

TIDEWATER SOUTHERN'S FIRST DIESEL

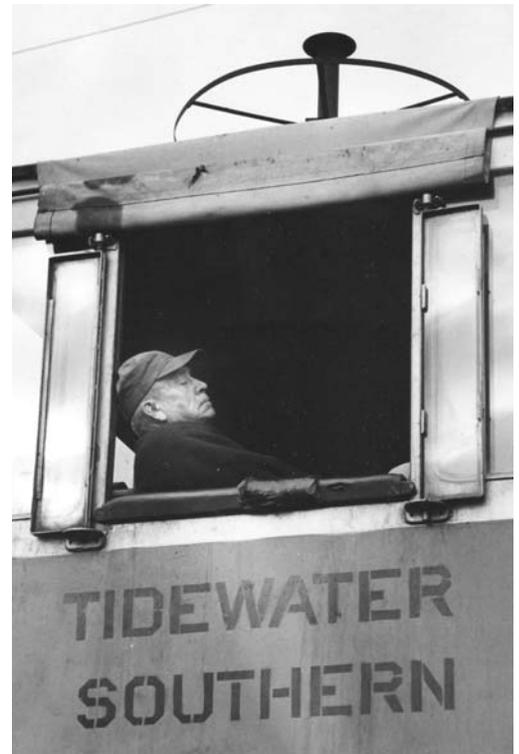
Tidewater Southern diesel 735, a 44 ton model built by General Electric in 1946, has been donated to the Feather River Rail Society. This historic locomotive was the first diesel on the TS and served the railroad longer than any other diesel locomotive. It worked alongside the Tidewater's electric power in Modesto and with the last of the road's steam engines. In 1967, it went to work for Pickering Lumber in Standard, California, still wearing TS orange and silver. Today, the engine is out of service in Kansas City, Kansas, still wearing very faded Zephyr colors. Thanks to A&K Railroad Materials, the FRRS now owns this unique engine, our first piece of TS motive power.

Estimates to move the engine are running about \$12,000. We have raised \$5,500 through donations to save the 735, and are working on a deal to get a much cheaper rate, but we still need more funds to move and stabilize this engine. Please donate to the TS 735 Fund to help bring this engine back to California: **FRRS - TS 735 Fund** .. P O Box 608 .. Portola, CA 96122.



TS 135 is less than 2 years old in the rainy view above from Pittsburg, CA. The Sacramento Northern has borrowed the Tidewater's first diesel to help with trains to the booming steel mill east of town.
- Carl Allen Walker collection

Late in her career, 44 tonner 735 provides a cozy spot for TS engineer Sy Black to catch a few winks (right). Now sporting silver and orange paint (the first switcher to be repainted in these colors), the 735 has only a few years left before heading to the high Sierras.
- photo by Ted Benson



CORRECTIONS

A few errors crept into the Portola RR Days 2008 article in Issue 145:

Mr. Gary Van Treese, who has been displaying his live steam "G" scale locomotives at Railroad Days for 14 years, was accidentally identified as "Lee Van Treest". Also, his layout was display on the old loading dock this year, but has been in other locations. My apologies for the error.

Gary's display is unique in that the locomotives run on a propane / butane mix used for camping stoves. This is burned to heat the water for making the steam which is used to propel the locomotives, just like the real thing. The steam pressure is kept to a low 40 PSI so the models are not dangerous in case of boiler failure. They can cause burns, however, so caution is expressed to the spectators to not touch the engines when in steam. Gary reports that he has enjoyed displaying his models at the museum, and plans to again attend this year's 2009 Railroad Days.

We look forward to seeing you and your layout again this year, Gary! Portola RR Days is August 22-23, 2009.