

Work Weekend

Another great Work Weekend has come and gone. The museum was spruced up and organized for the upcoming busy season. Work Weekends are traditionally utilized to clean the museum and unpack the enginehouse from its winter storage state. This time was no exception. Besides cleaning, much material was sorted and stored in an organized manner. The tool room was reorganized and several wooden filing cabinets were set up to properly organize the tools and parts in the room. Vic Neves performed this work. The cabinets and shelved are labeled and set up so as to allow working members to easily locate the required items. Please, when you use tools, return them to their proper storage place.

Some maintenance was performed on the locomotives, the largest of which was the turbocharger on UP GP-30 849. While the problem wasn't fixed completely, a bolt was found to be loose inside which was scraping and that was removed. 'Diesel' Dave McClain and Larry Hanlon performed the removal and teardown, assisted by Jim Ley at the controls of the Little Giant crane and another person wearing an EMD T-shirt (who are you?). Diesel Dave, Larry, Steve Milward and Dave Waters re-assembled the turbocharger and placed it back into the 849, again with Jim operating the crane. Jim Ley also replaced the cables in the crane, using cables obtained from State Surplus. GP-9 No. 707 received some miscellaneous maintenance, including some water pipe repairs, a new headlight switch and door latch on the engineer's side. Erv Hartung did more work on No. 80 locomotive and spent both days of the weekend buried inside the carbody.

Six trees were planted at the site of the new picnic area overlooking the balloon track. Within a few years these trees should provide some nice shade in addition to the stand of pine trees there. There is now one picnic table with more to come in the future. There are several spots levelled to provide a spot for members to camp while at the museum.

Enginehouse cleaning was performed by Jim Gidley, Stan Hedlund and Richard Canino. Jim and Betty Boynton of the Feather River Shortline spruced up the area around Number 8 also. Brian Challendar and Gary Griffen (who came all the way from San Juan Capistrano!) worked on the roof for our new oil house. Tom Moore did more work on the electrical wiring in the shop and was assisted by his son. Dave and Julie Anderson did some work on GP-7 No. 707, working on the headlight and air brake cylinder. Steve Habeck cleaned locomotive cabs & cabooses and put labeled trash buckets in them also. Doug Jensen continued his hard work on GP-20 No. 2001 and, along with Annie Worth, cooked meals which were again served in our dining car. Other general assistance was provided by Mark French, Kent Stephens, Carl Maniscalco, Dean Hill, Ken Roller, Hap Manit, Norman Holmes, Barbara Holmes and Hank Stiles.

If we've missed mentioning you, it's because we didn't take good enough notes, not because we didn't appreciate the work done by all our hard working volunteers.

Special Event

Going on at the same time as our work weekend, students from Portola High School volunteered to be 'victims' in a mock disaster exercise on the museum grounds. The setting was of a tank car explosion using our two tank cars (water) and nearby box cars. The students had 'injuries' such as burns, heart attacks and broken bones. Response was made through REACT with cooperation from Eastern Plumas Hospital. While we pray that nothing like this really happens, it is good to be prepared.



Preserving "The Feather River Route"