

**DO YOU KNOW OR HAVE???**

WP converted in 1950 two box cars into bulk sugar cars, numbers 14601&14602, complete with roof hatches and bottom dump hoppers and painted silver. Does anyone have information or a photo of these cars?

What is a Jumbo Car? self propelling, numbers 20621, one had a AH&D co double drum hoisting engine 70 HP boiler oil burning. I have equipment diagrams of these cars but no explanation as to their use.

**CONTRIBUTIONS AND DONATIONS**

\$271.00 has been contributed to our window pane fund, our annomous doner sent another \$100. money order

Four baggage trucks or carts are now at the museum. Two were donated by Norm Holmes, one from John Ryczkowski and one from Russ Pettit & Gordon Addis through the efforts of Hap Mani. Now we need that depot and some baggage! Bill Cripe sent us two books and several magazines for our library, Vic Reyna sent two WP photos, one a 8x34 of WP 253.

John Ryczkowski has contributed the \$375.00 that he paid for paint, primer, masking material, stenciling, etc. when he painted and stenciled WP 3032 & SN 1632. John did a great job and we can thank him for two nice looking cars for display.

The Carson City model railroaders donated a Fairmont M-19 exWP speeder to our museum. It was delivered by Clyde Lippincutt and family on Nov 25th. We thank them for thinking of us.

And thanks to all that have contributed items time and money to the FRRS.

**DIESEL DOINGS**

When WP 921 was delivered to us, the unit's dynamic brake grids were burned out. Dale Sanders generously donated a set of four grids from his NP F-7 shell last year. On Sunday, Nov 18th, Dave McClain, Hap Mani, Emery Goddard and Ken Roller removed the old grids from 921. This was accomplished by unbolting them from their hangers and lowering them to the floor inside the unit. The "normal" way to replace the grids is to unbolt a large roof plate, raise the entire unit (grids, cooling fan et al), turn it upside down on the floor change the grids and replace the assembly. However, we do not have a crane or hoist, hence we did it the hard way. Next we have to lift the 200+ lbs replacement grids back into place.

**EDITORS NOTES**

Just to clear any confusion about the WP Historical Society it is not any new group or a name change or sub group, but that the FRRS is now the offical organization to desiminate info on the Western Pacific and the FRRS is the WP Historical Society. This is done in "THE TRAIN SHEET" and under "THE FEATHER" heading. To this end I have sent letters to all Railroad and Modeling magazines to list the FRRS as the group handling the WP and for people interested in the WP to join up and participate.

Any member that would like to put an article on the WP in the SHEET, please put it together and sent it in, the membership is a treasure chest of photos, tall tales, stories and history of the WP. WP LIVES because of us....

Also starting in the next issue I would like to print a photo of the WP, any subject reflective of the WP old or new. So if you have a photo that you would like to share please send it in. We will file them until used and then they will become part of the FRRS photo collection and you will get credit for the donation.

I have up graded my typewriter to a Swintec 8000 electronic and I hope the new style will help the SHEET get better all the time. I have enjoyed my first year as editor, but would like you to know that almost all news items have and are written by Norm Holmes, I put it together and the typos are mine, but Norms writting is at times hard to read.

**CABOOSELESS**

Caboosless main line trains started operating on the Feather River Route on October 15. The action of a federal labor arbitrator allowed the railroads to remove cabooses following guidelines agreed upon by the United Transportation Union. The national guidelines provide for the removal of cabooses from 25% of through trains and all local and switching movements. The cabless trains on the UP will be monitored by a portable electronic device called "Trainlink." The devices cost about \$4000.00 each and monitor air brake pressure at the rear of the train. It radios the info automatically to the engineer along with whether or not the rear is moving, if the strobe light is working and will tell when the length of the train passes a certain point.

Good bye cabooses....

WP 0246 will be repainted into this style...

