

# The Train Sheet



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

Issue No. 55

May/June 1992



**Baldwin AS-616s O&NW #1, #4 and #3 pull a train of empties through Silvies River Canyon approaching the end of the line at Seneca, OR in August 1978. After the O&NW ceased operations in 1984, these locomotives were stored at Hines, OR. In 1990, the FRRS purchased #3 and #4 and was instrumental in arranging the sale of #1 (ex B-L-H demo 1601) to San Diego RR Museum at Campo, CA. O&NW #3 & #4 are at Portola now. Photo by Ken Meeker.**

Inside this Issue:

- Upcoming events.
- Pictures taken around the museum.
- Both O&NW Baldwins are at Portola.



# 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 Daily 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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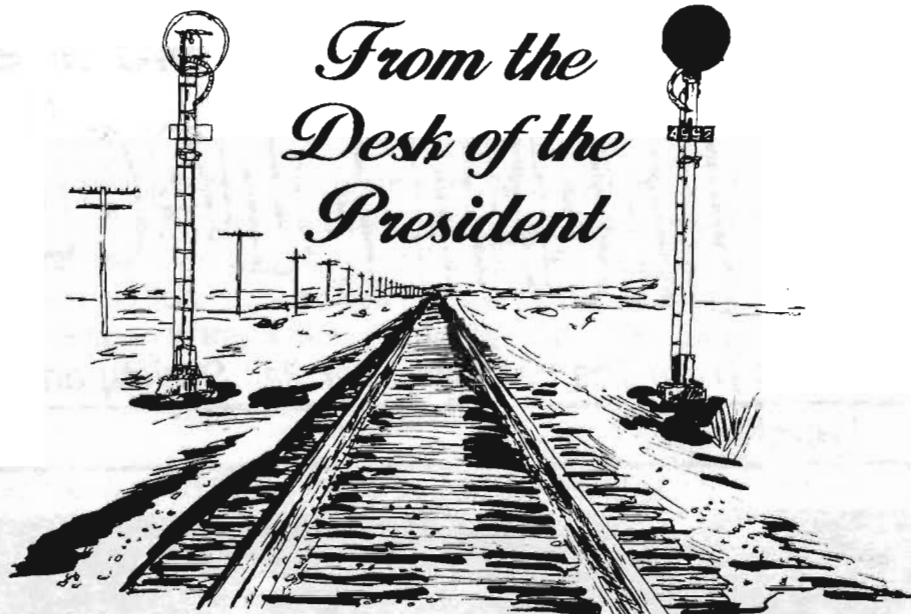
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Mardi Langdon (916) 836-2167

### 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

A recent editorial in "LOCOMOTIVE & RAILWAY PRESERVATION," a magazine I highly recommend, talks about GUMPTION. Gumption is a fine old Scottish word which means initiative, resourcefulness, spunk. Mark Smith, editor, goes on to say, "people with gumption don't sit around stewing about things; they take action and solve problems. If you're going to restore a piece of railway equipment, create a museum, write an article, do a great event like Railfair... an adequate supply of gumption is the first and most indispensable tool."

I believe we here at the Portola Railroad Museum have gumption. We have been doing things and taking action so that in our short eight years we can look at our accomplishments with pride. Anyone with gumption is invited to join in the fun.

--Norman W. Holmes

## 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.
- Issue 7 Double Issue with color cover, Western Pacific FT's.

Back issues of the Headlight are available for \$4 each post-paid. 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.



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## The Steam Train

Don't forget that the westbound UP steam excursion train, THE PACIFIC LIMITED, will be arriving in Portola on Thursday, July 16, 1992. It will be in Portola for the whole day on Friday, July 17, 1992, and it will depart for Sacramento on Saturday, July 18, 1992. On the return trip back east, it will arrive in Portola on Monday, July 27, 1992 and depart for Winnemucca the next day Tuesday, July 28, 1992. On the layover day, July 17, the museum will be bustling with activity. We will need volunteers to help with our side bus trip to Virginia City and Carson City, and to generally help around the museum on this layover day. Come and support the museum.

## Cash Donations

The following people have made much needed cash contributions to the FRRS:

**Martin Anderson**

**Robert Diehl, Jr.**

**James Hollett**

**Doug Hunt**

**Ken Iverson**

**John Lenz**

**George Moody, Sr.**

**Ken Rattenne**

**Larry Richards**

**Charlotte Rodgers**

**Ralph Shafer**

**Stan Thomson**

**Walter Whitman**

**R.A. Williams**

**Matthew Winegar**

**Steve Habeck from his employer,**

**PG&E**

## Help Us Solve a Problem...

by Gordon Wollesen

As supervisor of operating crews, I have a problem with sometimes not having enough personnel to properly run our passenger trains on operating weekends. I do not know if there will be an adequate number of qualified and student crew members available each operating day.

A few of the qualified and student operating personnel have committed themselves to specific operating days, both in writing and verbally. This helps me to somewhat plan the train operations. The majority of the time I do not know until just prior to train time how much of a crew I have. This situation does not make for good operations or public safety.

If you want to get into train service and become a member of the operating department at the Portola Railroad Museum or if you want to maintain your train service status, please let me know.

All FRRS members that are part of the operating department or want to become part of the operating department, please let me know what operating days you can be here. Check the museum calendar for our operating days; we operate trains every weekend between Memorial Day and Labor Day. Decide what days you can be here. Then send me a postcard or letter with the days you can commit to operations.

Student crew training takes place every operating weekend except Railroad Days and Railfan Day.

Please help by sending a card or letter advising us when you can help to:

FRRS, P. O. Box 608, Portola, CA 96122, attn: Gordon Wollesen

## Thank You Hank Stiles!

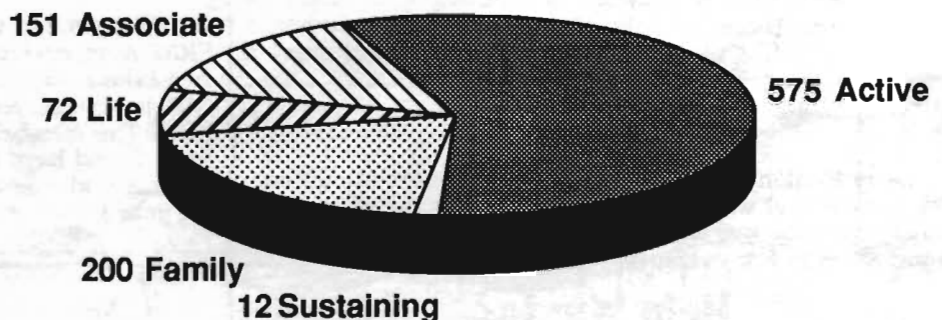
FRRS Superintendent of Operations, Hank Stiles, has most generously donated to the museum a fully-equipped IBM-clone computer. Recognizing the need, Hank purchased and donated the computer to the museum to keep maintenance and other records, and for writing. It is already being put to good use; forms, bulletins, work reports and data bases have already been created on it. Writing articles for the Train Sheet will now be simplified; certain articles in this issue were produced on it. Equipment maintenance record-keeping will be made much more precise because of it. We really appreciate Hank's donation; it is a very useful addition to the museum, and we all thank Hank Stiles for his generosity in donating it.

## First Sub Club

Our active "First Sub Club" will have a BBQ and meeting July 11, 1992 at the Niles Depot Museum. If you are interested in attending contact Richard Canino, 1749 Valley View Ave., Belmont, CA 94002; (415) 591-4997.

## Membership Report

*as of June 11, 1992*



*Total FRRS membership is 1,010.*

*...Of these, 31 are Charter members.*

# ●●● Around the Museum

## Clean-up Day

May 16-17, 1992 was Spring clean up day at the museum. Gordon and Norm were at the museum early. Hap called about 9 AM and asked if we could count the volunteers who come up to help on one hand? We replied we could count them on one finger! Jim Gidley, Sr. was the only member to show up to help get the museum ready for our summer season. We have a great thing going, but the few of us who live here can't do all the work. Please consider spending some time working at the museum this summer.

Nevertheless, progress is happening to improve the facility. The Beanery, Sue Cooper's fine snack bar, received a new stainless steel sink, coffee maker, paint and other improvements. Bruce Cooper installed the sink, Gordon Wollesen installed the necessary plumbing and electric water heater. Sue says anyone caught washing their dirty hands in her new sink will not be long for this world!

## Season Opening

For once we had nice weather for our Memorial Day season opening. We had a good number of visitors and had more operating crew members than needed. Gordon Wollesen, crew coordinator and Jim Gidley, Sr. scheduled the operating crew so that everyone had a turn. GP7 WP707 pulled the train consisting of four cabooses and a vista flat on Saturday, WP 921D and WP 925C were in charge of the train Sunday and Monday.

Hank Stiles and Gary Cousin changed three batteries in our Baldwin switcher NVR 51, and it powered two runs on Monday. A large radiator hose decided to call it quits, so it will have to be replaced before this unit can be used again.

## News and Information

### The Fourth of July

The fourth of July weekend is a three day weekend for some people. There are lots of area activities including a pancake breakfast at our museum. Come up and enjoy a weekend helping your museum progress.

### 805A Report

Larry Hanlon's 805A Report will not appear in this issue. The crew is still whooping for joy at having the 805A move under its own power and they need a vacation. Look for their report again in future issues.

### Help Wanted

We have reserved a table for FRRS information and Gift Shop Sales at the NRHS convention in San Jose July 22-25, 1992. We need people to be at the table during the times the vendor room is open. If you can help, please call Norm at 916-832-4737.

## A Love Story

In the summer of 1985, Peter Langdon made a visit to the Portola Railroad Museum. This was not his first visit to the U.S.A. from his native England having made four previous visits, in 1981, 1982, 1983, and 1984. Peter was a truck driver that came with a group to see a truck show in Anaheim. During his 1983, and 1984 visits, he was introduced to American railroading by 2 U.K. friends. Peter had been a railfan ever since he was a small boy; but he found American railroading much more interesting than the English lines.

His visit to Portola so impressed him with our friendliness and informality, he returned again in 1986, 1988 and 1989. He became a member of FRRS in 1988. In the spring of 1991, he came to the U.S.A. to live and found work in the Reno area. In this year, he qualified as a brakeman at the museum, and met Mardi Vincent.

Mardi had joined the FRRS in June of 1990 bringing with her mechanical experience on heavy equipment, and food service experience, among other things. She became the Chief Mechanical Officer, and was in charge of the extensive food service required on the 1991 steam excursion trains.

Mardi's and Peter's friendship grew to love; they were married on April 4, 1992. They now live in Graeagle and are both active in the museum.

## The Operations Room

Hank Stiles' idea was to set up the computer in the operations room. However, this room was cold in winter, had a high ceiling and cold walls which made it hard to heat. We decided to improve the room with insulated walls and ceiling. A list of all helping on this project are: Dave Anderson, Bruce Cooper, Sue Cooper, Bill Evans, Steve Habeck, Norm Holmes, Mike Kelsey, Mardi Langdon, Jim McComb, Ken Roller, Hank Stiles and Gordon Wollesen. Others? We now have a nice clean operations room that is warm in the winter, and is complete with computer.

## A Question

From time to time we have been requested to publish an FRRS membership directory. On the last occasion, the board voted down the idea saying that some people would choose NOT to be included in it, and therefore it would not be complete. The membership changes constantly and a questionnaire would have to be sent out to every member. There are distinct and numerous pros and cons to the subject. What are your ideas? Write to us and tell us.

## It's Lost

It happens sometimes, we misplaced a new member's address. We need an address for Alex Young who lives in Sacramento. Anyone know him?

# Donations, Donations...

Union Pacific Railroad donated another crane to our museum. This 40 year old relic was retired by the railroad as in need of repair and no longer needed, being replaced some time ago by newer, larger capacity equipment. KK 10 is a rubber tired boom truck crane built by Silent Hoist & Crane, Chicago Mfg. Co., date unknown. It has a capacity of 10,000 lbs. and has hydraulic controls. It was last used by the car department in Portola. At least one other Krane Kar was owned by the WP and was last seen in Stockton painted WP green and orange.

We made some repairs and the unit has already been used to move some track material for Ken Roller. Its long boom makes it handy to reach across a track or into a box car and its rubber tires enable it to maneuver more easily around our facility. We are now well equipped with cranes having the 5 ton Burro, 50 ton Industrial Brownhoist, 200 ton Industrial Brownhoist, all on railroad wheels and our 20 ton Little Giant rubber tired truck crane. Our other material handling equipment includes a 4,000 lb. capacity fork lift truck and a 3/4 cu. yd. front end loader. It takes a lot of equipment to help us with our work at the museum and thanks to Union Pacific and government surplus we are well equipped.

Other donations: Herman Schultze donated two trolley pole end sections from a Sacramento Northern interurban car, an air tank, several steam gauges and a WP locomotive diagram book. Rick Joy and Joy Engineering donated several hours of grading time to spread gravel on our entrance road and to level an area where we will build more car storage tracks.

Ed Warren decided to move from Massachusetts to Nevada a few years ago and volunteered to help our museum by keeping our membership files up to date and to be editor of our bi-monthly newsletter. Ed is a "computer nut" and has kept all our records with his Apple Macintosh computer. Ed bought a new Mac computer and asked FRRS President Norm Holmes if he could use his old MAC Plus. Norm had been using a 30 year old Royal electric typewriter and keeping Gift Shop and museum records on paper at the Museum's office in his home. Norm had reservations about accepting Ed's offer as it's hard to teach an old dog new tricks. However, in trying to keep up with progress, Norm accepted the offer and is now learning at a speedy pace all the tricks that a computer can do.

Donations are not all one-sided. On May 28, 1992, fourteen patients from the Eastern Plumas Hospital were brought to the museum for a tour and train ride. Patients in wheel chairs were helped onto the cabooses. No charge was made for the ride which was really enjoyed by all.

David Dewey learned of a cable car truck on a farm near Chico. The property was being sold and the owner wanted to get rid of the junk. David asked if we were interested in acquiring the truck, and although a cable car truck does not fit into our collection, we felt it should be saved. Hank Stiles drove our pickup and trailer to Chico and brought the truck to Portola. It was determined the truck belonged to Market Street Railway, Sacramento & Clay Street cable car No. 25, built in 1908. The cable car route was abandoned in 1942 and the cars disposed of in 1944. All the cars were scrapped, probably, except for No. 19 which is part of Muni's historic collection and No. 16 which until recently reposed on the roof of the Emporium at Fifth & Market.

The Market Street Railway was bought by the City of San Francisco in 1944. The new Market Street Railway is a group of electric railway enthusiasts who acquire, restore and operate equipment on the Municipal Railway of San Francisco trackage. The MSR acquired cable car 16, had it removed from the Emporium's roof and plans to restore the car. It had only one truck. Guess what? We have a truck which we gladly donated to the MSR group.

Earlier this year we overlooked the donation of an important addition to our permanent collection of historical equipment. Back in December, 1984, John Ryczkowski bought a 40 foot wood WP-PFE refrigerator car body from a dealer in Stockton. Included in the deal was a pair of trucks and couplers from WP box car MW 8111. The refer, PFE 52138 built 4-1924 and rebuilt 11-40, was sold for a storage building when WP disposed of its refrigerator car fleet in the early 1950's. Most of the cars were burned at West Stockton yard. A few of the car bodies were sold for various uses, most had their steel frames removed. Lucky for 52138 it still had its frame. John moved the car to Portola and intended to rebuild it before donating it to the museum, however other pressing demands on his time led to his decision to donate the car to FRRS at this time. Thanks to John's foresight another piece of WP's equipment had been preserved.

(Now here is a rebuilding project for someone to tackle, any takers???)



We regret to inform you that Bill, one of the museum's pet cats, passed away on June 3, 1992.

Bill was given a complete veterinary exam on March 28, 1992 and was given a clean bill of health at that time. Just after that, Bill wandered off from the museum. A week later returning from this week of "retreat," Bill was sick, run down, in a weak condition and had an injury that appeared to have been caused by an animal attack. Hap Mani and others fed and took care of Bill who took off again on May 28, 1992. On June 2, 1992, after returning this time, Bill looked so much worse than before that Hap knew he had to make the trip to the vet in a hurry.

On June 3, 1992, the vet reported that Bill's blood count was so low that he would be unable to do further tests and that there was no hope of ever having Bill be a healthy cat again. With no other choice, Bill was put to sleep at 6 PM on

this day.

A fact that many people did not know was that Bill was a female cat. The remaining museum pet cat, Bandit, is an offspring of Bill.

Marie Lindley, the owner of Bottle Annie's Shop, had a fund for a stray pet shelter, which instead she had donated to the museum some time ago to take care of the 2 museum cats. This fund's purpose has been to pay only for vet bills; cat food is donated by generous members. Because of Bill's recent vet bills, this fund is now totally depleted. Hank Stiles and Hap Mani have made donations to help rebuild the fund. Please send us your donation (and mark it "The Cat Fund") so that we may continue to pay for Bandit's vet checkups, etc. Bandit, and up until now, Bill, have always added character to the museum.

All owners and operators of railroad "speeders" are hereby invited...

Bring your machines, your pit crews and your cheerleaders to a weekend of Sierran frivolity and motorcar madness at the:

## **FRRS Ninth Annual National Track Motorcar Championship**

Saturday, August 1, 1992 AT 1 P.M.

The longest running organized railroad motorcar event for private owners and operators of motorcars on the West Coast is fast approaching! Plan now to attend this one day of fun, food and friendly competition with people running motorcars like yours. Learn tips and mechanical trouble-shooting from the "experts." This is the ideal event for "rookies" and "old heads" alike.

The NTMC is based upon the form of the U.S. National Handcar Races. Each participating motorcar is allowed three separate runs over a 300-meter (976 foot) section of museum track to try for a best time. The best times of all motorcars in each class will be compared at the end of the race. 1st, 2nd and 3rd place winners plus all participants will be awarded ribbons during the awards ceremony following the conclusion of the NTMC.

In 1992, The NTMC will be divided into the following classes:

- Fairmont one-cylinder two-stroke engine cars (M-series)
- Fairmont two-cylinder two-stroke engine cars (M-AA series)
- Fairmont and other two cylinder four-stroke engine cars with steel wheels (MT-series)
- Fairmont two-cylinder four-stroke engine cars equipped with rubber tires (MT-series)
- Exhibition class includes all cars equipped with four-cylinder or larger motors, homebuilt cars, alternate powered cars, rail bikes or any other car that does not fall into classes #1 to #4.

NTMC entry fee = \$15 per car

Signing an FRRS liability waiver and wearing a motorcycle crash helmet are required; bring a helmet along if you can.

Once the NTMC is done, the fun isn't! Everyone is invited to a pot-luck Bar-B-Q at the museum's picnic area near the finish line. We supply the soft drinks and side dishes, you bring something to throw onto the grill for yourself and your family. Museum trackage is open to motorcar operation until 9 P.M. Also in the evening, there will be an opportunity for you to show your slides and video tapes of your past runs; so bring them along so the rest of us can see them!

There will be a motorcar excursion on Sunday, August 2, 1992 over the 14-mile long Almanor Railroad at Chester, CA. Only those cars operating in the NTMC on August 1 will be allowed on the railroad. No exceptions!!! MOW organization rulebook will apply!! Signing a liability waiver before entrance onto the railroad is required!!

For entry forms and information, contact NTMC Chairman:

Wayne Monger, 1300 Southampton Rd., #214, Benicia, CA 94510 (707)746-8238.

Seventh Annual

## **Railfan Photography Day**

Saturday, September 19, 1992

10 A.M. until midnight.

Plan to attend a day of photography, caboose rides and cab rides. This one day each year, over a dozen freight and passenger trains from the 1930's, 1940's, 1950's and 1960's are operated for railfan photographers on our museum trackage. Motive power will be a selection of historic ALCO, Baldwin, Electro-Motive Division, and General Electric diesel-electric locomotives from our collection of 30 locomotives. Train operation is from 10 A.M. to 5 P.M. Other daytime activities include a swap meet inside the enginehouse, "speeder" rides at lunch, and watching Union Pacific freight trains pass by the museum on the Feather River Canyon mainline.

Plan to partake of the museum's "spaghetti feed" for dinner. Following dinner, multi-media shows by noted railroad photographers and FRRS members will last until midnight. Join in on a 9 P.M. group night photo session starring recently acquired Baldwin AS-616s Oregon & Northwestern #3 and #4 plus caboose O&NW #300.

Adult tickets: \$8 in advance; \$10 day of event  
children under 16 free  
Swap meet dealers welcome \$10 per table

3rd Annual

## **FRRS Southern Regional Meet**

Saturday, October 17, 1992

Featuring:

- Slide presentation by Ken Rattenne, author of The Feather River Route One and The Feather River Route Two.
- FRRS Founder and President Norm Holmes will be present to discuss the latest FRRS activities and museum acquisitions, as well as to answer your questions about the FRRS.

Also

- Western Pacific modeling/historical information presentations.
- Western Pacific model/memorabilia display (bring your WP models, timetables, china, etc.)
- Popular vote WP scale model contest.

Categories:

- Steam Locomotive
- Diesel Locomotive
- Freight Car
- Passenger Car
- Maintenance of Way
- Caboose

Prizes

Win a Rent-A-Locomotive session from the Portola Railroad Museum plus other fabulous prizes.

- FRRS Gift Shop. Support the FRRS through the purchase of your favorite WP memorabilia, books, videos, etc.

Timetable/Location

Registration begins: 10:00AM

Clinics/Activities: 12:30 to 8:00PM; dinner break 4:30 to 6

Place: La Habra Senior Citizens Center

165 E. La Habra Blvd. (between Harbor and Euclid)  
La Habra, CA 90631

Fares: FRRS Member: \$3.00

Non-FRRS Member: \$5.00

Free Admission with new FRRS membership sign-up!  
For additional information: 714-356-4126 or 310-691-4139

# The Baldwin Locomotives of Portola...

...Why We Have Them

By Wayne Monger

The FRRS mission: The Feather River Rail Society is dedicated to preserving the history of the Western Pacific Railroad, the railroad history of Northern California and the history of the evolution of the diesel locomotive in North America over the past 50 years.

Here is why switcher DS-4-4-660 NVR 51, and AS-616s O&NW 3 and 4 fit within the museum mission statement:

1. Western Pacific relied heavily upon Baldwin produced steam locomotives and they purchased 5 Baldwin VO-1000 diesel switchers.
2. Previous owners are Southern Pacific and McCloud River Railroad.
3. Baldwin pioneered the design for all six-axle heavy diesel road switchers that have been built worldwide since 1947, including the modern Electro-Motive Division SD60s and General Electric Dash 8-40Cs.
4. Baldwin products diesellized many California and Oregon shortlines in the 1940's and 1950's, including McCloud River Railroad, Sierra Railroad, Amador Central Railroad, Trona Railway, Oregon & Northwestern Railroad and Weyerhaeuser's Klamath Falls operations.
5. SP diesellized many branchlines in California and Oregon with these and other six-axle Baldwin road switchers, including Stirling City branch, Colusa branch, Placerville branch, Westwood branch, Santa Cruz branch, Northwestern Pacific mainline, San Diego & Arizona Eastern mainline and lines of the Pacific Electric in southern California. These types also replaced steam locomotives in mainline helper service on the Shasta line out of Dunsmuir, the Siskiyou line out of Weed, Donner Pass line out of Roseville and Sparks and the Coast line out of San Luis Obispo.
6. Baldwin diesels were utilized in logging operations by various railroads in northern California and Oregon.

The Western Pacific took delivery of five Baldwin VO-1000 diesel switchers in late 1945, these being numbered WP 581-585. After a long and productive life on the WP as both yard switchers and branchline power, the last of these VO-1000 switchers was retired in 1974. Although the WP never returned to Baldwin for more diesels, the Southern Pacific and a few California shortlines helped make the transition from steam to diesel in the early 1950's with the help of BLW diesel switchers and road switchers.

The extensive collection at Portola includes a nearly complete sampling of the evolution of diesel locomotives in North America from the catalogs of the Electro-Motive Division of General Motors, American Locomotive Company (ALCO) and the General Electric Corp. To any student of modern railroading, what had not been represented at the Portola Railroad Museum was the significant contributions of the Baldwin Locomotive Works/Baldwin-Lima-Hamilton Company and the Fairbanks-Morse Corp. The FRRS has greatly changed this by acquiring three examples of diesel locomotives produced by BLW/BLH. These are switcher DS-4-4-660 NVR 51, AS-616s O&NW 3, and O&NW 4, which are now all at Portola and on display. A major plus is that even though all three of these locomotives are in excess of 35 years old, they are in good operating condition. In addition, the FRRS was able to obtain an extensive parts supply at a very reasonable price that will allow these locomotives to operate for many, many years to come.

## Brief history of the development

With the conclusion of WWII and with the lifting of the government-imposed restrictions on what and how many each locomotive builder may build, BLW in 1946 redesigned and greatly expanded their line of diesel locomotives available for purchase. Not only would BLW offer switchers, but also heavy road switchers and streamlined freight and passenger diesel-electric locomotives, all based upon a heavily redesigned and upgraded 600-series prime mover derived from the VO power plant. The direct replacement for the low-end powered 660-horsepower VO-660 was the DS-4-4-660 (Diesel Switcher-4 Axles-4 Powered Axles-660 horsepower). This locomotive was not a very popular model with railroads, as only 139 of these were ever built, 99 of them for the Pennsylvania RR. Due to low sales, BLW changed this locomotive to the DS-4-4-750, an example of which is ex-BLW demo 750, which still exists in Klamath Falls, Ore. The VO-1000 was changed to the DS-4-4-1000.

All of this led up to the development of the final redesign of BLW locomotives in 1950, which is when Lima-Hamilton Corp. was merged into Baldwin. At this time, the in-line 8-cylinder super-charged 1500-horsepower 608SC became the 1600 horsepower 608A, the normally aspirated 606NA became the 800-horsepower 606 and the super-charged 606SC became the 1200-horsepower 606A. The 1600 horsepower 608A was the power plant in not only the "new" AS (All Service) line of B-B, A1A-A1A and C-C road switchers but also in the now famed "shark-nose" RF line of streamlined freight units. From 1950 to the end of locomotive production in 1956, the locomotives that they produced were referred to as Baldwin-Lima-Hamilton (B-L-H) products.

## Baldwin Proves The Need For Six-Axle Road Switchers

With the opening of the market to all builders of diesel-electric freight locomotives following WWII, the redesigned line of Baldwin locomotives was meant to take on both EMD and ALCO/GE head to head. Thanks to the wartime restrictions, EMD had gained a vastly superior advantage in the production of road freight units that we know as F-units. BLW not only wanted to counter this with their own line of streamlined freight units initially with the "babyface" DR-4-4-1500 and later with the "shark-nose" RF-16, but also wanted to gain a foothold on the road switcher market. ALCO/GE had proven in 1941 with the RS-1 just how popular the road switcher concept would be. Baldwin expanded upon this concept in 1946 with the introduction of the DRS-series of locomotives. These locomotives, available in both 1000-horsepower and 1500-horsepower thanks to the super-charged 6-cylinder or 8-cylinder 600-series prime movers, could also be supplied with B-B trucks, A1A-A1A trucks or C-C trucks.

The AS-616 model (All Service-6 Powered Axles-1600 horsepower) is the result of the redesign and upgrading of Baldwin Locomotives in 1950, which in itself was the result of a closer relationship with BLW's electrical parts supplier, Westinghouse Corp. The six-axle DRS-6-6-1500 had pleased the Southern Pacific in California and Oregon freight service

## Conclusion of The Baldwin Locomotives of Portola... Why We Have Them, by Wayne Monger

so much that the SP returned with three more orders for the upgraded AS-616 between 1950 and 1952. In all, the SP (and subsidiary T&NO) rostered 93 Baldwin six powered axle road switchers, including 5 cabless AS-616Bs and the only DRS-6-6-1500B ever built.

Between 1946 and 1955, Baldwin proved to the railroad world the practicality of a heavy road switcher with six powered axles and more than 1500 horsepower.

**Every single six-axle locomotive built since, including the most modern SD60Ms and Dash 8-40CWs on the Union Pacific, is descended from this BLW line.**

ALCO/GE did not produce a heavy road switcher with six powered axles and in excess of 1500 horsepower until the RSD4 of 1951. EMD was even later to enter what would turn out to be the most important configuration of diesel-electric locomotives ever, as their SD7 did not appear until 1952.

Initially with the DRS-6-6-1500 and later with the AS-616 model, many railroads dieselized their last strongholds of steam with these Baldwin products. In California, the Western Pacific looked, but was not interested. On the other hand, the SP, long a big Baldwin customer, accepted the heavy road switcher concept openly. In California and Oregon, A-B-A sets of DRS-6-6-1500s and AS-616s removed steam locomotives from helper service in the Cascades and the Siskiyou, and from numerous branchlines, and from heavy yard switching duties, and from mainline freights where the heavy Baldwins gained a reputation of being slow but being able to haul nearly everything out of a yard at once. The McCloud River Railroad also dieselized in the late 1940's and early 1950's with Baldwin road switchers and switchers. The end for extensive use of Baldwin road switchers on the SP came in 1970.

In 1968, while the SP's program of removing Baldwin diesel locomotives from the roster was in full swing, the O&NW purchased from them AS-616, SP 5274, which be-

came O&NW 3. This particular unit was one of four in the last order of AS-616s that was built with an additional faring on the ends of the hoods for the placement of those giant SP "ash-can" gyralights, leaving the factory in Eddystone, PA in May 1952 for the SP. This unit, along with 3 others, was designated for initial use on the Pacific Electric in Southern California and was equipped with trolley poles to activate the crossing signals on the PE. One source has the 5274 (O&NW 3) being lettered for the PE for a very brief time. Some reports have O&NW 3 being rebuilt in the Morrison-Knudsen shops in Boise during the mid-1970s following an electrical fire. A close inspection of O&NW 3 bears this out, as most of the electrical system and traction motors are in almost new condition. Both O&NW 3 and O&NW 4 are designed to operate long-hood forward.

AS-616 O&NW 4, is a unit that has worked for three railroads since being built in March, 1952 as a member of the second SP order for AS-616s. This unit was SP 5253 until July 1963, when it was sold to the McCloud River Railroad at McCloud, Calif. The McCloud had dieselized with Baldwin products starting in 1948 with a DRS-6-6-1500. At McCloud, this unit was renumbered to McCloud 34 and became the only AS-616 on an eight unit roster that included S-8s, S-12s, RS-12s, and DRS-6-6-1500s. Like most of the McCloud Baldwins, the 34 was sold off in 1969 when the McCloud converted from Baldwin motive power to EMD motive power in the form of the current SD-38s that run this line.

The 34 became O&NW 4 upon arrival at Hines, OR., and as the FRRS members that went to Hines in October 1990 found out, the O&NW purchased the entire contents of the locomotive parts warehouse at O&NW and moved it to Hines. Many of the parts that the FRRS purchased are still in their original B-L-H or Westinghouse packages addressed to the McCloud River Railroad.

Both of the AS-616 locomotives at Portola (O&NW 3, O&NW 4) are in complete, very good condition, except for the very thick coating of dust from their 6 year storage. The FRRS Board of Directors decided to acquire two units instead of one due to the lack of available Baldwin parts, many of which had not been produced since the early 1950's. We expect to have them operating before the end of the year.

### Specifications of O&NW #3 and #4

Weight: 326,000 pounds  
Weight per axle: 54,300 pounds  
Length: 58 feet, 0 inches  
Height above rail: 14 feet, 1 inch  
Trucks: General Steel Casting  
Commonwealth C-type  
Bearings: Friction  
Minimum curvature: 23 degrees  
Number of powered axles: 6  
Horsepower: 1600  
Power plant: Baldwin 608A (in-line 8 cylinder) with H-704 turbocharger  
Bore and Stroke: 12.75 in. X 15.50 in.  
Displacement per cyl: 1,979 cu. in.  
Traction Motors: Six Westinghouse Type-370  
Main Generator: Westinghouse Type 471-B  
Electrical System: Westinghouse  
Total Number of AS-616s Built: 222

#### Oregon & Northwestern Railroad #3

Built: May 1952 by Baldwin-Lima-Hamilton Eddystone, Pa.

Built For: Southern Pacific Transportation Co.

Original Number: SP 5274 (briefly lettered for subsidiary Pacific Electric Ry. according to some sources).

Brief History: It is part of the final SP order of six B-L-H road switchers numbered 5273-5278 for heavy branchline use. #5273-5276 were equipped with large "ash-can" signal lights for crossing protection on the PE lines in southern California as initially used, but later all were used extensively on SP branchlines in California and Oregon. SP 5274 was retired by the SP in 1967 and sold to the Oregon & Northwestern RR in 1968, where it became O&NW #3. Electrical systems were rebuilt by Morrison-Knudsen at Boise, Idaho in 1976 (?) following an electrical fire.

#### Oregon & Northwestern Railroad #4

Built: March 1952 by Baldwin-Lima-Hamilton Eddystone, Pa.

Built For: Southern Pacific Transportation Co.

Original Number: SP 5253

Brief History: It was the first member of the second order by the SP for B-L-H AS-616 heavy road switchers numbers SP 5253 to 5271. It was used during the 1950's mostly on SP branchlines in California and Oregon. It was retired and sold to the McCloud River Railroad, in July 1963, becoming McCloud River #34. McCloud retired all Baldwin locomotives in 1968 upon delivery of new SD38s from EMD. The unit and a warehouse of locomotive parts were sold to Oregon & Northwestern RR in 1969, where it became O&NW #4.

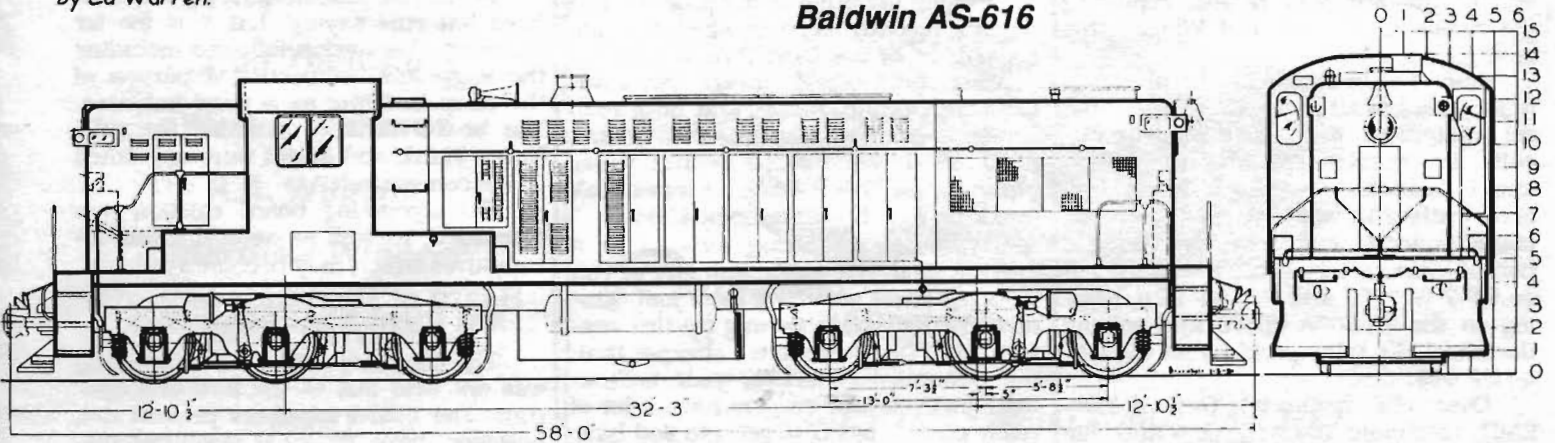
Both of these units were placed into storage at Hines, Oregon in operational condition in March 1984 following shut-down of O&NW operations due to the flooding of connecting UP's Oregon Eastern branch.





Top left, This 40 year old rubber tired boom truck crane has a capacity of 10,000 lbs. and has hydraulic controls. Ken Roller is shown in the background working on a switch. Top right, Memorial Day saw train crew members Gordon Wollesen, Steve Habeck, Mardi Langdon, Julie Anderson, Jim Gidley, Sr, and Tom Clabaugh on the passenger train. Center left, O&NW #3 is being lowered onto its trucks after being unloaded from DODX flat car. Center right, Baldwin switcher DS-4-4-660 NVR 51 pulled a couple of passenger train runs on Memorial Day 1992. Lower left, portrait of Baldwin AS-616 O&NW #3. Lower right, portrait of Baldwin AS-616 O&NW #4. All photos by Ed Warren.

### Baldwin AS-616



# Report... from the Board of Directors, by Kent Stephens

Board of Director's Meeting April 12, 1992

Hank Stiles of the publicity committee reported that we will have an ad in L&RP magazine for 3 issues. It was noted that the U-Haul company will put an ad for the museum on some of their rental trucks coming out.

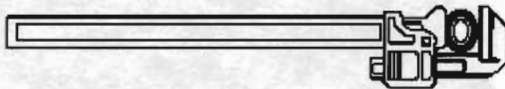
In the CMO report, Mardi Langdon reported on work on radios and on engine 4404. On the facilities report, Gordon Wollesen reported on the kitchen wiring, sink and water heater. Brian Challender reported that he had cleaned and reorganized the parts room, and that it should be limited access. The parking lot fence was discussed and approved. Kent Stephens raised the question of a movable safety fence around the 2 rail pit to keep people from falling into the pit. Kent will look into a movable corral type fence. Norm Holmes brought up that anyone moving equipment off of pit track must barricade the pit area as soon as possible.

Regarding ticket sales of the Pacific Limited, Wayne Monger suggested doing a direct mailing to Gerlach and Winnemucca box holders to promote the train there. David Dewey showed samples of name badges for the Pacific Limited trip. Norm Holmes suggested as an alternative having ribbons to identify crew. The decision was made to go with the special name badges.



## The Nuts and Bolts of It...

Report From the Chief Mechanical Officer  
by Mardi Langdon



Greetings from your Mechanical Department! Just in case you were starting to wonder if we had one (a Mechanical Department) and if so, what do we REALLY do around here, here is a brief rundown on some of our latest accomplishments and changes.

All through this last winter (did we have one?), Gordon Wollesen, our Battery Shop foreman, did a great job of keeping the batteries in all of the equipment charged. Quite an undertaking considering that we have 29 locomotives and "numerous" lesser vehicles on site here in Portola...most of which have batteries needing attention in the colder months to prevent freezing and cracking. In May he coordinated the replacement of 3 batteries in the Baldwin DS-4-4-660 NVR 51, assisted by our Mechanical Officer, Hank Stiles and member Gary Cousin.

Eric Rich, our Radio Shop foreman has kept busy this winter repairing several of the Museum radios, replacing the radios in WP707 and WP921 this spring.

Our Locomotive Electrical shop (taking care of all of the rotating electrical equipment and their control circuits, i.e. traction motors and generators) is headed up by Dan Ogle who has been putting in a lot of hours here on many projects, including the installation of hour meters (which he donated) on GP-7 WP 707 and F-7 WP 921, helping on the WP805A effort, and solving the wheel slip relay problem on the GP-30 UP 849.

Over the Memorial Day holiday EMD mechanic Jack Diffley and his friend Don Massey spent most of the weekend giving our GP-30 UP 849's

prime mover a thorough going-over. They found it to be in generally good condition and proposed several possible solutions to its ongoing oil spitting problem, which they will follow up on their next trip up here.

One of our newer acquisitions, SD-9 SP 4404, which came to us with a couple of destroyed power assemblies is being worked on by Bill Alexander who is employed at the SP Roseville Shops. For the record, this engine did not have a bent crankshaft, only a slightly bent counterbalance, a casualty of the "spontaneous traumatic disassembly" of it's adjoining power assemblies.

This season we have initiated a formal program of performing a thorough locomotive inspection on all of our operating locomotives on an annual basis. This has already been accomplished on GP-7 WP 707 and F-7B WP 925C, with several others slated for the near future.

Among the other many projects and repairs recently accomplished are the conversion of the DODX Tank car into our new bulk diesel storage car, complete with pump, meter, and hose reel; a rebuilt governor and injectors on the EMD SW-1 WP 501; a rebuilt water pump for GP-7 WP 707 and water leak repair on Alco RS-32 Simplot 4004.

We're really looking forward to a great season this year....and any of you folks out there who have been just "kinda thinking" about coming up this season...DO IT!!! (Besides, it's cheaper than the Bahamas)...Whatever your inclinations or aptitudes are, we have a lot of really great projects to get into and have a pretty good time too!

ca box holders to promote the train there. David Dewey showed samples of name badges for the Pacific Limited trip. Norm Holmes suggested as an alternative having ribbons to identify crew. The decision was made to go with the special name badges.

Regarding the fall TRAIN convention, Norm Holmes reported that the Director of UP Public Relations, John Bromley, will be the main speaker. Norm also reported on talks with Nevada State Railroad Museum regarding their help in sponsoring the convention.

Norm reported that the University of Nevada is reprinting v. 1-2 of Myrick's RAILROADS OF NEVADA. This will be a limited run, and will be sold in the FRRS Gift Shop.

The Board agreed to schedule a specific board meeting to finalize the organization chart/job description project.

Details of the Preservation Symposium were given. Look for a report in a future issue of the Train Sheet. The move of the O&NW Baldwins was discussed.

Kent Stephens brought up the subject of the Oroville Turntable. David Dewey reported on a cost of moving it from a crane and rigging company in Oroville. The decision was made to go ahead with the idea of moving it. Norm will talk to the UP because apparently they still own it.

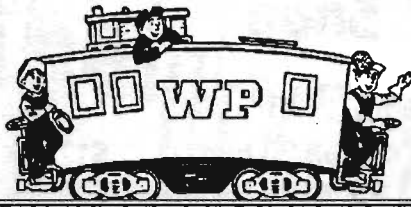
The board passed a motion to build a battery house. Norm and Gordy will look into it.

Norm Holmes brought up the new hard hat rule saying that it is too far reaching. Discussion followed including the suggestion of posting a portion of the shop building as a hard hat area. The board decided to revise the rule. Norm, Hank and Mardi were appointed to the committee.

The upcoming board election was discussed, as well as several steam locomotives which may become available.

Board of Director's Meeting  
May 10, 1992

The May 10, 1992 Board meeting was not held due to the lack of a quorum. The board members present did, however, have informal unofficial discussions.



# Caboosing

with Hap Manitt...

*...the museum's diary*

- April 17, 1992 Brian Challender, Dave Bergman, Norm Holmes, Hap Manitt set up the air compressor outside of the shop for use with a jack hammer to be used to remove concrete in the shop area. They also covered everything in the vicinity with tarps.
- April 18, 1992 Jim Ley and Dave Anderson steam cleaned the kitchen grills and filter screens. Jack hammer work commenced on this day.
- April 19, 1992 The jack hammer crew of Brian Challender, Dave Anderson, Dave Bergman and Hank Stiles worked on the removal of excess concrete in the shop area.
- April 20, 1992 Ken Roller worked on picture displays and model railroad.
- April 23, 1992 Ken Roller started cleaning out the new arrival of UP baggage car 904221.
- April 24, 1992 Contractor Rick Joy graded 18 piles of gravel on our entrance road.
- April 25, 1992 Sue Cooper prepared the dining room and kitchen for painting. Eric Rich and his wife worked extensively on radios in 4 different engines. They have now totaled 115 hours of work at the museum on radios and other electrical work.
- April 26, 1992 Wayne Monger and Vic Neves worked on engine O&NW 4. Hank Stiles worked on engine 501 installing governor, and fuel injectors.
- April 30, 1992 Ken Roller and Norm Holmes worked on removing junk cabinets from UP baggage car.
- May 1, 1992 Bruce Cooper worked on the loader's electrical and fuel systems. Gordon Wollesen worked on tank car FR&W 12107 starting to convert it into a fuel storage tank. Gordy's work on this tank car, and on museum electrical systems was ongoing.
- May 3, 1992 Wayne Monger worked some more on engine O&NW 4.
- May 5, 1992 The new fence was installed on this day on the south side of the lead track.
- May 6, 1992 Bill Alexander along with helpers Norm Holmes and Hap Manitt installed lower liner seal on the number 13 cylinder of engine 4404 along with other engine work.
- May 7, 1992 For the first time since the engine house was constructed in 1953, the 2 west end doors can now be raised and lowered by electric motors.
- May 8, 1992 Engine O&NW 4 was unloaded by a very enthusiastic crew which has already been mentioned elsewhere. Ken Roller began painting new sign for entrance to museum.
- May 9, 1992 Errol Spangler, Bob Lindley, and Bob York worked on caboose ATSF 999197 cleaning and painting letters and numbers on it. Norm Holmes, Larry Hanlon, Dave McClain, John Ryczkowski, Hank Stiles, Wayne Monger, Ken Roller, Gordon Wollesen and Dirk Wightman all helped remove junk out of UP baggage car in preparation for it being converted into display of dispatcher's board. Dan Ogle worked on electrical system of engine 805A. Tom Moungovan and his friend David Keitel repaired water hose leak on engine SP 4404.
- May 11, 1992 Hap Manitt, Norm Holmes, Bob Lindley, and Ken Roller all cleaned up the debris from the jack hammering work.
- May 12, 1992 Rick Joy leveled out gravel in the area just north of the south lead and east of Milward Switch to allow for installing more track. Chris Skow worked hard for 4 days cleaning and rearranging everything in the museum's display room. He replaced broken glass, and attached the dispatcher's board to the wall so it no longer falls off.
- May 15, 1992 O&NW number 3 arrived in Portola.
- May 16, 1992 Norm Holmes, Jim Gidley, Sr., and Gordon Wollesen moved 4 picnic tables to the picnic area. Bruce Cooper worked on ignition system of loader and made it run just fine. Norm Holmes raked and leveled ground where the new fence had been installed.
- May 16, 1992 Pete Langdon worked on tank car that will be used for fuel storage. Mardi Langdon worked on CMO report. Jim Gidley, Sr. cut down brush on the balloon track until the mosquitoes drove him away. Bill Alexander and family arrived to work on engine 4404 doing internal engine work.
- May 18, 1992 Engine O&NW 3 was unloaded by the enthusiastic crew of Norm Holmes, Jim Ley, Larry LaBarge, Phil "Sluggo" Schmierer, Hank Stiles and Ed Warren.
- May 19, 1992 Jim Ley, Hank Stiles and Phil "Sluggo" Schmierer inspected and fueled derrick 37.
- May 21, 1992 Concrete was poured on this day to complete the project of leveling the floor in the shop area.
- May 23, 1992 The Memorial day season opening was well attended. Kitchen crew: Bruce Cooper, Sue Cooper, Pat Cousin, Melony Evans, Emery Godard, Gayle McClain.
- May 24, 1992 Hank Stiles and Gary Cousin changed 3 batteries out of engine NVR 51.
- May 27, 1992 Ken Roller replaced 2 ties on track 3 along with 2 broken angle bars.
- May 28, 1992 Norm Holmes started work on touch up painting of engine 707 in preparation for it being sent to a mini railfair at Sacramento. Groups from Feather River College Elder Hostel, Greenville School and Portola Eastern Plumas District Hospital all toured the museum and went for train rides.
- May 29, 1992 Bob Stern and Norm Holmes installed a video camera on the rear of engine 921 and a monitor in its cab so as to better see the track when backing up.
- June 3, 1992 Bill the cat passed away on this day. See story elsewhere. Ken Roller started work on turning around the unused switch just north of Milward switch. Bill Alexander was still here working hard on engine 4404.
- June 5, 1992 A Portola kindergarten class toured the museum and had a train ride. Both O&NW Baldwins were switched out for photos for the Train Sheet.

## AS-616 O&NW #3 Arrives

On May 15, 1992, our second Baldwin AS-616, O&NW #3, arrived on the 2 leased DODX flat cars. The trucks were unloaded from one flat on Sunday, May 17, 1992 and #3's body was unloaded and placed on its trucks on May 18, 1992. Jim Ley operated our 200 ton derrick. The ground crew consisted of Norm Holmes, Larry LaBarge, Ken Roller, Phil "Sluggo" Schmierer, Hank Stiles, Ed Warren, and Dirk Wightman. The operation went smoothly as this is our fourth locomotive to arrive and be unloaded in this manner. We have become "experts!" We thank all those who have contributed to our Baldwin fund; additional financial help is needed to help defray the moving costs. Mark French, Wayne Monger and Vic Neves have been working on #4 to reattach the traction motor cables and to do whatever else is needed to put the unit back in operation.

# New Items in the FRRS Gift Shop

## New Videos by Pentrex

Clear Signal - a 1950 SP film featuring their employees; incl. steam and diesel. 20 min.	\$17.95
San Francisco Bay Ferry Boats by Catenary Video - color and black and white. 90 minutes.	\$49.95
California Western, Motorcar M-300 - diesel and steam action; good footage. 60 minutes.	\$39.95
Logging Railroads of the Sierra, West Side and Pickering - old film transfer. 20 minutes.	\$24.95
Union Pacific's Feather River Canyon-contemporary trains through the Canyon. 60 minutes.	\$39.95

## Other Videos

Mount Rainier Scenic - 30 minutes.	\$15.95
Steam Engineer - Chehalis, Washington; Heisler and Porter, 2-8-2 Action. 30 minutes	\$15.95
Train Wrecks, Crashes, and Disasters by Video Rails. 45 minutes.	\$29.95

## Books

*Back in stock... Both by Bill Talbitzer...*

Gandy Dancers; History, Stories of the building of WP in the Feather River Canyon. 54 pp.	\$7.95
Lost Beneath the Feather - Stories of Ghost Towns in the Feather River Country. 56 pp.	\$7.95

## Audio Cassettes

Great American Train Songs, vol. 1 and 3, original recordings by famous artists,	each \$7.95
<i>Order from: FRRS Gift Shop, P.O. Box 608, Portola, CA 96122</i>	

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