



## Would You Like to Work for the Railroad?

The museum operates trains every weekend between Memorial Day and Labor Day. If you have always wanted to have a taste of "working on the railroad," such as connecting air hoses, giving hand signals to the engineer, and pulling pins on couplers, then this is your opportunity.

Members who would like to participate in the museum's train operating crews are required first to take a rules examination and then to be instructed in safe operating procedures.

The rules examination is an open book test on the FRRS General Code of Operating Rules with no time limit. If you do not have a copy of the rules book, one will be provided for you. You must have a rules book in your possession to take the examination. A passing grade is 75% or above.

### **Please bring your own pencils!**

Upon your successful completion of the rules exam, you will be instructed in hand signals, getting on and off of moving equipment, coupling of air brake hoses and other safe and correct operating procedures.

Members who wish to participate in train operations or any other work at the museum are required to sign a Release of Liability. This can be done at the time of taking the Rules Examination.

For safety reasons, we also require you to have heavy work boots that lace up over your ankles to prevent ankle injuries; and we require work gloves.

### **The crew training for 1995 will be held:**

Saturday, April 22, 1995

Sunday, May 7, 1995

The sessions will run from 10:00 AM to 3:30 PM on each day. You may attend the session on EITHER of these days.

Members who are unable to attend the classes on either of these two days may make arrangements to take the examination and receive instruction at any other time by calling the museum at (916) 832-4131 or stopping by the museum and speaking with any officer.

If you wish to attend the Saturday session, consider staying over and working at the museum on Sunday.

If you wish to attend the Sunday session, consider arriving a day early and working at the museum on Saturday.

**Note: ANY previously-qualified member who wishes to participate in any operations THIS YEAR, must take and pass the rules examination BEFORE they will be allowed to operate. No Exceptions!**

## Pacific Limited Report

By Steve Habeck

Due to a washout on the High Line in January, and concerns by the American Cancer Society about the footing and facilities at Blairsdén, both the April 29 and April 30, 1995 Pacific Limited/American Cancer Society trips were changed to Oroville-Portola round trips, with the passengers going to our Museum during the Portola layover, where a hot meal will be provided, along with many other amenities. As of this writing, the High Line has been reopened, but all the advertising, tickets, etc. have been printed and distributed with Portola as the destination. The Pacific Limited Board of Directors has decided that it is too late to re-do all the planning and logistics necessary to support this trip changing back to Westwood.

Ticket sales on the ACS trips are going very well -- all dome seats and all premium class seats are sold out for both days, and coach seats are moving fast. We expect to sell out both trips quite early; if you want to ride, and don't have a ticket, you'd better hurry. Pacific Limited's address and phone are at the end of this article.

Due to the layover in Portola and the central role being played by the Museum, we need as much volunteer support as we can get, both prior to and during the weekend. If it's at all possible for you to come up to Portola anytime between April 16-30, we can use you. There is the never-ending cleanup, of course, but there's also equipment to be spotted, tables to be set up, train rides to run, tours to conduct, etc. Contact Gordon Wollesen at the museum if you can be of assistance. These trains will bring about 600 people to the Museum each day, and we must put on a good show.

For the Pacific Northwest trip this fall, sales are at or above break-even (with costs) for almost all segments westbound (Denver to Portland), and sales eastbound are picking up, due to tour group bookings. A flyer for these segments, as well as a call for volunteer car hosts for these trips, will be in future Train Sheets (car hosts for the ACS trips are being notified soon, and have already been selected by Pacific Limited).

Pacific Limited Group  
P. O. Box 27081  
Salt Lake City, UT 84127-0081  
(801) 355-5871

I can also be contacted for Pacific Limited information, particularly for the April trips for the ACS. My number is on the FRRS pictorial calendar and on the Train Sheet masthead, or call the Museum. Hope to see you in Portola in April.

## New B Unit for Pacific Limited Trains

A former Union Pacific "B" unit, 966B, has been traded back to the UP for inclusion in their E9 set. It was spotted February 13, 1995 near St. Louis heading toward Cheyenne. It will eventually be rebuilt and join the E9B that our Society donated to the UP a few years back, along with the two E9A's already in service.