

## Zephyr Project Update: DOME WINDOWS ARE COMING!

By Eugene Vicknair

It appears that one of the biggest difficulties with restoring the Silver Hostel may have been solved:

We have contacted a company that does make one of the two types of curved dome window frames we need for the car. They make the regular single curve frames and can supply them with glass, the proper tinting and weatherstripping! They also make the lower level frames and windows and can provide us with emergency windows that will not require modification of the existing window openings.

In addition, another firm is looking at recreating the teardrop dome frames that this company does not do. If all goes well on the engineering and fundraising fronts, we may have all the windows by this summer and be able to reglass the car.

The quote for the dome windows is in hand and totals just under \$30,000.00.

While this is less than we expected, it will empty the fundraiser bank account which stands currently at just over \$28,000.

This will leave unfunded the reupholstering of the dome seats, painting the dome area, welding and dent removal work on the body and dome interior, recreating the missing side skirts, repairing and restoring the diaphragms and ordering the missing lower level glass and frames, as well as funds needed to work on the 805A,

A supply of the corrugated material that can be used to make the missing skirts is also available.

We are now evaluating the car to determine how much we will need.

Eric Stephens took a close look at the body and noted that most of the dings and scrapes are in the little clip strips that separate the big flutes. John Sanders of Studio Red is currently making a special tool that will allow us to remove these long (up the 85 feet!) strips and reform them to eliminate the dents.

A welder with stainless steel experience has volunteered to come to the museum and perform many of the tricky welding tasks the car needs, including attaching the replacement diaphragm at the lounge end, repairing and reattaching the end doors and welding tears in the stainless steel skin.

The Project has received several Adlake passenger car seats, donated by the kind folks at the Yolo Shortline. While they are not from a CZ car, they are nearly identical to the dome coach lower level seats used in the CZ and have many parts that are interchangeable with the dome level seats of the Hostel.

These seats will prove invaluable in restoring the dome seats we currently have and can provide seats if/when we ever acquire a dome coach. Special thanks to Jim Ley and Hank Stiles for getting up so early to help load them and get them to the museum.

Ed Powell has placed temporary lighting in the Hostel.

Now, with just plugging in an extension cord, people can finally see inside. 805A has not been ignored. If available, money will be budgeted for next year to evaluate the prime mover and determine what it will take to return the FP7 to reliable operation. Hank Stiles is on top of this one and Doug Morgan has been working with several folks to get the last bits of cab glass replaced.

Work over the winter is going to concentrate on getting up to date with the donations and getting all the gifts out. As of December 22, 90% of the donation forms had been logged and every shirt and hat had been mailed. By January 8th, all of the certificates and Life Membership cards will be in the mail.

The buttons and commemorative models

are taking longer due to supply problems.

Thank you to everyone who has been so patient with the slow pace I have set getting your gifts out. Compiling the donation forms and creating and mailing the gifts and certificates has been 95% a one man job and I need to work around my regular profession.

As far as restoration items, we are going to be concentrating on the windows and any items needed to get started on the dome restoration as soon as the snow melts.

Finally, I'd like to thank once again everyone who has helped create this project and move it along. Many folks have been heaping a lot of praise and credit on me, but if I were doing it all, that car would still be sitting in the yard where we found it. So thanks to my co-leads Doug Morgan (without whom none of this would have been possible and a lot of it may not get finished!) and Eric Stephens; to all those who have helped work on the car, including Steve and Kalinda Bechtold, Ed Powell, Steve Stephens, John Sanders and Paul Olguin; to those who have provided the invaluable information on how to do it, including Jon Clark, John Wilson, Roy Wullich and Alan Radecki; to those who have helped with the fundraising and promotions, including Frank Brehm, Dan Kittay, Lolli Bryant, Andy and Gayle Anderson and the staff at Century Graphics; to David Fites and the staff of R. E. Jackson; and to EVERYONE who has donated to the cause! A new, up to date list is at the end of this article.

A final note: the Silver Hostel may be featured in a documentary currently being filmed on the California Zephyr! A quick interview with myself and Eric Stephens was held at the museum on November 11.

The producers may be back to check on our progress with the Hostel and the 805A as their work compiling the documentary continues. No word on when and where it may air, but we will keep everyone posted.



Cleaned and awaiting restoration the dome section will be one of the major attractions of the Hostel when complete.

-Eric Stephens photo