

The Train Sheet



Preserving "The Feather River Route"

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

Issue No. 52

November/December 1991



The FRRS Santa train ran on December 7, 1991; Skip Englert put on the red suit and white beard and greeted the kids with a HO HO HO and a candy cane. The train crew for the day is shown here from left to right: Gordon Wollesen, Dave Forrest, Peter Langdon, and Hank Stiles. Skip Englert is Santa with Vic Neves above him. Not shown in the photo is Ed Warren who took the photo.

Inside This Issue:

- Preservation Column.
- Arrival of SD9E SP 4404.
- Boy Scouts Visit the Museum.



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 operator of the Portola Railroad Museum in Portola, California. The FRRS is not associated with the Western Pacific Railroad or the Union Pacific Railroad.

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

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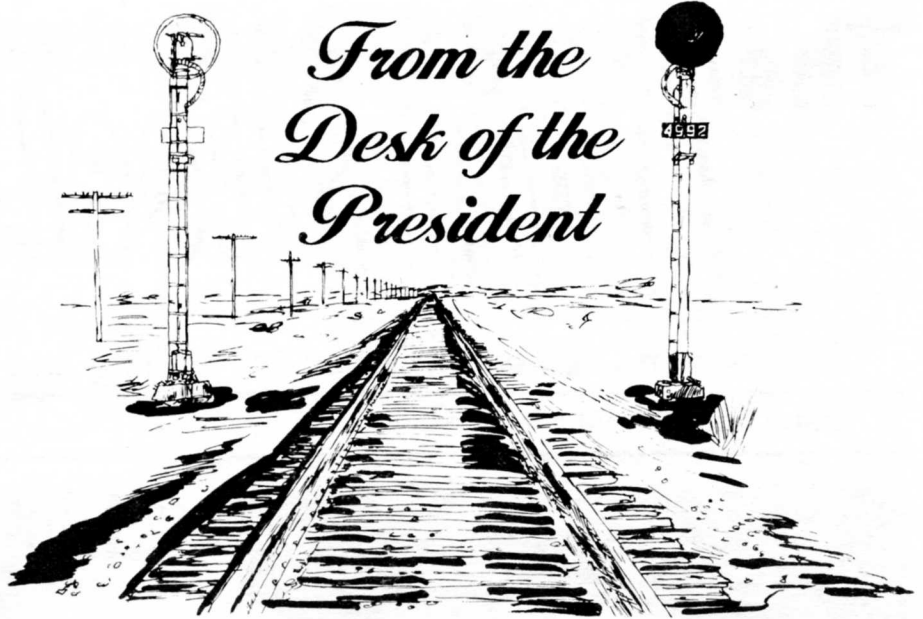
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Membership

Associate----- \$15.00
Active----- \$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



DOCENT - can't someone come up with a better name for a museum volunteer? The dictionary defines docent as a teacher or lecturer. That's fine, but it sounds like something you wouldn't want. Surely there must be a better word.

Speaking of volunteers, the Christmas season, now past by the time you read this, is a time for giving thanks for all the good friends we have and to share what we have for those in need.

We have had a very good year at the Portola Railroad Museum; many members have been generous with their donation of dollars and time. Without both we would not be able to operate. I particularly want to thank Hap Manitt, Gordon Wollesen, Bruce Cooper and Ken Roller who are at the museum almost every day. Ed Warren donates a large amount of time at his computer keeping membership up to date as well as editing and printing the Train Sheet, John Ryczkowski also puts in a lot of time producing the Headlight. Dave Dodds carries our merchandise and story to every railroadiana show in Southern California. Dave is responsible for many new members. There are many other members who donate their time to help our organization prosper and to all we are very grateful.

Nineteen-ninety-two will present new challenges with the UP 3985 and train coming through in July and the TRAIN convention in November. We will have lots of new people visiting our museum. We want to make their visit enjoyable.

Barbara and I wish to thank everyone who sent us Christmas greetings.

-- Norman W. Holmes



YOU! Can Operate a Diesel Locomotive
for one hour with your own private instructor included.

Fulfill your wildest dream!

A handsome certificate suitable for framing is awarded after each rental. Rentals by appointment.

Double your fun!

Our popular "Combo" rental package includes Western Pacific "Covered Wagon" 921-D EMD F7. Call for details. Help support the Society. Phone number for appointments: (916) 832-4532.

Preservation: A New Column

Historic Railroad Preservation... What is a Railroad Museum?

by Kent Stephens

As a member of the Feather River Rail Society, have you ever been asked about our collection at the Portola Railroad Museum? Why do we have certain diesel units? Is it just a random collection of equipment, or is there a rationale behind the acquisition of certain diesel units? Are we just "playing with trains" or are we doing a serious effort to collect and preserve a cohesive collection of historic railroad equipment and artifacts?

One of the most important steps in organizing a museum is its museum statement. What is the focus of the museum? What are we collecting? The front cover of the September/October 1991 issue of the Train Sheet displayed a mission statement for the Portola Railroad Museum:

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."

From this statement, you can see how the Oregon & Northwestern Baldwin AS616 units #3 and #4 fit into our collection plan. First, they are former Southern Pacific (and #4 is also ex-McCloud River RR #34). Secondly, Baldwin pioneered the development and proved the concept of the six-axle road unit. Note also how our other Baldwin, NVR #51 fits in as an early Baldwin switcher.

Some of our newer members may wonder about an "odd-ball" diesel unit in our collection -- Long Island FA-2 #604, ex-Louisville & Nashville #314. At first glance, this East Coast diesel doesn't fit in with a collection in Northern

California. This unit however, does fit into the collection framework. Most obvious is that it is an Alco freight unit that competed with the more popular EMD F series of "covered wagons." Thus it is a contemporary to WP 921D, although six years newer. Secondly, it can fit into the collection's geographic basis by being restored as a Spokane, Portland & Seattle unit, numbered one number up from their fleet of FA's, all of which were retired a number of years ago. Norm Holmes' original idea on bidding for LI 604, which the Board of Directors at that time agreed with, was to eventually restore it as an SP&S unit. Why would we be interested in an SP&S unit? A portion of SP&S' fleet of Alco FA's were still in service when the SP&S was merged into Burlington Northern. Not long after the BN merger, WP and BN started pooling power between Auburn, WA and Stockton, CA on two freights that operated on the WP High Line. An interesting mix of BN power showed up in the Feather River Canyon on the two through High Line freights, including several SP&S FA's, still painted and lettered for the SP&S. The FA's only made a few trips on the WP, and were swapped back to east-bound trains at Oroville. One reportedly made it back to Stockton.

FRRS bid on LI 604, even though it is an ex-L&N unit, after being advised by LI that the former SP&S units wouldn't be retired for some years. At that time who knows? So we bid on ones that were up for bid at the time and got #604.

There are two other possible restoration choices for #604. Union Pacific once operated a fleet of Alco FA's, as did the Great Northern.

In future issues of the Train Sheet, we will continue to address issues of railroad preservation and museum concepts as they relate to the Feather River Rail Society.

Back issues of the Headlight

Issue 1 (Out of print) California Zephyr Anniversary Issue.

Issue 2 Joint issue with the Freight Car Journal; WP freight car roster; color. 28 pages.

Issue 3 (Out of print) 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. 36 pages.

Issue 5 The Reno branch; M-K remanufactured GP35s and GP40s; the Charles O. Sweetwood car; mill gons. 48 pages.

Issue 6 M-K remanufactured GP40s, part 2; Budd RDCs; cupola cabooses; 1970 freight car roster. 52 pages.

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:

FRRS Gift Shop at P.O. Box 608, Portola, CA 96122.

A Wholehearted Thanks...

This is just a quick, but sincere, tribute from all of us to thank FRRS founder, president and general manager Norm Holmes for all of his hard work, long hours and dedication that have gone into making the museum what it is. The museum shows his efforts, and it is a great place to work and to visit. Thanks, Norm from all of us!

Membership Report

as of December 27, 1991

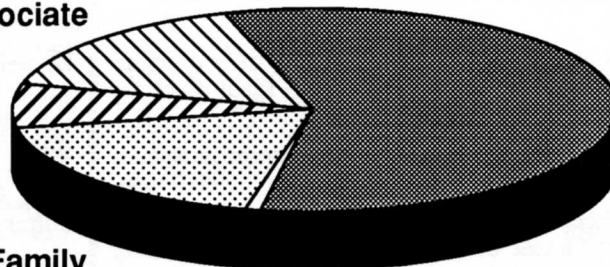
161 Associate

66 Life

184 Family

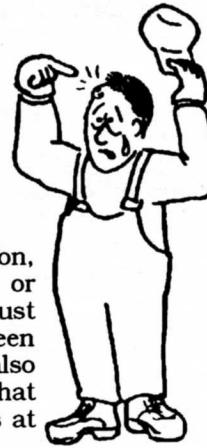
10 Sustaining

567 Active



*Total FRRS membership is 988.
...Of these, 31 are Charter members.*

Don't Let This Happen to You! Hard Hats!



Any museum volunteer working on the restoration, repair or servicing of equipment and/or locomotives - or working around heavy equipment such as cranes - must wear a hard hat. A supply of new hard hats has been purchased. This is for everyone's safety, and it is also necessary due to insurance requirements. The hard hat policy was formally reaffirmed by the Board of Directors at the October 1991 meeting.

Purchase Limit

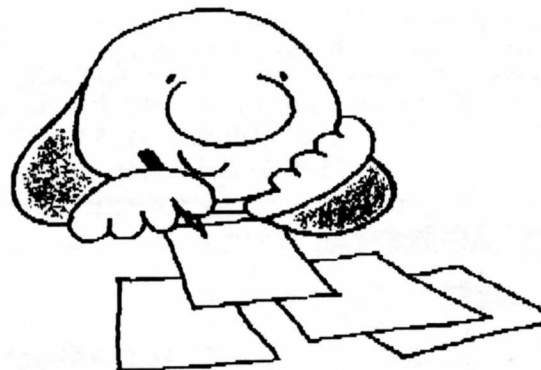
All members are hereby reminded that there is a \$100 (one hundred dollar) purchase limit when charging supplies or services to the Feather River Rail Society. Any purchase over \$100 MUST have advance approval from either Norm Holmes or FRRS Treasurer Gordon Wollesen. Advance planning for supplies costing over \$100, which are needed for a project, will be necessary with the purchase limit.

Any supplies or services purchased, whether the cost is under or over \$100, must be by persons authorized to make the purchase, and must, of course, be for the benefit of the Feather River Rail Society.

It would be very helpful to Gordon Wollesen if copies of bills were given to him with a notation of what was purchased and who purchased it. There is a treasurer's file basket in the operating department office that should be used for this purpose. Gordon says it has been a problem from time to time to receive a billing from a supplier with no indication of what was bought, or by whom.

The \$100 purchase limit policy was approved by the Board of Directors at the March 10, 1991 meeting, and was announced in the board report column of the March/April 1991 issue of the Train Sheet. This policy reaffirmed what had been an informal policy.

I Like To Write...



Many FRRS members like to write, but they need an outlet for their writing. The Train Sheet is an ideal place for FRRS members to have their writing printed.

All FRRS members are hereby invited to submit their own articles for publication in the Train Sheet.

You must keep in mind the purpose of the Train Sheet: It is the newsletter of the Feather River Rail Society and the Portola Railroad Museum. The Train Sheet only accepts articles for publication that pertain to news of the museum or current happenings or stories about society members. For example, if a member makes a trip to the museum and wishes to write about the experience, this would

be perfect. Members can write about projects that they are undertaking at the museum. If a member who is active at the museum would like to write a story about a day at the museum, with say, something funny that happened, fine! If a member rented a locomotive and enjoyed the experience (and who doesn't) then write about it. All of these topics are suitable for the Train Sheet.

The Train Sheet does NOT accept historical articles... that's the job of our sister publication, The Headlight.

Send your submissions to the Train Sheet editor at the address on page 2. By necessity, all articles must be subject to refusal or condensation.



We're on television: In addition to television coverage about our locomotive rental program on Reno, Sacramento and San Francisco stations, we have learned that one segment was repeated on other television news programs including the "Today" show. We know whenever we get publicity because Bruce Cooper's phone starts ringing with people inquiring about our program. We also had a special show taped for viewing on the Leisure channel. Plumas County has never received so much TV publicity ever.

Bruce's locomotive rental program has been very successful this year and has brought in needed revenue to enable us to purchase and restore equipment we would not have otherwise. As a new feature this year for \$50 additional, (\$60 for a 2 hour rental) Dean Hill will make a video of the person(s) doing the rental and send it to them.

Museum Doings

Bruce Cooper made our International dump truck pay for itself by hauling 24 loads of gravel from Graeagle to keep our new entrance road mud free. Norm Holmes hauled a load of Alco 244 heads, some air brake equipment and a small trailer all acquired from several sources of government surplus property.

The Santa train

The Santa train ran on schedule December 7, 1991 with a new Santa. Because of health problems, Emery Godard could not be Santa this year, instead Skip Englert put on the red suit and white beard and greeted the kids with a HO HO HO and a candy cane. Vic Neves and Hank Stiles were the engine crew, Gordon Wollesen, Peter Langdon, Ed Warren, and Dave Forrest were the train crew. Hap Manit decorated the museum entrance with a Christmas tree and Barbara Holmes worked the gift shop.

Donations

Through the help of John Kirkland and Bert St. Vincent, we now have two rebuilt Westinghouse traction motors donated by Geneva Steel Co., Provo, Utah. We only had to pay the freight charges from Utah. We were in need of a motor for our Baldwin DS-4-4-660. When weather permits, the bad order motor will be replaced.

More Donations

Peter Langdon designed and Jerry

Todd made a number of sheet metal exhaust stack covers and four metal backs for the cab heralds for engines 608 and 2001. Roger Hepkema donated twelve boxes of California Zephyr dining car checks that we can sell at the gift shop and at railroadiana shows.

Cash Donations

The following people have made cash contributions to the FRRS:

Norman E. Anderson
Alan Aske
Milne Collis
Steve Fauth
Henry Forni
Charles Givens
Jeffrey Jamason
Richard W. & Nell Kirker
Fred Klyver
Michel Knight
Gordon MacDonald
David Martin
George Moody, Sr.
Albert Novak
Philip John Schmierer
Ralph Shafer
Richard Sloan
Larry Van Horn
Joe Vondracek
Harold Warley

Steam to San Jose

As announced in the September-October 1991 Train Sheet, the Central Coast Chapter of NRHS is sponsoring the 1992 NRHS convention in San Jose. In conjunction with the convention Union Pacific will be sending Challenger 3985 with a passenger train from Cheyenne to San Jose. Central Coast has asked us to sell and staff the Winnemucca to Portola segment July 16, 1992, and the Portola to Sacramento July 18, 1992 segment. We will also help on the Elko to Winnemucca July 15, 1992 and Winnemucca to Elko on July 29, 1992 jointly with Central Coast and Promontory Chapter. Through tickets from Cheyenne to San Jose and return will be available. Ticket prices have not yet been set and reservations are NOT being taken at this time. A first class mailing will be sent to all FRRS active, family, sustaining and life members announcing ticket availability and details as soon as possible, probably in February, 1992.

Norman & Barbara Holmes and Bill & Melony Evans met with the other sponsoring groups and Steve Lee at Salt Lake City December 13, 1991 to discuss details. It was decided that there will be a central reservation office to handle all ticket sales and inquiries. An 800 number will be activated March 1, 1992.

TRAIN Convention

Barbara and Norman Holmes attended the TRAIN convention in Duluth, MN, November 1 and 2, 1991. It was an experience to say the least. Duluth had a record snow, the most ever to fall from one storm - over three feet. The convention delegates were virtually prisoners in the hotel as roads were closed and the town shut down. Due to closure of airports and roads, the FRA representative, our Washington, D. C. watchdog and the Wisconsin Central Railroad President all were unable to get to the convention.

Local people and delegates were substituted for seminars when previously scheduled people could not get to Duluth.

The Lake Superior Museum of Transportation group did a fine job in hosting the convention under very trying conditions.

Norm presented a brief synopsis of our Fall, 1992 convention to be held at John Ascuaga's Nugget in Sparks, Nevada, co-hosted by the Friends of the Nevada State Railroad Museum.

MRS-1

by Norman Holmes

During the Korean War period the U. S. Army decided it needed new locomotives, some that would be suitable for overseas duty in case the cold war heated up. Specifications were submitted to both EMD and Alco in November, 1951, to produce a locomotive that would be capable of being easily changed to any track gauge between standard 4' 8 - 1/2" to a maximum of 5'6". Couplers were to be adjustable to various heights and the underframes were arranged to mount any type of coupler. Mounting plates for installation of buffers were located on each end plate. Clearance restrictions required the units to be no taller than thirteen feet.

EMD was first to produce a unit, designated MRS-1, in March 1952. They built only thirteen units which were numbered USA 1808 thru 1820. Ultimately one EMD unit was assigned to Vandenberg AFB, CA, others elsewhere. Four were tried at Hawthorne Navy Ammunition Depot, NV, but were unsatisfactory at that base. In 1977 five units were sent to Alaska, but were never used by the Alaska Railroad. They were scrapped in 1983. Two units were acquired by the Pacific Southwest Museum Assn. for operation at their San Diego Railroad Museum. The six remaining EMD MRS-1 units were in service at the Military Ocean Terminal, Sunny Point, NC as of May, 1990.

Alco produced their first MRS-1 unit, designated RSX-4 by Alco, in March, 1953 and completed an order for 83 by October, 1953. They carry both Alco and GE builders plates and serial numbers because of a joint contract basis. Fifty units were equipped with steam generators and carried a prefix letter "B" before the road number. B2041 thru B2090 were steam equipped, 2091 thru 2123 were not. All units were equipped with insulated fuel pump, filters, fuel tank and lines. A heater system using diesel fuel could heat the fuel tank, crankcase oil and battery box. A second heater could heat the coolant. The units were designed to operate from -40 degrees to +125 degrees F.

The cold war never really heated up to include the use of

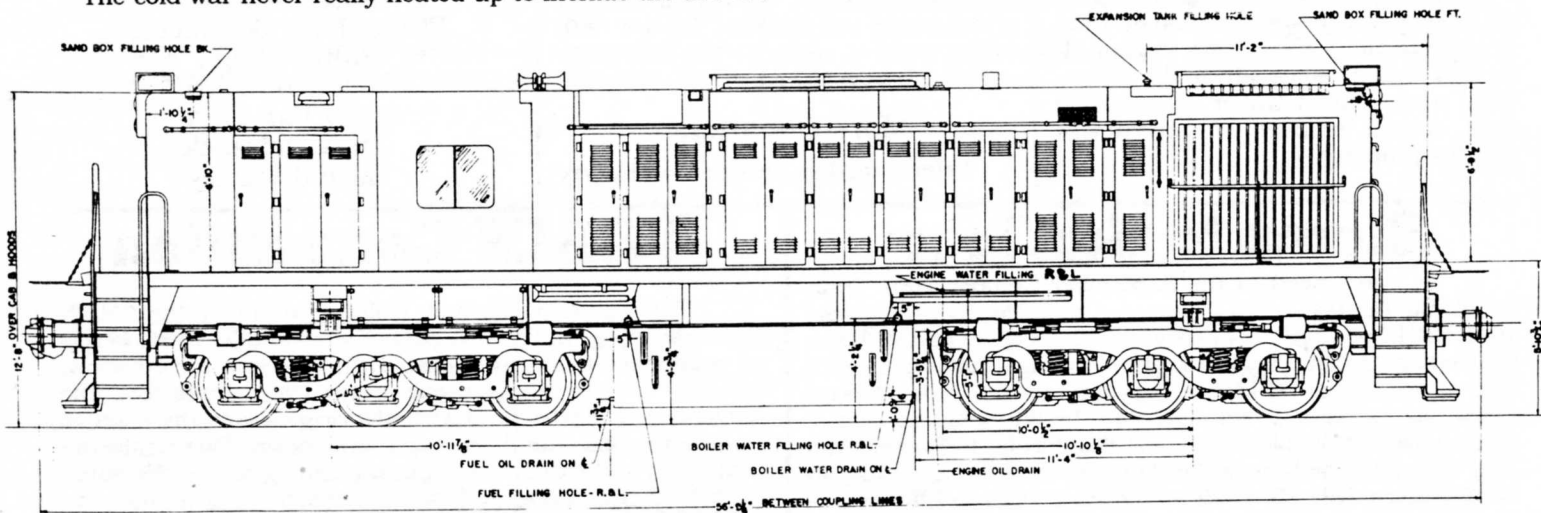
the MRS-1 units. The majority of the units were in storage most of their life. Thirteen Alco's were transferred to the Alaska Railroad in 1974-75 and were used in switching service until 1983-84, when they were scrapped. Because of their age and the government's desire to standardize on fewer locomotive models, the 38 year old Alco's are being sold. Costing the government \$500,000 each because of custom design and cost plus contracting, the units are now bringing only a small fraction of their original cost. (An EMD GP-7 bought in 1953 cost about \$170,000.) Concord Naval Weapons Station, CA, was using Alco MRS-1 units until a few years ago. Two have been acquired by the State Park system in Jamestown, two are going to the Railroad Museum in Sacramento, four were sold to Norman Holmes, two going to a scrap yard and two going to the Portola Railroad Museum. Four are awaiting disposition. Hill AFB near Ogden, Utah, has six units awaiting disposition. One unit was acquired by the San Diego Railroad Museum from Vandenberg AFB and the Bluegrass Railroad in Kentucky operates one unit in tourist service.

The 12 cylinder 244 engine produces 1600 hp. The unit weighs 120 tons and rides on three axle Alco Tri-mount trucks. All axles are powered with GE 731 traction motors. Axle weight is only 20 tons per axle and they will operate on up to 30 degree curves. They operate long hood forward. (Our SP SD9E weighs 180 tons (30 tons per axle) and has a minimum radius of 22 degrees.)

Units at Portola

USN 65-00541, ex USA 2119, Alco # 80352 6-53
USN 65-00544, ex USA 2122, Alco # 80355 6-53

Above data gleaned from "The Diesel Builders Vol. II" by John Kirkland, "The Short Line" published by Garreth M. McDonald, and "Rail Classics" July 1976.



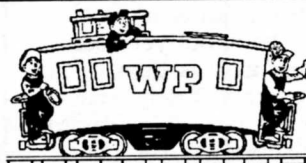
FRRS member

Don Olsen

of Catenary Productions, is in need of color slides of WP steam and early WP diesels for the cover and for promotion of his new WP video. Contact him directly at:

Don Olsen

795 Burnett Avenue, #2
San Francisco, CA 94131-1419
415-285-5865



Caboosing

with Hap Manit

will not appear in this issue. Look for it again in future issues.

A Big, Long Cadillac...

Our "CADILLAC," SP 4404 SD9E, finally arrived in Portola December 17, 1991. It left LMC'S Richmond yard on November 14 via a special move by Santa Fe to their Richmond yard. It was supposed to go to Stockton that evening, but after hooking it up to the road units, a problem was found in that the brakes on the front truck would not release. The unit was set back to the engine storage tracks to await repair. Wayne Monger and Vic Neves checked the air system and thought they discovered the problem. Norm Holmes was called and asked to bring a J-1 brake valve part to Richmond. Norm and Vic changed the valve, but the problem persisted. On Norm's return to Portola a stop was made in Roseville to discuss the problem with SP mechanical people. No ready solution was available. Norm made another trip to Richmond and again stopped at Roseville to talk to an air expert. A possible solution was suggested to change the control valve. Norm also contacted Dick Hurlbert, an electrician for SP, who found two other air experts who had suggestions. Norm changed valves and made air tests, all to no avail. The source of the air to the front truck was discovered, but the cause was not apparent until discussing it with one of the experts. The air gauges on the locomotive were missing so the copper lines were crimped over to stop air leaks, except two which were hooked together. This connection allowed air to reach the truck and not release. Vic disconnected and plugged the lines and a successful air test was completed. Vic again contacted the Santa Fe that the unit was ready to go and they promptly moved it to Stockton that evening, November 25, 1991.

At Stockton 4404 was placed on the rip track and "lost." A week later Wayne received a call from Santa Fe in Chicago at 5:30 AM wanting to know what to do with the unit! It arrived in the UP yard December 5, 1991. The UP placed it on the rip track... You guessed it, it remained there until December 16 when it was finally placed in the STSC for movement to Portola.

Even though it took a long time to move the unit about 275 miles, it arrived safe and sound and we really appreciate the free transportation from the Santa Fe and Union Pacific. Upon its arrival in Portola, Gordon and Norm switched the unit into the diesel house and started charging the batteries. Although the unit is a long way from running, the battery set looks good and must be kept charged to prevent the electrolyte from freezing and breaking the battery cases.

At the December Board of Directors meeting President Norm Holmes presented a deal to the Board: if the FRRS would purchase the two ALCO/GE MRS-1 units now at Portola for Norm's cost, he would donate the SP SD9E No. 4404 and all the salvaged parts to be saved from the two MRS units that went to LMC including all 12 traction motors. Transportation costs of the two units from Concord to Portola and costs to bring the parts from Richmond were to be paid by FRRS. The value of the SD9E is estimated to be \$30,000. This offer was accepted by the board as a bargain as the SD9E is a valuable addition to our collection and the MRS units can be used for parts, operated, traded or sold.

Some Cadillac History...

Southern Pacific started a unit upgrading in 1973. Our 4404 was completed September 15, 1975. In addition to plumbing and electrical work, the main spotting feature of the upgrade was the addition of a Farr air filter located in a Saddle Style box located behind the cab and forward of the dynamic brakes.

No. 4404 came to Southern Pacific in April, 1955, as No. 5428, one of 149 SD9'S purchased between March, 1954

and May, 1956. It carried EMD No. 20206 and had its builders plate until recently. It sure would be nice to have the plates returned! Some SD9'S were equipped with steam boilers, 5428 was not. In the system renumbering, 5428 became 3906. If anyone has photos of 5428, 3906 or 4404 in service we would appreciate receiving a copy. 4404 was assigned to Eugene as the maintenance base. Our 4404 is our second longest and second heaviest unit, only Centennial 6946 is larger.



Second Annual FRRS Southern Regional Meet

by So. Regional Staff

This year's Southern Regional Meet was held November 9, 1991 with a very successful turnout. Over 70 people attended the event with 13 new people joining the FRRS on site.

The day's events included clinics on the following subjects:

1. Easy to model WP freight cars by Tom Bacarella
2. WP Steel caboose clinic by Mike Mucklin
3. WP diesel paint schemes by Pete Arnold

Also included was an excellent slide presentation (a la Winterrail) by Vic Neves entitled "Remember the WP: the Final Years." His show was synchronized to music, and was an excellent representation of the Western Pacific in its final decade.

Ongoing throughout the entire day were the model and memorabilia displays and the popular vote model contest. Over 200 models of Western Pacific equipment were brought for display! The contest entries were the finest WP modelling efforts ever gathered. This year's contest winners were:

- Bill Mattil - diesel, highly detailed Athearn F7A
- Jim Brown - steam, beautiful HO Scale 2-6-6-2 Mallet
- Mike Mucklin - freight car, custom detailed and painted HO WP beer car
- Bill Mattil - caboose, modified Athearn WP steel bay window caboose
- Pete Solyom - passenger and M of W, CZ steam generator car & WPMW 37-9 cab

All the models, both in the display and the contest, were beautiful recreations and represented the Western Pacific

from early steam to the final diesels and rolling stock.

At the end of the day, the awaited raffle of gifts and prizes occurred. Contributions from many local hobby shops, Interurban Press and Flimsies™, as well as prizes from the FRRS Gift Shop helped make the raffle a very popular and successful occurrence. Last but not least, an FRRS Rent-A- Locomotive certificate was given away.

This year's meet organizer, Tom Bacarella, did an outstanding job in putting the event together. Participating in the organization with Tom were Dave Dodds, Mike Mucklin, and Pete Solyom. Additional recognition and thanks should also go to Dave and Skip Marshall for their time and effort involved in the FRRS Gift Shop, which, by the way, did an excellent amount of business during the day!

A special thank you is also given to Vic Neves for coming down from the Bay Area to give his presentation. Appreciation should also go to Bill Evans and Steve Habeck for representing the FRRS board in their Society/Museum update talk.

Lastly, much thanks go to Sylviane Bacarella, Sue Dodds and Sue Solyom for their help and support during the meet. Their assistance was invaluable!

We would personally like to thank everyone who attended this year's meet. We think that, without a doubt, its success was based on your participation.

Remember, start now on those WP contest entries and display models. We look forward to having an even better meet in '92. Please keep your eye out for upcoming notices. Until then, "Keep on Track."

Baldwin Update...

Our Baldwin AS616's are still on hold at M-K's yard in Boise, Idaho, pending an OK from Union Pacific to haul them to Portola. DODX flat cars have been ordered which will handle the load. We expect to be able to move the units within the next 2 months. Contributions for the loading and transportation are still needed.

We wish to thank the following for their contributions:

- Richard Kirker
- Steven Fauth
- Ralph Shafer
- George Comer

Upcoming Train Shows...

Great American Train Show,
San Diego Convention
Center, 202 C St.
January 25-26, 1992

Great American Train Show,
Pomona CA Fairgrounds
February 8-9, 1992

San Francisco Cow Palace
February 15-16, 1992

New Life Members...

The FRRS welcomes the following people as the newest life members:

- Dick Harley from Laguna Beach CA
- Dan Heilig from Westbury NY
- Richard Klammer from Penn Valley CA
- Warren Richards from Redwood City CA

How about you?

The 805A Report by Larry Hanlon

Hello everyone! I hope you've all had a very happy holiday season, and that a fine new year is about to unfold. With the onset of Fall, there hasn't been a great deal of activity on the 805, but there is some news to report.

Recent Results

On Nov. 2, Dave McClain and I switched the 805 out of the house, filled the cooling system, and replaced the inspection cover gaskets that had showed oil leaks when the engine was previously run. All but 1 were still originals that had looked good enough to use and were not replaced back in September when we were rushing to get the engine started. Two of them were so fossilized that I had to chisel them out of the metal cover; it's no wonder they didn't seal! Dave also replaced the bad flashcock on #4 cylinder.

After prelubing, we started her up. Again she started easily, thanks to Gordy Wollesen's well-charged batteries. Again the governor would not maintain an idle, and showed no inclination of even trying to work. Dave and John Ryczkowski brought another governor from the parts boxcar, and we replaced it --- success! At least mostly; it seems to have a defective "B" solenoid, which we should also be able to replace. With the engine idling smoothly away, we set about checking other primary systems in the locomotive.

We were able to get throttle response this time, limited by the bad B solenoid. After about an hour at idling speed, we ran the engine in Run 3 for a couple of hours and got it up to normal operating temperature. The remaining trickle of water from the left side airbox drain stopped, and the one on the right side decreased significantly in size. No other significant water leaks were seen, just a slight ooze from one water pump connection flange, which certainly is good news.

The air compressor unloader was not working; Dave suspects a closed valve in the unloader supply line in addition to the disconnected wires we found. A quick comparison of the air compressor control circuitry with that in 921 showed 805's to be completely different; it will probably have to be traced out to reconnect it properly. Nevertheless, the independent and automatic brake controls work, although the automatic is a bit fussy about the running position.

There was no output from the auxiliary generator, main generator, or alternator, which explains why the 805 wouldn't move. It also meant that the batteries were discharging rather than being charged while we ran the engine. We checked the relevant fuses, and Dave found and freed up sticking brushes on the auxiliary generator and alternator,

WP 805A, an EMD FP7, is the last remaining Western Pacific locomotive that pulled the famous passenger train, "The California Zephyr." Our "B" unit, 925C, which is an F7B that was upgraded to F9B specifications, will be M.U.ed to the 805A. This report is a continuing update on the progress of the restoration of these units at our museum.

but no luck. I manually moved the voltage regulator arm, but again, no change. Manually closing the BC (battery charging) relay drew a huge arc, proof that the auxiliary generator armature circuit was OK but there was no magnetic field present. At this point we ran out of time, so that was as far as the electrical diagnosis got. We shut down the engine, drained the cooling system, and switched her back into the shop.

On Nov. 9 and 10, 1991 Dan Ogle was tracing out the wiring of the electrical system for the generators. He found that a newer style voltage regulator had been removed and the old original one reinstalled. This undoubtedly happened on the L&NW before shipment West. The connections are not the same, so they were left off. No wonder we had no output voltage from the auxiliary generator!! We decided to replace the regulator with the one from 708, and acquire a replacement to reinstall in 708 (if we don't already have a spare). Dan also found that the wires to the SH (main generator shunt field) relay were hanging loose, suggesting a similar trade had been done. This relay is critical to obtaining useful output from the main generator, so it's no wonder the 805 wouldn't move. Dan has reconnected that wiring.

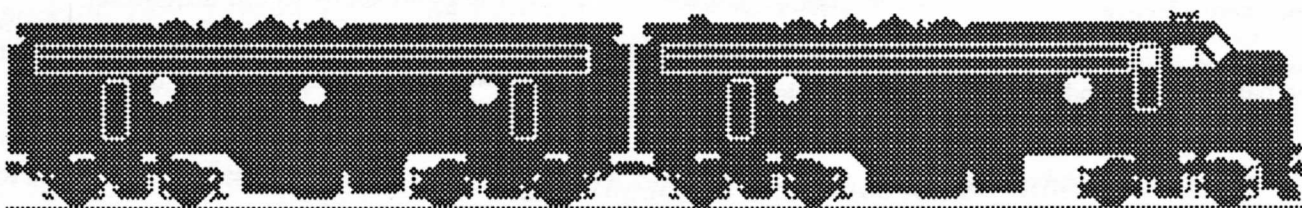
Next Steps for 805 Work

The next mechanical work is planned for Dec. 29, 1991 when we'll try to get the B solenoid and air compressor unloader to behave and the locomotive to move. Regular sessions will start up again on the second weekend of March.

Come help!

- 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.....





...from the Board of Directors

By Kent Stephens
Secretary of the Board

Board of Director's Meeting October 13, 1991

Wayne Monger reported that our 2 O&NW Baldwins were both at M-K in Boise, and that one (#4) had been detrucked and was on shop trucks. No. 4 was detrucked to determine the weight of the trucks which turned out to be 57,300 lbs. each. No. 4 has since been retrucked. We have also asked M-K to discard dead batteries on the units to lighten the units up some. Wayne also reported on the progress of moving SD9E SP4404.

The Board discussed the NRHS Central Coast Chapter proposal on the steam excursion train operation, and agreed that further negotiations were in order.

David Dewey reported that we could secure a Museum Accessment Program grant. This would involve a visit by a museum professional who would evaluate the museum and write an accessment report for the museum's guidance. After extensive discussion, it was tabled until the next meeting pending more information.

The board continued with a discussion about members not wearing hard hats while working on equipment. It was agreed that we will renew enforcement of wearing hard hats while working on equipment. Members not wearing a hard hat in a situation where they should be will be asked to put one on. New hard hats are on order.

David Dewey gave a short presentation on the bulletin board mission statement and bulletin board themes. The board agreed with David's sketches and asked David to develop the plan and bring it back to the board.

The Roseville Rail Show was discussed by the board.

Kent Stephens brought up that a historic Diamond Match Co. flat car needed to be preserved. He will report further at the November meeting.

Museum weed control was discussed next with various suggestions being brought up, including the purchase of a Flail Mower.

The board agreed to purchase a selection of new nuts and bolts in a cabinet from a dealer to help ease the problem of never finding the right nut or bolt for a particular job.

Firewood for the Silver Shower car was discussed next. We have plenty of firewood, it just needs to be cut up. The board agreed to purchase a chain saw for the purpose of maintaining a firewood supply.

Board of Director's Meeting November 17, 1991

The Board discussed various advertising strategies; and noted that the radio ads on Reno station KROW this summer were effective.

Gordon Wollesen reported that every diesel with water in cooling system had been drained for the winter. Reports on batteries, gas and diesel fuel supplies followed.

Bruce Cooper reported that David Dewey plans to write

up proposal on entry way and bulletin boards and send to board members.

Norm Holmes reported that he had talked to Pete Solym about the Southern Regional Meet. It had gone well with about 150 people in attendance.

Reports were made on the TRAIN Convention and SD9E SP4404.

A deal has been made to swap the low-bed trailer for a 3-axle car hauling trailer.

Regarding the Baldwin locomotives, Wayne Monger reported on his progress with talking to people at M-K. Norm Holmes reported on starting to lease 2 DODX tank flat cars to carry the Baldwins.

The board discussed and approved sending people to Salt Lake City to meet with the U.P. and the other organizations involved in next year's steam excursion train to begin to iron out the details.

Norm Holmes reported for Kent Stephens that the Diamond Match Co. flat car had gone elsewhere. Portola was an alternate site.

Discussion ensued regarding joining the Eastern Plumas Chamber of Commerce and the Plumas County Chamber of Commerce to gain a closer working relationship with local chambers.

Norm Holmes brought up the idea of getting an all-door boxcar for storage of traction motors and generators which are now sitting out in the weather with tarps over them. He will investigate sources and he expects to have a proposal at the next meeting.

Hank Stiles received approval from the board for investigating the acquisition of 85 lb. switches and turnouts for increasing track space.

The board discussed hiring help to get engine 2001 finished and out of the shop. The idea is to find someone to contract with, not hire as an employee. The board will consider among its other options contacting a retired WP painter in Stockton, contacting people who know ex-WP painters, having Bill Evans take it under consideration and hearing from interested members.

Bill Evans brought up that the museum staff is up against a workload factor; our volunteer staff can't get everything done. There was a comment that there IS a lot of work done that doesn't show such as Hank Stiles' work on engine 51 and Gordon Wollesen's work on wiring in the shop.

Gordon Wollesen brought up the need to buy a battery charger specifically for engine 51 because of its unique voltage. The board approved this acquisition.

The board approved having a contractor remodel, winterize, frame and heat the operating department office. Hank Stiles was put in charge of seeing this done.

Gordon Wollesen was put in charge of the same project regarding the rest rooms.

Boy Scouts and Railroading?

by Gordon Wollesen

What do Boy Scouts and railroading have in common? Not much, really. But, at the Portola Railroad Museum several Boy Scouts did have a chance to find out what real railroading is all about.

Those of you familiar with the Boy Scout merit badge program know that there are 119 merit badges available to Boy Scouts, 14 are on the Eagle Scout required list and 105 on the optional list. For a boy to make Eagle Scout, he must earn at least 11 from the required list and 10 from the optional list. One of the optional merit badges is Railroading.

From the chart below, you can see that there is not much real railroading in the Railroading merit badge requirements. But, during the week of July 22-26, 1991, fourteen Boy Scouts came, and during the week of July 29 - August 1, 1991, six Boy Scouts came to the Portola Railroad Museum and learned what real railroading is all about. These Boy Scouts were from the Placerville/Sacramento area and were attending summer camp near Gold Lake.

A mutual decision between the Program Director and myself set up short, but intensive (2 hours a day) classes in actual railroading. The actual merit badge requirements were to be completed at their home troop meeting places after summer camp was over.

On days one and two, the Scouts were shown the various types of museum freight cars, passenger cars, maintenance-of-way equipment and locomotives. A thorough explanation of each was given.

On day three, the Scouts were shown how to and then actually did lay ties and rail, install angle bars and beat spikes. They also took part in track maintenance by reset-

ting spikes and tightening angle bar bolts.

On day four, the museum had some switching chores to take care of, so our Scouts were given a crash course in hand signals, coupling and uncoupling cars, making the air and throwing switches. Then the work began. Each Scout was given a turn at pumping switches, coupling and uncoupling cars. This was done under direct and very close supervision.

On day five was the pay-off. An incentive to participate in the program was, on the last day (Friday), each Scout would get to run a locomotive. This they did. Norm took each Scout and gave him a turn at the throttle. I would say, the boys had a good time (their faces were glowing like the locomotive headlight). After operating time, I asked the boys, "Now what do you think of real railroading?" Their answers were mixed. Some said, "Fun," but most said, "Real hard."

I feel that the Scouts did have a good learning experience. I know that I had a good time and am looking forward to doing it again. The Program Director told me that several Scouts heard about the program and want to take part next year.

Other museums were approached by the Scouts and asked if they would teach the Scouts railroading, but only the Portola Railroad Museum agreed, and agreed with a warm welcome.

The Scouts attending were: Oak Bastian, John Myer, Jeremy Salfin, Bob Sharp, John Naugle, Michael Duisenberg, Danny Buckingham, Steven and Shawn White, Nathan Stubbs, Josh Cramer, Jamie Duisenberg, Chris Lindsey, Tim Peterson, Scott Murdock, Brian Herman, Chris Presgrave, John Daly and Damon Prouty.

Requirements for the Boy Scout Railroading merit badge:

1. Do two of the following:
 - a. Know the name, scale and track gauge of four model railroad gauges. Show the right way to clean and oil model train equipment.
 - b. Draw to scale the layout of your own model railroad or one that could be built in your home. Have a point to point or loop road with different routings. Include a turnaround, a terminal, a yard and a siding.
 - c. Alone or with others, build a model railroad layout. Lay track with ties, ballast and scenery. Make connections from a power supply to track and accessories.
 - d. Make a scale model of a locomotive (with or without power) or make two cars. (Kits may be used.)
 - e. Draw scale plans and build two accessories.
2. Do the following:
 - a. Explain how real electric and diesel locomotives develop power.
 - b. Identify by model or picture six different kinds of railroad cars used to carry people or products.
 - c. Show arm or lantern signals used by trainmen. Pick one kind of semaphore or light signal system. Tell what its different signals mean. Explain the meaning of five whistle signals. Describe an emergency way to signal a train to stop.
3. Do one of the following:
 - a. Name four departments of a railroad company. Describe what each does.
 - b. Name and explain 10 jobs in railroading. Tell which job interests you most. Tell why.
4. Explain six rules of safety to use aboard trains; on platforms; at crossings; and around bridges, yards and tunnels.
5. Do the following:
 - a. Make a written plan for a trip by rail to a city 500 miles from your home. Get a train schedule. List time you leave and arrive, the number of the train and the service you want.
 - b. Name the railroads that serve your town. Explain how to arrange for a shipment of a carload of freight to a city 500 miles from your home.
6. Do one of the following:
 - a. Plan and take a trip of at least 25 miles. Buy your own ticket. Read the timetable and footnotes correctly.
 - b. Identify 10 different railroads by the symbols on freight cars.
7. Outline the major steps in the growth of railroads in the United States. Discuss the importance of the railroads to daily life.

New Items in the Gift Shop

New Videos

Video Rails Classic Series V Southern Pacific Coast Line in 1950's 30 min. \$39.95

Classic Series VI Union Pacific main and branch line steam 30 min. \$39.95

Union Pacific - Cecil B. DeMille's film classic 2 hr., 15 min. \$49.95

Santa Fe 3759 - Last run over Cajon Pass 60 min. \$49.95

Southern Pacific 4274 - Last run of a cab forward over Donner Pass 60 min. \$49.95

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Sacramento Railfair 1991 Closeup of each locomotive attending the 10th anniversary of California State Railroad Museum 60 min. \$29.95

Berkshire/Neff

Feather River Canyon Diesels - Contemporary coverage of UP line from Oroville to Portola and vintage WP

footage from Chris Skow 60 min. \$39.95

Sacramento Steam Showcase - UP 844 & 3985 Salt Lake to Sacramento, SP 4449 Klamath Falls to Sacramento, SP 2472 South San Francisco to Sacramento, also covers locomotives, equipment and musical review at Railfair '91. Also UP 844 & 3985 eastbound through Feather River Canyon, SP 2472 & 4449 double headed to Oakland 90 min. \$29.95

DF Associates

Steam's Alive in '91 SP 2472 South San Francisco to Sacramento, SP 4449 in the snow, UP 844 & 3985 in the Feather River Canyon and Railfair '91 highlights plus Western Pacific's steam powered tug "Hercules" on San Francisco Bay. 56 min. \$34.50

Bob Ackerman's popular FRRS Railfan Day 1990 is still available, and now at a reduced price. \$19.95.

Send your order to:

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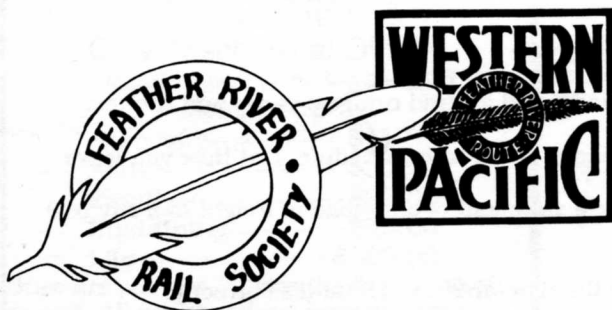
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