

Roger Hepkema (a surveyor from the UP) and Steve Milward surveyed for Rip #2 and right behind them was Ken Roller spacing out our "new" ties in preparation for rails to be laid.

Dave Anderson worked on the plumbing in the ladies room and made the sink operable again while his wife, Julie, did the thankless job of cleaning the blinds for the meeting room. Doug Peterson (before he broke his finger) and John McCormick devised a system to hang the blinds.

Most important, let's not forget the cooks! Anne Robertson-Worth (who traveled up from Grass Valley and back, a 200 mile round trip, twice during the weekend because her boss couldn't give her the time off), Pam Hodson, Lynda Monger, all put their time in behind the wood burning stove of the diner to serve lunch, dinner, and breakfast to the hungry beasts. Also thanks to Lou Ann Milward for cooking some items in her home kitchen that couldn't be done at the museum. Thanks Renee McComb for mopping the floors and to Ron Butler for vacuuming the carpets in the diner. It was a great feeling to eat meals in the diner.

Saturday evening after dinner Ken Yoe gave a grand talk and slide presentation on the beginnings of the California State Railroad Museum and their restoration efforts. Thanks to you Ken and Hatty for your company.

Dave McClain later gave his course on starting the F7 units and then we proceeded to start four of them and run night operations (our apologies to our neighbors on the hill). It's been a long time since we've seen F units in MU'd service. It was a long weekend but so much was done and many friendships were sparked. The talk all weekend was how friendly things are at FRRS and what a great group of people work there. Let's see what happens next year. My thanks to all of you for making this a success and especially Steve Milward, Hap Manitt, and Jim Ley who got out there and did some ugly jobs for me in preparation for this event. Let's do it again next year. And for those of you who weren't there, come up and see what we accomplished. We're pretty proud.

Here's a list of those that I know pitched in. I apologize to those that I missed.

Dave Anderson	Gary Cousins
Julie Anderson	George Crandle
Ron Butler	Mark French
Brian Challender	Steve Habeck

Larry Hanlon	Lynda Monger
John Hatchet	Vic Neves
Steve Heib	Jack Palmer
Roger Hepkema	Matt Palmer
Rose Hersted	Doug Peterson
Pam Hodson	Tom Potts
Barbara Holmes	Ed Randall
Norm Holmes	Gary Reich
Barbara Holmes	Leonard Rimici
Steve Jackson	Anne Robertson-Worth
Doug Jensen	Robert Rohner
Vickie Krois	Ken Roller
Jim Ley	John Ryczkowski
Hap Manitt	Pete Solyom
Dave McClain	Sue Solyom
Renee McComb	Hank Stiles
John McCormick	John Walker
Lou Ann Milward	Dave Waters
Steve Milward	



### MEMORIAL DAY OPENING

The 2nd anniversary of our Grand Opening was a grand success. Highlight of the event was a pancake breakfast at the museum put on by the Portola Rotary Club. Rotary President Skip Englert knew that we needed funding to repair the roll up doors at the east end of the diesel shop and felt the breakfast could raise the necessary funds for this purpose. Nearly 600 persons attended the event. The exact amount raised was not available at press time, but we are sure the amount will go a long way toward the repair job costs.

Operations over the opening holiday weekend consisted of our regular train rides around the balloon track, using WP 2001 (GP-20) and a three unit F7 set (WP 921D, ARR 1507, and ARR 1506). The use of the Alaska units was a special treat authorized by Mountain Diesel for this occasion. A three unit F7 set was very interesting to see and hear. Passenger ticket sales totaled \$718.

Crew members were Steve Habeck, Vic Neves, Steve Milward, John Ryczkowski, Jim Ley, Dave McClain, Dean Hill, Gary Cousins, and Gordon Wolleson and sons. Others helping with the event were Hap Manitt, Norm and Barbara Holmes, Pam Hodson, Rose Hersted, Dianne Wolleson, Vickie Krois, and Mary Ryczkowski.

A hamburger grill was set up to serve lunch for our crews and visitors. Emery Goddard did a fine job as chef assisted by Kitty Fender and Diane Wolleson. The smell of onions frying on the grill enticed many to buy a burger, some more than one.

### DONATIONS

George Comer donated an RCA video camera, recorder, and all attachments to our museum so we may now record activities as we progress. The equipment is in nearly new condition and is quite valuable. We thank George for this most generous donation. He also donated a steam engine breathing funnel, used on locomotives working through tunnels and snow sheds. The funnel was attached with a rubber hose to the engine's air system, cotton waste in the funnel was wetted, and when a long tunnel was reached the air was turned on and the funnel placed over one's mouth and nose. This allowed the men to breathe cool, clean air. This particular funnel was from the SP, but the WP had similar ones.

Another very valuable donation was received from Richard Croll in the form of six barrels of diesel locomotive lubrication oil. Arrangements were made by Steve Milward with Dave McClain transporting the oil to Portola.

George Wentworth sent us several old Exposition Flyer and California Zephyr Menus and Gilbert McGarr gave us a 1871 "Manual of the Railroads of the United States". This 700 page book lists railroads of that period and also has many interesting ads for products available in that period. Russ Pettit donated a nice UP shield clock for the meeting room.

### CONTRIBUTIONS

The following have made cash donations during the past two months. We appreciate your financial help to maintain our valuable equipment collection. Additional donations are always welcome.

Tom Bacarella	Richard Humm
Robert Bailey	Paul Ingraham
Jeffrey Baus	Bob Klempner
John Brown	Fred Klyver
David Burton	Roger Long
James Case	Rudei Muller
Walter Clary	Andrew Peterson
Mark Cooper	Leo Prescott
Jack Dorothy	Lew Ramsey
David Edwards	Gary Richardson
Robert Flannery	Leigh Savage
Warren Gibson	Gerald Stiener
Dennis Gilkey	Robert Topham
James Groenke	David Vollbrecht
Robert Hanft	Tom Weston
Dan Heilig	John Whitson
Richard Holmes	

805A T shirt sales are doing quite well. We still have most sizes

available. Price is \$10 each plus \$2.50 shipping per order. Help us support this worthy cause. Jeannie Meyers donated \$50 and George Comer \$200 to the 805A. Thank you!

## EMT

Dave McClain

### Electro-Motive Tech Report on the diesels of Portola.....

WP GP-7 #707 has now been added to the list of operating locomotives at the museum. This gives us more operating power than some shortline railroads.

All the cab gauges had been broken out and John Ryczkowski had got each one from the other GP's in SLC. Ski got all the gauges together and removed all damaged ones. Larry Richards put them all in place.

With the help of Larry Hanlon, solving electrical system problems, and Matt Parker, doing cab air-piping, the locomotive came alive after four years of storage. Larry worked on the fuel pump and control electricals. The extended storage time had been hard on all of the contacts. Matt and I decided to tackle all of the air-piping in the cab which had been ripped out at Salt Lake City. We used piping from the cab of 708 for replacements since all the bends and lengths were just right for 707.

A fresh set of batteries, part of our fabulous Levin Metal's stock, was installed. We ran the engine at first without changing the oil. The new oil was saved until the block had been checked for water leaks and all other systems had been tested. The crankcase was topped off with some drain oil from other EMD locomotives, then the cooling system was filled.

With two long cranks the engine fired! The exhaust cleared up after a couple of minutes and a check was performed on all electrical circuits. Then the power circuit was tried--immediately 300 amps to the motors! Amazing that a sleepy locomotive can come to life so fast.

We ran for about 90 minutes, not putting much load on the engine because of the "gray" oil. The 707 is a super performer--very fast to load. It's a great addition to our fleet of locomotives.



### THE SILVER LADY "IS" COMING HOME!!!!!!

As reported in the last TS a bid of \$25,000 was placed for the purchase of the WP FP-7 805-A.

Louisiana & North West held the purchase price at \$40,000, down from the original price of \$50,000.

With the help of Mountain Diesel Transportation L&NW came back with a price of \$35,000 FIRM...

That price was out of the question for the Society, but three members, Steve Habeck, Larry Hanlon & John Ryczkowski came forward, each putting up one quarter of the purchase price, \$8750. The Society Board of Directors voted to borrow \$7500 from the Western Pacific Credit Union in Oroville using the lifemembership

Steve Milward approached me a few weeks ago with the good news of a friend in Oakland-Hayward area that wanted to donate some engine oil for our EMDs. His name is Richard Croll of Owen Croll Distributing. I spoke with him and found he was very open to a possible donation of six barrels. The only problem was that they were so buried among other barrels that access would be

account as collateral. The balance came from cash donations and T-shirt sales. A check was sent June 8th to Mountain Diesel and the FP-7 805-A is now going to be part of Portola's collection.

UP has agreed to move the unit to Portola without charge from down south and we are hoping that the movement will be complete by Railfan Day July 11th..so plan to come up and have a look at her.....

We are asking for contributions to retire the Society's debt and are now calling in all the pledges from the CTC BOARD campaign.

THE 805-A LIVES.....

difficult. I drove my truck down to Oakland and backed right into his shop. He loaded the barrels onto my truck with a forklift and I went on my way. Thank you Richard for your gracious donation. It will be put to good use, namely Steve Milward's project UP 849 GP-30.

Our first annual work weekend was an extreme success. Hats off to Doug Jensen and Annie Worth