

What's Happening in the Maintenance Department

--to keep everyone up-to-date on the process of repairs and restorations.

The following is a brief example of what a preventive maintenance program will be like at the Portola Railroad Museum. This department was formed in January of this year to help maintain FRRS equipment in running condition; and at the same time, Erv Hartung, Jr. was appointed as chief Mechanical Officer.

WHAT IS preventive maintenance?

A preventive maintenance program is a regularly scheduled program for inspections of locomotives, rolling equipment, and passenger equipment. Preventive maintenance also includes routine maintenance operations such as changing filters, changing oil and making periodic adjustments as required for various components. The key word is SCHEDULED.

The schedule for preventive maintenance operations could be based on the calendar, it could be based on miles traveled, or it could be based on some other measurable period such as time elapsed on an hour meter. For example; oil in an engine might be changed every three months (calendar-based); it might be changed every 20,000 miles (miles-based); or it might be changed every 500 hours (clock-based). There is no requirement that any particular maintenance operation be performed on a specific basis. What is required is that the maintenance of the locomotive or car be performed on a scheduled basis, that the schedule calls for inspection frequently enough to detect developing defects before they become serious, and that the schedule is actually followed.

And for the reasons stated above, the Maintenance Department of the FRRS will schedule inspections based on actual time in operations of each unit from an hour meter installed in each power unit, and once-a-year inspections on all other rolling equipment.

OBJECTIVES OF PREVENTIVE MAINTENANCE

One objective of a true preventive maintenance program is to minimize equipment failure by maintaining a constant awareness of current condition of the unit or car and by correcting developing defects before they become serious. Maintaining that awareness requires frequent, scheduled

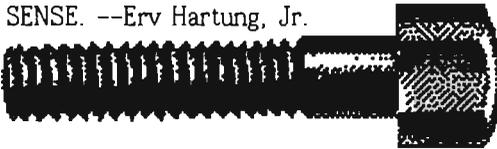


inspections, the inspections should be thorough, and if properly performed, will not be easy work. For this reason, this task should be assigned to a conscientious and careful worker, and to be assisted by a department assistant.

A second objective of preventive maintenance is to cause all maintenance to take place by intent, and to eliminate all unscheduled maintenance to the maximum extent possible. The measure of success for this objective lies in the reduction of unplanned or unscheduled maintenance or repairs because these items are often the result of breakdown or failure which are allowed to occur through inattention or neglect.

A third objective of preventive maintenance is to control when and where the maintenance inspections are to take place. Inspections, maintenance, lubrications, and repairs activities are easier, more cost-effective, and generally more efficiently performed IN a regular maintenance shop.

Achieving these preventive maintenance objectives makes GOOD BUSINESS SENSE. --Erv Hartung, Jr.



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Does anybody know your name?

If you would like to have people know your name whenever you are at the museum, consider purchasing a nice-looking engraved nameplate to wear on your hat or shirt. We offer green nameplates that have your name on the top with Feather River Rail Society on the bottom. They are reasonably priced, too. If you would like to receive one by mail, the cost is \$4.50; and you can get it by sending your order to:

Gary L. Cousin
P.O. Box 1300

Redding, CA 96099

See wasn't that easy?

Feather River Shortline Update

by Betty Boynton

Jim Boynton, John Marvin and I concentrated on painting projects on #8 during the weeks before our first operation on May 12-13, 1990. When the engine came out into the sunshine for the first run of the year, results of the hours of busy paint brushes were very evident.

John Marvin sanded, primed and painted the roof of the engine cab, and Jim did the same on the oil compartment of the tender.

John and Jim painted the front of the engine cab and the boiler while I did the lower areas.

Jim and I painted #8's smokebox graphite gray and gave the smokebox door a fresh coat of silver. Jim polished the number plate and the metal parts around the front of the engine.

One of my "specialties" in the upkeep of #8 is the painting of the "white sidewalls" on the wheels of the engine and tender. This was done, plus a touch-up on the choke chains.

The water has been changed in #8's boiler and the window behind the fireman's seat has been installed. The window was made by Iver Gregory and put in by John.

Thanks to the upgrading of the electrical system on the engine by Jim and Bob Lindley, #8's lights were shining brightly during the June 9-10, 1990 operating weekend. (Much to the delight of the photographers.)

Jim handed me a box of steel wool and assigned me to polishing the copper tubing on the engine and in the cab. With his help and assistance from Eddie Chase, this has turned out to be very rewarding work and #8 really shines!

With Short Line's Engineer Jim Boynton and Fireman John Marvin in charge of #8's cab and FRRS's operating department keeping things running smoothly on the ground, our two running week-ends have been most enjoyable for everyone. There are two more runs for us this season, on July 14-15, 1990, and during Railroad Days.

