

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

plan would be to begin development of a library where our material would be available to research the history of railroads in this area. The material we have on hand has been donated by a large number of people starting from when the organization was founded. It has been stored in a locked refrigerator car that has protected it from excessive heat and cold, however in that location it has been difficult to say the least to locate specific items. The material will be moved to Lolli Bryan's home for sorting and evaluating.

Although final plans for the library have not yet been established, a name for the library has been chosen: Arthur Walter Keddie Library. Keddie was a visionary whose early railroad surveys and promotions convinced the Gould interests to build the Western Pacific through the Feather River Canyon. "We sincerely hope that choosing his name for our library will help to elevate the man to his rightful position in railroad history", said Kent Stephens, WPRRHS Librarian and railroad author.

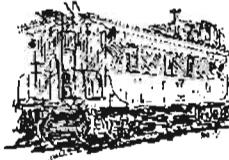
Loyalton Timberfest

To help the City of Loyalton celebrate their annual Timberfest over Labor Day Weekend, we again sent a locomotive and caboose to Loyalton. Union Pacific provided free transportation for the equipment for the 20 mile trip from Portola to Hawley and then over the 12 mile Loyalton branch. This year we choose to send SP GP-9 No. 2873 and WP caboose 484. Sierra Pacific Industries placed a load of logs on our two TPL logging flats to simulate a logging train. We have the flats stored at Loyalton for this purpose.

Peter and Mardi Langston made the arrangements with UP and SPI for the display. Gordon Wollesen, Bob Lindley and Ken Iverson were on hand to answer questions about the equipment and to provide information on our museum. We also had a sale table

with gift shop merchandise. Unfortunately before the equipment could be returned to Portola someone removed the horn from 2873.

—*Norm Holmes*



Courtesy John Ryzkowski

CABOOSING BY HAP MANIT

Some activities at the museum...

- September 3, 4, 5** Phil Livingston and Charles Greenleaf worked on removing old roofing material from UP Business car 105.
- Sept 8** Norm Holmes and Phil Schmerier replaced couplers on WP 563 at Livingston.
- Sept 15** Sold International bucket boom truck.
- Sept 16** Errol Spangler and friends worked on Errol's ONW caboose repairing windows etc.
- Sept 19** Amtrak group tour visited museum, participated in run-a-locomotive program and tour. We provided buffet lunch. Bruce & Sue Cooper, Lolli Bryan, Steve Habeck and Ken Roller.
- Sept 25** San Joaquin Heritage group train ride and tour. Skip Englert, Norm Holmes and Ken Roller.
- Sept 29-30** Elder Hostle run-a-locomotive. Norm Holmes, Skip Englert
- Oct 1** Elder Hostle group - run-a-locomotive, tour. Skip Englert.
- Oct 11** Work weekend, ramp track, shower car, battery house.
- Oct 16** Frontier tour group train ride and tour. Bruce Cooper, Ken Roller.
- Oct 20** Work on ramp track Doug Morgan and Ken Roller.
- Oct 24** Doug Morgan hauled 12 loads of surplus dirt from city yard to be used as fill for rip track No. 2 extension.
- Oct 29** Doug Morgan hauled batteries to Sacramento to be rebuilt.
- Oct 31** Melissa McGrath and Tom Graham painted the battery house.

