

TRACK WORK

Track activity started again on April 6th when Norm Holmes, Jim Ley, Steve Milward and Wayne Monger went to work on the extension of track No. 6. It was extended about 200 feet using 75lb rail unloaded from our gon with the Burro crane. Ties from Hap Manitz's mine were used as they didn't have to be 1st class. In May Rod McClure and Phil Schmierer took the initiative and finished the track which gives us space to store four more cars.

We need to get the rip tracks done next so we have storage room and display tracks for more equipment.

NEWEST MEMBER

Ian Michael Milward weighing in at 9lbs 4½ oz was born to Lou Ann Milward. The happy father, Steve Milward, rushed back from his job in Sunnyvale to Portola to be with Lou Ann for the sweet event. Lou Ann turned down our suggestion to have the baby in the 921.

CONTRIBUTIONS

The following have made cash contributions along with their membership dues. We appreciate your thoughtfulness.....

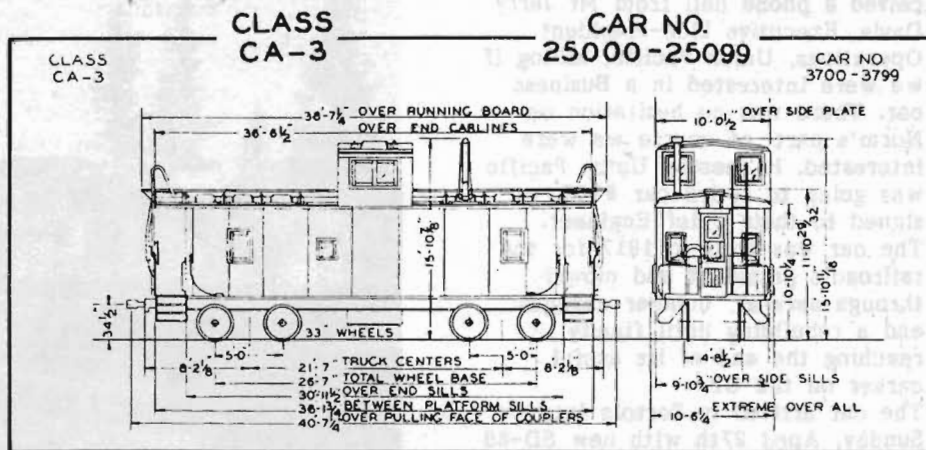
John Burgess, Bob Haynes, Lynn Held, Robert La Force, Vic Neves, John O'Malley, Alex Pancheco, and Chris Young.

With the good weather season here at last, we can now start repainting equipment. Paint materials cost about \$300 for each car or locomotive. If you can help with this cost, we can get more equipment painted.....

WP MODEL DEPARTMENT

MTS Imports of Middletown, NY is importing Western Pacific 451-455 series passenger coaches. Built for the SN as trailers they were used to transport lumberjacks on the Highline between Westwood and Halls Flat.

Please send in your reservation as soon as possible..... The Gould Company's WP/PFE reefers are still coming out! The Co has been sold and they will release the model of the wooden PFE car by late summer. This car is based on the ACF type wooden reefer just like Ski's (PFE/WP 52138). Microscales new set 87-491 WP 40' wood ice reefers has all the correct decals for these cars when they hit town. Watch for a modeling article in the SHEET as soon as they are out.

**UP CABOOSE 25049**

Union Pacific CA-3 caboose number 25049 arrived at the museum April 3rd. In 1942, UP ordered 100 steel cupola style cabooses from Mt Vernon Car Co. This was UP's first purchase of steel cabooses subsequently 700 of this design were built over the next 25 years. When delivered the cars were painted tuscan red with white lettering and numbered 3700-3799. In 1947-48 these cars were repainted Armor yellow with tuscan roof and steps. The trucks and under body gear were black. The type Q trucks furnished by Mt Vernon were re-

placed during the 50's with General Steel styled truck which are under the caboose today. The wooden platform and steps were later replaced by Apex steel tread platform steps. Our caboose is in need of four windows, an oil stove, some metal work and paint inside and out. Otherwise it is in good condition. It still has its roof walks and is a welcome addition to our collection. Ski is planing a trip up to Pocatello to get UP yellow paint and letters for the caboose. Thanks UP.....

GHB international has a Brill Model 55 Railcar out that is correct for the two Brill cars that ran on the WP.

Watch for an article in the next SHEET.

UP COMING ARTICLES

A follow up story on lettering schemes for WP steel cabooses to round off the current WP caboose article. WP's water operations and equipment, a three part series..... A continuation of the WP history.. Larry Hanlon is working on a complete study of the different types of trucks available in model form. Everyones Bettendorf is not the same..

**WP all the way
Keddie to Bieber**

A recent purchase from Southern Pacific of about 5.267 miles of track between Westwood and Mason, Calif. now gives Western Pacific entire ownership and operating rights of its 112-mile fourth subdivision between Keddie and Bieber. Western Pacific freights previously operated over the five-mile portion under a joint track-age rights agreement with SP.

The change came about when Southern Pacific received permission to abandon a portion of its Westwood Branch extending from Susanville to Mason.

By means of the 112-mile line, Western Pacific has a direct connection at Bieber with the Great Northern and at Stockton with the Santa Fe for a

through freight service between Southern California and the Pacific Northwest.

The line was placed in operation on November 10, 1931 when WP's President Harry Adams and GN's President Ralph Budd shook hands from the pilots of their respective steam engines, WP 204 and GN 3351. The line was originally referred to as the "Keddie-Bieber Line" and/or the "North Line."

The line was renamed the "Inside Gateway Route" in January, 1950 when WP-GN-SFe officials and other dignitaries attended ceremonies all along the three-railroad route to announce the joint north-south through freight service.