

# The Train Sheet



Preserving "The Feather River Route"

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

Issue No. 54

March/April 1992

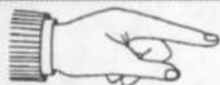


## **The 805A is alive! We have a unit!**

After years of hard work, FP7 805A, the last WP California Zephyr unit in existence, runs and moves under its own power, shown here at Malfunction Junction with the B unit and the UP 105 business car.

Photo by Ed Warren and John J Ryczkowski. Inset Photo: While the 805A was waiting outside the enginehouse one work weekend, Wayne Monger couldn't resist taking this photo of FRRS' two EMD F units in this handsome pose. This was truly a lining-up of the wagons.

**Inside**



- Arrival of Baldwin AS-616 O&NW #4.
- Update on Pacific Limited Steam Excursion.
- Engine WP 805A runs and moves under its own power.



# 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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### 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

Barbara and I made another trip. We flew to Kansas City, rented a car, and drove to St. Louis where we visited the Gateway Arch, St. Louis Union Station (now remodelled as a hotel and shopping center) and the National Transportation Museum. We then drove to Chicago to visit the Museum of Science and Industry. Returning west, we stopped at Fox River Trolley Museum, Illinois Railway Museum and Boone & Scenic Valley Railroad. We had a meeting with Union Pacific officials in Omaha, and attended the TRAIN Spring Board meeting in Kansas City.

In visiting the museums and tourist operations, we observed that we all have the same kind of problems, i.e. lack of money and/or manpower to adequately maintain our collections. There is a move afoot to develop a National Trust to aid groups to preserve the valuable artifacts we have spent so much time and effort to obtain. Only with help can we in the railroad preservation business movement hope to keep our equipment from deteriorating further.

--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 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.



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# Would you like to take part in the decision-making of the FRRS?

Election time is coming again. Two year Board of Directors terms are expiring this year for Brian Challender, Kent Stephens, William (Hank) Stiles, and Gordon Wollesen.

Being a member of the Board of Directors brings serious responsibility along with it. Board members are required to attend monthly, day-long meetings in Portola, as one example.

Anyone who seriously wishes to run for one of these four positions is to write a note requesting to be on the ballot for the Board of Directors along with a short resume about themselves, which will be shown to all those qualified to vote, and send them to the Society address. They must be in our hands no later than Saturday, May 30, 1992.

The voting will take place and the results will be tabulated at the Annual Membership meeting which will be held on Saturday, June 13, 1992 in the Flannery meeting room at the museum.

All members except Associate are eligible to run for Board of Directors positions and to vote.

## Annual Membership Meeting

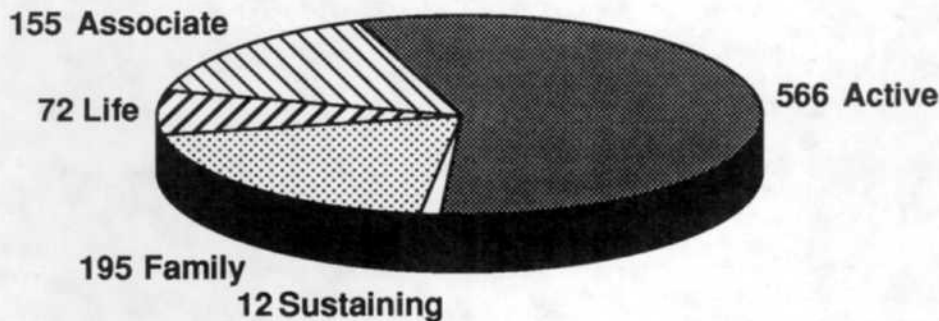
Our annual membership meeting will be held in the Mike Flannery Room at the Portola Railroad Museum at 7:30 PM on Saturday, June 13, 1992. A Bar-B-Q dinner will be held prior to the meeting. Cost for the dinner is \$5.00 per person. A video/slide program showing recent activities at the museum will follow our short business meeting. All are welcome.

## TRAIN Spring Board Meet

Bill Evans and Norm and Barbara Holmes attended the TRAIN Spring Board of Directors meeting in Kansas City April 4 and 5, 1992. We presented our tentative fall convention schedule and attended several seminars. Of particular interest was a report by Frank McKenna, our Washington, D.C. legislative watchdog, about what we may or may not have to do to comply with FRA regulations. There seems to be a different interpretation of the 1988 rule changes as to whom they apply.

## Membership Report

*as of April 23, 1992*



*Total FRRS membership is 1,000.  
...Of these, 31 are Charter members.*

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## Cash Donations

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

**Tom & Isabel Abbott**  
**George Andrews**  
**George Bakalar**  
**Robert Blanch**  
**Scott Crawford**  
**Donald Davella**  
**Don Douglas**  
**William Garner**  
**Henry Hultgren**  
**Gordon Ingle**  
**David Krieger**  
**Peter Langdon**  
**Thomas & Martha Lawler**  
**Ken Meeker**  
**Kenneth Meiser, Jr.**  
**Dan Persson**  
**Leonard Rimicci**  
**Paul Romig**  
**Ralph Ross**  
**Richard Rowe**  
**Russell Silva**  
**Richard Simonsen**  
**Ken Storey**  
**Stan Thomson**  
**Eric Wright**  
**Albert Novak**  
**via United Way**

## New Life Members

The FRRS welcomes the following nice people who are our newest life members:

**Walter Pasciak**  
from Avondale AZ

**Don McMath**  
from White Plains NY

**Tom Graham**  
from Santa Rosa CA

**Val Ray Judd**  
from Sparks NV

Thanks, and enjoy your memberships.

# The PACIFIC LIMITED

Union Pacific's steam powered train from Cheyenne, Wyoming to San Jose, California  
for the NRHS convention.

The FRRS will sponsor:

- **Winnemucca to Portola, Thursday, July 16, 1992**
- **Portola to Sacramento, Saturday, July 18, 1992**
- **Portola to Winnemucca, Tuesday, July 28, 1992**
- **Winnemucca to Elko, Wednesday, July 29, 1992**

FRRS will also arrange for an optional side bus trip from Reno to Virginia City and Carson City for the layover day July 17, 1992.

Union Pacific's train will have 19 cars; 12 will be for passenger use. New this year are two dome coaches and the use of the dome diner. Through passengers will have to make their own hotel/motel reservations, however a shuttle bus will be provided at overnight terminals to a selected hotel/motel. Buses will also be provided to return one day passengers to their point of origin.

Only 42 people took advantage of our member's first reservation priority for seats between Portola and Sacramento in either direction. Much to our surprise at this date, April 21, 1992, there are still seats available on all segments of the Pacific Limited. Anyone who wishes to ride on this train should make reservations ASAP. This will probably be the last chance to ride a passenger train on this route, especially one powered by steam, for many years to come.

A central reservation and information office has been set up in Salt Lake City which is staffed by volunteers from Promontory Chapter.

The phone number is:  
**1 800 444-3985**

The address is:  
**P.O. Box 27081  
Salt Lake City, UT 84127-0081**

Flyers were mailed to all Active, Family, Sustaining and Life members of the FRRS explaining prices and accommodations. If you joined the FRRS after the mailing of this flyer, and you wish to ride the train(s) as a passenger, you may call the 800 number for full information.

## Notice

The Union Pacific has a new policy which will be strictly enforced.

**There will be no alcoholic beverages allowed on the trains, neither carried on nor served.**

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## ***Car Attendant Positions Still Open***

We will be providing car hosts/hostesses for our four segments. There still are car host/hostess positions available. Bus transportation and overnight accommodations will be furnished when necessary for the car hosts/hostesses. Please bear in mind, that it will be necessary for all car hosts/hostesses to be committed to the entire East or Westbound trip. Because of the logistics of this trip, we will NOT be able to arrange for one day ONLY assistance. Furthermore, it will also be necessary for you to be available the evening preceding each section (eastbound or westbound) to attend the mandatory safety meeting at the point of origin.

The first (Westbound) mandatory safety meeting will be held Wednesday, July 15, 1992 at 7:15 PM in Winnemucca after the arrival of the Elko to Winnemucca segment.

The eastbound mandatory safety meeting will be held Monday, July 27, 1992 in Portola at approximately 8 PM after the arrival of the Sacramento to Portola segment.

In order to work as a car host/hostess, you MUST attend the mandatory safety meeting or you will NOT be permitted to work. If you are working on the trip in both directions, you need only attend the first safety meeting. As you can see, the safety meetings are held the evening before the segment which we are sponsoring.

As a car host/hostess, you will be expected to perform your duties first and foremost. It will be a nice opportunity to ride the train, but remember that your commitment to assist is most important. The reputation and pride of the FRRS is utmost.

On Friday, July 17, 1992, the train will be laying over in Portola. We would hope that our members will make themselves available to help around the museum on that day or assist in a day trip to Virginia City and Carson City.

Should you be interested in being a car host/hostess, (there still are positions available) please contact Bill Evans or Norm Holmes by telephone or by mail.

Norm Holmes  
P.O. Box 608  
Portola, CA 96122  
916-832-4737

Bill Evans  
4020 East Avenue T-4  
Palmdale, CA 93550  
805-947-5435 evenings

# The 805A Report by Larry Hanlon

We have a unit!!! exclaimed Dave McClain at about 5PM on February 29, 1992. Dan Ogle, Dave, and I had spent the day in various contorted positions installing traction motor brushes and repairing a ground fault inside the #3 traction motor, and I had just opened the throttle and run the 805, pushing the 512, back and forth on 2 rail outside of the enginehouse. The 3 of us broke into assorted whoops of joy as all those long weekends finally paid off. Dave then took her out around the balloon for some initial testing, and I brought her back. Initial reaction: looks like one strong unit!

The only other person around was Hap Manitt, which struck me as especially appropriate given his long association with the Zephyr. He had a grin from ear to ear, even though the 805 isn't a steamer! In the rapidly fading light, Dan cut away from the 512 and spotted the 805 next to the 921 for a quick photo session. We then installed the other number board and shot a couple of runbys on video--it was too dark by then for film. How appropriate that the Silver Lady chose Sadie Hawkins Day to rejoin the ranks of operational locomotives.....

## Recent Results

On Dec. 26 and 27, Dave, John Ryczkowski and I had planned a motor car trip down in Southern CA. Given the impending storm and our bet that the 3751 trip would be scrubbed, we instead came to Portola to work on the 805. Obviously we bet wrong on the 4-8-4; it's a good thing we weren't gambling in Reno!

We first pulled the end housing of the left side engine blower, since it had developed an ominous noise when we last ran the engine. We found no oil inside, which quickly led to the discovery that the oil feed line from the block had been removed and the hole plugged with a bolt and rag. This was totally mysterious, as both feed lines were in place 2 years ago after I installed and tested the prelube pump. We removed the needed part from the "C" engine outside of the shop and installed it. (Late on the 27th, Ski found the missing feed line in the rear of the locomotive. Strange.)

On the 27th, using the piping diagrams in an F3 manual, we began tracing the piping for the air system, in particular the control air. Among a number of amazing discoveries, we found that 1) the control air regulator had been removed and bypassed, and 2) the air compressor unloader had been disabled. While Ski and Dave worked out a plan to restore the proper plumbing, I removed the voltage regulator from 708 and installed it in the electrical cabinet. We ran the engine for about an hour to test our repairs. Mixed results: the auxiliary generator still wasn't putting out any voltage and

## We have a unit!

"At 5 PM on Saturday, February 29, 1992, I just opened the throttle and ran the 805, pushing the 512 back and forth on 2 rail outside of the enginehouse. We all broke into assorted whoops of joy as all those long weekends finally paid off."

the blower was still making noise, although not as bad; a test of the air compressor unloader showed it was functional. We then shut everything down while I began tracing wires and took a number of resistance measurements in order to diagnose the generator problem. On the way home, I realized that the only consistent explanation for the readings I'd seen was that the wires to the voltage regulator were mislabeled.

A few days later, Dan finished rewiring the BC relay. He also began checking out the auxiliary generator circuits, taking resistance measurements, and came to the same conclusion. When we later compared notes we also shared a few observations on southern shortline maintenance.....

On January 18, 1992, I brought Bob Bucklew, a railfan friend from back east, to Portola, and found Dan hard at work on the electrical system. We took some additional measurements to check our hypothesis about the mislabeled wires, which proved to be correct. After switching the offending wires, we put Bob to work shooting video and started her up. This time, the batteries were charging at a 170 amp rate, the NVR relay pulled in (indicating the alternator was working), the traction motor blowers were running, and the radiator fans would run when their contactors were manually closed. Success!!! Dan checked the DC voltage and found it to be right on the money at 74V, with very little change between no load and full load. Hank Stiles checked out the brake cylinders, all of which were tight except for a massive leak from #1 cylinder right under the engineer. Power, brakes --- let's see if she'll move! No luck. We checked a number of likely trouble spots in the electrical system; ground relay, power contactors and interlocks, but to no avail. The charging rate for the batteries behaved well, having dropped to about 50 amps. The blower bearings were no longer making noise, and, for the first time, there were no visible water leaks at all. Since an hour of running had pretty well filled the shop with smoke, we decided to call it a day and let the exhaust fans catch up on their work. Hank disassembled the #1 brake cylinder and replaced the defective seal. Maybe we should bring Bob to Portola more often.

On the 19th, while Ski and I were finishing off the FT issue of the Headlight, Dan was doing insulation resistance measurements on the high voltage cables. He found them to be in good condition, but two things were amiss. First, a ground fault showed up in the #3 traction motor, and second, the motors had no brushes in them. No wonder she wouldn't move! CLICK---right!---the L&NW had pulled the brushes before shipping the locomotive to us as a safety precaution, and they were buried in the rear of the locomotive in a cardboard box. Dan also searched through 3 boxcars of

## We have a unit! Larry Hanlon's 805A Report Continued...

parts for the 3 load meters which had been brought back from WP units in Salt Lake before they were scrapped.

With these developments, Dave and I met Dan on Feb. 29, despite all of the recent and near-future travelling we'd been doing. It took most of the day to install the good used brushes plus a half-dozen new ones (12 per motor), and to repair the insulation inside #3 motor. We also replaced a bad brush holder with one from the #1 motor of 6946 --which turned out to be a D27!!! (F7s were delivered with D27 motors; Centennials with D87X. The #8 motor under 6946 is also a D27 -- evidently the UP stuck some old motors under there for show. Or maybe they were planning ahead and giving us some spare parts...). Dan also added extra insulation around the insulating boots on the #3 motor cable connections which had been sliced in half rather than receiving the proper installation, which is much more work. Shortline maintenance.....

After filling the cooling system, the wonderful silence of no water leaks was heard. Dave connected up the air compressor unloader plumbing while I installed the last of the brushes in #3 motor. We pulled her outside with the 512 and started her up. While the air was pumping up and the engine warming up, we worked on the B solenoid in the governor as well as the contacts on the control stand. Voltage measurements back at the governor showed the solenoid was getting power, so Dave pressed on the linkage to the pilot piston in the governor. Instant Run 6! Suddenly we had the whole throttle range working.....only to quit a bit later. Pressing the linkage again freed it up again, and from then on the governor has worked just fine. Guess the B solenoid just wanted a little extra persuasion.



I popped in the generator field switch and opened the throttle. Sound, but no movement. I knocked off the hand-brake while Dave released the brakes on the 512, and we tried again. This time, ever so slowly, the 805 began moving and we ran forward and back on 2 rail. It seems that the 805 is still set up for passenger service, as the load regulator initially loads ever so slowly --- silky smooth starts are no problem with this engine! Because of this, on the first attempt the 805 was unable to overcome the static friction of the brake shoes, even though, once moving, it had no trouble working against a full set of brakes on both the 512 and itself. (Switching on the WAG and the L&NW sure must have been fun with this unit!) After the video runbys described above, we began getting frequent low-oil alarms, and nursed the unit back to the shop. Knowing of the water in the lube oil, Dave suspected that the oil filters had swelled shut. But she ran well, sounded great, and the battery charging cur-

rent had dropped to a normal value of about 20 amps. Things were looking good!

On March 14, 1992, Dave, Dan, Ski, and I converged on Portola again. While Dan searched 2 more boxcars of diesel parts for the missing ammeters, Dave and I adjusted the injectors and valves. I liberated a flashcock from 6946 to replace a leaky one on #16 cylinder. Dave reconnected the control air regulator and associated plumbing while I disconnected the compressor control switch (CCS) and gauge in order to blow any debris out of the piping. I checked the torque on all of the cylinder head nuts and the rocker arm shaft mounting nuts. All was fine. After starting her up, it became evident that the pipe to the CCS was clear, and that the problem was a leaky pressure piston in the CCS itself. Hank presented us with a new switch, which I rewired while Dave modified the mounting bracket. After installing the new CCS, the air gauges on the electrical cabinet and on the dash panel in front of the engineer finally agreed - we had eliminated the leak.

The safety valve at the #2 main air reservoir was still popping off at 132 psi, while the CCS was (properly) set for 140 psi, so the compressor was still not unloading. We figured out how to adjust the safety valve, set it for 145 psi, and won. The air compressor was now cycling automatically, as intended, coming on at 132 psi and turning off at 140 psi. Another system back in service. And it became evident what the L&NW (or the WAG) had done. Faced with a bad CCS, they jury-rigged the plumbing so that the compressor would run continuously. To keep the air pressure under control, they had set the safety valve down to 132 psi. Shortline maintenance.....

We added 3/4 of a barrel of lube oil to bring the level up to its nominal value. Meanwhile, Dan had come back and buttoned up the electrical cabinets. With the valve covers all back in place on the engine and the electrical cabinets closed up, it's really starting to look like a locomotive instead of an explosion in a parts factory! Dan was unable to find the ammeters, which is annoying because it means that 3 perfectly good, authentic WP load meters, as well as the one taken from UP 6912, have disappeared from the boxcar in which they were stored. If anyone knows of their whereabouts, please tell someone at the museum. The 805 needs one.

While working on the air system, we had been running the unit mostly in Run 3, Run 6, and at idle. After more than an hour of this, we saw copious amounts of water vapor escaping from the lube oil through the valve covers -- another

# We have a unit! Larry Hanlon's 805A Report Conclusion...

good sign. Furthermore, the engine was very smooth and sounded great at all speeds; our little "tune-up" had worked. Once the air system was working, we worked her around the balloon, and again she performed well until we started getting low-oil pressure alarms. Next up is an oil change and new filters, and sending the injectors off to Sierra Diesel for cleaning.

In early April, Hank took the original 805 governor as well as 3 others to a shop in Oakland for rebuilding and recalibration. Over the April 11 weekend, Dan removed the broken ammeter from 805 as well as one of the ones from the 708 in an attempt to resurrect the broken meter. Hopefully it will work out.

April 16 was a busy day. I wired up the compressor control switch and took measurements to make a better pre-lube pump oil pickup tube than the one we currently have installed. I also took measurements of the various carbody and engine air filters in order to learn whether any readily available commercial filters would fit. We'll probably just use layers of filter material cut to fit as was done in the 921 and 707. In an attempt to get both headlight bulbs working, I found that the problem was not a bad bulb as we had assumed, but instead something amiss in the wiring. Meanwhile, Ski took two hose flange castings from the "C" engine outside the shop and cleaned them up with a wire wheel; these were needed to connect the crankcase breather to the engine air blowers. The third casting required will unfortu-

nately have to come from 708 for now.

In the course of switching out the various tracks at the museum in order to get things in order for operating season, Steve Habeck and Ed Warren assembled the consist shown in the cover photo. I drained water from the 805's crankcase and found perhaps 8 oz.; a very good indication that the various seals are in fact holding. We barely got the engine started because the batteries were so low, but once again it fired right up as soon as it was cranked over. After Steve and Ed spotted the ATSF caboose-cum-photo platform at Malfunction, I spotted the passenger consist following instructions from Ed and Ski, who collaborated on the photo composition. We left the headlight off because it looked awkward to have only one of the bulbs illuminated.

After the photo session I checked out the batteries and found it necessary to add several gallons of water to each one. We kept the engine in Run 2 for the next hour to boost the charging rate while I set about decoding the changes to the headlight wiring. After some study it became apparent what crazy things had been done either on the WAG or the L&NW. Shortline maintenance....

The battery charging current settled down to a normal value, and both headlight bulbs are now operational. By the time we shut her down and set her back in the shop it was rapidly getting dark, and Steve and Ed still had switching to finish off.

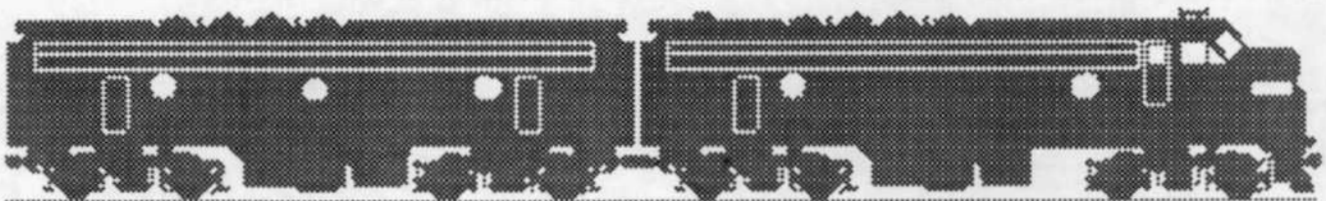


## Next Steps for 805 Work

The next work session is planned for May 9 and 10, 1992. Come help!

- Inspect traction motor bearing oil wick assemblies; replace damaged filler caps and weather seals, top off oil in reservoirs.
- Clean up engine room.
- Install new prelube pump pickup tube.
- Finish rewiring headlights.
- Install crankcase breather hoses.
- Pressure-wash radiators, engine room and underframe.
- Tighten crankcase-oil pan bolts.
- Clean out dirt, rust, etc. from interior of nose and spot prime.
- Replace porthole panel behind engineer.
- Complete sanding and polishing of stainless lower side panels.
- Repair, prep middle side panels for painting.
- Reinstall grabirons, handrails, and cab access ladders.
- Repair dent in pilot.
- Fabricate and install replacement stirrup steps on pilot.
- Obtain and install original cab windows.
- Install grabirons on rear of carbody for roof access.

See you next time.....



## Baldwin O&NW #4 Arrives

Our first Baldwin AS-616, (O&NW No. 4) arrived in Portola on March 26, 1992. The unit was unloaded from its two DODX heavy duty flat cars on April 8, 1992. Jim Ley operated our 200 ton Industrial Brownhoist derrick, WP 37, while Norm Holmes, Larry LaBarge, Doug Morgan, Wayne Monger, Ed Warren and Hank Stiles assisted with the rigging, blocking, etc. First the cables had to be removed from the trucks, the trucks set on the rails, the flat car removed, and the flat car with the locomotive on it positioned opposite the derrick's center point. Cables were then removed from the locomotive body and one end lifted high enough to remove the 12 x 12 blocking. Then two heavy I-beams were placed under the body supported by cribbing to clear the flat car and the body lowered onto the I-beams. The other end was then raised off of the flat car, the blocking was removed, and the flat car pulled out from under it all. The trucks were then pulled under the body and one end lowered part way onto blocking on the one truck. This was necessary to be able to locate the center ring on the opposite end without having a sharp angle which could result in a cracked center casting. The other end was then lifted off of the I-beam, the beams removed, the truck positioned and the unit lowered onto its truck. The other end was then lifted, blocking removed and lowered onto its truck. With rigging time included, the entire operation took 8 hours.

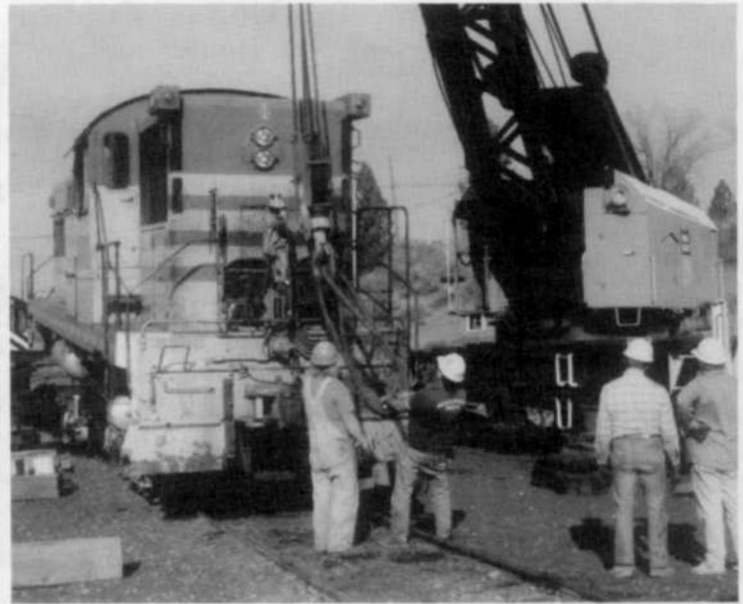
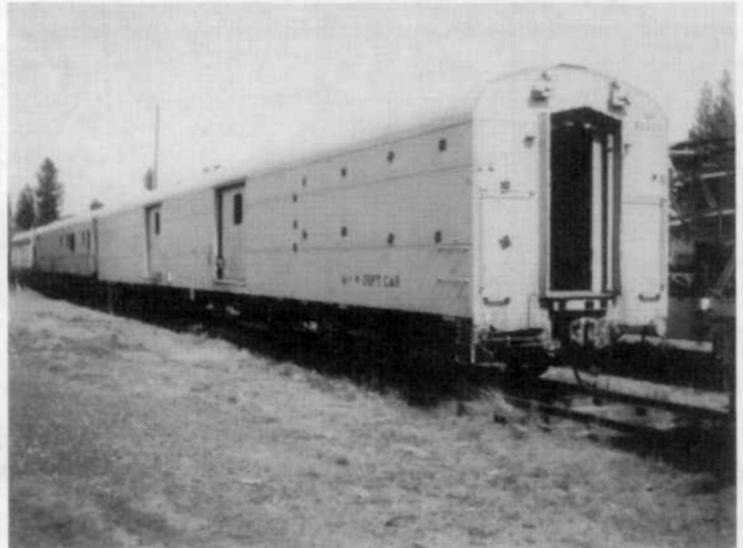
The DODX cars were sent back to M-K at Boise after Norm Holmes, Dan Wheeler and son Travis, tied down the cables and blocking. The locomotive came from Morrison-Knudsen with a set of used batteries. The cost of the batteries, blocking and loading time cost us about \$9,500. The cost for No. 3 will be about half that amount because of no more batteries being available and the blocking can be reused.

We still would appreciate financial help to cover expenses in bringing these valuable historic locomotives to Portola.

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## Baggage Car Arrives

When we were given the Sacramento dispatcher's board early last year, we needed to come up with an idea as to where we could set it up for public viewing. One idea was to mount it in a railroad car. Union Pacific had retired an 85 foot baggage car in Oroville, and this was considered as a possible home for the dispatcher's board. We asked the Union Pacific for the car and the request was granted. UP 904221, ex 5653 was built by ACF in 1954. It has aluminum siding and roof material so rust will not be a problem. It will require a lot of interior cleaning and repair before we can begin installation of the dispatcher's board. Anyone interested??



Top right: Baggage car UP 904221 has arrived at the museum. When it is cleaned out and readied, the Sacramento dispatcher's board will be set up inside. Above left: Baldwin AS-616 O&NW #4, as it arrived on flat car, is being turned on the balloon track prior to unloading. Right: #4 has just been lowered onto one of its massive trucks, still being supported on the other end by 2 steel beams and cribbing. Baggage car photo by Norm Holmes. Both Baldwin photos by Wayne Monger.

# Material Arrives from SP Sacramento Auction

by Brian F. Challender

When the Board of Directors learned of the auction at Southern Pacific's Sacramento Locomotive Works, it was decided to send a representative to bid on anything that we would have a use for at the museum.

With Norm Holmes going to Kansas City for the TRAIN meeting, and the rest of the board otherwise engaged, I volunteered to represent the museum.

The following Tuesday I arrived in Sacramento with the museum's pick-up truck (in case I bought anything <grin>) to attend the pre-auction inspection in the afternoon.

What I saw was eerily reminiscent of documentaries on ghost towns.

- work stations that still had half-completed projects on them.
- snapshots of families taped to walls.
- hats and coats on chair backs.

On Wednesday morning at 9 AM, the auction began with the carpentry shop. With the help and advice of Dave Anderson, Jim Ley and Dick Hurlbert, I successfully bid on a radial arm saw, all the locomotive glass, and the entire inventory of locomotive seats and parts.

I won't go into a complete listing of all that was purchased during the next 2 days as there isn't room in this article. Suffice it to say, there was a lot!

Because I had to return to work Friday, Jim Ley, Dave Anderson and his father Ray Anderson volunteered to box up and consolidate the loose items Friday and Saturday. In the meantime, I had asked my brother, Bob Challender, to take stock of the equipment and advise us on the best way of transporting it. His eighteen years of trucking experience proved to be invaluable.

On Monday morning when I returned to Sacramento, I was informed that the air shop had been broken into over the weekend and thieves had stolen many items, including a

work bench with a vice purchased by the museum. Because of this and other incidents, I decided that our original plan to contract for an eighteen wheeler on Wednesday would leave our equipment vulnerable for too long.

Bob Challender called around and obtained a favorable rental rate on a 24' van truck and brought it down to be loaded with all of the loose items.

My brother and I arrived in Portola at about 11:30 PM Monday night, and after unloading the truck on the museum's loading dock, we stayed overnight in the "Silver Debris." Back on the road by 7 AM, we arrived in Sacramento at around 11:30 AM where we met Dave, Ray and Jim who again helped us load up.

By Wednesday, it became apparent that one truck was not going to move everything to Portola by Southern Pacific's deadline of Friday night. We contacted the truck rental yard and obtained the use of a second truck, and a small forklift. The moving went much faster from then on.

The last two trucks left Sacramento at 7:45 PM driven by Jim Ley and myself. We arrived in Portola at 12:30 AM and decided to wait until morning to unload.

For me it was one of the most exciting, exhausting, hectic, frantic and pleasurable two weeks I have ever spent.

I would like to thank Jim Ley for all of the help loading, and the use of his mother's pick-up and generator. (SP cut off power in the shops.) I thank Ray and Dave Anderson for their help in loading and for the use of Dave's hand tools throughout the week. I thank Bob Challender for rigging, loading and tying down the loads; he also ended up driving the majority of the seven truck loads to the museum. Finally I thank all of the members at the museum who unloaded the trucks and secured tarps to protect the equipment.

*Thanks a million!*



Jim Boynton passed away at his home on Chandler Rd. in Quincy on Wednesday, March 4, 1992.

Jim had hired on to the WP on September 14, 1941. During his early career, he had an opportunity to work with many employees who held seniority dating back to the beginning of the WP in 1909. He gleaned considerable knowledge of the early years of the railroad, which encouraged him to become a railroad publisher and historian.

While working on the railroad and studying the history of the railroads, Jim became responsible in resurrecting the Clover Valley logging locomotive No. 8 that had been sitting on a siding in the Quincy RR yard. In 1958, Jim and others began restoration of the locomotive. They obtained the locomotive through the Feather River Shortline Railroad, which is now 33 years old.

After 40 years as a WP locomotive engineer working the western division line from Oakland through the Feather River Canyon to Bleber and Winnemucca, Jim retired on September 30, 1981. Jim and his wife, Betty, then spent most of their time working on No. 8 along with maintaining and improving their extensive collection of railroad memorabilia. Betty continues to serve as Secretary and Treasurer of the Feather River Shortline.

Note: This article was condensed from notices that appeared in the Feather River Bulletin and the Portola Reporter.

Addendum: Jim was a charter member of the FRRS and served as a director for several years. The Feather River Shortline equipment was on display at our museum from 1984 to 1990.





