

### Fund Raising contd....

summer! There will be a sign on the side of the car, as well as a set of stairs on the parking-lot side of the track so that both visitors and members can contribute cans to the depot/visitor center fund drive. Thanks for your support of YOUR museum!

### Santa Train contd....

provided transportation. Dean Hill, Norm Holmes, Steve Jackson, Hap Manitt, Mat Parker, Hank Stiles and Gene Vicknair were on hand to assist.

### T & SWEAT SHIRT SALES

I would like to thank everyone that has ordered shirts your support has put \$380. in the account and all in stock shirts are paid for.... This money will be used to buy painting equipment and paint for the 2001 and 805-A..... Thanks again I need more orders.....

### MOUNTAIN DIESEL...

Mountain Diesel Transportation, owner of the six Alaska F7 units at our museum, has leased units 1510, 1512 and 1517 to Western Railroad Builders for service on a former Union Pacific branch in Wyoming. The 108 mile Coalmont branch extends south from Laramie to Walden, Colorado and has 2% grades for a portion of the line. Mark Hemphill, Dale Sanders, and Tom Carver (MDT's owners) constructed a wood frame, plastic covered "hot house" inside the diesel house where the units were painted in MDT's deep orange and black color scheme. A heating system was engineered to overcome our cold fall temperatures. A great deal of preparation work, steam cleaning, sanding, panel replacement, oil and filter changes and other miscellaneous work, was done prior to the final painting and departure. Doug Jensen, Dave McClain and others were employed by MDT to get the units ready. A number of FRRS members also helped, just because they wanted to. Hap Manitt particularly put a lot of effort into going for supplies, etc.

Although the extensive, hurry up job of getting three units ready in a little over 30 days sort of took over our facility, it should be noted that it did not interfere with normal museum activities during this period. A lot was learned from the preparation activity and the paint booth, a \$1,200 value, is ours to use when we paint our units. The OANP picked up the units on December 10 and arrived in Wyoming two days later. When the three year lease expires, the units will return to Portola.

### Special Rates for FRRS Members

Member Grant Kern is the manager of the Sandman Motel at 3421 Cleveland Ave in Santa Rose, Calif. He will give special rates to any member.

## Retired Engineer Pens Ode to Railroad

Retired Engineer John Peterson, Sr., who recently ended 44 years of service to the railroad without a lost-time injury, wrote a poem to his friends called "Tied Up." Arkansas Division Superintendent R.G. Lang submitted it for publication:

*No more will I pull the throttle,  
No more will I set the air  
No more will I pull the whistle cord  
And listen to the blare.*

*Never again will I brace myself  
As I feel the engine swerve;  
Never again will I hold her up  
As she rocks around a curve.*

*The little kids who waved at me  
And the towns that thundered past  
Are lost to me, for father time  
Has taken his toll at last.*

*Those long, dark nights, those eerie dawns,  
The smokestack's roaring blast,  
Those peaceful farms that drifted by  
Are a part of my life that's past.*

*When looking back in retrospect,  
There'll come to me the thrills  
That I felt when she thundered through  
some sag  
Or labored up the hills.*

*I have lived my life; there are no regrets;  
I have no cause to grieve  
But the fellowship of all my friends  
Is the thing that's hard to leave.*

*I leave them now with kindly thoughts  
As I finish this last run  
But with all the grief and hardships,  
It's been a lot of fun.*

-John Peterson, Sr.

From UP's "INFO" Magazine

### TIDEWATER SOUTHERN'S...

Western Pacific subsidiary Tidewater Southern purchased its first diesel locomotive in November 1946 at a cost of \$47,761. This locomotive was a General Electric 44-ton unit, a sister to the five similar "mice" purchased by the Sacramento Northern at the same time. Initially numbered TS 135, it was painted into the standard WP orange and silver and renumbered TS 735 in 1952. In 1967, this locomotive was sold to Pickering Lumber, and was moved to the millsite at Standard, California along the Sierra Railroad. After being used as the mill switcher at Standard for 10 years, the 735 (still in WP orange and silver) was sold to Chrome Crankshaft, who then resold it to Pacific Railroad Contractors. Still in orange and silver and lettered Tidewater Southern, this "mouse" was used in the late 1970s on railroad construction projects in Southern California. Until now it had disappeared from sight with no final disposition known. Thanks to George Cockle and friends in the Omaha area, this locomotive has been "found" once again. It is located in a

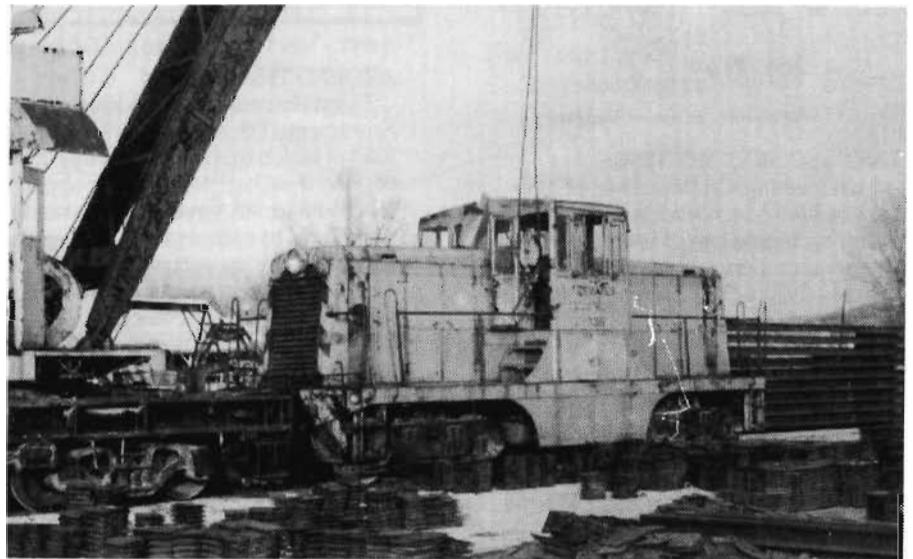


Photo by George Cockle

### CALIFORNIA

Richmond: Southern Pacific Historical and Technical Society North California Spring Meet - April 23, 1988, Noon to 10PM (or later). Slide shows and movies hourly. Model display. Swap tables. Food available. At Golden State Model Railroad Museum/East Bay Model Engineers Society, 900 Dornan Drive, Point Richmond. Information w/SASE from Ken Harrison, 1809 San Antonio Ave., Alameda, CA 94501. Phone messages at (415) 574-6282. Calls returned collect.