

STEAM GAUGE

John Marvin has finished replacing the front pilot beam on No 8. The heavy timber was rotted away so a replacement was a necessity. A good used bridge timber was found, cut to fit and drilled to fit across the front of the engine. On June 29th, the coupler pocket, coupler and pilot were returned to their proper place. Old No 8 is beginning to look better all the time. David Dodds spent a few days of his vacation painting pipes and Rick Merle spent a week wire brushing rods and boiler parts. On Saturday, July 6th, 200 pounds of pressure was applied to the boiler with hardly a leak.

WHEEL REPORT

- 0318 flat Mel Moore stripped the wood deck off so that a new deck and sides can be added to give us two passenger "Vista Flats".
 428 caboose=built a bench for additional seating
 520 Box car=Odie Lorimer completed the "Horn of Plenty" on one side
 779 caboose=John and Charlene Marvin replaced the end sill on one end.
 1345 caboose=Norm Holmes, Mat Parker & Ken Roller cleaned out all the burned wood from the interior, Norm picked up replacement seats from the SP Roseville shops.
 1074 tank=Norm, Hap and Steve Millward washed the interior and filled it with 10,000 gals of water to be ready in case of fire.
 19507 box car=Doug Jensen and Wayne Monger washed the exterior to bring out the orange feather and yellow lettering.
 20806 box car=John Ryczkowski finished painting the orange feather and made the car ready for the overall silver color.

DIESEL INJECTOR

Western Pacific GP-20, 2001, arrived in the early hours of July 5th. As soon as the unit arrived on museum trackage, Steve Millward began cleaning the accumulated debris and broken glass from the nose and cab. Rick Merle and Norm Holmes removed the steel strap around the hood and cut the welding that was placed on the doors to supposedly to keep vandals out. Rick cut off old lock hasps, welded holes and placed putty on the rough spots. The next weekend Dave McClain and John (Ski) Ryczkowski went to work on the unit. Ski replaced all the broken cab gauges, lights and cab controls set up for starting. Dave when going over the engine found that water had frozen in the air compressor heads and that they were broken. GE 3051 had the same type of compressor and soon were in place on 2001. The set of batteries that came with 608 have been on charge and were placed in 2001. Doug Jensen showed up just in time to help move the 300lb batteries in place. Water was added, a set of jumpers

from 608, Ski in the cab on the starter and controls, Dave on the delay shaft to control RPM's and Doug watching the oil pressure. After sitting for so long she started with very few turns and the turbo whine sure sounded good. The oil in the engine was low, so the unit was run only for a short time as the level was not where it should be. A sample was taken to Reno for an analysis and shows that it should be changed. A complete oil change is going to be done and at \$175 per barrel with four barrels needed we will welcome contributions to help pay for the oil, which is on order. The 2001 is going to be painted orange and silver back into it's as delivered paint scheme.

On July 17th Norm Holmes and John Ryczkowski drove to Richmond to pick up two snow plows and misc. engine parts from SP U Boats being cut up for scrap at Levin Metals. The plows weight in at 800lbs each and are nine feet across making quite a load for Norms pickup. Levin wished to help our efforts and refused to accept any payment for the material. We appreciate Levin's generosity and cooperation.

On July 20th, Wayne Monger and others placed one plow on 3051, thus making the unit look complete. Wayne also repainted all the hand-rails and nose markings on 3051 improving it's appearance.

AND ON THE ALCOS.....

By John Ryczkowski

I was in SLC on June 17th and looked over GP-20 2001 as to it's condition and getting it moved to Portola along with the Alcos. UP had inspected them and had a list of items that needed to be done before movement. I then met with Kennecott to get them moved to a spot we could work on them.

On July 4th Myself, Dave McClain and Mat Parker returned to SLC passing the 2001 in route and in 100° heat worked over the Alcos. We had journal oil with us and added oil to all journals, and other odds and ends that was two days of hard work. The Kennecott crews only work on the weekends so I stayed over Sunday and with the help of engineer C. H. Nielsen worked over the air systems on #2 and #908. Chuck was a lot of help and after removing every valve and cleaning it and replacing some they were then working.

As of this time #2 and #908 have been moved down to the transfer, UP picked them up headed west but #908 has a bad bearing and both were set out. #2 is going to be moved to Portola and the issue is still in doubt on #908, stay tuned as this story I hope will have a happy ending.... The #3 and 778 will be moved later as more work has to be done to them. We need to bring back two "thrust blocks" for the journals of #3 from one Alco that gets to Portola and replace the hand brake on the elect. 778.