

Museum Master Plan Meeting

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be held in Sacramento on April 8th at 1 PM in the conference room of the Discovery Museum History Center located next door to CSRM at 101 "I" Street.

The FRRS Site Committee and the Board of Directors will host this meeting. It is open to all members, any ideas and comments are welcome. All interested members are invited to attend. The final Master Plan will be announced and available by the Board of Directors meeting on May 13, 2000.

If you have any questions, or comments, please contact the FRRS Site Committee:

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PRM Facility Report

By Doug Morgan

Winters are slow in Portola. The snow comes and the snow goes. It softens the soil, and makes a quagmire of the property. However, this year at least the front entrance is under control thanks to the paving we did last summer. The immediate impact is the lack of pot holes.

The plans for 2000 that I have presented to the board for their consideration is the installation of a railroad rail fence around the lower curve of the front entrance, installation of an upper gate above the present entrance that, when closed would turn back traffic before getting to the bottom of the road. At present time, vehicles facing a closed gate must trespass on the Union Pacific operating property in order to turn around. The fence, would be constructed of worn out railroad rail welded atop of vertical pieces of railroad rail. The fence should be about 4 feet high and is designed to keep vehicular traffic from trespassing from our property to the UP and vice versa.

The big project for the summer is going to be the roof of the main building. The city and county have given the museum a \$30,000.00 grant for this project. We have an architect from Reno, licensed in California preparing the general specifications for this job. As soon as the specs are completed, we will go out to bid to various contractors. It is hoped the job will be completed early in the summer. With the completion of the roof we will repaint the roof sign.

Other projects we will address is the completion of the air conditioning system in the sleeping car, the connecting deck/walkway between the shower car and the sleeper and the installation of a widow air conditioner in the shower car.

Coming track projects this spring will included the installation of some switch ties, more gauge rods in the balloon, and ballast in some areas. There are also

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some cracked and broken angle bars that will need to be changed out.

In order to organize the track repairs, we are going to attempt to set up some work weekends specifically aimed at track repair. The idea is to round up a gang of volunteers on a specific weekend. Once the dates are announced, the volunteers would R.S.V.P to the museum. Early on in the season, March, April and even the first part of May, these dates will have to be flexible due to the weather and ground conditions but will be announced in the Train Sheet, on our web site or, if we have enough e-mail addresses, announced via e-mail. The reason for this is the weather. As stated in the opening of the column, winter can linger in Portola. Track repairs are limited to just a few items such as driving spikes, angle bar change out, track and switch bolt replacement. Due to the snow and the softness of the soil in the track structure and the adjacent work areas, it is difficult to change out ties and apply and tamp ballast. These areas will have to wait until the weather warms up and the ground dries out.

We will be continuing with our scrap drive/grounds cleanup, they are essentially the same thing. If we get rid of the scrap, the grounds get cleaned up. This we will start as soon as the ground can support the weight of a truck in the work area. We are planning this for April.

The backhoe was set up this year with a snow plow. The installation was completed on February 24th. We don't yet now how to make it work but we will be experimenting with it as the snows continue.

As usual, we need volunteers to help with these jobs. If you have any ideas about projects that you would like to pursue, or if you would like to be a part of any of the projects underway, or those that will be started e-mail me at dbmorgan@jps.net or call me at (530) 832-1657 at the Feather River Rail Society office located at the museum in Portola.

Funding Department Created

At the February Board of Directors meeting, the FRRS Board approved a motion by Director Eugene Vicknair to create a new department of the museum dedicated to developing new sources of funding for the preservation and restoration of the Society's artifacts and facilities.

The Funding Department brings together many tasks previously decentralized or informally organized. It also introduces several new concepts to the Society to improve our fundraising potential.

The Funding Department will:

- 1 Identify sources of funding for the FRRS/PRM/WPRRHS. These can include but are not limited to grants, donations, loans, gifts, lease/rental income, and business opportunities. These sources can be private individuals, groups, foundations, governmental

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The Little Engines That Did

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oldest operating diesel locomotive in the world.

Only one non-Alco-GE-IR/GE-IR boxcab is known to still exist, that being a GE 1913-built gas-electric constructed for the Dan Patch Electric Lines. Numbered 100, it was the second internal combustion railroad locomotive ever built and is owned and operated by the Minnesota Transportation Museum in St. Paul. It is currently the only operational boxcab locomotive and the oldest operating internal combustion locomotive in the world.

As for the members of the consortium, Ingersoll-Rand continued building prime movers for GE and Alco until the late 1930's, when it left the field of railroad traction. Today, IR is a well-known and respected supplier of industrial machinery, including shop equipment and portable generators.

The American Locomotive Works (Alco) was the largest supplier of steam locomotives in North America and was a major player in diesel sales until the late 1950's. They built their last domestic locomotive in 1969, although their Canadian subsidiary, Montreal Locomotive Works, continued making diesels until the early 1980's. Several components of the Alco empire still exist, including Alco Engines, now owned by General Electric, which supplies diesel prime movers for marine and stationary power generation service.

General Electric, the company that started it all, spent many years making small gas and diesel powered locomotives until it entered the road locomotive market with its U25B. Today, GE is the largest supplier of locomotives in North America, having removed General Motors' Electro-Motive Division from that place of honor in 1984. The diesel-electric, forecast by the GE and Baldwin experimentals of 1918 to 1925, and brought to fruition by the boxcabs, has proven to be a lasting formula for success. The final chapter in their story is still far in the future.

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bodies, local organizations, businesses and corporations, etc.

- 2 Pursue these sources and apply for funding to support the mission of the FRRS. The group can also pursue these sources in the name of specific projects, goals, or equipment.
- 3 Maintain an internal Grant Fund for the initiation of restorations and special projects. Advocates can apply for monies from the fund to begin/fund approved restorations, facilities improvements, projects, and acquisitions.
- 4 Aid Equipment Advocates in creating and performing fundraising drives.
- 5 Coordinate with outside funding consultants.
- 6 Create and manage revenue generation plans.
- 7 Enforce financial and planning responsibility policies enacted by the BoD and present in the FRRS By-Laws.

The Funding Department will act as the "bank" of the FRRS. It would search out sources of funding, build and maintain a relationship with these sources, and apply to them for funds. The group would then manage the flow of these monies into the appropriate accounts and projects.

In addition, the group will directly manage an internal

Grant Fund or "seed" fund. This fund would be used by members/advocates to kick-start large projects or fully fund small ones. They will apply for funding with the aid of the appropriate department/committee (Restoration/Preservation, Site, etc.) using a process set up by the department. The department will then review the application and present it to the Board for approval. The Funding Department will ensure that such applications conform to policies set forth by the BoD and the by-laws in terms of responsibility, planning, money use, etc.

Membership in the department is restricted, meaning that, while members of other departments and committees may serve on it, sitting Board members cannot. Decisions of the group directly related to funding appropriations will require Board approval.

At present, the Board of Directors is seeking members for the department. The department is

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