

Santa Train 2002

By Pat Brimmer

HO-HO-HO Well, Santa Train 2002, is over and I think everyone had a great time. As always, this project is a tremendous amount of work, and without many volunteers to fill the gaps, this project would never be successful. On all three Saturdays we had almost a full crew, but in the interest of safety, we had fewer car attendants so that we could have 2 crossing guards at all times. We did the normal pull/push routine, but with the crossing guards on duty, we were able to take the train down to the employee crossing on the east end. Once again, we used the 2873 for power and used the gyalight while we were moving forward and the red MARS light while we were backing up. The gyalight and the MARS light added a lot to the evening festivities and fascinated our visitors.

The first two Saturday nights were clear and cold. We did not have the expected turnout on the first Saturday as the Division of Forestry did not follow through with their commitments regarding advertising, etc. The second Saturday had a very large crowd and we ran until a little after 8:30 pm. The third Saturday was very stormy and the crowd was down to about half of normal. The wind had blown all day (gusts up to 60 mph) and was so strong at one point that our signal standard by the southeast corner of the diesel shop blew over. The base had about 18 inches of cement to hold it in the ground but that was not enough. About 3:00 it started to rain and rained so hard we were at the point of canceling the evening. However, it did let up a little about 5:00 and at 5:15 the first cars rolled through the gates and we decided to go. About 6:00 the rain turned to snow and it snowed at a rate of about 3 inches per hour for the next several hours. The big snowflakes were absolutely beautiful in the illumination of the gyalight.

With the gift shop being moved into the old beanery, it was obvious that we wouldn't have enough room to use the beanery for cookies and drinks as we have in the past. So, we brought in the baggage car and lounge car, hooked them together with the baggage car on the east end and put them on 1 rail inside the house. Then came the major chore of how to get hot water and power to these two cars to keep them warm for our visitors and volunteers. After several hours of studying circuits and several more hours of laying extension cords, installing a small laundry sink with the associated plumbing, and decorating inside both cars, they were finally ready to go. Our visitors entered the baggage car from the east end, picked up their refreshments and then either continued west into the lounge car to sit and relax (and get warm) or stayed in the baggage car. Mr. and Mrs. Santa joined us in the baggage car and talked with lots of little kiddies. There was an immense amount of work that went into the baggage car and lounge car part of the project, but it really came out nicely and as far as I can see, we will continue to use this setup in the future. Hopefully, we will be able to streamline the cabling in the future now that we have done it once. We used 14 out of the 15 available circuits in the shop to provide heat and power to these two cars.

Now comes the hard part: thanking everyone for the fantastic job that they did in every way. It's hard only because I'm afraid that I will miss someone. If I do miss your name, please accept my apologies and know that it wasn't intentional.

First of all in getting things ready, **MANY THANKS** to Edna Ede and several ladies from the local Rebekah lodge, Missy Iverson, Stephanie Sprague, Norm Holmes, Rod and Gail McClure for making sure that we had more than enough refreshments for everyone; to Rod and Gail McClure and their family for cutting down the three beautiful trees and then putting them up and decorating them in the baggage car; to Jim Halliwell for stringing the lights on the cabooses, the fences and coming up with his own design for decorating the UP 737 which was parked by our front gate; to Steve Habeck and Rod McClure for yard switching; to Steve Habeck who came up with a new design for lighting the 2873; to Jim Murphy for asking Mary from the Portola Reporter to come down and do a story on Santa Train; to Matt Parker for writing and distributing a press release in the Reno area about Santa Train; to Ed Powell for making sure that the stoves on the cabooses were in good working order; to Kerry Cochran and Loren Ross for making sure that radio batteries were fully charged each evening; to Loren Ross for watering and starting the locomotive each evening and then draining the locomotive at the end of each evening; and to Rich Lema for installing a music system so that we could listen to Christmas music all evening long.

I must devote a special paragraph to all who were involved in setting up the baggage and lounge cars. Steve Habeck headed up the detail for designing the power layout for both cars. This was not a small task considering we have limited power capability. He was assisted by Eric McClure who laid most of the cords and did the hookups. Eric was our trouble shooter for any electrical problems with these cars each Saturday night. Alan Hirasawa was responsible for running the water to the baggage car each night and then disconnecting the water at the end of the evening. Decorating the baggage car and lounge car also was a very time consuming project. Gail McClure and Stephanie Sprague headed up this part of the project and were assisted by Aaron McClure, Eric McClure, Sara Eidman, Bryan Sprague, Steven Sprague, and Jonathan Sprague, Charlie and Ellen Spikes, Mary Habeck, Kathy Habeck, and Caitlin DeMartile. As you can see, this was a major undertaking. Being in Salt Lake City while all of this was going on, I could only conjure up pictures in my head of what was happening and what it would all look like when it was finished. Well, I can say only one thing about the baggage car and lounge car setup - - It was beyond my wildest imagination. When I first stepped into the baggage car, I just stood there in disbelief. It was absolutely **AWESOME!!!** And, for the first time, our volunteer servers were warm all night long.

On the days of the Santa Train, **MANY THANKS** to Gail McClure, Stephanie and Bryan Sprague, Jan Zygnier and Linda Brimmer for helping serve goodies in the baggage car; to Alan Hirasawa for starting the caboose stoves each night that Ed Powell was not there, getting the generator secured on the outside deck of the MoP each evening, stowing the generator inside the MoP after each Santa Train finished, as well as general trouble shooting each night and doing a little bit of everything wherever he was needed; to Ken Roller for being the Chief Model Railroad engineer; to Rod McClure for having hot pizza arrive at just the right time for the cold and tired train crew and other volunteers and for being there each night of Santa Train to do whatever need-

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ed to be done; to Jan Breitwieser for bringing down a great Mexican dinner for the train crew on 12/7/02; to Norm Holmes for bringing down a huge pot of chili beans for the train crew on 12/14/02; to Jan Breitwieser for making sure the gift shop was ready for our visitors each evening; to Kay Giles (11/30 and 12/14) and Debra Reynolds (12/07) for working in the gift shop; and to the **GREAT** Operations crew that worked out in the cold for 3 – 4 hours each evening. And especially the crew on 12/14/02 who really had to put up with very nasty, wet and cold weather. The Operations crew consisted of Kerry Cochran (2), Don Borden (2), Jack Palmer (1), Charlie Spikes (1), Matt Parker (1), Tom Andrews (1), Jim Halliwell (1), Scott Franklin and his son Scotty (1), Dave Kantoff (3), Ed Wagner (1), Steve Habeck (1), Norm Holmes (1), David Whitney (2), Ed Powell (1), Chris Jozwiak (1), Loren Ross (3), Jack Zygnier (2), Eugene Vicknair (1), Bob Carr (1), Lew Barnard (2) and Pat Brimmer (2). The numbers in parentheses indicates the number of nights each person worked on the Santa Train.

A very special thanks to Charlie Walls who was on leave after completing Marine Boot Camp, for helping out wherever needed. He was especially helpful acting as our security agent each evening. And, we did have a few people that he escorted off the property.

Due to the heavy snow in Portola beginning on 12/14/02, none of the cleanup has taken place as of 12/29/02. Jim Halliwell has volunteered to manage a work crew to remove all lights from the Santa Train, the fence and the UP 737. He is going to be marking each string of cabooses lights with a starting point so that next year when we string the lights, we know exactly where to start the string on each caboose. He will be contacting people to help when the weather clears up. Rod and Gail McClure and Stephanie and Bryan Sprague will take care of cleaning up the baggage and lounge cars. Steve Habeck will take care of disconnecting all of the electrical connections to the baggage and lounge cars.

I just got an email from Steve Habeck, 01/01/03, indicating that the snow is still knee deep at the museum. However, the baggage car and lounge car are now cleaned out and ready to move. Many thanks to Rod McClure, Gail McClure, Aaron McClure, Eric McClure, Chuck Walls, Steve Habeck and Alan Hirasawa for their help in getting these cars ready to move. Total time to prepare the cars for movement was about 4 hours. As you can see, projects like this take a lot of time to set up and a lot of time to take down.

In closing, I want to say how much fun it was coordinating this project for the second year in a row. But, it was fun only because of all of the people who volunteered to do so many things and then did them in a very special way. Thank you, Thank you, Thank you.

I hope all of you have a wonderful Holiday Season and a Wonderful New Year.

IF EVERYONE DOES A LITTLE, THEN NO ONE HAS TO DO A LOT.

Zephyr Project Update

By Eugene Vicknair

WINDOWS!

The long and frustrating struggle to find a window maker willing to tackle the difficult teardrop windows in the Silver Hostel's dome is over. We now have engineering drawings and a quote in hand for every window and window frame in the car. The supplier has even offered to send one of their design engineers to Portola to survey the car and make drawings directly from it. All windows will be glass using the original CZ spec Solex Green tint and will meet FRA specifications for road service. We will be working very closely with the manufacturer to ensure top quality at every step. That is, when we actually clear the last hurdle to finally reglazing the car.

That hurdle is MONEY. In order to acquire the windows and complete the needed work in the dome before they can be installed, we need to raise at least another \$45,000. This will allow us to reinsulate and repaint the dome interior, reupholster and reinstall the seats, rewire the dome and rebuild the lighting and, finally, reinstall all the glass in the car, both dome and lower level. We also plan to have the replica nameboards and replacement side skirts completed at the same time and have much corrective work done to the carbody. When done, the Silver Hostel will be weather-tight for the first time in probably 15 years and will have a restored dome section and exterior. But it all hinges on the funding.

To help, we are starting a new fundraising push anchored by a new website for the project. At www.zephyrproject.com, you will be able to find news and information about the Zephyr Project, the Silver Hostel and the 805-A. Visitors will also be able to donate money, "buy" a dome window and visit the new Zephyr Project On-Line Store. The ZP store can also be reached directly at www.cafepress.com/zephyrproject. There you will find great items like T-shirts, sweatshirts, mugs, hats and other items featuring the CZ logo, the Zephyr Project logo, the Silver Hostel and the images of the three operators of the CZ.

Or we still accept donations by mail! Clip out the Zephyr Project donation slip in this issue and send it to the address indicated.

We have also acquired some other needed items lately, including several more lights for the hallway. And we believe we have located lights for the bedroom and many of the parts for the restrooms. We are investigating those currently and being assisted with parts donated by a California car rebuilder.

Special thanks to Wayne Yetter for his assistance in finding our window maker and for helping with some hard to find parts.

CMO Report

By Hank Stiles

Its been a while since my last report, and for that I apologize. I was lucky enough to have had some renters that did more damage than I could believe and that has kept me very busy this last summer. The good news is that it is almost done.

As it should be at this time of year things at the museum are in a state of slumber. This time of the year you can't do much,