

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"