



. . . The Case of the Four Missing Sacramento Northern GE 44-ton Diesels

by Kent Stephens

Condensed from an article in "The Headlight."

In 1990, nearly two decades after the last General Electric 44-ton diesel worked on the Sacramento Northern, the location - and possibly the existence - of four out of seven 44-tonners once owned by SN are a mystery. They have disappeared!

If any reader can confirm the existence and location of the mystery four, the author would appreciate hearing from them, c/o the Museum. Our missing units are Nos. 142, 144-145 and 147. In case there is a builder's plate, here are the c/n's for the missing foursome:

No. 142 (c/n 28331)

No. 144 (c/n 28334)

No. 145 (c/n 28335)

No. 147 (c/n 15120)

All were built in November 1946 except No. 147, which dates back to April 1942.



7th Annual NTMC 8/4/90. Tom Moungovan with his M-19-AA departs the start line.

photo by Wayne Monger

Feather River Shortline Update

by Betty Boynton

It has been a long, hot summer here in Plumas County, climaxed by the main event of the year...Feather River Railroad Days. It is always fun meeting the excited visitors, talking "the good old railroad days" with the veteran railfans and to see #8 in action. She will be right in the thick of things doing what she does best, delighting the crowd. Thanks to my bag of old towels and bottle of Dawn detergent, #8 will be "shampooed" and shined and ready to go on the last official scheduled run of the 1990 season. This gives us an opportunity to show #8's friends who do not travel up this way often, what we have accomplished on the equipment during the past year.

During our work days, Jim has spent much time wire brushing the main rods, side rods and other valve gear parts. He has been working on the safety valve, including replacement of parts and hand lapping. Work has also been done by Jim on the rail sanding equipment.

Hopefully, the long awaited installation of the window on the fireman's side of the cab will take place! John Marvin reports many irritating problems have come up, but he hopes to have them solved by Railroad Days.

Short Line's U.P. caboose 463's interior has been cleaned and prepped for painting by Betty and Jim Boynton, John Marvin and Linda Brennan. The wheels and truck frame were given a coat of silver aluminum paint and we have removed and stored the seats for future reupholstering.

The Short Line has been the subject of several outstanding articles that were published nationwide in the past few months. One publication featured activities in the U.S. in the recreation field and was widely distributed. Seems like everyone loves a steam engine!

Soon #8 will be drained and settled for the coming winter. But work will continue until the snow flies for there is always a project to tackle. Then, too, #8 loves all the attention. Remember...STEAM FOREVER!