

GE U30B No. 3051 arrived on the USW Dec 17th. This was the first of five GE's WP bought in '67. 3051 is inoperable, but is more complete than we expected. The diesel engine is gutted, having only a block, crankshaft and exhaust manifold. The traction motors have been removed as well as some electrical gear and dynamic brake grids. However, with a little exterior and cab work the unit will be a welcome display for our museum. We'll leave it in the green paint so we have an example of each scheme WP used. As far as we know no other GE road unit has been preserved anywhere. John called over to Durbano Metals in Utah as they took delivery of WP 3055, 3058, 3059, 3062, 3063, 3066 & 3067 to ask if they have any parts available. He was told that they came in the yard and were immediately cut up and off to the steel plant south of SLC.

I wonder where they are now?

a washing machine, bolts, or parts..... The delivery of this engine marks the last unit UP has assigned to us, we have asked for WP GP-20 2001 along with all the rest, but no word on it as all the 20's are still on the books, stored in SLC. This would be a good unit as it was the first GP-20 blt, we are hoping for this unit at some future date.

THE WHEEL REPORT

Arriving on Dec 1 were 40' DF box car WP 21513 and Diesel switcher NW-2 WP 608. On Dec 10, we acquired another rare car, WP 19901, this car was been around Stockton as a supply car MW 8129 and is a Transco experimental car. Arriving on Dec 17th was a WP Airstream trailer This rather unique piece of MW equipment was purchased by the WP in 1960 to house maintenance workers who would move from place to place where their work required. This trailer was last used at Gerlach and was out of use for several years and extensive rehab. work will be needed on the interior plus a little exterior work will make it useable for our museum. Any volunteers? UP donated two 50' box cars to the Portola High School for the use as Storage buildings. On Dec 29 Norm Holmes with the help of Hap Mani cut off all the air equipment and ladders, the parts removed will become a part of our spares. A 1912 10,000 gal tank car WPMW 1132, and a 50' single door box car WP36011 were spotted on museum trackage Jan 7. Seven more cars await release from assignments and delivery to the museum.

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BROCHURES REDONE

Two orders of 1500 each have been given out! John Ryczkowski redid the brochure to show the changes in the society and 2000 more are on order now. if every brochure got a member!!!!



John Ryczkowski was with Frank Hibbs at Keddie and noted a older rivited box car there and since we do not have an example of that type he asked Norm to check into it. On Jan 20th that car WP MW0212 was on museum tracks out of reach of a scrappers torch. It is a replacement for some cars that had been scrapped before they were given to us.

NEW EQUIPMENT ARRIVES

Just as I was putting the SHEET together I got a note from Norm that;
 WPMW 0813 ex18503 a 40' double door box car
 WP 11012 air dump hopper car
 WPMW 0247 a pullman 40' box car
 WPMW 8514 40' flat car, are at the museum.
 The last three cars have been in Winnemucca so some time and have made it to safety.

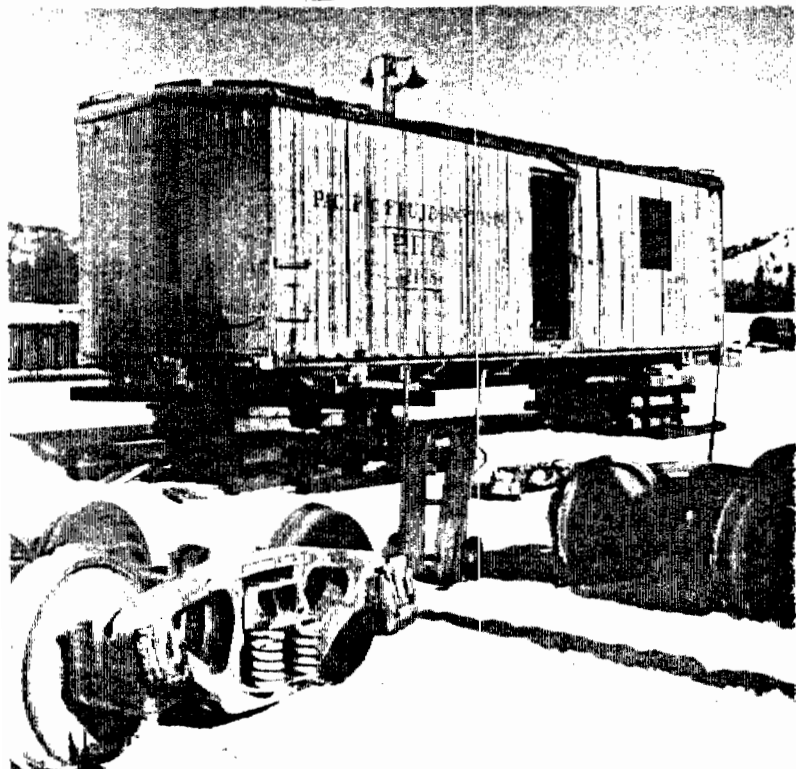
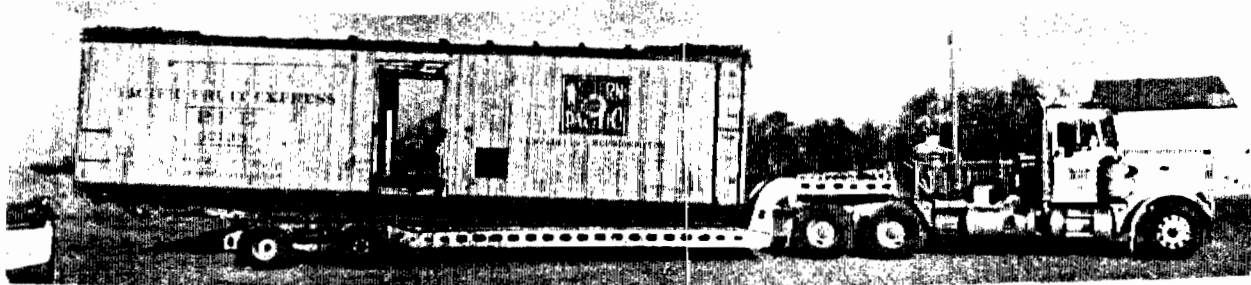
PROJECT SEQUOIA UP DATE By Jim Boynton
 Despite temperatures approaching zero, work on Clover Valley No 8 progresses at a slow pace, but does continue. Some testing will be delayed because all water pipes and systems have been drained to protect them from freezing. There is no heat in our museum building and the project workers look like Eskimos dressed for winter. In spite of these hardships, project helpers Dennis Clemens, Hap Mani, John Marvin and Al Thomsen assisted in the removal of the 9½" air-compressor from Eng 8. After we disassembled it, it was found to be in fairly good shape considering the long period it was shut down. Thomsen and I took parts of the compressor home for cleaning and repair and Al promises to make final assembly and to have it running smoother than a sewing

machine. We decided to remove the turbo-generator at the same time as the A.C...taking full advantage of out "jerry-rigged" come-along derrick. The generator will be rebuilt after the AC become fully operational.

Dennis Clemens removed most of the old dirty waste from the driver axle boxes and will replace it with clean material. Dennis also stripped the rotten wooden ceiling from the cab interior which will eventually be replaced by project carpenter John Marvin. John is project manager for caboose 779 which became the F.R.S.L. caboose in later years. He has removed the platform from one end and will rebuild and restore it soon.

At this juncture the membership should be informed that a generous donation of timbers from Sierra-Pacific Industries Quincy Division Manager George Coulter will enable us to replace No 8's rotten pilot beam, the deteriorated tender bumper beam and restore Marvins stripped out caboose platform. Public spirited industries such as S-P certainly accelerate our historic restorations and lend toward final fruition of our worthwhile goals. We have applied to S-P for grant funds to finance our restoration programs and have had encouraging words. Restoring and painting our locomotives and cars will entail great expense and we'll need all the help we can get financially. ↗

↗ John Marvin is in the process of replacing No 8 cab gangway steps and newly elected Director Hap Manit has wire brushed all brass in the cab until it shines brilliantly. Hap is our "go-fer" and is a great provider, tapping his unlimited supply of materials. Hap and I seem to inherit the dirty jobs and spent one day scraping and burning paint from the smoke stack. Our acquisition of a high capacity air compressor will aid us immeasurably in our restoration work. In a recent visit to our museum Steve Millward put in a day in the smokebox. He blocked off the exhaust nozzle and wire brushed the front flue sheet and knuckle joints. Other work listed;
Ground in boiler check valve Boynton
Ground in boiler check valve L.S. Thomsen
Removed steam dome casing Boynton-Manit
Steam pipes brazed Tony Olson
Oil firing valve rebuilt Boynton
Bell and builders plate cleaned Boynton
The response I have had from volunteer workers on Project Sequoia is very gratifying and makes a sometime disagreeable job very rewarding. We are very fortunate and have recruited nearly every craft necessary for the restoration of our historical pieces. My sincere thanks to all involved and to a dedicated membership.....



OLD WP PFE REEFER AT MUSEUM

Through the efforts of John Ryczkowski our museum will have a rare wooden ice refrigerator car for display. PFE 52138 arrived in Portola Dec 17 and was unloaded from a low boy trailer the next day. John purchased his car from a used railroad car lot in Stockton, paid for the trucking cost, will restore the car and then donate it to the society. This car is in reasonably good condition especially considering it has been used as a storage building for over 30 years. It was originally built in 1924 and rebuilt in 1940. The trucks and air equipment were obtained from WPMW 8111, a 1937 box car sister to the one we have. To unload the car from the trailer a tie crib was built to support the overhang end of the car, then two ties were placed across the trailer under the front end. Four track jacks were used to jack up the front of the car allowing the trailer to be pulled out. A tie crib was then built under this end and the car lowered to the crib. The trucks were unloaded with a borrowed crane and placed at each end of the car. Helping