

BUILDING DEPARTMENT

We have spent a considerable amount of time and money replacing windows in the diesel shop. For a New Year's gift some inconsiderate person or persons used our building for a target and shot seven holes through windows on the west end with a BB gun. This was probably from a BB gun given as a Christmas present to some little brat in the Portola area. The Sheriff's office was notified and a report made. An article also appeared in the Portola Reporter. When we get the area fenced, this act of vandalism will not be such a problem and it will keep the RR bums out of the area.

Hap Manit is now in charge of our "workfare" workers. They put in excess of 100 hours in Dec mainly working on the shop windows. Hap set up a wood stove and placed sheet metal and plywood over the open windows to make working conditions a little better. The five workers are required to pit in 18 to 34 hours per month in public service to maintain their food stamp eligibility.

Motor Car-Tool Shed to be Blt...

The Board of Directors authorized the construction of a motor car-tool shed building to house our growing fleet of track cars. A number of members also own track cars and wish to keep them at the museum. Therefore, it was decided to construct a shed and rent space at the rate of \$10 per month or \$100 per year to private car operators. The building will be 12'x40', having room for eight cars and space for our track tools. Cost will be under \$1,000 to be paid from club funds and advance rent payments. The building will represent a design used by the WP.

DONATIONS

UP engineer Ron Olinger gave us a brass auto brake valve from a Milwaukee electric switcher. We thought we needed it for the 608, but later Ken found the originals behind the water cooler, when he was cleaning the cab. Ron's handle will become part of our exhibits.

An answer to your editors request for photos brought two beautiful 8x10 photos of WP's Sugar box cars. Jim Lekas took the photos in Stockton. They will be the main photos used in an article on modeling and about the Sugar cars.

Deryl Frye donated a long electric cord, Wayne Monger donated a four wire electric cable and an air hose. These items will be used by our tireless(?) work crews..

Bob Turner sent us a photo of WP 254 on the turntable at Oroville with 36 men standing along side and on the engine. On the back of the photo were the names of all 36! George McCarron sent us a photo from an old tourist souvenir album showing the old log station at Feather River Inn at Mohawk. We Appreciate receiving any item. Joe Way has saved the newsletter mailing crew a lot of work by providing us with a set of mailing labels made up on his computer.

FREIGHT CARS JOURNAL

If you like freight equipment a group has started called "SOCIETY OF FREIGHT CAR HISTORIANS" It's \$10.00 per year and write to.....for info.....

David G. Casdorff
P.O. Box 1458
Monrovia, Calif. 91016

UNION PACIFIC HISTORICAL SOCIETY

This new group is not related in any way to the previous UP Historical Society and is incorporated with a ten member board of directors. Its good that a society has been started for the UP it was needed, for info please write to.....

James W. Watson, President
P.O. Box 1128
Manhattan, KS 66502

SP&S HISTORICAL SOCIETY

A sister society to the north is keeping the SP&S alive. For info please write to;

Dick Nedrow
5709 Harlow Dr.
Bremerton, Washington 98321

DIESEL INJECTOR

They said it couldn't be done, but we did it. The "proper" way to replace F-7 dynamic brake grids is to remove the roof hatch over the grids. This eight foot square steel plate has the dynamic brake cooling fan and the four resistor grids attached to the underside. After the hatch is lift off it is turned upside down and worked on. However, we do not have access to a crane that can lift the hatch, so we decided to try to replace the grids from the inside of the unit. As reported in the last issue the grids were removed without too much trouble. Replacing the grids involved a little more ingenuity, With the help of Emery Godard, Norm Holmes, Hap Manit Dave McClain, Steve Milward, Mel Moore, Matt Parker, Ken Roller and John Ryczkowski a come along was hooked from one of the diesel house roof beams, passed through the cooling fan grill and hooked to the bottom of the grid. A rope was tied to the top of the grid. The nearly 200 pound grid is then raised into place, being stabilized by the top rope. The grids, two to a side, just fit into an area near the roof and rest at a 45° angle. It sounds easier than it was to do, requiring about one hour for each of the four grids. These grids cost about \$1700 each new, and we had four like new used grids courtesy of Dale Sanders. While we were working inside the diesel house 18 inches of snow fell outside during the weekend of December 14-15 weekend. After hooking up all the cables and replacing the inside covers the 921 was started Jan 19th to test the grids. But something is still not right as the unit will not load, so it's back to the drawing board.