

Equipment Sold

Sometimes it seems that we just keep getting equipment. Sometimes equipment that was important or easy to get at the time no longer fills a need in our collection. Two such pieces are the Long Island FA-2 purchased some years ago in a bid sale and donated to the Society by Norman Holmes. After the purchase of the VIA ALCo FPA-4 and FPB-4, the FA-2 no longer filled the need for that type of locomotive. The VIA engines were in running condition, the FA-2 needs extensive work. As the FA-2 was a former L&N engine, the Illinois Railroad Museum wished to purchase it. They have now paid for it and we are awaiting instructions as to shipment.

We purchased three Baldwin S-12 switchers from USS-POSCO in Pittsburg, CA several years ago. No. 16 was purchased because it was a former McCloud River RR engine. The other two, No. 17 and No. 20 were purchased mainly to keep them from being scrapped. No. 17 was sold to the Turlock Western and now the No. 16 has been sold to the McCloud Railroad. No. 20 will be retained to represent that model of diesel switcher.

Material Donations

Dick Patterson donated 8 large boxes of books on California History including railroad books and magazines that a library was discarding. We will evaluate what we need and donate or discard the remaining material. Grant Vogel donated about 50 issues of "Railroad Magazine" and a stack of "Western Railroader" from the late 40's to mid 50's. Jack Hathaway donated a large number of railroad books to our archives.

Thanks Wayne

Wayne Monger donated the \$96 cost of numberboard materials for GP9's WP 725 and WP 731, plus more for the 2 cans of black spray paint and the full day of labor that went into the production of historically accurate new numberboards for the 2 GP9's. Thanks Wayne.

Baldwin Parts at Portola

Wayne Monger delivered a pick-up truck load of Baldwin locomotive parts donated to the FRRS by USS-POSCO Industries of Pittsburg, CA. These were more spare parts and extra repair manuals for the B-L-H S-12's USS 16 (ex-McCloud River 30) and USS 20 (ex-Oliver Mining 933) and the S-8 USS 17 (the one FRRS sold to Turlock Western RR) that had been forgotten and scattered around the steel plant when the FRRS purchased all of what we thought were the available spare parts 3 years ago. So this time, we got around \$10,000 of additional spare parts and most importantly - a complete specialized tool set for working on B-L-H prime mover manifolds and power assemblies. Additional items were a valve grinding tool set for the Baldwins, a nearly complete set of rebuilt 6SL brake valves and components, oil filters and (now very rare) fuel filters. The USS-POSCO garage personnel, who are headed up by Rich Nicholson (the person who initially contacted Vic Neves to let us know they had found more parts for us), mentioned that there were some more stuff that we could have in the future, but they just could not find out where it was all moved to and stored. If and when they find it, they will give us another call so we can come over and pick it up.

From the Office of the 1st. Vice-President Vic Neves

At the recent board election I was re-elected to a two-year term. I am grateful for your support on my re-election, but my fellow board members elevated me to the position of 1st vice-president. I had every opportunity to deny the nomination, but I didn't. Even though I sit in a precarious position as an officer of the Feather River Rail Society, I do not feel compelled to be silent anymore. I have been associated with the Society since its early days. I missed out being a charter member because of procrastination on my part. Probably, I was too busy photographing the last remnants of the Western Pacific RR as it was being swallowed up the Union Pacific.

Now I witness this event all over again as the mighty UP swallows up another railroad; my favorite, the Southern Pacific. So now I sit inside the rustic remains of caboose SP 1060, now at the museum, and contemplate the future of our museum. Well, now that the SP is part of the UP, does that put our SP collection into higher category?

Probably not, but its nice to know that other roads beside the Western Pacific can find a resting place to avoid the scrapper's torch. One of my all-time goals for the Society is to improve the museum grounds into a clean and well kept-interpretive display. With the formation of the Western Pacific Railroad Historical Society, we are on our way to seeing our neglected archives and priceless collections preserved for future generations. One of the biggest problems is the utilization of manpower, primarily the volunteer help. It just doesn't exist at the speed that we want to make the changes. We have made great strides on behalf of the members by addressing their wants. My biggest challenge, besides improving the grounds, is to unite the local members that virtually live at the museum, with the total membership that makes up the majority of the Society. The Feather River Rail Society inherited a unique situation, one that no other museum has. Most of its members live outside a 100 mile radius of the museum. This puts an incredible load on its local volunteers. I have a lots of ideas that I eventually would like to see implemented at the museum, but I feel each idea must be weighed against the already over utilized resources of the volunteers who will ultimately be the ones to do the lion's share of the work. Do you have any ideas? I want to hear from you.



6-ton locomotive is being lifted from its resting place at Butt Lake. Photo by Norm Holmes.