

ACQUISITIONS

LMC Metals in Richmond and Sacramento have scrapped a large number of SP diesel locomotives over the past two years. LMC management, particularly Joe Cataldo and John Drusma have been very generous in allowing us to trade bad batteries for good and to remove small items from the locomotives before scrapping.

Early this year LMC bought a GP9 for scrap, the 567C engine appeared to be good so we inquired about its purchase as a replacement for the 567B in 708 or 805A. Dave McClain and Norm Holmes both inspected the engine and all seemed to be in order. A reasonable price was quoted so we decided to buy the engine when the unit was cut up.

Finally in late September the GP9 was scrapped and the engine was available. A trucker was hired to haul the 34,000 lb. engine to Portola. We unloaded it with our Little Giant crane which taxed it to its capacity. We were only able to lift it free of the trailer. The trailer was then pulled sideways from under the engine using 707. Blocks were placed under the engine and it was lowered. There it will stay until we get the 50 ton WPMW 90 operational. (Its being worked on.)

Helping with the unloading were: Brian Challender, Bruce Cooper, Norm Holmes, Jim Ley, Hap Maniit and Gordon Wollesen. - - - - -

In January, 1987, we purchased a fork lift from government surplus. This unit has proved to be very useful around the shop, in fact we could not get along with out one. Its only drawback was the hard rubber tires. (It would get stuck easily once off concrete.) Bruce Cooper suggested we try to locate a pneumatic tired fork lift as a replacement. It so happened that Sierra Ordinance Depot in Herlong had just declaired a number of units surplus. Arrangements were made through the State Surplus office to purchase one. On Oct. 24th Norm and Hap drove the 60 miles to Herlong with a rented trailer behind the pickup and returned with a 7,000 lb fork lift. Bruce and Gordon went to work on it the next day and soon after some cleaning and adjustments it was running fine.

The purchase of the 567C engine and fork lift have seriously depleted our financial reserves. Nearly \$5,000 was spent for these items. If some of our membership could help make our checking account feel better, it would be greatly appreciated. - - - - -

Union Pacific is now installing concrete ties in selected locations in the Feather River Canyon. (actually on the railroad not in the Canyon!) At present concrete ties are in place on Williams Loop and from MP 275 to MP 283 (Paxton to Keddie). The ties were installed using a special machine at a cost of \$48,000 per day.

Hap Maniit asked the job supervisor, who visited our Gift Shop, if it would be possible for our museum to have one of the concrete ties for an exhibit. He agreed to the request as he had one that was slightly damaged preventing its use in railroad service. Hap and Norm drove to Keddie, picked up the 680 lb tie and it is now on display in our museum. Who says museums contain only old items.

DONATIONS

Bob Mead delivered and donated a LCL freight cart from the WP San Jose freight depot, Bill Robinson donated a large movie screen for use in our meeting room, George Comer donated several amp. and voltage meters for use in converting one of our Lincoln welders to a battery charger.

Cash donations to the FRRS may be made through the United Way Campaign. Ed DeLozier who lives in Virginia uses this method and has pledged \$300 per yr. through payroll deduction. He says it is a "painless" method. Indicate that you want your donation to go to the FRRS. Ed also suggested we advise members to remember the Society in their wills. Often times survivors do not appreciate the value of one's railroad collection.

Cash, always needed, has been sent in by the following: Norman Anderson, George Bakalar, David Burton, Ton Carver, Russell Fike, Mike Flannery, Norm Gidney, Dan Heilig, Warren Richards, John Sheffler, Carl Sorenson and Jerry Williams. We thank you all.

WINNER

Michael Knight, who lives in Capitola, CA, won the raffel for a 15 day railroad tour of Chili for 2 people. The trip was donated by Trains Unlimited Tours of Reno with cooperation from LADECO Airlines and Latour both of Chili. Another tour will be offered next year. Proceeds go toward our Visitor Center.