



Ingersoll-Rand Unit Arrives

Our 1929 Ingersoll-Rand box cab locomotive arrived in Portola on November 12, 1993. It left November 12, 1993 for a round trip to Stockton arriving back in Portola on November 19, 1993. We can only guess that the UP wanted to show it off... It arrived intact with NO damage or pilferage. It was brought into the museum November 24, 1993 and will be unloaded off the flat car as soon as time and weather permit. All transportation was provided free by Montana Rail Link, Montana Western, and Union Pacific. A nice write-up on this acquisition appears in the February 1993 Railfan and Railroad Magazine.

Cherry Picker

We have purchased another piece of site-maintenance equipment: a 1972 International boom truck, also known as a cherry-picker truck. This was bought new by Caltrans and later sold to Bel Air Markets in Sacramento. Brian Challender found it for sale and negotiated a fair price, did some minor repairs and brought it to Portola. After its arrival, Brian removed the fuel tanks, which were boiled out in Reno, replaced a fuel level sending unit, painted and replaced the tanks. The engine was tuned and he checked all hydraulic and electrical systems. Brian's friend, Sharon McGarr donated most of the repair costs, thanks.

The truck will be very useful in working on electric poles, roof repair, window replacement and possibly in painting the sides of cars and locomotives. The boom has a maximum height of 41 feet and has had all the hydraulics recently overhauled.

Rebuild It

Clyde Lippincott has taken on the project of rebuilding the interior of the Silver Shower bunk car. It will have a lowered ceiling and insulated walls, a new stall shower, water heater, etc. Since the car has a wood stove, work can be done during the winter. When the project is completed it will be much more comfortable for overnight occupancy.

Fuel Purchased

Because of our very successful Rent-A-Locomotive program, our diesel locomotives use a lot of fuel. Last spring we bought a truck and trailer load of diesel fuel which we stored in our 10,000 gal. tank car. The supply was getting low, but we had enough to last through the winter. Our supplier called and said he could get diesel fuel for 55 cents a gallon, the lowest in years. We decided now was the best time to buy since there would also be a tax increase January 1. On Dec. 28, 1993, a truck delivered 7,500 gallons, so now we have plenty of fuel.

Equipment Donations

Chatham Publishing Co., a long time publisher of SP Annuals, railroad books, post cards and the western railroad news magazine, Pacific News, has closed its business in Burlingame, CA. They discounted all remaining books and post cards so we bought a good stock for the gift shop. All remaining copies of Pacific News were going to be thrown away. We contacted Harold Koenig, owner, and were able to save most of the remaining stock, including several complete sets. They will be put into our storage refrigerator car until such time that we can have a surplus auction sale.

Les Wilmunder donated a very old drill press, one used in the WP's Jeffrey (Sacramento) shops. Hank Stiles picked it up and transported it to Portola.

Three sugar beet cars (USGX 60, 149 and 322) were donated to the FRRS by Imperial Sugar Corp. These are former SP composite gondola cars with high sides. The cars are making their way to Portola now. Vic Neves promises us that he will have a complete history of these cars for the next Train Sheet. Does anyone know the original numbers or more information? They were last used in sugar beet service to Hamilton, CA, November 22, 1993.

Three VIA passenger cars, two coaches and a sleeper, were donated by Jack Hathaway. The cars are located at Montreal, Canada and will be moved to Portola as soon as transportation arrangements can be completed.

Volunteer Hours

It is important that we keep an account of the number of hours our members volunteer on behalf of the museum. The time spent driving to and from Portola counts as well as the time working at the museum. This is important for our records and will count toward matching funds we may be able to obtain in the future. Operating crew members should keep records for themselves as well as making time sheets to be left in the operations room as before. Please send your hours to the FRRS office at the end of the year.

Track Material

Member Dan Pagel informed us of some rail and switch parts that were available from a lumber mill being dismantled in Red Bluff. Norm Holmes drove to Red Bluff and made arrangements to purchase 22 tons of 90 pound rail and some switch ties. They were delivered to Portola and will be used for future track expansion. Hank Stiles and Norm unloaded the truck load of rail, Gordon Wollesen and Norm unloaded the ties.

WP LIVES!

