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—FRRS MEMBER BENEFIT—

All FRRS members in good
standing receive a 10% discount
on all items purchased in person
or by mail from the
FRRS Gift Shop.

—FRRS LIFE MEMBERS—

Everyone who was a
Life Member prior to October 1,
1995 may upgrade to Family
Life **AT NO CHARGE** and
AT ANY TIME simply by
writing a letter to the Society
requesting the upgrade.

**FROM THE
DESK OF THE
PRESIDENT**



The change of seasons is upon us, and although
we are currently enjoying an extended Indian
summer in Northeastern California, the dusting
of snow on October 10th was a warning to the wise that
it's time to prepare. The "regulars" around the Museum
have been doing just that (except for Norman and
Barbara, who have just returned from a well-deserved
month-long overseas tour). Work is in progress to finish
out the battery house and the "new" half of the shower
car; the ramp track has been rebuilt and is just about
ready for service; the nearly-impossible chore of keeping
nearly 100 locomotive batteries charged has been
addressed by removing the batteries from many of the
infrequently-used locomotives and sending them, with
some of our failed batteries, to a shop where battery
parts can be combined and reconstituted over the winter;
and winterization is in progress on vehicle and
locomotive cooling systems needed for the winter. The
Museum takes on a different look as we prepare for the
colder weather.

The WPRRHS staff has been active, too. Production of
the "Headlight" is settling in to a schedule manageable
to everyone on the staff, and WPRRHS Administrator
John Walker has a schedule manageable to everyone on
the staff, and WPRRHS Administrator John Walker has
submitted a proposal, which was readily accepted and
approved by the FRRS Board of Directors, that
establishes guidelines and procedures for managing the
collection in our archives. Everyone and anyone is
welcome to get involved in the process of documenting
what we have, for the benefit of generations to come.
We hope to have more exciting developments to

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