

Notes from the Chairman

By Andy Anderson

The Portola Railroad Museum, like all rail museums, has several interesting and enjoyable aspects and functions. From a personal standpoint, one of the most pleasurable and fulfilling aspects for me is the Run-A-Locomotive program. Having gone through the various operating department positions, complete with testing, student status, and evaluations leading up to becoming an instructor engineer, this endeavor has truly been a most rewarding experience.

Of course, just to operate one of these locomotives is a terrific experience and to be able to teach others is a most rewarding experience. For me it has been something special to meet so many different people from far and near places. These folks, without exception, are most pleasant and enjoyable. As I mentioned to the lady (Gayle) at our house, I have yet to meet a "grouch". Some of the places that come to mind where our students reside are Switzerland, Germany, Saudi Arabia, Taiwan, and of course the USA, with too many cities and states to mention. We do have an attraction here that is an interest to many people from many different countries. This is something we have built and should be proud of as well as build on further so as to cultivate the interest of more people.

No doubt we would all like to have many other activities that bring both members and visitors to our museum, however, this particular activity is available and in my opinion a tremendous asset. I would also like to mention that the Board of Directors recently approved a plan that will guarantee payment to a qualified Run-A-Locomotive instructor \$200.00 a week to assist us by committing to a full week at the museum for this program. Currently available locomotives for the Run-A-Locomotive program include the ALCo S1 WP 512, EMD NW2 WP 608, EMD GP7 WP 707, EMD GP9 SP 2873, and the FM H-12-44 FRW 1857. Make sure to tell a friend about this program which is unique to our organization here on the west coast. Better yet bring a friend and participate yourself. Proceeds from this program are the backbone of our yearly budget.

The Caboose Trains are up and running, the Gift Shop is well stocked and the "Welcome Mat" is out. I am hoping to see many, many folks in Portola this operating season.

New Editor for The Headlight

By Frank Brehm

I have been asked for and have submitted my resignation as editor of The Headlight to President Anderson. This resignation was effective June 12, 2000. I requested that Dave Pires be appointed interim editor of the publication until a new editor can be appointed by the full Board of Directors.

Mechanical Department

By Hank Stiles

I hope all of you are having a fine summer season. Things are getting done at the museum, alas, not as quickly as I would like, but who gets all they would like?

Our EMD GP20, WP 2001 is running again. I have replaced the resistor that was found to be bad on the BKP-2 with a substitute one obtained locally. Since then I have received the original type resistor that was on back-order from RSI, the EMD parts dealer. I will install the RSI part as soon as possible, time and work schedule permitting. The engine needs the left front steps replaced and end plate straightened do to a little "fender bender" with a steam engine, but that is minor. So look to seeing Orange and Silver running on the Yolo Shortline soon, after which the locomotive will be returned to Portola.

Work is also progressing on the EMD F7 WP 921-D. As explained last issue I had to move the air compressor to get at the wire needing replacement in the main generator, there seems to be no easy fix for this problem. The flex coupling seal was found to be leaking so I decided to replace it as long as we had it apart, thus adding to the job. I need to obtain a gear puller for the flex coupling so I can finish the job. With any luck it will be running soon.

Locomotives are also being serviced for use this season. This is a job that must be done each year. Work has started on our Western Pacific coach. This car was bought by the Western Pacific from Pullman in 1923 as the number WP 320, an 84 seat coach. On May 30, 1950 it was converted into instruction car No. 110, then to No. 37-H on March 20, 1972 for wreck train service and finally to No. 37-8 on April 16, 1973. This car was with our No. 37, "The Hook", a 200 ton crane, used in the Portola wreck train.

When we received the car it had been converted into a "cook" car and quarters for the wreck foreman. Many windows were plated over, partitions installed along with a kitchen area. The stove in the kitchen area, a very nice Wolf brand professional model, was removed by the AmeriCorp volunteers for use in our "Beanery". They then tore out the alterations made to the car when it was converted from a coach. Three of the original windows were intact so we have patterns to fabricate the remainder that we need for the rest of the car. The museum is working on getting the seats and baggage racks that we will need to restore this car.

The car is in very nice mechanical condition, the body is sound with very little rust damage. Minor repair and painting will take care of the outside. With repair of holes made when the car was altered, seats, baggage racks and other interior repairs we will have a very nice Western Pacific passenger car for our use. It would be nice to see it pulled by the WP 805-A in place of the caboose train some Saturday.