



During the past two months no less than 10 new pieces of equipment arrived at our museum and two cars are on temporary storage here. Four more items are outside the fence awaiting formal donation and three locomotives are awaiting shipping. Whew! This unprecedented increase in our historical collection is due to a number of items becoming available all at one time.

Our first Baldwin diesel locomotive arrived in Portola October 23rd in a train from Oroville. The Baldwin DS4-4-660 was donated through the efforts of Doug Morgan from Rail Car West. This 1946 locomotive was built for Morrissey, Fernie & Michel Ry., No. 1, working for the Crows Nest Pass Coal Co. in Canada. It then became a boomer spending some time at the Delta Alaska Terminal in Vancouver, B. C., crossing the border it became Seattle & North Coast No. 51. Following the closure of this line the unit was leased to Publishers Paper Co. (Newport, OR), spent some time on the Chelatchie Prairie (Battleground, WA) and was moved to Sacramento for storage at the CSRM. It was then run under its own power to Napa for use on the Napa Valley Wine train trackage rebuilding their line. It was here that one traction motor was damaged while on a ballast train. No. 51 was then moved to Oroville and finally to its new home at Portola.

Included in the same train as our Baldwin was Union Pacific tender snow plow No. 900002. The plow was brought to Oroville for Canyon and High Line snow removal, but was never used. Union Pacific declared the plow surplus and donated this historic item to our museum. Now for that big snow so we can try it out!

Government surplus provided us with a 1923 40-foot flat car and a 1952 10,000 gal. tank car. The cars were located at Sierra Ordinance Depot at Her-

long, some 60 miles east of Portola. We had to pay the state surplus office a handling fee and pay Union Pacific for transportation. The tank car will be converted into a fire control car with a pump and hose. We hope it will never have to be used.

Two new cabooses arrived in November, both SP bay window models. SP 4107 is owned by Vic Neves (The Lark) and is on permanent loan. The other one, SP 1337, is a gift from John Ford. John was unable to keep the caboose where he had planned and decided to give it to our museum. He also paid for the transportation costs to get it here plus a \$100 donation. It is the same class as our SP 1345 which will now be sold. The 1345 was deliberately set on fire enroute to Portola years ago and we never seemed to have anyone interested in repairing it. Both John and Vic promise to clean up and repaint their cabooses next summer.

Rubber tired equipment also arrived recently. On November 5, from Government surplus at Herlong we received a 1977 Dodge 3/4 ton 4x4 pickup. It will be used around the museum. On November 6th again from Government surplus we received a 1960 4x4 payload loader from Rough and Ready Island base in Stockton. We contracted with a trucker to haul the loader to Portola. This machine has a cab (with heater), 3/4 yard bucket, and good tires. It runs well, although an engine overhaul may be done next summer. Bruce Cooper has worked on both the payload loader and Dodge pickup to make them serviceable. The Hough loader that we were using on a time share basis for the past several years had seen better years and its lack of a cab made snow removal difficult at best.

Then on November 7th, we received a 1985 Ford 1/2 ton 4x4 pickup donated by Sierra Pacific Power Company. This vehicle will be assigned to the use of the museum Manager. Lastly, on December 4th, we received a track tamper. The tamper was part of the deal we made when we purchased the two Baldwins from Oregon & Northwestern (story elsewhere). We had to pay transportation costs, but the unit has a value of about \$3,500. It needs some minor repair which will be completed as soon as weather permits.

Along in the same train as the Baldwin No. 51 and snow plow, was former SP business car 106, now named Pioneer and a Santa Fe refer. The Pioneer is owned by Doug Morgan and Sam Girdler and is here on a temporary loan. The refer is a tool room to be used by Rail Car West for a passenger car repair job to be done in our shop building this winter.

The opportunity to acquire two rare Baldwin AS 616's from Oregon & Northwestern Railroad in Burns, Ore-

gon presented itself earlier this year. The railroad has been out of service and trackage removed six years ago. Their four AS 616's were stored inside a lumber warehouse owned by Snow Mountain Pine. Snow Mountain was anxious to have the locomotives removed from their property. Tectron Laminates, owner of what was left of the ONW had to dispose of the locomotives and other equipment and parts. Wayne Monger and Kent Stephens spent several sometimes frustrating months working out a deal with Tectron. Finally on October 23rd, Wayne, Brian Challenger and Norm Holmes drove to Burns to finalize the deal and move the units to Tectron trackage. The next day was spent oiling the journals and otherwise preparing the units. A Snow Mountain skidder was hired to move the units one at a time out of the lumber building over trackage that was practically devoid of ties. Luckily they stayed on the rail. Four units and a caboose were moved outside where the Oregon Eastern Railroad could switch them to Tectron's tracks.

All four units and the caboose are saved from the scrapper's torch. No. 1, a Baldwin demonstrator No. 1601, is going to the San Diego Railroad Museum. No. 2, former SP No. 5239, is being preserved by the NRHS group in Portland, Oregon. No. 3 and No. 4 are coming to Portola. No. 3 is former SP 5274 and No. 4 is former SP 5253 which was sold to McCloud River RR becoming their No. 34. The caboose was purchased by the Vintage Railway group and will be trucked to Portola to join their two Santa Fe cabooses here.

We paid \$10,500 for the two locomotives and tamper. A bargain. Transportation of the units still has to be worked out with Oregon Eastern and Union Pacific.

E9B UNIT DONATED

In a complete turn around in events, the Feather River Rail Society has donated the former Alaska Railroad E9B power car P-7 to the Union Pacific Railroad.

Union Pacific is upgrading and increasing its passenger car fleet and has acquired a second E9A unit (UP 949) to go with their E9A No. 951. They were looking for an E9B unit to make an A-B-A set. Our Alaska P-7 is the former UP 970B. We acquired it because it was a "B" unit and F7B units were not available at that time. Now that we have purchased an F7B from Canadian National, our E9B was declared surplus.

Union Pacific has been very generous toward our museum in the past and as a gesture of good will we decided to donate the E9B to UP. It will be moved to Cheyenne where it will be evaluated, painted and ballasted after the trainline wiring is checked out.