

relief when they left about 10:00 that night. The train crew was pooped after pushing the twelve hour law on each of the three shooting nights.

Kerry and I were very impressed with the maturity of these young folks who were on the movie crew. We really had anticipated that they would be very demanding of what they wanted to shoot and that they would want to try all kinds of things that the Safety Officer would have a difficult time approving. Well, our concerns were definitely unwarranted! They listened carefully in our safety meetings and constantly were asking what was safe and what was not. Overall, it was a real pleasure and a lot of fun having them on-site and working with them for nearly twenty hours.

The movie will be shown on two occasions in Salt Lake City sometime in November. The production company will let me know as soon as they set the date. They have also promised to give us a DVD of the movie to keep at the museum.

A special thank you goes to Steve Habeck and Loren Ross who put the first movie train together. It took them about 3 – 4 hours to decide what to use and then to dig it out and get it in the correct order on the train. Also, thank you to Kerry Cochran and those who helped put the train away after the first shooting. I had to leave early Sunday morning to drive to Pasadena and could not help. And finally, thanks to John Walker, our Museum Manager, who was always ready and willing to help in any way he could (and he was a big help!).

Thanks also to those train crew members who volunteered their time to come up and help with the movie train. They are: Seth Adams, Lew Barnard, Eddie Chase, Dave Epling, Ken Iverson, and Craig Simmons.

A Big Thanks to our Museum Manager and Many Others

By Pat Brimmer

I'd like to offer some personal words of thanks based on my observations during the times preceding Railroad Days and the Challenger visit.

First, I want to publicly thank John Walker, our Museum Manager, for all of the planning and effort that he put in getting the museum ready for Railroad Days and the arrival of the UP 3985 Challenger. I spent a full two weeks at the museum prior to the departure of the Challenger on September 2nd. During this time I observed John doing everything he could to make sure that the museum was in tip top shape for these two events. Please don't misunderstand me, he didn't do it all alone, but he did have to have a game plan that could be executed by whatever volunteers showed up to help. Not only did John have a game plan but he was always out there working right along side everyone else to make sure it all was finished.

Charlie Spikes took on the yeoman's chore of replacing the fire hydrant so that we could water the Challenger while it was on museum property. The first challenge came when they discovered that the hydrant was no longer connected to the water line. It had rusted away at the elbow about seven feet underground. So, he and Doug Morgan spent a lot of time down in that hole figuring out how to best solve the problem. Of course after the problem was solved, then the hole had to be filled in. Numerous vol-

unteers were available and grabbed shovels to start the task of filling the hole. Then, we needed to have gravel on the top of the dirt. So, Kerry Cochran got the front loader and started bringing us buckets of gravel to spread in the area. Eventually we ran out of gravel, and the area around the oil house and the new placement of the water supply looked really great. It was finished just the day before the Challenger was due to arrive.

While I was at the museum in July for an extended stay, I noticed that Doug Morgan came into the shop area and began cleaning everything west of the carpenter shop. It took him two and one-half days working by himself to clean up that area. As far as I know, no one asked him to do it; he saw that it needed to be done and just did it. My guess is that he was cleaning up messes left by everyone but himself.

I would like to thank my wife Linda for finishing up a project that I started in July. John Walker asked me in July to repaint the bench seats on the MOP. I was able to finish one end during the week I was at the museum in July. I told John that I would finish the other two benches when I came back in August. Well, we had several RAL's that I covered in August and I helped John with other preparations for Railroad Days and the Challenger visit. So, Linda ended up doing all of the sanding, priming and painting for the other two benches and then helped me re-install the units after the paint was dry. The benches were installed Friday morning just in time for Railroad Days.

I would also like to thank everyone (I don't remember everyone that was out there but we had a lot of volunteers helping) that helped me with traffic and pedestrian control on the two days that the Challenger was in town. Sam Herschbein, aka Charlie Hustle (watch out Pete Rose), was all over the place doing a myriad of things to help me set up the barriers and caution tape in the UP parking lot. It seemed to work really well to have the cars park in our lot and for people to walk down the see the Challenger. We set up a couple of spaces just east of our front gate to assist those people with handicapped tags on their car.

Finally, I understand through the rumor mill that Rod and Steve felt that they promised big things about the Challenger visit but that they didn't deliver after all of the effort the volunteers made to get the museum in tip-top shape. My personal opinion is that you did indeed deliver! The Challenger arrived for a nice visit in Portola and we had a lot of visitors. Yes, it would have been nice to have everything on museum property as planned but even the best laid plans sometimes go astray. The mere fact that the Challenger visited Portola tells me that you delivered. You, of course, had no idea that UP trackage would not safely hold the big Challenger. But, you did deliver and the Challenger was in Portola. As it turned out, I think we made a very favorable impression with the UP folks when we took over the crowd control and made everything flow smoothly for the people who came to see the Challenger. Who knows, we may get another visit sometime in the future from the Challenger and maybe this time we can have the UP folks fix their tracks ahead of time so that we can display it on our property. I don't think any of the volunteers who spent a lot of time and sweat getting ready for the Challenger visit have any serious regrets (disappointment, maybe) and feel that their work went for nothing. After all, most of that work needed to be done anyway!