

and we can go whenever you are ready. Fireman, watch your side and both of you call everything the same as you did with WP608. When you are ready I will release the handbrake. In this engine I find it much easier to stand behind the engineer so I can also see my side of the engine as necessary and monitoring the Fireman that he is alert and watching his side of the engine too. I watch to see that we are lined out and that they called the switch. If we were not lined out I would tell the Engineer to stop short of the switch and I would throw the switch so we could proceed and in that case would remove the Reverser, line us out, return the Reverser to the control stand, continue our same routine which now requires a minimum of instructions.

At the end of our second hour we return the WP921 to its original location and shut it down.

I then lead our group into the Gift Shop and prepare a certificate for each individual while our client settles his account. I again express my thanks for their cooperation and excuse myself and go to meet our next client. Some days we were fully scheduled with back-to-back rentals all day, including walk-ins.

On Operating weekends, we operated much the same way without interfering with the Caboose Train schedule which began at 11:00am until 4:00pm each half hour.

Within 5 minutes of departure time of the Caboose Train, the Conductor would call and ask me for our location and advise me of their departure. I would reply and tell him where we were and that we would be clear of the mainline. At that point we continued running until we reached and went through the 4 Rail switch and stopped in the pocket, clear of the mainline. (This last part of the move was easy when you had one of our members there to line the switch over to the mainline for you, after you were in the clear in the hole.)

I would then remove the Reverser, go down and back to the switch, throw the switch and call and tell the Conductor we were in the clear in the hole and the switch was lined for the mainline, and then I waited for the Caboose Train to go by and cleared the switch before I lined us out. Then I would return to the cab, put the Reverser in the control stand and tell our crew that it's now safe to run whenever you are ready.

That is the way most of us worked with out rentals for a number of years until we now have established our official training procedures for which out RAL Engineers must be certified.

As a footnote I wish to add that of all the people that ran the RAL with me as their instructor, I had but ONE elderly woman of a group at that time who REFUSED TO RUN THE ENGINE. SHE BROKE MY RECORD! (Yes she got her certificate.)

## Ask the Editor

**Q:** *I visited Portola briefly on July 16, and was intrigued with the many stored UP locomotives north and northeast of the museum. How about a list of them in Train Sheet (in numerical and/or "geographic" order), plus perhaps some of the following background:*

- How long have they been there?
- Does the collection fluctuate over time? And, if so, how has it fluctuated?
- Any semi-official UP guess as to whether the units would remain in Portola during mid-winter '16-'17?

*Submitted by Steve VanDenburgh*

**A:** They started arriving for storage in April 2015, and we had two on display inside the museum for some time. The size of the collection (once at 28 units) has remained fairly stable, but has been slowly shrinking lately. Some of the GE's sitting in storage have already been retired and sold to Larry's Truck Electric back east for scrapping, and their numbers have been reused on newer GE's. Nobody is quite sure how long they will be sitting in Portola. I have not been able to come up with a comprehensive list of units in storage at Portola, or their order.