

Museum Web Page Update – Oct 2016

–Paul Finnegan, Webmaster

An important part of our web site documents and displays the museum's collection. I have added many new photographs to showcase our equipment. The spring/summer 2016 SP 4706 restoration project is documented on the caboose collection page with a set of before, during and post-restoration photographs. New photos were added to the CCT25, the Silver Plate, the DRGW-01414 and WP 679 web pages. I invite you to visit the "Museum Rolling Stock" under the "Museum" pull-down menu and explore the expanded collection pages. If you have photographs of equipment in our collection you think should be on our web site, please send them to webmaster@wplives.org and include a caption and photo credit with your contribution.

The Train Sheet has told the story of our society and museum since its beginning in 1983. Issues #1 (May 1983) to #168 (Election Special 2015) are now included in our "Train Sheet Archive" that can be found under the "News" pull-down menu. You can access all the Train Sheets older than one year. There is also an index to help you find specific articles by title, subject or author. I recently released a new version of the Train Sheet archive page that is now mobile friendly.

Additional entries continue to be made to the master index for the "Western Pacific HEADLIGHT". Peter Arnold is spearheading this project to create an index of the topics and articles in all the HEADLIGHTS. It is regularly updated and can be found on the "Historical/Archive Department" web page under the "Museum" pull-down.

The FRRS 2017 Calendar has been reviewed, approved by the Board of Directors and has been posted to the web site. It is not too early to start planning for 2017! An area of confusion has been the days and hours the museum is open to the public. A new web page "Museum Days and Hours at-a-glance" has been created to improve communication for society members and the public. It is linked from several of our most

popular pages and the "Visit Us" pull-down menu.

Peter Hinckley contributed a new article for the SN web page, "Northern Electric Ry article from April 23, 1910 issue of Journal of Electricity, Power, and Gas." It is located at the top of the list of articles on the "Sacramento Northern" page on the "Museum" pull-down menu.

Various web page postings were made to support our "Pumpkin Express" trains in October and to promote our "Santa Trains" in December. There are photos and a video from the Pumpkin Patch event in the "WPRM Photo & Video Gallery" under the "About Us" pull-down and on the "News Archive" under the "News" menu.

Speaking of the "WPRM Photo & Video Gallery", I recently replaced the old gallery with a new implementation. The new page is both desktop and mobile friendly, and loads much faster. It is also much easier to add new content and maintain. There are instructions on the page that explain how you can contribute to the gallery.

I am always looking for feedback, content and new ideas. If you have some, please don't hesitate to contact me at webmaster@wplives.org.

CMO Report – Fall 2016

– Bil "1L" Jackson, CMO

Winter is fast approaching and we will be putting the engines to bed with their water drained and exhaust stacks covered. We are getting the shop ready for Santa trains. The Silver Plate (FRRX 841) and the Baggage Car (FRRX 5653) have been moved into the shop for Christmas decorations. Steve Habeck and family will again be preparing the plate and baggage cars with lots of lights and decorations. Steve Habeck will also be preparing the cabooses with lots of lights.

The engine work on the 1857 has been put on

hold for now but will continue next year. Duane V. has offered to patch repair the fireman door for aesthetic purposes. This will be a clean repair that will function and look nice. The repair has been approved by Steve Habeck.

Work on the derrick that was performed by Roger Stabler, was much appreciated and we are looking forward to his being available next year to provide some much needed training on the operation of the unit, if that is possible. As for now it runs and has been set in rest with the boom in its cradle. Steve Habeck has relocated the WPMW 37-9 with the derrick to complete its MOW complement.

The WP501 has had its oil pump and strainer rebuilt by Seth Adams. He also cleaned out the water and trash from the bottom of the engine lube oil compartment. In the spring when we are able to purchase an additional 2 barrels of oil, we will attempt to start the engine and run it through some tests. If all is successful we should have another RAL locomotive available next year.

Additional work has been completed on the two Briggs and Stratton generators that we use on the Santa train. The green generator has had a new carburetor kit installed and readjusted. The red generator has had a new starter recoil installed.

The Dodge pick up still needs front brake work and is out of service for now. It is not that important to repair at this time. It will most likely need new rotors, brake pads and possibly new calipers.

As some of you may know I will be going south to visit family and friends for the winter. I will be back sometime in mid February, weather permitting. While I am gone, with Steve Habeck's permission you may feel free to come to the museum and take over any repairs that are needed. There is always something broken and in need of repairs.

Thanks for your help this last year. See you in the spring of 2017.



October 2016 Caboose seat progress

—Bil "1L" Jackson, CMO

The new seats, backs and cushions were rebuilt using new Naugahyde, new foam and new plywood where needed. All repairs were done by Barbara Jackson at home. The seats were installed by Bil Jackson and Ethan Doty. There is enough material to finish the repairs needed for the SP4706 caboose. Below is a list of the repairs done.

DRGW 01414 – **Complete**

Four 20×36 seat backs with plywood.

MP 13878 – **Complete**

Three 20×20 seat bottoms used wood.
Six arm rests 2×12 with new plywood.

UP 24592 – **Complete**

One 62×24 seat cushion with plywood bottom.
One 55×24 seat cushion with plywood bottom.

UP 25283 Cupola – **Complete**

Three 37×24 seat cushion with plywood bottom.
Three 34×24 seat cushion with plywood bottom.
Two 63×24 seat cushion with plywood bottom.

UP 25732 Cupola – **Complete**

Three 21×21 seat's with new plywood bottom.
One 21×18 seat bottom with plywood bottom.
Six 2×8 arm rests with plywood bottom.