

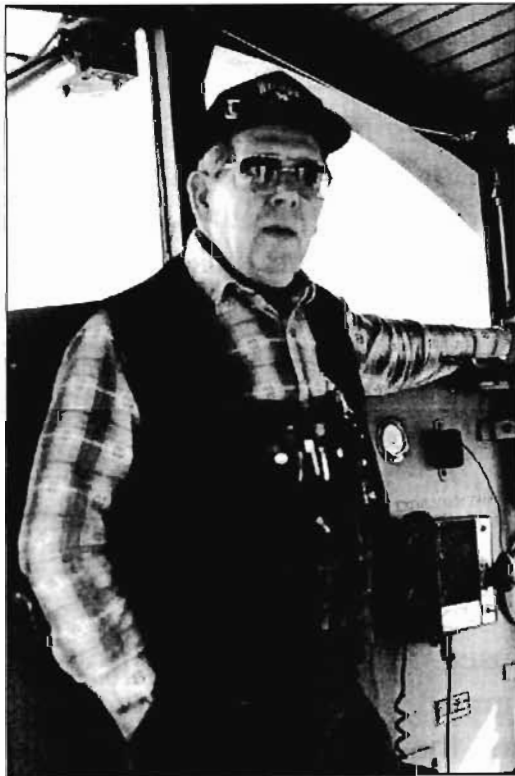
## GIFT SHOP NEWS

We will be having a table at Winterail March 13 and at the GATS show in Reno March 13-14. Several new items will be for sale including a nice WP 2001 T-shirt. See you there.

—*Norman Holmes*

## —MEMBER PORTRAITS—

*This is the third of a series of  
Member Portraits*



Harold "Skip" Englert was born in Nevada, Missouri on October 14, 1925, and moved to California with his family in 1937. They lived in Lincoln until 1941. Skip and Mary were married in 1943, while in the Army and will be celebrating 56 years of togetherness this year. After the War he was in the trucking business for a while before becoming service manager for Lew Williams Chevrolet in Sacramento. After 21 years in that position he

retired and moved to Portola in 1979. He started Mountain Counties Appraisal services and was a starter and golf marshal at Graeagle Meadows and Plumas Pines.

Skip had an early involvement in the FRRS, being a charter member. Skip, along with Norman Holmes, arranged for the donation of our first piece of equipment for our museum, WP F-7A No. 921. Skip even arranged for a ride on the 921 from Stockton to Portola. Since our organization had not yet attained non-profit status and since Skip was President of the Eastern Plumas Chamber of Commerce, the unit was donated to that organization. FRRS then agreed to keep and maintain the unit. It was dedicated at a ceremony at the first annual Feather River Railroad Days in August of 1983. Incidentally Skip organized the first RR Days and was chairman of that event for a number of years.

Skip was elected to the Board of Directors in 1997 and made First Vice President. When Steve Habeck resigned in November 1997, Skip became President, the position he holds today. Skip is also active in the RAL program, he is the manger of the program and participates as an instructor.

—*Norman Holmes*



—CMO—  
—REPORT—

—HANK STILES—  
CHIEF MECHANICAL OFFICER

This time of year I am starting to look forward to old man winter loosing his grip and spring sort of slipping in. When we have a few good days and things look good in the valley and I

call or go up on the train to Portola and it is cold, snowing or both and I see it is not spring yet. I guess I am trying to push things to fast. It is not too soon to start thinking about Locomotive Maintenance Clinics however, remember the first one for this year is on April 3 & 4. Please come up and lend a hand. We have a good time and it helps out the museum in such a big way. Things that are getting worked on, weather permitting are, the radiators and water manifolds on the FR&W 1857 have been removed. And arrangements for repairs have been made. One more job that we will be pushing to finish is the repairs to the WP 512. Cylinder heads will be replaced with rebuilt units and adjustments made to valve lash and fuel injectors. This should make this a unit that we can get a lot of use out of in the years to come.

Work on the WP 2001 moves along although some times the weather will not cooperate. Much of the work needed has been done at this point. The brake equipment should be finished at WABCO in Carson City, Nevada by February 24 and can then be retrieved and re-installed. We have purchased used radiator core sections to replace the ones that were in the unit. They were leaking and when we had the radiator shop look at them, they said that we had some nice boat anchors and not much more. With the help of Doug Morgan used cores were found and are being shipped to the radiator shop. These used cores cost \$2,250.00 and with about \$700.00 shipping the total cost is about \$2,950.00. That does not included the cost to have the radiators assembled.

As you can see, your financial help is needed for this project. When I put the budget together for this project I was not aware that

we would end up with this expense, so the money is not there to cover this. Remember this project will cost us over \$10,000.00 (without the radiators). I have put in the WP 2001 fund the \$100.00 that I have promised and would like anyone that can, to send whatever they can to help out. If we all give a little we can raise a lot.

This engine will be one of the stars at RailFair 99 and we can be proud of our work to make the Portola Railroad Museum one of the names that will stand out at RailFair 99. We are the little guys and gals up in the mountains with all private funding and volunteer work force that can do as good a job as the other guys and we should be proud of this fact. We can only continue to do this as long as you as the members support your museum, both with your money and your time. We have a lot of members that can't come to the museum and help. We also have many members that could come up and help, if only one day a year. If only 10% of our members came up and worked one day a year that would be 800 man-hours, just think what that much help could do. So please come up and help those that carry the load most of the year, you will feel better and the museum will benefit from all the extra help.

Thanks for your time...

—*Hank "Flat Iron" Stiles*

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### ***GENERAL FUND DONATIONS***

**Donations to the General Fund:** Thomas Abbott, Michael Blum, Donald Grant, Philip Heckman, Peter Reves, Andrew Petersen, Ralph Shaefer, Jack Papazian, Alan Jacobson, Peter & Mardi Langdon, Eric Wright, Richard Simensen, Lee Gardiner, Donald Davella, David Rowe, Brian Divine, Robbin Rekiel, Terry & Susan Taylor, Philip Heckman,