

FROM THE PRESIDENT'S DESK

The citizen's of Portola elected three new members to the City Council on April 10th. We welcome them and trust we will continue our mutually beneficial relationship. Inasmuch as the City will be the leasee of the museum site from Union Pacific and we will be the contracting group to operate and maintain the facility, we must have a friendly workable agreement so that all parties benefit.

We have a lot to offer Portola and Plumas county, because as our museum develops, railroad oriented tourists will alter their travel route to include a visit to our site. The City and County can help us by promoting and helping to develop our facility.

Recently there have been some complaints about the paint scheme and color tone applied to the 921. The purist demands that museum equipment be restored to "as built" condition-what ever that is, although even new equipment fresh from the factory had variations in the way the paint was applied and in construction details within an order. The 921 was repainted in UP's North Platte shops and while is not accurate historically as a freight unit, (it follows the scheme applied to the 913 in 1978) it nevertheless is a very presentable paint scheme. The UP shop forces did a considerable amount of body work mainly replacing rusted out side panels and applied paint supplied by WP's Stockton shops. We should be very proud to have such a nice looking and good running engine. We will have plenty to do restoring and repainting other pieces of equipment that will soon be arriving at the museum. Eventually we will want to repaint the 921 and at that time we can decide on which period in its life the new paint will represent.

Editors note; This is just an idea I have, At some time in the future would it be possible for all four groups that have the last WP F's to repaint each one into a different scheme. As delivered, Late orange and silver with large lettering, Solid orange and the Green scheme.

PIE BOOK to 4-30-84

79 PAID MEMBERS AS OF MAY 15th

Checking	\$725.92
Savings	<u>850.00</u>
	\$1575.92

Expenses	
Postage & Printing	\$131.06

THE DIESEL INJECTOR

It took ten members and friends of the Society to get our 921 started April 3rd. One to push the starter button, one on each side to close the cylinder valves and one to spray starter fluid into the air intakes. The others stood by with their fingers crossed. The unit was "dead and drained" for nearly four months, but the batteries held up sufficient to start the engine. We are lucky to have a good set of batteries.

Prior to starting, Dave McClain wired a SPDT switch for the pre-lube and fuel pump set up. This way we can run the pre-lube pump for a few minutes to build up oil pressure in the engine then switch on the fuel pump to pressurize the fuel system prior to starting. Prior to all this Norm Holmes replaced a leaking emergency brake valve while John Ryczkowski and Ken Roller hand pumped 250 gallons of water into the cooling system. When all was ready the engine was rotated several times with the use of an "engine jack" Each cylinder (16) has a valve that can be opened. These are opened prior to turning the engine over so that in case there is water in one or more cylinders it will be discharged through this valve instead of damaging the engine.

With the cylinders clear, the starter button is pushed, a short spray of starter fluid (the use of which is generally not needed) and within 30 seconds the engine was running. Then a frantic effort is made to close the valves which now have smoke and fire shooting out of them. We ran the engine for three hours to completely warm it up and to charge the batteries. It was run in throttle "run 8" (wide open) for a few minutes to clear the exhaust system. The unit was moved back and forth a few feet within the building as we were blocked by UP work equipment and several cars, then shut down. It is desirable to run the unit occasionally to keep the batteries charged and seals set along with lubricating the engine. Members and friends participating were: John H Brown, Frank Hibbs, Norm Holmes, Roy Lopez, Doug Jensen, Dave McClain, Mel Moore, Ken Roller, Chris Skow, and John Ryczkowski.

On April 28th, the 921 was started again and ran around the balloon track so that it would face west for some promotional photos. It performed flawlessly and will be again started and moved outside for photos on May 26th.

SAD NEWS

Gregory B Maltby dropped a card in the mail telling that the old WP roundhouse in Stockton has been subjected to a bulldozer. One more Western Pacific item passes on to dust. Also the grand old station in Winnemucca just may follow the Stockton roundhouse as a new building is in the planning stages now.