

## FROM THE EDITOR

- Eugene John Vicknair

As everyone has probably noticed, we have had some serious production delays with the Train Sheet for a while now. The reasons have been many and various and they have taken a long time to sort out. We have tried very hard to ensure that everyone got the information on what the Society is doing and have been working on ways to improve the lead time and quality.

As mentioned a couple issues ago, we have been doing a lot of changes behind the scenes. This issue will be closely followed by the October - December 2008 issue and then the first issue of 2009, bringing us back up to date. We have also begun using, with this issue, a new printer and mailing house. This move not only gets us a faster lead time for publication and mailing, it also keeps our costs to produce the Train Sheet from increasing. We are now using the same printer and mailer as we use for *The Headlight*.

We have also increased the coordination and cooperation with the *Headlight* staff, a change that will benefit both publications. For those who have not heard the news yet, Mike Mucklin has taken over production duties on the *Headlight*. (Thanks to Bruce Petty for all his hard work producing the *Headlight* for the last few years.) The next issue will see a revamp of the magazine with a great new look.

So, keep an eye out. You're going to see some new things with our publications in 2009, along with a few other exciting events as the FRRS celebrates 100 years of the Western Pacific and 25 years of the Western Pacific Railroad Museum.



## AUGUST MUSEUM REPORT

- David Epling, Museum Manager

Despite the slowing economy, our Gift Shop, Train Ride and RAL income numbers for August 2008 were up over last year. We have been doing more walk-in RALs, filling gaps in the schedule (of which there were few during the month, as we were heavily booked to begin with and could not accommodate any walk-in RALs), and doing better getting people into the Gift Shop.

Railroad Days revenues for Friday through Sunday were almost double last year's totals, this despite the overall event seeming to draw less people than last year. The majority of our visitors on Railroad Days weekend mentioned seeing us in Sparks at the Farmer's Market, at Hot August Nights and on the KOLO TV Staycation programs.

Bart Hansen has been a standout in maintaining the Z Scale layout. All of our equipment is now MicroTrains coupler equipped. We've received a \$200.00 donation from ZTrak Magazine. The owner, Rob Kluz, promised this donation before we went to the National Train Show in Anaheim, California. He indicated that this will be an annual donation for us.

Bart has become quite the "utility infielder" for us. He now knows how to run the register in the gift shop and would cover one of my days off on a volunteer basis. Bruce Veilleux also has indicated he would come in and work on my days off.

Craig Simmons secured the donation of a new refrigerator for the crew lounge. He and Bart Hansen went and picked it up just before Labor Day weekend.

I picked up a Washing Machine that was donated to us and am still looking for an Electric Dryer. We need to find a suitable place for it here in the shop where we can hook up the water attachments.

Tony Trombino, a local electrician, started the final work on the Silver Debris. Dave Malvorino was here the first part of August and he replaced and repaired our outside building lights.