

picked up the completed windows. The SN cab is now complete even the seat cushions have been reupholstered thanks to a good deal from BJ Upholstering and Glass of Portola in which Chris paid the bill himself as a donation.

With borrowed sand blasting equipment and a professional to do the work, we cleaned all the loose paint and rust from flat 8514 and box cars 20806 & TS520. Hap assisted and 50 sacks of sand later and also doing some parts from #8 we were done. This depletes our sand supply, and sand is \$4.50 a sack! The three cars were then primed by Ski. Odie Lorimer has started painting the Tidewater Southern "Horn of Plenty" on TS 520, this colorful emblem will be very attractive when done. Ski has got the Orange Feather on 20806 and the car is ready for its body color of Sliver, and when this colorful car is done it will be a good display along side 3032. Arriving Portola May 18th were two 50ft steel UP bunk cars, UP 905884 & 907344. The cars were heading for the scrap yard and UP honored our request for two outfit cars. Our cars will need interior work as well as new windows and doors. We plan to use the cars for accommodations for museum members who come up for work parties and wish to stay overnight. We are looking for volunteers who would like to take on this rehab. project.

Southern Pacific showed that after all it is friendly. We asked for a SP caboose to represent that road at our museum and they granted our request with a steel bay window cab NO. 1345, blt by SP in 1951. But unfortunately the interior has suffered heavy fire damage by vandals after being delivered by SP to the UP transfer at Haggin yard in Sacramento. It will need to have the complete interior redone.

### DONATIONS

Norm Holmes gave a little talk before the United Methodist Church Women and hearing of our need for a perimeter fence gave us a cash donation to help out. Other cash donations during the last two months have totaled \$145. We appreciate all the help we can get as many supplies have to be purchased. John Marvin constructed a nice donation box which is placed on our hospitality table in the diesel shop. This makes it convenient for visitors to leave a little "Green". Jim Boynton has been hauling 55 gallon barrels of used oil from Clover logging in Quincy to establish a supply of oil for No.8. This oil has been transferred to the tender and as soon as it is filled the excess will go into one of our tank cars. If you drain your cars oil and wish to dispose of it, #8 will welcome the addition. Just leave it in a plastic jug by the tender, or outside. We received a beautiful hand made clock from Tom Lersa. His father constructed the clock using a WP herald and a wood frame. The UP signal dept. presented us with a set of flashing red road crossing signals, complete. They will be installed at the museum when an

appropriate location is decided upon. We also received a wig-wag signal, but need the mast and bracket.

Dale Sanders donated the rope used to set up his spectacular night photo shot on WP's North Fork bridge April 27. The 3,000 ft of rope will be used to rope off area where public access is not desired. Barbara Paul and Chris Skow purchased a much needed cash register for the gift shop. Chris donated this item to the Society. Dick Hussey donated two display cases and about fifty feet of metal store shelving, along with a refrigerator, steel cabinet and a wheeled dolly. Sarah Wheaton learned of our need for a refrigerator and sink and donated same for our kitchen. Howard Wise and others from the Pacific Locomotive Assoc. gave us a missing elect. cabinet door for 3051. Howard also gave us several items for the F7 921 and best of all electrical schematics that will help in any trouble shooting.

This is an example how friendly railfan groups can help each other. Also a donation that needs to be counted is the time and labor many of the members put into the museum to make everything happen.....

### B & B

Even though grant funding to fence the property was not granted we have been moving forward. April 6th, local surveyor/engineer John Hamby surveyed our leased property setting corner stakes so that when we obtain fencing we will know where to place it. Hamby did the ground work and prepared the maps we submitted to the UP for approval. Union Pacific then contracted with a local fence contractor to install 2000 feet of 6 foot cyclone type fence to separate the museum site from the railroad yard. A week before opening the fence was in place and looks great it should discourage the bums from entering the museum and keep museum visitors from the railroad yard. Diesel shop window glass replacement is at a standstill but a large supply of glass is on the way and that will get under way again. Mike Attama, aided by parts from Frank Santucci traced enough of the electrical wiring to provide us with lights and plugs in all the diesel shop buildings rooms. A row of lights are now operational in the main shop bay, and a mercury vapor night light was relocated to the west end of the building. Electric service now comes into the building on the north side, the temporary pole on the south side will be removed. Plugs are going to be installed outside the building which will help work done outside there.



**Western Pacific  
Railroad Company**  
"THE FEATHER RIVER ROUTE"