

Excellent Work Weekends

By Eugene Vicknair

The October 4th work weekend and Locomotive maintenance clinic was a great success. Paul Jarmusz, Mick Housel and Jim Oroh helped clean out one of the bays in the shop and installed several sets of metal shelving. Other parts storage racks, which had previously been located in an unrelated area, were also moved into this bay to provide a one spot materials storage area. This area will be the home of all our nuts and bolts, screws, fittings and other parts used for a variety of projects. All of our hand tools have also been sorted out, gathered together and common use tools will be stored in this area as well. Specialized tools, like track tools and locomotive maintenance tools will be stored in a more appropriate area. These guys also helped put all of the tables and chairs left over from Railfan's Day away in the Party car.

Hank Stiles, Jay Sarno, Rick Edwards and Doug Morgan did a 92-day maintenance on the SP 2873. This included cleaning a lot of carbon out of the engine, truly a messy job. Ed Powell worked on fixing a caboose door lock and some electrical problems in the gift shop. Eric McClure worked on the Dodge pickup truck, getting this vehicle back in service. Linda Knudson worked in the gift shop and prepared hot dogs and chili for the hungry workers.

Previously, on the weekend of the 27th and 28th of September, Keith Smith visited from Utah and worked with Alan Hirasawa on the UP 849. The UP 849 has been throwing oil this summer and has seen limited use. While they were not able to solve the oil problem at this time, they have a good theory on what needs to be done. Meanwhile, they fixed a broken fuel gauge on the locomotive and helped with other chores around the museum.

It was a real pleasure having Keith at the museum again. Earlier in August, Keith almost single handedly straightened out our paint storage area. Keith checked all of the paint, threw out the stuff that had gone bad, organized everything according to application and cleaned and organized the preparation areas, paintbrushes and supplies. In addition, Keith and his co-worker Craig Welk from Morton-Thiokol in Utah brought out a pickup truck load of two part epoxies, other paints, sealants, heat resistive and oil resistive adhesives, grease, lock tight, super glues, chemical wipes and other supplies that had been made surplus by their company. Craig also installed a water pump on the Dodge pickup and did some other maintenance on our vehicles.

Eugene Vicknair and Eric Stephens also have been working on the ramp to the shower car.

Alan Hirasawa and Rick Edwards were back up on the weekend of the 11th. Alan charged up the batteries on the WP 707, UP 849, WP 512 and 608, washed the golf carts and tug. Alan also enclosed the cab of the tug by remounting the other door to the cab. This will be come in handy as the weather is dropping down into the twenties at night. Rick Edwards finished cleaning the engine block of the SP 2873 with the Hotsy pressure washer. Rod and Eric McClure and Sara Eidman switched out the yard with Doug Morgan as Engineer.

Thanks to everyone for their help.

Publications Update

By Frank Brehm

When the FRRS first published the reprint of Track Charts of the Western Pacific Railroad Company in November 2002, we really did not know what to expect as far as sales. While not overwhelming, the book has been well received. Accordingly, we are currently planning other reprints and publications for the future.

In my search for reference material covering the Western Pacific, I had heard of a book titled "Western Pacific Timetables and Operations, A History and Compendium" by Jeff Asay, published in 1983. I searched years for this book only to find it prohibitively expensive. I finally saw one come up on eBay only to get out bid and see the book go for over \$90.00. Finally, a few months ago, another one came up and I was the high bidder with a price more affordable. The book offered insights into the early timetables and operations of the WP plus had photos of many of the early stations, information that WP fans would probably find interesting and informative. I was lucky to get it. Then, I realized that it should be more widely available and wondered if the FRRS could reprint the book. With some assistance, I was able to contact the author, who had a copyright on the original, and he agreed with the idea and also offered to update the text and add additional photos.

As I write this, the text is being revised and the search is on for additional photos of early stations and other relevant information. To further this goal and make this reprint an even more valuable resource, we are seeking anyone with early photos of flag stops and stations they would be willing to share. If you have such photos and information, please let me know.

Other projects under way include a reprint of the Track Identification Program that Western Pacific instituted in 1967. This program assigned an alphanumeric number to every track, switch, siding, and spur on the system and also identified online industries. Approximately 65% of the material needed is on hand, but again the search is on for missing manuals and volumes in this series. Equipment diagram books are being scanned for reprint including freight, passenger, M of W, and locomotives. Track diagram books from 1966, 1969 and other years are available as is a 1938 track profile book. Reprinting the WP Training Manual is also being considered.

The Society's regular publications are also gearing up for some major events. Coming soon are some multi-issue runs of The Headlight focusing on the Tidewater Southern and the Central California Traction Company. And, the next Train Sheet will be a special issue recapping the dramatic changes in the Society and the museum collection in the past year and showcasing the plans for the future.

There is also a much larger book project being worked on that will be announced at a later date. A hint - it involves the WP, subsidiaries and possibly the UP and assorted other roads.

Your continued support will make these projects happen. Watch The Train Sheet for upcoming announcements on when these special publications will be available.