

home, I am glad that the work session was scheduled when it was, given the gas price spike that occurred soon after. Hopefully things will calm down soon. A small reminder that just showing up in Portola can be a great expense to our volunteers, and I certainly appreciate your diligence. I hope to get the 165 restoration "over the hump" next season, and picking up speed until we finally get a fire back in her.



*Dick Coudin primers one of the locomotive driver castings.
- Chris Allan photo*

WP 165 needs your help. Steam engines run on 4 things: fuel, water, rails and money. We've got 3 of those in abundance, but your help is needed for the last one. To donate to the 165, you can post mail a check to Steam Department - FRRS, P O Box 608, Portola, CA 96122. Or go on-line to the WP Store: giftshop.wplives.org. Click on Monetary Donations and select 165 Donation to support the return of steam to Portola.

BUY A HOUSE – HELP THE SOCIETY

The FRRS has received the donation of a residence in Portola for resale, proceeds to go to support the Society's efforts. The property is located a few blocks from the museum just above Old Town Portola.

The home is a one bed, one bath layout with a kitchen, family room and front room, as well as a yard with alley access and a garage in the back. Condition is as-is. It does require work, mainly in the roof, but will make someone a nice vacation home or mountain residence.

The Society thanks Gary Yee for his generous donation to help our preservation efforts. If you would like more information on the property or would like to make an offer, please contact Eugene Vicknair (via email at eugene.vicknair@gmail.com) or Rod McClure (via email at president@wplives.org).

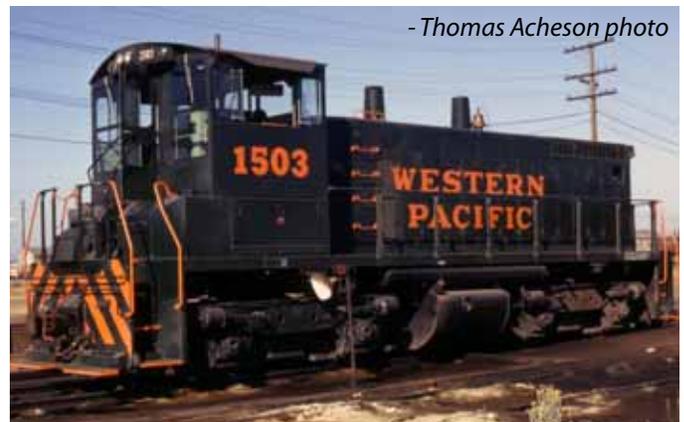
WP'S LAST SWITCHER DONATED

After years of quiet work by FRRS President Rod McClure, the Union Pacific Railroad has graciously donated the last switching locomotive acquired by the Western Pacific: EMD SW1500 number 1503. This engine joins several other significant examples of WP yard power in the collection, including 0-6-0 165, one of two surviving WP steam switchers; Alco S1 504, the first Alco diesel acquired by the WP, and, of course, WP's very first diesel EMC SW1 501.

The 1503 was one of 3 examples of the SW1500 model delivered by the Electro-Motive Division of General Motors to the WP in 1973. WP had not acquired switchers for many years prior, but an aging switcher fleet and a need for cleaner running power in the Bay Area resulted in one of the smallest fleets of this model on a Class 1 railroad. In contrast, rival Southern Pacific purchased 240 examples.

WP used their 3 in the Bay Area, serving on yard and local jobs in Oakland and on the little recorded but fascinating trackage in San Francisco. It was here that our Society President, Rod McClure, first became acquainted with the 1503. She served regularly in San Francisco where WP managed to hold on to many customers until the big decline in the early 1980s. The last tracks were abandoned soon after the UP merger.

Renumbered Union Pacific 1503, it served many UP terminals. The unit changed little over the years, acquiring an air conditioner and, of course, yellow and grey paint. Discussions with the UP to acquire this historic engine began years ago and finally came to fruition when she was set aside in 2010. Still in UP paint and wearing number 1042, the 1503 is in operational condition. Plans are afoot to repaint her into WP green and orange in 2013 and fundraising is in progress. If you would like to help, please send donations to FRRS – WP 1503, P O Box 608, Portola, CA, 96122. A complete repaint will cost around \$16,000.



- Thomas Acheson photo