

Equipment Sales

Last year we purchased two Southern Pacific GP9E's, Nos. 3191 and 3413. These units were purchased for trade or sale, not to be part of our permanent collection. We had a pending deal with Nevada State Railroad Museum to trade one of the units for one of the steam locomotives they acquired from the collection at Heber City, Utah. We were particularly interested in Yosemite Lumber Co. No. 4, a three truck Shay. They wanted an operable diesel locomotive with dynamic brakes to operate on their recently acquired Union Pacific Boulder City, Nevada branch line. After the Heber City equipment was moved to Boulder City, the government agencies that paid the bill decided they wanted to keep all the purchased equipment instead of making any trades. We, therefore, had two locomotives to do something with.

A second trade was proposed to trade a GP9 for a former Union Pacific E9 located in Connecticut. We sent Brian Challenger to look at the E9 and it was determined the E9 was not equal in value for our GP9. It had no traction motors, some wheels were so thin that its movement on connecting railroads may not be acceptable, also the engines and electrical compartments were not complete. It did have a very good body with a lot of restoration work completed.

A representative from the Connecticut Central Railroad was interested in purchasing a good GP9 locomotive for their short line. We subsequently completed a deal selling them SP 3191. This former passenger jeep had a steam generator that they did not want, so it was removed before we shipped the unit east.

We had an offer from two locomotive brokers to sell the 3413. We took the best offer and this unit is now located on the Arizona Central Railway.

We have, furthermore, decided to sell the two U. S. Navy Alco MRS-1 units. If this deal is completed, these units will operate on the Northern Nevada Railway. One of the units has been repaired and painted by the buyer and is awaiting completion of the contract. These units were purchased by Norman Holmes from government surplus and donated to FRRS. They do not necessarily fit into our diesel collection and we felt that the space occupied by them and money received for them could be put to better advantage. We still have a Baldwin S-12 and possibly one or both of the GE 80-ton center cab units that we may offer for sale.

Material Donations

Thanks go to Jerry Todd, who has a small sheet metal shop in Portola, for making exhaust stack caps for all our locomotives. He charged only for materials. George Trimble, a retired traveling auditor, donated a lantern, 5 brass wax sealers and 2 WP lighters. Scott Holyoake donated 20 paint brushes, 2 - 3 pc. sets of aviation snips, a set of wrenches, 6 plyers and 3 boxes of box-end wrenches, all new. Thanks. All will be useful to replace "lost" tools. We somehow have a problem keeping tools. If everyone would return them to the tool room when finished using them we would not lose them or have to take time to find them.

Continuation of Kent Stephens 44-ton history Northern's mini fleet of five GE 44-tonners was delivered in November 1946 as Nos. 142-146. One more 44-tonner came during the late 1950's when former SF&NV #30 was purchased by SN in 1958 and became SN 147. Tidewater Southern, WP's other California short line subsidiary, bought one 44-tonner from GE. TS No. 135 arrived in 1946 at the same time as SN's order.

The 44-tonners worked most of the SN lines except for the steel train opera-

tion to Pittsburg. They were the usual power for nearly a quarter of a century on the Chico local. They could pull about 800 tons on level track.

Retirement of the 44-tonners

In 1970, SN started retiring the 44-tonners, by then more than two decades old and becoming too light for SN service because newer freight cars were larger and heavier.

The last three SN 44-ton units left the roster on July 14, 1971 when they were sold to Chrome Crankshaft. No.

Sierra Timberfest I 1994

By Peter Langdon

Once again, our train was one of the biggest exhibits at the Sierra Timberfest which was held in Loyalton on October 8 & 9, 1994. As a result of last year's successful participation by the FRRS, the Committee of Sierra Timberfest invited us to bring a train over to Loyalton for the 1994 celebrations. The biggest difference this year was, that instead of log cars, we used two Center Beam cars loaded with cut lumber. The reason for this was, the only suitable log cars owned by the FRRS are the two Pacific Lumber Co. cars which, owing to their wood construction and archbar trucks cannot be moved over the U.P. Last year we trucked these two cars to Loyalton, but we decided against repeating this method because the risk of damage outweighs any advantages of having them at Loyalton.

Also because of restrictions applied by the U.P. over free moves of equipment, we did not send O&NW #4 and the O&NW 300 caboose again. This year's choice of engine and caboose was UP 849 and WP 484 respectively. Even though the equipment was more modern than we had on display last year, the train was a big hit with the visitors to Timberfest, particularly on the Saturday, when with Steve Habeck at the throttle, we made a short move with the train during the Timberfest parade. I received many complimentary remarks afterwards from people living in Loyalton, on how great 849's five-chime horns sounded. During the rest of the weekend, the train was on static display with both the locomotive and caboose open for public inspection. Also at the same time we sold items from the Museum Gift Shop inside the caboose.

I want to extend thanks to the following members of the FRRS without whose help, we could not have taken part in Timberfest 1994. Steve Habeck, Hank Stiles, Ken Roller, Gordon Wollesen, Mardi Langdon, Errol Spangler, Bob Lindley, Bob York, Al Estabrook, Dave Anderson and Janis Peterson. Their help in preparing the train, staffing the sales table and operating the train was greatly appreciated. If I have forgotten anyone who helped, please accept my apologies.

Finally we extend a big thank you to Union Pacific for taking 849 and 484 to Loyalton and to Sierra Pacific Industries (Loyalton Division) who loaned us the loaded cars.

The Timberfest Committee has decided to change the dates of next year's event from Columbus Day weekend to an earlier date, probably Labor Day weekend. The actual date will be published in the Train Sheet, so if you want to visit a small Sierra logging town, to see logging displays, to tour a sawmill and woodburning co-generation plant as well as many other attractions, and to see museum equipment in a totally different setting, then keep the dates in mind. We look forward to seeing you. We will be having a train at next year's Timberfest, (hopefully a logging train similar to 1993), but because the date is so close to Railfan Day, we have not decided what to use yet. We do not want to send a prime locomotive to Loyalton e.g. 2001, and run the risk of not having it back in time for Railfan Day.

146 was the first to be sold in 1973, going to the NOKL, as their No. 1.

Sources of information: WP DIESEL YEARS, by Joe Strapac; SACRAMENTO NORTHERN (Interurbans Spl. No. 26); "The Sacramento Northern" by Harre W. Demoro, in L&RP, Issue No. 17, Nov.-Dec. 1988; "GE 44-Tonner Study" by Don Dover in EXTRA 2200 SOUTH, Issue No. 51, March-April 1975; "GE 44-Tonners (model roster), by Allen Cope-land and Don Dover, part 1, also in Issue No. 51 of EXTRA 2200 SOUTH.)