

EQUIPMENT ARRIVALS

WP GP-7 No. 707 arrived Portola Feb 4th. This Geep was an important acquisition for our museum because it spent so many years of it's service life working the Portola Reno local freight. It is the only unit of it's class to retain the large reflector headlight cannister, although it now has a sealed beam adaptor. Luckily someone donated one of the original headlight units, which will be installed ASAP. After UP purchased WP, 707 was placed in storage along with many other high mileage units. (The last date recorded in 707's cab is Jan 24th 1983 at Oakland.) The units were first stored in Oroville, then Portola and finally Salt Lake City. While in SLC the GP-7's and 20's were subjected to vandalism resulting in broken windows and gauges and 707 had all it's copper tubing removed. Hobo's lived in the cab's one, not ours, suffered a cab fire. The fate of the remaining 7 and 20's is unknown. After 707's arrival in Portola, Ken Roller cleaned two fifty gallon barrels of debris from the cab. Dave McClain and Larry Hanlon, our EMD "experts" have been working on the unit and John Ryczkowski has started replacing all the cab gauges and tubing. John and Dave got all the needed gauges from other units when in SLC last year. Hopefully after four years of inactivity another 567 engine will bring its sounds to Portola. The 707 and 2001 are top projects this summer to be repainted into Orange and Silver.....

Units remaining in the Salt Lake City area are: 701, 703, 704, 705, 706, 710, 2002, 2004, 2005, 2006, 2007 and 2010.

WP caboose 473 arrived Portola Feb 15th. This caboose was donated to the Nevada County Narrow Gauge



Ski & Dave ARE going to make her live again with the help of others.....

group who are rebuilding this railroad between Nevada City and Grass Valley. They had no immediate location to place the cab and asked us to keep it for them for a while. Volunteers from that organization may restore the cab while it is in Portola. We are happy to help out other preservation groups whenever we can. WPMW 90, a 50ton Industrial Brownhoist crane, along with boom idler car WPMW 8674, arrived in Portola March 15th. Rail Society President Norm Holmes was lucky (?) to catch the SCST (Salt Lake City-Stockton local) train at Winnemucca which had the above units in its consist. Because of speed restrictions on the crane and a thunder storm on the Smoke Creek desert which knocked out part of the signal system, the

trip took 11½ hours to cover the 211 miles to Portola. The crane needs some minor work on its lifting mechanism, but should be servicable soon. Arriving a few days before the crane was WPMW 79-4, a 1925 50' flat car. It is former WP 2328.

Heard around Portola.....

What does **SPSF** stand for?????

Shouldn't Paint So Fast

Railway Express Agency

A Modeler's History of this company done by J Ryczkowski is in the March 1987 issue of MODEL RAILROADING. We are still working on getting a exREA express reefer for Portola.

