

# Equipment and Parts

The two logging flat cars from Pacific Lumber Co. and the four extra arch bar trucks arrived December 22, 1992 and December 24, 1992 respectively. The flat cars arrived aboard a low bed trailer and weighed in at a trim 16,000 lbs. each without their trucks. Their all wood construction is responsible for their light weight. The only steel is in the end sills, couplers, truss rods and four pieces of light rail on top of the log bunks where the logs rest. The trucks weigh 6800 lbs. each, heavier than we thought.

Our two cars were reconstructed in 1977, and appear to have never been used. Norm Holmes did the unloading using the Little Giant mobile crane and our rail-mounted Burro crane. Because of one foot of snow on the ground, the cars and trucks were unloaded in the parking lot. They will be moved and set on our trackage come Spring and better weather.

The spare Baldwin switcher parts bought from RELCO at scrap prices at the USS-POSCO steel plant arrived December 22, 1992. Norm Holmes loaded the two flat bed trucks at Pittsburg on December 21, 1992 using the mill's fork lift truck. The parts, mostly on pallets and in boxes, completely covered the bed of the trucks. Included were cylinder liners, 5 traction motors, and a jillion small parts and gaskets. The weight was 60,860 lbs. Because of the massive amount of snow on the museum grounds and the inability of our fork lift to maneuver in same, we moved the three passenger cars from No. 1 track and pulled the business car out of the diesel shop. This allowed the trucks to back into the building where Bruce Cooper used our fork lift truck to unload the parts. The traction motors, which weigh about 6500 lbs. each were unloaded outside by Norm with a little help from the Burro crane. Now we need to build shelves in a box car to sort and store the parts. Help!

On January 19, 1993 Norm Holmes flew to Portland, OR to look over a Portland Terminal Alco S-2 that RELCO donated to our organization. An inspection of the unit revealed that it would require a lot of work and parts to make it an operable unit. This fact, added to the cost of loading and shipping resulted in the decision to donate the unit to the PNWC-NRHS for their Portland equipment collection. While there, Norm removed some needed spare parts for our Alco S-1 and returned to Portola on January 23, 1993 with a 60 pound box of parts as checked baggage. Included in the parts was an electric relay needed by Project 2472 for their Alco S-2.

Our SP GP-9E, No. 2873, was moved from Richmond to Stockton on the Santa Fe on February 2, 1993. It was interchanged to UP and held at the Stockton yard engine facility until the US Steel Baldwins arrive so that all four units could be brought to Portola together.

We were finally able to get our three Baldwin S-12 switchers moved from USS-POSCO Pittsburg on February 20, 1993. Difficulty in getting the air brakes working properly was the cause of the delay. Norm Holmes, Jim Ley, Wayne Monger, Vic Neves and Hank Stiles all made several trips to Pittsburg trying to solve the problem. Finally Jim Ley, with an air brake manual in hand, figured out the proper placement of handles and valves that resulted in a set and release on the units. Union Pacific's Pittsburg turn

picked them up and brought them to Stockton. Some of Jim's ham radio friends escorted the unit's movement from Pittsburg to Port Chicago and then their eastward journey to keep him informed of their progress and to report any problems.

Some statistics are as follows:

USS 16 - BLH S-12 #75912, 10-53. Built for McCloud River RR No. 30. Sold to Rayonier, Inc., WA, renumbered 203, sold to USS renumbered 16. Painted bicentennial 1776 in 1976.

USS 17 (we are not sure of its heritage) BLH S-8 #75834, 1-54. Originally constructed the cab unit of a cow and calf set in April 1953 on the basis of an order from Oliver Iron Mining. They were painted and lettered for that company and given road numbers 1216A/B. The set was never delivered. The cab unit was sold to Armco Steel in Ashland, KY in Jan. 1954 as their No. 1201.

OR BLH S-12 #76091 2-55. Built as Armco Steel No. 706. Hood has No. 1200 in number board and appears hood might have been changed. OIM has an S-8 unit No. 1200 and at least 3 OIM S-8's were sent to Pittsburg for parts supply. There are no builder's plates on No. 17 or No. 20 and no construction or engine serial numbers on either unit. Anyone know?

SP 2873 - EMD GP9E, EMD #22897, 12-56. Built as No. 443, upgraded and renumbered 3798 2-18-77, renumbered between 11-78 to 1-79 to 2873. It has the failed merger "Kodachrome" paint scheme. This unit was purchased with the intention of trading it to Nevada State Railroad Museum for a Shay steam locomotive. Is there any interest (we would need money) in saving it for our collection instead? It appears to be in good condition. Another unit would have to be bought to trade for the steamer. How about it SP fans!



*Shown are the arch bar trucks that arrived December 24, 1992 before the BIG snow came. They weigh 6800 pounds each. Norm Holmes did the unloading.*