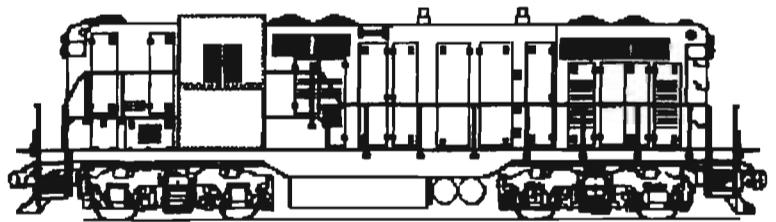


YOU!



Can Operate a Diesel Locomotive!

Fulfill your wildest dream!

Thanks to Bruce Cooper

Our unique locomotive rental program has been very successful. The idea came from a visitor inquiry last fall asking Bruce Cooper about running a locomotive. For \$75 per hour a diesel locomotive can be operated for an hour on our museum tackage. The time can be shared with family or friends. A qualified museum member engineer instructs the renter and is in complete control of the operation. Bruce keeps a calendar for reservations which must be made for most dates. A few days before Railroad Days the N gauge model railroaders on convention in Reno reserved a locomotive for 8 hours; 40 model railroad people each ran one of our locomotives for a round trip around the balloon track.

Bruce handles 90% of the rentals with other qualified engineers filling in as needed and as available. Often a visitor will ask about the program and want to do the rental while he is here. As long as a qualified engineer is available, we will start a locomotive and obtain \$75 for the museum. A handsome certificate is presented to each per-

son who operated the locomotive. Any locomotive that we have in service can be rented (80, 501, 512, 608, 707, 849, 921D). 921D can be rented only after an hour of instruction on another locomotive first. The rental rate for 921D is \$100 an hour. About 10% of rentals are "combos."

This program has brought us a lot of publicity. Last spring, Jerry Graham did a segment on his San Francisco Backroads TV program. During August KOLO-TV filmed a rental with KROW disc jockey Dick Patterson doing a rental which was shown on Reno TV. In September, Miles Saunders filmed a rental which was aired on Ch 3 in Sacramento. Then on October 8th San Francisco Ch 7 came to Portola to do a rental and film story. Television was not the only media where we received publicity. Walt Wiley from the Sacramento Bee wrote a nice story on our rental which appeared in both the Bee and the San Jose Mercury-News. The Portola Reporter also has carried a number of articles on the museum and our rental program.

... 176 Tons of Mystery. . . The Case of the Four Missing Sacramento Northern GE 44-ton Diesels: A Reopening of the Case File.

by Kent Stephens

(We are reopening "the case of the four missing GE 44-tonners" again in this issue of THE TRAIN SHEET. Unfortunately the brief article in the last issue was condensed too much, leaving out the initial sales of the 44-tonners as they left SN's roster. I already knew the initial dispositions - it's the subsequent dispositions that I'm after. As the initial disposition was left out of the article, the information I received from several readers was the initial disposition that I already knew. I wish to thank Frank Hibbs and Bob Lindley for their contributions - unfortunately I already had the information. So . . . here goes again.

In 1990, nearly two decades after the last General Electric 44-ton diesel worked on the Sacramento Northern, the location - and possibly the existence - of four of the seven 44-tonners once owned by the SN are a mystery. They have disappeared.

If any reader can confirm the existence and location of the mystery four, the author would appreciate hearing from them, c/o the Museum. Your help is needed to fill in these details to include in a detailed historical article on the Sacramento Northern and Tidewater Southern 44-tonners that will be published in a future issue of THE HEADLIGHT.

Our missing units are SN Nos. 142, 144-145 and 147. Known dispositions as follows are from Joe Strapac's WESTERN PACIFIC DIESEL YEARS: No. 142 (GE, c/n 28331, 11/7/46) Sold to Chrome Crankshaft Co. on 3/25/1970; sold by CC to Anaconda Copper #42, Butte, Montana. No. 144 (GE, c/n 28334, 11/11/46) Sold to Chrome Crankshaft 7/14/1971; used by contractor dismantling Southwest Forest Industries railroad, Snowflake, AZ; resold 4/1974 to Texas Railcar Co., Ranger TX. No. 145 (GE, c/n 28335, 11/9/46) Sold to Chrome Crankshaft on 7/14/1971; sold to Northwest Oklahoma #2 in 3/74; later resold to Westmac, Inc., Newaygo, Michigan. No. 147 (GE, c/n 15120 4/18/42) Sold to Chrome Crankshaft on 3/25/1970; sold by CC with #142 to Anaconda Copper Co., #147 for parts only.

The mystery is what has subsequently happened to these four units. It isn't known if they are still in the last reported locations, or even in existence.

Anaconda Copper Co. is no longer an active company. Are Nos. 142 (Anaconda No. 42) and 147 still in Montana? WESTERN PACIFIC DIESEL YEARS (pg. 164) has a photo of No. 147 on September 12, 1972 at Anaconda, Montana, and the unit was already badly stripped within a short time of being moved to Montana. The remains of No. 147 may be scrapped by now, but No. 142 was purchased for service as Anaconda #42. Possibly it may still be in Montana.

Now the mystery of No. 144's location. This unit's last known location is at Texas Railcar in Ranger, TX. According to THE POCKET LIST OF RAILROAD OFFICIALS (1st Quarter 1988 issue), Texas Railcar is no longer listed at Ranger. The directory lists GE Railcar Repair Services Corp. as the only contract railroad car shop in Ranger - It is probably the successor company of Texas Railcar. A railfan sighting report of the Ranger area industrial plant switchers recently in The SHORT LINE listed several EMD switchers at GE Railcar Repair at Ranger but no GE 44-ton unit. Is No. 144 still at Ranger and just wasn't spotted in the plant? Or has it been sold or scrapped?

In researching No. 145, I determined that the initial disposition as given in WESTERN PACIFIC DIESEL YEARS wasn't exactly correct. No. 145 did become Northwest Oklahoma RR #2, and was sold by Chrome Crankshaft about a year after No. 146, which became Northwest Oklahoma #1. No. 144, however, was sold to F.W. Pollock, Jr., owner and president of Northwest Oklahoma, and not the railroad itself. When he sold the Northwest Oklahoma and left the railroad, he shipped No. 2 out, and later sold it to Westmac, Inc., a grain elevator at Newaygo. (Source of information: the present VP/GM of Northwest Oklahoma.) Is No. 2 still at Newaygo? Westmac never answered my letter of inquiry.