

Almost without fail, we have had one person stripping the 6912, with the help of Jim with the heavy work. Most weekends, and helping in many other ways possible has been Matt Parker. At times we over look all the dirty work and notice only the appearance, but someone has been doing it. Good Work Matt.

Hope to see a lot of you during our operations this summer. Remember we have plenty to do, so if anyone would like to help out please come on up.. With your help we'll have the premier Diesel Museum in the West.....

before, Mr Cowan enjoyed the experience and looked into every part, asking many questions. #8 passed the first inspection with a good report and the next step will be another hydro in the near future.

On Feb 7th, John Marvin and Jim went to Pittsburg where they were taken by Kenneth Boynton to the US Steel Corp for a meeting with J R Gibson. They returned with an 805# roll of gleaming new steel for #8's boiler facelift. One more step, thanks to US Steel in making the restoration job A-1. Credit goes to Mike Attama and his father Robert, Norm Holmes and Jim for laying the ground work for the very generous donation. A special thanks to John who is always willing to make the long hauls for #8.

Al Thomson, Jim Ley, Jim and Mike Attama have removed the turret and main stop valve from 8's back boilerhead and Jim Ley has delivered same to UP Joe in Sacramento for expert repair work. The next hydro depends on the completion of this work.

Mel Moore and John have completed removal of the jacketing still in place in the cab. Dave Lubliner has drilled out broken cylinder head studs and they will be replaced. Ken Shipton has spent much time removing layers of old paint from the tender with a rotary grinder.

On Feb 28th the Quincy Elementary School had a Heritage Day with railroads the theme. UP, because of problems due to the storms, was unable to participate as planned. The day long program was taken over by John and Jim who presented the children with a much enjoyed and appreciated look into railroads. Jim visited the classroom and talked about safety, history, signals and showed pictures of every phase of railroading. John set up his model trains that fascinated the classes and the day was topped off with slides shown by Jim. Comments from the students and teachers were that is was the best ever and a day to remember. The two directors from the FRRS made many friends and Jim extended them a special invitation to visit the museum and see the real thing.

On Feb 7&8th, GUNS OF THE TIMBERLAND", starring our own little "puffer Belly" was shown in Quincy. Producer Aaron Spelling could have chosen many locations that provided both ranch and mountain settings...but our area was chosen because there was a little steam engine here, pretty and perky and ready to go. The excitement it caused in the area and the economical impact it created are still talked about. #8 can do it again when she is back in running condition again and will be a very important attraction.

UPDATE ON ENGINE #8

by Betty Boynton

Ma Nature's antics the past weeks in Plumas County slowed down work days on the restoration of #8. The complete stripping job has provided everyone with a rare chance to see what makes a little steamer "perk". New problems continue to arise, but members of Project Sequoia meet the challenges and the real reward will come when the putting back of new and restored parts will make the #8 look like an engine again.

Jim met with Dale Cowan, associate safety engineer of the State of California on Jan 31st for a preliminary inspection of #8's boiler. Having never seen an engine in a "plucked chicken" condition

WESTERN PACIFIC Mileposts

DECEMBER 1949

A locomotive and a caboose separated by a string of cars constitute a freight train—and to the average person, including a good many railroad employees, there is little to distinguish between the thousands of freight trains that carry a ton of freight 12 miles a day for every man, woman and child in the country.

Actually, there are many types of freight trains (commonly known to train crews as "rattlers"), each performing a particular service or handling a particular commodity. Local freights may stop at all stations and sidings between terminals, picking up loaded and empty cars, placing "empties" where they are wanted, switching cars for on-line industries and delivering and picking up less-than-carload (L.C.L.) shipments. Time freights run between important shipping centers, stopping only at the larger cities and

"Rattlers" Have Names, Joo!

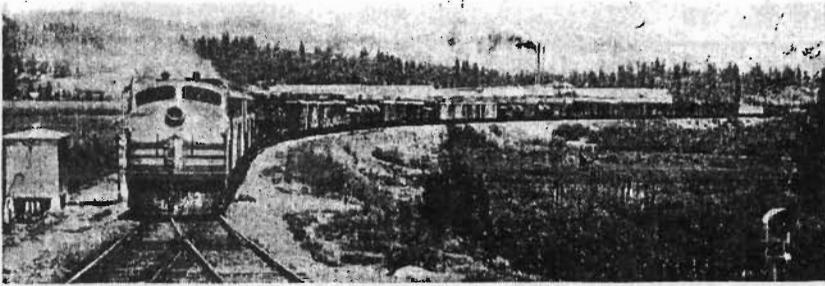
towns. Dispatch freights, usually operated over long distances, include shipments of perishables, livestock, merchandise, and other carload and less-than-carload freight that require regular movements on fast schedules. Merchandise freights, or package-car trains, handle small shipments in less-than-carloads, such as goods in boxes, crates, and packages of all kind. Usually these small shipments are consolidated to form carloads for various cities.

In many parts of the country, there are freight trains which handle one commodity only, such as coal, oil, livestock, cotton, potatoes, wheat, and iron ore. There are phosphate trains, pulpwood trains, lumber trains and paper trains. There are strawberry trains, pineapple trains, orange trains and banana trains, and many others. Schedules of many dispatch and merchandise freights are now comparable with the passenger train schedules of a few years ago.

To identify "red ball" or fast freight trains, operating departments usually prefer a "symbol," and behind each symbol lies the story of a freight consist and its importance in moving over the line. Local freights are often given nicknames by the crews and dispatchers handling them. To WP railroaders along the line and in freight service the following names are very familiar, but other employees not in direct contact will probably be interested in our named and nicknamed freight trains.

"CFS," symbol for *California Freight Special*, operates westbound from Salt Lake City to Oakland, often in more than one section. This train covers the 928 miles over the line in less than 42 hours, and is a preferred movement receiving special attention.

"RT," or *Rule Ten*, also operates



One of Western Pacific's freight trains passes the Delleker Lumber Company mill at the head of the Feather River Canyon with a trainload of miscellaneous westbound cargo.

westbound between Salt Lake City and Oakland, usually about twice weekly and is another preferred train covering the mileage in less than 48 hours. Its name is derived from Rule 10 in the Consolidated Freight Classification, which allows the mixing of various commodities for shipment under one rate.

"SCX," or *Southern California Extra*, is a "bridge" train operated southbound between Bieber and Stockton, making connections with the Great Northern at Bieber and the Santa Fe at Stockton. A daily run, it covers the distance in about 30 hours.

"GWS" is a companion train to the "SCX," also operating southbound between Bieber and Stockton. The symbol stands for the first letter in the names of the three railroads operating the freight, Great Northern, Western Pacific, and Santa Fe. It operates daily and requires about 24 hours for the run.

"SWG," northbound equivalent of the "GWS," runs from Stockton to Bieber, carrying Santa Fe and WP cars destined for Great Northern.

"NCE," from *Northern California Extension*, operates as needed from Salt Lake City to Bieber, handling "dead freight" such as coal and steel from eastern points.

"RBX," the *Red Ball Special*, originates at Stockton about 7:00 p. m., with connections from Santa Fe and runs each night for 7:00 a. m. spotting in Oakland.

"FB," the *Fruit Block*, operates on

a fast schedule from Stockton to Salt Lake City. This train must be operated as "FB" even if only one car of perishables is included. During the perishable season as many as five or six sections are operated.

"TV Local" operates Monday, Wednesday and Friday from Salt Lake City over branch lines to Burmester and Warner, Utah, through the Tooele Valley, from which it receives its name.

The *Terminus Turn*, or "*Cabbage Cutter*," a local freight, operates between Stockton and Terminus, does switching and icing in handling perishable movements.

San Jose-Niles Turn, No. 253 and No. 254, operates between Niles Junction and San Jose on a daily schedule.

River Rock Local, out of Stockton daily except Sunday, runs to River Rock and return.

Westwood Turn, operated daily except Sunday, between Keddie and Westwood.

Loyalton Branch Local, No. 415 and No. 416, is operated between Portola and Loyalton Monday, Wednesday and Friday. This line is also used by the Clover Valley Lumber Co., who operate their logging trains daily except Sunday between Hawley and Loyalton.

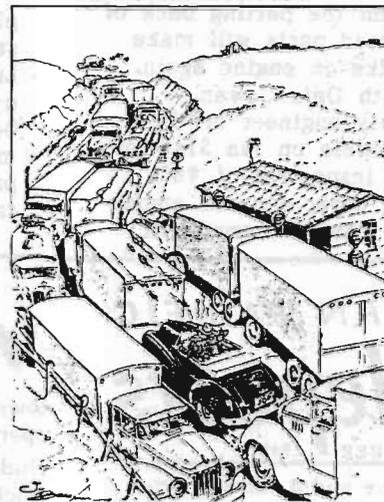
Reno Local, No. 219 and 220, operated between Portola and Reno daily except Sunday.

Gerlach Turn, operated Monday, Wednesday and Friday, Portola to Gerlach, and Tuesday, Thursday and Saturday, Gerlach to Portola.

In addition to the above named trains, there are of course many special trains and extras, such as stock trains, asparagus and cherry express trains which operate as passenger movements, drag trains, such as the *Nevada Northern Drag* which hauls coal between Salt Lake City and Shafter for points on the Nevada Northern Railway. There are also the local trains such as No. 95 and No. 96 between Oroville and Keddie; No. 93 and No. 94 operating tri-weekly between Portola and Keddie.

Nothing is too small or too large for a freight train to handle. Nothing is too fragile or perishable. Whether the shipment be delicate potted plants or huge steel girders, whether just ripe strawberries or heavy tractors, crackers or coal, toys or turbines, Western Pacific freights are ready to handle them all—and what have you?

ARE WE COMING TO THIS ?



EXISTING WESTERN PACIFIC PASSENGER EQUIPMENT (Heavyweight)

by Norm Holmes

BLAIRSDEN--Pullman, 1898. Wooden sleeper, lounge, observation car built for Pullman service as FORTUNA. Renamed in Aug 1910 to BLAIRSDEN and leased to WP. Sold in 1922 to dealer, then to Bangor & Aroostock and renamed PENOBSCOTT. Retired from service in 1938 and placed in MW service until retired in 1979. Sold to Dwight A Smith, President and GM of Conway Scenic RR, in North Conway NH. Restored to serviceable condition and named ALMAR.

MARYSVILLE--Pullman 1898. Same data as above, named LIBERTAS renamed MARYSVILLE and on B&A renamed AROOSTOCK. Now restored and named GERTRUDE EMMA. (if anyone has photos of these cars please let us know as Mr Smith would like some)

1--Pullman, 1912. Built for Union Pacific, became a UP business car 101, later 103 & 109. Purchased by WP in August 1971 and numbered WP One. Named FEATHER RIVER on the WP and came back to the UP in 1983. Transferred to the MP where it was named KANSAS CITY then MP 3. The car is being transferred back to UP once again and will become UP 105.

101--Pullman, 1917. Built for James B Duke. Purchased by WP in 1927. Sold in 1975 to Railcar Restoration & Development. Sold to McDonald's in Barstow and placed on display at that location. Later the car was sold and is now at the Spencer Railroad Museum in Spencer, North Carolina.