



# THE TRAIN SHEET

News from the Feather River Rail Society



## Preserving "THE FEATHER RIVER ROUTE"

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### President's Pin

- Greg Elems

Major track work was started on May 17<sup>th</sup>, with a crew from the Goose Lake Railway coming down from Oregon to do the work. The materials didn't arrive until Wednesday from Salt Lake City. They used their time waiting on the materials to pull spikes and ties. The task of replacing the 325 ties started in earnest on Wednesday afternoon. We had staged some of our ties out on the balloon track in 2019, turns out they were needed also. In the end, the number of ties replaced exceeded 330.



The outside rail from the Milward switch to the frog of the switch to the UP interchange was pulled up. Rail from the old WP siding on the south side of the mainline, which UP had donated to the museum in the late 1980s, was used to relay on the balloon. While this was taking place, it was discovered that the spikes sent for the project were old scrap metal candidates. So David Hutton and I scrambled to round up spikes to keep the project moving. Again, kegs of spikes that had come to the museum and were stored around the museum for years were located and used to spike the new rail down on the replacement ties. A quick word about the ties: the US military had built a yard at a base, then never used it. Sometime later the decision to pull the yard up was made so the ties were basically new with just the spike holes. But that made them seconds and we were cut a nice deal on them to make the cost about a third less than the cost of new ties.

With the new ties, rail and track joint bars in place, we tested the track on Thursday afternoon with the 1100. I'm now confident in letting the WP 165 run out there. We do have some spot tamping to do and will need to install gauge bars to help the ties maintain the gauge, but otherwise we are in good shape. I want to thank the crew from the Goose Lake Railway for bidding on the job and coming down and working between their own track projects.

On to other things, we have a 20 yard dumpster in the parking lot, which took no time to fill half full. We have a lot of material to fill it, and may even have to rent a second one. Currently the arduous task of busting old rotten pallets down to go away in the dumpster is taking place. We have a lot of trashed ties from the balloon, I'm not sure if they are worth trying to make available for the members for their garden needs or not.

Tim Steeper has been finishing the construction work in the west end of archive car, where our computers will be, and the entry way area. The archive car is looking better all the time.

Eugene Vicknair and Janet Steeper have been working in the Museum Store. Let me say that it was overdue for this cleaning. Janet is exploring options for a new epoxy coating for the floor. Possible window film for the north side windows may get installed. The Z-scale layout is waiting to be moved, ever so carefully, with Ethan Doty's and Bob Sims' careful planning and attention. There are a lot of details to attend to in the store but with Eugene and Janet's work we will have a great looking store for the visitors to come in and support the museum.