

WP's first diesel road units were delivered in 1942. When the war ended in 1945, more diesels were ordered and the hand writing was on the wall for steam on the WP. Nos. 482 and 483 were sold for scrap in 1953 & 1956. Nos. 481, 484, & 485 were sold, less tenders to SP for parts and finally No 486 was scrapped in 1957. Our tender was sent to elko where it was used to supply fuel and water for steam derrick No 27. While cleaning up a derailment near Quincy, Jct., in May 1979, the derrick and tender along with rest of the outfit got away from the train crew, rolled about five miles and derailed on a curve just east of Keddie. The derrick was moved to Sacramento Shops and unfortunately scrapped. The tender, which skidded on its side for 100 feet, was rerailed, moved to Oroville and then to South Sacramento for possible use as a fuel storage tank. In 1983, I recieved a call from Mr Flannery's secretary wanting to know if we wanted the tender for our museum. The only stipulation was that we keep it WP.

The reason the tender remained in Sacramento so long after it was donated was the condition of the trucks. They were damaged in the derailment and UP officials were reluctant to move it on its own wheels and have a problem develop that would cause trouble enroute. For one thing the journals have 7X14 brasses, a rare size and almost unavailable today. Delligent efforts were made to find substitute trucks, but to no avail. Aletter to the Buckeye Corp. brought a set of blueprints.

As the UP was closing parts of the Sac yard, it was getting imperative that the tender be moved or scrapped.

Scrapping was out of the question, so UP's mechanical department agreed to load the body on a flat car, the trucks on another. They would use their 135 ton Petty Bone mobile crane if we would hire a second crane to assist. This cost us \$600. The cars arrived in Portola last December and were spotted opposite the wrecker for unloading. The tender body (50 tons) was well within the 250 ton capacity of the derrick, but the tenders size would make it difficult to handle alone. About this time UP honored our request for the donation of the 50 ton MW crane, WPMW 90. It was hoped this unit could assist the derrick in unloading the tender, however, when the crane arrived it was unservicable.

The UP anxious to get their flat cars back in revenue service, so it was necessary for us to hire a crane service out of Reno; this cost us \$1040. The unloading was done on April 24th, using the UP's derrick and the Reno crane. Members assisting the UP crew were Norm Holmes. Jim Ley, Bill Magazin and Hap Manitt. A special thanks to Joe Beardin, UP Trainmaster, for his assistance. Also John Ryczkowski for finding the crane service at a fair cost. The tender is now inside our grounds, waiting for someone to adobt it as a restoration project.

## How We're Doing

Construction of WP's new train ferry, *Las Plumas*, is ahead of schedule. Tentative schedules now are for launching at Portland, Oregon, on June 27; a trial run on San Francisco Bay July 24; start service August 1.

Legal arrangements nearly completed with State of California for exchanging present Western Pacific line Oroville to Intake for new main line to be built around future Oroville Dam.

*California Zephyr* load averaged 63.4 per cent of capacity in April, 1957, compared with an average load of 65.2 per cent for April of last year.

Gross freight revenue for month of April, 1957, showed increase of some \$225,000 compared with April, 1956. Commercial traffic increased 6.4 per cent; Government traffic decreased 9.3 per cent.

Deraillment of the eastbound *California Zephyr* on May 18 at Milepost 228.9, about 23 miles east of Oroville, caused by a dirt and rock slide following six and two-thirds inches of rainfall recorded nearby between 6:00 p. m., May 17, and 4:00 p. m., May 18. Total damage to three diesel units, a baggage car and coach estimated to be \$90,000, of which \$79,000 is covered by insurance as is the entire cost for rerailing the equipment. Estimated cost to repair track damage and work still necessary to completely clear slide area is \$15,000, all Western Pacific expense.

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