



## Diesel Doings

Steve Habeck and Steve Milward changed the leaking water pump on WP 608. Steve Habeck also replaced a leaking water drain valve on WP 707. Gordon Wollesen and Norm Holmes exchanged nine cracked batteries that were weak and froze during last winter's cold snap. 707, 849 and 2001 all suffered from the frozen battery syndrome. One set of eight batteries were sold for scrap and another set, made up from junk batteries on hand, were exchanged for a set of used batteries from scrapped SP diesels, thanks to LMC Metals. Norm's pickup again did the honors of hauling 3200 lbs of batteries back and forth. Our Alco S-1, to be WP 512, was running poorly due to dirty fuel. Some 150 gallons were drained and replaced with new fuel. The old fuel can be used as stove oil in the cabooses. The unit still does not run as well as we would like and the cause is still under investigation. Brian Challendar and Jim Ley drained, cleaned the crankcase and replaced the engine oil and filter on 512. The crankcase was remarkably clean, indicating a recent overhaul.

The rear engineer's door on 707 was replaced by door from a scrap SP GP-9. The rear door latch and window were broken so it was easier to replace the entire door. Outside of the gray paint, it looks much better thanks to Dave Anderson and Brian Challendar.

Erv Hartung adjusted valves and injectors, installed a new exhaust pipe and rain caps, installed new toggle switches and hooked up hour meters on No. 80, Erv's pet project.

Progress on preparing GP-20 No. 2001 for painting continues with Doug Jensen sanding most of the paint off the cab and hoods. Terry Decottignies, a Chico Miracle Method bathroom fixture restorer brought up two friends, Allen Hansen and Tom Watson on June 17th. The three of them worked all day sanding more of the nose section and before the day was over, had it primed. It will still need filler and more sanding, but it was a great day's work.

Hank Stiles has taken over the job of completing the overhaul of WP 501's brake system. New parts were ordered for the brake cylinders and brake valves. The cylinders were taken to a local shop and cleaned in a 'hot tank' to remove 50 years of gunk. Hal Shields painted the cylinder heads and Hank reinstalled the springs using a fork lift as a press (smart boy!). The job is now almost complete. Hank and Brian Challendar also have removed the exhaust manifold to replace leaking gaskets. The engine compartment will be steam cleaned and when all back together, prepared for paint. This unit will be 50 years old in August. We will have a celebration.

## *New Equipment*

Recently we learned that WP caboose 484 was retired and awaiting disposition. This is one of the last series of cabooses (cabeese?) bought by the WP (481-486). They were built to SP specs, being an add-on order to a batch being built for SP by International Car Co. in 1980. Interestingly, WP 4-8-4's Nos. 481-486 were also part of an SP order! We were interested in acquiring the last WP caboose, 486, but it was damaged in a derailment and 484 was available so we contacted the UP for a donation. In due time the request was granted. The caboose was in storage in the Moccasin siding (near Keddie) since October 1988. On June 21 it was brought to Keddie and a work train later brought it to Portola. It will need some repair, mainly the interior, but is a very welcome addition to our museum. Vickie Krois originally informed us of the caboose and it was inspected by Vickie and Steve Habeck to determine its condition.

We have purchased a 28 foot low-bed trailer from State Surplus. The cost was very reasonable and the trailer will be very useful in moving the cars from Norm Holmes' property to the museum as well as hauling large locomotive parts, etc. We can hire a local trucker to haul the trailer when needed. Erv Hartung, a mechanic for a trucking company, has gone over the trailer and is making whatever repairs are necessary.