

Our first "track meet" was an outstanding success. Eighteen men worked Saturday and Sunday May 26-27. Much work was done removing all the ballast from the dock switch. A number of switch ties were "borrowed" from this switch for use in the Portola yard several years ago. To remove the ties, the track was jacked up which allowed the ballast to go under the ties leaving the track too high. The track is now level to where it once was and the switch is nearly completed. It should be noted that all our workers are novices doing this work, so much discussion took place as to how to properly build the switch. Lucky we had all the necessary materials on hand. We have a minimum of three more switches to build, so we should be experts by the time these are completed. (To the purist, of course, switches are correctly called turnouts.)

Saturday night twenty-four participated in a catered BBQ beef dinner. Ralph Womack donated an ample supply of Coors Beer and other drinks were also available. After dinner Chris Skow showed two of three reels of his covered wagon film. Sunday evening a pot luck dinner was enjoyed by all, followed by Norm Holmes' current slides and Jack Palmer's collection of WP slides. Rounding off the evening's entertainment was Dale Wyant's movies of SP and Milwaukee power on SP's Tucumcari line. Members participating in the track work were: James Boynton, Greg Brahm, Dennis Clemens, Norm Holmes, Oden Lorimer, Hap Manit, John Marvin, Dave McClain, Steve Milward, Wayne Monger, Mel Moore, Glen Mosley, Jack Palmer, Ken Roller, John Ryczkowski, Dale Sanders, John Walker and Dale Wyant.

As mentioned elsewhere, the June 30 track work party worked on rolling stock, likewise for the July 28th track work party, with the exception that Norm Holmes installed a switch stand on the oil spur. Track work needs to be done, but for the present, an effort to make our equipment presentable for Railroad Days should come first. Besides, its HOT out there on the ballast in the afternoon.

THE ENGINE HOUSE

As far as our shop building is concerned, a temporary electrical power supply has been installed and we have a 120v plug placed inside the building to provide power for small electrical tools and lights. A much bigger job awaits before power can be restored throughout the building. We need a 3 phase meter socket and main disconnect switch. If anyone knows of these items that are available at low or no cost, we sure are interested.

we now have water at the building. The water turn on valve was located and turned on, only to find water flowing all over the place. Cracked

valves, missing pipes and removed fire plugs all showed their locations by a flow of water. Most of the water leaks have now been stopped, thanks to the efforts of Norm Holmes and the Wollesen family. Gordon, his wife Dianne, four sons and two daughters were vacationing at the nearby KOA campground and decided it would be "fun" to spend a few days working at the museum. They were a great help. Norm bought a used urinal water valve from a yard sale for \$5. This bargain did not prepare us for the cost of a new toilet flush valve which set us back \$76! However, we now have a working toilet in the engine house.

THE WHEEL REPORT

New arrivals at the museum include: WP 36037, former TS 512. This car arrived on May 12. It is a 50' single door box car built in 1955. It will probably be repainted as a Tidewater Southern car. The car was last used in cement and lime service and was quite dirty when it arrived. Ken Roller swept a pickup load of debris from the floor and with the help of Norm Holmes, splashed 200 gallons of water on the car floor to make it useable for storage of track parts and "things."

WP caboose 779 arrived by truck from Quincy May 29, followed by the Clover Valley outfit car on May 31, No. 8's tender on June 1 and No. 8 herself on June 13th. A story of these moves is chronicled elsewhere in this issue. Oroville derrick caboose WPMW 37-9 arrived May 31. This was the last wooden caboose on the WP (or on the UP for that matter) and is a prize that we are lucky to have. It was in need of paint and new window frames, but its overall condition is good. The caboose was built by WP in 1938 from a 1917 box car. Later it was transferred to Sacramento Northern, numbered 1632 and painted green with yellow lettering and trim. In 1974 it was transferred back to WP and assigned to the Oroville derrick outfit. We have now repainted the caboose to its SN color scheme and will place it on display for Railroad Days.

Another caboose arrived June 14. This was WP 428 a steel bay window caboose built in 1955. Union Pacific repainted it in box car red with white lettering at its Pocatello shops in May. We can thank Union Pacific for its efforts to present us with a nice looking car. We are cleaning the interior and plan to repaint it in the near future. We will need seats and a few other items. We would like to obtain a set of the small marker lights that were used on this car.

Two cars arrived June 30: WP 36102 and FGEX 59932. WP 36102 is a 50 foot box car built in 1955 and is painted orange with a large silver feather. FGEX 59932 is a 40 foot steel ice refrigerator car built in 1927 and rebuilt in 1950. This car is a gift from David Dekay who owns Albers of Nevada. The car was used for grain storage at his Reno facility. We thank Mr. Dekay

for his generous donation of this historic car, which incidentally is in excellent condition.

"What a difference a day makes." In just one day John Ryczkowski scraped and wire brushed the badly peeled paint from SN 1632 caboose and primed the car ready for paint. Another day saw the removal of the name boards and window trim. The June 30 track work party turned into a caboose and box car party. James Atkins, Frank Hibbs, Norm Holmes, Dave McClain, John Marvin, John Ryczkowski, Gordon Wollesen and family and John Walker worked on cleaning and other preparation work on SN 1632 and WP 36102. On July 4th, John Ryczkowski, Ken Roller and the Wollesen family primed all the remaining bare wood on the caboose in preparation for final painting. On July 16 the caboose turned green thanks to John's efforts. John bought the paint and other materials at his own expense so we could have a nice looking car for display.

Before the 36102 could be painted, it was necessary to clean the interior and roof. This car, like the 36037, was used in cement service along with soda and gypsum. Its slatted side interior contained reminders of its former loads. Norm Holmes and Ken Roller spent several days chipping and washing the car so that now the interior is clean, but badly rusted. We are looking for some preparation to retard the rusting.

WORK WEEKENDS.....

The last weekend of every month is a time for all members to get together and meet one another, work on some project and bullshit.

Most of the participants of the July 28-29 work party concentrated their efforts on equipment. Mel Moore and Jack Palmer worked on SN 1632's window trim, John Ryczkowski and John Walker busied themselves cutting a stencil and painting the feather on WP 3032 (36102), John Marvin, James Boynton and John Ede were working on No. 8 and Dave McClain did some minor maintenance on the 921, finishing the day giving the unit a bath. Barbara Holmes and Charlene Marvin got down on their knees to scrub the filthy bunk pads from SN 1632. Thanks ladies. John & Charlene Marvin, Dave McClain, Jack Palmer and John Walker stayed overnight to do some work Sunday. Jack washed the FGEX car, John Walker painted the roof vents and Mel Moore put the final coat of paint on the 1632 window trim. We still need someone who can make us new window frames for this car.

John Marvin has redrawn and made copies of our leased property and of the shop building. Copies will be available at the August 8 meeting for anyone who would like to help prepare our museum's master plan. We expect to apply for funding grants in the very near future,

THE STEAM GAUGE

Project Sequoia is going ahead. As soon as No. 8 was spotted in the engine house Ken Roller got busy with a wire brush and scrapper cleaning the years of accumulated oil and dirt from the running gear. Over the next weeks he removed several buckets of sand from the smoke box and started to clean the rust from the tender water tank before he was nearly overcome by the dust. Later Norm Holmes donned a respirator and finished the job. Norm also removed cans and wood from the oil tank. We can now fill it with used oil so it will be ready when we fire her up. Incidentally, we can use your drain oil, just leave it in jugs or cans near the tender.

On July 19th, Jim Boynton, John Ede, Norm Holmes, Ken Roller and Hal Shields worked removing the steam dome and coupling the engine and tender together again. The steam dome bolts, 19 of them, were rusted in place so Norm's trusty torch was brought into play to convince the nuts to loosen their grip. So far the boiler appears to be clean and relatively free of scale. Ken has been applying paint remover to the rods so that they have the bare metal appearance generally seen on this type of engine. On July 28th, Jim Boynton and John Marvin replaced the gauges and did some other minor work. John Ede cleaned the cylinders in preparation to replacing the heads. Jim Boynton has been taking parts home and doing a thorough cleaning job on them so that when they are put back on they look like new. Later in the day Dave Lubliner, a Navy boilermaker, showed up and gave the boiler a complete visual inspection. He then joined the Society and said he'd be back ASA. Hope you'll return soon, Dave.

The Feather River Short Line, owner of Clover Valley No. 8, the former Army outfit car and WP caboose 779, paid for moving the equipment from Quincy. The No. 8 earned some money in a film many years ago and the FRSL has a membership who contributed to its maintenance.

Our ad on the back cover of the June issue of the CTC Board produced over 30 new members and a good number of buckle and fob orders. A number of responses indicated a positive interest in preserving history and equipment of Western Pacific. The WP will continue to live due to our efforts. The cost of the ad was indeed worthwhile. A repeat of the ad will appear in the August issue.

We have received a donation for window glass for our shop building. This gave us the incentive to buy enough glass to replace the windows in the meeting hall, the kitchen and the bath room. We are now looking for someone to do the installation. When more donations are received, more glass can be bought. The panes cost \$2 each and we need only 450 more!