

The Train Sheet



Preserving "The Feather River Route"

...news from The Feather River Rail Society and The Portola Railroad Museum

Issue No. 51

September/October 1991



Snow Plow Train from Railfan Day 1991. This was one of the many trains that were made up and run just for Railfan Day. Photo by Dennis Thompson.

Statement of Our Mission...

The Feather River Rail Society is dedicated to preserving the history of the Western Pacific Railroad, railroad history of Northern California and the history of the evolution of the diesel locomotive in North America over the past 50 years. To this end, the Feather River Rail Society now has at Portola, one of the largest and most historic collections of diesel locomotives in the United States.

Inside This Issue:

- Upcoming events of interest.
- Updates on Museum Projects.
- Arrival of Military Locomotives.



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 4:00PM.

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.

Board of Directors

Norman Holmes-----(916) 832-4737
President, Founder and General Manager
Bruce Cooper-----(916) 832-4532 Vice President
Gordon Wollesen-----(916) 832-5311 Treasurer
Kent Stephens----- (916) 895-1603 Secretary
Brian Challenger----- (916) 525-4835
Wayne Monger----- (707) 746-8238
Hank Stiles----- (916) 836-2881

Publisher of "The Headlight"

John J. Ryczkowski
13305 Mahogany Dr.
Reno, Nevada 89511
(702) 853-5303

Train Sheet Editor

Membership Secretary

Ed Warren
110 Date Palm Drive
Sparks, Nevada 89436
(702) 673-3610

Director of Restoration

Bill Evans (805) 947-5435

Chief Mechanical Officer

Mardi Vincent (916) 836-2167

Membership

Associate----- \$15.00
Active----- \$30.00
Family----- \$35.00
Sustaining----- \$75.00
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 The Headlight.



From the Desk of the President

After a very busy year, putting in 10 hour days, 7 days a week, Barbara and I needed a vacation. We decided to visit England and parts of Europe. We took two escorted bus tours, rode trains on our own and visited several railway museums and tourist railways. In England we rode on the 15" gauge Romney, Hythe and Dymchurch line, operated as a full size working railroad. It is mostly double tracked for its 14 miles. Both steam and diesel locomotives are used. We also rode the Keighly & Worth Valley. They have 30 steam locomotives and 6 diesels. As in our country, diesel preservation is just now becoming important. Most railway equipment has been purchased instead of being donated, however local governments have realized the tourist drawing power of the railways and have made generous grants toward their preservation. We were indeed fortunate to have two WW II USA locomotives in operation on the K&WV on the day we were there. A 2-8-0 had recently been brought over from Poland and an 0-6-0T. Both were coal burners and had hook couplers and buffers, but were unmistakably American. With certification, steam locomotives can operate occasionally on the British Railway system.

We visited the National Railway Museum at York and although a large part of their collection is in storage pending completion of the main hall rebuilding (expected to open Easter 1992), they had a very impressive display of equipment. Several of the trains we rode to and from London operated at 125 mph. Britain operates more 125 mph trains than any other country. They operate diesel and electric locomotive pulled and self propelled trains. America should be so lucky. Freight trains operate mostly at night and seldom exceed 15 cars or 1500 tons.

At a suburb near Amsterdam on October 5, 1991, we chanced upon a "steam parade." About 10,000 people were waiting for the steam engines to show and soon they did. Nineteen different steamers appearing in age order from 1838 to modern 2-10-0's and a streamline 4-6-2. Also at the site was a railroadiana flea market in a tent; but it was so crowded we could not move about.

The French National Railway Museum in Mulhouse was a pleasant surprise. The main hall has 12 tracks - 500 feet long displaying steam and electric locomotives, the oldest was built in 1844, the newest in 1953. Freight and passenger cars and self propelled motor trains were also on display. Track structure, tools, signals and everything else associated with railways was very nicely displayed. A steam powered Alco rotary snow plow and a 1945 Baldwin 2-8-2, one of 1340 built for France after the war, were included in the collection. This museum has to be the finest railway museum anywhere. We got a lot of good ideas for Portola here.

Some of the French trains we rode were equally as fast as those in England. One can go anywhere almost anytime in Europe and they are continually improving the system. Amtrak officials and our politicians should go over for an eye-opening ride.

After 30 days of travel, however, it is good to get back home.

P.S. If the person who "borrowed" my Radio Shack scanner from the Gift Shop last summer will contact me, I'll give him the instruction booklet. I have no need for it now!

- Norman W. Holmes

HEY!



Even though fall is here, the weather is colder, and summer activities are over, there is still plenty to do at Portola. Don't think that the museum closes up in the off season.

No Way!!

There are people at the museum and things going on every day. Even in the coldest of the winter, the regulars of the Portola gang are at the museum to greet you. You are all encouraged to come to the museum and pitch in on restoration work and any of the other activities going on in the fall, winter and spring.

Support your museum.

WANTED!

Fairbanks-Morse Model 28 or 30 motor car or Adams motor car for restoration. Finders fee. Hollis Button, 1028 West Parr Ave., Campbell, CA 95008. Phone 408-378-0436.

Mr. Hollis Button further writes, "When I was in my early teens, I used to walk along the right-of-way of the Milwaukee Road in Aberdeen, South Dakota, gopher hunting. Every now and then, a kindly telegraph repairman would give me a ride on his speeder for a few miles out and back -- what a thrill! I am now 78, and I sure would like to get one of those particular types of motor cars which were direct driven and had a two-cycle engine, and had to be pushed to start. Maybe someday I will locate one."

On Still Another Note...

6,500 miles

FRRS Vice President Bruce Cooper has logged even more rail miles than were reported in the last Train Sheet. Without ever leaving Portola, Bruce, as the director of our locomotive rental program, has logged over 6,500 rail miles going around our balloon track with locomotive "renters."

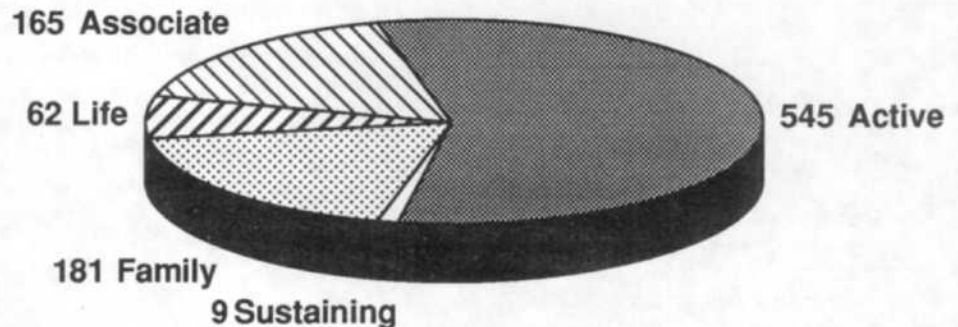
Where to Send Things...

Membership Renewals, donations, requests for membership applications, requests for back issues of the Headlight or the Train Sheet, merchandise orders to the museum gift shop, general questions, changes of address to:

Feather River Rail Society
P.O. Box 608
Portola, California 96122

Membership Report

as of October 23, 1991



Total FRRS membership is 962.

...Of these, 29 are Charter members.

Remember the enjoyment and satisfaction of the Steam Excursion trains that the FRRS sponsored this last May?

The Union Pacific Railroad will operate a steam powered excursion train next July from Cheyenne, Wyoming to San Jose, California and return to participate in the NRHS convention. The FRRS is once again being asked to participate. The westbound train will leave Cheyenne July 11, 1992 and arrive at Portola on Thursday July 16, 1992; and it will layover in Portola for the following day. It will arrive in San Jose on July 19, 1992. It will leave San Jose on Sunday July 26, 1992 and return to Cheyenne on August 3, 1992. There will be NO daytime layover in Portola on the trip east.

The FRRS is working with the other involved groups regarding the details of the trip. The other groups are: Union Pacific Historical Society, Promontory Chapter NRHS, and Central Coast Chapter NRHS. We are working out at this time the details regarding which group will sponsor which segments of the excursion. All FRRS Active, Family, Sustaining and Life members will be notified by special mailing of the details of this excursion when the details are finalized. This is expected to be around the beginning of 1992. Tickets will be available for the entire trip, or for specific segments of the trip. The details of this will be explained later.

Read the following regarding our steam acquisition plan...

The FRRS Steam Acquisition Plan was written by board member Kent Stephens based on discussions with other FRRS members, and was introduced as an Introductory agenda item under New Business at the February 1991 Board of Director's meeting. A revised version was discussed at the May 1991 meeting, then it was held over pending some more revision and then it was approved by unanimous vote at the June 1991 meeting.

The FRRS board and management has been actively pursuing the acquisition of a steam locomotive (or locomotives) for the museum since January 1991. A common question from museum visitors is, "Do you have a steam engine?" The plan was developed as a policy guide for the ac-

quisition of steam, just as FRRS has an acquisition plan for acquiring diesel locomotives. In brief, the Steam Acquisition Plan is a policy guide to acquire one (or more) small steam locomotives suitable for operation at the museum. It is also planned to acquire a geared locomotive to reflect the lumbering heritage (logging railroads) of Plumas County and the Sierras.

Stay tuned for more exciting information on steam in the coming months! And if you know of an available steam locomotive that the museum could acquire, please call Norm Holmes or any of the board members. We may not know about it!

The upcoming 1992 TRAIN convention...

The first weekend of November, 1992, the FRRS will co-sponsor with the Friends of the Nevada State RR Museum the convention of TRAIN, (Tourist Railway Association, Inc.) of which FRRS is a member, at the Nugget in Sparks, NV. There will be seminars on various topics of interest. Although the details are still being worked out, a typical schedule of events for a TRAIN convention include Thursday and Friday tours of local railroad attractions, a Friday night

banquet with opening ceremonies, a Saturday morning breakfast, business meeting and seminar, and a Sunday breakfast and Board of Directors meeting. The registration fee covers seminars. Banquets and tours are optional extras. We will need extensive staffing by FRRS volunteers at both the Nugget in Sparks and at the museum in Portola. We will keep you up-to-date on the planning of this convention here in the Train Sheet. Keep it in mind.

Your update on the Baldwin AS-616's...

Your Society is currently working with the Union Pacific and the Morrison-Knudsen "Boise Locomotive Facility" in determining the final details for moving our two ex-SP/ex-Oregon & Northwestern Baldwin AS-616's home to Portola. Both locomotives are now at the M-K facilities in Boise (Hillcrest, Idaho), where M-K personnel will handle the loading of the locomotives onto flatcars for the 1,062 mile journey to Portola. O&NW #3 (ex-SP 5274) was moved on its own wheels the 219 miles from Hines, Oregon to Boise, Idaho over the Oregon Eastern Division of the Wyoming-Colorado RR and the Union Pacific on July 19-23, 1991, with no problems. Air brake system problems on O&NW #4 (ex-SP 5253/ex-McCloud River 34) were fixed by Dan Robards, and FRRS members Wayne Monger and Ken Meeker, allowing this locomotive to move to Boise on September 4-9, 1991.

Both locomotives remain in very good to excellent mechanical condition as a result of their six years of inside storage at Hines, Oregon following the halting of operations on the Oregon & Northwestern in March 1984. Due to the scope and length of the project to save these two historic

California locomotives by the FRRS, the entire story of this project that started in July 1990 will be published in the Train Sheet once both locomotives are safe in Portola. We thank everyone that has so far contributed their time, effort, experience and money to what has so far been a very successful project.

We have three more people who have generously donated to the fund to move these very historic locomotives to Portola for everyone to enjoy.

They are:

Erik Frodsham (donated twice)

Dan Ogle

Richard Severance

We sincerely appreciate all of the donations that have been made to this cause. It's this kind of support from the members that help make the museum a success.

Atten-hut!

Military road switchers arrive...

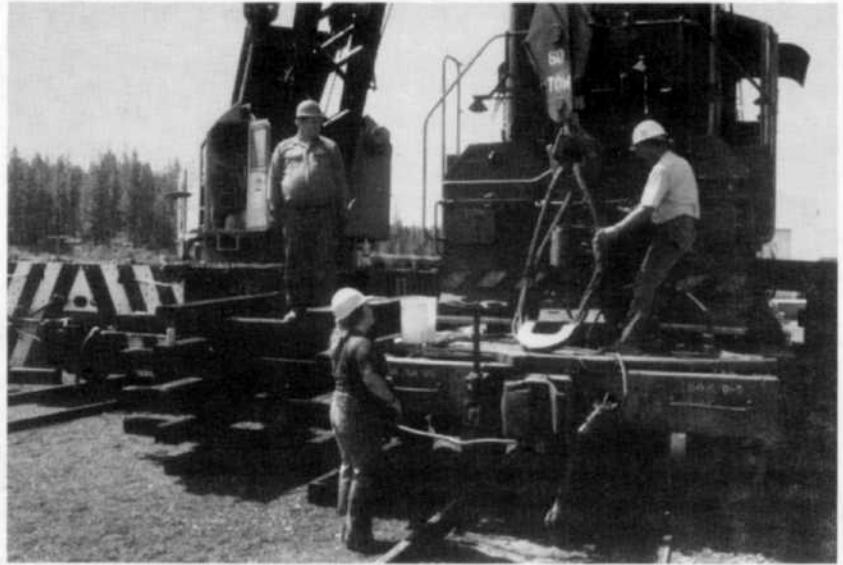
In June, FRRS president and general manager Norman Holmes was the "surprise" successful bidder for four Alco-built military MRS-1 diesel-electric locomotives that had been stored out of service at the Concord Naval Weapons Station (Port Chicago, California). The four locomotives are military numbers #65-00540, #65-00541, #65-00542 and #65-00544, all built in 1953. Norm is on the government's surplus property railroad equipment mailing list and when these units became available he placed a low bid with the idea that if he got the units some parts could be salvaged for use at our museum and possibly one or more could be made to run for resale or trade. Permission was granted from the FRRS Board of Directors to bring two of the units to Portola and the other two were sent to the LMC International Corp. scrap yard in Richmond. A deal was made with LMC to trade the units "pound for pound" for a recently retired Southern Pacific SD9E No. 4404 (see story elsewhere).

As the locomotives have friction bearing axles, Union Pacific would not move them on their own wheels to Portola. However, as a condition of sale the government would load the locomotives on a flat car. A favorable freight rate was received from the UP and a 60 foot flat and a 50 foot gondola car were ordered. Through the excellent cooperation from Gino Piazza, Transportation General Foreman at CNWS, a plan was formulated to have one of the units moved into their shop. Then the trucks were disconnected, the body was then raised up on Whiting jacks, the trucks pulled out and a flat car was moved under the locomotive. A cribbing was then constructed from railroad cross ties and the locomotive lowered onto the crib. The body was then tied down with cables. The trucks were picked up with an overhead crane and placed in the gondola car. It was necessary to remove the trucks from the locomotive because of both the lifting capacity of the Whiting jacks and the capacity of the flat car. The units weigh 120 tons complete.

FRRS members Dean Hill, Mike Kelsey, Wayne Monger and Vic Neves helped Norm in the parts removal, preparation and loading operations.

While waiting for the flat and gondola to arrive, some of the electrical, mechanical and body parts were removed from the two units that were to go to scrap. All four units were out of service for over 10 years and had been used as a parts source for the base's fleet of Alco units. Southern Pacific had agreed to move the two units the 30 miles to Richmond at a reasonable rate providing they would have a tight air line, all safety appliances were in order and the axle bearings were in good condition. Due to their long storage period, some of the axle journals had water in the boxes and the traction motor support bearings were dry. Air brake parts were exchanged between the units to obtain a tight

continued on page 11



Top Photo - Crane operator Bernie Coggin, Ken Roller, Mardi Vincent and Norm Holmes prepare to lift 544. Center Photo: The first of the trucks is being placed under 544. Lower Photo - 544 is whole once again. Engine 541 is a virtual look-alike. All photos on this page by Ed Warren.

Railfan Day 1991

by Wayne Monger

September 14, 1991 was the date of the 6th annual FRRS "Railfan Day" event. In spite of the fact that other railroad-related events were also occurring the same date, such as SP 2472 operating an excursion train on the S.F. peninsula and the Grand Canyon Railway was holding their own "Railfan Day," we ended up with 83 paid attendees this year. This is a decrease from the 107 we had last year. It can also be reported that the gift shop this day had brisk sales and that the "Beanery" did a good day's business also.

As the volunteer train crews for the FRRS at Portola were getting very adept at following the somewhat complex choreography involved with Railfan Day, the 1991 event followed nearly the same plan as the previous two years, except for the fact that 11 trains were operated this year instead of the 12 of last year. Thanks to the suggestion of such people as Gary Cousin, Steve Habeck, Vic Neves and Hank Stiles, Wayne Monger planned to have some different consists than the previous years. The three most interesting consists of the day that were run for the photographers included a 1950's era freight train that was led by both SW1 501 and S-1 512, a tank car "unit train" of all four tank cars at Portola and the two recently repainted SP bay-window cabooses donated by Vic Neves and John Ford pulled by the Baldwin DS-4-4-660 NVR 51, plus the star consist for the night photo session, a UP snowplow train consisting of wedge plow UP 900002, GP30 UP 849 and the two UP cabooses. The other two train consists that were used at various times during the day were the F-unit team of F7A 921-D and F7B 925-C on a train of cabooses to move people back and forth at the start and end of each session plus the WP team of GP7 707 and U30B 3051 on a 1960's era freight train. As a special treat for everyone on hand at the museum following the end of operations that day, an important milestone was reached as the 805-A was pulled outside and fired up for the first time after 50 months of hard work by the people involved in that project.

Following a one and a half hour break for dinner, people returned to the meeting room for the evening entertainment. First event was Chris Skow supervising the drawing of the winner of the 1991 depot fund raffle. David Adams of Sacramento, California will get his choice of an expenses paid trip for two on one of the Trains Unlimited Tours private car trips

from Oakland to Reno and return or Oakland to Los Angeles and return. We took in over \$2,000 this year if raffle ticket sales. Thanks go to all those who purchased tickets, and to Chris Skow of Trains Unlimited Tours.

Following a slide show from Vic Neves, about 20 photographers headed out into the darkness around Milward switch for the night photo shoot put on by Vic Neves and Fred James. Upon returning, the slide shows continued until nearly midnight with more from Vic Neves. Wayne Monger gave a "photo report" on the moving of the O&NW Baldwins to Boise; Ken Meeker gave a rough cut version of his "Road to Omaha" show for the 1992 Winterail, and Rich Canino showed slides from the 1991 NRHS national convention in West Virginia.

Once again this year, there are certain people that need to be thanked for their nearly tireless hands-on efforts over the weeks before Railfan Day that made sure that the event could be a success. At the top of this list are the people that switched the entire facility to put together the trains as specified by the plans for the event. These people are Steve Habeck, Hank Stiles, Jim Gidley, Sr., Mardi Vincent, Ed Warren, and Gordon Wollesen. Hank and Steve also spearheaded the necessary repair work on the 51 and the 849 to get them ready to operate for the event. Thanks!! We would also like to thank all of the volunteer train crew members for the day, including Vic Neves, Hank Stiles, Gordon Wollesen, Jim Gidley, Sr., Steve Habeck, Ed Warren, Dave McClain, and Fred James. Bob Lindley and Errol Spangler and Nick Tynan worked as switch tenders. Rich Canino, Deborah Canino, Kent Stephens, Mardi Vincent and Wayne Monger worked the ticket booth at the gate, Gary Cousin worked as dispatcher for the day, Pat Cousin and Emery Goddard worked in one of the most important areas of the museum - the Beanery; Hap Manitt was his usual productive self and made sure everyone had what they needed at their positions and he kept track of who was doing what. Norm and Barbara Holmes handled the crowds in the gift shop. And we wish to thank everyone else that participated to make this event a success again that I may have forgotten to mention. Special thanks go to Vic Neves for finding the very scarce flashbulbs and supervising the night photo session once again this year.

Next First Sub Club Meeting...

The final 1991 meeting of the First Subdivision Club of the Feather River Rail Society will be held Friday night, November 29, 1991. The meeting starts at 7:00 PM and will once again be held at the Niles Depot in Fremont, California.

This meeting will consist of discussions of progress at the museum, deciding on a calendar of meetings for the First Sub Club for 1992 and presentation of slide shows from members in attendance. Because this is the "Holiday" meeting, we request that all members who attend please bring a dessert to share as well as their own utensils.

If you need more information, or if you would like your name placed on the First Sub Club mailing list, contact Rich Canino, 1749 Valley View Avenue, Belmont, CA 94002-1939; 415-591-4997.

New Lifers

The following people are now life members of the FRRS:

Robert Hanft

from Paradise, CA

Dennis Gilkey

from Granada Hills, CA

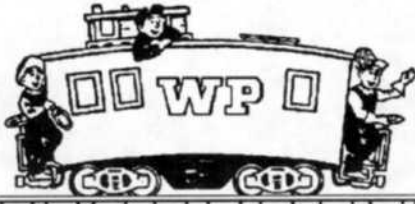
Stephen Carr

from Salt Lake City, UT

Steve Harrison

from Sparks, NV

Thanks and welcome!



Caboosing with Hap Manitt

The museum's diary...

August 21, 1991 Steve Habeck, Gordon Wollesen, Mardi Vincent and Jack Palmer pulled the engines under restoration out of the engine house so that Ed Crary, Ken Roller, Hap Manitt and Dean Hill could wash the floor and prepare the engine house for Railroad Days. This preparation was ongoing from this date until Railroad Days.

August 22, 1991 Gordon Wollesen, Steve Habeck, Mardi Vincent and Jack Palmer used the new high pressure washer to wash the exterior of engine 921D. They used the fork lift so as to reach the top of the engine.

August 24-25, 1991 The museum was very busy with Feather River Railroad Days. The two days were a great success.

August 26, 1991 Bob Blanch stripped the old paint off of several areas of engine 608.

August 27, 1991 Steve Habeck, Gordon Wollesen and crane operator Hank Stiles used derrick 37 to lift engine 512 so as to lube center plates. Hank Stiles gave an AARP group a tour of the museum and a train ride.

August 28, 1991 Gordon Wollesen worked on electrical work -- a continuous thing for him. Hank Stiles worked on the Baldwin switcher repairing water leaks.

August 29, 1991 Norm Holmes worked on brakes of engine 512. Norm Holmes, Barbara Holmes and Dean Hill prepared the Train Sheet for mailing.

August 31, 1991 Sue and Bruce Cooper worked in the Beanery. John Ryczkowski, Larry Hanlon and Dave McClain worked on engine 805A. Eddie Chase worked on paint removal of engine 608.

September 2, 1991 Wayne Monger returned from Hines, OR after preparing O&NW 4 for shipment to M-K in Boise.

September 3, 1991 MRS-1 65-00544 was unloaded at the museum by Norm Holmes, Ed Warren, Nick Tynan, Mardi Vincent, Ron Turner and crane operator Bernie Coggin from Oroville.

September 4, 1991 Norm Holmes, Dean Hill, Mardi Vincent, Ken Roller and Gordon Wollesen switched engine 501 into the house over the pit. Norm Holmes and Mardi Vincent drained fuel tank and cleaned out sludge which had been causing engine to shut down.

September 8, 1991 Hank Stiles and Mardi Vincent worked on fuel pump on truck crane, and worked on traction motors of engine 51.

September 9, 1991 Hank Stiles worked on engine 512 to replace the belts which had broken.

September 10, 1991 Vic Neves and John Ford cleaned and washed cabooses SP1337 and SP4107. They repainted lettering and replaced broken glass.

September 12, 1991 The train crew consisting of Steve Ha-

beck, Vic Neves, Hank Stiles, Jim Gidley, Sr., Mardi Vincent, and Ed Warren switched the yard in preparation for Railfan Day. 16 engine batteries were removed from 2 of the KCC Alcos.

September 13, 1991 Dan Ogle worked on motor control of compressor. Bill Evans says it is now working fine. Dan also worked on wheel slip controls of engine 849.

September 14, 1991 Railfan Day took place on this day. Dave McClain and Larry Hanlon had big smiles after they had just successfully started engine 805A.

September 15, 1991 Dan Ogle studied blueprints of engine 805A. Bill Evans cleaned up tools. Brian Challender worked on backup lights on FRRS dump truck which has now been painted. Bob Lindley and Bob York worked on O&NW caboose.

September 16, 1991 engine 849 was placed over the pit for an inspection. Hank Stiles cleaned oil filter on engine 501.

September 18, 1991 Some extra excitement occurred when a brush fire next to the west end of our balloon track was first spotted by the Grizzly Forest Lookout Station. Doug Jensen finished 20 hours of work on engine 2001.

September 22, 1991 Hank Stiles and Jim Ley inspected brushes on traction motors of engine 849 and found many that needed to be replaced.

September 24, 1991 Bruce Cooper worked on our various roads with the loader.

September 29, 1991 Don Ogle and Nick Santana were troubleshooting brushes on engine 707.

October 2, 1991 28 people from the Golden Age Club of Reno, NV toured the museum.

October 3, 1991 Hank Stiles, Jim Ley and Dave Anderson travelled to Sacramento to retie MRS-1 onto flat car.

October 6, 1991 Pete Langdon measured locomotive exhaust stacks so as to make covers for them for the winter months.

October 12, 1991 MRS-1 65-00541 was unloaded at the museum by crane operator Bernie Coggin with help from Hank Stiles, Jim Ley, Dan Ogle, Brian Challender, and Dan Turner from Oroville. Marion Rice and son Ken worked on repairing track tamper.

October 14, 1991 Gordon Wollesen, Hank Stiles, Hap Manitt and Mardi Vincent worked with the UP environmental supervisor and moved well houses off of their pads so that the pipes could then be pulled from the wells.

October 18, 1991 Gordon Wollesen started work on electrical conduit to bring more power to Hap's desk and the east end of the building.

New in the gift shop

Have you enjoyed the packages of assorted magnetic RR logos? We now have Western Pacific magnetic logos that measure 1 1/2 inch square which would look great on your refrigerator. They are \$1.95 (CA residents add sales tax) plus \$.50 for postage. Also we have new gray T-Shirts that feature our engines 921D, 707 and 512. The price is \$8.95, or \$9.95 for XXL plus \$1.00 for postage.

YOU! Can Operate a Diesel Locomotive

for one hour with your own private instructor included. A handsome certificate suitable for framing is awarded after each rental. Rentals are done by appointment. Help support the Society. Phone number for appointments: (916) 832-4532.

Back issues of the Headlight

Issue 1 California Zephyr Anniversary Issue
Issue 2 Joint issue with the Freight Car Journal; WP freight car roster; color
Issue 3 F3s in freight service; AAR box cars; WP tank cars; index to historical articles in back issues of the Train Sheet
Issue 4 A tale of 2 engines; PC-WP box cars; GP40s....a guide to types; circus specials
Issue 5 The Reno branch; M-K remanufactured GP35s and GP40s; the Charles O. Sweetwood car; mill gons

Back issues of the Headlight are available for \$4 each postpaid. Back issues of the Train Sheet are available for \$1.50 each postpaid. Send your order to the FRRS Gift Shop at P.O. Box 608, Portola, CA 96122.



Report

...from the Board of Directors

By Kent Stephens
Secretary of the Board

July 14, 1991 Board of Director's meeting

Hank Stiles, of the publicity committee reported about extending our radio advertising on KROW radio station until later in the year, and doubling the spot from 30 seconds to 60 seconds. The board voted to give Hank Stiles the authority to use his discretion regarding extending the length the spot will run.

Regarding restoration, Brian Challender reported on restoration work on the dump truck. He has replaced front and rear bumpers. The board authorized Brian to purchase a pintle hitch for heavy towing. Brian has also donated a replacement large capacity fuel tank. Hank Stiles reported on the progress of repainting engine 608. Bruce Cooper reported on the acquisition of the Hotsey hot water cleaning unit. People will have to be trained how to use it. People should keep their hands off if they don't know how to use it. It uses kerosene only.

Norm Holmes reported in the General Manager's report that the DODX flat car that we wish to acquire is now tied up in red tape. Norm Holmes brought up the question of the Low Boy trailer. He suggested disposing of it and acquiring a lighter weight trailer that could be hauled behind a pickup. The state surplus office must be consulted first. The matter will be brought up at a later board meeting.

In a discussion of our shortage of track, Brian Challender proposed that a survey should be taken of locomotives on the property for review by the board as potential candidates for trade or sale from the collection. General agreement was that this should be done. Bruce Cooper suggested that the tank car frames and trucks should at least be picked up and set on the ground to conserve track space. Wayne Monger rejoined that there were plans for both -- one as undercarriage for the PFE reefer, and the second for a skeleton log flat car.

Dave Dewey gave a presentation of the long range plans for museum facilities that he has developed as part of his M.A. studies at CSU Chico. His map was on display and the board voted to accept plan as an introductory item to be further discussed at future meetings.

Kent Stephens brought up a proposal to have a Facilities Planning Committee to develop short and long range plans for the museum site and facilities. The proposal was defeated with the comment that that the full board should make these decisions. At this time, the meeting attendance had dropped from seven to a quorum of four board members.

August 18, 1991 Board of Director's meeting

Norm Holmes reported that some visitor response cards have been received back, and that most were positive.

Regarding restoration work, Norm Holmes reported that the work on engine 608 is going slower than expected, but it will be completed. Brian Challender reported on the work on the dump truck.

The CMO, Mardi Vincent, reported on book on service records of units. The board discussed hour meters for active units. The board voted to have Mardi pursue pricing and work up list for hour meters, initially for 6 locomotives used in the rental program.

Norm Holmes reported that the state surplus office has approved our sale of the Low Boy trailer because we have had it more than 2 years.

The board voted to pursue a method of securing cabs of all operating locomotives. It had been discussed that we are having increasing problems of going into operational units and finding switches turned on, etc.

Hank Stiles reported that the track tamper is running following work on it by himself and member Marion Rice. There are still a few problems to fix.

Sept. 15, 1991 Board of Director's meeting

Hank Stiles discussed extending the TRAINS Magazine advertisement to 12 months per year, noting that winter is when people plan their summer vacation. The board voted to approve this proposal.

Next was a discussion of a problem with the paint refrigerator in that someone changed the 40-watt light bulb from hard wiring that had been intended to have it stay on. It was discussed that we need 2 more junk refrigerators, one of which would be for welding rod.

Mardi Vincent discussed having Dan Ogle appointed as Mechanical Department Electrician. The consensus of the board was for Mardi to appoint Dan as discussed.

Kent Stephens brought up the idea of "quick" restoration of boxcars. Kent said he and Dave Dewey had removed MofW lettering from 4 boxcars by using paint thinner and water.

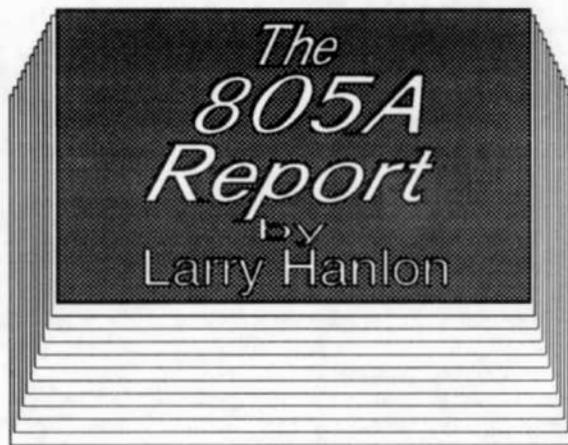
Norm Holmes picked up 47 surplus mattresses to re-supply the troop sleeper car.

The board appointed a committee of Brian Challender, Kent Stephens and Wayne Monger to evaluate the locomotive collection in terms of historical and museum value as discussed at the previous meeting.

Brian Challender suggested a common logo for non-historic MofW equipment. There was general (but not unanimous) agreement that it isn't a good idea to be putting WP on non-historic MofW equipment that is used for museum maintenance. We should have a logo that identifies the museum. Brian will work on developing a logo and present it to the board at a later meeting.

Kent Stephens suggested protecting the FRRS logo, and he will bring info to the next meeting.

Brian Challender brought up for discussion the need of a table of organization and titled positions. He said we need to have a clear-cut organizational table spelling out responsibilities and authority and job descriptions. Brian agreed to undertake the job of creating it for the next meeting.



The
805A
Report
by
Larry Hanlon

Recent Results

When last we spoke, a concerted effort was planned for the week between Railroad Days and Labor Day in an attempt to finish off the mechanical repairs to the engine. That, in fact, is what occurred. On August 26, 1991, John Ryczkowski and I reinstalled the gingerbread on #12 cylinder, and removed the same parts from #9 and #10 in preparation for replacing the cylinder head water seals. The over-speed trip device on #12 was found to be damaged and was replaced with the one from #10. We pulled #10 head and found a missing O-ring seal on one of the liner-head water passages. After cleaning the head and seating surfaces, we installed a new head gasket, new water seals, and reinstalled the cylinder head. The next day, Steve Habeck and Gordy Wollesen started charging the batteries again.

On Friday August 30, 1991, Ski, Dave McClain, and I pulled the #9 head after first doing some work on the 501. An amazing sight greeted our eyes -- old, fossilized water seal O-rings and an old-style "spider" type head gasket. We wondered if it was WP mechanics who had last removed this head; if so, that's a long time ago! Bob Blanch took a break from his wirebrushing of old paint on the 608, and helped with the cleaning of the head and sealing surfaces, and with the reinstallation of the head. Ski meanwhile had rounded up some diesel fuel and an operational garden sprayer, and set to work cleaning and wiping dry the top deck and airbox on the left side of the engine.

On the 31st, we pulled the #16 and #7 heads and found the same old fossilized seals as on #9. After replacing the seals and reinstalling the heads, Ski and I began replacing gingerbread, P-pipes, and flashcocks while Dave drained lube oil from KCC #3 and a bit from KCC #908 as well. (Since Kennecott had operated EMDs as well as the Alcos, we expected to find EMD specification oil in the Alcos; that indeed proved to be the case).

As soon as the crab nuts on #7 were torqued, we started filling the cooling system again. And once again, frustration! The @###*!!# lower liner seal on #12 was leaking profusely. It was late and we were tired, so we headed home to enjoy a few margaritas.

On Railfan Day, the operations schedule fortunately worked to our advantage as Dave had most of the day available between his scheduled runs on the 921. We once again pulled the #12 liner and head as a unit, and this time found that one of the two lower O-rings had been sheared. Since they looked perfect when we last had pulled this liner to replace the upper seal, this was puzzling until we realized that the tremendous compressive force had probably caused the O-ring diameter to grow. There is a narrow diametrical clearance between the liner and the seat, and the now-fattened lower seals were probably too large to clear, so they hung up

805 IS ALIVE!

At 7:40 p.m. on Railfan Day, September 14, 1991, WP 805A came back to life after 7 years of slumber. To the amazement and delight of all present, she fired right up when the start button was pushed. With 4 hours and 20 minutes to spare, we achieved our goal of getting her running by Railfan Day; my thanks to all who helped make this happen!

and one was sheared. Taking no chances this time, we replaced both upper and lower liner seals, and reinstalled the liner. As Dave filled the cooling system this time, there was a strange new sound -- silence. Small trickles from a few of the cylinder heads were found, but no significant leaks. Sensing victory, we kicked into hyperdrive.

While Dave made arrangements to have the 805 pulled outside after the last run of the day, I borrowed a few needed small parts from the 708 and 6946, and installed them along with the remaining P-pipes and flashcocks. One of the governors in our parts boxcar luckily had the clevis pin we needed, and I installed it along with the required amount of governor oil.

Once outside, Dave drained the crankcase of its oil and water while I cleaned and wiped down the top deck and airbox on the right side of the engine. Watching the water flow from the crankcase drain, Dave commented "There goes all the trouble and frustration of fighting with those seals." Amen.

We reinstalled the inspection access covers on the engine, then loaded 2 1/2 barrels of lube oil, 5 gallons at a time. We ran the prelube pump until oil was seen dripping from the crankshaft, then flashcocked her. All looked fine. It was 7:30 PM, getting dark, and we were late for dinner, but hopefully Gayle would understand. (She did.) By the time the camcorder was set up, the lube oil pressure had already reached 2 lb., and we were ready to go.

I pushed the start button while Dave handled the layshaft. There was just enough oomph left in the batteries to crank at a useable speed. Incredibly, after only a few seconds, we heard a couple of cylinders trying to fire. Dave gave her full throttle, and the engine sprang to life.

We kept her running very slowly at first, while checking for any major difficulties. None were evident. Over the next 25 minutes, a lot of good news and a few problems surfaced while many other FRRS members climbed aboard and joined in the celebration. In short: this looks like it will be another healthy engine. The governor would not maintain idle speed, and some small oil leaks from the inspection covers were found, but the air, control air, and electrical systems seem to be working. We tried to get her to move, but there was no throttle response (probably a dirty electrical contact). When we shut her down, it was 8:05 pm.....WOW!!

While switching equipment back into storage the next morning, Steve Habeck couldn't resist arranging an ABA set of Fs on 3 rail -- 805A, 925C, and 921D. Dave couldn't resist starting the 805 again for photographs, and Vic Neves' suggestion to reinstall a number board greatly improved the resulting photos. After about 10 minutes of running, we shut her down and drained the cooling system. Brian Challenger

Continued on page 11

Your Tax Deductions With FRRS

by Joe Hill

The Portola Railroad Museum was established and continues to operate and prosper thanks to the contributions made by many of its members and friends. The question of the tax treatment of these contributions is an appropriate one to examine as another year is nearing its conclusion. There are three basic types of contributions to consider: cash contributions, which are deductible as a charitable deduction; contributions in the form of mileage, small tools, labor and equipment; and the third type which would cover the donation of major pieces of equipment such as locomotives and other rolling stock.

I have already addressed the first type, that being cash contributions, which are deductible. The second type is in widespread use here at FRRS, where many members drive long distances and also spend a lot of time and work which is essential to the continuation of the Museum. If these "non-cash" charitable deductions in their total exceed \$500, a form 8283 must be attached to your federal tax return, in which you must detail the type and amount of these non-cash contributions, and the IRS may use this as a means of choosing a tax return for audit examination. Your labor, and the professional expertise related to the labor, are simply not deductible as a charitable deduction, and they never have been. However, mileage driven for charitable purposes, such as participating in a work weekend, are currently deductible at the rate of twelve cents a mile, as many of our members do drive quite some distance to participate in museum projects. Some may also incur additional costs for overnight lodging, and in the case of an overnight stay, meals and telephone. A member in this situation should keep track of the dates and purposes of the visit and the work performed, for instance, work on two consecutive days by a member who lives in the bay area would reasonably entail an overnight stay with meal and lodging costs in addition to the mileage rate of twelve cents a mile.

The cost of tools and small equipment donated to the museum would also be deductible as a non-cash contribution. The many FRRS members who contribute this type of non-cash contribution, should keep a record of the valuation and detail of their non-cash contributions, bearing in mind that once the \$500 value is exceeded, that form 8283 must be completed, giving the details of the non-cash contribution.

The third type of contribution to be discussed is another non-cash contribution which must be listed and described

on the form 8283 would cover the case where a member or friend donates a major piece of equip-

ment to the museum, such as a vehicle, locomotive or other rolling stock. This type of contribution brings with it several other questions about the cost basis of the asset being donated, and its current value. Some of the items in the cost basis of a piece of rolling stock would include its actual cost to the donor, plus the cost of preparing it for the move to Portola, the cost of travel necessary to finalize the purchase, and the cost of moving the asset to Portola. The donor may have spent money to improve and repair the asset, and this would be another component of his cost basis of the asset being donated. The acquisition of a piece of antique rail

equipment would probably entail many of these expenses, and keeping track of them is important to determine the value of the charitable contribution.

The question now arises on how to treat a situation where a member or friend has a piece of railway equipment which he wishes to donate to the Museum, and his cost basis, as described in the previous paragraph is, say \$7,000, and he feels that its current appraised fair market value is, say \$15,000, that the donor has acquired this equipment some time ago, and that its current value considerably exceeds its actual cost basis. There are several things which should be considered and included on the form 8283. The first requirement is that it is necessary to have an appraisal to obtain a charitable deduction for a piece of tangible property, such as railway equipment if the current fair market value is over \$5,000. It is essential that this appraisal be made by a person or firm which is professionally competent to appraise that type of equipment, and that this appraiser must be independent of both the donor and the recipient. This means that Museum management should not under any circumstances participate in this appraisal, and neither should a relative or employee of the donor. An independent part such as a used equipment dealer or a person who deals or trades in this type of equipment and is independent of the donor and FRRS might be considered. The Museum management may wish to create and maintain a list of persons and firms which are independent from the Museum and the donor and who are professionally competent to appraise the value of the types of equipment that we would likely acquire. This appraisal must be completed not earlier than sixty days before the date of the contribution, and not later than the due date of the tax return. An appraisal made the day before the appointment for the tax audit may be disallowed. Simply stated, the appraisal should be made on or before the date of the donation. The form 8283 has a series of questions to be answered about the donated equipment and the qualifications of the appraiser.

The tax treatment of a donation of equipment which the donor has a cost basis of say, \$7,000, and on which a qualified appraiser places a current market value of say, \$15,000, raises additional tax questions about the \$8,000 difference between the basis and the current value. Prior to, and for years after 1991, the \$8,000 would be an item of preference income, and this might subject the donor to the Alternative Minimum Tax by both the Federal and California

About the Author... Joe Hill has been an FRRS member for several years; he owns a tax preparation service in Auburn, California; and he is Enrolled to Practice Before the Internal Revenue Service.

income taxes, but, for this type of contribution made during 1991 only, there is a one year window period

where the \$8,000 difference between cost basis and current market value is not a tax preference item. It goes without saying that a person who is considering a gift of tangible property which has a current fair market value considerably in excess of the cost basis should make the donation before the end of 1991 so as to avoid the liability which may result from the Alternative Minimum Tax. This A-M-T, or Preference Item Tax, as it is often called, has a way of sneaking up on many taxpayers. It requires a fairly

Continued on page 11

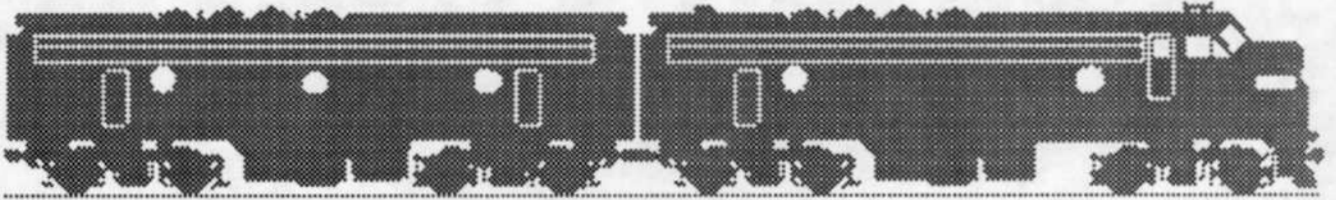
Tax Deductions continued from page 10



complicated calculation on form 6251 on your federal tax return.

Whether we like it or not, taxes do have a way of intruding into our everyday decisions, and many museum members and friends are involved in a way that they are eligible for a charitable donation deduction on their tax returns. Unusual situations will occur, and the best advice if such a situation arises is to seek the advice of a competent tax preparer or a person who is Enrolled to Practice Before the

Internal Revenue Service, or a CPA. Our Museum has become a positive viable entity in a few short years, thanks to the donation of money, labor, professional expertise and equipment by a wide group of members and friends. We continue to have goals and aspirations to improve and build on that which has already been accomplished. The Museum needs additional help in this area, and donors and potential donors should be aware of the tax advantages and limitations, and steps to consider in their own tax planning.



The 805A Report continued from page 9

suggested a probable cause for the malfunctioning governor which we'll check out on the next work weekend.

Reflecting back on the past couple of years, I am struck by how many people have contributed to the work on the 805. This has truly been a team effort, and it makes me proud of the members of our society, just as the operation of the steam specials did. Thanks again for your help. And thanks to whomever turned on the outside floodlights that night -- you saved the videotape!

B Unit

Late in the evening of August 19, 1991, Steve Habeck stopped by my house and picked up the portholes for the B unit, as planned. Later in the week, Jack Palmer installed them, thereby greatly improving the appearance of the unit for the Railroad Days operations. The hinged portholes proved to be a different size, and they'll probably get new glass over the winter.

Next Steps for 805 Work

The next mechanical work is planned for Nov. 2 and 3, 1991, when we'll try to get the governor to behave and the

locomotive to move. We especially need people to help Bill Evans finish off the preparation and painting of 608. After that, cosmetic work on 805 can be completed. It may not be possible to finish by the NRHS convention, but it would sure be nice to be done by Railroad Days. Come join the fun!

- Repair dent in pilot.
- Clean out dirt, rust, etc. from interior of nose and spot prime.
- Fabricate and install replacement stirrup steps on pilot.
- Repair, prep middle side panels for painting.
- Complete sanding and polishing of stainless lower side panels.
- Obtain and install original cab windows.
- Check injector and valve timing.
- Tighten crankcase-oil pan bolts.
- Check control functions and move locomotive.
- Perform insulation resistance tests on traction motor, generator, and other high voltage cables.
- Inspect traction motor oil wick assemblies; replace damaged filler caps.

See you next time.....

MRS-1 continued from page 5

air system on one unit and a run-around hose was placed on the other unit. After the bearings were cleaned and lubricated, an SP inspector approved the move and the units were delivered to Richmond without any problems enroute. When LMC scraps the units, the traction motors, turbo and some other parts will be saved.

On September 3, 1991, the museum's 200 ton derrick was moved onto the east track 2, the outriggers positioned and the gondola with the trucks moved under the boom on track 1. Hank Stiles, who had been learning how to operate the derrick, successfully lifted the 24 ton trucks from the gon and placed them on the track. On September 5, 1991, retired WP/UP car foreman Bernie Coggin came up from Oroville to operate the derrick to unload the locomotive body and place it on its trucks. The operation involved lifting one end of the body, placing a heavy I beam under it on cribbing to clear the flat car, lifting the other end, pulling the flat car out, placing the trucks under and lowering the one end onto its truck. The other end was then lifted off the I beam, it was removed and this end lowered onto the truck. It took only about three hours for the unloading, but a lot more time was required to get everything ready. The I beam idea came from D. K. Henry, a retired Santa Fe mechanical supervisor who now works for Chrome Locomotive in San Bernardino. The

idea saved us the cost of a second crane. The FRRS crew working on the unloading were Norm Holmes, Nick Tynan, Dan Turner, Mardi Vincent and Ed Warren. Dean Hill recorded the operation on tape.

The two cars were returned to Port Chicago and loading of the second unit took place on September 13 and 16, 1991, by Norm Holmes, Fred James, Steve Habeck, and Wayne Monger and once again assisted by shop personnel at Concord. Due to problems with the tie-down cables, Hank Stiles, Jim Ley and Dave Anderson returned to Concord and rescued the cables. The locomotive and trucks arrived in Portola on October 11, 1991 and were unloaded on October 12 and 15, 1991. Bernie Coggin again came up from Oroville and with the assistance of Jim Ley, Hank Stiles, Dan Ogle and Brian Challenger successfully placed the second unit back on rails.

The two units now in Portola are 65-00541 and 65-00544. The 541 appears to be in the "best" condition and Norm will try to get it back into operating condition for use at the museum or possibly to lease, sell or trade the unit. The 544 will be held as a parts source for 541 and also can supply parts for the other museum's Alco locomotives with engines (RS-2, RS-3 and FA-2).

A Cadillac Comes to Portola...

The wishes of many FRRS members that are fans of EMD motive power and of the Southern Pacific have been fulfilled thanks to Norm Holmes' purchase of four MRS-1 locomotives and the subsequent trade of two of the units to LMC International Corporation at Richmond, California for a retired Southern Pacific SD9E, No. 4404. Affectionally known as Cadillacs by fans, LMC purchased the 4404 along with sister 4380 for scrap or resale from the SP early this year. Because of a depressed locomotive resale market they reluctantly decided to scrap the units. Norm approached John Drusma at LMC and it was agreed that a trade was possible on a "pound for pound" basis, taking two Alco's for the SD9E, with Norm keeping the GE traction motors and other parts. (The SD9E weighs 360,000, the MRS-1's weigh 240,000 each, traction motors and axles about 10,000 each.)

Both 4404 and 4380 were retired because of engine damage. The 4404 appears to have suffered a broken connecting rod and a damaged block. It may be repairable or if necessary we can exchange the engine for the 567C we acquired some years ago. The engine in the 4404 is a 645! Some electrical parts are missing, but with an agreement between LMC and Howard Wise from the Pacific Locomotive Association, who are getting some parts from 4380 after LMC scraps the unit, the missing parts were obtained. FRRS members involved in securing the parts needed and preparation for movement to Portola include Norm Holmes, Fred James, Wayne Monger and Victor Neves. Vic took the lead in this project in October to get the unit ready for

movement and in handling all local details. Due to a strike at the LMC yard, the unit will remain there until the strike is over.

The FRRS would like to thank John Drusma, Gary Moore and George Cataldo of LMC International Corporation for making this possible and working with the FRRS members. A complete history of this unit will appear in the Train Sheet following 4404's arrival in Portola.

Donations

The following people have made cash contributions with their membership renewals during the past two months:

Richard Kirker, David Burton, Roy Cameron, Elmo Dito, Russell Fike, Joseph Fuhrig, Rick Galassi, Larry Galetti, Barry Garrett, James Hall, Harry Jamason, Jerry Obert, Walter Ozanick, Leo Prescott, Jonathan Reynolds, Robert Stevenson, Kenneth Thompson, G. & M. Van der veen, Jerry Williams, Warren Gilleran, Walter Whitman, and A. E. Novak (via United Way).

Thanks people!

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

Address Correction Requested

Dated Material, Please Do Not Delay

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



Preserving "The Feather River Route"