

C.M.O. Report

By Hank Stiles

Once again it is my pleasure to report to our membership about our Mechanical Department.

Our Locomotive Maintenance Clinic went very well. I was very pleased with all the help. Helping that weekend were Chuck Barker, Jim Gidley, Sr., Tom Graham, Steve Habeck, Dan Ogle, Jim Ley, Lolli Bryan, Ken Iverson, Norm Holmes and Gordon Wollesen. Please, if I did not list anyone that was there, let me know, I want to make sure no one is left out.

The Maintenance Clinics, I can see, are going to be a big help in keeping our equipment in good, safe, operating condition; thanks go to all who have the time to come up to the museum, work, and have a good time doing it.

Since the last report much has been happening, the WP725 is now in service at Portola. Having had a complete inspection, oil sample taken (oil is in very serviceable condition, a \$900.00 savings), and a bell and whistle installed.

It was my pleasure to put the engine IN SERVICE. Just in time, as the WP707 has had an alternator failure. This puts it OUT OF SERVICE until repairs are completed. That is the way it goes when you run museum pieces. (I wouldn't have it any other way.) I will have to spend some more time on this. We hope it is not an expensive or labor intensive problem. We will keep our fingers crossed.

We have had more problems with the WP731. We had no problem starting this unit up, but it wouldn't load. It also had alternator problems. It turned out to be sticking brushes on the slip rings. (No such luck on the WP707). After that was taken care of the unit would load but the battery charging system would not function. Thanks to Dan Ogle who did a little troubleshooting, we discovered that the battery charging contactor had an open circuit in the winding. He removed it from the electrical cabinet and Lolli Bryan took it to a Sparks, NV shop where Dan had it repaired at his own expense, this is not the first time he has done this. THANKS AGAIN DAN. On April 20th we started WP731 up (after a prelube, heating the crankcase and flashcocking). Everything worked as God and EMD intended, so we warmed it up well and took an oil sample. If that comes out well this unit can also be put IN SERVICE.

The WP2001 was also pulled out of the shop on April 6th, batteries were installed and an inspection was done. On April 7th after prelube, crankcase heating and flashcocking, we tried to start it. After installing new fuel filters and resetting the emergency fuel cutoff, she fired up to a lot of cheers from all of us. The brakes worked just fine, it would load but would not respond to the throttle. Thanks to Jim Ley, we think that it has a bad Engine Run Switch on the control stand. At that point we ran out of time, so next time that is where we will start off. It had a lot less problems than I thought, for an engine that has sat unused for five years. Good things take time, and you should see her sparkle in the mountain sunshine.

Engines also worked on include FR&W531 (electrical cabinet), VIA6776 (air brakes & governor), and FR&W1857 (fuel pump).

That's all for this report, I hope to see all of you on June 1 & 2 for our next Locomotive Maintenance Clinic.

Until next time

Hank

Pacific Limited Report

By Steve Habeck

Reports from the Pacific Limited office in Salt Lake City indicate that the sales for the two trips on the Union Pacific this summer and fall are steady and growing. The car host selection process is now underway, and PLG Crew Chief Bob Harper has reported that he has enough volunteers for the Branson trip, but fell short on the Iowa trips. PLG will ask for assistance from several interested groups in the Midwest to complete the staffing of the train.

Closer to FRRS territory, Pacific Limited, in conjunction with the American Cancer Society, is sponsoring an Amtrak excursion running from Sacramento to Dunsmuir and return on Saturday, June 15, 1996. This trip will utilize Amtrak West's excursion train that is kept in the Bay Area, and will consist of 2 F40PH's, eight coaches, and a cafe-lounge, staffed by Amtrak personnel, and will run on the SP. See the enclosed flyer for complete details. Pacific Limited was able to put this trip together on rather short notice when Amtrak's train became available. We had been considering this option for some time, due to the UP equipment being unavailable because of business specials and the Olympic Torch Train. The Railroad Days people in Dunsmuir are thrilled to have this train running in conjunction with their event, although Sacramento's Rail Festival is on the same weekend.

GP9 Fund

Our GP9 fund now has \$10,232.75 in the account. Donations to this fund have slowed down considerably and we would like to be able to replace the funds borrowed from savings to purchase these important additions to our collection. The following people donated to this fund during March and April:

Jim Atkins
Lloyd Cornell*
Ed DeLozier*
Robert Dobbins*
Robert Doyle
James Duncan
Jon and Lynne Haman*
Philip Heckmann
Darel Johnson
D. Peter Lyman*
David Mihvec*
Ken Noren*
Warren Richards*
Charlotte Rodgers*
David Rowe
John Stein
Kent Stephens
Robert Stevenson
Noland Suddeth, Jr.*
Terry Taylor
Jack Tomczak

* indicates a donation of \$100 or more