

WPRRHS Southern California Regional Meet

By Steve Habeck

The 7th annual Southern California Regional Meet, now under the banner of the WPRRHS, was held on a fine, sunny October 12, 1996 in La Habra, CA, at the La Habra Clubhouse. Several rows of tables were covered with all sorts of WP artifacts and memorabilia, as well as hundreds of simply outstanding models. In addition, presentations were given by Mike Hopkin on contemporary detail oriented diesel modeling; Joe D'Elia on prototype modeling; David Casdorff, Editor/Publisher of "Freight Car Journal;" and "Diesel" Dave Smith, UP LA Subdivision engineer, on running trains over Cajon Pass. Ken Hitch did good business at the FRRS sales tables set up in the lobby, and new WPRRHS hats and shirts were sold by Mike Mucklin.

At least two dozen raffle prizes were handed out, as well as the awards for best models in several categories (details are expected to appear in a future issue of the "Headlight"). Pete Solyom and his crew are to be congratulated for staging another successful, well-attended event.

Motorcar 23

The Model T Ford motorcar, 23, is now on the property. This car is a representative example of the typical light transportation vehicles used on logging railroads. They were used to take staples or "the boss" to the logging camps, and for track inspection. The Sierra Railroad used a similar car, which they still have.

Our car is built from a 1923 roadster. The trunk has been removed and replaced with an era wooden pick-up bed. The front and rear axles have been adapted with Fairmont 20" wheels. The car was assembled and restored by Tom Sharpsteen of Orland. The body sheet metal was donated by Mort and Ole Lindahl of Durham, the fenders by Bill Thomas of Oroville. The adapters were built by Jim Tangeman of Orland, and the windshield glass was donated by Butte Glass of Oroville. The rest of the parts were donated by Tom. The upholstery was purchased by the museum and installed by David Dewey.

While it is in operating condition, we still have some work to do on it. David is rebuilding a starter and generator to avoid that typical Model T malady, the Ford Fracture (caused by the hand crank kicking back). Also an exhaust whistle (for a warning device) is being added. A turntable arrangement so the car can be easily put on & off the tracks and turned around is being fabricated.

The 23 was very popular at Railfan day, making one trip with 6 people on board! We hope it may be used in the future as a traveling display piece for large rail events where it's impractical to take regular railroad equipment.

FRRS Member Benefit

All FRRS members in good standing receive a 10% discount on all items purchased in person or by mail from the FRRS Gift Shop.

FRRS Life Members

Everyone who was a Life Member prior to October 1, 1995 may upgrade to Family Life AT NO CHARGE and AT ANY TIME simply by writing a letter to the Society requesting the upgrade.

Conclusion of SP Steam Switchers By Norman W. Holmes

It is not known how the 1215 arrived at Burriss Park. Kingsburg, on the SP main line is about 5 miles from the park, while Hanford is about 10 miles away.

It was probably trucked from one of these locations and we were told it was under steam when moved onto its display track. It would be interesting to hear what the 1215 could say about the move. While on display the engine and tender were coupled up with all three drawbar pins in place. The water, oil and air connections were connected, just as it would have been when in service.

As with several park engines 1215 was set up as a playground jungle gym. The hand rails on the top of the tender were extended to keep children from falling off and concrete steps were set to allow easy access to the cab. Soon after it was placed on display a child fell off the engine and was injured. The park department then put a fence around the engine to prevent any further accidents.

(This also discouraged further vandalism to the engine.) Thus the 1215 remained except for a quickie paint job until sold to our organization.

A listing of saved SP 0-6-0's is as follows:

- 1215 Hanford (1)
- 1221 Deming NM
- 1227 Alameda
- 1229 Roseburg OR
- 1233 Woodland (2)
- 1237 Salinas
- 1238 Fresno
- 1251 Stockton (3)
- 1258 Martinez
- 1269 Richmond (4)
- 1273 Los Angeles
- 1285 Monterey
- 1293 Tracy
- 1294 San Francisco (5)
- 1297 Ogden UT
- 1298 Santa Cruz (6)

Notes:

- (1) Sold to FRRS 8-96 moved to Portola 10-96, under restoration.
- (2) Transferred to Sacramento Valley Historic Railways, restored and leased to Yolo Short Line. In service 5-96.
- (3) Sold to V&T Ry., moved to Virginia City NV, under restoration.
- (4) Donated to Pacific Locomotive Assn., moved to Castro Point and restored to operation. Leased to California State Railroad Museum, 1981. Returned to PLA, Niles Canyon Ry., 1995.
- (5) Scrapped due to deteriorated condition. Some parts saved by PLA.
- (6) Tender donated to Eccles & Eastern.

Comparison statistics:

| | WP 165 | SP 1215 |
|-------------------|----------|---------|
| Wheel arrangement | 0-6-0 | 0-6-0 |
| Builder | American | Baldwin |
| Date | 1919 | 1915 |
| Driver dia. | 51 | 51 |
| Cyl. dia./stroke | 21x26 | 19x26 |
| Wt. | 160,000 | 154,600 |
| Tender loaded | 102,500 | 133,600 |
| Boiler pressure | 180 | 190 |
| Tractive Effort | 34,000 | 29,720 |
| Tender water | 4,500 | 7,000 |
| Oil capy. | 2,155 | 2,940 |
| Eng. length | 31'9" | 29'9" |
| Eng. + tender | 60' | 60'8" |
| Wheel base | 11'6" | 11'0" |
| Tender length | 26' | 28'3" |
| Boiler ID | 72" | 65" |
| Overall ht. | 173" | 164" |