

**Mike Hunter** of Bethlehem, PA is the winner of the free trip to Guatemala. Congratulations Mike! Chris Skow donated the cost of the trip through his *Trains Unlimited Tours* and raised \$1504.00 for our depot building fund. A two week trip for two to Chile will be offered next year. We wish to thank Chris for his generosity and all those who purchased raffle tickets to help our building fund.

This issue has a *new* look, Dave Waters is at the editor's desk. The Train Sheet will continue to contain museum news and be published every two months. A new publication named The Headlight, after Western Pacific's early employee magazine, will be published on a quarterly basis and contain historic and modeling items. Both publications will be mailed to all members. We hope you like the new look. You are also invited to submit articles for publication. Send news of historical info to the Society's address.

### Labor Day Operations

The three day Labor Day weekend operations were a little slow except for Sunday when 45 passengers from the Central Coast Chapter NHRS arrived from Reno for a day at the museum. Labeled "*The WP LIVES Excursion*", they left San Jose, CA on Saturday, rode Amtrak to Reno, spent Sunday in Portola and returned on Amtrak on Monday. A nice three day trip. Crew members for the Labor Day weekend were: Ned Crary, Jim Gidley, Ray Graham, Norm Holmes, Matt Parker, John Ryczkowski, Bill Rose, Hank Stiles and Gordon Wolleson. Emery Godard and Barbara Holmes worked the snack bar.

### Alco S-1 added to Portola Roster

After considerable work and planning for transportation, our latest diesel locomotive arrived in Portola August 17th. It is the former **Western Pacific 506**, a 1942 Alco S-1,

donated by the *Stockton, Terminal and Eastern Railroad*. The switcher fills in the Alco void in our goal for a complete WP diesel locomotive collection. We now need only a Baldwin diesel switcher to complete our WP diesel roster. Unfortunately, all the WP Baldwins have been scrapped. A substitute is being sought.

The 506 was out of service for a number of years and had been used as a parts source to keep ST&E's fleet of five Alcos operating. Brake parts, pin levers, handrails and two steps had to be replaced. Wheel journals had to be repacked, gearboxes oiled and the air system cut out so as to have air through the unit so it could be moved. Fortunately, unit 561 was available as a parts source. The 561 has now been scrapped by California Railcar Repair.

Five trips were made to Stockton to complete the work to bring 506 to Portola. Those involved were Larry Cope, Dean Hill, Norm Holmes, Jim Ley, Dan Robirds, Phil Schmierer and Hank Stiles. After inspection by UP mechanical forces approved the unit for movement, it was transferred to UP's Stockton Shops. Here it waited for two months for a final OK to haul it to Portola. It was brought to Oroville in a local freight and then up the Canyon in a transfer move which also relocated the Oroville derrick and outfit to Portola. Initial contact for the donation from ST&E came from Steve Jackson and Eugene Vicknair and was finalized by Norm Holmes. We are very grateful for the donation from ST&E and UP's transportation to Portola.

Coming along with the 506 was **ATSF 999414**. This is the Santa Fe's first steel caboose and was purchased by Vintage Railway Equipment Company. It is on long term lease to the Society and will be repainted to it's original scheme and renumbered 1500. The full story on this historic piece of equipment was published in our May-June Train Sheet.