

## AROUND THE MUSEUM

Oil pit cleanup has concluded. With the help of Hap Manitt, Jim Ley and Ken Roller and others the "gunk" from the separator which connects to our diesel shop pit drain has been removed. This accumulation from years before we acquired the facility had to be removed so the separator could be plumbed into the city sewer system without a large amount of oil finding its way into the treatment plant. The gunk was mixed with the tar pit cleanup material and hauled to Reno to be processed into asphalt. On July 16, the final piece of the contractors equipment was loaded and secured to a flat car and the La Portola Tar Pit was no more. A 2 Million Dollar, four month effort by Union Pacific is completed. No more will there be a danger of oil finding its way into the water supply. No more will dogs and other animals become stuck into the goo that once fueled Western Pacific's fleet of steam locomotives. We have a nice clean area now which will be landscaped with trees and native shrubs this winter.

Larry Hanlon and been working on the mechanical and electrical systems of WP 805A while Ken Roller has wire brushed most of the old paint from the trucks, pilot and skirts.

## AROUND THE MUSEUM CON'T

Three phase power is now hooked into our service entrance. Tom Moore continues to install additional breaker panels and generally upgrade our electrical system. A much needed project. Larry Cope continues to remove rust and repaint areas in need on UP 105.

Bruce Cooper constructed two counter cabinets for the Food Division, which were placed in the meeting room. The hamburger and some of the gas griddles were moved into the kitchen area. The refrigerators and the old counter were moved so that food and drinks are now served from one location. Counter girl Barbara Holmes and Chief Chef Emery Goddard, assisted by Sue Cooper can use some help on our operating days. Chili is now available in a bowl or with a hamburger or hot dog. It has proved to be a popular addition to the menu. Errol Spangler and Bob Lindley steam cleaned two cabooses, the UP 25049 and ATSF 999197, Dan Robirds inspected and worked on electrical and brake systems on several cars and locomotives. Steve Habeck set up all operating locomotives with compatible sets of MU hoses, an interesting project.... Wayne Monger and Richard Canino worked on MLW 5057 toward bringing this GE back to life. Dave McClain worked on ARR 1506 and 1508.



Hap working hard at the oil separator.