

—SPECIAL FUND STATUS—

Item	Additions	Balance	Notes
Building	\$284.00	\$19,014.25	(1)
WP GP9	\$25.00	\$13,244.75	(2)
SP 1215	\$72.63	\$23,600.50	(3)
UP 737	-	-	
IR 110-1	-	-	
UP 105	-	\$1,585.00	
CTC Board	\$40.00	\$260.00	(4)
Library	\$10.00	\$278.00	(5)
Endowment	-	\$36,682.46	(6)

—OUR NEW LIFE MEMBERS—

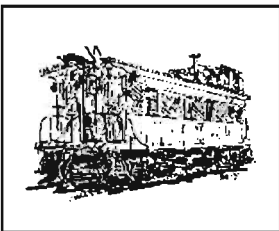
Bill Shippen
David Cox



(1) Trains Unlimited Raffle proceeds (2) Ed De Lozier (3) Interest on account (4) Ken Meeker (5) Tim Ellis (6) Pegged to Stock Market

—FRRS BOARD MEETING SCHEDULE 1998—

May23 Saturday, June13* Saturday (***Annual Meeting**), July04 Saturday, August01 Saturday, September05 Saturday, October10 Saturday, November14 Saturday, December12 Saturday



**CABOOSING
BY HAP MANIT**

Jan01 - Gordon Wollesen, Bob Lindley, Ken Iverson, Doug Morgan removed batteries from 2001. Norm Holmes stenciled new reporting marks on our new flat car.

Jan02 - Doug Morgan worked on borrowed Whitting jacks.

Jan03,10 - Norm and Barbara Holmes took inventory of Gift Shop stock.

Jan07,09 - Lolli Bryan took inventory of Gift Shop

from around the shop building.

Jan30 - Norm Holmes hauled bad order wheel set to Roseville for exchange for good one for flat car.

Feb14,15,16 - Tom Graham, Jeff Palmer, Doug Morgan, Milissa and Judy McGraw cleaned up the guard car.

Feb20 - Ken Roller conducted tour for Susanville group.

Mar12 - Doug Morgan setting up computer in office car.

Mar13,14 - Tom Graham and Jeff Palmer spread gravel to fill pot holes in entrance road. Tom Graham and Doug Morgan cleaned out old heating system from guard car.

Mar27 - No. 80 started and run for first time in a number of years.

Mar28, Apr01 - Steve Habeck, Ken Iverson and others fueled all operating engines from truck load of cheap diesel fuel.

Apr02 - Patrick Kalen cleaned Beanery.

Apr08 - Loyalton school group train ride. Norm Holmes, Ken Iverson, Doug Morgan, Ken Roller, Gordon Wollesen.

Apr10 – Tom Graham works on shelving in battery house.

Apr11 – Greenville school group train ride. Norm Holmes, Skip Englert, Ken Roller, Gordon Wollesen.

Apr17 - Doug Morgan and Bob Lindley put away Christmas lights.

Apr19 - Union Pacific "train person" training class visits museum and practices air brake procedure and coupling skills.

—Election Notice—

Since the election process is new this year please note the following:

- 1] All ballots must be mailed.
- 2] All ballots must be received by the due date.
- 3] Any late envelopes or ones that have been tampered with will be discarded.

Nomination & Election Committee
—Ken Iverson & Gary Hall

—Last Calls, Please—

—WP 563—

—One More For The Road—

—Doug Morgan—

In the good old days, when a locomotive or a car was donated or purchased, the delivery of that item to Portola was free or, many times, inexpensive and usually on its own wheels. "Them days is gone". Now it takes a great deal of money to move a piece of equipment both in tariff rate, loading and tie down charges.

A prime example of this is the WP 563, an ALCo S-4, built in 1951, that has been at Foster Farms in Livingston, CA since 1976. Until 1985, the unit had been used to push and pull hopper cars of corn and other grains through a chicken feed unloading and storage mill. Last year Norm Holmes and John

Ryczkowski purchased the locomotive from Foster Farms and donated it the Feather River Rail Society. Since the SP/UP railroad has essentially banned plain or friction wheel bearings from movement on the rails, the unit had to be moved from Livingston to Portola either on a highway truck or by flatcar. The flatcar method was chosen as the most cost-effective way.

A flatcar was ordered from Union Pacific but then a debate ensued as to how to load the locomotive. Quotes for a crane to lift the engine on to a flatcar came in at a very high cost. A break came when Steve Habeck discovered 4 Whitting 35-ton electric car jacks that were stored on the Amador Central Railroad in Martel, CA. When I heard about the jacks, it occurred to me these units could be used to load the WP 563 onto a flatcar. Further research indicated that this just might work, however, we would have to service the jacks and move them to Livingston round trip. We arranged for a loan of these jacks from the new owner of the Amador Central, Mike Harte. Sierra Pacific Industries generously donated the truck time to move the jacks to Portola from Martel, so they could be repair and tested.

To move the jacks to Livingston, the FRRS elected to repair and upgrade its 1977 International Harvester Dump truck. In order to lift the locomotive high enough to clear the deck of a flatcar, the jacks would have to be elevated by the use of jack pads. I looked through my stash of tools and materials and discovered several jacking pads. However, they required alterations as well as the manufacturing of an additional pad. When completed, these pads were 35" X 35" X 18" high.

Phase I, Load the Engine — Maybe? (Or, New Shorts Please?)

With the jacks loaded in the dump truck, Bob Crews, our dump truck driver/mechanic and his wife