

The Train Sheet



Preserving "The Feather River Route"

...news from The Feather River Rail Society and The Portola Railroad Museum

Issue No. 70

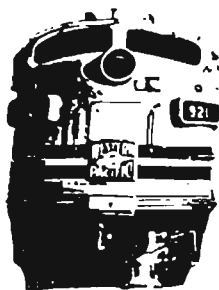
November/December 1994



Northwestern Oklahoma #1 (ex-Sacramento Northern 146) sits on flat car at the museum before it was unloaded. Photo by Ed Warren.

Inside this Issue:

- News of our successful Santa Trains.
- Complete information of our ex-SN 44-tonner.
- Interesting story about recabbling our 200-ton crane.



Feather River Rail Society

Portola Railroad
Museum

Preserving

"The Feather River Route"

P.O. Box 608
Portola, California 96122
(916) 832-4131

The museum is open daily year round from
10:00 AM to 5:00 PM except Christmas Day.
Entrance to the museum is free, however, we
have a suggested donation of \$2.00.

The Feather River Rail Society, a tax exempt public benefit California corporation, is the historical society for the Western Pacific Railroad and operator of the Portola Railroad Museum in Portola, California. The FRRS is not associated with and is not supported by the Union Pacific Railroad.

FRRS Tax ID number is 68-0002774
Member of Tourist Railway Association Inc.

Board of Directors

Norman Holmes-----(916) 832-4737
Founder and Museum Executive Director
Steve Habeck-----President (916) 283-3396
Wayne Monger- 1st Vice President (707) 426-5510
Bruce Cooper-- 2nd Vice President (916) 832-1002
Gordon Wollesen-----Treasurer (916) 832-5311
Peter Langdon----- Secretary (916) 993-0440
Hank Stiles----- (916) 363-8572
Sue Cooper----- (916) 832-1002
Vic Neves----- (510) 352-4373

Headlight Publisher

John J. Ryczkowski
13305 Mahogany Dr.
Reno, Nevada 89511
(702) 853-5303

Train Sheet

Ed Warren
110 Date Palm Drive
Sparks, Nevada 89436
(702) 425-3610

Membership

Associate----- \$15.00
Active----- \$30.00
Family-----\$35.00
Sustaining-----\$75.00
Life----- \$300.00

These are the dues for one year. Life membership is a one-time payment. Associate members do NOT have a vote and do NOT receive the Headlight, all other members do. All memberships except Family are for ONE person only.

From the Desk of the President



By the time this gets to you, the members, the Board of Directors of the FRRS should have already approved an updated FRRS Organizational Chart. The emphasis of this reorganization is to better define the positions assigned, and to shift the FRRS' focus from acquisition of equipment to restoration and preservation of the equipment we have. This does not mean we won't acquire additional pieces for the collection, but it does mean we intend to assign and staff the necessary positions for restoration and preservation, with more emphasis in these areas. The collection deserves nothing less.

One thing that won't change, however, is that the people who are named on the organizational chart will still rely almost exclusively on volunteer help from the membership to accomplish their projects. I encourage everyone to try and make it to Portola this year and get involved; to those of you who regularly come up, you have my heartfelt thanks, and I hope you are impressed by what you see.

On behalf of the Board of Directors, I sincerely hope everyone had a happy and safe holiday season. We thank you for your support, and look forward to seeing you in Portola in 1995.

-- Steve Habeck

Back Issues of the Headlight

- Issue 1 (Out of print) California Zephyr Anniversary Issue.
 - Issue 2 Joint issue with the Freight Car Journal; WP freight car roster; color. 28 pages, \$5.00.
 - Issue 3 (Out of print) F3s in freight service; AAR box cars; WP tank cars; index to historical articles in back issues of the Train Sheet.
 - Issue 4 A tale of 2 engines; PC-WP box cars; GP40s.....a guide to types; circus specials. 36 pages, \$4.00.
 - Issue 5 The Reno branch; M-K remanufactured GP35s and GP40s; the Charles O. Sweetwood car; mill gons. 48 pages, \$4.00.
 - Issue 6 M-K remanufactured GP40s, part 2; Budd RDCs; cupola cabooses; 1970 freight car roster. 52 pages, \$4.00.
 - Issue 7 Western Pacific FT 50th anniversary issue; color cover. 48 pages, \$5.00.
 - Issue 8 Working the Sperry Rail Detector Car on WP; GP 35's; modeling WP ex-MILW boxcars. 36 pages, \$4.00.
 - Issue 9 WP History; Merger 10th Anniversary; Complete Western Pacific steam and diesel locomotive roster; color on cover and interior. 96 pages, \$12.95.
 - Issue 10 War time, Beer cars, Shafter, GP-35's. 36 pp. \$6.00.
- Back issues of the Train Sheet are available for \$1.50 each postpaid.

Send all orders to: FRRS Gift Shop at P.O. Box 608, Portola, CA 96122.

Note from Headlight Publisher John Ryczkowski

This is just a quick note to let everyone know that The "Headlight" is still alive and well.

Because of professional commitments, I have been deprived of the time needed to devote to The "Headlight." We expect to get back on track in 1995.

Soon we will be upgrading our computer equipment in order to bring you an expanded and upgraded "Headlight." We also will be using a new printer who is located LOCALLY and who will give us much faster service than before.

We still very much encourage and solicit contributions in the way of ideas, photos, modeling articles, and historical articles.

Thank you for your patience.

Further note

The Train Sheet and The Headlight are mailed by bulk mail which can be unreliable. We could not afford to mail publications by more expensive means. Being bulk mail, it is possible that a publication is mailed to you and never reaches you. Headlight issue #10 is the most current issue. If you feel you have missed a publication, contact the museum.

A Word from the Museum Executive Director

Nineteen ninety four was indeed a remarkable year for our museum. The long awaited repainting of WP 805A was completed, we acquired three locomotives and sold two, increased our passenger car collection by three and added two cabooses. The biggest event by far was our Tenth Anniversary Celebration. More members came to Portola than ever before to help. Not as many members of the public attended the event as we planned for, but those that did had a good time. All the invited covered wagons that we wished for did not arrive and we lost money on the event. However, I'm told this is not unusual for an event of this type. Our achievements during the past ten years deserve to be celebrated. We have a great membership and our museum is now world famous.

Our Board of Directors was increased by two and Steve Habeck was elected President of the Society. A new position was created for me with the title of Museum Executive Director. I still have the responsibility of Museum General Manager and still have the same responsibilities at the museum and of administration of museum business as before. Steve has taken over some of the work in dealing with decisions from the Board and presides at the monthly Board meetings. The changes seem to be working out OK.

I wish to thank everyone for their support this past year and hope we can all work together in improving our museum in 1995. Thanks also to everyone who sent Christmas cards. Hope you all have a safe and happy New Year.

--Norman W. Holmes

New Life Members

Welcome the following new life members to the FRRS:

Donald Borden
from Anderson, CA

Joe Glassmire
from Anchorage, AK

Michael S. Wallington
from Scarborough, North Yorkshire
England

Tom Mougovan
from Sebastopol, CA

James L. Atkins
from Sacramento, CA

(Jim was the winner of the
raffle for the Rocky
Mountaineer train ride.
See story elsewhere.)

CASH Donations CASH

The following generous people have made cash donations to the FRRS:

Norman Anderson
Robert Brown, M.D.
Steven Cleere
Elmo Dito
Russell Fike
Erik Frodsham
Joseph Fuhrig
David Gard
Donald & Lorraine Grant
Steve Habeck
(through PG&E)
Jon Haman
Wm., Donna & Keith Hartley
Philip & Eula Mae Heckmann
Harry Jamason
Darel Johnson
Fred Klyver
David Martin
Mr. & Mrs. John McCormick
Greg Merrell
Wayne Monger
Walter Ozanick
Dan & Margret Parnell
Marvin Pitts
William Redding, Jr.
David Richards
Gene & Pat Rodgers
Michael Adair Smith
David, Connie & Erin Thompson
Leland Thwaites
Larry Trumbull

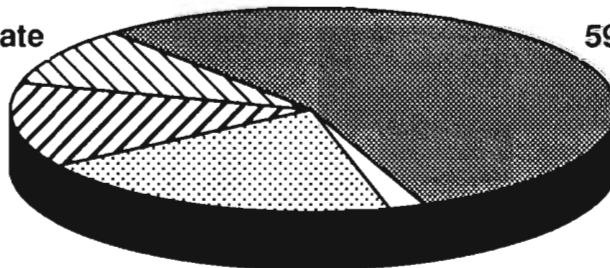
Membership Report

as of December 20, 1994

104 Associate

596 Active

141 Life



218 Family

18 Sustaining

*Total FRRS membership is 1,077.
Of these, 28 are Charter members.*

The FRRS

SANTA TRAINS

By Gordon Wollesen

The Third Annual FRRS Santa Trains were run as scheduled on December 3 and December 10, 1994. As in the past, we used a five-car caboos train consisting of ATSF 999197, SP 4107, MP 13878, WP 428 and UP 903005. Locomotive FR&W 1857 provided the power. All the equipment was outlined with mini Christmas lights. The MP 13878 caboos was once again the power car. A generator was placed on each end of the caboos to provide the electrical power for the cars. A third generator was placed on the locomotive for the lights on the engine.

The weather turned against us just prior to the planned starting date for stringing the lights on the cars and locomotive. Snow and freezing conditions delayed the decorating project. It was decided to put the cabooses in the house to help the snow and ice melt faster. This did somewhat help get rid of the problem. Skip Englert got a few students from the Jim Beckwourth High School to help string some of the lights on the cars. These students could not work very long each day because of their school requirements. What they were able to do was a big help. I custom fabricated all new power distribution cords and outlet boxes for each car. By Saturday morning (12-3) the cars were almost decorated. With the help of some of our out-of-town members, the cabooses were finished by early afternoon. The cars were pulled from the house, set to 3 rail and the 1857 put in the house to complete the decorating. Meanwhile the house Christmas tree was decorated, lights strung on the portable shop fencing, UP business car 105 was spotted in the house and the rear platform decorated and the WP 805A was spotted in the house. I went through each passenger-carrying caboos and lit the heaters, started the generators, and plugged in the power cords. Voila! Everything worked. The locomotive was tied on to the train, the generator started, lights plugged in (everything worked). We were now ready for business. We completed everything 15 minutes before the advertised starting time of 5:30 PM.

All was ready. People began showing up about 5:00 PM ready for a good time. This year Santa stayed inside the engine house to greet everyone. The train made six trips the first night. The turnout was quite small compared to past years. Even so, everyone had a good time. I think the weath-

er was the big factor in the small turnout. It was raining and the snow on the ground turned to very slippery slush. What a mess.

The next Saturday (12-10) we had a private Christmas party with train rides scheduled for 10:00 AM. This group was from Reno and this was their second year of having their Christmas party at the museum. This party was a great success. About 5:00 PM, the train was inspected and the locomotive was tied on. All generators started, power cords plugged in and voila, everything worked. We were ready. People began showing up early as usual. The first three trips were full to capacity. On the last three trips, the train was about 1/3 to 1/2 full. This night we had about 450 to 500 people on hand, which was a very good turnout. Everyone had fun. This time the weather was in our favor with clear cold and hard packed snow. During the week before the second night's Santa Train, it snowed a few inches which made the setting out on the balloon track perfect for photography. The train looked real good.

Now is the time for the "Thanks for your help." Decorating the train, Christmas Tree and building: Skip Englert, Jim Beckwourth High School, Steve Habeck, Tom Graham, Melissa McGrath, Paul Finnegan and family. The train crew first night: Steve Habeck, Dave Anderson, Vicki Krois, Ed Warren, Paul Finnegan, Tom Graham. The train crew second night: Steve Habeck, Jack Palmer, Kerry Cochran, Don Nelson. Santa Claus: Skip Englert. The Beanery: covered in Sue Cooper's article elsewhere.

A footnote to the first night's Santa Train (12-3): After the Santa Train festivities ended, all those that worked that evening assembled in the Beanery for an "all hands" meeting under the pretense of talking about how things went. The real reason for the meeting was a surprise birthday party for Tom Graham's daughter, Melissa, who turned "Sweet 16." Tom set this up with me and a few others about a week before. It was a real surprise for Melissa. Tom provided a nice birthday cake. It was all very enjoyable.

Again, we were asked, "Are you going to do it again?" Our answer is, "Yes, the first and second Saturday nights next December."

Beanery Report

By Sue Cooper; Beanery Manager, FRRS Director

The 1994 Operating Season: The Beanery opened on May 28, 1994 and was open every weekend throughout the summer. During the summer operations, the Beanery supplied 489 free lunches to working members and operating crews, and we still made a fair profit.

This year the addition of the steam table made the job much easier, and the new cold food table that will be in next year will make your Beanery the best-equipped snack bar in Portola. If anyone would like to work in the Beanery for a weekend this year, please let me know.

On the December 3 and December 10 Santa trains, the Beanery started to set up at 4:30 PM. We had a heater set up to make it more comfortable for the visitors. The Beanery had coffee, tea, hot cider and hot cocoa, and cookies. This was all free of charge to the visitors and crews. Santa arrived about 5:35 PM and handed out candy canes to all the good little boys and girls. Ken Roller had the model trains going

for everyone to enjoy; we had a couple of "derailments" on it but Ken was on hand nearby to keep it going. Thank you, Ken. The train crews kept the Santa Trains running on time; they came in between runs to warm up. The train looked breathtaking going around the balloon track all lit up. I would like to thank all of the people who helped in the Beanery, and the ladies that donated cookies.

Cookies:

Katie McNeill
Ellen Housen
Edna Ede
Bernice Reid
Marietta Thomsen
Elaine Lucas
Stacey McDonald
Rosalee Canfield
Mary Englert
Peggy Lee
Ann Foster
Leslie Anderson
Irene Bonta
Lena Evans
Lolli Bryan
Kay Betcher
Linda Lippincott
Sue Cooper

Kitchen Helpers:

Edna Ede
Ellen Housen
Diane Wollesen
Karenna Wollesen
Lolli Bryan
Sue Cooper
Bruce Cooper
Thank you for supporting the Beanery.



Blue Flag; Freight Car Restoration Department Reports: Winter 1994-1995

All written by John S. Walker

The last time I reported on the progress of the Freight Car Restoration Dept., we had one caboose sitting on blocks in Oroville and another one in Portola with holes in the roof! I'm glad to report that there has been significant progress made on both projects.

Working on these old cabooses has been a lot of fun(?). The learning experience has been phenomenal(!). But, one of the toughest things I've discovered about restoring old things is deciding how far to go, and exactly where to stop. Sometimes it's tempting (and it might even be quicker) to throw everything away and start all over by building a new car from scratch! We no sooner fix one thing than we find something else that we would like to change or repair. And once we're finished, the work doesn't end there. We will have to continue to make quick repairs and little "touch ups" to the cars periodically to keep them looking good after we have finished our restoration work.

SN Caboose is Finished!

For all intents and purposes, the SN 1632 caboose is FINISHED!! The roof has been completely repaired, including a new roof walk. The interior and exterior have been painted and lettered. After a couple of small "touch ups" we will install displays inside and open her up again next spring as a "living" display for the education and enjoyment of our visitors!

It took us a year and a half to complete this project (1600+ hours) and I know that there were many times when there was more doubt and frustration than there was hope and optimism (mostly mine...JSW). But, even though we had to figure most of it out as we went along....we did it just in time for the caboose to operate again on a "Fast Freight" on Railfan Day.

A Special "Thank You" is extended to the following people who contributed their time and talent to the restoration of SN 1632: Clyde Lippincott, Norman Holmes, Josh Astalosh, Joshua Walker, Spencer Pattison, Don Nelson, David Dewey, Wayne Monger, Mardi Langdon, and Nick Tynan. I also need to thank all of the people in the Mechanical Dept. Without the air system, electricity, power tools and carpentry shop, this project could not have been accomplished. Hank Stiles and his people deserve our appreciation for providing the museum with the tools and equipment to do all of our restoration work. Special thanks also go to Hap Manitt for always finding the tool or materials that we needed to keep on working. Hap is probably our biggest fan. No matter how rotten things were going, or how little progress was seemingly being made...Hap was always there with a pat on the back, a smile and words of encouragement. Thanks Hap.

To complete the SN 1632 project, David Dewey is trying to repair the canvas shades that cover the interior of the windows and make new ones for the WP 614 caboose. The seats and cushions need to be reinstalled and the end platforms and steps will need to be painted. Ideally, our interior display will include two or three mannequins placed inside the caboose in period clothing (when I inquired about the cost of these mannequins, I was told that they run about \$250 a piece or more! Do any of our members know where we can acquire some of these at a more reasonable price?) with some of that fake plastic food cooking on the stove. We already have oil cans, hotbox lubrication, train orders, etc. to display inside the caboose. The display will focus on the general atmosphere/living and working conditions of a typical caboose.

I feel that it is important that we utilize our equipment to educate and entertain our visitors. I'm sure I speak for everyone involved in both restoration projects when I say that we didn't do all this hard work just so we could take a picture of it and get our names in the newsletter. Something more important is happening here. The restoration of railroad equipment (or anything else) carries with it the obligation to display the equipment in such a way, that interested visitors can interpret what the equipment was used for, and how the people who used it did their job. Tens of thousands

of people not only worked in these cars-they lived and died in them! It is my long term goal, that the restoration of SN 1632, WP 614 and our other cabooses (even the off line cabooses in our collection) will give our visitors an excellent opportunity to explore the development and use of cabooses on American railroads. I believe that our collection of cabooses at Portola could easily be developed into a **NATIONALLY RE-NOWN** exhibit. Anybody want to help?

WP 614 Caboose

The Western Pacific 614 Caboose is still sitting on blocks, albeit in Portola with fresh coats of paint on the outside and interior!

I need to take a moment here to offer a very special THANK YOU! to Mr. Oliver Elam and his wife Carol of Oroville. The Elam's graciously allowed me to use a corner of their maintenance yard in Oroville last winter to work on the caboose instead of driving all the way to Portola every weekend (saving the restoration crew a lot of time and gas money!). Matt Goings, along with FRRS members David Dewey, Robert Forren, Bill Randolph, Don Clark and myself were then able to come over on Sunday afternoons and put in over 500 hours of work on the caboose. With the milder winter climate in Oroville, we were able to complete the initial restoration which could not have even been attempted under the snow and ice at the museum. There simply aren't that many people out there today who will go out of their way to allow something like this to be done on their property without wanting an arm and a leg and a battery of lawyers to double check the contracts! On behalf of the museum, I'd like to again thank Mr. & Mrs. Elam for their generosity, patience and friendship.

Even though we had the luxury of having the caboose close by to work on last winter, the location did not have power, air, water or lights. All of the restoration work was accomplished using a Honda 650EM generator(!) supplied by Matt Goings.

Most of the work on this caboose involved the removing of all the old dead paint, fungus and mold from the sides. The car was parked under a tree for many years and one side seldom received any direct light. Consequently, a lot of fuzzy green stuff was eating away at the wood. This work was done with an electric grinder and a wire wheel cup. This technique easily removes the dead wood (if you hit a really bad spot-it explodes into a dust ball, right in front of your face). The resulting cavities were painted with straight bleach to kill the dry rot and/or anything else that was growing in there. These bad spots were then filled with Mr. Mac's wood patching compound. Although expensive, (\$12.95 a box) this compound uses a co-polymer which strongly bonds dry loose wood with the Portland Cement filler compound. The resulting patch is...excuse the pun...hard as a rock.

An old electrical junction box and conduit was removed and all of the smaller holes were filled with Fix-All. By the time we were ready to paint, the caboose looked like it had

been used for target practice, there were so many spots on it! Four gallons of white primer made the caboose look like a little country church with a weird steeple. The orange stripe and ends were added next. Here is something that I bet you didn't know. The orange stripe is not the same width across the length of the car. The stripe is actually wider at the windows to include the top and bottom of the window frames, then it tapers back down toward the ends of the car. The difference is about 4-5 inches, so it isn't apparent when you view the entire side of the car. The outline of where the stripe is supposed to be is clearly etched into the outside bracing of the car. But, initially, I painted the stripe evenly across the side of the car just to see how it looked. It looked terrible! I dug out an old picture and stood back and compared the two, sure enough, the stripe didn't look right. So I finished painting the stripe the way it was done before and now it looks great. Silver paint was applied next. Metallic paints take longer to dry, especially this one, 60-90 days for a full cure!

The interior had previously been painted with white latex paint (ugh). We used a power sander to remove this old paint and rough up the wood to give the new paint something to bite into. "Foam (Foamer?) Green" was found to be an exact match to one of the four shades of green we found on the inside of the caboose. The interior was painted by hand because we didn't have enough power to run the paint sprayer and a safety light at the same time. With all the windows masked off, we couldn't spray paint in the dark! Here is where I have to stop and thank Mr. Gary Austin. Although Gary is not a member, he volunteered over 100 hours helping paint the exterior and interior of the caboose!

WP 614 arrived at the museum after a roundabout trip from Oroville to Yuba City, Marysville, Interstate 80 to Truckee and then north through Loyalton into Portola. I made the 18 hour round-trip to pilot the movement north from Truckee to help save some money on the expenses. Armed with a fistful of oversize permits, Amos Heavy Hauling of Gridley, California and Steve Biggs again did the honors with their special freight car moving equipment (the load is suspended between two hydraulic dollies). If you know someone who needs a freight car moved, give the guys at Amos a call. They've really done a great job for us and I highly recommend them (very reasonable rates too, for which we thank them).

WP 614 has been wrapped up in tarps for the winter. The caboose will enter the second phase of its restoration when it is picked up by our newly re-cabled derrick, set on trucks and moved inside the building. Extensive welding is needed on the end sills of the car and we need another new roof plus the addition of draft gear and brakes (Volunteers

The Freight Car Restoration Dept. had a successful 1994! We've learned a lot over the last two years. Our "TEAM" concept of everyone working together on one project at a time has proved successful. Our productivity should increase with the development of a fixed repair and restoration spot inside the museum on track two next spring.

I would also like to take this opportunity to personally thank Norman Holmes for his suggestion that I take over this department. Norm also keeps watch over our projects when I'm not at the museum. I also want to thank the Board of Directors for their continued support of our projects.

Plans for 1995

The completion of SN 1632 and continued work on WP 614 will be our immediate concerns next year. WP 614 will require a lot of time and effort. Again, we will be doing some things that we have never done before. We would also like to repaint at least two steel freight cars next year (we've grown rather tired of working on wood cars!). Again, much of what we accomplish will depend on how much help we get. Much like the U.S. Marines... "We're (still) looking for a few good men." (and women are welcome too!)

In addition to the mannequins mentioned above, we are looking for the following items to assist us in the restoration and presentation of our freight, passenger and maintenance of way equipment:

- A good degreasing agent to remove the accumulated road grime that our cars have collected over the years. We have tried several water based-household type cleaners but these dry out before we can scrub the grime off. There must be a product that we can spray on the car, let it sit for a week and then wash off with our steam cleaner. Anyone have any suggestions?

- We are also looking for any information concerning how the WP Car Dept. built our outside braced cabooses and remanufactured the 15001-16000 series of outside braced boxcars into other types of cars. A set of specifications and plans must have been drawn up by the railroad. Did any of these plans survive?

If you can answer these questions, or would like to volunteer to help with restoration work, call me at (916) 671-9584.

needed!).

In comparison to SN 1632, which was extensively modified by the SN and WP MofW department (for use in the Oroville derrick train), WP 614 is rather spartan inside. Two bunks and overhead bunk beds, a stove and a sink comprise the interior furnishings. This car also has a green tile floor. Was this done by the WP or by one of the private owners?? I've read of many instances where conductors fixed up the interiors of their regularly assigned cabooses (curtains, rugs, etc.) for their own comfort. Can anyone shed any light on this mystery? Since we have so much empty wall space inside, we would like to use this space to display photographs of WP/SN/TS cabooses. We've received some great Tidewater Southern caboose prints and we found Sacramento Northern caboose photos in the CSRM library, but we're still looking for more WP caboose photos; 8x10's or 5x7's are perfect. Please take a look through your collection and help us out.

Other Activities

In addition to working on cabooses, this department also contributed to other projects for the museum and the society. During August, we primed and painted the awnings over the doors on the north side of the building. The paint and primer was left over from the WP 614 project so it didn't cost much. Other projects consisted of helping with the rebuilding of the shower car and participation (helping clean up) in the "Circling the Wagons" event. My brand new pickup truck was pressed into service hauling trash off the Pacific Limited excursion train at Oroville when the prepaid dumpster that was ordered failed to appear!

Another project was sorting through some Western Pacific Car Dept. material that was donated to the museum last summer. Information from this material will appear in upcoming issues of The Headlight. We have also been working on a "Master Plan" for the long term restoration and display of our freight, passenger and maintenance of way equipment at the museum.

One of the more interesting exploits was a safari through the backwoods of the Oroville area by David Dewey and me to find old railroad cars. We found a WP tank car body, a forty foot WP boxcar, three WP-PFE reefer bodies and two passenger cars formerly used by the Bechtel Corporation for their construction trains in the 1930's through early 1950's. One car has been rebuilt into a house. After considerable investigation, we found out that the other car was built for the Ocean Shore Railway by the Holman Car Company of San Francisco. This all wood car really should be preserved. It really doesn't fit into our collection so David and I made some inquiries to responsible individuals in the preservation field. Hopefully, it will soon find a good home.

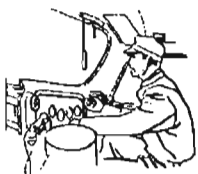
Available in the Gift Shop

We still have a few of the HO gauge WP merchandise box cars that were special ordered - four different numbers. We also have a supply of HO WP cabooses, bright red with large WP and herald, a special run by Dimi Trains. Box car or caboose \$15 each.

Upcoming Train Shows

We attend a number of train shows during fall and winter to publicize our museum and to sell merchandise for gift shop income. Roger and Dottie Aten handle our southern California shows, Barbara and Norman Holmes work most of the northern shows with help from Lynda and David Dewey, Dave Anderson, Jim Gidley, Sr. and others. Upcoming shows are:

- January 7-8, 1995 Great American Train Show, Bakersfield
- February 4-5, 1995 Thunder Mountain Model Show, Roseville
- February 25-26, 1995 Great American Train Show, Las Vegas
- March 11, 1995 Winterail, Stockton
- March 25-26, 1995 Great American Train Show, San Mateo



YOU! Can Operate a Diesel Locomotive

for one hour with your own private instructor included.

Fulfill your wildest dream!

A handsome certificate suitable for framing is awarded after each rental. Rentals by appointment.

The Ultimate Experience!

Our popular "Combo" rental package includes Western Pacific "Covered Wagon" 921-D EMD F7. Call for details. Help support the Society. Phone number for appointments: (916) 832-4532.

"...Let me rephrase that..."

In Train Sheet #68, I made reference to "hordes of camera-toting chasers" contributing to the less-than-sold-out status of the Pacific Limited trip from Fremont to Portola on July 1, 1994, in my Pacific Limited report. This could be, and was, interpreted by some that trackside railfan photographers were partly responsible for the disappointing ticket sales. This unfortunate choice of words on my part stirred up some response from the railfan community, and is cause for me to rephrase my comments.

From the train, we saw people in groups both large and small at trackside, as we passed by, all the way from Fremont to Portola. Obviously, all these people had heard about the train somehow, or they wouldn't have been there. That even a small number of these people would not, or could not, buy a ticket to ride the train was the source of my comments. Of course, very few of these people were railfans, let alone railfan photographers. Therefore, I admit to a poor choice of words in the original report, and offer this clarification of what was meant. But I'd also like to offer a bit of advice: help promote these trains however you can, because if the tickets don't sell, the trains won't run.

--Steve Habeck

Don't forget the Fund Raising Drive and Free Trip Drawing

Trains Unlimited, Tours and the Feather River Rail Society are pleased to announce the 7th Annual drawing for a free trip in 1995. The winner of this drawing will receive two free spaces on any Trains Unlimited, Tours North American trips in 1995. This would include the British Columbia Spectacular, Nevada Northern Spectacular or Fall Colors Express.

Fund raising tickets are \$5 each, or 5 for \$20. All sales from these tickets will go towards the Building Restoration Fund at The Portola Railroad Museum. The drawing will be held at The Portola Railroad Museum on May 22, 1995.

Five drawing tickets have already been mailed, if you want to buy more raffle tickets, Trains Unlimited, Tours can supply these. Please help YOUR museum grow by buying all five tickets.

If you have any questions about Trains Unlimited, Tours, please call (916) 836-1745 or write: P. O. Box 1997, Portola, CA 96122.

The following is a letter of appreciation written to us by the winner of the 1994 free trip raffle, Jim Atkins, an FRRS Life Member and a signal electronic technician with Union Pacific, from Sacramento:

September 28, 1994

Dear Chris Skow,

Jeanne and I had a fantastic time on our Rocky Mountaineer vacation. We want to thank you and the FRRS again for making this all possible.

Enclosed is a picture of Jeanne and me at Banff on September 13.

The entire trip went perfectly! The folks at Rocky Mountaineer had every part of our trip covered - they did a great job!

The train was wonderful - the cars are very nicely restored and the car attendant was great. She catered to everyone in our car for the two days and I don't think she ever had a chance to sit down the entire trip. The train ride was like being on a cruise ship on rails.

We sure had a good time.

Many thanks!

Jim Atkins



1994 Free trip winners Jim & Jeanne Atkins



*from the
Board
of Directors*

Board Of Directors Meeting October 9, 1994.

On the Facilities report, Gordon Wollesen stated that the sample GEO-TEXTILE pad and the new battery charger have arrived.

On the CMO report, the problem of the failing locomotive batteries was discussed. Also, the merits of reprofiling the bad locomotive wheels ourselves with the new wheel lathe, or sending them out to a contractor to be machined was considered.

Steve Habeck stated on the Pacific Limited report that the new computerized reservation system was now up & running.

Steve Habeck produced a letter from a member requesting member discounts in the FRRS Gift Shop. After some discussion, the subject was tabled until the November Meeting.

The Board discussed the Certificates of Appreciation for the volunteers who helped out with the preparation and operation of Circle the Wagons. These have already been sent out.

Regarding the policy of alcohol on FRRS premises, the Board decided that it did not want to impose a ban on the consumption of alcohol on the site, but because we are very much in the public eye, we need to make sure that any empty beer cans, etc. are not left lying around the museum, because even though the members consuming the contents are off duty, members of the public do not know this and could get the wrong impression.

Regarding the FRRS' big lathe, the Board decided that because the lathe is unsuitable for our purposes, to dispose of it. Because the lathe was donated by Rio Vista Junction, the board voted to give Brian Challender authority to investigate on our behalf with Rio Vista Junction the disposition of the Lodge & Shipley lathe with the stipulation that it not be sold for scrap or cut up.

The Board considered an offer made by the Virginia & Truckee RR in Virginia City, NV to purchase our GE 80-tonner #80.

Board Of Directors Meeting November 20, 1994.

Norm Holmes mentioned that photographs of 608 and one of our tank cars have been published in Model Railroad-ing and Railroad Model Craftsman respectively. Also, an article about the Museum and the Rental Program have appeared in the Mountain Messenger.

On the facilities report, Gordon Wollesen stated that the shop still has a few water leaks which are being fixed as they show up, the oil separator is still working well and the new battery charger is also performing up to expectations.

Steve Habeck reported on grants, that as a result of an interview with the Manager of the Portola Branch of Bank of America, we now have a completed proposal package for the shop electrical upgrade, to be submitted to the B of A, for grant consideration.

On the CMO report, Hank Stiles stated that the starting system on 512 is not working correctly. He hopes to fix it on an upcoming weekend. Hank submitted a written proposal for a locomotive in full service, restricted service and not in service schedule. The board approved this proposal. Hank also mentioned that he has received a catalog from the Railway Educational Bureau, of courses that they hold in various topics, e.g. air brake systems, track maintenance, etc. After some discussion, the Board asked Hank to further investigate the scope and cost of the courses and produce a Report at the next Board Meeting.

On the restoration report, Steve Habeck reported on the restoration of MRS-1 Northern Nevada #24, ex-FR & W #541. The Board discussed at this point the possibility of hiring Roger Knox, (the painter hired to paint #24), to assist Dave Dewey in painting our locomotives.

Regarding Pacific Limited, Steve Habeck reported that the new computer reservation system at Salt Lake City is working well. He also said that Pacific Ltd. will be having a computer link via satellite, between the trains and the office in SLC plus a cellular telephone, which will greatly improve communications in the future. Norm Holmes mentioned that he had recently attended a Pacific Limited meeting and it was revealed that the American Cancer Society Canyon trips may become an annual event.

Regarding correspondence, Norm Holmes read a letter to Union Pacific requesting purchase prices for an ex WP tank car, a 29' gondola, an ex Mo-Pac transfer caboose and a baggage car. Steve Habeck stated that he has sent a letter of thanks to Mr. Davidson for his visit to the museum.

On the Museum Executive Director's report, Norm Holmes stated that he was pleased with the donation of some wheels to the museum. Nevada State Railroad Museum has sent us a check to cover their share of the increased insurance costs due to the visit of their locomotive last summer.

Regarding computer acquisition, the board voted that Peter Langdon, with the assistance of Bob Shrock, should work out the specifications of a computer and software for a computer to be located at the museum, to be presented to the next Board Meeting.

Regarding door & equipment signs, Dave Anderson has found a person who will make up vinyl signs for fitting to our vehicles etc. displaying the FRRS logo. The board authorized the purchase of these.

Recabbling WPMW 37, Unloading S.N. 146, and Other Crane Stories

By Jim Ley, FRRS Crane Supervisor

When we first thought about acquiring the former SN 146, a 44-ton GE center cab locomotive, the method of transporting it was a consideration. The 146 had friction bearing axles which would preclude its movement on its own wheels; it would have to be loaded on a flat car. Since we have a 200 ton locomotive crane, we could lift the unit off the flat car once it got to Portola.

There was a small problem with using the WPMW 37 to unload anything. A while back, while inspecting WPMW 37, I discovered, to my great consternation, that the hoisting cable for the headline (the 60 ton capacity hook at the tip of the boom) was kinked in two places and had "whiskers" (broken cable strands) showing, rendering it unsafe and therefore unusable.

The hoisting cable for the 200 ton "Big Hook" was in much better condition, although the end at the block thimble was frayed, and would have to be cut off and reset. Well, one thing led to another, so the whole idea of replacing and repairing cables was put on hold as replacing 350 feet of 1-1/4 inch cable was going to cost well over \$2000.

It was decided to remove the cable from the auxiliary hoist, called the "head line." Hank Stiles, Brian Challenger and I removed the old cable so that we could verify its length (350') and a search was then made to find new cable at a reasonable price. Norm Holmes knew of a supplier in San Jose that could provide the right kind of cable for a very reasonable price. Norm drove our trusty Dodge pickup down there and acquired a reel of cable. While he was at it, Norm took some good pieces of the old cable with him and had this outfit make up two 18 foot long slings to match the two we had on hand. Now 350 feet of 1-1/4 inch cable weighs a little over half a ton, so it made the pickup truck ride real smooth on the way back.

The cable has a thimble on one end that is secured by pouring a hot lead compound into the thimble with the cable in place. There is a cable company in Oakland which does this kind of work and they did a very nice job on it. The thimble block on the other end, which secures the end of the cable to the hoisting drum, had to be leaded on after the cable was threaded onto the crane. As the leading process appeared to be a very tricky job, we considered hiring someone to do it for us, but were unable to find anyone interested in doing the job. Then I got lucky!

I stopped by Sacramento Wire and Cable in West Sacramento one day and talked to Joe, the head rigger, and told him about our problem. He explained exactly how to perform the leading operation, and gave me several ounces of Sal Ammoniac, which is used as a flux. He also told me that they considered the leading process to be obsolete. They now use an epoxy product, which is stronger than the metal which was used in the past.

After some discussion, I elected not to use the epoxy this time, since it requires 24 hours to set up, and the temperature must remain above 48 degrees in that time. Well, we didn't have 24 hours once this process started, and in the winter time in Portola, it never gets above 40 degrees, let alone staying above 48 degrees for 24 hours. I did, however, buy two epoxy kits for use in repairing the cable on the 200 ton hook later on. Since time was of the essence, using the metal was much more feasible, as all I had to do was melt the stuff, heat everything up, pour it in and wait until everything cooled off, which doesn't take long in the winter in Portola.

Then another problem arose. The leading process requires a melting pot, burner, and ladle to pour the molten metal. The metal is a zinc alloy known as socket metal. Well, Joe didn't have any more socket metal on hand, so I was stuck again. Enter Hap Manitt. When I mentioned my dilem-

ma to Hap, he said, "I'll be right back," and he re-appeared about a half-hour later with some ingots of socket metal, a melting pot, burner and ladle. Wow!

Once we had all the necessary tools, supplies and crew on hand, the first order of business was to unroll the cable from the shipping reel and lay it out on the shop floor, to avoid twisting and kinking it, then thread the cable through the sheaves at the boom tip, the lifting block and the rest of the boom, where it goes through various guides and rollers so that the end comes out near the draw works. Then, a steel block about four inches on a side, with a conical hole in it, has to be leaded onto the end of the cable. The little block fits in a slot in the lifting winch drum to secure the end of the cable to the drum. It is very important that this leading process be done in a proper manner. If it is not, the cable could slip off of the lifting winch under load, with very unfortunate results, such as dropping a locomotive on someone.

Finally everything came together. After the SN 146 on the flatcar, as well as the companion gondola with spare parts, arrived at Portola, the weather and various other factors delayed unloading the locomotive until the weekend of December 3-4, 1994. Upon Dave Anderson's and my arrival on the 3rd, I was pleased to note that Steve Habeck, Norm Holmes and Gordon Wollesen had switched the WPMW 37 onto shop track No. 2, over the pit. The HUGE size of it becomes very apparent when it is in the shop; it clears the shop door by about six inches.

Moving the crane into the shop turned out to be a very good idea, as it was snowing heavily from time to time. It was also very handy having lights to work under, since we

Continued on next page.



*Jim Ley is shown hard at work recabbling our "Big Hook."
Photo by Ed Warren.*

GE 44 ton diesels: the history

By Kent Stephens

Some of the newer railfans have been known to ask, "What is the reason for the GE 44-ton unit being 44 tons? Why not just make it 45 tons?" Some railfans have also confused GE 44-ton and 45-ton centercab units, not realizing that the two models represent a completely different engineering concept, and the GE 44-ton model is not another small industrial switcher that just happens to weigh 44 tons.

The origin of the GE 44-ton model was a compromise agreement between the carriers and the unions in 1937 that was known as the "90,000 pound rule." In the late 1930's, a number of railroads started experimenting with replacing steam switchers with diesel switchers, particularly in city terminals where there was concern about excessive smoke. The railroad companies attempted to save labor costs by insisting that a fireman wasn't necessary on a diesel, but the unions contended that firemen were necessary for safety reasons. A compromise agreement was reached that a fireman would not be needed on any diesel locomotive that weighed less than 90,000 pounds (45 tons) on a common carrier railroad, thus permitting the economy of one person operation. Industrial operations as well as the military, didn't have this union restriction, thus they had the option of one person operation of the 45, 50, 65, 80, and 95 ton centercab models.

General Electric, as well as other locomotive manufacturers, developed the 44-ton model for the railroad market and not the industrial market. The statistics tell the story -- Class I railroads rostered only 17 centercab GE's weighing 45, 50, 65, 80, or 95 tons in contrast to owning a total of 239 GE 44-ton units. The 44-ton models, from both GE and other manufacturers, became known as railroad switchers, the other centercab models designed for industrial service are known as industrial switchers. Our museum's two 80-tonners are industrial switchers, not railroad switchers.

The 44-ton railroad switcher was an entirely different engineering design concept from the 45 ton industrial switcher. The 44-tonner was designed for sustained hard pulling power over a railroad line; the industrial switchers weren't designed for sustained pulling power but for short distance switching moves within a plant. The 44-tonners have more horsepower, higher speed, and lower rpm engines, the 45-tonners have less horsepower, lower speed and higher rpm engines. The 44-tonners have four traction motors, one on each axle. The 45-tonners have two traction motors -- one of two axles on each truck has a traction motor -- with power transmitted to the other axle by means of a chain drive or side rod.

The majority of GE 44-tonners were built with two 190 hp Caterpillar Model D17000 V8 diesel engines for a total of 380 hp. The later models had a 200 hp rating.

Sacramento Northern's 44-tonners

With their light weight, the 44-tonners were ideal for the weight restrictions on electric interurban railroads and small short lines with light rail. It's no wonder that the 44-tonner became what one author called, "...the short line's best friend." GE 44-tonners were widely used on a number of Northern California electric interurban railroads and short lines including Almanor RR, Arcata & Mad River, Petaluma & Santa Rosa, San Francisco & Napa Valley, Sacramento Northern, Central California Traction, Tidewater Southern, Amador Central and Quincy Railroad.

SN had part ownership of three 44-tonners during the war years -- San Francisco & Napa Valley Nos. 30, 40, 50 that had been bought in 1942-43 by the SF&NV. They stayed on the SF&NV for the duration of the war. 44-tonner No. 40 was transferred to the Sacramento Northern in May 1946, becoming the No. 141 on the SN. SN had also placed an order with GE for five more 44-ton units. Sacramento

Continued on next page.

Continuation of Jim Ley's crane article.

worked on threading the cable through the lifting block and the boom until 8 o'clock Saturday night. Everything was ready to rethread the cable on the winch with the socket block set on the end of the cable.

First thing Sunday morning, Dave Anderson, Norm Holmes, Tom Graham and daughter Melissa and I unrolled the cable from the shipping reel, laid the cable out on the shop floor and wound it up on the lifting winch drum. It took all of us to pull, heave and haul on the cable, because we were pulling it up the end steps and through the little house on the boom car, then onto the tip of the boom. This was necessary, as there was not enough space to rotate the crane in the shop. Next the crane and boom car were moved outside alongside the flatcar with the 44 tonner. The outrigger blocks were set in place with the help of our front-end loader, which is a necessary auxiliary machine to operate the WPMW 37 as moving the outrigger beams in and out, as well as setting the blocks, would be very difficult, if not impossible without it, not to mention moving the snow out of the way. At this point, we ran out of daylight and suspended operations for the day. It gets dark too early in the winter! Incidentally, we all agreed that the crane looked great in the dark with all the lights on. Night shot, anyone?

Since we were paying demurrage on the flat car and we had a crew on hand, we agreed to stay over Monday to finish the unloading job. This involved Dave, Tom and I missing a day's work, as well as a day's pay, and Melissa missing a day's school. Monday turned out to be a beautiful, clear and cold day. We all turned to and finished blocking up the crane outriggers. When Norm picked up the new cable, he also bought four 35 ton shackles to be used to secure the cable to the locomotive. In Oklahoma, the crane company welded four one-half inch plates to the frame with a hole to be used for the cable tie downs. Norm, Dave, Tom and Skip Englert rigged the lifting slings centered over the engine cab. I took a slow lift on the engine, and it picked right up off of the car. As soon as the engine was clear of the flatcar, Skip pulled the car out from under the engine with engine 1857. The riggers had very cleverly arranged the rigging so that one end of the engine was slightly higher than the other, so that when it was lowered to the track, one wheelset at a time hit the rail. With some pulling and hauling on taglines, and judicious shoving and pulling with the front-end loader, skillfully being operated by Norm, the engine was on the rail and being pulled away in just over an hour. Melissa recorded the entire operation on videotape. Ken Roller added his talents and advice to the operation, as well. When the 146 was on the rails, we dismantled the blocking under the outrigger beams, shoved the beams back into place with the loader, secured the crane for movement and Norm took us all to lunch.

I want to thank Norm Holmes, Hap Manitt, Skip Englert, Tom Graham, Melissa McGrath, Dave Anderson, Steve Habbeck, Gordon Wollesen and Ken Roller for making this a safe and successful operation. Nothing got broken and no one was injured while working under somewhat hazardous conditions. There were eighteen inches of snow on the ground, it was very cold and everything was very slippery. Nice Job! I also want to thank Sharon McGarr for providing the nice warm house for Dave, Tom, Melissa and I to stay in over the weekend, as well as the Union Pacific Railroad for donating the WPMW 37 to the museum and Norm Holmes, for talking them into it.

Modelers' Note: Athearn has produced, in the past, an HO scale Industrial Brownhoist Big Hook which is very close to what the WPMW 37 looked like when it was steam powered. The conversion to the Diesel powered version shouldn't be too difficult. A few pictures in various stages are available, including some shots in the Western Pacific Video that is available in our gift shop. If anyone does a model of this thing, I'd like to see it.

Equipment Sales

Last year we purchased two Southern Pacific GP9E's, Nos. 3191 and 3413. These units were purchased for trade or sale, not to be part of our permanent collection. We had a pending deal with Nevada State Railroad Museum to trade one of the units for one of the steam locomotives they acquired from the collection at Heber City, Utah. We were particularly interested in Yosemite Lumber Co. No. 4, a three truck Shay. They wanted an operable diesel locomotive with dynamic brakes to operate on their recently acquired Union Pacific Boulder City, Nevada branch line. After the Heber City equipment was moved to Boulder City, the government agencies that paid the bill decided they wanted to keep all the purchased equipment instead of making any trades. We, therefore, had two locomotives to do something with.

A second trade was proposed to trade a GP9 for a former Union Pacific E9 located in Connecticut. We sent Brian Challenger to look at the E9 and it was determined the E9 was not equal in value for our GP9. It had no traction motors, some wheels were so thin that its movement on connecting railroads may not be acceptable, also the engines and electrical compartments were not complete. It did have a very good body with a lot of restoration work completed.

A representative from the Connecticut Central Railroad was interested in purchasing a good GP9 locomotive for their short line. We subsequently completed a deal selling them SP 3191. This former passenger geep had a steam generator that they did not want, so it was removed before we shipped the unit east.

We had an offer from two locomotive brokers to sell the 3413. We took the best offer and this unit is now located on the Arizona Central Railway.

We have, furthermore, decided to sell the two U. S. Navy Alco MRS-1 units. If this deal is completed, these units will operate on the Northern Nevada Railway. One of the units has been repaired and painted by the buyer and is awaiting completion of the contract. These units were purchased by Norman Holmes from government surplus and donated to FRRS. They do not necessarily fit into our diesel collection and we felt that the space occupied by them and money received for them could be put to better advantage. We still have a Baldwin S-12 and possibly one or both of the GE 80-ton center cab units that we may offer for sale.

Material Donations

Thanks go to Jerry Todd, who has a small sheet metal shop in Portola, for making exhaust stack caps for all our locomotives. He charged only for materials. George Trimble, a retired traveling auditor, donated a lantern, 5 brass wax sealers and 2 WP lighters. Scott Holyoake donated 20 paint brushes, 2 - 3 pc. sets of aviation snips, a set of wrenches, 6 plyers and 3 boxes of box-end wrenches, all new. Thanks. All will be useful to replace "lost" tools. We somehow have a problem keeping tools. If everyone would return them to the tool room when finished using them we would not lose them or have to take time to find them.

Continuation of Kent Stephens 44-ton history Northern's mini fleet of five GE 44-tonners was delivered in November 1946 as Nos. 142-146. One more 44-tonner came during the late 1950's when former SF&NV #30 was purchased by SN in 1958 and became SN 147. Tidewater Southern, WP's other California short line subsidiary, bought one 44-tonner from GE. TS No. 135 arrived in 1946 at the same time as SN's order.

The 44-tonners worked most of the SN lines except for the steel train opera-

tion to Pittsburg. They were the usual power for nearly a quarter of a century on the Chico local. They could pull about 800 tons on level track.

Retirement of the 44-tonners

In 1970, SN started retiring the 44-tonners, by then more than two decades old and becoming too light for SN service because newer freight cars were larger and heavier.

The last three SN 44-ton units left the roster on July 14, 1971 when they were sold to Chrome Crankshaft. No.

Sierra Timberfest I 1994

By Peter Langdon

Once again, our train was one of the biggest exhibits at the Sierra Timberfest which was held in Loyalton on October 8 & 9, 1994. As a result of last year's successful participation by the FRRS, the Committee of Sierra Timberfest invited us to bring a train over to Loyalton for the 1994 celebrations. The biggest difference this year was, that instead of log cars, we used two Center Beam cars loaded with cut lumber. The reason for this was, the only suitable log cars owned by the FRRS are the two Pacific Lumber Co. cars which, owing to their wood construction and archbar trucks cannot be moved over the U.P. Last year we trucked these two cars to Loyalton, but we decided against repeating this method because the risk of damage outweighs any advantages of having them at Loyalton.

Also because of restrictions applied by the U.P. over free moves of equipment, we did not send O&NW #4 and the O&NW 300 caboose again. This year's choice of engine and caboose was UP 849 and WP 484 respectively. Even though the equipment was more modern than we had on display last year, the train was a big hit with the visitors to Timberfest, particularly on the Saturday, when with Steve Habeck at the throttle, we made a short move with the train during the Timberfest parade. I received many complimentary remarks afterwards from people living in Loyalton, on how great 849's five-chime horns sounded. During the rest of the weekend, the train was on static display with both the locomotive and caboose open for public inspection. Also at the same time we sold items from the Museum Gift Shop inside the caboose.

I want to extend thanks to the following members of the FRRS without whose help, we could not have taken part in Timberfest 1994. Steve Habeck, Hank Stiles, Ken Roller, Gordon Wollesen, Mardi Langdon, Errol Spangler, Bob Lindley, Bob York, Al Estabrook, Dave Anderson and Janis Peterson. Their help in preparing the train, staffing the sales table and operating the train was greatly appreciated. If I have forgotten anyone who helped, please accept my apologies.

Finally we extend a big thank you to Union Pacific for taking 849 and 484 to Loyalton and to Sierra Pacific Industries (Loyalton Division) who loaned us the loaded cars.

The Timberfest Committee has decided to change the dates of next year's event from Columbus Day weekend to an earlier date, probably Labor Day weekend. The actual date will be published in the Train Sheet, so if you want to visit a small Sierra logging town, to see logging displays, to tour a sawmill and woodburning co-generation plant as well as many other attractions, and to see museum equipment in a totally different setting, then keep the dates in mind. We look forward to seeing you. We will be having a train at next year's Timberfest, (hopefully a logging train similar to 1993), but because the date is so close to Railfan Day, we have not decided what to use yet. We do not want to send a prime locomotive to Loyalton e.g. 2001, and run the risk of not having it back in time for Railfan Day.

146 was the first to be sold in 1973, going to the NOKL, as their No. 1.

Sources of information: WP DIESEL YEARS, by Joe Strapac; SACRAMENTO NORTHERN (Interurbans Spl. No. 26); "The Sacramento Northern" by Harre W. Demoro, in L&RP, Issue No. 17, Nov.-Dec. 1988; "GE 44-Tonner Study" by Don Dover in EXTRA 2200 SOUTH, Issue No. 51, March-April 1975; "GE 44-Tonners (model roster), by Allen Cope-land and Don Dover, part 1, also in Issue No. 51 of EXTRA 2200 SOUTH.)

Northwestern Oklahoma 44 Tonner #1: The Acquisition

By Kent Stephens

The Northwestern Oklahoma Railroad (NOKL), a short-line at Woodward in the northwestern corner of Oklahoma near the panhandle, came into existence in February 1973 after abandonment by MKT of their branch from Altus to Keyes. The Katy and Santa Fe had an interchange at Woodward -- NOKL took over approximately 3 miles of Katy track at Woodward plus sidings and spurs. NOKL interchange is with Santa Fe.

NOKL bought two Sacramento Northern 44-ton units from Chrome Crankshaft, Nos. 145 and 146, numbering them in inverse order #1 and #2. This numbering sequence resulted from buying #146 first during 1973, then 145 about a year later.

In 1990, the author of this article started to check on the status of SN's seven 44-ton mini fleet for what was intended to be a historical article for the FRRS. I contacted NOKL to check on #1 and #2. Mark Clemence, NOKL's general manager, and I had a pleasant conversation in which he advised me on the status of both locomotives. #2 had been sold to Westmac, Inc., a grain elevator at Newago, Michigan, and was still painted and lettered for NOKL. Mr. Clemence said that #1 was very dependable and worked several hours a day, five days a week, on the railroad. He didn't have a spare unit, but said that he was looking for a second 44-ton unit.

I told him that the FRRS might be interested in acquiring #1 if NOKL ever wanted to dispose of it; I followed this up with a letter. I then stayed in contact with him on a yearly basis. By late 1993, one of the two Caterpillar D17000 engines on #1 had failed and could not be repaired. They hadn't found another 44-ton unit, but had found another Cat D17000 engine. They hired a contract mechanic to combine the parts of the failed engine, the new engine, and one partial engine they had on hand, into one usable engine, thus repairing #1.

During this period, Vic Neves visited Woodward, and was alarmed to find one end of #1 missing down to the enginebed of the frame. He was afraid that NOKL was scrapping the unit, and there was no one around there for him to ask. I assured him later that all was well with #1; because the hood, etc. had come off with the bad prime mover.

In the spring of 1994, Mr. Clemence told me that he was looking into the possibility of purchasing two GE 65-ton units from Tulsa Port Authority. NOKL's advantage in acquiring 65-tonners was that most parts are readily available for GE 65 tonners. Parts for GE 44-tonners are a real problem. NOKL had struggled with this parts shortage for years and

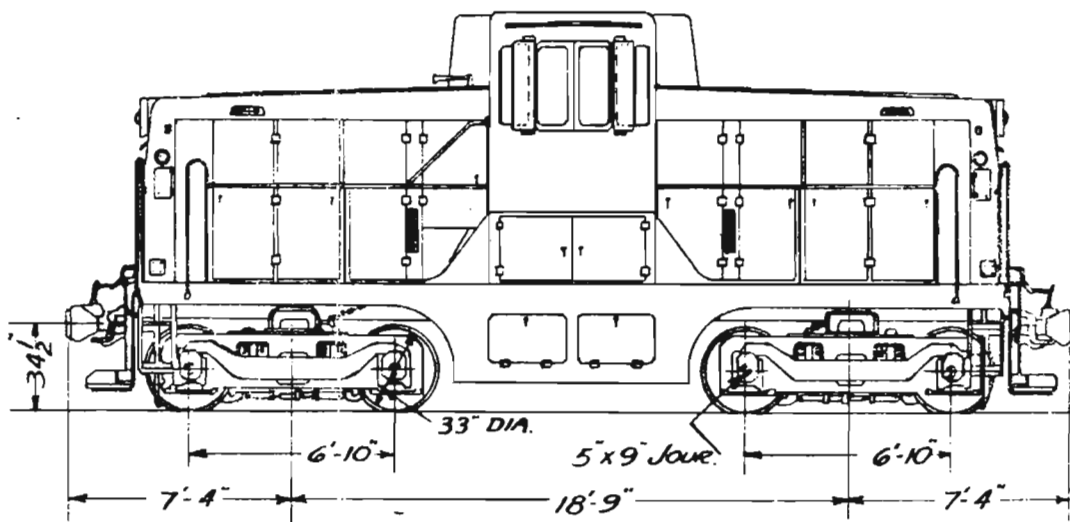
had built up a respectable parts supply for #1. Mr. Clemence decided that he had to keep the contract mechanic working on the 44 tonner's Cat D17000 engine while he waited for the final decision from Tulsa as to whether the 65 tonners would be available. About a month later, he had the affirmative decision, and the NOKL was the successful bidder.

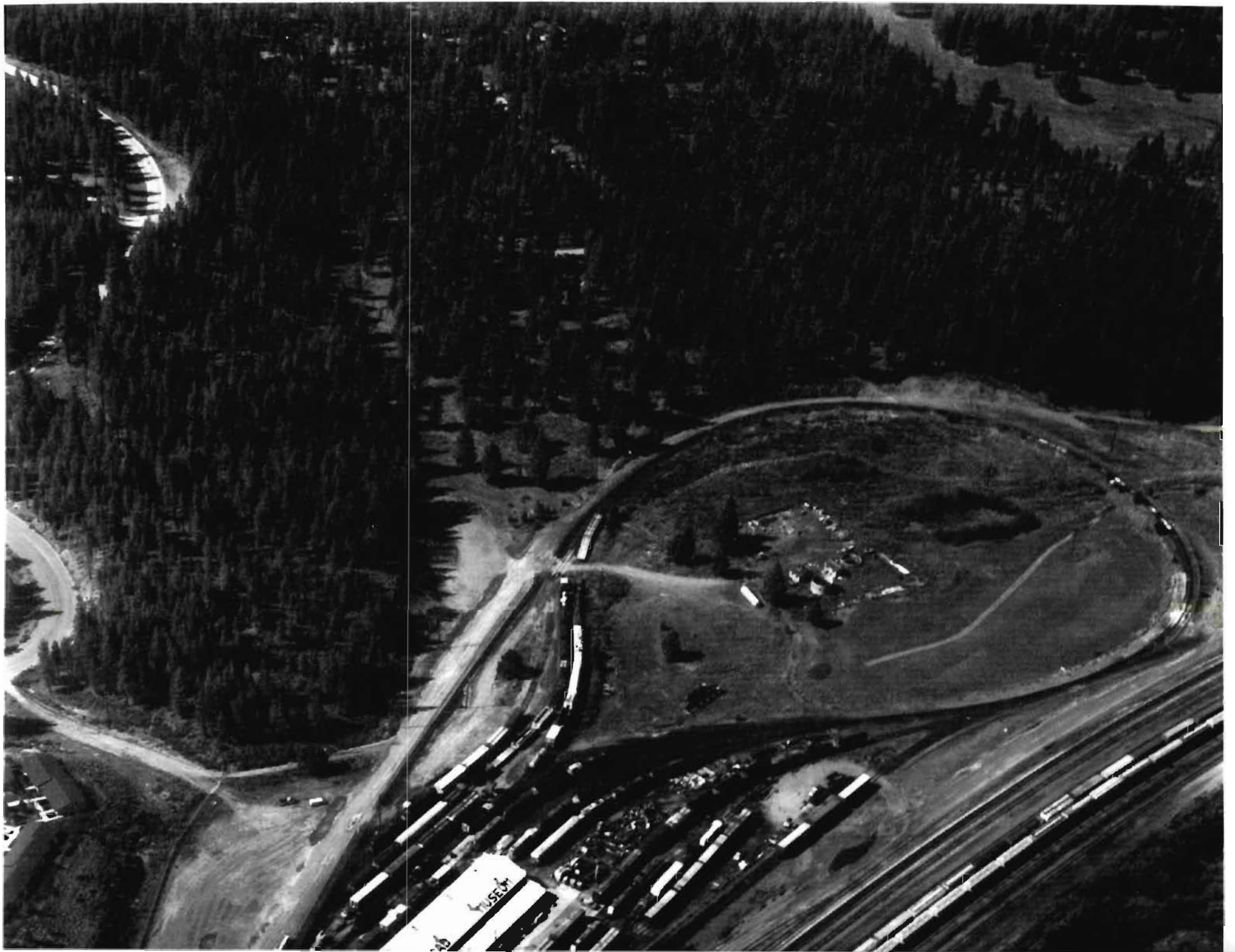
In early May, I received a letter from him offering the sale of #1 to the FRRS plus NOKL's entire parts supply for an additional price. The board, after much pro and con discussion, authorized buying the unit, but at a lower price than NOKL was offering. NOKL refused our lower offer, then they attempted to sell the unit on the open market. Two of the offers they received wanted to strip it for parts. By this time another FRRS board meeting rolled around at which I participated in the discussion of the acquisition of #1. The board agreed to meet NOKL's price IF it included the parts supply. Mr. Clemence then agreed to include the parts in the price, and we had a deal.

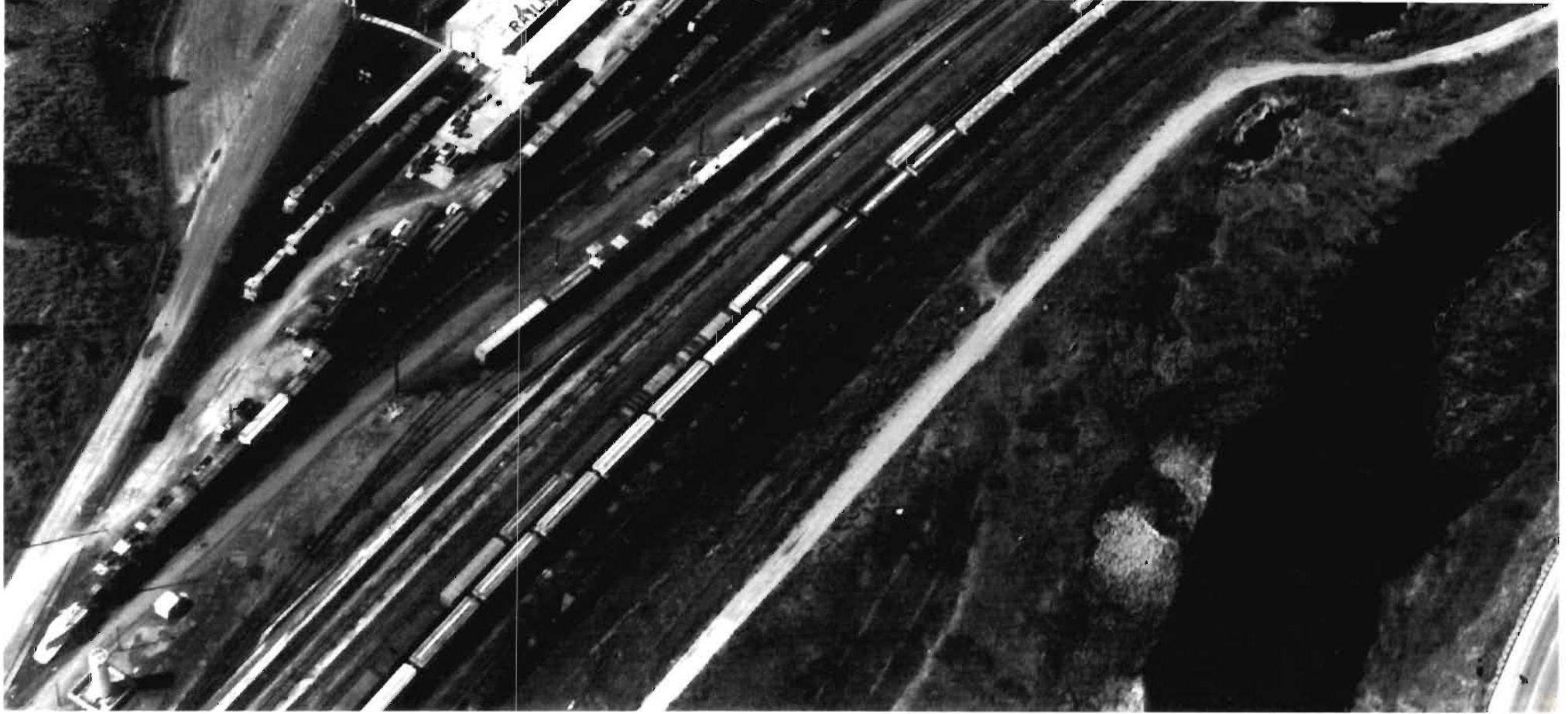
Norm Holmes worked out the transportation details and got a routing via the Santa Fe from Oklahoma to Denver, then the Union Pacific to Portola. #1 was loaded on a flat car at Woodward, with the large parts going in a gondola. Arrival in Portola was late October -- the car sat in the Portola yard for some time before being moved into the museum. #1 was unloaded on December 5, 1994

Sacramento Northern 146 (NOKL 1) Specifications:

Builder: General Electric	Fuel: diesel oil 250 gallons.
Power Plants: 2 - 190 hp	Engine lube oil: 100 gallons.
Caterpillar Diesel Engines	Engine cooling water: 80 gallons.
Type D-17000 8 - 5 3/4" x 8" cylinders, "V" type, 4 cycle.	Sand: 800 lbs.
Generators: 2 - GE Direct current type GT-555.	Tractive power: 26,400 lbs.
2 - GE exciter type G.M.G.-140.	Maximum permissible speed: 35 mph.
Traction motors: 4 - GE direct current type GE-733, gear ratio 11.25 to 1.	Maximum track curve: 50 ft. radius.
Air compressor: 2 Gardner-Denver type ADS.	Height: 13' 2 1/8" above the rail.
Brake equipment: WABCO straight and automatic, schedule 14-EL.	Width: 10' 1"
	Length: 33' 5"
	Weights in working order:
	Total on drivers: 88,000 lbs.
	Total dry weight: 84,900 lbs.
	Axle load: 22,000 lbs.
	Built: November 1946.







Portola Railroad Museum 1994

This beautiful, high quality, aerial photo of our museum was taken by Hal Wright, the editor of The Sierra Booster newspaper. He is 91 years young, an excellent photographer, and he flies his own plane.

We were so impressed with this photo in his newspaper, that we asked about using it here. He graciously hand delivered the negative personally to Norm Holmes so that we could use it.

The angle is looking roughly southwest, with the City of Portola being off to the lower left of the picture, and the Feather River Canyon being off to the upper right.

In the extreme lower left of the photo can be seen our large snow plow which was spotted to greet visitors head-on as they entered the museum grounds. The fact that it was spotted here and not "first out" indicates that the photo was taken in the summertime. In the center right of the photo, at the edge of the balloon track, the area around "Malfunction Junction" with its access to the Union Pacific can be seen.

Drawing an imaginary line between the snow plow and Malfunction Junction, you can see the actual boundary (and in places, the fence) between the FRRS and the Union Pacific. The museum property is on the above left of this line and the Union Pacific is on the lower right. California Route 70 is visible on the extreme lower right of the photo.

The detail of the museum is shown very clearly in this superb photo.

Mr. Wright has also taken a photo of a train on Williams Loop in the Feather River Canyon which is on display in our gift shop.

For information about copies of both photos, contact The Sierra Booster newspaper at P. O. Box 8, Loyalton, CA 96118.

And again, thank you Mr. Wright!