



The Train Sheet

Preserving "The Feather River Route"

Nov/Dec 1990

Issue No. 46

DONATIONS

We wish to thank the following for their extra cash contributions to our museum:

Norman Anderson

Roy Cameron

Elmo Dito

K. W. Falconer

Russ Fike

Norm Gidney

David Martin

Tom Moungovan

Walter Ozanick

Marvin Pitts

David Richards



GP40-2 WP 3546 leads the eastbound GGM (Golden Gate Merchandiser) to the summit of Altamont Pass in August, 1981. photo by Wayne Monger

Warren Richards

Erwin Rose

Sid Smith

John Snyder

Larry Trumbull

In addition, Martin Anderson received PG&E's Community Service Award and contributed the \$100 to our Society.

With winter upon us our power bill goes up because of heating the rest rooms, Gift Shop and keeping our stock of batteries charged. Your financial help is appreciated.

Inside:

- F7B under consideration
- Extensive New Acquisitions
- Review of FRRS Southern Regional Meet



Feather River Rail Society ***** Portola Railroad Museum

Preserving

"The Feather River Route"

P.O. Box 608
Portola, California 96122
(916) 832-4131

Hours: Memorial Day to Labor Day -- open seven days a week 10:00AM to 5:00PM. Fall, winter and spring hours: Open weekends 10:00AM to 5:00PM.

The Feather River Rail Society, a tax exempt public benefit California corporation, is the historical society for the Western Pacific Railroad and operates the Portola Railroad Museum in Portola, California. The FRRS is not associated with the Western Pacific Railroad.

FRRS Tax ID number is 68-0002774
Member of Tourist Railway Association Inc.

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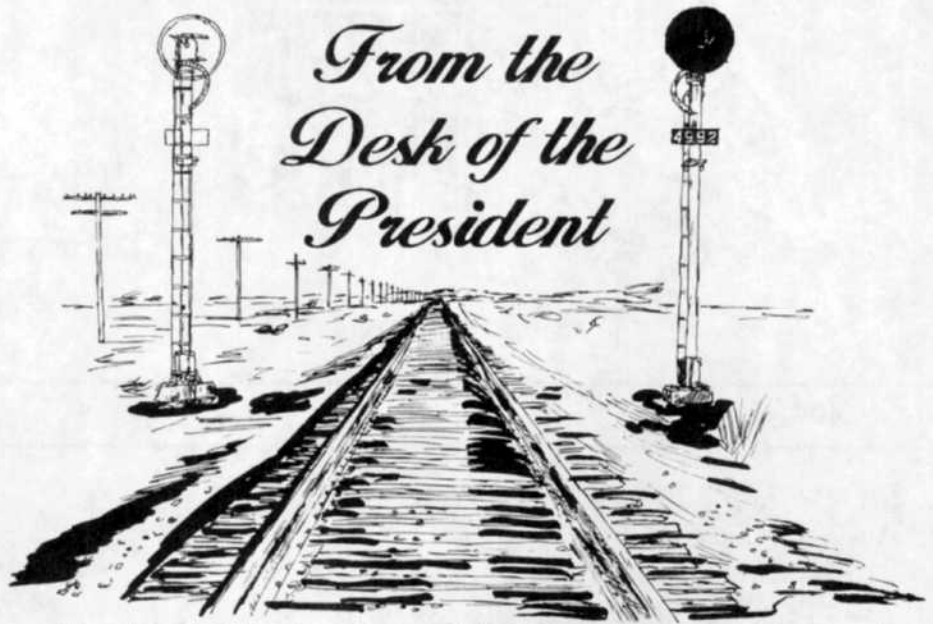
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Membership

Associate-----	\$15.00
Active-----	\$25.00
Family-----	\$30.00
Life-----	\$300.00

Dues are paid for 12 months from time of receipt. All memberships have one vote except for Associate. Associate members also do NOT receive the popular quarterly publication - The Headlight.

From the Desk of the President



Nineteen ninety-one will present a number of challenges to our Society. Our locomotive rental program has made the public aware of our existence through TV and newspaper coverage. We are approaching a complete collection of early diesel locomotives by manufacturer and model. Only Fairbanks-Morse is not yet represented among the major manufacturers. We need to improve the appearance of our facility and equipment so that the visiting public will be impressed. An interpretive display is necessary to educate the public as to the significance of our collection as it relates to railroad history.

While our diesel collection is impressive, we do not want to forget the prime reason this museum was started. Western Pacific. We have saved 9 WP diesel locomotives, 46 WP freight cars and 3 WP cranes. This is without a doubt the most complete collection of any railroad's equipment. During next April and early May we will have Union Pacific's double-header steam powered passenger train staying overnight in Portola. Hundreds of passengers and train viewers will be here. Railfair '91 will attract several hundred thousand visitors to Sacramento. We will have a booth at Railfair publicizing our museum. We must be ready to receive and impress the visitors we are sure to attract. Your assistance, whether financial or physical, or both, will be needed.

My wishes are for a peaceful and prosperous New Year for all.

--Norman W. Holmes

THE F7B STORY

We have been searching for an F7B unit to go along with our 805A and 921D. Larry Hanlon made contact with Century Locomotive Parts in Montreal, Canada, who had purchased a number of Canadian National F7 units for parts and scrap. They agreed to put together good wheels, motors and truck frames under a mechanically good F7B unit. CN 9190 would be available to us for \$40,000 Canadian, FOB Montreal. This price was far under their asking price for other F units and since we were able to afford the purchase price with a credit union loan and available cash, we decided to go for it. F7B units are very rare and if we were going to get one, especially in good condition, we had to act. Transportation costs from Montreal to Portola will be extra. This will be worked out after January 1st. Two FRRS members will go to Montreal to inspect the unit before payment is completed.

Needless to say the purchase of the Baldwins and the F7B, along with the government surplus property has had a severe drain on our finances. We need your financial help, please consider sending a donation for purchase and transportation.

GIFT SHOP NEWS

We have received a supply of poster prints depicting the Portola depot building with a 4-8-4 and FT in the snow. This painting by UP PR Department's John Bromley is used on UP's Christmas cards. The 16x24 full color prints are available from our gift shop for \$20.00 plus \$2.00 postage. Christmas cards are also available - 25 for \$14.50.

NEW LIFE MEMBER

We welcome Delbert (Dutch) Rohlinger to our Life Membership roll. Dutch recently retired from Union Pacific where he was employed as an engineer. He came to WP/UP from the Milwaukee Road when that line ceased operations in the Northwest.

NEW CHIEF MECHANICAL OFFICER

Mardi Vincent has been appointed CMO for our museum. She is seen regularly around the museum, working hard on various projects -- mechanical and other types. Mardi works for the U.S. Forest Service and is familiar with record keeping -- a necessary ingredient for this position. Therefore it is important now that anyone working on ANY piece of equipment make a record of work completed or work needed so that it can be recorded.

A LITTLE ITEM OF NOTE

A part of Western Pacific's San Francisco Bay ferry Edward T. Jeffery, scrapped some years ago, lives on. A stairway from the ferry was installed in 1981 in a former U. S. Army Corps of Engineers "snag boat" and used by a San Pedro cruise company. The boat has been purchased by Channel Star and will be used on excursions originating in Old Sacramento.

WP OFFICE BUILDING RAZED

The old Gothic-style headquarters of the Western Pacific Railroad at 526 Mission Street, San Francisco, are gone. The seven story office building was built in 1920 and used by Western Pacific from 1941 to 1983. After Union Pacific bought WP, corporate decisions were made from Omaha, Nebraska. The 1989 Loma Prieta earthquake badly damaged the structure and the decision was made to raze the building.

THE FIRST ANNUAL FRRS SOUTHERN REGIONAL MEET

by Peter Solyom

The First Annual FRRS Southern Regional Meet was held on Nov. 10, 1990 in La Habra, CA with great success. The turn out for the Meet was about 60 participants which resulted in the addition of 15 new memberships to FRRS.

The modeling clinics as well as the video and slide presentations were well attended by most everyone at the Meet. The end of the day raffle presentation, including gifts by local hobby shops, the FRRS gift shop, a 1 hour Rent-A-Locomotive session and a copy of John Ryczkowski's book "WP Pictorial," was the highlight of the day.

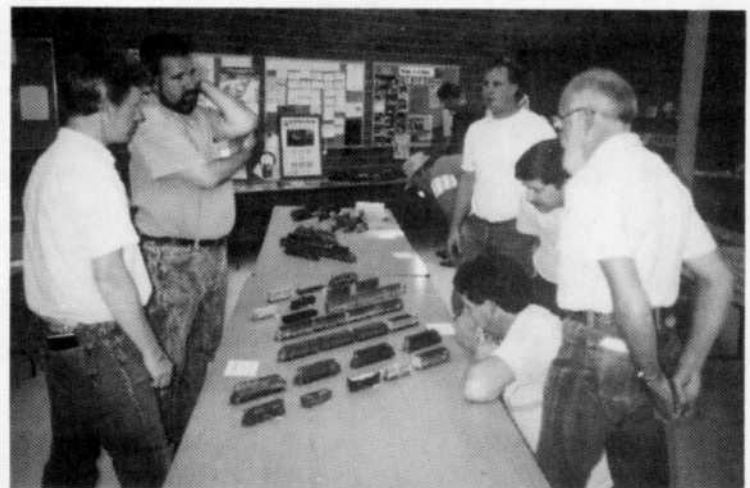
As stated before, the intention of this function was to keep the not-so-close members of the FRRS in touch with the Society. I, for one, know how difficult it is to visit and work at the museum as often as I would like. My intention is to hold this meeting on an annual basis, hoping that the success of this last meeting will carry over and grow with the future ones.

My personal thanks go to Tom Bacarella and Dave Dodds for their assistance in the planning and organization of the Meet. Without their help, the meeting would not have been what it was.

Also my thanks go to all of you who brought your models and memorabilia to display and show. I think that this was a big draw to the Meet.

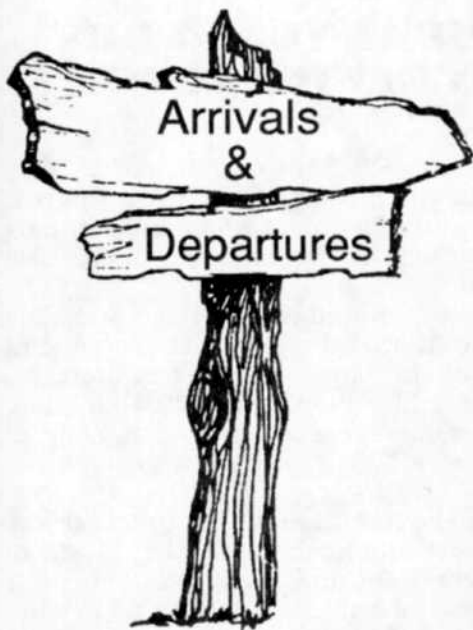
Lastly my thanks go to those of you who made presentations and gave a helping hand at the meet, Wayne Monger and Hank Stiles, representing the FRRS board, John and Mary Ryczkowski, Larry and Lynn Hanlon, Gary and Pat Cousin, Susan Dodds, Steve Habeck, Skip Marshall, Susan Solyom and everyone else who added a hand.

Preparations are already in the works for next year's Meet and I look forward to seeing you all there again!!!



Attendees are shown here reviewing the WP model display at the 1990 FRRS Southern Regional Meet.

photo by Pete Solyom



During the past two months no less than 10 new pieces of equipment arrived at our museum and two cars are on temporary storage here. Four more items are outside the fence awaiting formal donation and three locomotives are awaiting shipping. Whew! This unprecedented increase in our historical collection is due to a number of items becoming available all at one time.

Our first Baldwin diesel locomotive arrived in Portola October 23rd in a train from Oroville. The Baldwin DS4-4-660 was donated through the efforts of Doug Morgan from Rail Car West. This 1946 locomotive was built for Morrissey, Fernie & Michel Ry., No. 1, working for the Crows Nest Pass Coal Co. in Canada. It then became a boomer spending some time at the Delta Alaska Terminal in Vancouver, B. C., crossing the border it became Seattle & North Coast No. 51. Following the closure of this line the unit was leased to Publishers Paper Co. (Newport, OR), spent some time on the Chelatchie Prairie (Battleground, WA) and was moved to Sacramento for storage at the CSRM. It was then run under its own power to Napa for use on the Napa Valley Wine train trackage rebuilding their line. It was here that one traction motor was damaged while on a ballast train. No. 51 was then moved to Oroville and finally to its new home at Portola.

Included in the same train as our Baldwin was Union Pacific tender snow plow No. 900002. The plow was brought to Oroville for Canyon and High Line snow removal, but was never used. Union Pacific declared the plow surplus and donated this historic item to our museum. Now for that big snow so we can try it out!

Government surplus provided us with a 1923 40-foot flat car and a 1952 10,000 gal. tank car. The cars were located at Sierra Ordinance Depot at Her-

long, some 60 miles east of Portola. We had to pay the state surplus office a handling fee and pay Union Pacific for transportation. The tank car will be converted into a fire control car with a pump and hose. We hope it will never have to be used.

Two new cabooses arrived in November, both SP bay window models. SP 4107 is owned by Vic Neves (The Lark) and is on permanent loan. The other one, SP 1337, is a gift from John Ford. John was unable to keep the caboose where he had planned and decided to give it to our museum. He also paid for the transportation costs to get it here plus a \$100 donation. It is the same class as our SP 1345 which will now be sold. The 1345 was deliberately set on fire enroute to Portola years ago and we never seemed to have anyone interested in repairing it. Both John and Vic promise to clean up and repaint their cabooses next summer.

Rubber tired equipment also arrived recently. On November 5, from Government surplus at Herlong we received a 1977 Dodge 3/4 ton 4x4 pickup. It will be used around the museum. On November 6th again from Government surplus we received a 1960 4x4 payload loader from Rough and Ready Island base in Stockton. We contracted with a trucker to haul the loader to Portola. This machine has a cab (with heater), 3/4 yard bucket, and good tires. It runs well, although an engine overhaul may be done next summer. Bruce Cooper has worked on both the payload loader and Dodge pickup to make them serviceable. The Hough loader that we were using on a time share basis for the past several years had seen better years and its lack of a cab made snow removal difficult at best.

Then on November 7th, we received a 1985 Ford 1/2 ton 4x4 pickup donated by Sierra Pacific Power Company. This vehicle will be assigned to the use of the museum Manager. Lastly, on December 4th, we received a track tamper. The tamper was part of the deal we made when we purchased the two Baldwins from Oregon & Northwestern (story elsewhere). We had to pay transportation costs, but the unit has a value of about \$3,500. It needs some minor repair which will be completed as soon as weather permits.

Along in the same train as the Baldwin No. 51 and snow plow, was former SP business car 106, now named Pioneer and a Santa Fe refer. The Pioneer is owned by Doug Morgan and Sam Girdler and is here on a temporary loan. The refer is a tool room to be used by Rail Car West for a passenger car repair job to be done in our shop building this winter.

The opportunity to acquire two rare Baldwin AS 616's from Oregon & Northwestern Railroad in Burns, Ore-

gon presented itself earlier this year. The railroad has been out of service and trackage removed six years ago. Their four AS 616's were stored inside a lumber warehouse owned by Snow Mountain Pine. Snow Mountain was anxious to have the locomotives removed from their property. Tectron Laminates, owner of what was left of the ONW had to dispose of the locomotives and other equipment and parts. Wayne Monger and Kent Stephens spent several sometimes frustrating months working out a deal with Tectron. Finally on October 23rd, Wayne, Brian Challenger and Norm Holmes drove to Burns to finalize the deal and move the units to Tectron trackage. The next day was spent oiling the journals and otherwise preparing the units. A Snow Mountain skidder was hired to move the units one at a time out of the lumber building over trackage that was practically devoid of ties. Luckily they stayed on the rail. Four units and a caboose were moved outside where the Oregon Eastern Railroad could switch them to Tectron's tracks.

All four units and the caboose are saved from the scrapper's torch. No. 1, a Baldwin demonstrator No. 1601, is going to the San Diego Railroad Museum. No. 2, former SP No. 5239, is being preserved by the NRHS group in Portland, Oregon. No. 3 and No. 4 are coming to Portola. No. 3 is former SP 5274 and No. 4 is former SP 5253 which was sold to McCloud River RR becoming their No. 34. The caboose was purchased by the Vintage Railway group and will be trucked to Portola to join their two Santa Fe cabooses here.

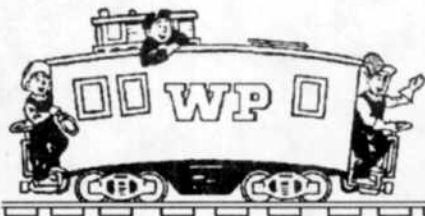
We paid \$10,500 for the two locomotives and tamper. A bargain. Transportation of the units still has to be worked out with Oregon Eastern and Union Pacific.

E9B UNIT DONATED

In a complete turn around in events, the Feather River Rail Society has donated the former Alaska Railroad E9B power car P-7 to the Union Pacific Railroad.

Union Pacific is upgrading and increasing its passenger car fleet and has acquired a second E9A unit (UP 949) to go with their E9A No. 951. They were looking for an E9B unit to make an A-B-A set. Our Alaska P-7 is the former UP 970B. We acquired it because it was a "B" unit and F7B units were not available at that time. Now that we have purchased an F7B from Canadian National, our E9B was declared surplus.

Union Pacific has been very generous toward our museum in the past and as a gesture of good will we decided to donate the E9B to UP. It will be moved to Cheyenne where it will be evaluated, painted and ballasted after the trainline wiring is checked out.



Caboosing With Hap Manitt

News from around the museum...

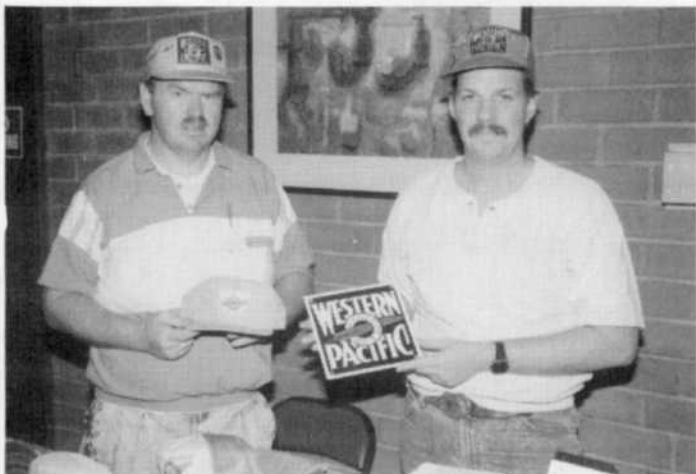
- October 21, 1990 Ed Warren took pictures of various engines for use on postcards. These will be for rental customers and also for sale in the gift shop.
- October 22, 1990 Gordon Wollesen started extensive electrical work in the shop and outside. He has replaced the service panel in the engine house. He has installed wiring to the SAC guard car that will be soon be used as an office. His work on this and locomotive batteries was ongoing from this date.
- October 23, 1990 Wayne Monger met Norm Holmes and Brian Challender at Portola to head for Oregon to check on the condition of engines that were being considered for purchase by FRRS. They left Portola at about 5PM, and arrived late that night. The UP train that had our new equipment on it arrived here at about midnight from Oroville.
- October 25, 1990 The cars from Oroville were switched into our yard.
- October 27, 1990 Norm Holmes, Wayne Monger and Brian Challender arrived back in Portola with FULL pickup truck loads of extra locomotive parts that they picked up on their trip to Oregon. SP employees who are members of CSRM in Sacramento arrived and gave engines UP 849 and WP 501 a thorough going-over. They were: Dick Hulbert, electrician; Pete Willbest, machinist; Dave Spohr; Gene Black. They were friends and guests of Dave Anderson. Steve Habeck, Bruce Cooper, and Brian Challender worked with them. Julie Anderson spent the day cleaning rest rooms and straightening up the shower car as well.
- October 30, 1990 Bruce Cooper worked on dump truck and loader.
- October 31, 1990 The tank car and flat car arrived from Herlong. Norm Holmes and Dean Hill went to Herlong to check out the 4x4 pickup truck that we were considering buying.
- November 1, 1990 A TV spot on KGO in San Francisco aired about our museum and about our locomotive rental program. Ed Warren took pictures of all of the newly arrived equipment for use in the Train Sheet. Bruce Cooper had the air brakes working well on the dump truck.
- November 3, 1990 Larry Hanlon and Dave McClain worked on engine 805A. John "Ski" Ryczkowski painted lettering on engine 512. Dan Ogle worked on the electrical systems on engines 805A and 921D.
- November 4, 1990 The Board of directors meeting was held at Bruce Cooper's house.
- November 6, 1990 Norm Holmes and Dean Hill drove to Rough and Ready Island military installation to check on a truck we were considering for purchase.
- November 7, 1990 Merle Turpin and Skip Englert worked on cutting and mounting glass on locomotives 501 and 707, the loader, and the SAC guard car.
- November 8, 1990 Transportation Services, Inc. hauled the loader from Rough and Ready Island in Stockton to Portola. Hap attended the first Railroad Days Parade Committee.
- November 9, 1990 Gordon Wollesen, with his sons Ian and Will, worked 2 days on removing the 6" high pressure water system that was originally used for high pressure washing of the California Zephyr. Norm Holmes, Barbara Holmes and Dean Hill spent 5 hours in folding the Train Sheet and preparing it for mailing. Chairs and tables in the engine house were stacked out of the way for the winter.
- November 11, 1990 Ken Barnard, our CPA, met with Janeene Mathew, our bookkeeper, in Quincy.
- November 13, 1990 6 wheelchair patients from the local hospital in Portola visited the museum. Some of them were old railroaders. One was Martinez who used to be a track inspector who used our 3-wheel velocipede. Bruce Cooper serviced the new loader and prepared it for winter use. Gordon Wollesen weatherized the walls in the women's room and checked out electrical systems so as to install heaters.
- November 15, 1990 Bruce Cooper and Gordon Wollesen worked on the dump truck.
- November 16, 1990 Ken Roller worked on the balloon track replacing some of the old ties. 12 ties were hauled to track 7 (the old weed-burner spur).
- November 17, 1990 Norm Holmes, Skip Englert, Dean Hill and Hap Manitt unloaded 16 lengths of 75 lb. rail for the extension of track 7.
- November 18, 1990 Ken Roller, Hank Stiles, Mardi Vincent and Hap Manitt lined up 6 pieces of rail on the ties on 7 rail.
- November 19, 1990 Ken Roller worked on spiking down the rails on 7 rail.
- November 24, 1990 Norm Holmes and Barbara Holmes went to Fairfield Railroad show. Larry and Linda Hanlon worked on 805A.
- November 28, 1990 The FRSL's box car and caboose were switched to the east end of the yard to prepare for removal.
- November 29, 1990 The 2 cars were hauled away. Ronald Mathew and brother Jim worked on installing more ice melters on our track 4 switch.
- December 2, 1990 The Board of Directors meeting was held at Bruce Cooper's.
- December 3, 1990 Skip Englert's daughter informed us about a National Diabetic fund raiser show in Portland, Oregon. The package from this area included one of our locomotive rentals, golf packages, and hotel rooms. The winning bid was for \$6,000. Hap Manitt worked on Christmas decorations and lights.
- December 4, 1990 The track tamper arrived by truck.
- December 6, 1990 Ken Roller started work on expanding the model railroad in the snack bar area. In doing so, he found a model locomotive that had been buried inside the scenery by the original builder.
- December 8, 1990 The Santa Claus train was held along with a bake sale. Norm Holmes set up engines UP 849, WP 707 and WP 921D for a photograph for new T-shirts.
- December 9, 1990 Norm Holmes and Bob Lindley cleaned out loose materials from the E9B unit to prepare it for donation to UP.
- December 11, 1990 Bill Evans arrived to pick up his welder and supplies.
- December 12, 1990 Bruce and Sue Cooper bought a case of cat food as a Christmas present for Bill and Bandit, our "museum guard cats."

Another look at the FRRS Southern Regional Meet...

...all photos by John J. Ryczkowski



WP 60185 is one of Tom Bacarella's demonstration models that he used in his clinic. Watch *The Headlight* for future articles and photos of these and many more that were displayed at this specifically Western Pacific Railroad Prototype Modeler's gathering held at the FRRS Southern Regional Meet.



Dave Dodds (left) and Bill "Skip" Marshall (right) at the sales booth



from left to right: Larry Hanlon - *Headlight* editor, Steve Habeck - FRRS Trainmaster, and Hank Stiles - FRRS Supt. of Operations.



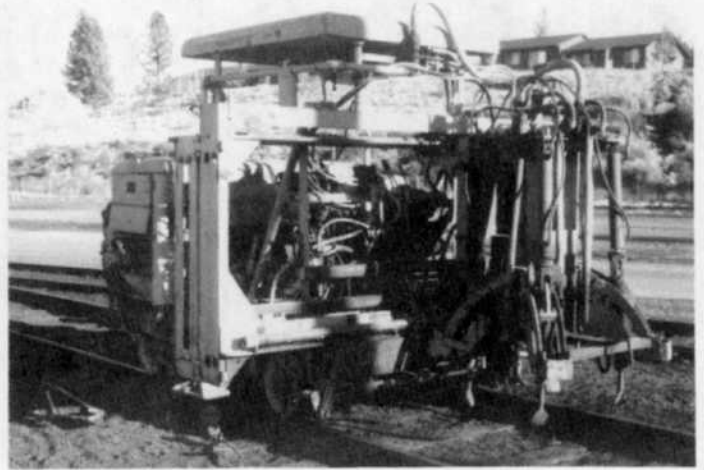
from left to right: Tom Bacarella - *Headlight* editor, Sue and Pete Solym - *Headlight* editors.



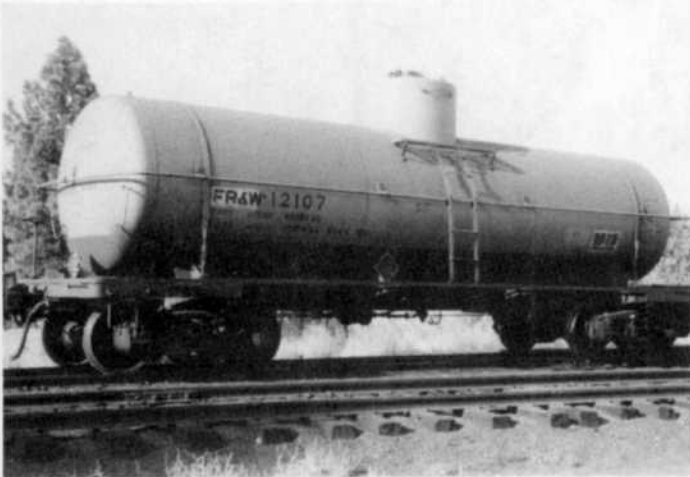
Tom Bacarella, shown here, gave a clinic on modeling WP box cars with a minimum of effort using available kits with modification.



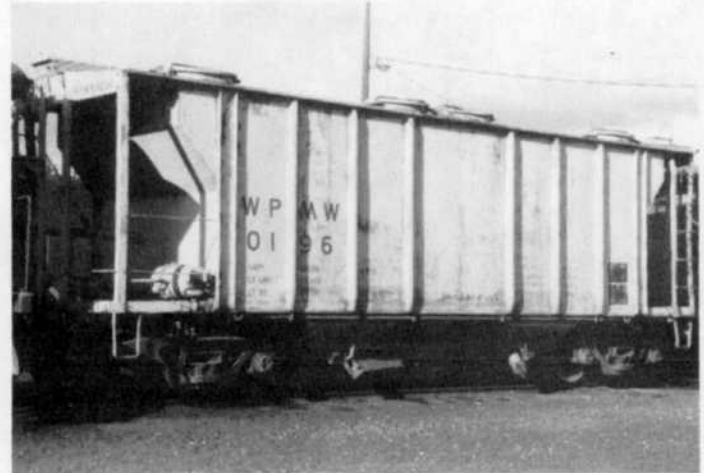
Here is our 1978 International dump truck which we acquired from government surplus from McClellan AFB.



On December 4, 1990 we received this track tamper which will help us greatly in maintaining our tracks



FR&W 12107, a 1952 10,000 gal. tank car from Herlong, will be converted into a fire control car with a pump and hose.



WPMW 0196 is on our property loaded with, you guessed it, sand!



SP bay window caboose 4107 is owned by Vic Neves (The Lark) and is on permanent loan.



From government surplus, we received this 1960 4x4 payloader which has a cab (with heater) and 3/4 yard bucket.



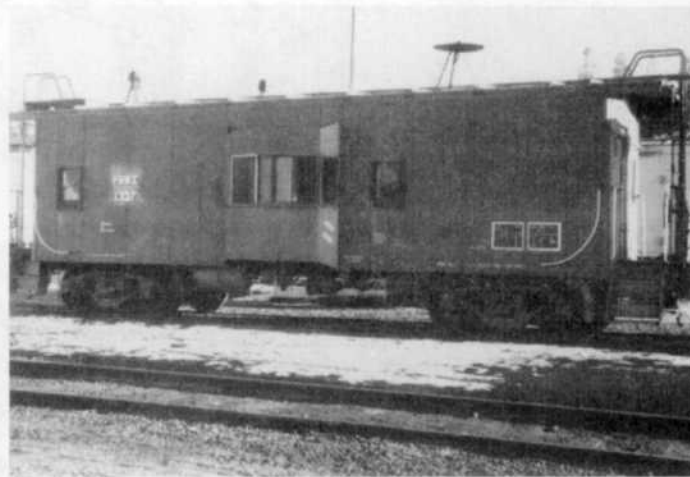
This 1985 Ford 1/2 ton 4x4 pickup was donated to us by Sierra Pacific Power Company. This vehicle will be assigned to the use of the museum Manager.



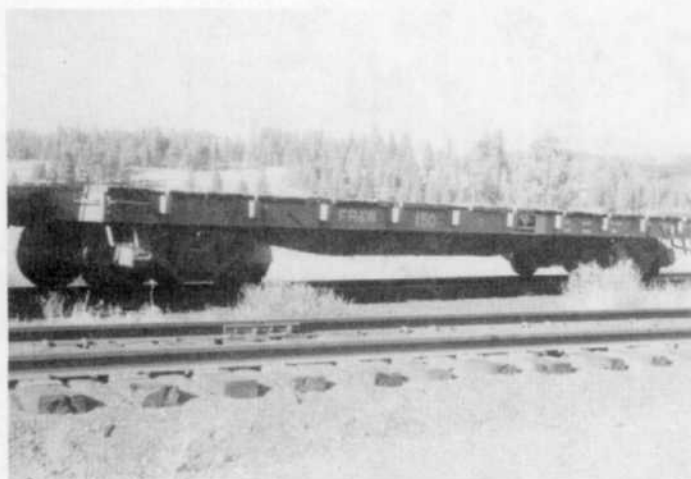
This Baldwin DS4-4-660 switcher was donated to us through the efforts of Doug Morgan from Rail Car West.



Union Pacific donated this snow plow No. 900002. Now for that big snow so we can try it out!



SP bay window caboose 1337 is a gift from John Ford. John was unable to keep the caboose where he had planned and donated it to our museum.



Government surplus provided us with this 1923 40-foot flat car.



From government surplus at Herlong, we received a 1977 Dodge 3/4 ton 4x4 pickup.

Hello everyone! The rate of progress has tapered off these past two months with the arrival of colder weather. However, at the FRRS Southern Region Meet in La Habra on Nov. 10, Hank Stiles, Wayne Monger, Bill Evans, John Ryczkowski, Pete Solyom, and myself were discussing the scheduling of restoration activities. One of our conclusions was that it would be easier for people to remember the work weekend dates if it were always the same weekend of the month.

Accordingly, the 1991 weekends for 805 work, and possibly for all scheduled restoration work, will be the second weekend of the month. This also coincides with the Board meetings, so members can not only help out on projects but also drop in on the meeting on Sunday and see the Board at work. The 805A weekends will start in March and continue on through the summer.

Please write to me c/o the Museum if you'd like to help out; there are plenty of things to do as you can see from the list below.

B Unit

On the subject of the CN F7B unit that I mentioned last time, there is also some news to report. The Board decided to arrange a loan and proceed with the purchase of the unit. It is being obtained from Century Locomotive Parts in suburban Montreal, and we have asked for assistance from the UP in shipping it to Portola.

Upon further investigation, it turns out to be identical, except for the absence of roof end overhang (easily added) to the appearance of WP's last order of F7s which was delivered in June 1951. Those units were numbered 922-924 ABCD. Since this unit has no steam generator, a characteristic of WP's "C" B units, a logical number to apply to it is 925C. We have paid a deposit on it, and Dave McClain and Pete Solyom are planning to go to Montreal for a week at the end of January to fire it up, check it out, and prepare it for shipping. Not exactly like a week in Cancun, but this effort will save us about \$6000. Thanks, guys!! This is expected to be a good unit which is

The 805A Report

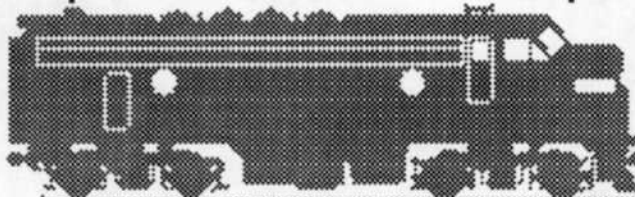
by Larry Hanlon

working well. If all is indeed OK, we will complete the purchase and hopefully have it shipped during February.

Recent Results

During October, Dan Ogle spent almost every weekend tending to electrical matters. We now have fully-charged batteries and bright engine-room lights as a result of his efforts. He also tracked down and repaired a strange short in the circuit which was helping to dim the lights. Dan did insulation tests on the battery cables and determined that they were fine, and has also been checking out the contactors and other high-voltage equipment inside the electrical cabinet. In addition to his 805 efforts, Dan also helped track down some electrical problems with 921 which were intermittently preventing it from loading properly.

On November 3, Dave McClain and I installed the cylinder head on #12, torqued it down, and towed the 805 outside for another leak test. Once again, the bad news came quickly as all 3 liners still leaked. And they leaked worse than on the previous attempt!! GRRR!, or something like that. We both felt that the liners were being prevented from seating properly against their lower seal surfaces, and Dave came up with an idea to test that. We loosened the head nuts on #4 while leaving the crabs fully torqued. This kept the head clamped fully in the bore, but allowed



the liner to move downward. He rigged up a clamp that would apply force to 4 of the liner studs, allowing us to selectively press down on it.

While I watched the leak from below (and got a shower), Dave clamped down on the liner. The problem was immediately evident as I watched the source of the leak move around the liner as Dave's clamping moved it slightly from side to side. So the problem appears to be this: the lower liner seal seats have been worn down over the years, most likely from sanding them

clean for seal replacements, and the cylinder head bottoms out on its seat ring before the lower seals get a chance to work. The leaks were worse than before because we had cleaned more crud out of the way of the water trying to get past the seals.

We set the locomotive back in the shop and spent Sunday at the Board meeting, where the F7 B unit and other significant issues were being discussed.

On Nov. 24, I brought along a dial indicator and some formed lead wire for doing a lead test. The dial indicator showed that it was easy to move the liner downward by .005" before significant resistance was encountered. This is more than enough to allow a leak; also it gives us a calibration on how far down we need to move the 3 power assemblies to stop the leaks. The lead test gave readings which were within the range allowed by EMD, although 3 were near the high limit and one was fairly low. There is enough clearance to consider dropping the power assemblies by .010" or so by using a thinner (but still within spec) cylinder head seat ring. We are checking with knowledgeable people on the advisability of this approach.

Next Steps

- Finish preparation of nose for painting
- Repair dent in pilot
- Clean out dirt, rust, etc. from interior of nose and spot prime
- Repair, prep middle side panels for painting
- Complete sanding and polishing of stainless lower side panels
- Grind smooth the rough weld repairs on rear of locomotive
- Obtain and install original cab windows
 - Measure piston carrier snap ring clearances
 - Define and implement a solution for the leaking liners
 - Fill cooling system, identify, and repair any leaks
- Check injector and valve timing
- Tighten crankcase-oil pan bolts
- Inspect fuel tank interior and clean if necessary
- Add lube oil and start engine
- Perform insulation resistance tests on traction motor, generator, and other high voltage cables
- Inspect traction motor oil wick assemblies; replace damaged filler caps.

Happy Holidays, Happy New Year, and see you next time.....

SANTA TRAIN

Our fifth annual Santa Train ran on December 8, 1990. The weather was nice with a little snow around to create a holiday spirit. Emery Godard again was Santa who greeted nearly 200 children with a Merry Christmas and a candy cane. Dean Hill was engineer, Skip Englert fireman, Ed Warren conductor, Norm Holmes and Steve Habeck trainmen. Barbara Holmes took care of the gift shop sales. Hap Manitt decorated a tree and otherwise made our visitors welcome. The Graeagle Pre-School put on a bake sale and had coffee and cookies available. Santa and the free train rides were our present to the community.

WANTED!



Western Pacific and California Zephyr dining car china and other dining car items. Am also looking for WP/SN/TS hand lanterns and caboose marker lamps. Will pay top dollar for good condition items. Call (collect OK) Carleton Bryant @ (408) 926-2669 or write to 16185 Yona Vista, San Jose CA 95127



The Southern California Area Calendar of Coming Events

Great Pacific Coast Train Mart
Orange County Fairgrounds
Costa Mesa, CA
January 6, 1991 10:00AM to
4:00PM

Great American Train Show
Las Vegas, NV
Convention Center
3150 Paradise Rd.
Las Vegas, NV

Saturday and Sunday January
19 + 20, 1991 11:00AM -
5:00PM

Saturday and Sunday
February 2 + 3, 1991 11:00AM
- 5:00PM
Great American Train Show
LA County Fairplex
Pomona, CA

Non-Profit Org.
U.S. POSTAGE
PAID
Portola, CA
Permit No. 32

FEATHER RIVER RAIL SOCIETY
PORTOLA RAILROAD MUSEUM
P.O. BOX 608
PORTOLA, CALIFORNIA 96122

Address Correction Requested.....Dated Material Please do not Delay



Preserving "The Feather River Route"