

Vice-President's Report – July 2016*Steven J. Habeck – Vice-President, FRRS***WP 917-D**

We had another battery failure on the 917-D two weeks ago. This required us to replace the failed battery with the one good one we took out at the last failure. This resulted in a mis-matched set of batteries in the engine, which is really not an issue, given the age and condition of our batteries. This work had to be done quickly, since we had an RAL scheduled the next day with the 917-D, and Fritz, Ethan, 1L, and myself got the work done in a great example of teamwork and expediency, and the RAL went on schedule.

Mechanical Work/RAL's

High praise to the Mechanical Department for performing above and beyond even my expectations last week. In order to support a special RAL, the holiday weekend, and our special event, this group managed to place WP 707, WP 2001, WP 805-A, and WP 1503 in service in one week's time. This allowed us to use WP 2001/ WP707 on the holiday weekend caboose trains (too bad we had little to no crew all weekend), and use WP 2001 on a special RAL (WP 805-A was made serviceable due to doubts about WP 2001, but 2001's radiators managed to hold water better than expected).

Mark Jon Bluth

Life Member Mark Jon Bluth, from Saratoga, CA, requested to do a special RAL with WP 2001 when he and his family came up for the holiday weekend, which prompted us to get the engine in service. Mr. Bluth comes up every year, and always asks what supplies we need. This year, he brought a case of large CFL's for the shop, and office supplies for the Gift Shop (totaling over \$360). When he booked the RAL, he paid the \$25 hold fee, as usual, and when I told him about Rod, he sent a donation check for \$500, so I had Elise mark his RAL as paid, which she did. Yesterday, I received a very nice note from Mr. Bluth, thanking us for the work we did to make his RAL happen, with another check for \$500, and he says he's looking forward to renting the 805-A next year. We will accommodate his request.

"Christine" (SP 4706)

In my continuing efforts to improve and enlarge the caboose train, we have been assisted greatly by the work of new member Ken Chapin, who was touring the western railroads while furloughed as a shop foreman for Norfolk Southern. He landed here last month, liked what he saw, and became a member, and has been

using his skills assisting us in various projects. Currently, we have SP 4706 ("Christine", due to the female graffiti figure that was on the car) in the shop with all windows removed for replacement, and in process of being sanded and painted. This caboose was picked up by us in San Jose on the first return trip from GGRM as a parts source for our WP 483 and 484, since it is built to the same basic plans as ours, and is very similar. However, upon investigation, we found it has 9 seats in it, plus a bunk, making it useful for the caboose train. It can still serve as a parts source for our other cars to a large degree, and can still see service in the caboose train. It is missing its stove and conductor's desk, but we have plans to re-do these areas and then paint the interior. At this point, I am covering the costs of this project out of my pocket, which looks like it may run to around \$2000. I will gladly explain the details of this project to anyone who wants more information. Next up: UP 25049, recently rescued from its long-time spot behind the sleeper.

DRGW 01414

Bill Parker's caboose, DRGW 01414, is very close to being added to the caboose train, as well. I have worked out a deal with Bill to remove and re-do his seat backs in the cupola that have the Rio Grande monograms, and replace the broken window in the cupola (I already have one on hand), and I have waived his rental fees on the caboose for 2017 (he has already paid for all of 2016) for use of the caboose in the caboose train. He will maintain his insurance on the caboose, and we have agreed that we will keep the car locked during the week, when caboose trains are not running. He also retains the right to stay in the caboose when he comes to the Museum, with the understanding that the car may be in use on the weekends.

UP9532/UP9282

The two UP GE's we have had on display in the Museum for 16 months are now back on the West Pass, per the request of Ray Breedlove, the new head honcho in Sparks. The 9282 has a leaking fuel sight glass, and, although I offered to remove the fuel to allow repair, Ray turned me down, and requested that both engines be taken out of the Museum, at least for the time being, which was done this week. Ray is not comfortable with some of the things his predecessor did, and is being very conservative as he settles into the job. He is a solid ally for the Museum, and will work with us, on his terms.

UP 849/boxcar (Morgan)

Although our attorney has agreed to go to the Court, as the Board requested, and get the Court's determination that Morgan has "failed to

comply with the agreement, and abandoned his equipment” (the words our attorney says will hold up in Court), he has not yet been able to get a time with the judge, so we are still waiting. Morgan must be hearing things are in the works, because he has been sighted outside the Museum several times, looking to see if we have spotted his boxcar outside the gate (which isn't going to happen), so he can get into it “and get my stuff out” (his words). In the meantime, the 849 has been moved to track 4 with our Centennial, 6946, in the absence of the 2 GE's.

Museum Web Page Update – January 2016

–Paul Finnegan, Webmaster

With the coming of the New Year, the Western Pacific Railroad Museum at Portola has an updated web site. We have a new menu system and a collection of new web pages to serve and inform our members and visitors. A few pages have been moved to the dead line; but the overall content has been expanded while keeping the best features of the past. There is a link on the home page (wplives.org) to a presentation showing the new features and highlighting the things that have moved. Find it in the “*Latest Museum News Update*” box.

The biggest change has been to the “Members” pull down menu. Previously it had only a single entry for I-Volunteer. The “Members” menu now has nine new entries. Several are related to general museum events and documentation. Some are focused on the Operating Department activities.

In addition to the new material added, most of the existing pages have been reviewed and updated. For example, our visitors now have an interactive map to help plan their visit which replaced an out-of-date local attraction map. The train schedule has also been updated. The Membership page now shows the 2016 election information. There are many more updates scattered throughout the site.

A new entry under the “About Us” menu, “WPRM Video & Photo Gallery,” is a place where we can keep and share the WPRM/FRRS family photos

and videos. If you have a collection of museum-related photos or a video that tells a story about a WPRM/FRRS event, please submit it so we can share it. Submission instructions are on the gallery webpage.

Four new sign-up tools are now on the web site. There is one for volunteering to help at general museum events, such as the Membership Meeting, RR Days or Santa Trains. There is another to sign up for the annual Operating Department Crew Training. A new sign-up tool for the *Extra Board* for working on the train crews has been implemented. The last is an online reservation request system for getting a room in the Endenwold sleeper while working at the museum. The tools are all designed to be easy to use and will help us coordinate activities at the museum.

There are several new web pages to help keep everyone informed and on track at the museum. One page has all the museum policies that have been approved by the board of directors. Another has printable copies of museum forms and documents, such as the General Release form used for RALs. A similar web page has the forms and documents used by the Operating Department. Now everyone will have immediate access to the current version of all the forms we use at the museum. If you use a form that should be, but isn't, on one of those pages, please contact me at webmaster@wplives.org.

A special effort was made to collect all the material used by the Operating Department's annual crew training. It is being reviewed and updated for the spring training classes. It is under the Operating Department's main web page titled “Crew Training Materials.” Additionally, a new video is being added this year to demonstrate the hand signals we use at the museum.

I invite you to visit the web page and explore. I hope you find things that will be useful to you as a member and enticing to potential visitors. If you have suggestions, comments, or questions about the website, please contact me at [<webmaster@wplives.org>](mailto:webmaster@wplives.org).