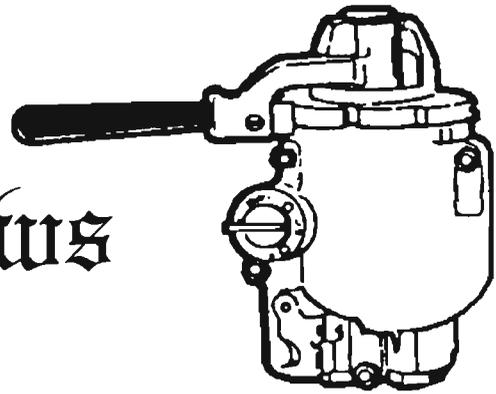


FRRS News



Donations

Precision Scale used our WWII troop sleeper car as their prototype for an O gauge model. To express their appreciation they sent us a brass model fully painted. Nice.

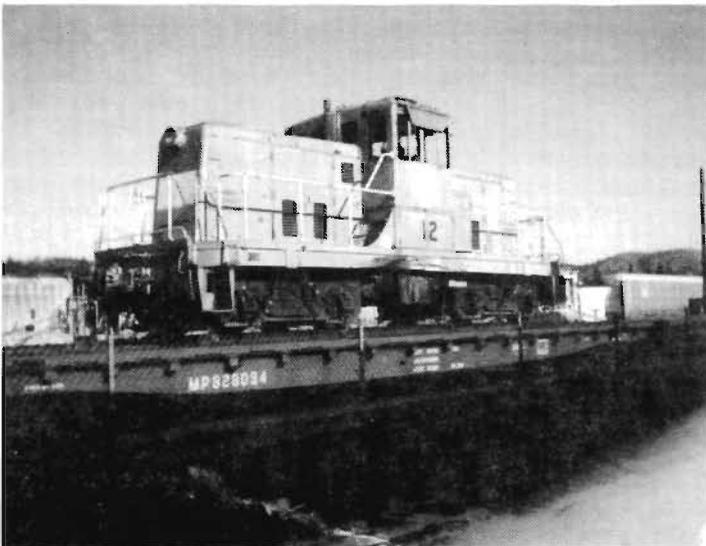
The recent FRRS member discount offer on the Nevada Northern excursion sponsored by Chris Skow's Trains Unlimited Tours, was taken advantage of by five members. Chris has donated the \$20 for each member ticket sold.

Bruce Cooper contacted Thompson Brown of Reno, NV, who had a nice collection of railroadiana on display in the Sparks, NV post office, about acquiring the items for our museum. Mr. Brown was receptive to the idea and we now have a number of very old valuable items to add to our display room.

Skip Englert brought in five old books, etc., from an old NCO engineer's collection.

Shipping Out

Preparing and loading our US Steel 80 ton GE, which was sold, was a lot of work. The job was accomplished with the help of Bruce Cooper, Steve Habeck, Rose Hersted, Dean Hill, Norm Holmes, Ken Roller, Hank Stiles, Ed Warren and others. First we had to remove the engines and generator assemblies, as the buyer did not want them. Then we bolted 2 lengths of rail to the flat car, switched the flat car to Rip 3 up against our ramp, swung the Rip 1 rail over to the ramp rail, connected up all track including rail to the flat car rails. Then using four idler cars, we shoved the GE up the ramp and onto the flat car. The track was then moved back to its normal position. The GE was cabled down to the flat car and it was moved out to the UP for pickup and transportation to Washington.



US Steel No. 12, GE 80 tonner is loaded and secured onto flat car ready for shipment to its new owner. Photo by Norm Holmes.

Purchases

We have recently purchased a large heavy table saw for our woodshop and a heavy hydraulic press for the machine shop from government surplus. We purchased a pair of shop trucks (to replace a diesel locomotive truck when work needs to be done on the regular truck so the unit can be moved if necessary) and a GE 752 traction motor as a replacement for the bad order motor in MILW 5057. Steve Habeck attended a tool auction and purchased a number of wrenches to replace "lost" tools in our tool cabinet. (Please try to remember to return tools to their proper place after using them!!!) We also purchased a set of NEW batteries to replace the old set in WP 512.

As reported in the last Train Sheet, we purchased a BLH S-12 switcher from RELCO located at the USS-POSCO steel mill in Pittsburg, CA. The two remaining operable S-12's along with an inoperable S-8 were going to scrap. We decided to match the scrap yard value and purchased the two S-12's. These were bought to save them from being scrapped and will be sold or traded and will NOT become part of our permanent collection. We also bought all the spare parts on hand and these are being trucked to Portola for future use or for resale.

The Pacific Lumber Co. at Scotia, CA is scrapping their fleet of arch bar trucked wooden logging flat cars. They offered them for sale for \$750 each. We decided to buy two to represent a typical logging train to go behind a Shay locomotive. We also bought two extra pairs of arch bar trucks for future use. The cars and trucks will be hauled to Portola by truck. Jim Ley and Hank Stiles drove to Scotia to select the best available cars, one of which appeared new, never to have hauled a log.

Your Help Is Needed

From reading about all the recent purchases it may seem that we have gone on a spending binge. Despite the recession, our finances are/were in good shape. Your Board of Directors voted to buy the above mentioned items because one must act when items are available and often opportunity only knocks once. We believe we are acting in a financially responsible manner and if you agree and are able to help us to restore our savings account, your donation, large or small, will be greatly appreciated.



Western Pacific Lives!