



A good overview of just how complicated this could get. As WP derrick MW37 lifts, the backhoe is in place to pull the now released truckset. WP NW2u 608, in the background, pulled the first truckset to allow the lead trailer (the yellow visible under the far end of the car) to be backed into place. The following trailer, in the foreground, will be moved as soon as the truck is away. The big white forklift holds welding gear and other tools at the ready.



Taking the turn from Commercial Street onto the Gulling Street bridge, one of the subs is just minutes into its journey.



LOADING THE SP SUBS

As reported in the previous issue, the former Southern Pacific suburban passenger cars stored at the museum for many years were acquired by the Timber Heritage Association for use in the Eureka area. The loading of these cars was one of the more complicated operations done at the museum in recent years. Here are more photos of this massive operation courtesy of Norman Holmes.



The crew confers on how to best position one of the trailer dollies. These dollies were positioned under the rear end of each car and allowed these long loads to be handled.



With one end in the air, the crew is ready for the lead trailer to be backed into place. The sub's truck is visible in the foreground through WP 608's handrails.

Even with all the big machines, brute strength is sometimes needed. One of the trailer dollies is moved into position.