

been used for target practice, there were so many spots on it! Four gallons of white primer made the caboose look like a little country church with a weird steeple. The orange stripe and ends were added next. Here is something that I bet you didn't know. The orange stripe is not the same width across the length of the car. The stripe is actually wider at the windows to include the top and bottom of the window frames, then it tapers back down toward the ends of the car. The difference is about 4-5 inches, so it isn't apparent when you view the entire side of the car. The outline of where the stripe is supposed to be is clearly etched into the outside bracing of the car. But, initially, I painted the stripe evenly across the side of the car just to see how it looked. It looked terrible! I dug out an old picture and stood back and compared the two, sure enough, the stripe didn't look right. So I finished painting the stripe the way it was done before and now it looks great. Silver paint was applied next. Metallic paints take longer to dry, especially this one, 60-90 days for a full cure!

The interior had previously been painted with white latex paint (ugh). We used a power sander to remove this old paint and rough up the wood to give the new paint something to bite into. "Foam (Foamer?) Green" was found to be an exact match to one of the four shades of green we found on the inside of the caboose. The interior was painted by hand because we didn't have enough power to run the paint sprayer and a safety light at the same time. With all the windows masked off, we couldn't spray paint in the dark! Here is where I have to stop and thank Mr. Gary Austin. Although Gary is not a member, he volunteered over 100 hours helping paint the exterior and interior of the caboose!

WP 614 arrived at the museum after a roundabout trip from Oroville to Yuba City, Marysville, Interstate 80 to Truckee and then north through Loyalton into Portola. I made the 18 hour round-trip to pilot the movement north from Truckee to help save some money on the expenses. Armed with a fistful of oversize permits, Amos Heavy Hauling of Gridley, California and Steve Biggs again did the honors with their special freight car moving equipment (the load is suspended between two hydraulic dollies). If you know someone who needs a freight car moved, give the guys at Amos a call. They've really done a great job for us and I highly recommend them (very reasonable rates too, for which we thank them).

WP 614 has been wrapped up in tarps for the winter. The caboose will enter the second phase of its restoration when it is picked up by our newly re-cabled derrick, set on trucks and moved inside the building. Extensive welding is needed on the end sills of the car and we need another new roof plus the addition of draft gear and brakes (Volunteers

The Freight Car Restoration Dept. had a successful 1994! We've learned a lot over the last two years. Our "TEAM" concept of everyone working together on one project at a time has proved successful. Our productivity should increase with the development of a fixed repair and restoration spot inside the museum on track two next spring.

I would also like to take this opportunity to personally thank Norman Holmes for his suggestion that I take over this department. Norm also keeps watch over our projects when I'm not at the museum. I also want to thank the Board of Directors for their continued support of our projects.

Plans for 1995

The completion of SN 1632 and continued work on WP 614 will be our immediate concerns next year. WP 614 will require a lot of time and effort. Again, we will be doing some things that we have never done before. We would also like to repaint at least two steel freight cars next year (we've grown rather tired of working on wood cars!). Again, much of what we accomplish will depend on how much help we get. Much like the U.S. Marines... "We're (still) looking for a few good men." (and women are welcome too!)

In addition to the mannequins mentioned above, we are looking for the following items to assist us in the restoration and presentation of our freight, passenger and maintenance of way equipment:

- A good degreasing agent to remove the accumulated road grime that our cars have collected over the years. We have tried several water based-household type cleaners but these dry out before we can scrub the grime off. There must be a product that we can spray on the car, let it sit for a week and then wash off with our steam cleaner. Anyone have any suggestions?

- We are also looking for any information concerning how the WP Car Dept. built our outside braced cabooses and remanufactured the 15001-16000 series of outside braced boxcars into other types of cars. A set of specifications and plans must have been drawn up by the railroad. Did any of these plans survive?

If you can answer these questions, or would like to volunteer to help with restoration work, call me at (916) 671-9584.

needed!).

In comparison to SN 1632, which was extensively modified by the SN and WP MofW department (for use in the Oroville derrick train), WP 614 is rather spartan inside. Two bunks and overhead bunk beds, a stove and a sink comprise the interior furnishings. This car also has a green tile floor. Was this done by the WP or by one of the private owners?? I've read of many instances where conductors fixed up the interiors of their regularly assigned cabooses (curtains, rugs, etc.) for their own comfort. Can anyone shed any light on this mystery? Since we have so much empty wall space inside, we would like to use this space to display photographs of WP/SN/TS cabooses. We've received some great Tidewater Southern caboose prints and we found Sacramento Northern caboose photos in the CSRM library, but we're still looking for more WP caboose photos; 8x10's or 5x7's are perfect. Please take a look through your collection and help us out.

Other Activities

In addition to working on cabooses, this department also contributed to other projects for the museum and the society. During August, we primed and painted the awnings over the doors on the north side of the building. The paint and primer was left over from the WP 614 project so it didn't cost much. Other projects consisted of helping with the rebuilding of the shower car and participation (helping clean up) in the "Circling the Wagons" event. My brand new pickup truck was pressed into service hauling trash off the Pacific Limited excursion train at Oroville when the prepaid dumpster that was ordered failed to appear!

Another project was sorting through some Western Pacific Car Dept. material that was donated to the museum last summer. Information from this material will appear in upcoming issues of The Headlight. We have also been working on a "Master Plan" for the long term restoration and display of our freight, passenger and maintenance of way equipment at the museum.

One of the more interesting exploits was a safari through the backwoods of the Oroville area by David Dewey and me to find old railroad cars. We found a WP tank car body, a forty foot WP boxcar, three WP-PFE reefer bodies and two passenger cars formerly used by the Bechtel Corporation for their construction trains in the 1930's through early 1950's. One car has been rebuilt into a house. After considerable investigation, we found out that the other car was built for the Ocean Shore Railway by the Holman Car Company of San Francisco. This all wood car really should be preserved. It really doesn't fit into our collection so David and I made some inquiries to responsible individuals in the preservation field. Hopefully, it will soon find a good home.