

CMO Report

By Hank Stiles

Its been too long since my last report to you. With all that is going on at home with the holidays and at the museum things just got away from me and for this I apologize.

Our engines ran well this last year, but we had some small problems. Nothing that can't be fixed. In using our engines we have to expect some wear. These engines are designed to operate in "run-8 " all the time, so with the light service they enjoy, they will last many years. I know that these are museum pieces, but unless we totally destroy them any wear and tear that we inflict by using them can be easily repaired. All of these units have very few of the original parts that they came from the factory with, most have been changed out many times.

Here is a short list of some of the things that need to be done. I would like to invite anyone that would like to help with any of these things to step forward please!

SP 2873 has a problem with the control stand but as luck would have it Jim Ley found a throttle / reverser controller for fifty dollars. I could not say "YES" fast enough. Now all we have to do is replace the worn parts.

WP 921-D needs some wheel work, new air filters, and some clean up.

WP 608 needs its blowers rebuilt as they leak oil. (buckets on the air box drains take care of the oil.) The rest of the unit is in pretty good shape.

WP 707 needs some work on the cylinder liner seals. I have talked with a retired machinist from the SP and he told me how to check the liner seals. When we find the leak and repair it that will stop the oil blowing out the crankcase vent. Here is a project that a group of you could take on and be a big help to the museum, how about it, would anyone like to head up this project?

WP 512 since we replaced the cylinder heads (two) last year runs much better. It still needs some attention to the fuel injection system. #1 & #2 cylinders still do not fire as strong as the rest do, but we are 90% there.

FR&W 1857 runs great. Ken Iverson with some help replaced one bad battery, now it spins over much better when we hit the start button.

The fleet just kept soldiering on. Oil, water and fuel, with the occasional repair is all it takes to keep them performing as intended. I get so much enjoyment from watching a machine work with the quality of the engineering done at locomotive manufactures. Why can't the automobile manufactures build a car with that kind of quality engineering? If they could we could drive the same car for many years, but maybe I just answered my own question.

Projects that I am thinking about are; upgrading the WP 501 for use in the RAL fleet, maybe getting one of the O&NW Baldwins running or one of the WP GP-

9's. If any of you have anything that you would like to see happen get in touch with me, I would like to hear your suggestions. The first order of business is to keep the rental fleet in good shape. That is were we get a big part of our operating budget. I can't keep them going and do these other things that we would like to do with out your help.

Which brings me to a subject that I feel is as important as anything that we have talked about so far in this column. I would like to see more of our members become involved at the FRRS. The board of directors, of which I am a member, as all of you know, has made great strides forward in the management of the FRRS. We have adopted a mission statement, to give us a goal to strive for. With the help of Dan Brady a Certified Public Accountant we have updated our accounting system which will help us in managing our funds so as to use them wisely.

We now have a year round shower car so we can clean up after a day's work. This year we will finish the air conditioning for the sleeping car, so we can sleep comfortably on those hot summer nights. All to make it more inviting for our members who come to visit and help out. I can't stress to much how important it is to the FRRS to have volunteer help. A lot of you say what can I do? You can do what you know how to do, we all have skills that can be put to good use at the museum or the Western Pacific Railroad Historical Society, our other branch This is your society so please get involved.

Last but not least, I hope each and everyone of you had a happy and joyous holiday season. See you in Portola!

FRRS Museum Master Plan Meeting

On April 9th, the Feather River Rail Society will hold a master plan meeting. The goal of this meeting is the creation of a comprehensive Master Plan for the future growth and development of the Portola Railroad Museum site. The primary result of the meeting will be a Master Site Plan encompassing such items as a visitor's center, walkways, visitor amenities and facilities, storage/display buildings, a library, general site upgrades, paved parking, upgrades to the diesel shop, improved entryway, and a restoration building. In addition, the Master Plan will include concepts for interpretive displays, volunteer amenities, and increased visibility and accessibility to the museum. Ideas on marketing and advertising, membership drives, and other issues of image and profile will also be welcome. However, this meeting will NOT deal directly with issues of the collection, equipment, and restoration projects.

The meeting is scheduled to be held in Sacramento, California at the California State Railroad Museum's Stanford Gallery. The meeting will start at 11 AM. The regular FRRS Board of Directors meeting shall also

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Museum Master Plan Meeting

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be held in Sacramento on April 8th at 1 PM in the conference room of the Discovery Museum History Center located next door to CSRM at 101 "I" Street.

The FRRS Site Committee and the Board of Directors will host this meeting. It is open to all members, any ideas and comments are welcome. All interested members are invited to attend. The final Master Plan will be announced and available by the Board of Directors meeting on May 13, 2000.

If you have any questions, or comments, please contact the FRRS Site Committee:

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PRM Facility Report

By Doug Morgan

Winters are slow in Portola. The snow comes and the snow goes. It softens the soil, and makes a quagmire of the property. However, this year at least the front entrance is under control thanks to the paving we did last summer. The immediate impact is the lack of pot holes.

The plans for 2000 that I have presented to the board for their consideration is the installation of a railroad rail fence around the lower curve of the front entrance, installation of an upper gate above the present entrance that, when closed would turn back traffic before getting to the bottom of the road. At present time, vehicles facing a closed gate must trespass on the Union Pacific operating property in order to turn around. The fence, would be constructed of worn out railroad rail welded atop of vertical pieces of railroad rail. The fence should be about 4 feet high and is designed to keep vehicular traffic from trespassing from our property to the UP and vice versa.

The big project for the summer is going to be the roof of the main building. The city and county have given the museum a \$30,000.00 grant for this project. We have an architect from Reno, licensed in California preparing the general specifications for this job. As soon as the specs are completed, we will go out to bid to various contractors. It is hoped the job will be completed early in the summer. With the completion of the roof we will repaint the roof sign.

Other projects we will address is the completion of the air conditioning system in the sleeping car, the connecting deck/walkway between the shower car and the sleeper and the installation of a widow air conditioner in the shower car.

Coming track projects this spring will included the installation of some switch ties, more gauge rods in the balloon, and ballast in some areas. There are also

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some cracked and broken angle bars that will need to be changed out.

In order to organize the track repairs, we are going to attempt to set up some work weekends specifically aimed at track repair. The idea is to round up a gang of volunteers on a specific weekend. Once the dates are announced, the volunteers would R.S.V.P to the museum. Early on in the season, March, April and even the first part of May, these dates will have to be flexible due to the weather and ground conditions but will be announced in the Train Sheet, on our web site or, if we have enough e-mail addresses, announced via e-mail. The reason for this is the weather. As stated in the opening of the column, winter can linger in Portola. Track repairs are limited to just a few items such as driving spikes, angle bar change out, track and switch bolt replacement. Due to the snow and the softness of the soil in the track structure and the adjacent work areas, it is difficult to change out ties and apply and tamp ballast. These areas will have to wait until the weather warms up and the ground dries out.

We will be continuing with our scrap drive/grounds cleanup, they are essentially the same thing. If we get rid of the scrap, the grounds get cleaned up. This we will start as soon as the ground can support the weight of a truck in the work area. We are planning this for April.

The backhoe was set up this year with a snow plow. The installation was completed on February 24th. We don't yet now how to make it work but we will be experimenting with it as the snows continue.

As usual, we need volunteers to help with these jobs. If you have any ideas about projects that you would like to pursue, or if you would like to be a part of any of the projects underway, or those that will be started e-mail me at dbmorgan@jps.net or call me at (530) 832-1657 at the Feather River Rail Society office located at the museum in Portola.

Funding Department Created

At the February Board of Directors meeting, the FRRS Board approved a motion by Director Eugene Vicknair to create a new department of the museum dedicated to developing new sources of funding for the preservation and restoration of the Society's artifacts and facilities.

The Funding Department brings together many tasks previously decentralized or informally organized. It also introduces several new concepts to the Society to improve our fundraising potential.

The Funding Department will:

- 1 Identify sources of funding for the FRRS/PRM/WPRRHS. These can include but are not limited to grants, donations, loans, gifts, lease/rental income, and business opportunities. These sources can be private individuals, groups, foundations, governmental

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