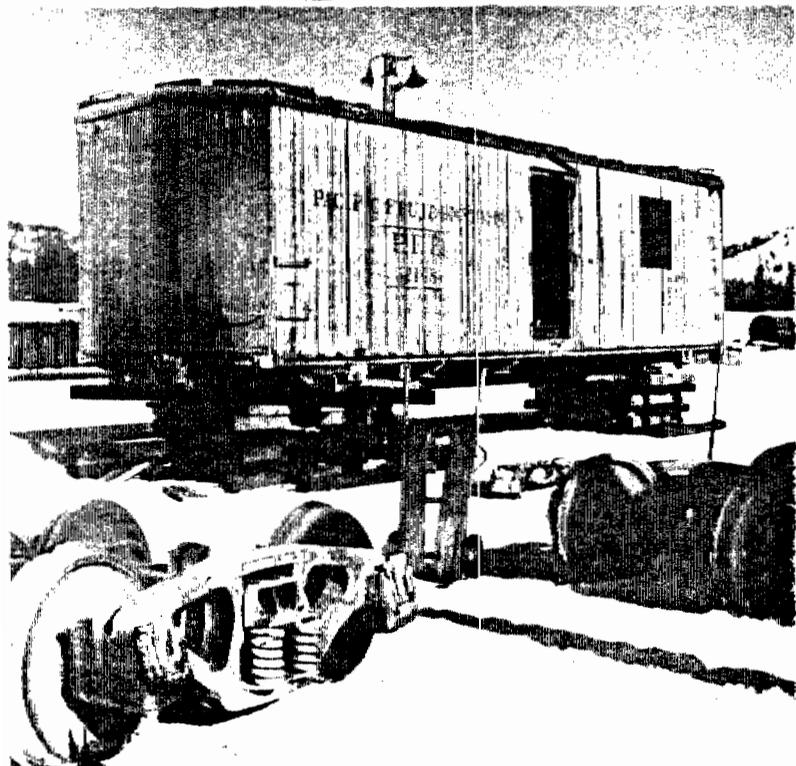
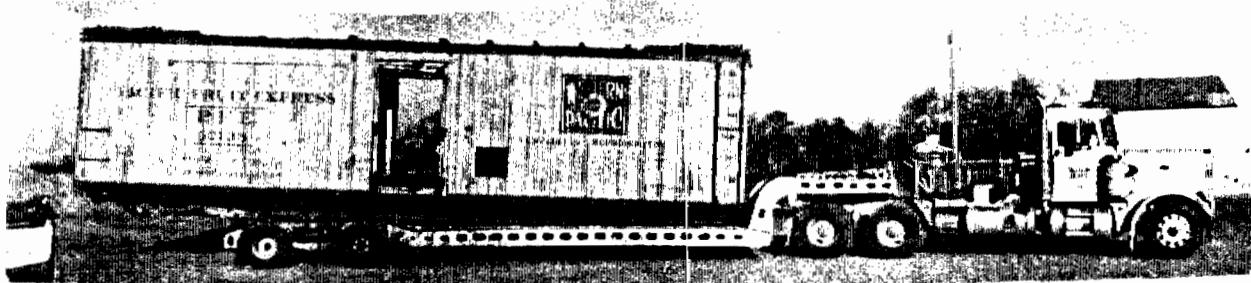


machine. We decided to remove the turbo-generator at the same time as the A.C...taking full advantage of out "jerry-rigged" come-along derrick. The generator will be rebuilt after the AC become fully operational.

Dennis Clemens removed most of the old dirty waste from the driver axle boxes and will replace it with clean material. Dennis also stripped the rotten wooden ceiling from the cab interior which will eventually be replaced by project carpenter John Marvin. John is project manager for caboose 779 which became the F.R.S.L. caboose in later years. He has removed the platform from one end and will rebuild and restore it soon.

At this juncture the membership should be informed that a generous donation of timbers from Sierra-Pacific Industries Quincy Division Manager George Coulter will enable us to replace No 8's rotten pilot beam, the deteriorated tender bumper beam and restore Marvins stripped out caboose platform. Public spirited industries such as S-P certainly accelerate our historic restorations and lend toward final fruition of our worthwhile goals. We have applied to S-P for grant funds to finance our restoration programs and have had encouraging words. Restoring and painting our locomotives and cars will entail great expense and we'll need all the help we can get financially. ↗

↗ John Marvin is in the process of replacing No 8 cab gangway steps and newly elected Director Hap Mani has wire brushed all brass in the cab until it shines brilliantly. Hap is our "go-fer" and is a great provider, tapping his unlimited supply of materials. Hap and I seem to inherit the dirty jobs and spent one day scraping and burning paint from the smoke stack. Our acquisition of a high capacity air compressor will aid us immeasurably in our restoration work. In a recent visit to our museum Steve Millward put in a day in the smokebox. He blocked off the exhaust nozzle and wire brushed the front flue sheet and knuckle joints. Other work listed;
Ground in boiler check valve Boynton
Ground in boiler check valve L.S. Thomsen
Removed steam dome casing Boynton-Manit
Steam pipes brazed Tony Olson
Oil firing valve rebuilt Boynton
Bell and builders plate cleaned Boynton
The response I have had from volunteer workers on Project Sequoia is very gratifying and makes a sometime disagreeable job very rewarding. We are very fortunate and have recruited nearly every craft necessary for the restoration of our historical pieces. My sincere thanks to all involved and to a dedicated membership.....



OLD WP PFE REEFER AT MUSEUM

Through the efforts of John Ryczkowski our museum will have a rare wooden ice refrigerator car for display. PFE 52138 arrived in Portola Dec 17 and was unloaded from a low boy trailer the next day. John purchased his car from a used railroad car lot in Stockton, paid for the trucking cost, will restore the car and then donate it to the society. This car is in reasonably good condition especially considering it has been used as a storage building for over 30 years. It was originally built in 1924 and rebuilt in 1940. The trucks and air equipment were obtained from WPMW 8111, a 1937 box car sister to the one we have. To unload the car from the trailer a tie crib was built to support the overhang end of the car, then two ties were placed across the trailer under the front end. Four track jacks were used to jack up the front of the car allowing the trailer to be pulled out. A tie crib was then built under this end and the car lowered to the crib. The trucks were unloaded with a borrowed crane and placed at each end of the car. Helping