

Diesel Update..at the FRRS, Portola Railroad Museum.....

Dave McClain

Eventhough the weather has changed work is still progressing on the diesels. Back in December, Saturday of the work weekend was set aside to work on the Alcos, Jim Ley, our new full time caretaker, had been recharging all the batteries on our new donations. #3 started immediately since we have had it running before, luck was not with us for the RS-3 #2. The batteries were just too low and the unit cranked too slowly. These units have not been run in over three years at Kennecott so this was expected.

#908 was a different story, the engine started right up, but soon ran out of fuel. We had it running for a little over five minutes. All the Alco's seen to be in good shape mechanically. 908 has a traction motor missing, because the old axle had to be changed out by UP to get the unit into Portola. An idler axle is in place now with plans to change it out as soon as possible.

There were about three hours of switching to do, so we all got a hand on #3 to finish out the job.

Sunday, was devoted to 921. It at that time still had a problem with the air compressor unloader. By manually operating the switch, the compressor would unload. A new switch was donated from Howard Wise and 918 for 921 that has since been installed, and working....

A dynamic brake check was done on 921 with power supplied by pulling the unit with the Alco #3. A thorough test was completed with #3 pulling at 600 amps and 921 braking at 550 amps. The fan was wound up tight in 921, a sound that all of us haven't heard in many years.

January work party was devoted to the 921's problem with the air compressor. A new switch was installed, but the high pressure relief was blowing off again after working for a time. Incidentally, Howard Wise has donated

a complete electrical and mechanical manuals for the 921-since he is so involved with 918, 921's sister engine.... It's nice to depend on someone who seems to know all the answers to our locomotive problems here in Portola.

Parts are slowly being stripped from 6912, we also have permission to remove the engines on board.

Looks like we are going to get WP GP-7, 707 in the near future. This unit worked the Reno/Portola area for many years and is the last WP high hood to still have a barrel headlight.

Anyone interested in working on any of our diesels, feel free. We have plenty of projects for those so inclined.

Update On Engine #8

Betty Boynton

The icy Sierra winds rattle the big doors of the Portola Railroad Museum, but work continues on Project Sequoia restoration of Feather River Shortline R.R. 8. With Jim Boynton as project manager, John Marvin as project carpenter and Hap Manit as chief "Go-Fer", dismantling an engine that spent its last 22 years in the open spaces presented many problems. Built in Nov. 1907 for the Sierra Nevada Wood & Lumber Co. at Hobart Mills, the little Prairie type engine is one of few of this type to be fully restored in the US. Many people have visited No. 8 and offered their labor, advice and donations.

The boiler is now stripped of the old jacket, lagging and all piping and appurtenances. Kenneth Boynton of Antioch secured a donation of new lagging which Jim picked up in Nevada during a Sierra thunderstorm. Kenneth is now working on a donation of new jacketing material from US Steel in Pittsburg.

Many parts require technical repair that cannot be done here. This work is being done through the cooperation of the California Railroad Museum at Sacramento. Jim Ley and his dog Maisha "security residents" at Portola deliver the parts to Sacramento. Norman Holmes was able to locate hard to find firebrick needed to re-brick the firebox. He arranged the donation of 500 bricks from Mr & Mrs Norman Roberts. Jim & John trucked them up from Oroville where they were unload at our

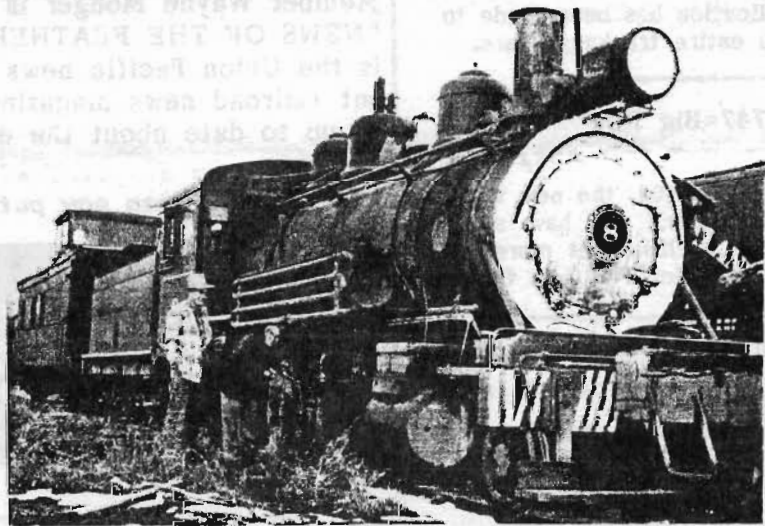


Exhibit for Plumas County Fair

Trainmaster George Lorenz watches Road Foreman Bill Cope add a final touch of oil to Number 8 prior to her departure from Loyalton on March 14. The locomotive, two logging cars and one caboose were donated by The Feather River

Lumber Co. to be installed as a permanent exhibit at Quincy Fair Grounds. Western Pacific cooperated by moving the equipment on the Loyalton-Portola local, then to Quincy on another connection.

April, 1958, MILEPOSTS

museum by Steve Jackson & Cal Hill. Newly retired boilermaker (Navy) Dave Lubliner of Clio will do the re-bricking job which may take at least 12 hours or more.

Through the efforts of Tom Mongovan, the services of Dave Sell and Al Shelton were obtained to do work on #8's boiler. They made two trips from Sonora to Portola to complete the work. They are now employed as engineers on the Sierra Railroad and were impressed by the good condition of No 8. Tom worked hard to obtain a donation of two carted fire extinguishers from Del Monte Corp.

Work on the caboose 779 progresses with John handling the carpenter work and Charlene Marvin removing many layers of old paint. Thanks to Sierra Pacific Industries, lumber has been donated to aid in the museum's restoration efforts. John has also completed new steps into No 8's cab and has restored one end of the caboose.

Thanks to Society members and the Clover Logging Co. used oil fills No 8's tank. Part two of the examination for steam qualification will soon be ready for designated Sequoia Project members.

over

Paint has been removed from many parts to reveal gleaming brass surfaces. These parts, paint donated by Plumas Motor Supply, new brass air gauges from Jim Holmes of San Jose are helping to restore the engine to its former beauty. Tho she looks like a plucked chicken instead of the little engine that starred in a movie and excursions at Quincy, efforts of many devoted people will restore her former glory.....

Trackmobile to S.F.

Norm Holmes

On Nov. 18, 1985, the Yakima Valley Transportation Co. made its last run. Owned by UP, the YVT operated in Washington with the only electric loco motives on the system. Several years ago a Whiting trackmobile was bought with the idea of repacing the electrics. With the discontinuance of the operation the trackmobile has been transferred to exWP trackage in San Francisco to replace a switch engine stationed there. Freight traffic continues to decline in SF and application has been made to abandon the entire trackage there.

747=Big Boy

Ski

Boeings new 747-400, the new version of the 747 airliner, will have a ramp weight of 850,000lbs. That more than the weight of Union Pacific's BIG BOY.

In Search of WP Steam.....

Norm Holmes

Of the 208 steam locomotives rostered on the WP, only five escaped the scrappers torch. The following is a listing.....

- 26 2-8-0 located in Travel Town, L.A. along with caboose 754. On permanent display.
- 94 4-6-0 located in Western Railway Museum, Rio Vista, Jct, Cal. Sees occasional operation.
- 164 0-6-0 located in Hewett Park, Oroville, Cal. On permanent display.
- 165 0-6-0 located in Alameda County Fairgrounds, Plesanton, Cal. On permanent display.
- 334 2-8-2 located in Western Railway Museum, Rio Vista, Jct, Cal. On permanent display.

There is very little chance that we would be able to obtain any of the above locomotives for our museum. We are just 30 years too late.....

FROM YOUR EDITOR, *John J "SKI" Ryczkowski*

Survey Results.....

I would like to thank the over 150 members that have sent in their surveys. We are going to wait until the next issue to run a full report. This will let many more members get their surveys in and be counted in the final tally. Many members added their comments, thanks for the compliments, appreciate all suggestions and looking forward to the TRAIN SHEET filling all the needs of the membership. One comment stands out about the Western Pacific, which the membership is keenly interested in....."It's good to see you keep the "WESTERN PACIFIC" alive . It was and is a good railroad, providing jobs for people like me, to give us a opportunity to raise our families"..... And one said, "Less Boxcars, Less Editor" but most said, "Keep up the good work".....

On 1st Class Mailing.....

40% of the surveyed membership would like to have 1st class mailing and would pay extra for the service over bulk mailing. To address this, for the members that would like the 1st class mailing please submit \$5.00 per year to cover the extra cost. This will put you on a 1st class mailing list for all mail.....

WESTERN PACIFIC Info Past and Present.....

Starting this issue I'll be going back thru the old back issues of the "MILEPOSTS" WP's employee info magazine. It's a wealth of WP history and will live again in the TRAIN SHEET. Member Wayne Monger is coming to the SHEET to do a current "NEWS OF THE FEATHER RIVER ROUTE" column. Wayne is the Union Pacific news editor for the CTC BOARD, a excellent railroad news magazine, his expert news coverage will keep us up to date about the exWP line and operations/equipment..

I put room starting with this issue on the sides so that we can now put the SHEET in a 3 ring binder....



Vol. I

AUGUST, 1949

No. 1

To Western Pacific Railroaders:

The little magazine you are reading is the first issue of Western Pacific MILEPOSTS. It is your magazine, and we hope you will like its contents and its size. Every effort will be made to cover the entire Western Pacific System, and we earnestly solicit your assistance in gathering news of our road and its employees. The editors will welcome your suggestions and constructive criticisms.

Western Pacific's MILEPOSTS, STARTED IN AUG 1949, JUST AFTER THE CALIFORNIA ZEPHYR STARTED SERVICE.

THE CHERRY SPECIALS, Each year from May through June shipper packers arrange with Western Pacific to ship tons of tree-ripened cherries from the valleys of San Jose-Santa Clara, and Lodi, Stockton. These cherries of all varieties travel to Salt Lake City in special pre-iced Express Refrigerator cars and from there move into most of the large Eastern Cities.

Unlike ordinary freight cargo carried by freight trains cherries are handled by refrigerator express specials on passenger train schedules..... **MILEPOSTS, Aug, 1949**