



Around the Museum

A record! Between September 2, 1992 and September 18, 1992, three diesel locomotives were started that had not run for as much as 12 years. SP 4404 was delivered with a broken piston rod which damaged the "P" pipe and crankcase when it let go. Bill Alexander and son Robert, with a lot of assistance from Hank Stiles, repaired the block, installed new liners, rods, pistons, rings and bearings. On September 2, 1992, the engine was started and it ran fine. Reinstallation of removed electrical equipment was made and the unit moved under its own power on September 7, 1992. O&NW BLH AS-616 No. 4 was first started after an eight year rest early in September. After completion of reattaching the traction motor cables, it moved under its power on September 18, 1992. On September 13, 1992, ALCO/GE MRS-1 No. 541's engine was started for the first time in probably 12 years or more. The engine ran fine! New fuel was put in the tank (the old fuel - some 1500 gallons, was mixed with 7600 gallons in our fuel tank car as it tested OK, but was weak). The batteries were charged -- yes 20 year old batteries, dead for 12 years or more took a charge and started the engine. Work on the electrical and air systems will be needed before the unit can operate. Also we discovered that all the radiators were leaking on the bottom, probably because of freezing. Hank Stiles, assisted by Jim Ley and Dave Anderson removed a set of radiators from one of the soon-to-be-scraped units at LMC in Richmond and brought the 1760 lbs. of radiators back to Portola to be exchanged later.

Thanks to the efforts of Jerry Todd, we now have a track pan located on No. 3 track at Terminal. It is made of galvanized steel - 60 feet long and will drain into the oil-water separator which WP used when this facility was active. The

pan was needed so that the oil and sludge that we wash off locomotives with our high pressure washer will have some place safe to go. We paid only for the materials, Jerry donated the labor.

New FRRS member Merrill Turpin, an experienced glass man, replaced all of the badly frosted plastic windows in the MP 13878 caboose. Now our riders will be able to see out! Also replaced was a cracked windshield in WP 501. More glass replacements will be forthcoming.

Look for Larry Hanlon's 805A Report in the next issue.

Lease transfer

During our earlier growth period, some of the equipment at our museum that was donated by Union Pacific was actually given to the City of Portola. Now that we have the lease on the property and the City is no longer involved, we asked the City to transfer title of this equipment to our Society. Therefore, we now own WP 921D, WP 2001, UP 6946 and five freight cars that were formerly City property. We wish to thank the Portola City Council for their cooperation.

New equipment

Gain one - lose one. Member Ed Long, an Amtrak engineer called us recently with the information that US Steel/POSCO at Pittsburg, CA, was disposing of its four Baldwin diesel switchers in favor of two GMD SW 1200 units on lease from RELCO. A call to USS/POSCO and RELCO confirmed the fact. One unit, No. 16, was purchased new by McCloud River Railroad as their No. 30. It was sold to Rayonier in 1963 where it became No. 203 and subsequently sold to US Steel. This S-12 was deemed to be a desirable addition to

our collection and Board permission was given to Norm Holmes to negotiate a satisfactory deal to acquire the locomotive and, if available, spare parts. A satisfactory price was agreed upon for the locomotive and arrangements are underway to move the unit to Portola. As of this writing we are still discussing acquiring the large supply of spare parts. The unit now has roller-bearing trucks, so we do not expect a problem with moving it on its own wheels.

Back in 1986, USS/POSCO donated a GE 80 ton center cab diesel to our organization. The unit had very bad wheels, one engine needed repair, the electrical cabinet needed rewiring, the windows were all broken (while it was outside their plant awaiting shipment) and the body needed repair. It was loaded on a flat car and shipped to Portola. Since that time we have acquired two larger GE 80 ton diesels in much better condition and have put the US Steel GE up for sale for parts or whatever. A man in Washington state wanted to buy it for a display piece so we decided to sell it. The sale price will go towards the purchase cost of the US Steel Baldwin S-12. Complete details will appear in the next Train Sheet.

E9s

Union Pacific's E9s, 951, 949 and 970B were moved in June to VMV Mfg. Co. in Paducah, Kentucky for rebuilding. Railfan & Railroad Magazine said, "in a span of 17 years, 970B was neutered, sold three times, wound up in the hands of its original owner and returned to the same shop where it was neutered to be rebuilt into a powered unit again."

As most of our readers know, 970B was purchased by the FRRS from the Alaska Railroad. After learning of the Union Pacific's interest in reacquiring it, the FRRS then donated it to the Union Pacific. We would like to invite all three E units to our 10th anniversary covered wagon celebration to be held in July, 1994.

Ken Roller

Work has been going on to refurbish our UP outfit car which some time ago was named "Silver Debris." The object has been to provide suitable living quarters for our well-known track man and artist, Ken Roller. Ken needed a new place to live and agreed to reside at the museum so that we would have someone on the property at all times, and specifically a night watchman. Assisting in the renovation have been Gordon Wollesen, Norman Holmes, Barbara Holmes, Bob Garrigan, Rose Hersted, Dave Bergman and Art Bergman.



WP LIVES!