welcome to Merrill Thurman, who has joined the FRRS Board of Directors. Merrill was appointed at the January meeting following the resignation of Hank Stiles. Due to personal issues, Director Stiles has had to leave the Board after many years of devoted service.

DEPARTURE

Former Western Pacific engineer Gordon Clyde Thurman passed away peacefully on May 17, 2008, at Fulton Presbyterian Manor in Fulton, Missouri. He was 92 years old. Gordon was born in Girdner, Mo. to Lee and Hannah (ne Lefler) Thurman. He was married Oct. 3, 1948, to Joyce Hartleip, who preceded him in death. Gordon is survived by son Merrill Thurman, who is also an FRRS Director and Life Member, wife Rita, grandchildren Lee (Melissa) Thurman and Victoria (Ben) Hash, two great-grandchildren, sisters Faye Sims, Gayle Morgan and Rosella Russell and nieces, nephews, cousins, and friends. Gordon loved hard work, his animals and the great outdoors. More than anything he loved his siblings, his children, his grandchildren and his great grandchildren, referring to them as the "light of my life."

Our condolences go to Gordon's family and friends and we thank him for his service to the Western Pacific.