

Work Weekend a Success

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replaced for kinks, at least a dozen ties followed by tamping and leveling. Most of the switches within these boundaries need repair of some kind, including adjustment of the points, gauging and re-spiking.

Most of the yard trackage needs additional ballast in different places, and the "new" storage tracks are in need of complete ballasting. This will require at least five car-loads of ballast. Much of the yard trackage is in need of gauging and adjusting of some type. There are soft spots in the ballast and drainage is also an issue in some locations. The mud build up in these locations have caused erosion to the roadbed and ties.

Both of the above items are crucial to the continued safe operation of trains at the museum. These also are required to maintain the minimum standard of Class 1 Federal Railroad Administration (FRA) track which provides for 10 mph passenger operation.

With the above deficiencies noted the call was put out for a 'track gang' work weekend. That call did not go unheeded. A very successful work weekend took place on November 17 & 18 with the replacement of twenty four ties, six joint bars and three gauge rods on the balloon track. This work was accomplished by a very enthusiastic crew consisting of Eugene Vicknair, Rod McClure along with sons Eric and Aaron, Steve Habeck, Scott Franklin and son Scotty, Greg Elems with sons Matt and David, Wayne Monger, Frank Brehm, and Alan Hirasawa. The "sons" provided much of the labor by pounding spike after spike as old ties were dug out and new ties put in place by the "older" participants.

Previous to the work weekend Alan Hirasawa had laid out ties, gathered the required tools, and worked on some of the Maintenance of Way equipment. The tug, Burro Crane, and A-8 Gang Car with trailer were all used during the day to haul equipment and each performed extremely well.

While most of the ties previously identified as needing immediate replacement were the focus of this work group others nearby were also found to be suspect and although possibly not in need of immediate attention were also dug out and replaced thereby eradicating the need for additional work at the same site in the near future. In the future, when we replace ties under a joint, 4 new ties will be installed instead of just two. This new standard will upgrade the track structure on all of our main operating track. During the tie replacement portion of the work, broken gauge rods were replaced; new gauge rods installed where needed, broken joint bars were replaced, and the rail re-gauged according to FRA specifications.

Also busy during the day on Saturday was Gail McClure who prepared and delivered a very delicious and well received Italian dinner. After working all day the crew soon had Gail back in the kitchen preparing additional entries to satisfy their hearty appetites. The crew extends a very big Thank You to Gail for this very tasty and filling dinner.

Sunday found most of the crew back out working. A previously derailed tank car was put back on the rails using the recently made serviceable truck crane. Work on the roadbed and

track is far from concluded as plans are already underway for additional work weekends next year as soon as the weather becomes slightly warmer. Additionally all of the track material and necessary tools will be relocated to a central area so it will be much easier to locate the proper material needed and keep a better count on what we have and what we need. I want to thank all of those who participated and hope that we have more volunteers for the upcoming work gangs. We have a couple of big projects to tackle this upcoming year that will increase storage and make switching operations much easier. If you have never been involved with track work and are interested in learning, let me know and I will be glad to help you learn! I will be posting upcoming MoW work weekends in the Train Sheet and on the FRRS board soon.

It is important for all of us to remember that without good track, safe train operation would be impossible. And safe train operation is number 1.

Obituary Larry Harrison

Long time FRRS, PLA, and railfan community member, Larry Harrison, passed away peacefully on December 13, 2001. Larry's pride collections included black and white photographs of all Southern Pacific steam locomotives (the majority in serviceable/operating condition), Western Pacific steam, and various other Western United States steam locomotives. He began photographing as a young man. He also collaborated with Fred Stindt, Arthur Lloyd, Gerald Best, Doug Richter, Guy Dunscomb, and Al Phelps, just to name a few.

Larry supported and belonged to many other rail organizations, including the Feather River Rail Society, Pacific Locomotive Association, Bay Area Electric Association, Friends of the Sierra Railroad, Friends of the 1233, National Association of Railroad Passengers, and the Northern California Railroad Club. He dearly loved the Western Pacific and many of his photos have appeared in several books regarding the railroad.

One of his great loves was the fraternal organization "E Clampus Vitus", of which he was a member of no less than 10 chapters, having served as Grand Noble Humbug for the New Helvetia Chapter, #5.

Enjoying his love of railroads he lived a happy and full life. Larry was 93.

Our condolences and thoughts are with the family.