

Atten-hut!

Military road switchers arrive...

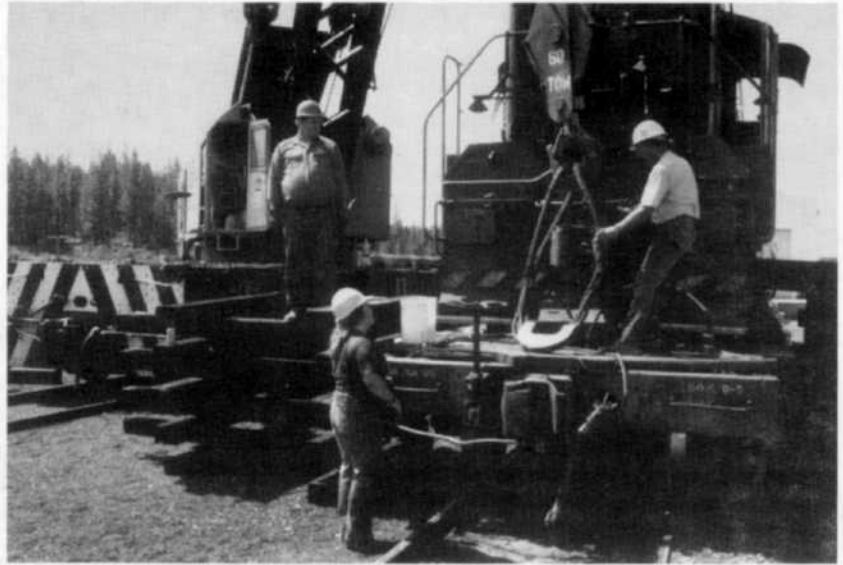
In June, FRRS president and general manager Norman Holmes was the "surprise" successful bidder for four Alco-built military MRS-1 diesel-electric locomotives that had been stored out of service at the Concord Naval Weapons Station (Port Chicago, California). The four locomotives are military numbers #65-00540, #65-00541, #65-00542 and #65-00544, all built in 1953. Norm is on the government's surplus property railroad equipment mailing list and when these units became available he placed a low bid with the idea that if he got the units some parts could be salvaged for use at our museum and possibly one or more could be made to run for resale or trade. Permission was granted from the FRRS Board of Directors to bring two of the units to Portola and the other two were sent to the LMC International Corp. scrap yard in Richmond. A deal was made with LMC to trade the units "pound for pound" for a recently retired Southern Pacific SD9E No. 4404 (see story elsewhere).

As the locomotives have friction bearing axles, Union Pacific would not move them on their own wheels to Portola. However, as a condition of sale the government would load the locomotives on a flat car. A favorable freight rate was received from the UP and a 60 foot flat and a 50 foot gondola car were ordered. Through the excellent cooperation from Gino Piazza, Transportation General Foreman at CNWS, a plan was formulated to have one of the units moved into their shop. Then the trucks were disconnected, the body was then raised up on Whiting jacks, the trucks pulled out and a flat car was moved under the locomotive. A cribbing was then constructed from railroad cross ties and the locomotive lowered onto the crib. The body was then tied down with cables. The trucks were picked up with an overhead crane and placed in the gondola car. It was necessary to remove the trucks from the locomotive because of both the lifting capacity of the Whiting jacks and the capacity of the flat car. The units weigh 120 tons complete.

FRRS members Dean Hill, Mike Kelsey, Wayne Monger and Vic Neves helped Norm in the parts removal, preparation and loading operations.

While waiting for the flat and gondola to arrive, some of the electrical, mechanical and body parts were removed from the two units that were to go to scrap. All four units were out of service for over 10 years and had been used as a parts source for the base's fleet of Alco units. Southern Pacific had agreed to move the two units the 30 miles to Richmond at a reasonable rate providing they would have a tight air line, all safety appliances were in order and the axle bearings were in good condition. Due to their long storage period, some of the axle journals had water in the boxes and the traction motor support bearings were dry. Air brake parts were exchanged between the units to obtain a tight

continued on page 11



Top Photo - Crane operator Bernie Coggin, Ken Roller, Mardi Vincent and Norm Holmes prepare to lift 544. Center Photo: The first of the trucks is being placed under 544. Lower Photo - 544 is whole once again. Engine 541 is a virtual look-alike. All photos on this page by Ed Warren.

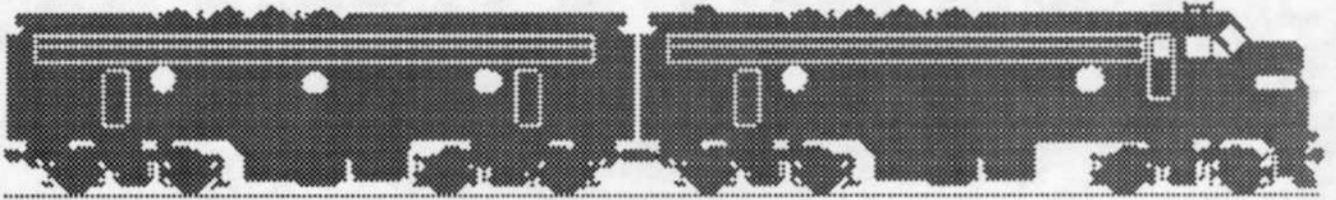
Tax Deductions continued from page 10



complicated calculation on form 6251 on your federal tax return.

Whether we like it or not, taxes do have a way of intruding into our everyday decisions, and many museum members and friends are involved in a way that they are eligible for a charitable donation deduction on their tax returns. Unusual situations will occur, and the best advice if such a situation arises is to seek the advice of a competent tax preparer or a person who is Enrolled to Practice Before the

Internal Revenue Service, or a CPA. Our Museum has become a positive viable entity in a few short years, thanks to the donation of money, labor, professional expertise and equipment by a wide group of members and friends. We continue to have goals and aspirations to improve and build on that which has already been accomplished. The Museum needs additional help in this area, and donors and potential donors should be aware of the tax advantages and limitations, and steps to consider in their own tax planning.



The 805A Report continued from page 9

suggested a probable cause for the malfunctioning governor which we'll check out on the next work weekend.

Reflecting back on the past couple of years, I am struck by how many people have contributed to the work on the 805. This has truly been a team effort, and it makes me proud of the members of our society, just as the operation of the steam specials did. Thanks again for your help. And thanks to whomever turned on the outside floodlights that night -- you saved the videotape!

B Unit

Late in the evening of August 19, 1991, Steve Habeck stopped by my house and picked up the portholes for the B unit, as planned. Later in the week, Jack Palmer installed them, thereby greatly improving the appearance of the unit for the Railroad Days operations. The hinged portholes proved to be a different size, and they'll probably get new glass over the winter.

Next Steps for 805 Work

The next mechanical work is planned for Nov. 2 and 3, 1991, when we'll try to get the governor to behave and the

locomotive to move. We especially need people to help Bill Evans finish off the preparation and painting of 608. After that, cosmetic work on 805 can be completed. It may not be possible to finish by the NRHS convention, but it would sure be nice to be done by Railroad Days. Come join the fun!

- Repair dent in pilot.
- Clean out dirt, rust, etc. from interior of nose and spot prime.
- Fabricate and install replacement stirrup steps on pilot.
- Repair, prep middle side panels for painting.
- Complete sanding and polishing of stainless lower side panels.
- Obtain and install original cab windows.
- Check injector and valve timing.
- Tighten crankcase-oil pan bolts.
- Check control functions and move locomotive.
- Perform insulation resistance tests on traction motor, generator, and other high voltage cables.
- Inspect traction motor oil wick assemblies; replace damaged filler caps.

See you next time.....

MRS-1 continued from page 5

air system on one unit and a run-around hose was placed on the other unit. After the bearings were cleaned and lubricated, an SP inspector approved the move and the units were delivered to Richmond without any problems enroute. When LMC scraps the units, the traction motors, turbo and some other parts will be saved.

On September 3, 1991, the museum's 200 ton derrick was moved onto the east track 2, the outriggers positioned and the gondola with the trucks moved under the boom on track 1. Hank Stiles, who had been learning how to operate the derrick, successfully lifted the 24 ton trucks from the gon and placed them on the track. On September 5, 1991, retired WP/UP car foreman Bernie Coggin came up from Oroville to operate the derrick to unload the locomotive body and place it on its trucks. The operation involved lifting one end of the body, placing a heavy I beam under it on cribbing to clear the flat car, lifting the other end, pulling the flat car out, placing the trucks under and lowering the one end onto its truck. The other end was then lifted off the I beam, it was removed and this end lowered onto the truck. It took only about three hours for the unloading, but a lot more time was required to get everything ready. The I beam idea came from D. K. Henry, a retired Santa Fe mechanical supervisor who now works for Chrome Locomotive in San Bernardino. The

idea saved us the cost of a second crane. The FRRS crew working on the unloading were Norm Holmes, Nick Tynan, Dan Turner, Mardi Vincent and Ed Warren. Dean Hill recorded the operation on tape.

The two cars were returned to Port Chicago and loading of the second unit took place on September 13 and 16, 1991, by Norm Holmes, Fred James, Steve Habeck, and Wayne Monger and once again assisted by shop personnel at Concord. Due to problems with the tie-down cables, Hank Stiles, Jim Ley and Dave Anderson returned to Concord and rescued the cables. The locomotive and trucks arrived in Portola on October 11, 1991 and were unloaded on October 12 and 15, 1991. Bernie Coggin again came up from Oroville and with the assistance of Jim Ley, Hank Stiles, Dan Ogle and Brian Challenger successfully placed the second unit back on rails.

The two units now in Portola are 65-00541 and 65-00544. The 541 appears to be in the "best" condition and Norm will try to get it back into operating condition for use at the museum or possibly to lease, sell or trade the unit. The 544 will be held as a parts source for 541 and also can supply parts for the other museum's Alco locomotives with engines (RS-2, RS-3 and FA-2).