

REAGAN WANTS TO KILL AMTRAK

by Russ Cain

The Reagan Administrations budget calls for shutting down Amtrak by eliminating Amtrack subsidies. This is being done despite it's exemplary efforts to reduce it's reliance on Federal Grants, which have declined 23.7% from FY1981 to FY1985 (by an even greater percentage using constant dollars) FY81 grant was \$868M, dropping to \$684M in FY 85. The reagan reward for Amtraks rare preformance of efficiency is the elimination of passenger rail service. Amtrack must "bite" the bullet like all parts of the budget, Amtrak should not be asked to eat the bullet. Please write now with your opinion to save Amtrak. Write to your U.S. Legislators.

Congressional hearings on Amtrak funding will probably be in late April, the sooner we can show broad support for rail passenger service, the better.

BRIDGES and BUILDINGS

Hap Mani and his workfare crew set a record Jan 23rd installing seventy window panes in a single day. This completed the glass in the machine shop area. The wall now sealed makes a noticeable difference in warmth within the building. All remaining broken windows on the n north wall, except for those high up in the shop area have now been replaced. Work is now progressing on the south wall with replacement panes for the 250+ broken in this area. We still need to buy 200 more panes plus metal sash putty. A two dollar donation will buy us one pane of glass. We have a serious problem with an ice build up along the north side wall. When snow melts on the roof, the water runs into the rooms then at night it freezes creating an unwanted ice rink, Hap and his crew tried to block the doorways, but to no avail. This problem has to be solved before we can put the rooms to use. Joe Way bought and installed hook hasps on the north side doors, heavy duty hooks are now in place making the building reasonably secure.

TAMPER

WP 6550, our 1945 steel drop end gon, returned from Reno Jct. with a load of original WP 1907 75lb rail. This rail is part of the track material donated by UP to restore and add trackage to the museum. We will be needing a crane to unload the car when rail laying resumes this spring. Also at Reno Jct, were several hundred ties including switch ties. We were given permission to pick them up for museum using. Norm Holmes made nine trips with his pickup, Al Thomsen used his trailer with help from Hap, Mel Moore and Ken Roller. We need some 500+ more as work on the old weed burner spur has started, plus all the other track work we need to do.

SHOPPING LIST

We are in need of the following items to be used for the restoration of our equipment: Steam cleaner, sand blaster, plus other power tools. For the kitchen we need a refrigerator, a good gas cooking stove and a sink cabinet unit.

THE INJECTOR

Sat. Jan 19th was unseasonably warm. Diesel Motive power Dept Head Dave McClain finished hooking up the dynamic brake grids on 921 and it was decided the grids needed testing as well as the unit's batteries needed charging. Hap Mani arranged for a Portola Fire Truck to pump 200+ gallons of water into the unit, then a push of the starter and a shot of starter fluid brought the unit to life after two months of sitting. A stubborn relay refused to allow the DB to load so back to the house it went. The water was drained to prevent freezing.

On Feb 16th Dave again worked on the DB, but since it was quite cold it was decided not to start the unit. March 16 was warm, Dave and the 921 were ready, so again a little water from the Fire Dept. we started the unit. With Bob Larson at the throttle, Chris Skow as Conductor and Norm Holmes, Mel Moore and Dave McClain as helpers, we switched some of our cars around the yard and tried the DB's. They worked! and with that the 921 is now complete.

OUR LOSS-THEIR GAIN

Several months ago we inquired into the status of WP 2-8-2 No 334 on display at Rio Vista Jct. We have learned that the National Maritime Assoc. of San Francisco has decided to transfer ownership of the 334 to the Bay Area Electric Railway Assoc. We hope BAERA will give the engine the care it deserves as it has been sitting there a number of year with less than the needed work.

MUSEUM VISITORS

have a guest book to sign thanks to Bev Moore. It is located in the diesel shop building and if you are from out of town, members or not, please sign the book when visiting the museum.

FRIENDS of the NEVADA NORTHERN RAILWAY

A group has formed in Ely, Nevada with the very worthwhile effort to preserve, restore and develop the historic Nevada Northern Railway. Which was the last operating shortline in the state of Nevada and has a lot of old type equipment and building still in operating condition.

Please write to; Friends of the NNRy
Box 608
Ely, Nevada 89301 for info.