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EMT

Dave McClain

Electro-Motive Tech Report on the diesels of Portola.....

WP GP-7 #707 has now been added to the list of operating locomotives at the museum. This gives us more operating power than some shortline railroads.

All the cab gauges had been broken out and John Ryczkowski had got each one from the other GP's in SLC. Ski got all the gauges together and removed all damaged ones. Larry Richards put them all in place.

With the help of Larry Hanlon, solving electrical system problems, and Matt Parker, doing cab air-piping, the locomotive came alive after four years of storage. Larry worked on the fuel pump and control electricals. The extended storage time had been hard on all of the contacts. Matt and I decided to tackle all of the air-piping in the cab which had been ripped out at Salt Lake City. We used piping from the cab of 708 for replacements since all the bends and lengths were just right for 707.

A fresh set of batteries, part of our fabulous Levin Metal's stock, was installed. We ran the engine at first without changing the oil. The new oil was saved until the block had been checked for water leaks and all other systems had been tested. The crankcase was topped off with some drain oil from other EMD locomotives, then the cooling system was filled.

With two long cranks the engine fired! The exhaust cleared up after a couple of minutes and a check was performed on all electrical circuits. Then the power circuit was tried--immediately 300 amps to the motors! Amazing that a sleepy locomotive can come to life so fast.

We ran for about 90 minutes, not putting much load on the engine because of the "gray" oil. The 707 is a super performer--very fast to load. It's a great addition to our fleet of locomotives.



THE SILVER LADY "IS" COMING HOME!!!!!!

As reported in the last TS a bid of \$25,000 was placed for the purchase of the WP FP-7 805-A.

Louisiana & North West held the purchase price at \$40,000, down from the original price of \$50,000.

With the help of Mountain Diesel Transportation L&NW came back with a price of \$35,000 FIRM...

That price was out of the question for the Society, but three members, Steve Habeck, Larry Hanlon & John Ryczkowski came forward, each putting up one quarter of the purchase price, \$8750. The Society Board of Directors voted to borrow \$7500 from the Western Pacific Credit Union in Oroville using the lifemembership

Steve Milward approached me a few weeks ago with the good news of a friend in Oakland-Hayward area that wanted to donate some engine oil for our EMDs. His name is Richard Croll of Owen Croll Distributing. I spoke with him and found he was very open to a possible donation of six barrels. The only problem was that they were so buried among other barrels that access would be

account as collateral. The balance came from cash donations and T-shirt sales. A check was sent June 8th to Mountain Diesel and the FP-7 805-A is now going to be part of Portola's collection.

UP has agreed to move the unit to Portola without charge from down south and we are hoping that the movement will be complete by Railfan Day July 11th..so plan to come up and have a look at her.....

We are asking for contributions to retire the Society's debt and are now calling in all the pledges from the CTC BOARD campaign.

THE 805-A LIVES.....

difficult. I drove my truck down to Oakland and backed right into his shop. He loaded the barrels onto my truck with a forklift and I went on my way. Thank you Richard for your gracious donation. It will be put to good use, namely Steve Milward's project UP 849 GP-30.

Our first annual work weekend was an extreme success. Hats off to Doug Jensen and Annie Worth

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.

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.....

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. Clepham, W. E. Fasha, E. W. Steuben, T. N. Fassett.

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



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.



MILEPOSTS