

## DONATIONS

Feather River Rail Society member Ken Roller has donated five acrylic paintings to the Society for sale or to otherwise aid the financial position of our treasury. One painting (22x28") depicts Western Pacific steam engine No. 79 taking water in a view looking toward the front of the engine. The second painting shown a Southern Pacific 2-8-0 (No. 2275) in a sunset situation waiting for a block signal to clear. The third, also 22x28", is of a WP 2-8-0 (No. 39), hauling a freight train in the Feather River Canyon. The fourth painting (24x30") is a dramatic scene showing a train order operator delivering orders from a hoop to a train at a station resembling Keddie. This is a night scene. The fifth in a desert scene resembling the area around Reno Junction and depicts Sierra Valleys No.1 with a short train. Our sincere thanks to this dedicated member for his generosity and devotion to the ideals we seek to preserve. Those paintings will be placed on public view when an appropriate location is selected and may be purchased.

WP F-7A No. 921 and UP SD-40-2 Portola August 28, 1983

## THE DIESEL INJECTOR

Our WP 921 was brought to life on September 18, 1983, after being out of service since January 18, 1983. The batteries were dead and since there is no electricity at the diesel house. Dave McClain rented an arc welder to provide power to start the engine. 200 gallons of water was hand pumped into the unit and after about four hours of charging the engine started. We ran the engine for two hours, but could not get it to load. The horn and bell both worked, however!

Two weeks later, after taking all eight batteries out, two at a time, to Norman Holmes' home for 36 hours of slow charging to each battery ( they weigh 300 lbs. each,) the engine started on its own power. After running for an hour and checking every possible "no power" problem, the unit decided it was time to move and did. Everyone was ecstatic. The only sour note was the fact that someone stole the bell during the past two weeks. We sure would like to have it back. Dave again rented the arc welder for the October 2nd starting but it was not needed. But as long as we had it, we decided to weld the horns in place to prevent their theft. The units doors are locked when no one is at the unit, so hopefully there will be no problem with the interior. The Greater Portola Area Chamber of Commerce graciously offered to pay for the arc welder rental costs. Thanks.

It was decided to start the unit occasionally to keep the seals from drying out and to keep the batteries charged. On October 30, it was started, moved and then wouldn't move again. Later in the week UP diesel electrician Dick Trost found an open circuit to one of the relays and ran a new wire to it. The unit now moves under its own power again. It was started November 12, warmed up, shut down and the water drained, because of frosting weather. As soon as a way to heat the engine oil is figured out and a pre-lube oil pump is installed, the unit will again be started.

Thanks to Bill Bass, Bob Larson, Norman Holmes, Dave McClain, John Ryczkowski and Al Thomsen for their help.

On October 29th, members Frank Hibbs, Norman Holmes, Roy Lopez, Dave McClain and Mel Moore traversed the beautiful Feather River Canyon to meet with Dale Sanders in Oroville for a fun day in the rain to remove parts from his NP F-7. Dale's unit is just a shell without trucks or engine that he plans to relocate and build into an office. A few parts remained in the unit that we can use to restore our WP 921 to 100% condition. The remaining parts will be kept for stock. The most useful items were four dynamic brake grids that would cost over \$1,700 each new (921's are burned out). For stock we removed two traction motor blower motors (over \$2,000 each new) and several boxes of relays, etc. A complete set of traction motor cables were removed for Pacific Locomotive Association's WP 918. We plan to work with owners of the other three WP F-7's in any way possible to share parts and knowledge. Dale's shell contained 30 years of grime and iron ore dust, so that when we finished that night we all were very dirty. Despite our condition, Dale's mother served us a nice dinner, which everyone really appreciated. Dale is to be commended for his generosity in donating these parts to us.

In November members John Ryczkowski and Norman Holmes drove to Sacramento to look, over items in the UP shops that were going to be auctioned the following week. They were able to salvage some diesel locomotive parts books and freight car records that were being thrown away. These items will become part of our historical files and will be open to anyone for research. On December 7th, Norman Holmes attended the auction and was successful bidder on some useful items for our Museum. They included five fire extinguishers, a hand truck, a rail saw and an arc welder, all bought for us by Holmes. Holmes also donated a diesel fuel pump, bought in Tacoma last summer, to be used as an oil pre-lube pump on the 921.

A record will be kept of all donated items, so that proper credit may be given.

We welcome guest editorials under the heading "The Flanged Wheel."