

Parts Now Available For Our 44 Tonners

At speeds approaching 80 miles per hour we followed our "parts locomotive" from Salt Lake City to Portola. This model locomotive, a GE 44 ton center cab, was designed to operate no faster than 35 miles per hour. However, in this case it was riding on a truck-trailer.

Two years ago, while talking to Les Tippie, President of the Promontory Chapter of the NRHS, about our SN 146 and QRR 3, both 44 ton GE's, and the difficulty of getting parts for these model locomotives, he told me that they had one of these engines that they were going to dispose of. I inquired if we could have it as a parts source and he agreed to donate it to our museum. It is non-operational, and will be used as a parts source only for our two units.

A lot of discussion ensued between the mechanical people and the board of directors as to whether it would be best to part out the unit in SLC and ship the parts to Portola or to ship the entire unit and remove the parts in Portola. Because of the time involved in removing parts in SLC, it was finally decided to ship the entire unit to our museum for the stripping of parts and disposal of the hulk.

We found the best price for shipping was JW Construction in Reno. They had a heavy-duty trailer that would hold the 88,000 pound locomotive. This relatively small locomotive is nevertheless 10 feet wide, 33 feet long and a little over 13 feet high. Height was the only concern. Another 44 ton GE was shipped by truck from SLC to the east coast and within 30 miles of its destination went under a low bridge that the driver thought had sufficient clearance and crushed the top of the cab. No problems were encountered in our move west.

On October 23, we drove to Salt Lake City to finalize arrangements for loading. Salt Lake, Garfield and Western RR, where the unit was located, had run it through a switch and derailed one wheel set. They had arranged for a crane to re-rail the engine and since the crane was already on the property we elected to use a

crane to load it instead of trying to ramp it on as was the previous plan.

Because of the crane's capacity we needed two cranes to lift the unit off the rails and lower it onto the trailer. Rails were placed on the trailer to facilitate unloading at Portola. Actual loading was started about 11AM and completed at 2PM. The truck immediately started going west (without lunch) and made it as far as Battle Mountain as an oversize load cannot travel at night.



October 26, 1999 and the "Big Red Load" leaves Salt Lake City bound for Portola. - Norman Holmes

The locomotive arrived Portola at 1 PM on Oct 25, and was unloaded onto our trackage a short time later. We connected short rails from our lead track by the front gate to the rails on the trailer, shoved a flat car up against the locomotive and pulled it off the trailer.

Les Tippie and some of the NRHS members in SLC helped with the loading, we really appreciate their assistance. In Portola Doug Morgan, Ken Roller, Ken Iverson,

Skip Englert, Andy Anderson and Norm Holmes accomplished the unloading.

History of SLG&W D-2: Serial Number 15028, built in August, 1942 for New York Ontario & Western as No. 101. Sold to Hyman Michaels, then in December 1951 sold to SLG&W.

Web Sites Honored

In August we received notification that our web sites, at <http://www.oz.net/~samh/frfs> and <http://www.wplives.com> had been selected as featured sites for StudyWeb as some of the best educational resources on the Web. Both sites will be available to view in the Transportation History & Development - Railroad section: <http://www.studyweb.com>.

We are fortunate to have Sam Hershbein and Frank Brehm who have set up our Web Sites. Other Web Sites of interest to our members are listed on the title page of the Train Sheet.