

## Facilities Report

The end of the summer season has arrived. The big news is the paving of approximately 400 running feet of the driveway into the museum and the installation of a new paved crossing for member access.

The sleeping car is in the building awaiting the installation of the air conditioning unit. Rewiring the car for 110 volts AC is virtually complete. Mike Barlow from Bishop, CA is a professional electrician and has been ram-rodging the job. Many kudos to Mike for his expertise and perspiration on this job and the electrical upgrade to the membership support facility complex (MSFC), which includes the sleeping car and shower car areas between track 5 and 6. On October 18, Bob Vieira of Sierra Pacific Power Company of Portola, using a cherry picker, removed the last of the old overhead wires that stretched from our main power pole to the building. With this action, this phase of the power upgrade is complete.

Fifteen tons of scrap (plus or minus a few pounds) was removed this summer from the yard area. Due to the low price of scrap metal, nothing in terms of money was received but we did make a hole in the junk pile in the area known as "the island". The city has now allowed us to dump any remaining scrap in their scrap pile located at the town dump at no charge.

The conversion of the SSW/Cotton Belt RBL boxcar into an archives storage unit is underway. Two new members, Ralph Foster and Bart Rohles, from Santa Clara, CA completed the work of painting the interior of the car started by John Walker. They also laid down the sub-floor material necessary before vinyl floor sheeting material can be installed.

The oil house was cleaned out in August by Ken Iverson, myself and John Schroeder, hired for the summer. John is the Student Body President for Portola High School. The job was greasy but needed to be done.

An inspection of the track before railroad photographer's day revealed a list of defects which included missing bolts in switches. Most of the defects discovered were not FRA defects however one broken frog on east track 3 and 4 switch was an FRA defect and had to be welded. The frog has developed another new crack and will have to be changed out. By spring, and before the start of operations, all other noted defects will be remedied.

Toby Smith will be grading a spot by the hill between the parking lot and the picnic area parking lot in order to build a track on which to put the log flats that are currently in Loyaltan. Toby will perform this work on October 25th and I hope he will be able to also dig up the water lines behind the shower car so a permanent water line can be installed thus eliminating the dry barrel riser as the only source of water for that car. It is

also my hope to remove the old fire plug in the same area. The fireplug is ancient and not a reliable tool in the event of a fire. A bad plug is worse than no plug because people come to depend upon them for fire suppression. When they don't work, when one needs them to work, the situation becomes exacerbated.

Eventually, I would like to rid the place of all old fire plugs and install a new dry barrel 3" riser pipe suitable for fire fighting, if necessary, located in front of the green baggage car. This had been a fire hydrant there at one time and all of the piping is still in place. This should be an easy installation.

Since my last report, the "Ore" car is out of business. For years there has been "Ore" and "Core" samples languishing in sample cartons. They were wall to wall for half of a 50 foot boxcar and 4 to 5 feet high. Hundreds of cartons marked and recorded somewhere as to a specific location from which they were removed. We were finally given the okay to dispose of these samples. If you want some interesting samples of geology, look out on the backside of the balloon track, there are 3 dump truck loads of them. All the cartons went to the re-cyclers, three bales full.

The projects for the fall still fill a long page, but as each project is completed a large check goes beside that item along with a great deal of appreciation to those that participated in their completion.

If any member would like to participate in projects on the grounds such as track work, building repair, new construction, or in any capacity, all that has to be done is contact me at (530) 832-1657 and we can look at a long list of projects and see if there is one you might be interested in.

- Doug Morgan

### FRRS 1999 Dates

November 13	Board Meeting
December 3	First Sub Club Meeting
December 4	Santa Train
December 11	Board Meeting, Santa Train
December 31	Have a Safe and Happy New Year

As this issue was going to press I was saddened to learn of the passing of Hap Manit on October 31, 1999. Hap was one of the early members of the rail society and assisted with many projects throughout the years. He will be missed. The FRRS sends our sincere condolences to the family. We will have more on Hap in the next issue.