



## Feather River Rail Society

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Portola Railroad  
Museum

Preserving

*"The Feather River Route"*

P.O. Box 608

Portola, California 96122

(916) 832-4131

Hours: Memorial Day to Labor Day -- open seven days a week 10:00AM to 5:00PM. Fall, winter and spring hours: Open Daily 10:00AM to 4:00PM.

*The Feather River Rail Society, a tax exempt public benefit California corporation, is the historical society for the Western Pacific Railroad and operator of the Portola Railroad Museum in Portola, California. The FRRS is not associated with the Western Pacific Railroad or the Union Pacific Railroad.*

FRRS Tax ID number is 68-0002774

Member of Tourist Railway Association Inc.

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### Membership

Associate----- \$15.00  
Active----- \$30.00  
Family----- \$35.00  
Sustaining----- \$75.00  
Life----- \$300.00

These are the dues for one year. Life membership is a one-time payment. Associate members do NOT have a vote and do NOT receive the Headlight, all other members do. All memberships except Family are for ONE person only.

## From the Desk of the President



I made my first Amtrak trip April 8, 1994. Steve Habeck and I wanted to attend a Pacific Limited meeting in Salt Lake City but we didn't want to drive the 600 miles each way. We checked with Delta Airlines, the only service between Reno and SLC, and found they wanted \$337 for the round trip. Amtrak had a fare of \$120 for me as a senior and \$150 for Steve. I had enough night work when I worked for the railroad, but to save money we decided we would take the train. We left Reno (Sparks) at 5:30 PM and arrived SLC at 4:30 AM. Our meeting was at 9:00 AM. A taxi ride to a nearby motel revealed the motel didn't want to rent a room for 24 hours, besides there were 40,000 women bowlers in town and most rooms were taken. We spent two hours in Denny's, then two more hours with the Pacific Limited people for our second breakfast. After the meeting we secured a room at the Holiday Inn and got some horizontal sleep. The Westbound CZ is always late. Its scheduled leaving time from SLC is 12:30 AM. A call to Amtrak revealed it was on time tonight, in fact it was due in 10 minutes early! So much for bed sleep. We arrived at the station at 11:50 PM, the train was there, already split into Desert Wind and CZ. We left at 1:00 AM, 30 minutes late - why? I don't know. Arrival back in Sparks was 10:30 AM, one hour twenty minutes late. The coach was clean and comfortable, the food in the diner was good and nicely served, but I hope it will be a long while before I have to take a night train again.

-- Norman W. Holmes

## Back issues of the Headlight

- Issue 1 (Out of print) California Zephyr Anniversary Issue.  
Issue 2 Joint issue with the Freight Car Journal; WP freight car roster; color. 28 pages, \$5.00.  
Issue 3 (Out of print) F3s in freight service; AAR box cars; WP tank cars; index to historical articles in back issues of the Train Sheet.  
Issue 4 A tale of 2 engines; PC-WP box cars; GP40s....a guide to types; circus specials. 36 pages, \$4.00.  
Issue 5 The Reno branch; M-K remanufactured GP35s and GP40s; the Charles O. Sweetwood car; mill gons. 48 pages, \$4.00.  
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Issue 7 Western Pacific FT 50th anniversary issue; color cover. 48 pages, \$5.00.  
Issue 8 Working the Sperry Rail Detector Car on WP; GP 35's; modeling WP ex-MILW boxcars. 36 pages, \$4.00.  
Issue 9 WP History; Merger 10th Anniversary; Complete Western Pacific steam and diesel locomotive roster; color on cover and interior. 96 pages, \$12.95.  
Issue 10 War time, Beer cars, Shafter, GP-35's. 36 pp. \$6.00.

Back issues of the Train Sheet are available  
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