

## 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.

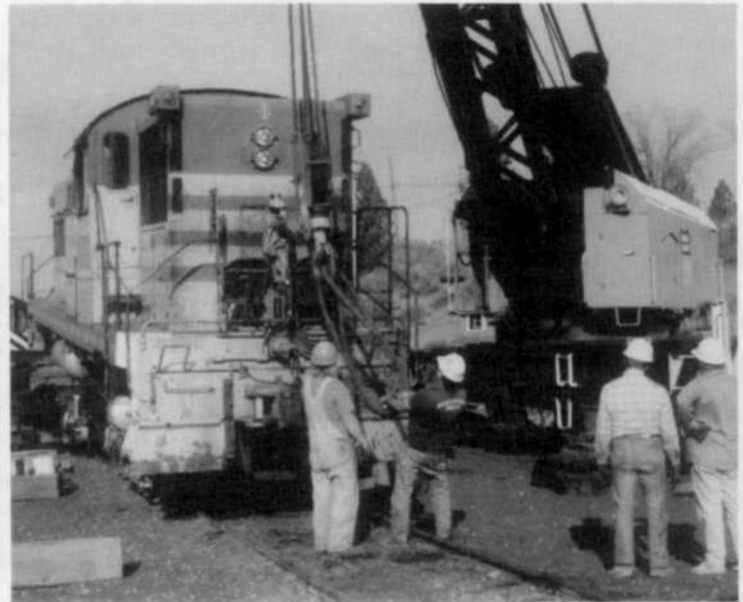
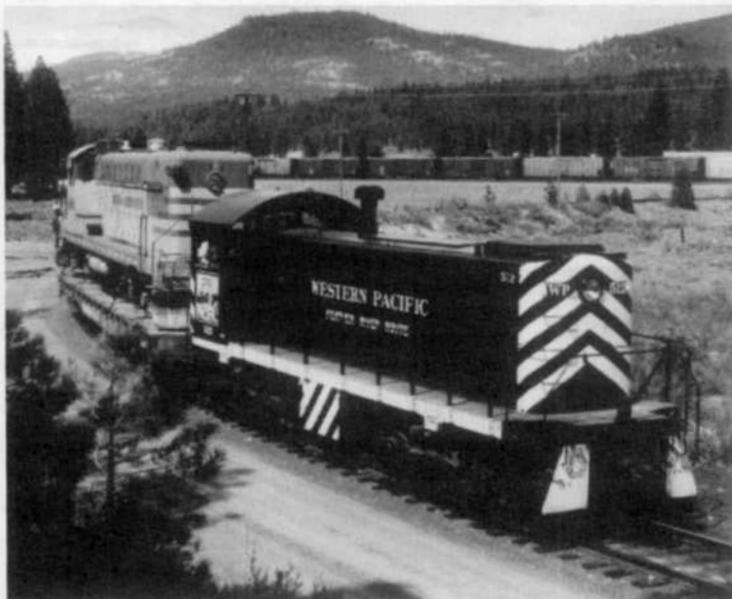
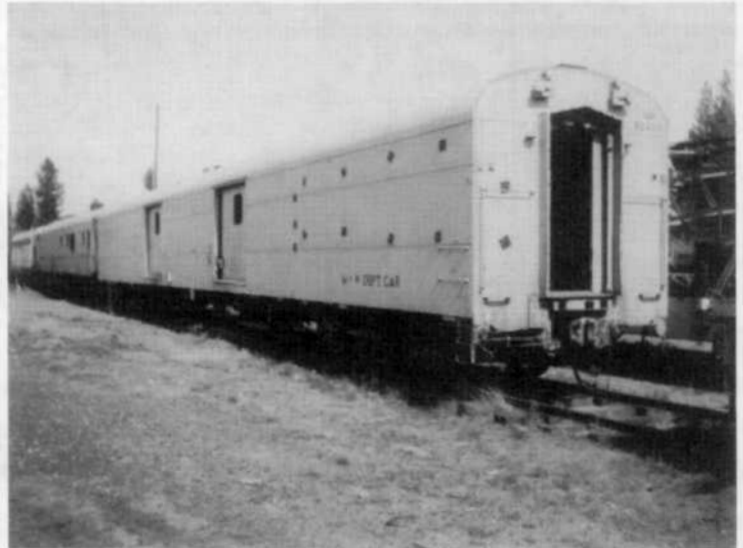
The DODX cars were sent back to M-K at Boise after Norm Holmes, Dan Wheeler and son Travis, tied down the cables and blocking. The locomotive came from Morrison-Knudsen with a set of used batteries. The cost of the batteries, blocking and loading time cost us about \$9,500. The cost for No. 3 will be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