

From the EDITOR'S WORKSHOP

Things have settled down a little from the Grand Opening and I'll use that excuse in being a little late with this issue. The FRRS has demonstrated very graphically that, due to the fact that we have a growing group of hard working, dedicated, financially contributory volunteers, that **"WE CAN HANDLE IT"** and we **DID.....** This group has now opened to the public what many be the best collection of diesel locomotives and freight equipment in the United States. We all can look to two people that have made all this possible and both should get all the credit and gratitude from everyone..

Norman Holmes who had the idea and has been the force and guiding light to this Society, and Mr. Flannery of Union Pacific Railroad.

I skipped any WP info this issue but next issue I am doing an article on WP feather cars and data and photos of WP 20806 the silver/orange feather car I am just now repainting. As the Western Pacific Historical Society we need WP articles on a multitude of subjects, please feel free to send them in, A member send in a outline of WP's history and a new member has written about doing a WP gon article.

WP LIVES.....

LET'S GET WP 805-A

The last WP California Zephyr Diesel Unit, 805A, is presently owned by Louisiana & North West Railway at Homer, Louisiana. They have recently placed the unit on the market for \$50,000. This unit would make for a great addition to the museum, but we are a little short in the funds department. As an inquiry?????? how many members would want to donate to a fund to purchase the unit? If 50 members gave \$1,000 each or if 100 members gave \$500 or if etc. etc. We do not want your donation at this time but please take the time to write and voice your support. The money need not be paid all at once either, but over a one year period. This may be the last opportunity to purchase and save this historic engine. Thanks.....

OPERATIONS SIGN UP & TRAINING

Now that we have a scheduled operating museum we need qualified trainman and enginemen who we can count on to show up when needed. Please write and let us know if you will be available for any of our operations. Let us know by mail or phone and you will also be put on the training & operating departments mailing list. There is going to be another training class so people who have helped in the past and new help can learn to work together so that all operations were as successful as last week end. Operations need 2 engineers, 2 fireman, 1 conductor, 2 or more trainman, ticket agents, gift shop personnel and

a kitchen crew to sell soft drinks and coffee. Our May 19th training class was a success. 14 prospective trainman showed up at Norm Holmes house to watch a UP video on safety, read over a equipment manual put together by John Ryczkowski and a review of our operating rules. A 20 question test followed. A hands on class was conducted by Hank Stiles doing some switching in the museum yard. All trainees got a chance to get some experience. This experience showed up during operations at opening day. After a review of happenings on opening day a set of rules and operating procedures is in the works and will be sent out to all members on the operating mailing list. The next training class will go over the rules and the operating procedures that we think will work best for us here.

DIESEL INJECTOR

On April 9th, Norm Holmes and John (Ski) Ryczkowski departed on a 1200 mile four day trip to Salt Lake City in John's heavy duty 3/4 ton pick up to pick up eight reconditioned batteries for 608. Union Pacific agreed to sell us a set for a reasonable price if we would pick them up. While in SLC we looked over the 2001 and inspected the three Alcos that Kennecott has given us! Info under **ALCO'S**. On Sunday, April 14th, we doubled our operating locomotives. With the new batteries WP NW-2 608 started after over two years of rest and is in first rate shape. Changing the batteries was some job. They weight in at 300 pounds each and there are eight of them. Dave and Norm used the air hoist for the first time and with a belt sling from Hap the dead batteries were exchanged for the new set.

On May 11, Dave McClain drained the oil from 608 and cleaned the filters, as an oil analysis done by Ski showed the engine needed an oil change. Dave bought and donated a barrel of RPM Delo 6000 oil and the society bought the other two barrels of oil to complete the change. The old oil headed for the tender of #8 and an oil analysis on 921 revealed it was in good condition. 608 and 921 performed flawlessly for our three-day event. Bells were installed on both units, but removed afterward to prevent their loss. 608 is now in WP orange paint scheme returning it to its bright orange scheme placed on it when first in WP service. It's worth a trip up to Portola just to see it, the unit looks good!!!!!!!

THE WHEEL REPORT

John Hachey and Peter Solyom came up from Southern Cal and volunteered to make new window frames for SN 1632. In March Chris Skow repainted and completed the interior of the cab and the bad windows were evident. The new frames complete with plastic glass were soon fabricated. Chris drove south to show a movie to the Pacific Railroad Society and other groups and

picked up the completed windows. The SN cab is now complete even the seat cushions have been reupholstered thanks to a good deal from BJ Upholstering and Glass of Portola in which Chris paid the bill himself as a donation.

With borrowed sand blasting equipment and a professional to do the work, we cleaned all the loose paint and rust from flat 8514 and box cars 20806 & TS520. Hap assisted and 50 sacks of sand later and also doing some parts from #8 we were done. This depletes our sand supply, and sand is \$4.50 a sack! The three cars were then primed by Ski. Odie Lorimer has started painting the Tidewater Southern "Horn of Plenty" on TS 520, this colorful emblem will be very attractive when done. Ski has got the Orange Feather on 20806 and the car is ready for its body color of Sliver, and when this colorful car is done it will be a good display along side 3032. Arriving Portola May 18th were two 50ft steel UP bunk cars, UP 905884 & 907344. The cars were heading for the scrap yard and UP honored our request for two outfit cars. Our cars will need interior work as well as new windows and doors. We plan to use the cars for accommodations for museum members who come up for work parties and wish to stay overnight. We are looking for volunteers who would like to take on this rehab. project.

Southern Pacific showed that after all it is friendly. We asked for a SP caboose to represent that road at our museum and they granted our request with a steel bay window cab NO. 1345, blt by SP in 1951. But unfortunately the interior has suffered heavy fire damage by vandals after being delivered by SP to the UP transfer at Haggin yard in Sacramento. It will need to have the complete interior redone.

DONATIONS

Norm Holmes gave a little talk before the United Methodist Church Women and hearing of our need for a perimeter fence gave us a cash donation to help out. Other cash donations during the last two months have totaled \$145. We appreciate all the help we can get as many supplies have to be purchased. John Marvin constructed a nice donation box which is placed on our hospitality table in the diesel shop. This makes it convenient for visitors to leave a little "Green". Jim Boynton has been hauling 55 gallon barrels of used oil from Clover logging in Quincy to establish a supply of oil for No.8. This oil has been transferred to the tender and as soon as it is filled the excess will go into one of our tank cars. If you drain your cars oil and wish to dispose of it, #8 will welcome the addition. Just leave it in a plastic jug by the tender, or outside. We received a beautiful hand made clock from Tom Lersa. His father constructed the clock using a WP herald and a wood frame. The UP signal dept. presented us with a set of flashing red road crossing signals, complete. They will be installed at the museum when an

appropriate location is decided upon. We also received a wig-wag signal, but need the mast and bracket.

Dale Sanders donated the rope used to set up his spectacular night photo shot on WP's North Fork bridge April 27. The 3,000 ft of rope will be used to rope off area where public access is not desired. Barbara Paul and Chris Skow purchased a much needed cash register for the gift shop. Chris donated this item to the Society. Dick Hussey donated two display cases and about fifty feet of metal store shelving, along with a refrigerator, steel cabinet and a wheeled dolly. Sarah Wheaton learned of our need for a refrigerator and sink and donated same for our kitchen. Howard Wise and others from the Pacific Locomotive Assoc. gave us a missing elect. cabinet door for 3051. Howard also gave us several items for the F7 921 and best of all electrical schematics that will help in any trouble shooting.

This is an example how friendly railfan groups can help each other. Also a donation that needs to be counted is the time and labor many of the members put into the museum to make everything happen.....

B & B

Even though grant funding to fence the property was not granted we have been moving forward. April 6th, local surveyor/engineer John Hamby surveyed our leased property setting corner stakes so that when we obtain fencing we will know where to place it. Hamby did the ground work and prepared the maps we submitted to the UP for approval. Union Pacific then contracted with a local fence contractor to install 2000 feet of 6 foot cyclone type fence to separate the museum site from the railroad yard. A week before opening the fence was in place and looks great it should discourage the bums from entering the museum and keep museum visitors from the railroad yard. Diesel shop window glass replacement is at a standstill but a large supply of glass is on the way and that will get under way again. Mike Attama, aided by parts from Frank Santucci traced enough of the electrical wiring to provide us with lights and plugs in all the diesel shop buildings rooms. A row of lights are now operational in the main shop bay, and a mercury vapor night light was relocated to the west end of the building. Electric service now comes into the building on the north side, the temporary pole on the south side will be removed. Plugs are going to be installed outside the building which will help work done outside there.



**Western Pacific
Railroad Company**
"THE FEATHER RIVER ROUTE"