



DONATIONS

Our dues envelope has met with a good response from our members. Many renewals have come in since January with many sending a little extra to help our preservation efforts. We thank you all for your continued support. Those contributing in February and March were:

- | | |
|-------------------|------------------|
| Norman Anderson | Tom Lerza |
| Galen Anderson | Roy Lindblom |
| James Breth | Les Madden |
| Richard Brickell | William Marshall |
| Don Brown | Bruce Maxwell |
| Greg Brown | John McCormick |
| Nell Brown | Helen McCavin |
| Betty Jean Carmes | Stan Miller |
| Leo Clewell | David Mitchell |
| Milne Collis | Barbara Morse |
| Clem Dickey | Tom Moungovan |
| Elmo Dito | Anthony Navarro |
| Don Douglas | Vic Neves |
| David Eatmm | F J Noble |
| George Fiene | Don Olsen |
| John Fisher | O W Perry |
| Henry Frick | Ernie Press |
| J Gauss | John Rodgers |
| Melvin Getzlaff | Gilbert Rogers |
| Clayton Guest | Mike Romies |
| Walter Harper | Alan Stark |
| Stan Hedlund | Kenneth Thompson |
| William Hess | Richard Thompson |
| Bernice Hettinger | Don Toles |
| Frank Hibbs | Joe Vondracck |
| Stan Hunter | John Whitson |
| Harry Jamason | Tom Winter |
| Victor Johnson | Eric Wright |
| Frank Kohl | Harold Yount |
| Werner Lang | |

Member Peter Parrish contacted his employer, Westinghouse, regarding a matching cash donation to our rail society. Westinghouse has such a program; so Peter donated \$100,

filed out the appropriate forms and soon—we hope—we will receive a check from Westinghouse.

If any of our other members has an employer or knows of other programs this may be worthy of your consideration.

Doing his taxes for 1987 John Ryczkowski found out he has donated \$316.95 in phone calls between Portola and Reno and traveled 7030 miles between same.....Plus many hours on the TRAIN SHEET and FRRS business....

Norm Holmes and Jim Ley drove to Yreka in March and came back with a pickup loaded with Alco S-4 parts. Yreka Western gave us the parts and a pair of trucks from a former UP switcher they are scrapping. The trucks complete with motors will be brought to Portola later.....

What is Orange and Black, runs, is not a EMD.....watch Portola for the answer

AROUND the MUSEUM

Our museum has purchased a fork lift truck through the government's property reutilization program.

Doug Jensen and Dave McClain inspected several available units in Sacramento and selected one that only needed a battery and minor repair. Doug volunteered to pick it up with a borrowed truck and to transport it to Portola. This Allis Chalmers Model F-60 PS has a six cylinder gas engine and will lift 6,000 pounds to a height of 14 feet. It weighs 9,600 pounds! It will be very useful to change light bulbs in the ceiling area of the diesel

shop (sic) and other chores. Our WP diesel machine shop once contained a wheel and axel lathe. It was gone long before we acquired the building. Part of the facility was a jib crane made from a flex van car frame. The boom hoist from the jib crane was also removed some time ago, but we now have a one ton chain block with trolley for use on the boom. It will be handy to unload items requiring a small hoist. Also part of the facility was a narrow gauge track which used a dolly to transport wheel and axel sets to and from the shop. Ken Roller dug out and jacked up the 400 feet of

85# rail for use in our rip track extension. The rail and tie plates will have to be cleaned before they can be used however. Whenever a worker is needed for a hard job Ken will volunteer, thanks.

Hap Manitt and Jim Ley have started conducting tours of the museum with two pre-school groups visiting our facility in March.

6912 RETURNED

UP Centennial 6912 was returned to Union Pacific for scrapping after being stripped of parts needed to repair our 6946. The 6912 was literally a shell of its former self. A great number of museum volunteers put in countless hours removing everything that we needed or thought we needed. It may be years before we find someone who will adopt the 6946 restoration job, but hopefully we have most of the

parts we need when this happens. Except for 6936 which UP has retained for their historic locomotive collection, all units have been either donated or scrapped. Of the 47 DDA-40X's built, eleven have been saved from the scrappers torch. Their numbers and locations are as follows:

6900	Omaha
6901	Pocatello
6911	Mexico City
6913	Dallas
6915	Los Angeles
6916	Ogden
6922	North Platte
6930	Kansas City
6936	Cheyenne
6944	St. Louis
6946	Portola

When the stripped 6912 arrived Salt Lake City, the reaction was "Its a wonder they didn't take the paint too!" It is now up for sale "As is, where is".

HELP WANTED

Member Don Olsen, Catenary Video Productions, has been putting together for many years a history movie showing Western Pacific locomotives and trains. Of particular need is shots of ten-wheelers, 171 class 4-8-2's, 401 class 4-6-6-4, and 481 class 4-8-4. Either 8mm or 16mm is acceptable. The film can be copied and returned. If you can help Don, contact him at.... P.O. Box 15185, San Francisco, CA 94115

Member Henry Bender is working on a two volume book on California railroad stations. He still needs more information on WP depot retirement dates, including SN & TS, pre 1916 SP depots and the plans thereof. Any abandoned short line depots, some LA&SL and PE. If you can help Henry, his address is 6257 Solano Drive, San Jose, Calif. 95119

Also on the help wanted list is our need for someone, preferably in the local area, who is an architect who can design and prepare a set of plans for our depot/visitor center. We have a set of WP depot plans that can be used as a guide. If interested, please contact us as soon as possible.

Member Vic Neves is heading up a FRRS project to do a WP calendar for 1988. We need for now B/W photos of WP, send in your prints or we can print negs, so we can have a WP calendar next year. This is a calendar that we would like to see members views of the WP shown.....

Send Attn. WP Calendar, FRRS Portola.....

Norman Holmes and John Ryczkowski are working on a WP History booklet to be sold in the gift shop. We are in need of again WP photos to be in this book, would like to use never used photos so send them in.....

Also from the membership the TRAIN SHEET is in need of photos of WP GP-40 and Gp-40-2's in UP paint, on the MKT, and any other condition since they have left the WP rails.....

TRUE TALES of the RAILS

Once while I was firing in the canyon freight pool, we had a heavy train out of Oroville with Big Mallet No. 253. The engine was steaming very poorly and we had to stop several times to "blow her up".

The sixteen hours it took us to reach Keddie (78 miles) put us dead on the law. The hog head told the road foreman of engines that I didn't know what I was doing so he pulled me out of service. The malley was put in the roundhouse where they found 23 broken flues. No one could have kept that engine hot. The road foreman apologized and the 253 was repaired at Keddie. It was in such poor shape it couldn't go anywhere.

Bud Taber-1943



**Western Pacific
Railroad Company**

"THE FEATHER RIVER ROUTE"

THE GHOST TRAIN of OLD ELY



Visit the Railroad Museum of the Nevada Northern Railway and experience the wonderful sight, sound and smell of a real old time steam railroad. Relive the early days of a western mining camp and ride the legendary Nevada Northern behind No. 40. A handsome Baldwin ten-wheeler dating from 1910.

The "Ghost Train" of old Ely will make five runs on each of the following dates:
May 23-25, July 1-5, Aug. 1-2, Sept. 5-7 and 26-27.

Exhibits include general office, depot, shops and rolling stock of steam-diesel-electric locomotives, antique passenger and freight cars and work equipment.

Call or write for information and reservations:

NEVADA NORTHERN RAILWAY MUSEUM
P.O. Box 40
East Ely, NV 89315
(702) 289-2085

Modern Prototype Modelers Will Meet Again At NMRA In Eugene

**Classic Prototype Modelers
Vintage Prototype Modelers**

**1987 gathering to include
prototype modelers of other eras**

The modern prototype modelers, a special-interest group whose meetings were high points of the 1985 and 1986 NMRA national conventions at Milwaukee and Boston, are planning their third annual meeting in conjunction with the NMRA national convention at Eugene, Oregon in July.

In previous years, modelers of modern prototypes (60s through 80s) have gathered during the early part of NMRA convention week to share information and ideas, display their models, and conduct an informal popular-vote contest. This format will be repeated in 1987. In addition, the concept is being extended to include classic prototype modelers (1930s-1950s) and vintage prototype modelers (1900s-1930s). Modelers of these eras will display their models separately, but all three groups will meet in the same room and will share in organizing the displays and contests. Informal clinics and social gatherings for the participants are also planned.

While modern, classic, and vintage prototype modelers focus on different periods in railroad history, they have a common interest in prototype modeling — the realistic representation of prototype rolling stock as it is, or once was in real life. All the models on display must recreate actual prototypes — "freelance" models are not eligible — and each entry will be accompanied by a brief summary of prototype data and, where possible, a prototype photo.

Entrants need not be NMRA members. They are encouraged to join the NMRA, however, and models displayed at the meeting may also be entered in the official NMRA contest, as the two events do not overlap.

This year's gathering of prototype railroad modelers is scheduled for Monday through Wednesday, July 27-29, in the convention's headquarters hotel. Modelers of all eras who are interested in taking part should plan to arrive early for the convention, and are encouraged to pre-register their entries. Further information and pre-registration forms are available by sending a large SSAE to:

Prototype Railroad Modelers
c/o Joe Delia
3432 Lucero Ave.
La Verne, CA 91750

Coordinators of this year's meeting are Joe Delia and Richard Hendrickson. Media inquiries may be directed to Joe Delia at the address above (phone 714-596-9045) or Richard Hendrickson at P.O. Box 711, Cotati, CA 94928 (phone 707-795-7363).