engine, a World War I ammo car and former WP caboose were sent to Quincy. On Dec24th, 1958, the equipment officially became the Feather River Shortline Railroad and the engine acquired her present name, FRSL #8

Over the years #8 put on added weight from layers of paint, grease and grime but never had a complete "right to the metal" restoration. Jim Boynton was the last person to run #8 under steam on May 19, 1962. In Aug 1984 he founded project Sequoia and took on this overwhelming task. Wed and Sat are work days, though small in number, the members are large in enthusiasm and continue to work away the layers of memories. Steve Jackson, Mel Moore, Dean Hill, Jim Boynton, Al Thomson, Bob Beattie, John Marvin, Eugene Vicknair, Jim Ley and Mike Attama have worked on the cab, piping, brake system, tender connections, and fuel has been hauled from Quincy to Portola. The fuel has been made available by the Clover Logging Co., Plumas County School Dept, Sierra Pacific Industries, Detrick Tire Co., and hauled by Jim to Portola. Guy Dunscomb, assisted by his son Don is now producing a pictorial of Western Steam and Shortline #8 will have a spot in the book. Edward Brown of the Plumas County Historical Society is also compiling articles about the Shortline for publication soon.

NEWS FLASH...Engine #8's boiler and firebox have at last been certified! What a birthday gift...the months of hard labor and delays are now paying off. We thank Rose Hersted for her excellent research effort that has aided this project greatly. Although much work remains, we hope 1987 will find the #8 back under steam power.....

TURBO PULLED.....*by DAVE McClain our Electro-Motive Tech.....*

Our "new" GP-30 UP 849 came to us relatively complete, except for the batteries. Matt Parker, Doug Jensen, Ken Roller, and I installed batteries taken from one of the inoperable Alco #3's.

After installing some oil filters and checking fluid levels water was added to the cooling system. Luckily only a couple of leaks were found.

The decision was made to crank the engine. The 608, as always, was used as a jump unit to bolster the ailing batteries. Doug took the start switch and I was on the layshaft. The engine came to life with minimal cranking. After the smoke cleared water began to leak out of the rear radiator connection. Apparently the UP had considered removing the radiator or maybe the engine and had left the connection loosened.

We shut the engine down reluctantly and fixed the radiator leaks. When we attempted to restart the engine it would not respond!

The fuel pressure to the injectors and rack position were checked out okay--plenty of fuel going into the engine. Then Matt suggested that the turbo didn't sound like it was turning. An air box cover was removed; air was not being expelled from the block. I went to the roof and found no air was coming out of the exhaust stack.

Suspecting the turbo, I removed the intake pipe to see if it turned during cranking. It did, but a comparison with 2001's turbo convinced us that it was not turning nearly fast enough--possibly the planetary gearing was broken.

Ski and I started removing shrouds and air box connections, the first step for turbo removal. Never having done this before, we took our time and worked together on the difficult bolts. When the roof hatch was loose and all the bolts were removed Jim was summoned from his operating duties with

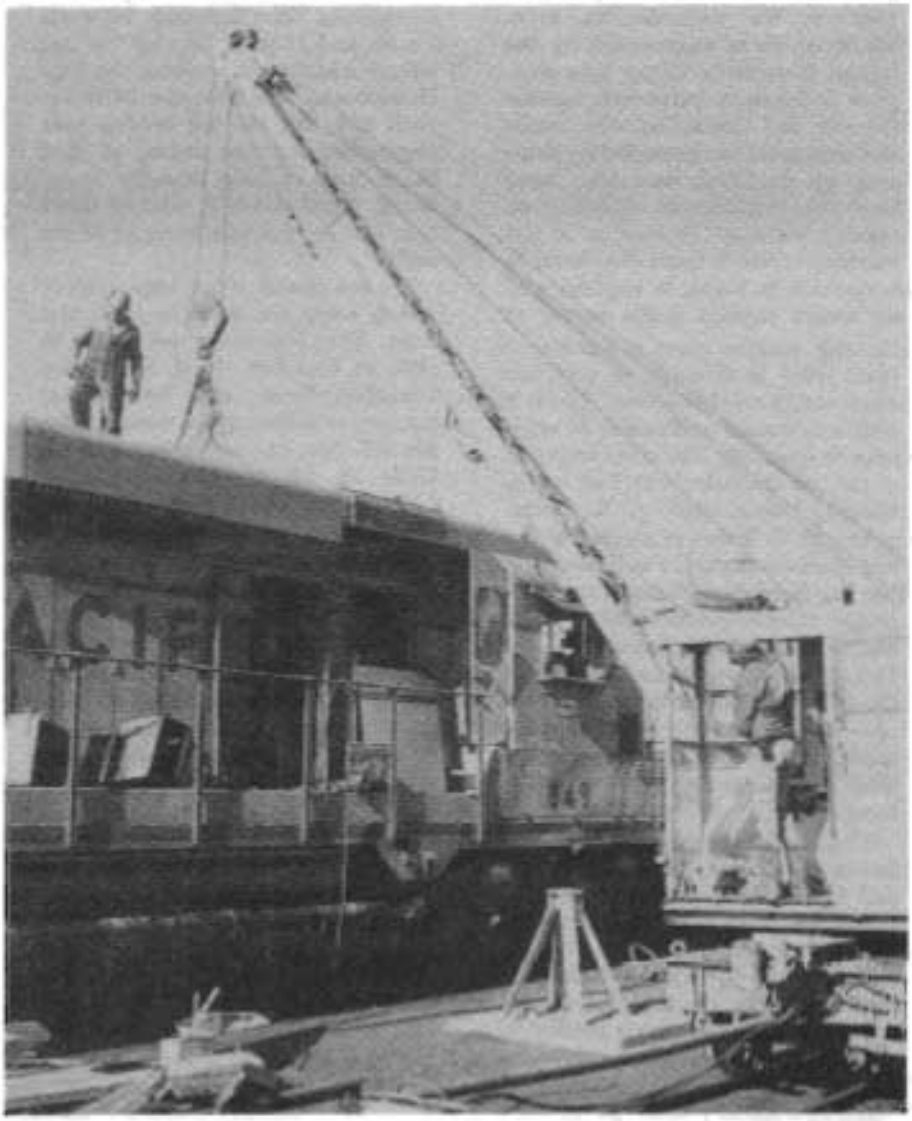
Mary R photo

2001 to run the Burro Crane. Our very first turbo removal had to be preserved in entirety on film. Pam Hodson and Mary Ski were stationed on the roof of the Alco #2 for a great spot.

The turbo was rigged with cables and lifting was begun. I was on one side and Ski was on the other, both using bars to wedge it from the block. Jim began to lift. After carefully guiding it up through the roof with barely enough boom length the turbo hung above the 849--a feat that we thought couldn't be done in one day.

The turbo was lowered to the ground and inspected. There was no solid connection between the inner gear and the turbine shaft; something could be broken in the planetary gear chain. Part numbers were checked on the turbos of #849 and #6946; they were the same. Also the #849's engine block is stamped DDA40X EMD 645 Power Pack. Apparently the #849's engine is out of a Centennial unit and not a 567. This engine does have a derated governor rated full power at 835 RPM, so we have a 645 powered GP-30, another one of a kind first for the FRRS.

Our options are exchanging the turbo with the UP, repairing it with new parts, or removing the turbo from the 6946. In any case it looks like we'll have an operating GP-30 in the near future.



WESTERN PACIFIC

Mileposts

NOVEMBER 1949

On a trip from the 25th Street yard in San Francisco to Oakland, November 8, Captain H. B. Lampman, mate F. Loch, deckhand John Kirk, bargemen A. R. Gustafson and S. Miraglia, engineer G. Fevrier, fireman J. O'Brien and oiler J. Hayes, crew of the tug Humaconna, found launch 28U407 on fire. Stopping the tug, they quickly put out the fire and turned the launch over to the Coast Guard. The launch was owned by Tex McGee and was abandoned at the time the Hummaconna came along, and it was later discovered that the occupants of the launch had been rescued by another launch, "The Texas Rocket."

There is no finer department on the WP system than the marine organization and, in fair weather or foul, it is one of the superior marine organizations on San Francisco Bay.

WP'S MARINE ORGANIZATION

By Hazel Petersen and Henry Stapp

Possibly many WP employees do not understand how freight cars are transported to Oakland from San Francisco and vice versa. At the present time, approximately 300 cars are handled daily on barges, operated under the jurisdiction of the yardmaster at Oakland, who dispatches them between Western Pacific Mole, Alameda, and various points in San Francisco.

On advice from the superintendent of transportation, yardmasters dispatch stock, perishables, Rule 10 merchandise and other preferred loads, must be handled as soon as possible after arrival of trains, and our marine service must be coordinated with Encinal Terminal, State Belt Railroad, Alameda Belt Line, and WP's Oakland and San Francisco yards, to insure that barges are pulled and loaded promptly. It usually requires from thirty to fifty minutes to make a trip between any of the two above mentioned points, depending on existing conditions.

Marine equipment must be kept in A-1 condition, and tugs and barges are dry-docked annually for inspection and any necessary repairs. Arrangements for dry-docking tugs are handled by the superintendent of motive power at Sacramento, in conjunction with the terminal trainmaster at Oakland, and the firm of Pillsbury and Martignoni, ship brokers, San Francisco. The tugs are fueled at Oakland and take water at 25th Street. We have two slips in Oakland and one at 25th Street.

Marine forces report to the terminal trainmaster at Oakland, and