

CMO REPORT

- Hank Stiles, CMO

I am sitting here in Rancho Cordova listening to the rain and wishing for spring and in Portola there is snow on the ground and spring is nowhere in sight. I'm waiting for the weather to warm up so we can get busy at the museum.

We have just finished helping the Golden Gate Railroad Museum move much of their equipment to the Niles Canyon Railway. The whole month of February was consumed with this task and a lot of work was put in by people from the Feather River Rail Society, the Golden Gate Railroad Museum and the Niles Canyon Railway. It was a lot of 10 to 12 hour days but it was rewarding to work with so many great people.

We had some problems with our power on this trip to GGRM and back. The WP 925 had problems with it's air compressor and it's AC generating system on the way down to GGRM and it stopped loading on the way back. The air compressor high pressure cylinder wrist pin bearing went out and I replaced it with a new piston, wrist pin, rod and rings. The old style wrist pin had a poor design that lead to poor lubricating and failure of the wrist pin bearing. The new style has a drilled rod to carry oil to the wrist pin and we should have no more problems.

The AC generating system that runs the radiator fans and the traction motor blowers had a wire burn off on the resistor in the excitation circuit, this drops out the No Voltage Relay and stops the engine from loading. Finding the resistor was the problem as we have no prints or wiring schematics but with a little detective work I found the offending wire and replaced same.

All was well when we left GGRM, however a few miles down the road this unit quit loading again. This time one of the parallel contactors failed to drop out completely.

That is the problem with Diesel Locomotives, one small thing and you add 150 tons or so to your trailing tonnage.

The other two units we took, the WP 707 (GP-7) and the WP 2001 (GP-20) preformed as the troopers that they are. Other than a couple burned out light bulbs, we had no problems. These units have a longer history of road use and it is a well-known fact that the best thing to do with a locomotive is to use it, sort of like your body, use it or lose it.

This is not to say that all of these units don't need some attention. A trip like this brings to the surface things that need to be taken care of and they will be in the shop in Portola to receive the care that will allow them to continue to serve as they have since they were built.

Please come to Portola and help out, there are jobs and good times for all of us. You get this newsletter because you care about the Western Pacific Railroad and the Western Pacific Railroad Museum, so put your interest into action, the museum will be the better for it and you will feel good about your contribution.

Train Sheet Changes

- Eugene John Vicknair, Interim Editor

This should be the first issue those on the PDF list will receive electronically. Due to our switchover to a new internet host, however, there is a chance that some email requests were not received. If you signed up for the PDF version of the Train Sheet and did NOT receive this issue via the internet, please email me at the address below and let me know so we can update the list. Note also to those who are on the list: this will be your last paper copy of the Train Sheet. If you decide to stop receiving the electronic version, please let me know.

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