

and saw service in Sac. and Yuba City. In 1971, WP 503 was sold for scrap and cut up in Associated Metals yard in Sacramento. In 1980, 401 was being stripped for parts to keep 402 running. When Corn Products Co. needed a switcher for their corn sugar processing plant south of Stockton, WP repaired and sold the 401 to that company. It was painted light green and numbered CPC No. 1. SN 402 was by then painted Perlman Green and Orange and saw little service until Oct. 1983 when it was donated to the California State Railroad Museum in Sacramento, California.

Corn Products used the SW-1 to switch grain cars until early this year when they purchased a Santa Fe CF-7 from Mountain Diesel Transportation. The No. 1 was now surplus and we were interested in acquiring it for our museum. Through the efforts of John Ryczkowski, Hank Stiles, Phil Schmierer and Norm Holmes, Corn Products management decided our museum was the most suitable home for this historic locomotive. As soon as possible we plan to repaint the unit back to its basic black with silver trim and lettering as it was when first used in 1939.....WP LIVES.....

MILWAUKEE U25B #5057 by Norman Holmes

In 1959, General Electric, wishing to find a niche in the domestic locomotive market, embarked on a research and development program which led to the introduction of the U25B diesel-electric road loco-

otive. Through aggressive marketing and sales promotion GE managed to penetrate the market and overtake Alco as the nation's number two locomotive manufacturer. When production of the U25B ceased in 1966 a total of 476 units had been produced.

The Milwaukee Road purchased 12 units in 1965. Our 5057 (originally No. 388 serial No. 35640 6-65) is actually a U28B in a U25B car body according to an article in August, 1987 "Railroad Model Craftsman", and is the only remaining MILW U25B.

Several years ago the Western Nebraska Technical School purchased 5057 to be used as a training tool in a government contract to train military personnel in locomotive maintenance. When the training contract was completed, the locomotive was no longer needed. In the search for General Motors F units, Dale Sanders contacted the school (they had a MILW F7A) and in the course of the inquiry found out about the U25B. Dale asked if they would donate the unit to our museum, The answer was yes, so now we have one of the few remaining GE U25B's in existence.

GE's U25B, along with GM's GP 30 and Alco's Century series locomotives marked the start of the second generation in diesel locomotive development. Western Pacific, a long time customer of General Motors purchased their first GE road power in 1967 in the form of U30B's. but that's another story.

Union Pacific, again, graciously agreed to transport the unit from Sidney, Nebraska, arriving Portola August 12th. Preliminary inspection revealed with some TLC and some parts replacement including a brake beam, we can make the unit operable. Although one traction motor pinion shaft is cut, it will operate on the three remaining good motors.

Another piece of diesel locomotive history is now preserved at the Portola Railroad Museum.

MEMBERSHIP

We would like to welcome the following Life Members to our organization:

R Phillips, Hank Stiles, Michael Tanner, Mary Brunberg, Galen Anderson and Dale Sanders.....
We now have 29 Life Members!

Forty-Four new members joined our organization during August and September, and we would like to welcome them all.....

from the Membership Officer's desk..
Joe Way

The membership duties have recently been consolidated with the maintenance of the mailing list and label production, and I now have charge of these related chores. I am expanding my computer data base to keep track of membership information in addition to the basic names and addresses I maintained for mailing labels, and it's quite possible that in the process of adding information I might inadvert-

Milwaukee Road U25B #5057 at Portola, the 5057 worked in Washington State at the end of it's service life and was in the last train out of Tacoma.



ently change or delete existing information. Any such changes would show up on the mailing label affixed to this issue of the TS, and I would appreciate it very much if you would check carefully for discrepancies in your name or address. If you find any, please let us know.

I also maintain names and addresses for the Museum Gift Shop Catalog mailing list. That list has grown to nearly 1400. The Rail Society list, for which I must maintain almost twice as much information per entry, is over 800. My small (64K) computer system is running at very nearly its limit with both of these lists, and I foresee that in the near future I will run out of room.

I wonder, accordingly, if there might be someone among the members, who might have upgraded his or her computer system and therefore has surplus equipment which might be suitable to our needs? My preference would be for IBM-XT compatible hardware, with or without software, but I'd be happy to talk to anyone about anything they might have available. I would be glad to pay a reasonable price or perhaps someone might like to make a donation to the society.

Either way, any response to our problem will be appreciated. You can contact me directly on this matter, at 3494 Chandler Road, Quincy, CA 95971-9628. My phone number is 916-283-4034.

Thank you

TRUE TALES OF THE RAILS

Once upon a time, on a stormy night in the Feather River Canyon, the Portola to Oroville local was in the siding at Belden waiting for an eastbound freight. Belden is well known for its windy conditions and this night was no exception. The wind coming off the lake formed by the power day was so strong that rain was going up instead of down. It so happened that there was a MW flat car ahead of the caboose with some loosely loaded sheets of plywood aboard. The conductor and rear brakeman thought it would be interesting to see what would happen if one of these plywood sheets were raised into the wind. The wind picked up the sheet, carried it up the canyon wall and over the top. When the local finally left Belden all the plywood

was gone from the flat and someone on top of the mountain still is wondering where all that plywood came from.....

THE LITTLE GIANT

By Norm Holmes

A two year search for a truck crane through the state surplus property reutilization program ended in June when we were informed a 20 ton Little Giant crane was available. It was located at McClellan AFB's surplus yard (near Sacramento) so the location was convenient. An inspection was made, it looked good

CONTINUED

HAP MANIT MADE LIFE MEMBER

In appreciation of all of Hap's vitality, labors and devotion to the FRRS. The Board voted to award Hap a Life Membership. Born in Loyalton, Calif in 1916 and a Portola resident since 1929, Hap worked for the Western Pacific from 1937 to 1976 retiring from service as clerk. A WWII veteran with 5½ years service in the Army, he was runner-up for legionnaire of the year for the State of California in the American Legion.

Hap Manit (on left) doing what he likes to do best, showing visitors around the museum. Today he is showing Mr & Mrs S.F. Burmeister, retired WP asst Chief Engineer, around.

