

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.



and the state was informed we'd take it. The state wanted \$2,500 as a handling charge, which was reasonable for what we were getting. In order to save money we wanted to drive it to Portola. Subsequent inspection and a call to Beale AFB, where it was used, indicated the drive transfer case was bad, however. It had been run dry so the gears and bearings were destroyed. Jim Ley and Myself drove to McClellan and removed the gear box for repair. A search for a used unit was in vain, so repair was the only answer. This is an expensive item—\$2,100 later we had a good transfer case. Getting insurance to move it on the highway was the next problem. Insurance would cost from \$1,800 to \$2,200! Since we would be using the crane mainly on museum property it was decided to have the crane hauled to Portola on a low bed trailer.

On August 31, Hank Stiles accompanied Jim Ley in his truck with gear box and tools, Dean Hill went with Myself in my 2 ton 1955 Ford flat bed and Rod McClure, Dave Anderson and John Walker met the rest of us at McClellan. The idea was to install the transfer case in the crane and drive it onto the low bed trailer. However, McClellan would not allow us to work on the unit on base. Meanwhile, Norm and Dean drove on to Stockton to pick up three 85lb switch points needed for our on-going track projects. As the UP is phasing out 85lb rail in Stockton, the points were surplus and available for our use. Soon after Norm and Dean got back to McClellan, the paper work was completed, the low bed trailer arrived and loading commenced. The crane's truck motor was started to provide brakes and with a pull from the low bed tractor and a push from the base fork lift, the machine was loaded on the trailer. The crane came with two booms (both off the crane), there were disassembled into two 16 foot sections and the four pieces loaded on my truck. The nearly 200 mile trip was made without incident and everything was off-loaded at the museum the next day.

A new "toy" always gets attention, so within a few days Jim Ley and Rod McClure had the boom reinstalled, the cable rigged and the Little Giant was ready for service. It is completely operational.....



MILEPOSTS

OCTOBER, 1957

How We're Doing

Gross operating revenues for the month of August, 1957, as compared with the same month a year ago, showed an increase of \$661,375, or 14.45 per cent.

California Zephyr load averaged 103.1 per cent of capacity in August, 1957, as compared with average load of 100.7 per cent during the same month in 1956. (More than 100 per cent of occupancy is possible since some passengers leave the train en route between Oakland and Salt Lake City and their space is reoccupied.)

Concrete lining of Tunnel 38 about 40 per cent completed; mining begins on Tunnel 40. Contractor laying rail on new five-mile Marblehead spur.

Pennsylvania will discontinue all transcontinental Pullman through-car service October 27. Effective October 24 from San Francisco and October 27 from New York, the New York Central only will handle through-car service for the *California Zephyr* on alternate days as in the past.

ALASKA 1507

Some of our members and visitors have wondered about the work on this F7-B unit. This F, along with the other Alaska F's belong to Mountain Diesel Transportation and are on lease to our Rail Society for display and operation. The 1507 is in need of a complete overhaul so MDT had contracted with our Dave McClain to do the work at our museum. Doug Jensen along with MDT owners are assisting in the overhaul. The work will be of interest to museum visitors as it progresses and in no way takes away from work on FRRS owned equipment.

A special thanks is due Cal Carlson of Portola Cal-Gas for helping hook up the new hamburger grill and providing a tank of propane.

What do British truck drivers do when they take a vacation? We don't know about all of them, but we know what one did... Peter Langdon came to Portola and spent two weeks working on museum equipment. Peter painted most of the boiler jacket on No. 8 and kept busy on various other little jobs. He had an enjoyable time.



**Western Pacific
Railroad Company**
"THE FEATHER RIVER ROUTE"