

Rail is going to give it a new lease on life. The MILW 5057 is ready to leave Portola and head to its new home with the Cascade Rail Foundation in Cle Elum, Washington after some last minute work to the brakes. The VIA Lounge car will be headed back to Canada early next year. We have a possible new home for the Baldwin AS616 #4, which will leave the #3 which we would like to get back into operation.

The WP 501 has had its engine problems repaired and though we are still working on many little issues, the 501 should be alive next year and you will see it on the caboose train! Thanks to Dave McClain, Dwight Whetstone, David Elems, and Charlie Spikes for all their work on this project.

Dave McClain and Dwight Whetstone also replaced a bad cylinder liner in the WP 707. David Elems (Fritz) spent most of the winter rebuilding the reverser drum, replacing water hoses, and machining new fittings in WP 917, making it reliable for all this years RAL's. His dad, Greg, has been slowly working on the body rot on nose of the 917. It looks ugly right now, but is necessary to begin the process of restoring the body and paint on this engine.

The Gift Shop is doing better this year than the last three years. Besides a increase in visitors and them spending more money, Gail has changed what the store sells in a lot of areas that seem to be popular with the general public who visit us. Interestingly, in reading other organizations newsletters (Western Rail Museum-Rio Vista, CSRM, to name a few) they are also seeing and increase in visitors and spending this year. I will leave a detailed report on the Gift Shop to Gail.

I will be sitting down with Mike Mucklin very soon and working together to get the Archives and Historical Department back up to speed and things getting done. I would like to have an outline and plan put together to tell you about in the next Trainsheet. Regardless of a few naysayers and untrue rumors, I, and the Board, care very much about the Archives and Historical Department and want to have it move forward in the best way possible for the organization as a whole. More on this soon.

Until next time,
WP Lives
Rod McClure



WRIX 4404 (Formerly SP 4404), still in SP's "Bloody Nose" paint, receives facial reconstruction surgery. The locomotive is seen here getting new alignment-control couplers for the move to Western Rail's shops.

—Bob Sims Photo