

for coordinating and operating the whole weekend without a hitch.

Thanks to Mountain Diesel and in particular Dale Sanders, we were allowed to operate the Alaskas 1506, 1508 and 1517 for the work weekend night operations and Memorial Day weekend. People were very happy to see some of MDT's equipment head up our trains. It's so great to see an A-B-A set of F's operating again. Try to remember the last time you saw something as incredible as this. Again, thanks Dale.

The two biggest projects this summer will be the UP-849 and WP -707. Hopefully by the end of the summer two more locomotives will be painted and fully operational. With your help we'll keep moving ahead improving the premier Diesel museum in the West.

### STEAM IN PORTOLA!!!

Betty Boynton

On April 25, after three years of restoration work by a small group of faithful volunteers, Engine #8 was steamed up in the museum yard. Engine 608 with Jim Ley as engineer assisted in the move and at 12:01 pm Jim Boynton torched #8 off for the

first time in 25 years. #8 was last run on May 19, 1962 at Quincy with Jim Boynton as engineer.

The fire took off immediately, burning bright and clear, and in two hours the pops (safety valves) were tested and lifted at the predetermined value of 150 lbs. With volunteers John Marvin, Steve Jackson, Mike Atama, and Bob Beattle assisting the engine was put through all the tests needed to evaluate the results of the restoration effort. At the end of the day the verdict was that the engine performed admirably and that the work done on the firebox and boiler was well done. The sound of a steam whistle echoing through Portola brought an interested crowd to applaud #8's return to action.

Work is continuing on Wednesdays and Saturdays to correct minor problems and the main project now is replacing the jacket on the boiler. Important parts can then be replaced. Work on the woodwork in the cab is progressing slowly.

Thanks to the grant from the Plumas County Arts Commission, a large glassed case will soon be on the museum wall with photos of #8 and other steam engines of this area.

## MORE POWER PULLS TODAY'S FREIGHTS

R. E. Shideler, superintendent of shops, took this picture on March 24 of the last FT locomotive to leave Sacramento Shops. Foremen in the picture are, from left, E. V. McCorkle, E. R. McPherson, L. H. Clapham, W. E. Fosha, E. W. Steuben, T. N. Fossell.

WESTERN PACIFIC was one of several railroads pioneering diesel freight service in the United States, purchasing 12 FT units early in 1941. During the peak of World War II additions were made to the fleet, bringing the total number of FT diesels to 48 by 1944.

The FT's were generally operated in groups of four units to form one



MILEPOSTS

### NEW JERSEY MEMBER

Tom Hassler, a new member of our Society who models the WP in the 50's, would like to exchange info, ideas, correspondence with other members.... Drop him a note at... 280 Maolis Ave. Glenridge, NJ 07028

Ed's note...meeting others interested in the WP and/or who model has been a highlight of my membership in the Society. I have formed several good friendships in this fashion.

CALLING ALL YOU WP MODELERS  
The Overland WP early steel cabooses  
are coming...get your order in today...  
Please write Ski for info.....



One of WP's newest locomotives, a GP-40

5,400-h.p. locomotive, contributing a total of 64,800-h.p. to WP's diesel fleet. This was enough power and versatility to move an average train over the entire system without motive power changes, which was common practice in the days of the steam locomotive.

Subsequent purchases of similar locomotives were made in 1950 and 1951 when 48 F-7 type locomotives were put into freight service. Thereafter, the general trend of engine styling changed to the GP (General Purpose), seen on our railroad today.

WP began trading in the aging FT units in 1960 on a unit exchange basis. Each unit had accumulated about 2½ million miles of service. Of these, only

six survived into 1967. These were sent back to General Motors' locomotive assembly plant at La Grange, Ill., in trade for six new 3,000-h.p. GP-40 locomotives to bring WP's total number of high horsepower GP's to 47. These replacements of nearly an equal number of units totals 123,000-h.p., almost double that of the 48 original FT's. Thus, several types of GM's GP locomotives, required to handle today's heavier trains at higher speeds, now handle the majority of current freight trains over Western Pacific's system.