

## Diesel Doings

Our GP-7, No. 707, developed a loud vibration under the short hood. Investigation revealed a bad traction motor blower bearing that needed replacement. Out of our spare parts supply came a good used motor; however, the air outlet was on the opposite side from the bad one. Finding the replacement motor was the easy part, removing the old one and installing the new one was the hard part. There is a two foot high crawl space under the floor on the short hood which is accessed through an opening from the walkway near the battery box. Steve Habeck, Peter Langdon, Kevin Moran, Jim Price, and Paul Lucia managed to remove the old motor, exchange parts with the new one (Hank Stiles helped there) and installed the new one in the Geep. It runs fine now. Thank goodness it wasn't the No. 2 motor as it is under the cab with tanks, pipes, etc. all around it!

WP 501, 608, 707 and 921D have all received new fiberglass air intake filters. Our CMO, Mardi Vincent, decided the filters that the units came with were way overdue for replacement and made the change with the assistance of Brian Challender and Peter Langdon.

WP 501 developed a water leak in the cylinder area; inspection failed to determine the exact location, but after running the engine for a little while the leak disappeared. These early EMD engines have seals that dry out and this is probably what happened. The railroads used to let these engines idle whenever not in use, even for days, to prevent the seals from leaking. When fuel was 9 cents per gallon, the cost was a small consideration. We used 501 in passenger service on August 4, 1991, but it died on the balloon track and had to be rescued by engine 512. The problem this time was plugged fuel filters. These were replaced by Norm Holmes and the problem solved. A fuel additive has been put in the fuel tank to help clean up the water and dirty fuel problem. We are still running some of the old fuel that came with the engine.

Our Baldwin DS-4-4-660 No. 51 came to life with the exchange of some batteries that would hold a charge. Hank Stiles repaired the leaking brake cylinder and the unit was used on our passenger operation on August 11, 1991. Because it still operates on only two traction motors, it will see only limited service.

## First Sub Club Meeting

On July 13, 1991, the FRRS "First Sub Club" gathered at the former SP depot in Niles (Fremont), California for a meeting and Bar-B-Q. The "First Sub Club" is designed to help keep the FRRS membership living in the San Francisco Bay Area informed on the Portola Railroad Museum and is a get-together where members can meet other members living in the area. A large amount of "First Sub Club" effort has been put forth by Richard and Deborah Canino of Belmont, CA and Niles Depot volunteer Darrell Dennis.

Eventually 20 FRRS members joined together for dinner under the trees and next to WP caboose 467 which is being restored by the volunteers at Niles Depot. Later everyone headed inside the depot to the evening's meeting. By the end of the evening, 27 FRRS members had arrived, including Errol Spangler and Bob Lindley who were on their way home from bringing Oregon & Northwestern RR caboose #300 from Hines, OR to Portola. Errol removed the video tape from his camera, and played it on the VCR to show everyone how the caboose was loaded and unloaded from the lowbed truck. The evening finished up with slides from Wayne Monger, Matt Vurek, Rich Canino and others.

Next meeting of the First Sub Club will be at 7 PM on Friday, Sept. 6, 1991 once again at Niles Depot. The purpose of this meeting will be the final planning and staffing for Railfan Day the following weekend, plus the usual updating of projects at the museum. For more information, contact Rich Canino at 415-591-4997 or write to him at 1749 Valley View Ave., Belmont, CA. 94002.

## Donations

Paul Comer donated a nice vice on a stand for our machine shop. Bill Fierro, a retired WP clerk from San Jose, gave us a large WP enameled herald brought to the museum by Hal Shields. We received two locomotive headlights from WP 304 and 311 discovered under a porch behind a house in Albany, and we received several Baldwin service books from John Kirkland. Lee Johnson donated 3 boxes of GE and ALCO manuals, plus all blueprints of the WP U30B locomotives, and 2 5-drawer file cabinets from the GE West Coast offices in Walnut Creek, CA.

We appreciate receiving almost any item relating to WP and our collection of railroad equipment.

The following have made cash donations to our general account:

George Bates  
Kirk Baer  
Don Chamberlin  
George Comer  
Ken Coulter  
Jim Folsom  
Warren Gilleran  
Phil Guidera  
Sam Jenkinson  
Werner Lang  
John McCormick  
Spencer Pattison  
Marvin Pitts  
Allan Ratliff  
Mike Romiez  
Edward Ryan

Our Baldwin moving fund received donations from:

Erik Frodsham  
Ken Iverson  
Peter Parrish

We have spent \$2,000 so far in getting the units to Boise (only #3 has made it so far) and there will be considerable additional expense once we decide the best method to bring them the rest of the way to Portola. All donations will be appreciated.

## Life Members

We welcome Jack Cummings, Henry deCoursey, Larry Feay and Edward Ryan to the ranks of FRRS Like Membership. These four people have the faith in us that Norm Holmes spoke about in his President's Message.

## Qualifiers

The FRRS Operating Department announces that Mardi Vincent, Charlie Tronoff and Andy Thomas have each qualified as a brakeperson. Congratulations go to these three people who have mastered the training administered by the Operating Department.

## Another Pen Pal Wanted

Matthew Stewart  
Unit 2-31 Cwoollmon Rd.  
Tarooni, Hobart, Tasmanian  
Australia 7053  
Phone: 002-27-89-79

Matthew would like to write to people in this country and exchange pictures. He is interested in American railroads, and he will be visiting here in October.