

for his generous donation of this historic car, which incidentally is in excellent condition.

"What a difference a day makes." In just one day John Ryczkowski scraped and wire brushed the badly peeled paint from SN 1632 caboose and primed the car ready for paint. Another day saw the removal of the name boards and window trim. The June 30 track work party turned into a caboose and box car party. James Atkins, Frank Hibbs, Norm Holmes, Dave McClain, John Marvin, John Ryczkowski, Gordon Wollesen and family and John Walker worked on cleaning and other preparation work on SN 1632 and WP 36102. On July 4th, John Ryczkowski, Ken Roller and the Wollesen family primed all the remaining bare wood on the caboose in preparation for final painting. On July 16 the caboose turned green thanks to John's efforts. John bought the paint and other materials at his own expense so we could have a nice looking car for display.

Before the 36102 could be painted, it was necessary to clean the interior and roof. This car, like the 36037, was used in cement service along with soda and gypsum. Its slatted side interior contained reminders of its former loads. Norm Holmes and Ken Roller spent several days chipping and washing the car so that now the interior is clean, but badly rusted. We are looking for some preparation to retard the rusting.

WORK WEEKENDS.....

The last weekend of every month is a time for all members to get together and meet one another, work on some project and bullshit.

Most of the participants of the July 28-29 work party concentrated their efforts on equipment. Mel Moore and Jack Palmer worked on SN 1632's window trim, John Ryczkowski and John Walker busied themselves cutting a stencil and painting the feather on WP 3032 (36102), John Marvin, James Boynton and John Ede were working on No. 8 and Dave McClain did some minor maintenance on the 921, finishing the day giving the unit a bath. Barbara Holmes and Charlene Marvin got down on their knees to scrub the filthy bunk pads from SN 1632. Thanks ladies. John & Charlene Marvin, Dave McClain, Jack Palmer and John Walker stayed overnight to do some work Sunday. Jack washed the FGEX car, John Walker painted the roof vents and Mel Moore put the final coat of paint on the 1632 window trim. We still need someone who can make us new window frames for this car.

John Marvin has redrawn and made copies of our leased property and of the shop building. Copies will be available at the August 8 meeting for anyone who would like to help prepare our museum's master plan. We expect to apply for funding grants in the very near future,

THE STEAM GAUGE

Project Sequoia is going ahead. As soon as No. 8 was spotted in the engine house Ken Roller got busy with a wire brush and scrapper cleaning the years of accumulated oil and dirt from the running gear. Over the next weeks he removed several buckets of sand from the smoke box and started to clean the rust from the tender water tank before he was nearly overcome by the dust. Later Norm Holmes donned a respirator and finished the job. Norm also removed cans and wood from the oil tank. We can now fill it with used oil so it will be ready when we fire her up. Incidentally, we can use your drain oil, just leave it in jugs or cans near the tender.

On July 19th, Jim Boynton, John Ede, Norm Holmes, Ken Roller and Hal Shields worked removing the steam dome and coupling the engine and tender together again. The steam dome bolts, 19 of them, were rusted in place so Norm's trusty torch was brought into play to convince the nuts to loosen their grip. So far the boiler appears to be clean and relatively free of scale. Ken has been applying paint remover to the rods so that they have the bare metal appearance generally seen on this type of engine. On July 28th, Jim Boynton and John Marvin replaced the gauges and did some other minor work. John Ede cleaned the cylinders in preparation to replacing the heads. Jim Boynton has been taking parts home and doing a thorough cleaning job on them so that when they are put back on they look like new. Later in the day Dave Lubliner, a Navy boilermaker, showed up and gave the boiler a complete visual inspection. He then joined the Society and said he'd be back ASA. Hope you'll return soon, Dave.

The Feather River Short Line, owner of Clover Valley No. 8, the former Army outfit car and WP caboose 779, paid for moving the equipment from Quincy. The No. 8 earned some money in a film many years ago and the FRSL has a membership who contributed to its maintenance.

Our ad on the back cover of the June issue of the CTC Board produced over 30 new members and a good number of buckle and fob orders. A number of responses indicated a positive interest in preserving history and equipment of Western Pacific. The WP will continue to live due to our efforts. The cost of the ad was indeed worthwhile. A repeat of the ad will appear in the August issue.

We have received a donation for window glass for our shop building. This gave us the incentive to buy enough glass to replace the windows in the meeting hall, the kitchen and the bath room. We are now looking for someone to do the installation. When more donations are received, more glass can be bought. The panes cost \$2 each and we need only 450 more!