

The following have added a "little extra" along with their 1986 dues. We appreciate your help. It takes money to improve and maintain our museum. We are still in need of funding to pay for the Santa Fe diner, WP baggage car and the steel REA car. Painting of one of the Alco RS-3's and WP 2001 are planned for this year, at a cost of paint alone of about \$500.00.....

Mark Acuna	Craig Ferguson	Fred Klyver	O. W. Perry
Mike Anderson	Geroge Fiene	Tom Lawler	Don Richmond
James Atkins	John Flower	Ray Lindblom	Richard Rowe
R. J. Beall	Pat Flynn	Gary Lower	Robert Sarberenyi
Ted Benson	Jerry Foote	William Marshall	Ed Slintak
Drew Blanchar	William Garner	Willis Marshall	Don St. Denis
John Bonwell	Warren Gibson	John McCormick	Daniel Stoleson
Jim Boynton	Charles Givens	Earl McKenzie	David Tateorian
Gregory Brown	Kenneth Gosch	Jerry Mc Queen	Stan Thomson
Don Brown	Steve Habeck	Werner Meer	Gael Troughton
Roy Cameron	Richard Hall	Tom Messer	Steve Unger
Geroge Comer	Robert Hamft	Meyers Family	Steve Van Denburgh
Don Davella	Stan Hedlund	John Miller	John Vollet
Elmo Dito	William Hess	Wayne Monger	Helen Walker
Roy Deskin	Richard Holmes	Richard Morgan	Joe Way
Robert Dobbins	Henry Hultgren	Tom Moungovan	Jerry Williams
Jack Dorothy	W. R. Janowski	Ruedi Muller	Eric Wright
Don Douglas	Bob Jekel	Don Olsen	Tom Yagerhofer
Andre Dubs	Bill Kepner	Jack Palmer	Harold Yount
David Eatmon	Michael Knight		

HELP WANTED.....

The projects listed need our personal attention. We need YOU to help in any of these areas. It will be noted that many are small projects which can be completed within a few days by one or two people. However, the larger projects will require a team effort. Each team should be directed by adequate supervision to over-see the work on that project. Dept Directors will fill that role.

Our society now numbers more than 600 members! While we realize that the majority of the responsibilities rests with members close to Portola. There are many of us who must travel long distances to participate in our functions. Since "Many hands make light work" it is sincerely hoped that each member will participate in this work plan in any way that he/she can... Whether it be for one day, week end (s) or part of your vacation time, at his/her convenience.

In order that we may plan an effective work schedule, please complete the appropriate items on the enclosed self-addressed card and mail it promptly. Jack Palmer has consented to coordinate this function and will record your choice of assignments on your application (post card) when received by him. Earliest postmark will establish preference of work assignments. When a sufficient number of applications are received for any one project, Jack will promptly notify those applicants accordingly.

Please bear in mind that what we accomplish and enjoy to-day will be shared and enjoyed by those who will come after us. WP LIVES.....

ONE OR TWO PERSONS....

Remove parts from 6912
Clean & paint 0912
Prepare for painting WP 2001
WP 1074 KCC 2 & 908
Complete interior SP 1345
Sand & paint file cabinets
Install basin, bowl & shower
Install drinking fountain
Build shelves in storage room and box cars
Seal & stain tables
Repair SN 1632 steps
Prepare Diner for use
Install new directional signs
Help SKI in painting cars

TWO OR MORE

Remove engines from 6912
Unload rail from 6550
Build rip track connection
install WP/UP heralds on shop
Set up tank car for fire service
Replace tracks under WPMW 0912 after cleaning
Pick up new sink and install
Repair fence around sump
Tamp and align balloon track
Change out axle on KCC 908 and many more.....

THE DIESEL INJECTOR

by Dave McClain

The weather has really been wild up here at good old Portola. The snow was falling so hard in Feb., that the only real work done was to extract my truck and a car out of the mud with the help from Jim and the Burro. The Society meeting was cancelled along with all work.

March was a different story. During the winter water froze in a lower water pipe that runs between the engine and the air compressor on 2001 causing a break. With the help of Doug Jensen we removed the fitting for repair. Also Doug almost single handedly took on the job of replacing the air compressors head gaskets. They both leaked badly putting water into the air system.

Now the 2001 is in the engine-house awaiting a battery charge and start-up on the work weekend in April. Hopefully during our operations in April the 2001 will move. With the help of Howard Wise, the master electrician from PLA, we hope to work on the electrical problem with the generator loading. If any one has any ideas please let me know.

The 608 and the Alco #2 were both fueled and readied for operations. 921 was also started and run for awhile, charging the batteries and air system which now seems to be working.

Almost without fail, we have had one person stripping the 6912, with the help of Jim with the heavy work. Most weekends, and helping in many other ways possible has been Matt Parker. At times we over look all the dirty work and notice only the appearance, but someone has been doing it. Good Work Matt.

Hope to see a lot of you during our operations this summer. Remember we have plenty to do, so if anyone would like to help out please come on up.. With your help we'll have the premier Diesel Museum in the West.....

before, Mr Cowan enjoyed the experience and looked into every part, asking many questions. #8 passed the first inspection with a good report and the next step will be another hydro in the near future.

On Feb 7th, John Marvin and Jim went to Pittsburg where they were taken by Kenneth Boynton to the US Steel Corp for a meeting with J R Gibson. They returned with an 805# roll of gleaming new steel for #8's boiler facelift. One more step, thanks to US Steel in making the restoration job A-1. Credit goes to Mike Attama and his father Robert, Norm Holmes and Jim for laying the ground work for the very generous donation. A special thanks to John who is always willing to make the long hauls for #8.

Al Thomson, Jim Ley, Jim and Mike Attama have removed the turret and main stop valve from 8's back boilerhead and Jim Ley has delivered same to UP Joe in Sacramento for expert repair work. The next hydro depends on the completion of this work.

Mel Moore and John have completed removal of the jacketing still in place in the cab. Dave Lubliner has drilled out broken cylinder head studs and they will be replaced. Ken Shipton has spent much time removing layers of old paint from the tender with a rotary grinder.

On Feb 28th the Quincy Elementary School had a Heritage Day with railroads the theme. UP, because of problems due to the storms, was unable to participate as planned. The day long program was taken over by John and Jim who presented the children with a much enjoyed and appreciated look into railroads. Jim visited the classroom and talked about safety, history, signals and showed pictures of every phase of railroading. John set up his model trains that fascinated the classes and the day was topped off with slides shown by Jim. Comments from the students and teachers were that is was the best ever and a day to remember. The two directors from the FRRS made many friends and Jim extended them a special invitation to visit the museum and see the real thing.

On Feb 7&8th, GUNS OF THE TIMBERLAND", starring our own little "puffer Belly" was shown in Quincy. Producer Aaron Spelling could have chosen many locations that provided both ranch and mountain settings...but our area was chosen because there was a little steam engine here, pretty and perky and ready to go. The excitement it caused in the area and the economical impact it created are still talked about. #8 can do it again when she is back in running condition again and will be a very important attraction.

UPDATE ON ENGINE #8

by Betty Boynton

Ma Nature's antics the past weeks in Plumas County slowed down work days on the restoration of #8. The complete stripping job has provided everyone with a rare chance to see what makes a little steamer "perk". New problems continue to arise, but members of Project Sequoia meet the challenges and the real reward will come when the putting back of new and restored parts will make the #8 look like an engine again.

Jim met with Dale Cowan, associate safety engineer of the State of California on Jan 31st for a preliminary inspection of #8's boiler. Having never seen an engine in a "plucked chicken" condition

WESTERN PACIFIC Mileposts

DECEMBER 1949

A locomotive and a caboose separated by a string of cars constitute a freight train—and to the average person, including a good many railroad employees, there is little to distinguish between the thousands of freight trains that carry a ton of freight 12 miles a day for every man, woman and child in the country.

Actually, there are many types of freight trains (commonly known to train crews as "rattlers"), each performing a particular service or handling a particular commodity. Local freights may stop at all stations and sidings between terminals, picking up loaded and empty cars, placing "empties" where they are wanted, switching cars for on-line industries and delivering and picking up less-than-carload (L.C.L.) shipments. Time freights run between important shipping centers, stopping only at the larger cities and

"Rattlers" Have Names, Joo!

towns. Dispatch freights, usually operated over long distances, include shipments of perishables, livestock, merchandise, and other carload and less-than-carload freight that require regular movements on fast schedules. Merchandise freights, or package-car trains, handle small shipments in less-than-carloads, such as goods in boxes, crates, and packages of all kind. Usually these small shipments are consolidated to form carloads for various cities.

In many parts of the country, there are freight trains which handle one commodity only, such as coal, oil, livestock, cotton, potatoes, wheat, and iron ore. There are phosphate trains, pulpwood trains, lumber trains and paper trains. There are strawberry trains, pineapple trains, orange trains and banana trains, and many others. Schedules of many dispatch and merchandise freights are now comparable with the passenger train schedules of a few years ago.

To identify "red ball" or fast freight trains, operating departments usually prefer a "symbol," and behind each symbol lies the story of a freight consist and its importance in moving over the line. Local freights are often given nicknames by the crews and dispatchers handling them. To WP railroaders along the line and in freight service the following names are very familiar, but other employees not in direct contact will probably be interested in our named and nicknamed freight trains.

"CFS," symbol for *California Freight Special*, operates westbound from Salt Lake City to Oakland, often in more than one section. This train covers the 928 miles over the line in less than 42 hours, and is a preferred movement receiving special attention.

"RT," or *Rule Ten*, also operates