

been readying the WP484 caboose with all the little things like air hoses for all the equipment we were bringing back from RVJ, hand tools, radios, and of course lots of Diet Coke and Pop Tarts. Steve had to completely rebuild the cabooses water system thanks to freeze breaks which took more time than expected to repair but allowed the system to be completely drained and sanitized. He also had to drain and repair the fuel line to the stove as it decided to plug up and quit working. This caboose is one of the most important pieces of equipment we take with us anywhere outside the gate as it serves as our luggage storage, tool and radio locker, office for all my paper work that always is present for reasons known and unknown, beverage and food storage along with a huge ice chest that will hold at least 50lbs of ice and numerous cases of Diet Coke and bottles of water. Steve has also modified the caboose for use as a radio and cell phone charging center along with keeping our rechargeable tools and lights ready to go when needed. More on the use of the WP 484 in the future.

While all of this work has been going on at Portola, we have also been bringing the Museum out of winter hibernation with hours of time spent charging and installing batteries in the locomotives we use all summer long for RALs, cleaning up the shop and making sure the building was watered up and ready to go. John Walker and Charlie Spikes (our new Facilities Manager) have been trying to clean up the broken windows punched out by all the snow on the roof and they came up with a way to prevent all the window breakage in the future. All of this was going on rain or shine with all of us trying to work our regular jobs and do the family commitments at the same time. Hank and Rick spent a huge amount of time at Rio Vista making sure all the equipment we are getting from them is ready to move. Most of this equipment has not been moved in years and many air brake parts had to be replaced or cleaned and adjusted, the locomotives had to be moved over the pit and have the under carriage inspected and lubed, and all of the equipment had to pass a complete air test. I am not sure yet how many days they spent there, but it seemed to be every Wednesday they were there working on this or that or chasing spider webs out of the equipment. Many thanks goes to our friends at the Western Railway Museum RVJ who helped Hank and Rick in anyway they could and by allowing our use of their shop during their busy repair schedule to their equipment. And as a last minute addition to our train, the SP 4004 RS32 we have sold to the Pacific Southwest Railroad Museum at Campo, CA will be going with us to Roseville for further movement to Campo by UP. This engine has required a lot of little repairs to make it ready to roll that were not expected but had to be done. Doug Morgan and Hank Stiles along with Steve Habeck worked on air brake problems that kept popping up and Ed Powell and Charlie Spikes lended a hand by helping me install the AEI tags and stenciling the cab with SDAX. We had to wait for parts to come from WABCO for one brake cylinder that turned into a project unto itself. With these repairs made, the UP has inspected it and announced it OK to move. These of course are just the big things that have been going on at Portola and RVJ during the last couple of months. Many small projects have been started and finished so we can make this movement successful and without ANY failures on the road. I have spent many hours on the phone or in front of the computer working out all the details required to make a movement like this and I know that without a team like

we have, this would not be possible. We are making history in this trade and with this move being done as a special move we are setting the standard for all others to follow. That is why all the details must be addressed and we can not have any failures on the road. Once the move is done, I along with all the people involved will sit down and write a detailed report on the trip. As I finish this article up, we are about two weeks away from departing and we have everything ready. My next report will detail the hopefully successful journey to RVJ and home with our new equipment.

Until next time, WP LIVES!

WAIT!!!!!! Hold the press Frank!

Due to waiting for my article, the Train Sheet is late but that gives me the chance to let you all know that we have made the move and it was successful and WITHOUT FAILURE!!!!!! We did it and have brought home the 917 and 712 along with all the other equipment from RVJ including a couple of things we picked up along the way. I Will have all the hot info in the next issue..... THANKS TO ALL OF YOU WHO HELPED MAKE THIS HAPPEN, WE COULD NOT HAVE DONE IT WITHOUT YOU!!!!!!

## Donations

By John Walker

WOW! What a great response to our first want list printed in Issue 127!

Members Loren and Kim Ross of Reno were first in with the donation of a brand new Hewitt-Packard "Four-in-One" Scanner/printer/copier/fax machine! And just in the nick of time too, as our old copier had broke down that very week. Member Tom Barton called just before the March Board Meeting to announce his donation of a 1984 Ford pickup! Not only is it in great shape, it's a four-wheel drive! Thanks Tom, we're already putting the truck to great use around the museum! Our new facilities manager, Charlie Spikes of Reno, quickly got into the act by getting us several lockers, file cabinets, chairs and a small conference table which were donated by a VA Hospital warehouse in Reno. Member Keith Smith provided two huge oil fired heaters donated by Morton-Thiokol in Utah. Member Frank Beavers in Westwood secured an upright display case, which we will use in either the gift shop or display room. Discussions with several other members and friends of the museum look very promising and hopefully, we will be able to report more donations soon.

But don't let that stop you from helping us out. The Portola Railroad Museum is still looking for certain pieces of equipment to improve and enhance the hard work of our volunteers and staff. Again, these items don't have to be new. As long as they function correctly or, can be repaired at a nominal cost. It doesn't have to look pretty either. The big cost is the equipment itself. Parts, repairs and a touchup of the paint are nothing compared to the cost of the equipment.

We are also adding some special requests for people with certain skills in this issue. If you or your company can take a couple of days off and spend a few days at the museum to help us complete these projects, it would be greatly appreciated. We can

make arrangements to house you and your crew (and secure your equipment) at the museum. Consider it a working vacation. In addition to train watching, there are six golf courses in the area and the fishing is great!

Take a look at the list and give John Walker a call at 530-832-4131 if you think you can help. And remember, donations to the FRRS are tax deductible.

1) The museum has a gap in our perimeter fence along the south side of the museum. We have also had the property lines around the hospital surveyed. We have the posts and the fence material. But we don't have the money or the labor to install the fence. If you are in the fencing business, we could really use your expertise and help getting these fences installed and securing our property.

2) We really need a hydraulic man-lift of some kind. A "Cherry Picker", "bucket truck" or scissor lift of some kind would make it easier to do restorations, painting, changing light bulbs, repairing broken glass, electrical wiring, trimming trees, the list is endless! And it would be safer than setting up scaffolding or climbing tall ladders.

3) Speaking of ladders, we could use a heavy-duty extension ladder. Ideally, a wide one about 25-30 feet long. For safety reasons, the ladder would have to be in good shape with good feet on the bottom. A 10 foot folding ladder, preferably fiberglass, would also be useful inside the shop.

4) A heavy-duty, 1,000 + pound capacity cart with steerable, pneumatic tires is needed for a portable pump cart we want to build.

5) A small "Bobcat" type front-end loader. These tractors are great for landscape projects, cement work and clearing snow. An auger attachment on the back would help us dig holes for fencing, signs and other projects.

6) Our Mechanical forces and track repair crews could really use a John Deere "Gator" or similar all-terrain, work vehicle. We need a 6x6 with a flat deck on the back for hauling 55-gallon drums, big wrenches, track tools and parts.

7) Snow blowers. While the snow has finally melted away, it could be back as early as October. So please keep us in mind for one of these before the snows return.

8) We will need to do some roof repairs again soon. The galvanized metal roof needs another coating of sealant and paint. If any readers are in the roofing business, and might be able to donate some material, equipment and or, labor, please give me a call.

9) Our carpentry shop is always looking for good quality power tools. Circular saws, Sawsalls, routers, table saws, cordless drills, nail guns, planers, vacuum systems, cutters, joiners, you name it, we want it and could use it. We could also use a small cement mixer.

10) A floor scrubber (no, not your mother in law). The engine house floor gets a lot of wear and tear from muddy boots, rubber tired equipment, vehicles, locomotives dripping oil, etc. It would be nice to scrub the shop floor down a couple of times a year. This would be a big help in preparing the shop floors for repainting.

11) If anyone is in the aggregate business, we could use a few truckloads of sand, 2-6 inch river rock and drain rock for various landscaping and drainage projects.

12) A bead blasting system for cleaning small metal parts. This would help the restoration and mechanical department.

13) The gift shop and the display room need glass display cases. Upright or counter styles are both good. We're also looking for some "Slat-wall" style display panels and good peg-board panels. Our expanded book and video section gives need to additional bookcases.

14) We've received a small conference table but we're still looking for a big one that will host 10-12 people for Board of Director meetings or conferences. We can refinish the table (or perhaps another member can help in this area).

15) Reception area furniture. We would like to set up a new reception area inside the entranceway into the museum. We need a nice reception desk and counters, which we can use for brochures and informational signs. If someone out there is redoing the reception area of his or her offices, please consider donating the old furniture to the museum.

16) Motion sensor security lights. We've located at least six areas where we could use these to improve security and safety.

17) Our wooden picnic tables are wearing out. Despite storing them in boxcars or inside the building in the winter, summer thunderstorms and normal wear and tear are taking their toll. We need to begin replacing these with aluminum or fiberglass tables that are easier to move and resistant to damage from rain. Ideally, we need six to twelve of these.

18) This one may not be popular but, if you need it, your thankful you have it. We could use two "Porta-Potties".

19) And finally, a big request. I may be dreaming but I'm going to give it a try anyway. Our master plan for the museum calls for a replica depot in the parking lot for a new gift shop and ticket office. While it would be great to get that started tomorrow, a doublewide, modular/manufactured building would be a great temporary fix to an already overcrowded, uninsulated engine house. We don't need a residence with a kitchen, bedrooms and closets, but more specifically, a large empty building that we could turn into a gift shop and ticket office. Typically, construction companies, schools and real estate companies use these types of buildings for temporary offices and classrooms. Another option would be one of those manufactured steel buildings, which can be insulated and heated. I may be reaching, but I know these types of buildings are out there and until we can build something permanent, we could really use a building like this.

And if anyone has an extra Dodge Viper or Chevy Corvette that their not using...ah, never mind. I was just checking to see if you had read down this far. Thanks; we will have more items listed in future issues.

## Memberships and Donations

We would like to welcome new life member: Charles Bach and thank the following for thier generous donations:

WP 705 Donation for 150.00 from Jason Midyette and 300.00 Donation from Ed Benjamin. It seems Ed makes a 300.00 donation every year with his membership renewal, Thank you for your continued support.