

REPORT ON WORK PARTY II

Doug Jensen

On May 21 and 22 our museum was alive with at least 42 people who signed up and sweated out a weekend of warm weather designated for strictly working on and around the grounds and equipment at Portola.

Our major accomplishments: The balloon track was realigned; the paint booth was moved to a new location; more paint was sanded off GP-20 2001; various areas and equipment were spruced up for the coming season.

Here follows as close an account as possible of those of you who gave of your time and labor.

One of our resident mechanics, Brian Challender came to the rescue as the first thing that failed was our steam cleaner and he did a quick and thorough job of getting it on line, and he later tested it out on the 849. Incidentally, he has put a lot of effort into building our new air system which we hope to have running by the end of the summer.

Renee McComb, LouAnn Milward and Anne Robertson-Worth cleaned up the diner as we served over 100 meals out of it and the business car. Dave McClain headed up work on the failed compressor coupling on Alaska F-7 1506, of which Jim Gridley and Mark Hemphill gave able help and John Ryzkowski entertained them all. The 1506 was made ready by Rail Fan Day and was an important part of that event's line up. Tom Potts and Jack Henderson took cleaning solvent and went completely over the exterior of a very dirty F-7 921. They also helped clean up track 4 where steam cleaning on locomotives had left a lot of residue and oil.

Troy Caton and Dave Hardin built the much needed stairs for our shower car, took parts off of the 2001 for future sandblasting, and also attacked the track 4 tar pit.

Steve Milward and Dave Waters installed windows on the southeast corner of the engine house in time for the paint booth to be moved. Dave also helped steam clean the 849 and the 2001. Norm Holmes and Dean Hill cleaned and organized the material area along track 1. Mary Ryzkowski cleaned windows on our active locomotives.

Roger Hepkema, our unofficial Macho Grande Track Foreman, and also ex-surveyor for the U.P., had done preliminary engineering on the balloon track and all was set for a crew to go out and pick up sections of the track, ties and all, and move it mere inches for a smoother, faster and safer one. He was aided with strong hands by Matt Parker, Gary Cousin, Fred James, Vic Neves, Mark French, Kent Stephens, Stephen Heib, and Jim Ley on the truck crane.

Mark Hemphill and Dale Sanders were whaling away on GP-20 2001 with hog air sanders to prep it for future painting. It is hoped that it will be ready to paint by this fall in its original orange and silver scheme. Mark also helped cleanup track 4.

Fred James and Vic Neves organized the tool room and on Sunday Vic took charge of the moving of the paint booth with the help of Stephen Heib, Errol Spangler, Bob Lindley, Herb Bundy, Matt Parker, Renee McComb, and Brian Challender. They managed to inch it over the pit track with only slight damage and now its future use is assured. Much credit must go to Hank Stiles who had done preliminary work but was called out by the U.P. to work this weekend. John and Janet McCormick got in some cleanup duty, Mike Falzone scrubbed down the yellow UP caboose and Debbie Joyner helped cleanup the detail work on the model railroad in the meeting room. Tom Moore, with a helper, whose name I didn't get, was busy working away on our future 220 3-phase (three cheers for them).

As food was provided for by the museum, and my thanks to the board for the funds, my everlasting gratitude goes out to Marilyn Hardin, LouAnn Milward, Pat Cousin, Pam Hodsun, Barbara Holmes, and Anne Robertson-Worth for helping me in feeding our rail beasts. Finally, many thanks to Hap Manitt, our resident gopher who had helped me prepare for this weekend, and my apologies to those of you whose names I didn't get but did put in their time. Next year we're looking at May 20 and 21 for Work Party III so we'll see you then.