

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

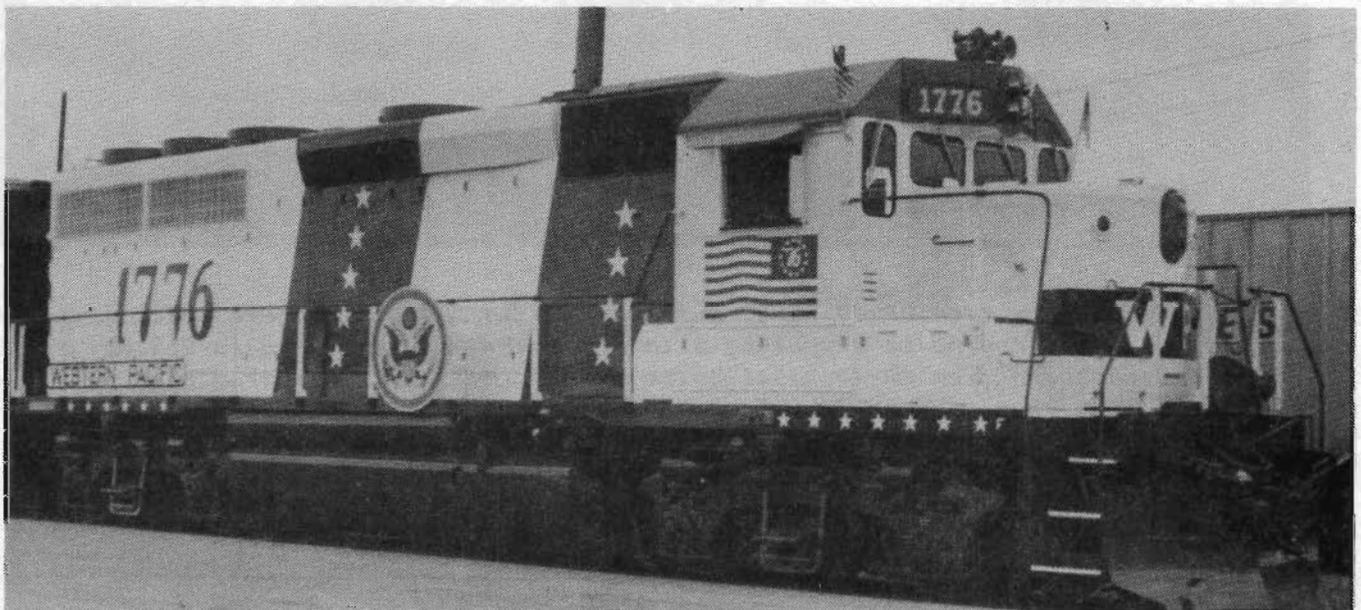
#8 taken at Hobart Mills in 1937. We love pictures of our little engine and always welcome more.

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-

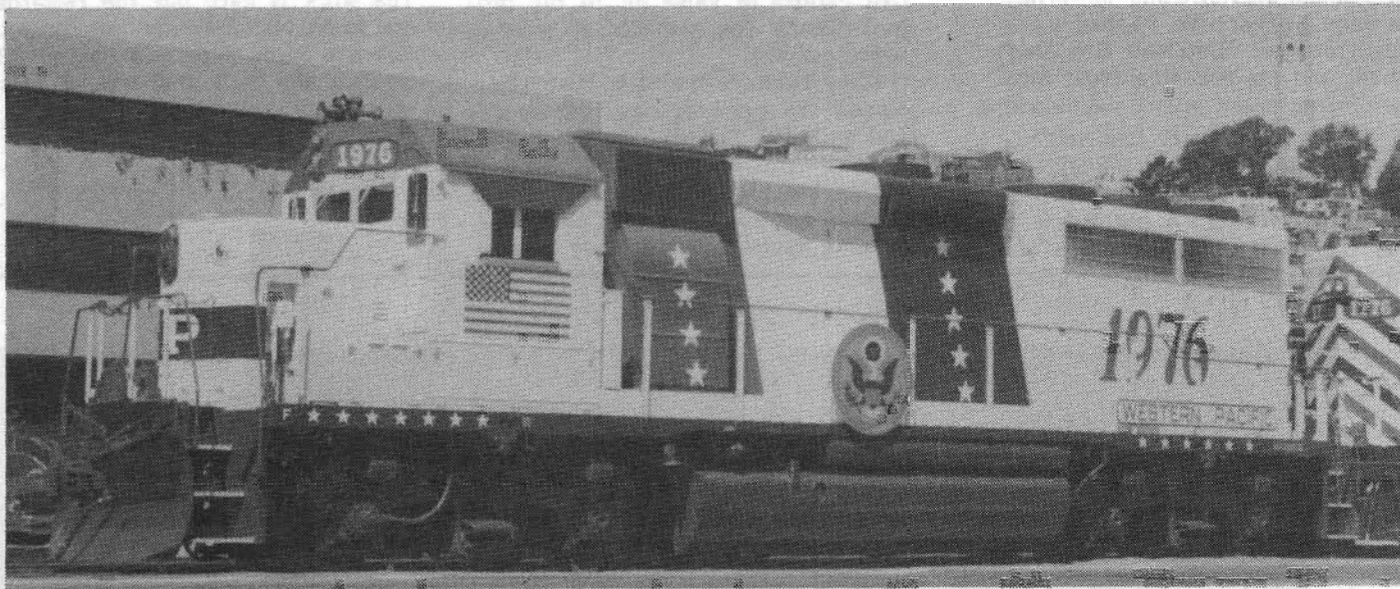
played a sense of pride at seeing the glistening caravan. It was reported that, throughout "1776's" initial run, WP trackmen and signal maintainers would often smile and remove their hard hats as the train shot by. In many towns, groups of school-children were given WP brochures and guided tours that explained how each car operated.

It would seem inevitable, then, that a sister locomotive for "1776" would eventually come into existence—and

this is exactly what happened when WP engine "1976" was unveiled in the Stockton yards, on May 6. There were no ceremonies this time. Two days later, on May 8, the two locomotives underwent their inaugural run together, from Oakland to Salt Lake City. A pair of GP40 class diesel electric engines (formerly numbers 3540 and 3541), "1776" and "1976" have, since that time, been running about twice a week, leading other locomotives on eastbound trains TOF and

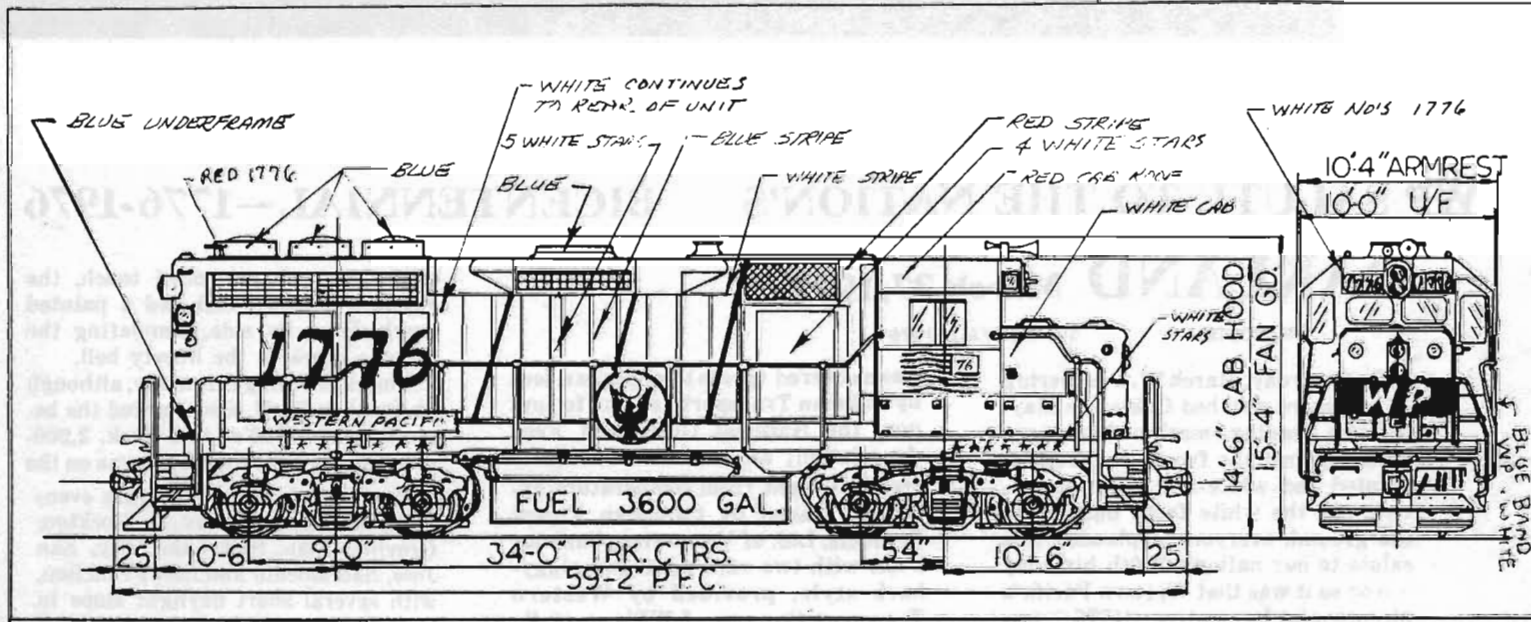
GGM. Sometimes they are together; but, for the most part, they pull separate trains.

The engines were together, again, during the July 4 celebration in San Francisco. During the festivities that week-end, "1776" and "1976" were on display at the Ferry Building and at the famed Fisherman's Wharf sharing the spotlight with bicentennial cars and locomotives of other railroads whose tracks run through our nation.



1776 renumbered from GP-40, 3540 built by EMD in 1971. Renumbered back into 3540 in 1979, this engine is now along with other WP GP-40's stored in Spring, Texas. 1976 renumbered from GP-40, 3541 built by EMD in 1971. Renumbered back into 3541 in Nov 1979, but wore the new image paint scheme only a short time as she was destroyed in the tragic wreck at Hayward, Calif in 1980. Miller Advertising made a decal set for WP Bicentennials Set No L-201.

EMD GP40 3,000 H.P. LOCOMOTIVE Nos 3527-3544



Locomotive #3540 now #1776

Locomotive #3541 " #1976 \*

\*May 1976.