

## EQUIPMENT NOTES

Our Union Pacific business car continues to be a favorite with our visitors. Hap has taken the cloth runners to the laundry and reinstalled them on the carpet to keep it clean, however, the constant traffic is taking its toll. Therefore, we have decided to keep it closed except when someone is present to direct visitors. Doug Jensen and several friends started cleaning the exterior paint using rubbing compound and wax. It sure looks better and the finished job will be worth the effort.

Mat Parker continues to strip 6912 of useable parts, Jim Ley wanted to see if our old steam cleaner worked-it does and 608's engine and the burro crane are cleaner because of it.

Ken Roller returned to Portola and immediately went to work cleaning the interior of the UP caboose. He also has been cleaning the rust and loose paint from the trucks of the WP baggage car.

Norm Holmes and Dean Hill tried out a hi-pressure washer on the trucks, but it had insufficient pressure to remove the baked on oil and paint accumulated over the past 60 odd years. After the trucks were cleaned, Norm painted them black. Since the car still was resting on cribbing, Jim Ley, Dave Lubliner, Dean Hill and Norm jacked up the car and rolled the trucks back in place. One end was centered directly over the rails, the other end was two inches off center. How do you move a 70,000 lb car two inches sideways? Dave came up with the idea-have Jim take the Burro around to the ramp track-extend the boom toward the car and pull. Presto, it dropped into the center casting. Sure glad to have the Burro.....

## CONTRIBUTIONS

The following have made cash contributions to our museum during the past two months: John Cone, Andy Carlson, Milne Collis, Michael Coustier, Dan Sanger, Eric Simpson, and Andy Stark.

Contributions have fallen off dramatically since the first of the year-just at a time when we need as much income as possible. This is the time of the year when most of our restoration work is done and this costs money. If you can spare a few dollars to help our volunteer efforts it will be greatly appreciated. Projects we hope to complete this summer include finishing the silver feather car, Tidewater box car, painting 2001, sandblasting and painting the WP baggage-outfit car.

## WHY BOTHER WITH ARCHIVES??

Since March of this year there has been an ongoing effort to catalog the rather extensive amount of paper the museum has acquired that relates to the WP. and other railroads. The hope is that eventually some sort of reference library can be set up that will be accessible to the membership and to others who are interested in original source documents.

Not everyone is aware of the value of maintaining such a collection and it is with that in mind that this article is being written.

We sometimes forget that there is more to railroading than the physical equipment that moves down the tracks, the locomotives, cars, cabooses etc. While it is true that this is the part of railroading that is most apparent, and the part that people think of first. It is equally true that it is only a small part of the entire apparatus that is a Railroad Company. For those locomotives and cars to have something to haul, someone has to arrange to get it all sorted out to the right place at the right time, salemen have to convince shippers of the value of trains that, "Ride Like a Feather". Clerks have to see that employees get paid on time, someone has to be sure that there is a crew to run the trains etc. etc.. All of this is apart of railroading that is not readily apparent to the casual observer but that is vital to keep a railroad operating. It is this aspect of railroading that our archives will help to preserve.

What sorts of items are we saving? To list only a few: logbooks of train crews from Portola, Sacramento and Oroville, records of cargo hauled, clerk's record books of radio activity, phone calls., and records from local merchants billing WP for services rendered. We are also preserving blueprints that cover almost every aspect of locomotives, from toilet heater elements in Geeps to conduit layouts for Centenials, we have the original artwork for some of the WP forms and signs. We have copies of satationary and forms from WP offices and last but not least we have rule books and labor agreements for WP employees. All of these materials are valuable, worth saving, and fascinating to read.

So there ends out short explanation of what good papers are. If you are ever in the neighborhood and you'd like to take a look we'd be happy to show you our

fledgling collection, and if you have any paper relating to the Western Pacific. If you know of someone else who does, we'd love to give it a safe and welcome home. Here's to Railroading folks, the greasy, and the not so greasy parts of it.

Thank you R. Hersted.....

## UPDATE ON SHORTLINE #8

By Betty Boynton

The Feather River Shortline Railroad is a real railroad, organized in Quincy is 1958! The Feather River Shortline engine #8, a WWI ordinance car, and a red caboose make up the consist of this special little railroad. Over five hundred members have donated a one-time membership fee that has made it possible to preserve the equipment in the past and provide the funds for the present restoration and future care. The Shortline members are represented by a Board of Directors, Legal Counsel David L. Adrian, Historian Guy L. Dunscomb, and General Manager and Restoration Manager Jim Boynton. Offices are located in Quincy. All are dedicated to preserving this rare bit of railroad history. It is a tribute to the people of Plumas County who literally plucked a rusty and dusty #8 out of the weeds near Loyalton in 1957 as she awaited a trip to the scrapper. The little engine was a sad sight as she arrived in Quincy, her name painted out and wear and tear of fifty years in the woods quite visible. Thanks to the devotion of the late Quincy railroad engineer Solon Luzzadder and may enthusiastic people the situation was remedied and by 1958 our #8 was under steam once more. She chattered her way across the American Valley on many excursions and even made a movie. The same dedication exists today with Jim, the members of Project Sequoia, and many other talented people who give their time and energy. The promise made to members to preserve and protect the little engine and all railroad history is being actively fulfilled. To the fine people who had the foresight to save this little steam engine in the past and to all those who are insuring its future . . . thank you!

The grinders continue to buzz in the hands of "now" experts Mel Moore, Steve Jackson, Dean Hill and his daughter Laurie Edens. The preparation of the engine and tender for painting has been a slow and hard project, but real progress in being made.

In June the heavy and bulky rear bumper beam was entirely replaced on the tender. Jim, John Marvin and Dean Hill did the job and the result is a much improved condition on the tender. Footboards have also been replaced.

Jim Ley and Mike Attama teamed up and replaced the turbo generator on top of the smoke box. Jim Ley has also been laying ground work for needed services and materials. On July 3, Shortline #8 had a visit from her Historian Guy Dunscorn and his son Don from Modesto. Don spent a fun day working on the little steamer and said it was like working on a model engine after his work on the restoration of Santa Fe 2921. A big thank you, Guy for the beautiful picture of

#8 taken at Hobart Mills in 1937. We love pictures of our little engine and always welcome more.

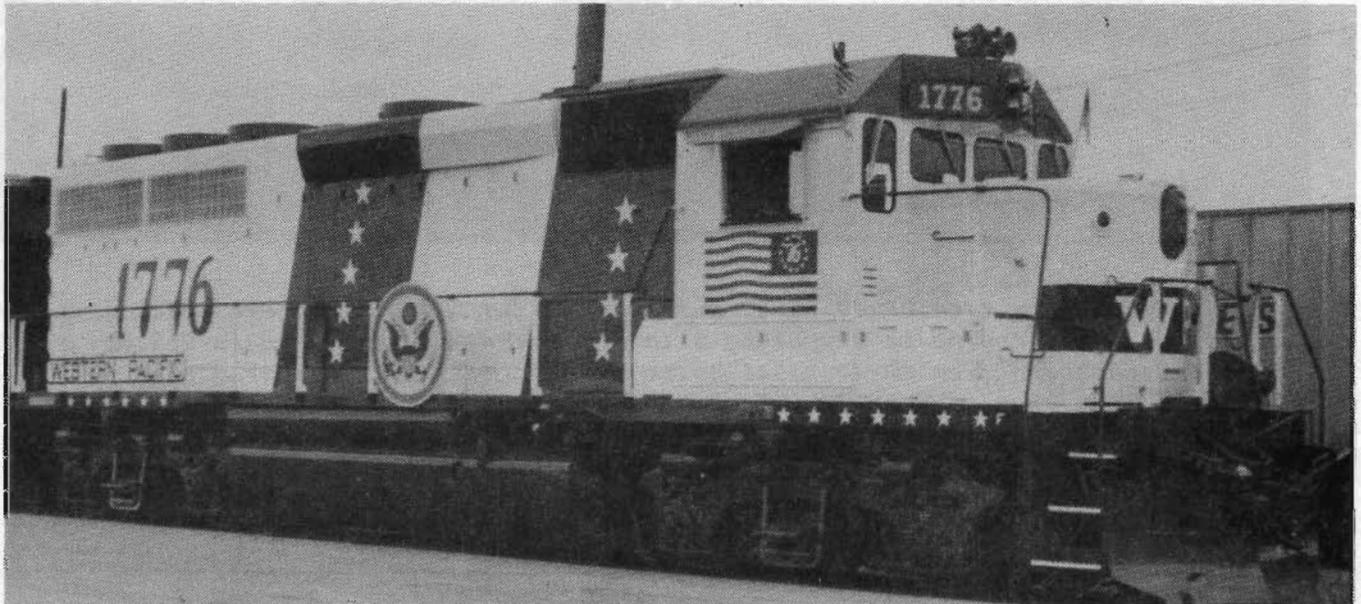
Thank you Jim Holmes of Sam Jose for those beautiful color photos of #8 in action during her running days at Quincy. A lot of memories in those pictures.

Tom Moungovan has made two trips up from Sebastopol recently and we appreciate his donation of five gallons of valve oil to the project. Thank you also for all your technical aid.

Dave Lubliner and Jim have replaced the cylinder head covers and cylinder casings. Dave has also started painting the inside of the engine cab. He also prepared the firebox surface for some major welding procedures by Tony Olson

and Brian Challendar. Thank you all. Thanks to Jimmy Ferguson of Concord for the donation of a barrel of assorted nuts and bolts. They are always needed and often hard to find in some sizes.

The members of Project Sequoia, restoration of our steam engine and equipment, are always pleased to welcome visitors to share in the progress of their big challenge. The work is hard but the rewards are great. Drop in and see that the Feather River Shortline Engine #8 is alive and well and getting better every day!



## WP SALUTE TO THE NATION'S BICENTENNIAL—1776-1976

### OAKLAND March 27, 1976

MILEPOSTS

SUMMER-FALL 1976

On Saturday, March 27, a gathering of onlookers watched Oakland's Mayor John Reading smash a champagne bottle against the front of a freshly-painted red-white-and-blue locomotive. As the white froth bubbled to the ground, everyone applauded this salute to our nation's 200th birthday—and so it was that Western Pacific's bicentennial locomotive, "1776," was christened.

Coupled to the engine were five cars, each decorated in a different red-white-and-blue color scheme. There

was a covered (grain) hopper car, lent by Pullman Transport Leasing to support the National Grain and Feed Association; an insulated boxcar to protect freight from temperature extremes, loaned by Canadian Forest Products, Ltd. of Vancouver, Canada; a flat with two vans arranged piggy-back style, provided by Western Transport Co.; one of WP's specially equipped cushion cars, with inflatable doors; and a WP caboose. The locomotive sported the Great Seal of the United States—our nation's coat of

arms—and, as an added touch, the engine's polished bell had a painted crack down its side, simulating the famous crack in the liberty bell.

The christening ceremony, although an event in itself, also marked the beginning of "1776's" two-week, 2,000-mile tour of all the major towns on the WP. From Oakland, the train eventually chugged its way to Stockton, Oroville, Elko, Salt Lake City, San Jose, Sacramento and San Francisco, with several short daylight stops in between these points, for the benefit of picture-takers: (i.e., Portola, Wendover, Winnemucca and Livermore).

The general public, however, was not the only group of people who dis-