

# ●●● Around the Museum

## Shop Improvements

Acting on a request from our insurance company, we have ordered portable barricades to be placed in our diesel shop building. They will be placed along track No. 2 for the length of the building to prevent visitors from accessing the area where restoration or maintenance work is in progress and to protect the pit when equipment is moved out. Another barricade will be placed around track No. 1 at the work shop area. Visitors will still be able to see work in progress, but will not have access to work areas.

Gordon Wollesen and his son Will completed a conduit to run power to our west end roll up doors. This releases extension cords for other service! The installation was very professionally done. Thanks.

Roy Jackson and son, an electrical contractor from Incline Village volunteered to help improve our shop electrical wiring. They finished connecting the exhaust fans in the roof area. Next they will install three-phase wiring in the wood shop. Thanks so much.

We still need someone to overhaul our large number of fire extinguishers. Any volunteers?

## Spring Cleanup

May 22-23, 1993 are the dates of our annual Spring Cleanup. This is just one week before our Season Opening on Memorial Day weekend May 29, 1993. We have lots of work to do, things to move, floors to wash, etc., and we sure could use some help. It's actually quite fun and festive. Come up and join us. Sue Cooper will furnish a nice lunch on both Saturday and Sunday for those coming up to help.

## Diesel Doings

Our recently acquired "Kodachrome" GP9, SP 2873, runs! Norm Holmes replaced some of the missing parts, charged the batteries and started the unit. The engine runs fine; there are still some minor electrical problems to be corrected, but the unit moves under its own power. Ken Roller did his "Rollerization" on the exterior and cab walls to remove the dirt and grime. It looks nice now.

Hank Stiles worked on one of our Baldwin S-12 switchers and after replacing a missing fuel pump got it operational. We have a potential buyer for the unit and they wanted to see it run. It ran fine - lots of Baldwin power.

Bill Alexander and son Robert worked on our GP30 UP 849, putting it on our Centennial load box and running it under load for a time to see if it would clean up its oil throwing problem. Maybe. They also changed the voltage regulator on SP 4404.

We are slowly returning our operational units to service after draining them before winter. Some freeze damage has been found with broken pipes that did not get fully drained. Bruce Cooper repaired a heater pipe on WP 921D. SP 4404 also broke a heater pipe.

## New Operating Dept. Policy

Effective with the 1993 season, the Operating Department has established train crew qualification requirements and service retention requirements.

All members of the Operating Department will be issued a booklet containing these requirements. Those that want to become members of the Operating Department will be issued the booklet after they take and pass rules exam.

If you were unable to attend either of the crew training days, you may take the test and be instructed by prior arrangement with the museum. Call ahead of time.

## Announcement

After much discussion, the Board of Directors has approved instituting this year a "suggested" museum entrance fee donation of \$2.00 per person to help to increase visitor revenue. This will apply only to visitors who are NOT members of the FRRS.

Admission this year to the museum will continue to be free for FRRS members and for those who cannot afford or do not wish to pay the fee.

This is expected to give us a "feel" on how it is accepted. We may want to make it mandatory next year (1994) possibly in conjunction with train ride tickets. The current plan is to continue to allow FRRS members to have free admission. Non-members who are coming to the museum for the purpose of working would also have free admission under the plan.

### The 805A Report by Larry Hanlon

Hello, everyone. I sat down to write something for the 805A report and realized it would be short because there wasn't much to report.

We adjusted brake shoes back in early November, we inspected traction motor bearings and oil wicks, we filled traction motor bearing and axle journal bearing oil reservoirs to proper levels (Bob Blanch helped), we unplugged the airbox drain lines, we did a general interior cleanup, and we did some other probing which determined that #16 head gasket needs to be changed. That's about it. Around Thanksgiving, we went to drain it & otherwise prep it for winter, but it had already been done (by Gordy Wollesen, as I recall).

Speaking of Bob Blanch, he flies down here from Washington state several times a year to do work on the 805A. He has done a lot of restoration work on it including polishing the stainless steel side panels.

We want the 805A to appear in next year's FRRS 10th Anniversary "Circling of the Wagons," but that will only happen if we finish off the prep and painting of it this year.

See you next time.

