



the
Museum

New Equipment

We felt that there was a need for a storage space for our spare locomotive traction motors to keep them out of the weather. An all door box car would be ideal since a crane or fork lift could reach into the car for its entire length. The owners of the McCloud River Railroad were contacted last year with the idea of obtaining a McCloud all door box car. Car ownership changed and the cars were sold to GE Leasing. GE was not ready to sell the cars, but finally informed us they had sold some all door cars to a scrapper and we might obtain one of these. The scrapper was contacted and arrangements were made to purchase one of the cars, and to move it from the City of Prineville (OR) to Portola. The car weighs 80,000 lbs. because of its all door construction. It was built by Evans Car Co. in 1977 and appears to have seen a limited amount of service as it is in good condition.

Upon its arrival in Portola, it was immediately put into use storing the Baldwin traction motors and spare parts that have occupied the shop floor since last December.

We also now own, through government surplus, three DODX heavy duty flat cars. Two of the cars were leased from DODX last year to move the two Oregon & North Western Baldwin AS-616's from Boise to Portola. They were then loaned to the Pacific Northwest Chapter, NRHS to move their Baldwin and an ex-SP Baldwin S-12. Damage to the truck brake beam on one of the cars occurred at UP's Hinkle yard and repair parts were not available because of their unique 3 axle Buckeye trucks. DODX shipped another car to Portola so we could remove the parts needed to repair the car. It was determined it would be easier to exchange the entire truck than to remove parts and have UP reassemble them on the damaged truck. One truck was then removed from the car at Portola, a regular freight car truck substituted and the truck loaded in a gondola car for shipment to Hinkle. The car department replaced the damaged truck with the good one and shipped the car and truck back to Portola. We will keep at least one car for future locomotive hauling movements. These cars were constructed to haul Army tanks and have a capacity of 200,000 lbs and a load limit of 250,000 lbs.

SN Caboose

Our Sacramento Northern wooden caboose #1632 was built from a 1916 boxcar by Western Pacific in 1938, and subsequently was transferred to the Sacramento Northern and used on the Oroville Derrick Train as its last service.

Due to deteriorating roofing, it was decided to do a complete rebuilding of the caboose roof. FRRS car department foreman and freight car restoration expert John Walker is in charge of the project. Work is progressing to replace the rotten roof panels in preparation for a new roof. Work is also being done on the exterior sides and ends for a new paint job. Complete details from John Walker will be available in the next issue of the Train Sheet.

Barricades

Our insurance company's safety inspector suggested that we fence off our work shop area to prevent public access. We also wanted some kind of semi-permanent barricade along the pit track that runs the length of our diesel shop. Discussion was initiated with a corral fence manufacturer and about 400 feet of free standing barricades were constructed to our order. They are generally ten feet long, three feet high and they hook together to form a continuous fence. It was decided to order enough sections to go around a car or locomotive on track one opposite the work shop area. This will protect the work shop area from public access and still allow room to work on the equipment. Additional sections were also installed around two sides of the loading dock to keep anyone from accidentally falling. They are finished with a yellow powder electrically attached and then baked in an oven which makes for a very strong, chip resistant finish. The cost of all the barricades was over \$3,000. (Your membership dollars at work!)

Locomotive Sold!

When we bought the three Baldwin S-12's from US Steel-POSCO in Pittsburg, CA last year, two of the units were bought for resale to save them from scrapping. One of the units (No. 17) now has been sold to a group of railfans who will preserve it at an industrial plant near Turlock, CA.

Annual Membership Meeting

Our annual membership meeting, June 26, 1993, had 28 members attending. A super dinner was provided by Sue Cooper with Bruce Cooper barbecuing the steak and Linda Lippincott helping serve. Our second annual "Glad Hand Award" was presented to Jim Gidley, Sr. for his outstanding work as train crew supervisor and regular participation in train operations during our summer season, even though he has to drive over 100 miles each way to reach Portola. A special "silver reverser" award was given to Bruce Cooper for appreciation of his continuing locomotive rental program which has given our museum international fame. Topping off the evening, Vic Neves then put on a great slide show followed by Bob Larson showing slides depicting his railroad career.

Board of Directors Election

Norman Holmes, Wayne Monger and W.H. (Hank) Stiles will continue to serve on the Board of Directors for another two year term. There were no other members who wished to run for the Board, thus making an election unnecessary. We thank you for your confidence.

Museum Admission Fee vs. Donation Box

Norm Holmes brought up the subject of charging an admission fee to our museum. Admission has always been free because we wanted it that way and we've never had enough personnel in order to have someone at the "gate" all the time to collect any fees. A study of the number of visitors who signed our guest book divided by the amount received each day in the adjacent donation box revealed an average of about 50 cents each. It was decided to place signs at the building entrance and at the guest book/donation box table to indicate a suggested admission price of \$2 per person. Since the sign appeared, the average income per visitor has risen to nearly \$2, and our income has increased. Those who cannot afford the admission price are not denied admission. Two dollars is a small price to pay to see our very extensive and valuable collection. FRRS members visiting the museum need NOT pay admission unless they wish to.