

# UP Chairman Visits Museum



On Saturday, October 8, 1994, Union Pacific Railroad Chairman Dick Davidson and a small party of VIP guests (large-volume shippers on UP) arrived in Portola on a UP executive special for a tour of the museum before going out to dinner.

Mr. Davidson and his party were greeted trainside by FRRS president Steve Habeck, 1st VP Wayne Monger, and directors Hank Stiles and Vic Neves, and were escorted to the museum gate, where a special train consisting of NW-2u WP 608 (2nd diesel switcher purchased by UP in 1940) and MP caboose 13878 was waiting to take the group around the balloon. (Mr. Davidson came to UP via MP and remembered the acquisition of these cabooses.)

Upon arrival alongside the shop building, several members acted as tour guides as Mr. Davidson's party toured the building. Mr. Davidson and some of his guests were particularly impressed with the display room, and with Ken Roller's paintings in the Flannery Room -- enough so that when he saw Ken's whimsical painting of UP Big Boy 4004 on a modern-day steam excursion departing Cheyenne (which Ken painted for Steve Lee and the UP Steam Crew), he offered to deliver the painting to Cheyenne on his train! Mr. Davidson and his staff were thanked profusely, the partial crate Ken had constructed for the painting some time ago was quickly finished, and the painting was delivered to the train.

After about an hour at the museum, the group began making its way back to the UP train. The wife of one of the VIPs, who was fascinated by our "Rent-A-Locomotive" program, experienced a taste of it first hand as engineer Jim Ley directed her as she ran 608 out to the gate.

We wish to thank Mr. Davidson and his staff for bringing their VIP guests to our facility, and we believe they enjoyed their visit. I also wish to thank the FRRS volunteers who were there on October 8, and who took time out of the projects in progress to assist with the tour: Jim Ley, Dave Anderson, Tom Graham and daughter Melissa McGrath, Skip Englert, Ken Roller and Hap Manitt.

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### Note

The Train Sheet and The Headlight are mailed by bulk mail which can be unreliable. We could not afford to mail publications by more expensive means. Being bulk mail, it is possible that a publication is mailed to you and never reaches you.

The Headlight is not published on any particular schedule. Headlight issue #10 is the most current issue. ALL mailings of back issues of The Headlight and The Train Sheet are done from Portola. If you feel you have missed a publication, contact the museum.

### Membership Policy

Membership cards and renewal notices are mailed out once a month only. All renewals received in October will be processed no later than mid November; and new membership cards will be mailed out shortly thereafter. Please be patient. Normally, if your renewal reaches us just after the first of a given month, it will NOT be received in time to prevent you from receiving a second renewal notice; your new membership card will be sent the following month. Also, some members give us incomplete, or slightly incorrect addresses, and their membership cards are returned to us.

Odie Lorimer, from Lodi, CA, came up on the weekend of September 2-3-4, 1994 with his wife, son, and daughter, and together they traced the lettering on engine 921D for patterns, then they applied the patterns to 805A and 925C. Following a monumental masking job that took one and a half days, with the whole family helping, Odie sprayed the lettering on the 2 units Sunday evening. After nearly 2 hours of pulling tape and paper off by Odie, Steve Habeck and Jim Gidley, Sr., the units looked fantastic! Thanks Odie and family.

Turp (Merrill Turpin), our glass man, has been busy, too. He has replaced all the busted windows in VIA coach 5742, including the ones that were boarded over. The car looks much better. His next project, already in progress, is replacing the windows & frames in the Ingersoll-Rand carbody.

### Restoration Update

By David Dewey

The Ingersoll-Rand restoration guidelines are being formulated, and new glazing in the restored window frames is being installed --many thanks Turp! The new engine push-rods are about 60% completed thanks to life member Mike Tanner, Chris Wilcox and the CSU, Chico Manufacturing Technology Department.

2001's restoration has begun again! New hinges for the battery box doors are on hand, some cleaning of the nose interior has started. Paint application will depend on the weather.

Your suggestions and help are always welcome!

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### Steam Enthusiasts

The Nevada State Railroad Museum is restoring to operating condition Virginia & Truckee Steam locomotive No. 27. V&T 27 was built by the Baldwin Locomotive Works in 1913 and is best remembered as the engine that pulled the last regularly scheduled train on the V&T on May 31, 1950. To make necessary repairs, as well as to remanufacture hundreds of small details such as fittings and fixtures, your financial help is needed. If you would like to put steam back in No. 27, please send your tax deductible donations to: Nevada State Railroad Museum, Capitol Complex, Carson City, NV 89710. For more information, call the museum at (702) 687-6953.