

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

Darlene, and I, driving my red flatbed truck, loaded with tools and equipment, convoyed to Livingston, on December 26, 1997. On Saturday, the engine and flatcar were spotted, and the dump and flatbed trucks were unloaded. John Risse arrived from Boonville to be the first volunteer. The flatcar still had dunnage on it from a previous load. Hank Stiles, Janis Peterson and Hank's son, Jeremy, came on the site in the afternoon to start assisting with the dunnage removal. It required a great deal of time (all afternoon) to strip this material from the deck.

On Sunday morning, we rented a portable generator plant from US Rentals in Turlock. I had arranged to borrow the other Foster Farms locomotive for moving the flat car under the 563. All the jacks were set on their respective pads, the power plant was hooked up and test lifts started. By early afternoon the engine was carefully lifted to a height of 43" or 44", not high enough for the flatcar to be slid into place. Then a great scare occurred. One of the locomotive jacking extension units, designed to bolt to the lifting pads on the engine in order to give us greater side clearance, failed at a weld point with the engine high in the air. The locomotive lurched slightly. We all took turns applying CPR to each other. We carefully lowered the 563 down to the rail and inspected the failed extension. It was discovered the welds had not penetrated fully through the metal. We decided we could go no further until the extensions were re-welded.

In the morning, (Monday) Foster Farms volunteered to have their welding department grind out all the old welds and re-weld each extension. While this was being done, we reset the jacks to another lifting point higher up on the mast of each jack. Later with the reapplication of the extension units, the engine was once again hoisted to a new height of 48". The flatcar was safely slipped under the engine, steel wheel

chocks were set on the steel deck, and the locomotive was lowered to a perfect placement on the deck of the flatcar. End of that adventure.

Phase II, the Empire Strikes Back

Flushed with the success of loading the 563, the intrepid crew of Hank Stiles, Meg Evans and I ventured on January 27, 1998, once again to Livingston to tie down the locomotive. At the conclusion of Phase I, I had asked the UP mechanical department, AAR top loading person, to meet me in Livingston to discuss the tie down procedure. We have done many tie downs before and we did not anticipate any complications. We proposed cables be applied. The railroad said OK to this however, due to further reconsideration on the part of the railroad, the 5/8" cable placed at 12 points from the locomotive to the flatcar proved to be insufficient security for the load. The tie down was rejected.

Phase III, The Empire Strikes Back... Again

Once more I ventured to Livingston. The welcome wagon lady gave me a "new resident" kit for spending so much time in the area. The railroad said if we welded 3/4" solid round stock bars from the side of the locomotive walkway (16" of continuous weld per bar), through holes in the deck, with threaded ends, double-nutted at 12 different points, all would be forgiven and I would be paroled to a halfway house in Portola. I hired a local welding outfit in Livingston to perform the task, and one-day and \$800 later, the welding was completed. The car was reinspected and finally approved, and was to move with 12-5/8" cables, and 12-3/4" round bars. Most independent experts I have asked believe if the flatcar was derailed, the railroad could pick up the car with the load intact.

For some time the flatcar with the 563 perched on top resided at Foster Farms, Livingston, because it

couldn't be set over for pick by SP/UP. The seemingly endless 40 car unit trains of corn interfered with the pickup process. Foster Farms has scant time to unload these cars without getting into demurrage penalties. We were caught up in several of these unit trains being unloaded. Around March 7 or 8, Foster Farms set the 563 to interchange. It is generally believed the engine was picked up on March 9 and taken to Stockton.

On March 27, the WP 563 arrived in Portola and on April 2, the locomotive was unloaded by reversing the loading process. The conditions were much improved over the loading and coupled with the knowledge obtained from the loading education, the unloading took only about 7 hours, flatcar to rail.

I cannot express my personal gratitude enough for the assistance given in this project by those I have mention in order to load and tie down the locomotive. Further thanks goes to Ray Ogden, Bob Crane, Ron Brinsto, and others in the material handling and facility maintenance's departments of Foster Farms who generously helped us, and provided the space and patience to help us through this task. Also, to Steve Habeck for arranging for the use of the jacks. Thanks also go to Norm Holmes, Steve Habeck, Ken Iverson, Chuck and Gordon Wolleson for the assistance as the unloading team in Portola.

—Doug Morgan

—Railroad Preservation Symposium—

1998 Report

—David Dewey—

This was the tenth annual symposium and this year the focus was on caring for the organization and its people, and a little bit of technical information updating. We had a full schedule of classes with two sessions of concurrent classes — quite frustrating, as both times I wanted to attend both classes!

Friday the symposium opened with a continental breakfast (as usual, the symposium feeds you as if you were on a cruise) followed by Linn Moedinger's presentation on the proposed new boiler regulations. This is the first update of these regulations since 1952. Since then new pressure vessel technology has developed, and steam locomotive use has changed from "in service unless needing repairs" to "in service only on special occasions". The new regulations recognize this fundamental change in locomotive use and care. Where this will effect us is to give us a longer service time for our boiler flues and will require that we carefully measure the present condition and metallurgy of the boiler sheets and recalculate their stress factors using the new measurements. The sheets change from corrosion, erosion and past repair procedures.

The afternoon session was on the current publication of Recommended Practices for Railway Museums. This document came about after finding the Association of American Museums accreditation criteria were designed for an art museum, and did not address the care and management problems railroad museums find. With this publication, we are now in the enviable position of having active standards by which we can govern our development. It was noted the states are redefining "non-profit" tax status, and looking for ways to tax non-profit groups. We may need to keep very aware of developments here and