

Paint has been removed from many parts to reveal gleaming brass surfaces. These parts, paint donated by Plumas Motor Supply, new brass air gauges from Jim Holmes of San Jose are helping to restore the engine to its former beauty. Tho she looks like a plucked chicken instead of the little engine that starred in a movie and excursions at Quincy, efforts of many devoted people will restore her former glory.....

Trackmobile to S.F.

Norm Holmes

On Nov. 18, 1985, the Yakima Valley Transportation Co. made its last run. Owned by UP, the YVT operated in Washington with the only electric loco motives on the system. Several years ago a Whiting trackmobile was bought with the idea of repacing the electrics. With the discontinuance of the operation the trackmobile has been transferred to exWP trackage in San Francisco to replace a switch engine stationed there. Freight traffic continues to decline in SF and application has been made to abandon the entire trackage there.

747=Big Boy

Ski

Boeings new 747-400, the new version of the 747 airliner, will have a ramp weight of 850,000lbs. That more than the weight of Union Pacific's BIG BOY.

In Search of WP Steam.....

Norm Holmes

Of the 208 steam locomotives rostered on the WP, only five escaped the scrappers torch. The following is a listing.....

- 26 2-8-0 located in Travel Town, L.A. along with caboose 754. On permanent display.
- 94 4-6-0 located in Western Railway Museum, Rio Vista, Jct, Cal. Sees occasional operation.
- 164 0-6-0 located in Hewett Park, Oroville, Cal. On permanent display.
- 165 0-6-0 located in Alameda County Fairgrounds, Plesanton, Cal. On permanent display.
- 334 2-8-2 located in Western Railway Museum, Rio Vista, Jct, Cal. On permanent display.

There is very little chance that we would be able to obtain any of the above locomotives for our museum. We are just 30 years too late.....

FROM YOUR EDITOR, *John J "SKI" Ryczkowski*

Survey Results.....

I would like to thank the over 150 members that have sent in their surveys. We are going to wait until the next issue to run a full report. This will let many more members get their surveys in and be counted in the final tally. Many members added their comments, thanks for the compliments, appreciate all suggestions and looking forward to the TRAIN SHEET filling all the needs of the membership. One comment stands out about the Western Pacific, which the membership is keenly interested in....."It's good to see you keep the "WESTERN PACIFIC" alive . It was and is a good railroad, providing jobs for people like me, to give us a opportunity to raise our families"..... And one said, "Less Boxcars, Less Editor" but most said, "Keep up the good work".....

On 1st Class Mailing.....

40% of the surveyed membership would like to have 1st class mailing and would pay extra for the service over bulk mailing. To address this, for the members that would like the 1st class mailing please submit \$5.00 per year to cover the extra cost. This will put you on a 1st class mailing list for all mail.....

WESTERN PACIFIC Info Past and Present.....

Starting this issue I'll be going back thru the old back issues of the "MILEPOSTS" WP's employee info magazine. It's a wealth of WP history and will live again in the TRAIN SHEET. Member Wayne Monger is coming to the SHEET to do a current "NEWS OF THE FEATHER RIVER ROUTE" column. Wayne is the Union Pacific news editor for the CTC BOARD, a excellent railroad news magazine, his expert news coverage will keep us up to date about the exWP line and operations/equipment..

I put room starting with this issue on the sides so that we can now put the SHEET in a 3 ring binder....



Vol. I

AUGUST, 1949

No. 1

To Western Pacific Railroaders:

The little magazine you are reading is the first issue of Western Pacific MILEPOSTS. It is your magazine, and we hope you will like its contents and its size. Every effort will be made to cover the entire Western Pacific System, and we earnestly solicit your assistance in gathering news of our road and its employees. The editors will welcome your suggestions and constructive criticisms.

Western Pacific's MILEPOSTS, STARTED IN AUG 1949, JUST AFTER THE CALIFORNIA ZEPHYR STARTED SERVICE.

THE CHERRY SPECIALS, Each year from May through June shipper packers arrange with Western Pacific to ship tons of tree-ripened cherries from the valleys of San Jose-Santa Clara, and Lodi, Stockton. These cherries of all varieties travel to Salt Lake City in special pre-iced Express Refrigerator cars and from there move into most of the large Eastern Cities.

Unlike ordinary freight cargo carried by freight trains cherries are handled by refrigerator express specials on passenger train schedules..... **MILEPOSTS, Aug, 1949**