

report on in the next issues of the Train Sheet.

I believe that the FRRS has "turned the corner", having just about completed the transition from pure collecting to refining and interpretation of what we have. This doesn't mean we have ceased collecting; it does mean that our emphasis has shifted to caring for what we have for the benefit of those who will follow. The transition has not been painless, and is still not complete, but it is occurring. And, it's not too early to consider becoming a candidate for a seat on the FRRS Board of Directors, and help shape the future of the FRRS. There will be three seats up for election next June, and I solicit your participation.

On behalf of the Board of Directors of the FRRS, and the WPRRHS staff, I would like to wish all of you a happy and safe holiday season, from Thanksgiving into the New Year. Thank you all for your continued support of the FRRS, WPRRHS, and the Portola Railroad Museum, and we hope to see many of you at Portola for the Santa Trains on December 6th and 13th!

— *Steve Habeck*

—DONATIONS FOR THE ARCHIVES—

Vic Neves donated a colorful, early 1900's travel book on WP with hand colored photographs of the system.

—GENERAL FUND DONATIONS —

Norman Anderson, Ken Falconer, John Sullivan, David Gard, Jim Druckmiller, Elmo Dito, Dave Morais, Barry Garrett, William Hartley, Robert Diehl, Andy Long, George Nordstrom, Thomas Whittington, Dan & Marge Parnell, and Butch Prego. We thank all for their generosity in helping our museum.



This is the time of year when we finish putting everything to bed for the winter season, draining locomotive cooling water systems, heater piping and water pumps. It is much easier to do it now than to make repairs in the spring. This year we have made a draining chart of each locomotive as it was drained and also painted the drain handles with blue paint so as to identify them. This should make it much easier to drain them from now on.

Also this year, we are taking all the locomotives we do not use on a regular basis and removing the batteries. This makes it much easier for Gordon Wollesen to service the batteries this winter. It is hoped we will have more batteries make it through the winter. Our weather in Portola makes it tough, they will not freeze if they are kept charged and this was the problem. Gordon had to run electrical cords all over the place, even after Steve Habeck had spotted all the engines as close as he could to the enginehouse. Now the batteries can be put in our (almost) newly finished battery house and Gordon will have a much easier time keeping on top of the battery charging this winter.

In the spring we plan to buy smaller batteries to install when we want to use locomotives we don't use all the time. This way we will have several sets to install in a locomotive with quick connections and then we will jump start the locomotive from one of

the in-service locomotives when we need it. Then when we are done running that locomotive we can put the same batteries into another locomotive when we want to use it. The end result will be less batteries to buy and take care of, saving us both time and money. Our hats are off to Doug Morgan for this idea.

Our record keeping has taken a big step forward with daily inspection reports and inspection cards (both required by the FRA) and documenting of repairs pointed out by these reports. This helps by establishing a link between the operating department and mechanical department. As a result repairs are being made in a more timely fashion.

Looking back on the past year we can be proud of ourselves. Many tasks have been completed with the help of many of you who have taken an interest in the welfare of our equipment. My hope is that more of you will hear the calling and get involved with the Mechanical Department. The work that was done has made our equipment last longer, be safer and more pleasant to operate. There is nothing like getting on a piece of equipment and having it operate as it was intended, it is indeed a pleasure.

In the last Train Sheet I talked about rationalization of our equipment collection. I expected to hear from some of you on this subject. Maybe most of you think we should collect everything that we can get with no thought of how to care for it. Maybe you think should get rid of everything that was not Western Pacific and lavish care on only a few pieces of equipment. To date I have heard from only two of over one thousand members, am I to assume that no one cares? This is important as it will determine the direction that our museum will take in the years to come.

—*Hank Stiles*

Chief Mechanical Officer

NORM NOTES...

Lady Of The Lake Dedicated

In May, 1996, we received a call from Marty Anderson, District Manager for PG&E at Quincy. A small steam engine had surfaced when the water level was lowered in Butt Lake. It had been abandoned after the dam was constructed and had been under water for over 70 years. It was in remarkably good condition considering its environment. The engine was subsequently moved by PG&E to the Collins Pine Company mill in Chester and donated to Plumas County. Restoration work was done by volunteers who spent months rebuilding the wooden cab, scraping rust and repainting the engine. There was no identification on the engine except for the words "EUREKA". From this and the fact that it was built for a 30" gauge track, it is assumed it came from the Eureka Mill Railroad near Carson City, Nevada.

The restored engine made its first public appearance in Chester's Fourth of July parade. The "Dinky", as it is now affectionately called, was officially dedicated at a ceremony at Chester on September 28 as part of the quarterly public program of the Plumas County Historical Society and hosted by the Chester-Lake Almanor Museum. Marilyn Morris Quadrio, co-director of the museum presented their historical findings from the floor of Butt Lake and Bill Dennison dedicated the engine. An important artifact of railroad history in Plumas County has been preserved.

Library Proposal

John Walker, administrator for the Western Pacific Railroad Historical Society, our historical branch, presented a concise plan to sort, catalog and properly store our archive collection of railroad material. The