

Equipment Departures

An item you seldom see in the Train Sheet is the departure of anything from the museum. In 1986, *Mountain Diesel Transportation* bought six Alaska Railroad F7 units. We agreed to store the units for an undetermined period. Last December, units 1510, 1512 and 1517 were repainted and leased to the *Wyoming & Colorado Railroad* for operation on that line. On September 13, units 1506 and 1508 left for operation in Idaho. That leaves only 1507, an F7B. It is in poor condition with body panels removed and parts borrowed. For awhile, we had the largest collection of F units in any museum. It was nice to have them, if only temporarily. Many visitors enjoyed a ride behind some of these Fs.

Donations

As a result of a plea for funds in the last Train Sheet, the following individuals have donated to our general fund: George Comer, Harvey Duncan, John Fowler, William Levy, Brian Matsumoto, Jack Palmer, Mike Romiez, Richard Severance and Connie & David Thompson. Thank you. We need our membership's continued financial support to maintain and improve our valuable equipment collection.

Pacific Gas and Electric has a program of recognizing employees for their participation in community activities. Member Steve Habeck was presented with a check for \$100.00 for his outstanding service to our organization. We thank Steve and PG&E for their contribution.

Thanks to John Ryczkowski's T-shirt sales, the profits from that effort has bought us a sand blaster unit. We were borrowing a unit from time to time, but just when we needed it, it would not be available. Now we have our own.

Glen Mosely again repaired a number of spike mauls, replacing handles and tightening others. Guess you can't make an omelet without breaking a few eggs! Bud Taber donated a number of WP steam photos and timetables. Roland Haynes donated some oil filters for our Alco fleet and air brake valve gaskets. Matt Parker has revised and printed a number of report forms at no cost to us.

Feather River Short Line

by Betty Boynton

Along with restoration comes frustration. In #8's case, the air brake system presented many, many months of work on the problems that defied correction. Jim Boynton and the restoration crew never gave up and during Railroad Days, with the efforts of Mike Tackett and Dick Feutz proving successful, Jim announced that #8 now has an A-1 brake system. They discovered that the rebuilt distributing valve wasn't!

Engine 8 was the subject of many photos during Railroad Days. Famed photo-journalist Ted Benson made a special trip with his family to take many pictures of the Short Line equipment. The left side of the engine is now painted with new lettering and our logo by Kevin Bunker. Jim and John Marvin washed and painted the surfaces for the job. Kevin plans to paint the right side in the near future. The lettering is styled after that used by the Baldwin Locomotive Works and met with much approval by visitors. The final touch will be to put gold leaf on the logo feathers.

Of the many pictures taken of #8 during the festivities were those by several persons running for public office, both locally and state-wide. Pictures of #8 may be seen in upcoming campaign ads.

Among #8's favorite people are the 'Santa Fe Boys'. With the group's red caboos #999197 coupled to #8 and running around the balloon track, many people have spent enjoyable hours during the summer. Fred Seyferth, Tom Brann, Bob Lindley and Errol Spangler spent much time painting hard to

reach places on the engine in preparation for Railroad Days. Their help is much appreciated. Many problems have been solved thanks to their assistance.

#8 ran in August and during Railroad Days, and now Jim Boynton will be working on mechanical improvements on the tender. Bob Rohwer is making new armrests for the cab. As soon as the cold weather arrives here in the Sierras, the engine will be drained and 'bedded down' for the winter. Work will continue until then.

Coming in the Next Issue...

- More on UP's E-9 No. 951
- Railroad Frequencies