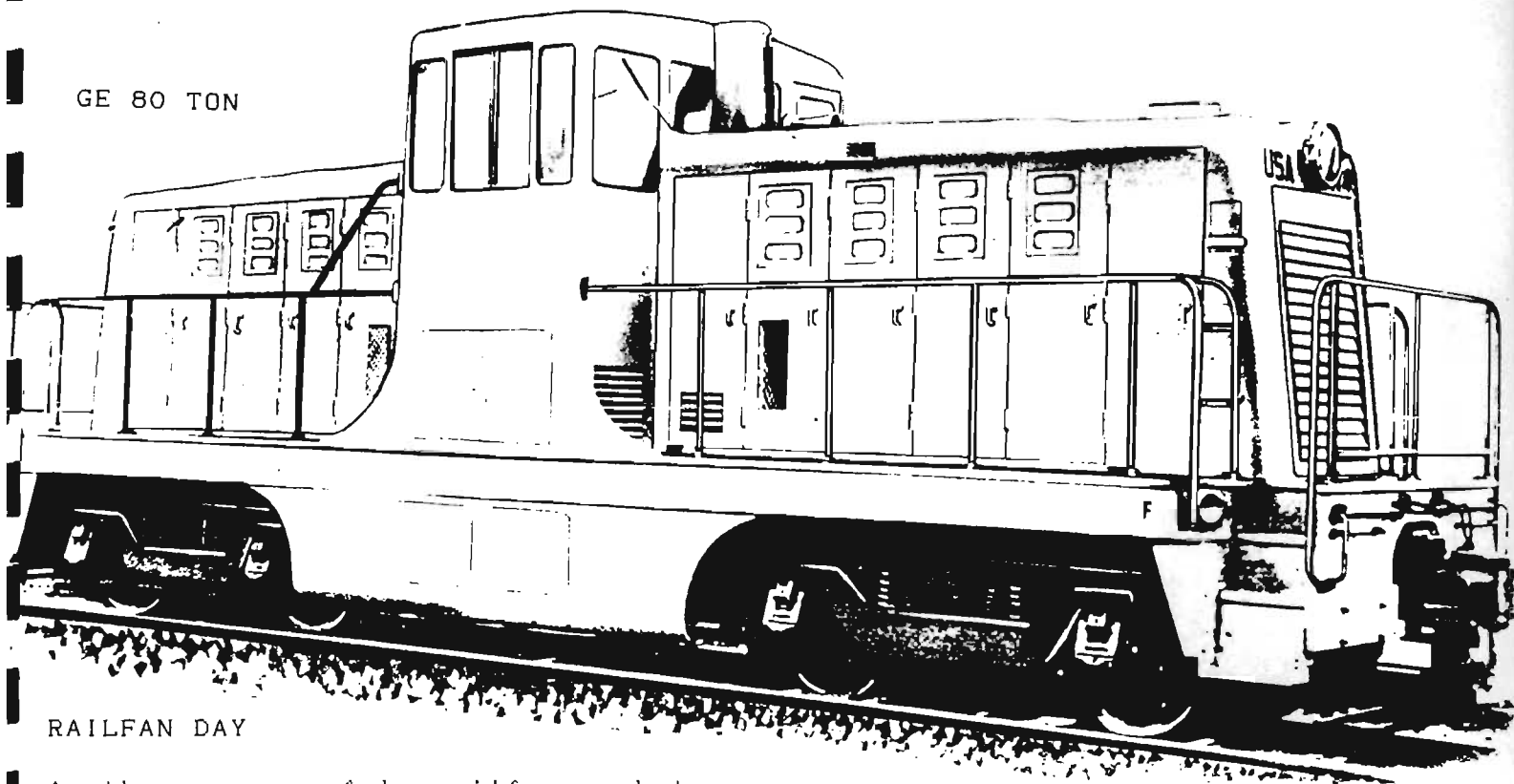


GE 80 TON



RAILFAN DAY

Another successful railfan photo day is history. John Walker almost single handedly printed and mailed brochures, tickets and general information to hundreds of prospective participants with the results that 200 attended this third annual event. Various freight trains were operated with different locomotive lash-ups; with special photo stops and run-bys. A passenger train with WP 921D and ARR 1506 was operated later in the day and set up after dark for a "meet" using UP Business Car 105 and UP GP30 849. Vic Neves coordinated this event. Vic also put on a slide show with his twin projector with the slides being furnished from John Walker's collection. A swap meet has held in the diesel shop area. It took a lot of preparation work to get the trains set up in advance and Steve Habeck deserves a "pat on the back" for putting in a lot of hours planning and switching equipment. It was a very enjoyable day. Other crew members were Rod McClure, Dave McClain, Steve Milward, Jim Ley, Bruce Cooper, Vickie Krois, Mark French, Mike Brill, Matt Parker and Frank James. Jim Ley was the dispatcher using the new command headquarters in the operations room.

EQUIPMENT ARRIVALS

During a visit to Hill AFB last October, Barbara and Norman Holmes "found" a large number of government locomotives in storage. Six manufacturers were represented: Alco (S-1 & MRS-1), BLH (RS4TC), Davenport (44T & 80T), EMD (SW-8), F-M (H12-44) and GE (44T & 80T). Most of the 60 or so locomotives were stored awaiting rebuilding and/or reassignment. A number were however, surplus to the government's needs and were awaiting disposal.

Since our organization is eligible for surplus property through the reutilization program, we applied for several of the surplus locomotives. (The State of California, Department of General Services, administers the reutilization program and levies a handling fee on the recipient to cover their overhead costs. The cost varies according to the value of the item.) In January we were awarded two GE 80 ton center cab locomotives, one built in 1942 and the other in 1953. They are the long hood style and appear to be in good condition although one will need some engine repair.

EQUIPMENT ARRIVALS CONTINUED

After the award, Union Pacific's Salt Lake City Superintendent of Transportation Services was contacted to obtain transportation to Portola. In February Jim Ley and Norm Holmes drove to Utah to prepare the locomotives for movement. Union Pacific agreed to move the locomotives without charge, however, not on their own wheels. An order was placed for two cars capable of moving an 80 ton load and they must have a low deck so that there would be no height problems enroute.

Finally in June a special locomotive-hauling flat car was located and shipped to Hill Field. Dean Hill and Norm Holmes drove to Utah with cables and equipment to secure a locomotive to the car. Prior arrangements were made with Toole Army Depot and the locomotive shop at Hill, to shove the locomotive up their ramp and onto the flat car. However, when we saw the flat car we realized it would not be suitable for this use. The car was a special design car made to haul a locomotive off its trucks. A 1200 mile trip for nothing. Well, not quite nothing, a visit to a local scrap yard netted three glass locomotive headlight reflectors and a headlight case probably off former Kennecott electric locomotives.

Back in Portola, our friendly UP Trainmaster, Joe Bearden, hearing of our plight, arranged for us to use two MP flats assigned to MK Corp., who is enlarging tunnels in the Feather River Canyon. One flat had rails and the other we had to lay rails on. The cars were spotted at Hill Field on June 22nd. Dean and Norman again drove to Utah with the needed equipment and on June 23rd loaded and secured to two locomotives to the cars. The job was completed in 12 hours working in up to 100 degree heat. The flats arrived in Portola July 2nd and

EQUIPMENT ARRIVALS

were unloaded July 7th. The unloading was accomplished by constructing a track on our former piggy back unloading ramp and temporarily hooking this track onto the rip lead. Helping with the unloading process were Norm Holmes Bob Lindley, Ken Roller, Hal Shields, Hank Stiles, Errol Spangler and Gordon Wolleson. We plan to place one in operation ASAP to assist on operating days.

We wish to thank Mike Connolly and Mike Brennan, UP SLC, Joe Bearden, UP Portola and Archie Toole and his crew at Tooele for their assistance in helping us to obtain the locomotives for our collection.

Specs: USA 1694, GE #31853, 1953
USA 7376, GE #15671, 1942
Both have Cummins model L engines.

GIFT SHOP NEWS

by Robin Smith

We have some new items in the Gift Shop now. We have a navy blue T-shirt with our logo in silver. The price is \$7.98 for Small through X-Large and \$8.98 for XX-Large. The navy shirts look great with our new BRIGHT orange WP suspenders. The suspenders are \$8.95. We also have new hats which are orange and white with our logo and PORTOLA RAILROAD MUSEUM stenciled on it. For the ladies we now carry RR logo pierced earrings in WP,UP,SP,ATSF and Rio Grande.

The earrings run \$3.50. I am always looking for new items for the shop and when I find them I will let you know about them via THE TRAIN SHEET. If you are interested in any of the new items please come down to see us or if you live far away please send me a mail order.

Thank you for your support.

WE MAKE MISTAKES IN THE TRAIN SHEET
TO KEEP YOU ON YOUR TOES.