

The Train Sheet



Preserving "The Feather River Route"

...news from The Feather River Rail Society and The Portola Railroad Museum

Issue No. 64

November/December 1993

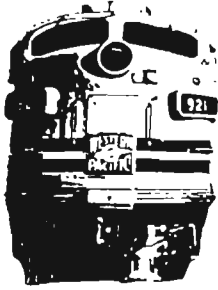
A Few of our Favorite Things...



Above: FRRS favorite 921D shows its stuff pulling a freight train at Malfunction Junction. Being a freight locomotive, 921D was one of WP's final four F7s. It is now a popular locomotive in our Rent-A-Locomotive Program. Left: Union Pacific 6946, the last-built 6600 horsepower DDA40X Centennial, is shown posing at the east end of the engine house. It has had touch up paint work and it has been turned to face east to greet visitors as they enter the Museum parking lot. This is one of our premier show pieces. Both photos by Norm Holmes.

Inside this Issue:

- Report on the Santa Trains.
- How you can participate in the upcoming UP excursion trains.
- The latest news about the FRRS' 10th Anniversary Celebration.



Feather River Rail Society

***** 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

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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



Preservation does not start at some arbitrary point in history. What is new today will be tomorrow's historic artifact. Early items used by the railroad industry have, to a great extent, escaped preservation. There are a few early steam locomotives, cars and other related items in museums, but a lot of equipment, both experimental and regular service, was scrapped with no thought to its historic value.

Our museum was started by saving locomotives, rolling stock and other artifacts of the Western Pacific. The scope of our museum has since expanded to include several examples of diesel locomotives from all major manufacturers with different models represented. While our diesel collection is the largest in the world, freight cars have not been overlooked. Our car collection is second to none for its quantity and diversity. Track tools, signal devices and communication equipment as well as records have been added to our collection.

A number of early diesel units have escaped preservation (ALCO DL 709, BLW Centipede, FM Trainmaster, etc.) while efforts to save steam locomotives seemed most important at the time. We were indeed fortunate to obtain the 1929 Ingersoll-Rand, the only example of the early 600 hp model to survive. There are other units, some over 50 years old, still in service that should be saved before the scrappers get them. For example, ALCO 600 hp and 1000 hp high hood switchers, ALCO RS-1's, EMD E's, F's, especially the "B" units, NW-5's, GE industrial switchers, etc.

Should we stop collecting diesel units now that we have a more-or-less complete early diesel collection? How about a GP or SD 35, 40, 50 or 60 or an SD 45 or an F45 or SDP-40F (Amtrak's infamous passenger diesel)? Are there any of the United or Rohr turbos saved? Who has saved a GE U30C or C-30-7 or an ALCO C425 or C636? Will these models disappear before anyone realizes the last one has been scrapped? We can't save them all, we are bursting at the seams now as far as track space is concerned. It is not necessary to save everything that has been built, but examples of our technology as it develops should be preserved. It is important to preserve this history as we move forward.

We wish to thank everyone who sent us Christmas cards this year. We hope you all have a happy and prosperous New Year.

-- 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.
- Issue 6 M-K remanufactured GP40s, part 2; Budd RDCs; cupola cabooses; 1970 freight car roster. 52 pages, \$4.00.
- 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.

Back issues of the Train Sheet are available for \$1.50 each postpaid.

Send all orders to:

FRRS Gift Shop at P.O. Box 608, Portola, CA 96122.

So You Want to Paint a Locomotive!

Part II

By David Dewey

Last time we were busy just cleaning the locomotive (paint doesn't stick well to grease and dirt). Let's see how the cosmetic restoration process continues.

Time to find the hose and wash off the roof again. Then, mask off any openings (like windshield holes) that you don't want paint to go into. Climb back off the engine, massage the trick knee, and set up the paint system.

The museum uses a modern paint system known as HVLP (High Volume, Low Pressure) which sprays paint with an eight pound heated air pressure source that puts most of the paint on the locomotive, and very little in the air. We use about fifteen gallons of paint to a locomotive compared to thirty-five gallons by the traditional spraying systems. At a hundred dollars a gallon, this makes for quite a savings besides keeping all that paint out of the air (and other railroad equipment parked nearby!).

The roof takes about a gallon of sealer (actually two gallons once it is mixed for spraying) and a gallon and one-half of color (again, nearly three gallons reduced) and one pair of shoes (we are standing on the surface we're painting). But first you don the "Moon Suit," protective coveralls, head cover, gloves, and approved respirator to protect you from the paint chemicals, but not the strange looks from everyone else around (if there are visitors in the museum, this is NOT the time to yell, "Emergency! Everybody get off the streets!").

It takes about an hour and one-half to paint on the epoxy sealer/primer, which can dry in two hours. This means, if you started early in the morning, you can paint the color right after lunch! (You call a glass of Slim-Fast lunch?!!) Painting the color is trickier than the primer because you want to avoid overspray when you stop to refill the gun. The best place to hide this is the middle of the roof, which few people ever see. The other problem is that right after you mixed all the paint and hardener, the Portola Zephyr arrived. No, not a train, the daily afternoon west wind that doesn't start until after four o'clock on days you're not painting. Well, the paint is mixed and it doesn't keep, so you learn to paint with the wind, not against it! The good part is, with the wind blowing, the gnats and yellow jackets won't be landing on the new paint (I don't know what these insects like about paint, but they swarm around you whenever you're painting!).

About four hours later, two and one-half gallons of paint are now on the roof (and your shoes). After a half-hour's cleaning of the paint gun, you can relax and think about painting the sides. It's sanding time again--oh joy! With the B unit, one of the sanding considerations was to attempt to remove the diagonal stripes. However three coats of diagonal stripe paint left big ridges that just won't go away entirely.

Many days later, you conclude that it's time to paint.

First, the orange stripe goes on--but this requires checking old photos to determine just where the stripe begins and ends. All the windows must be masked, and openable windows

opened so the paint goes around the edges. The roof should be masked too, so that new paint doesn't get some overspray from the orange paint.

The hardest part of painting the sides is the constant climbing up and down the "portable" ladder/scaffold, and moving it. Start at the upwind side and move down the car, three times each side--just about in the middle of all this, your trick knee goes out! Hours later, another two and a half gallons of paint are gone!

Now we strip off the masked windows--it's beginning to look like a WP unit! We wait a few days for the paint to dry, so the new masking tape shouldn't peel off the orange.

Now we cover up all the orange we want to keep with tape and paper, sand the extra orange so the silver will stick to it, and start mixing and painting the silver-gray. To avoid a rough area in the finish where you start and stop painting, we start by painting the ends. This way, when we paint the sides we will start and end at the corner where the overspray won't show. When painting hood units, deciding where to start and stop painting requires lots of planning--using the edges of cabs, grill panels, running boards--whatever will help hide the inevitable spot where already dried paint meets the freshly sprayed paint (This paint sets-up in about 15 minutes, and it takes much longer than that to paint around an engine.).

Well, back to the silver. You've applied the three coats, and are now checking them out. OOOPS, one side looks mottled (a common problem with metallic paint). One more light coat corrects the problem. Clean up time!

Now we peel off the masking and the orange stripe reveals itself--the B unit now looks like a freshly shopped WP engine. All that's left is to mask off the stirrups, pull the unit outside and paint the black undersides and trucks--a four hour job, but no ladders or scaffolding; we get to walk around on the ground and paint.

A little demasking, and it's ready for lettering. Oh, if you want to give Norm a heart attack, you go in and tell him the paint looked so good, you painted those rusty couplers (Paint on couplers is a BIG FRA No-No!).

So do you want to paint another locomotive?

Membership Report

as of December 29, 1993

113 Associate

576 Active

122 Life

193 Family

25 Sustaining

Total FRRS membership is 1,029.

Of these, 30 are Charter members.

How you can participate in the upcoming...

Union Pacific Excursion Trains

A flyer describing the trips sponsored by the Pacific Limited Group in 1994 is enclosed with this issue. Some of the dome seats are already reserved, so if you are interested in going as a passenger on any of these trips, you are advised to make your reservations early.

If you wish to ride the trains as a worker,

requests for positions as car hosts/hostesses are now being accepted for 1994 Pacific Limited excursion trains. On trains that have an overnight layover, lodging will be provided. Members are asked to provide their name, address, phone number, past experience, applicable training such as CPR or Red Cross and any physical limitations that might restrict assignment location.

Send this information along with your request ASAP to:

Steve Habeck
P. O. Box 4046
Quincy, CA 95971

If you are chosen to be a car host/hostess, you will be expected to perform this duty first and foremost. It will be a nice opportunity to ride the trains, but remember that your commitment to assist is most important. The reputation and pride of the FRRS is utmost.

The bid list for passenger service hosts is as follows:

Omaha - Cheyenne, May 4-5, 1994: Most of this segment will be handled by Camerail, but we'll take a few of our people who want the rare mileage.

Cheyenne - Ogden, May 7-8, 1994: We can fill in with a few Rocky Mountain club people, if necessary.

Salt Lake City - Ontario, May 13-15, 1994: There will be an overnight layover in Las Vegas.

Ontario, CA - Barstow, CA, May 21-22, 1994: Round trips, UPHS will take at least 12 slots since they will be in Ontario for their convention.

Ontario, CA - Salt Lake City, May 24-26, 1994: There will be an overnight layover in Las Vegas. We will consider requests from people who do the Barstow turns.

Salt Lake City - Cache Jct., May 28, 1994: Round trip. We will emphasize Promontory Chapter members on this portion.

Salt Lake City - Cheyenne, May 29-30, 1994: We will again emphasize Promontory Chapter members for this portion.

Fremont, CA - Portola, Friday, July 1, 1994:

Central Coast members will cover most of this run.

Portola - Keddie, Saturday & Sunday, July 2-3,

1994: Central Coast members will cover most of these round trips because we need FRRS members to be at the museum helping with the 10th Anniversary Celebration.

Portola - Fremont, CA, Monday, July 4, 1994:

We will consider requests to cover all three days.

Fremont, CA - Oroville, Friday, July 8, 1994:

Feather River Rail Society members will get preference since they cannot work the July 4th weekend trips.

Oroville - Westwood, CA, Saturday, July 9,

1994: Feather River Rail Society members will again get preference on this segment.

Oroville - Fremont, CA, Sunday, July 10, 1994:

We prefer to have people work all three days on this Fremont - Oroville - Westwood - Oroville - Fremont run.

Members may submit requests for as many segments as they wish or any combinations of segments. Train staff members will serve as train managers, car hosts, sales clerks in concession car and will assist in train clean up each day.

Circle the Wagons

Plans for our 10th Anniversary Celebration are progressing nicely. Event chairman, Jim Druckmiller, has appointed members to head particular segments of the event. Plans are progressing for the transportation pageant with "Jim Beckwourth," horse-drawn wagons and a steam engine tentatively promised. We should have a pretty good scope of the participation of visiting "covered wagons" for our next issue of the Train Sheet. Meanwhile please set aside the July fourth weekend to help us here at the Museum. We are planning for 2,000 - 3,000 people each day. Committee meetings will be held each month on the second Saturday at 10 AM. If anyone would like to attend and help with the planning, call the museum for the location.

Consider attending the...

Union Pacific Historical Society's

10th Annual National Convention

& "City of Los Angeles" Train Excursion

Red Lion Hotel

Ontario, California

May 18-22, 1994

UP 3985 steam powered Domeliner Excursion on Saturday, May 21, 1994 over Cajon Pass to Barstow and back.

Clinics, slides, model/photo contest & displays, swap meet, banquet

Non-members welcome

There was a good turn-out of FRRS members last year.

Early registration cut-off, March 1, 1994

Times and fees vary

Contact: Keith Martin, P. O. Box 7916, La Verne, CA 91750 (909) 592-1147 SSAE please.

TRAIN Convention

The Tourist Railway Association 1993 convention was held at St. Charles, Illinois, on November 4-5-6. This convention had the largest attendance of any convention so far and featured two days of seminars plus visits to local museums and rail facilities. Norman and Barbara Holmes were convention representatives of our organization. Seminars attended on Thursday and Friday included FRA Regulations, Increasing Income, Wheels, Bus and Tour Groups, Railway Preservation Movement, Community Relations and Special Events Planning, Freight Car Painting, Archival Collection, Diesel Locomotive Topics, Steam Locomotive Engineering Standards, Publicity and Movie Work. Seminars were one hour fifteen minutes each, six on Thursday morning, six on Thursday afternoon and six on Friday afternoon following the Board of Directors Meeting. There were three seminars going on at one time so one had to choose the ones that were most important. Thursday evening we were treated to a buffet dinner at a local hotel which was followed by a silent movie in an old theater nearby. The movie, LIMITED MAIL, was sponsored by Kalmbach Publishing Co. and had the appropriate live organ accompaniment. The movie was a real thriller with bad guys, runaway train, etc. It was filmed in 1925 on the SP and UP at Los Angeles. Main line scenes

were on the Rio Grande's Royal Gorge route and on WP's Feather River line. Have you ever seen movies of WP's little mallets double heading a freight through the honeymoon tunnels?

On Saturday we boarded buses for a short ride to Illinois Railway Museum at Union. They had a two car North Shore Interurban train, a North Shore Electroliner train, a heavy weight passenger train pulled by a Milwaukee F7 and their CB&Q Nebraska Zephyr operating on their five mile main line. A Chicago street car operated on museum trackage. Their nine car barns were open for viewing and some equipment was moved outside for photos. A cold wind was blowing all day with flakes of snow adding to the event. The members of IRM are to be complemented for doing a great job under less than ideal conditions. After the convention Barbara and Norman flew from Chicago to Santo Domingo for a few days to thaw out before returning to Portola. The flight to Chicago and subsequent flight to Santo Domingo and home cost FRRS nothing because of the Holmes' used their frequent flyer mileage. The only convention cost was the registration fees and St. Charles Hotel costs. The 1994 convention will be held in "sunny" Birmingham, Alabama, the first weekend in November.

CASH Donations

The following people have made cash donations to the FRRS:

- Alan Aske**
- Fred Blinman**
- Robert Brown, M.D.**
- Carleton Bryant**
- Gayle Christen**
- Ken Falconer**
- Steve & Judy Fauth**
- Stephen Ferrari**
- Henry Forni**
- Mark French**
- Philip & Eula Mae Heckman**
- Jack & George Ann Horner**
- Tom Moungovan**
- Larry Van Horn**
- Michael Wallington**

New Life Members

The following people have joined the ranks of FRRS

Life Members:

Oden Lorimer

from Lodi, CA

Dave Mitchell

from Redding, CA

Lewis M. Dobbins

from Nevada City, CA

Douglas L. Miller

from Billings, MT

who is with Whitewood Transportation who moved the Ingersoll-Rand unit from its resting place to the railhead at Billings.

The January, 1994, issue of TRAINS, contains a 10 page article on WP's high line. Great cover photo!

WP Modeling News

By Pete Solyom

Flash - Flash - Flash! Microscale has released their "WP FT Locomotive 1940-1965" decal sets. The numbers are as follows: N scale - 60-802, HO scale - 87-802 and O scale - 48-342. This author has just received his review copies of the sheets from Microscale and they are great! The sheet allows you to do one of 3 versions of the FTs: 1. As delivered Green and Yellow Version; 2. Solid orange version; and 3. the experimental Silver (Aluminum) version. Decals are already available to do the regular Silver/Orange version! The great thing about this sheet is that the orange nose curve for the "As delivered" scheme is on the sheet, thereby providing a good pattern for cutting the mask! Great work Microscale! (Now, how 'bout the models?)

Additional news from W & R Enterprises regarding the brass HO scale 2-8-8-2 mallets. They are being offered in 3 different versions: 1. Class 251 with Worthington FWH (Feed Water Heater) and riveted tender, WP unit numbers 251 and 252; 2. Class 251 with Elesco FWH and riveted tender, WP unit numbers 253-256; and 3. Class 257 with Coffin FWH and welded tender, WP unit numbers 257-260. These models will be offered in painted and unpainted versions and are due sometime in '94. These locomotives will be built only against orders, and if the demand is NOT there, they will not be built. The FRRS Gift Shop will be a dealer for these locomotives and will offer them at a very competitive price, which has not yet been determined. If you are interested in obtaining one or more of these models please notify the FRRS Gift Shop or Pete Solyom at the addresses given below. Please be sure to indicate the version(s) you would like as well as whether you want painted or unpainted. These models are long overdue for the WPer and should be exquisite.

2-8-8-2 orders:
FRRS Gift Shop
P. O. Box 608
Portola, CA 96122

or Pete Solyom
440 Portola Ave.
La Habra, CA 90631
(310) 691-4139

Looking to buy Western Pacific and California Zephyr dining car items. Please call Carleton Bryant at (719) 389-1345. Collect OK.



Our cherry-picker truck will be very useful in working on electric poles, roof repair, window replacement and possibly in painting the sides of cars and locomotives. Photo by Norm Holmes.

Second Annual Night Santa Trains

December 4 and 11, 1993

By Gordon Wollesen

The Second Annual Night Santa Trains took place as advertised. Again we ran the train on two Saturday nights.

As usual, Mr. Murphy slipped in the back gate six days prior to the first night of operations. The plan was to string the lights on the cars Monday and Tuesday (11-29 & 30) utilizing students from the Jim Beckwourth and Portola High Schools. Monday it rained hard all day and in the evening it turned to heavy snow. Tuesday dawned clear and very cold; everything was frozen. We could not decorate anything because the cars were covered with ice. Wednesday through Friday was a no-go for outside decorating again because the cars were frozen. Finally, Saturday was good enough to decorate the train. The weather was in our favor -- warm and dry. By train time (5:30 PM) the inside of the engine house was decorated, the Christmas tree was done, the FR&W 1857 decorated and 85% of the cars were ready to light.

At the appointed hour, people started arriving. Santa Claus was ready, the Beanery was well-stocked with goodies and the train crew was in place.

The first night we held the Community Christmas Tree Lighting at 7:30 PM. The tree was located at the center of the engine house clear of all tracks. The tree was not as tall as last year's, and as a result, it was much easier to decorate. The Christmas lights that were strung along the barricades and on the tree looked real good; those that attended the tree lighting were very pleased. When the tree was lit there were cheers and lots of applause.

The Beanery was open both nights to provide free "goodies" to all that attended. Bruce Cooper came up with a plan to heat the Beanery. We purchased a 135,000 BTU propane heater (jet engine style). Even though it was somewhat noisy, the heater kept the Beanery warm (if the door to the engine house was kept closed).

Santa Claus was here both nights. Santa worked the same as last year as far as train operations were concerned. People boarded the train and Santa toured each car giving out candy canes. When Santa finished his tour of the train, he gave the conductor the order to highball. Santa also officiated at the tree lighting ceremony.

Compared to the 1992 Santa train operation, the number of people attending the first night was down to around 400. This is down 50% from 1992. The second night was also down about 50% from 1992 with about 100 people attending. The weather was a big factor. The first night was very cold and icy. Even though it was cold, those that attended had a good time. The second night was stormy; it snowed off and on during the late afternoon. We even managed to finish stringing the lights on the undecorated part of the train before the weather got bad. As soon as train time arrived it started to snow almost continually. By 7:30 PM it was snowing hard causing visibility to be near zero (a whiteout). We made one trip in the whiteout conditions. After the

"whiteout" trip, the superintendent of operations gave the order to shut down all operations for safety reasons. Of course twenty minutes after shut down, it stopped snowing. The second night attendees had a good time even though it was a wet and cold snow.

The gift shop did a brisk business this year with visitors buying Christmas Gift items for friends who like trains.

All in all, I feel that everyone had a good time. There were positive comments heard throughout both nights of the Santa Train Event. Almost everyone asked, "Are you going to do it again next year?" Our answer was, "You bet we are!" I think we have set ourselves in concrete as far as the night Santa Train is concerned. We will definitely do it again and again.

Now is the time for the thank-yous.

The Christmas Tree -- Harvey West (Graeagle Land and Water Co.)

The Beanery Crew -- Sue and Bruce Cooper, Diane and Karena Wollesen, Wendi Hook, Edna Ede, Ellen Housen

The Engine House and Tree Decorating crew -- Skip Englert, Merrill (Turp) Turpin, Hap Manit

The Train Decorating crew -- Dan and Hennie Ogle, Steve Habeck, Mardi and Peter Langdon, Gordon Wollesen

The Providers of the Goodies -- Linda and Clyde Lippincott, The Portola Rotary, American Legion, Soroptimists, The Sorority, Graeagle Lions

The Gift Shop -- first night Barbara Holmes, second night Hap Manit

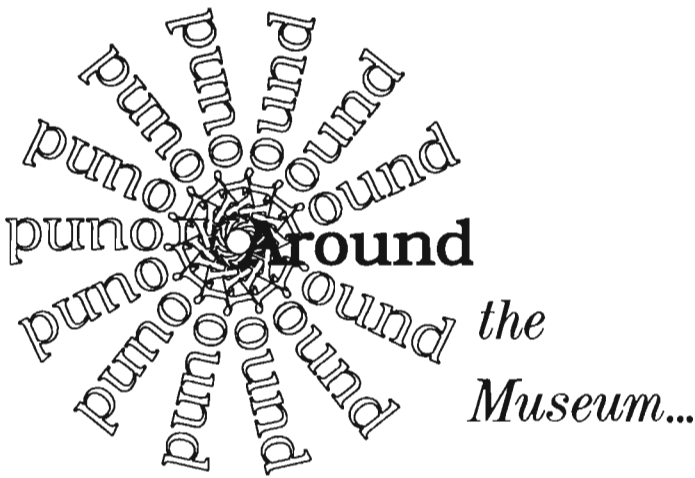
The First Night Train Crew -- Steve Habeck, Mardi Langdon, Peter Langdon, Ed Warren, Merrill Turpin, Jack Palmer and Gordon Wollesen

The Second Night Train Crew - Steve Habeck, Kerry Cochran, Justin Brewer and Gordon Wollesen. (Ed Warren, Mardi Langdon and Peter Langdon were planning to work, but the snow storm overruled them participating.)

Last but not least, thanks go to Santa Claus (Skip Englert) for taking time out of his busy schedule to help plan the event and to help operate it. And a special thank you goes to Norm Holmes for his support.

Train Show Volunteers, Appreciation

Bill and Melony Evans worked the tables at the LA County Fairgrounds, November 6 and 7, 1993; Norm and Barbara Holmes were in charge of sales at the Model Railroad show in Roseville, November 13-14, 1993; and were helped by Dave and Linda Dewey and Kent Stephens. Norm and Barbara also worked the tables at the GATS show in San Jose, December 11 and 12, 1993. Our participation at the above events helps put our museum in front of the public and the resulting sales help our financial position. We appreciate the efforts of the volunteers who help at the shows. We also appreciate our members buying from us which helps our museum.



Ingersoll-Rand Unit Arrives

Our 1929 Ingersoll-Rand box cab locomotive arrived in Portola on November 12, 1993. It left November 12, 1993 for a round trip to Stockton arriving back in Portola on November 19, 1993. We can only guess that the UP wanted to show it off... It arrived intact with NO damage or pilferage. It was brought into the museum November 24, 1993 and will be unloaded off the flat car as soon as time and weather permit. All transportation was provided free by Montana Rail Link, Montana Western, and Union Pacific. A nice write-up on this acquisition appears in the February 1993 Railfan and Railroad Magazine.

Cherry Picker

We have purchased another piece of site-maintenance equipment: a 1972 International boom truck, also known as a cherry-picker truck. This was bought new by Caltrans and later sold to Bel Air Markets in Sacramento. Brian Challender found it for sale and negotiated a fair price, did some minor repairs and brought it to Portola. After its arrival, Brian removed the fuel tanks, which were boiled out in Reno, replaced a fuel level sending unit, painted and replaced the tanks. The engine was tuned and he checked all hydraulic and electrical systems. Brian's friend, Sharon McGarr donated most of the repair costs, thanks.

The truck will be very useful in working on electric poles, roof repair, window replacement and possibly in painting the sides of cars and locomotives. The boom has a maximum height of 41 feet and has had all the hydraulics recently overhauled.

Rebuild It

Clyde Lippincott has taken on the project of rebuilding the interior of the Silver Shower bunk car. It will have a lowered ceiling and insulated walls, a new stall shower, water heater, etc. Since the car has a wood stove, work can be done during the winter. When the project is completed it will be much more comfortable for overnight occupancy.

Fuel Purchased

Because of our very successful Rent-A-Locomotive program, our diesel locomotives use a lot of fuel. Last spring we bought a truck and trailer load of diesel fuel which we stored in our 10,000 gal. tank car. The supply was getting low, but we had enough to last through the winter. Our supplier called and said he could get diesel fuel for 55 cents a gallon, the lowest in years. We decided now was the best time to buy since there would also be a tax increase January 1. On Dec. 28, 1993, a truck delivered 7,500 gallons, so now we have plenty of fuel.

Equipment Donations

Chatham Publishing Co., a long time publisher of SP Annuals, railroad books, post cards and the western railroad news magazine, Pacific News, has closed its business in Burlingame, CA. They discounted all remaining books and post cards so we bought a good stock for the gift shop. All remaining copies of Pacific News were going to be thrown away. We contacted Harold Koenig, owner, and were able to save most of the remaining stock, including several complete sets. They will be put into our storage refrigerator car until such time that we can have a surplus auction sale.

Les Wilmunder donated a very old drill press, one used in the WP's Jeffrey (Sacramento) shops. Hank Stiles picked it up and transported it to Portola.

Three sugar beet cars (USGX 60, 149 and 322) were donated to the FRRS by Imperial Sugar Corp. These are former SP composite gondola cars with high sides. The cars are making their way to Portola now. Vic Neves promises us that he will have a complete history of these cars for the next Train Sheet. Does anyone know the original numbers or more information? They were last used in sugar beet service to Hamilton, CA, November 22, 1993.

Three VIA passenger cars, two coaches and a sleeper, were donated by Jack Hathaway. The cars are located at Montreal, Canada and will be moved to Portola as soon as transportation arrangements can be completed.

Volunteer Hours

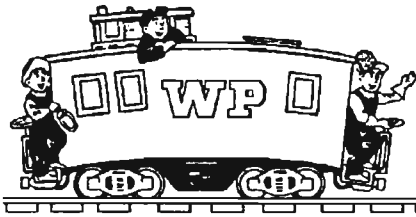
It is important that we keep an account of the number of hours our members volunteer on behalf of the museum. The time spent driving to and from Portola counts as well as the time working at the museum. This is important for our records and will count toward matching funds we may be able to obtain in the future. Operating crew members should keep records for themselves as well as making time sheets to be left in the operations room as before. Please send your hours to the FRRS office at the end of the year.

Track Material

Member Dan Pagel informed us of some rail and switch parts that were available from a lumber mill being dismantled in Red Bluff. Norm Holmes drove to Red Bluff and made arrangements to purchase 22 tons of 90 pound rail and some switch ties. They were delivered to Portola and will be used for future track expansion. Hank Stiles and Norm unloaded the truck load of rail, Gordon Wollesen and Norm unloaded the ties.

WP LIVES!





Caboosing with Hap Manitt

Giving thanks to people for volunteering at the museum.

Gordon Wollesen patched holes and sealed screws on the north side of the roof. **Hank Stiles**, **Gordon Wollesen**, and **Norm Holmes** drained cooling systems of active locomotives and capped exhaust stacks for winter storage. **David Dewey** and **Gary Cousin** worked on cleaning the cab of engine 805A. **Ken Roller** replaced rotten ties on No. 3 track by the shop building. **Gordon Wollesen** and **Bob Lindley** drained water lines in shop building. **Norm** and **Barbara Holmes** rented a truck to haul 16 barrels of engine oil from Oakland obtained from government surplus at \$25.00 a barrel. The two logging flat cars were finally trucked back from Loyalton after being there for the logging show in October. O&NW #4 and caboose 300 are still there.

Happy New Year to all our Members!

from Restoration Fund Chairman Skip Englert

The Holidays have come and gone; I hope everyone had a joyous time. With the dawn of the new year, it is time to get back to serious work.

The special projects restorations are moving right along. The B unit, WP 925C, has a new paint job, except for lettering and numbers. 805A is about ready for paint, 921D will be repainted next, and 2001 will be finished up.

Things are beginning to happen, and it is because you members care about our museum. To those who have given so generously, thank you so much. To those who haven't gotten around to sending in your gift, we could sure use it to help with these worthwhile restoration projects.

Our goal was \$100,000 if possible; so far we have received around \$8,000 in various sized gifts. Give what you can, all donations and gifts are appreciated.

Once again, all moneys will be used for the special restoration projects only, with no exceptions.

Thanks again,

Skip Englert.

Special Fund Chairman

Here is the current list of generous people who have donated:

Skip and Mary Englert from Portola, CA*

Lisa and Steve Cohn from Newport Beach, CA

Dr. Peter T. Lyman from Pasadena, CA*

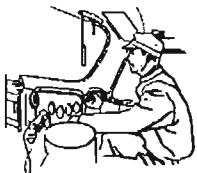
Richard Severance from Redding, CA*

Val Judd from Reno, NV*

Bob Dobbins from Tahoe City, CA*

Richard Kirker from Midwest City, OK*

* denotes a donation in excess of the suggested donation.



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Notice

The Train Sheet and The Headlight are mailed by bulk mail which can be unreliable. We could not afford to mail publications by more expensive means. Being bulk mail, it is possible that a publication is mailed to you and never reaches you.

The Headlight is not published on any particular schedule. Headlight issue #9 is the most current issue as of December 31, 1993. Issue #10 will be out shortly. ALL mailings of back issues of The Headlight and The Train Sheet are done from Portola. If you feel you have missed a publication, contact the museum.

It's Show Time

January 15-16, 1994, Santa Clara depot.
(130th Anniversary of the arrival of the first train.)

January 22-23, 1994, GATS Orange
County Fairgrounds, Costa Mesa.

February 5-6, 1994, GATS Los Angeles
County Fairgrounds, Pomona.

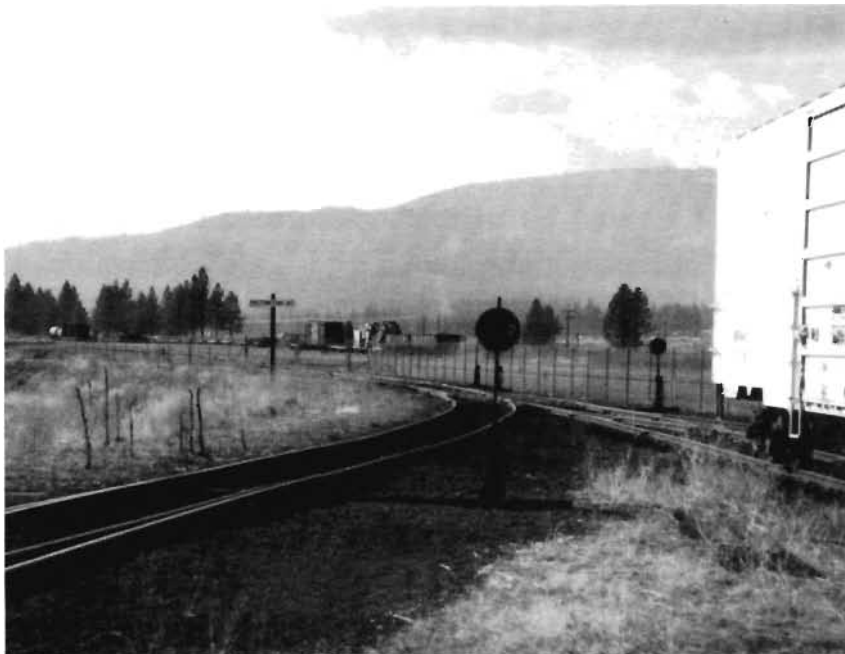
February 5-6, 1994, Thunder Mountain
Model Railroad Show, Roseville.

February 26-27, 1994, GATS Cashman
Field Center, Las Vegas.

March 5, 1994, Winter Rail, Scottish Rite
Auditorium, Stockton.

March 5-6, 1994, GATS Cow Palace, San
Francisco.

The FRRS will have a sale and
information table at each of these
events. If you are in the vicinity,
drop by and say hello!



Shown is a serene scene taken at Malfunction Junction looking northwest. Photo by Ed Warren.

FEATHER RIVER RAIL SOCIETY
PORTOLA RAILROAD MUSEUM
P.O. BOX 608
PORTOLA, CALIFORNIA 96122

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Tourist Railway Association Inc.

STEAM AND DIESEL POWERED
EXCURSION TRAINS
On the Union Pacific Railroad

ANNOUNCING 1994 EXCURSION TRAINS



ON THE UNION PACIFIC RAILROAD

Presented by the *Pacific Limited Group*

OPERATION NO.1, "THE GOLDEN SPIKE STEAM SPECIAL"

This trip, from Omaha to Ogden will be run to celebrate the 125th Anniversary of the driving of the Golden Spike. Power will be the UP 3985, "The worlds largest operating steam locomotive". 'Mini-railfair' in the Ogden Yards on May 10. Schedule for the UP westbound train. (A steam powered train from Oakland, on the Southern Pacific, may meet us in Ogden).

Westbound schedule with the 3985

- Wed. May 4, Omaha (Council Bluffs) to North Platte. Departure ceremony in Council Bluffs
- Thur. May 5, North Platte to Cheyenne.
- Fri. May 6, layover day in Cheyenne. Evening banquet (\$22)
- Sat. May 7, Cheyenne to Rock Springs
- Sun. May 8, Rock Springs to Ogden

Eastbound schedule, with the 3985

- Sun. May 29, Salt Lake City to Rock Springs
- Mon. May 30, Rock Springs to Cheyenne

OPERATION NO. 2, "THE CITY OF LOS ANGELES"

After the Golden Spike event ends the Union Pacific cruise train will run from Salt Lake City to Las Vegas with the vintage 'E-9' diesels. The 3985 will then take the train from Las Vegas to Ontario, (30 miles east of LA).

Westbound schedule

- Fri. May 13, Salt Lake City to Las Vegas with the vintage diesels.
- Sat. May 14, layover in Las Vegas. 3985 runs to Las Vegas with a freight.
- Sun. May 15, Las Vegas to Ontario, CA. with the 3985

Eastbound Schedule

- Tue. May 24, Ontario to Las Vegas with the 3985.
- Wed. May 25, layover in Las Vegas. 3985 runs from Las Vegas with a freight.
- Thur. May 26, Las Vegas to Salt Lake City with the vintage diesels.
- Fri. May 27, layover in Salt Lake City
- Sat. May 28, Salt City to Cache Jct. roundtrip with the 3985

OPERATION NO.3, "THE CAJON PASS STEAM SPECIAL"

These trips will run from Ontario to Barstow and return powered by the 3985.

- Sat. May 21. Ontario to Barstow roundtrip
- Sun. May 22, Ontario to Barstow roundtrip

Pacific Limited Group PO Box 27081 Salt Lake City, UT. 84127-0081 801-355-5871

OPERATION NO.4 "THE FEATHER RIVER SPECIAL"

These trips, operating in July, will use the vintage E-9 diesels as power. The attractions will be the wild and scenic Feather River Canyon and a trip to Westwood on the Highline, or Inside Gateway.

- Fri. July 1, Fremont (SF Bay Area) to Portola, with shuttle buses to Reno. Shuttle buses from Fremont BART.
- Sat. July 2 and Sun. July 3, Portola to Keddie roundtrip. Two trips per day at a great price-\$34! These trips are part of the celebration of the 10th anniversary of the Portola Railroad Museum. One trip from Portola to Reno jct. roundtrip Sunday afternoon if a ticket is purchased on any Keddie trip. Connecting bus from Reno
- Mon. July 4, Portola to Fremont. Connecting buses from Reno and shuttle buses to Fremont BART.
- Fri. July 8, Fremont to Oroville 4:15 departure from Fremont, shuttle buses from Fremont BART.
- Sat July 9, Oroville to Westwood roundtrip on the Highline. Optional \$16 buffet dinner on return to Oroville
- Sun July 10, Oroville to Fremont. The train will depart late morning after a buffet brunch. Buses to BART.

FARES (ONE WAY, EXCEPT WHERE NOTED)

Golden Spike Steam Special:

Omaha to Ogden \$699 coach/\$799 dome coach Cheyenne to Ogden \$349 coach/\$399 dome coach (optional bus from Denver)

City of Los Angeles

Salt Lake Cy. to Ontario \$549 coach/\$599 dome coach/\$659 deluxe Las Vegas to Ontario \$214 coach/\$239 dome coach/\$274 deluxe

Cajon Pass Steam Special

Ontario to Barstow roundtrip \$135 coach/\$165 dome coach (roundtrip fares)

Feather River Special

Fremont to Portola \$129 coach/\$159 dome coach. Shuttle bus to Reno \$10

Portola to Keddie \$34 coach/\$59 dome coach (roundtrip fares) Reno shuttle bus \$10 each way

Ride from Portola to Reno Jct. \$25 roundtrip Sunday afternoon if you buy a ticket to Keddie on any trip.

Portola to Fremont \$129 coach/\$159 dome coach Reno shuttle bus \$10

Fremont to Oroville \$140 roundtrip coach/\$194 roundtrip dome coach

Oroville to Westwood \$125 coach/\$155 dome coach. Buffet dinner \$16

Package price includes train Fremont to Oroville to Westwood to Fremont, buffet dinner and buffet brunch \$ 289 coach/\$369 dome coach

Call for fares between intermediate points and return bus fares.



Fares do not include motels or meals at overnight stops. Pacific Limited negotiates favorable rates at hotels/motels along the routes. passengers are strongly encouraged to use these properties to facilitate bus transfers to the train. We personally evaluate most of these properties for acceptability. Box lunch served in coach and dome coach except on Portola to Keddie trips. On trips where deluxe service is offered, brunch and afternoon snacks are included.

Alcoholic beverages are not served or allowed on the train due to insurance restrictions. Smoking is allowed in vestibules only and not on photo lines. Three photo stops are planned for each day except the Portola-Keddie roundtrips. Concession car and open-door baggage car available to all passengers.

All trips use Union Pacific locomotives passenger cars and operating crews. The Pacific Limited Group is responsible for trip planning in conjunction with Union Pacific Operations. The Pacific Limited Group is also responsible for marketing, reservations, ticketing and on-train passenger services. All Pacific Limited work is done by unpaid volunteers.

The Pacific Limited Group is a consortium of four railfan organizations: Central Coast Chapter-NRHS, Feather River Rail Society, Promontory Chapter-NRHS, Union Pacific Historical Society, all not for profit corporations

Pacific Limited Group PO Box 27081, Salt Lake City, UT. 84127-0081 801-355-5871

✂ ----- ✂ **Ticket order form**

Please write the origin, destination, number of tickets, class of service, price and total in the appropriate spaces

From _____ to _____ No. tickets _____ Class _____ Price \$ _____ Total \$ _____

Oroville Buffet dinner on July 9 \$16

From _____ to _____ No. tickets _____ Class _____ Price \$ _____ Total \$ _____

Bus from Portola to Reno, July 1 \$10 Reno to Portola July 4 \$10 No. of tickets _____ Total \$ _____

Fremont to Oroville/Westwood/Fremont package with two buffets: coach \$289 dome coach \$369

Grand total _____

For Ontario to Barstow: Sat. May 21 _____ Sun May 22 _____ Either

Name _____ Address _____
City/ _____
State _____ Zip _____ Phone _____

Send check to: Pacific Limited Group
PO Box 27081
Salt Lake City UT. 84127-0081
801-355-5871
Visa & Master Card Accepted
Thanks for your support

NEVADA NORTHERN SPECTACULAR

CHARTER
STEAM
DIESEL



OCTOBER 30-31, 1993
OCTOBER 1-2, 1994
ELY, NEVADA



CHARTER
MIX ED
FREIGHT
PASSENGER

HIGHLIGHTS

- PASSENGER-FREIGHT-MIX ED-CONSISTS
- STEAM AND DIESEL MOTIVE POWER IN USE INCLUDING A DOUBLEHEADER WITH NO. 40 and NO. 93.
- MANY PHOTO RUN-BYS
- NIGHT PHOTO SESSION
- WORKSHOP VISITS
- CHARTERS ON THE KEYSTONE & HILINE ROUTES

The Nevada Northern Railroad is the last Bonanza Nevada mining railroad and perhaps the best preserved shortline in the old wild west! Closed to regular freight service in 1983 by Kennecott Copper, this railroad has been preserved in its original state, from the workshops, station, yards, rolling stock, and motive power. After closure, Kennecott donated a good part of the Nevada Northern to the White Pine Historical Railroad Foundation, Inc. In 1986 Baldwin No. 40, a 4-6-0, was operated for the first time in 22 years. Now No. 93, an Alco 2-8-0 is operating and we will use both engines for freight, passenger, and mix ed consists plus a spectacular doubleheader. We will also use their Alco RS-3 diesels, but the main focus will be on the steam. Box lunch and drinks included each day. Banquet dinner included in 1993.



PRICES

1993	Full tour including two nights lodging	\$349
	Single Room Accommodations	\$388
	No Lodging price	\$298
	One day only (Saturday or Sunday)	\$169
1994	Two day spectacular lodging not included	\$349
	One day only (Saturday or Sunday)	\$199
	Spouses for 1993/1994	50% discount

CHARTER
STEAM
DIESEL



McCLOUD SPECTACULAR

Steam Returns to McCloud, California
April 30-May 1, 1994

\$395 - Spouses 50% Discount
\$250 for 1 Day (Saturday or Sunday)

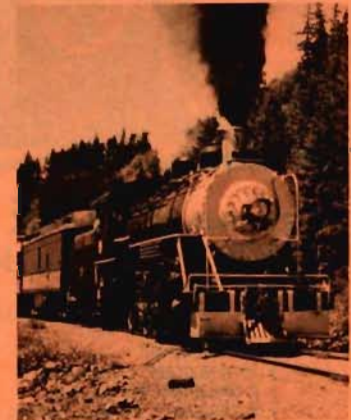
HIGHLIGHTS

- CHARTERS WITH STEAM (#19 BLW 2-8-2) AND DIESEL
- CHARTERS TO MT. SHASTA-BURNEY-LOOKOUT JCT.
- BACKWOODS RAILROADING AT ITS BEST
- SPECTACULAR VIEWS OF MT. SHASTA
- SWITCHBACK & 4% GRADES
- MANY PHOTO RUN-BYS

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ECUADOR • AUGUST 20-29 GREATEST MOUNTAIN STEAM OPERATION IN LATIN AMERICA!



HIGHLIGHTS

- 8 CHARTER TRAINS... 5 WITH BALDWIN STEAM FOR 848 MILES
- PLENTY OF TIME ON THE DEVIL'S NOSE SWITCHBACKS
- STEAM ALL THE WAY TO QUITO
- 5.6% GRADES IN THE ANDES
- RUGGED MOUNTAIN RAILROADING
- CAB AND ROOF RIDING
- WORKSHOP VISITS
- PLENTY OF PHOTO RUN-BYS



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FEBRUARY 4-12, 1995



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- 38 WORKSHOP VISITS
- 37 RAIL LINES
- 25 RAILROAD COMPANIES
- 7 RAILROAD MUSEUMS
- 4,725 MILES OF RAIL TRAVEL
- 7 GAUGES
- PLENTY OF PHOTO RUN-BYS
- TRACKSIDE & LINESIDING
- TOTAL ECLIPSE OF THE SUN



CHARTER
STEAM
DIESEL

McCLOUD SPECTACULAR

CHARTER
PASSENGER
MIX ED

Steam Returns to McCloud, California April 30-May 1, 1994

\$395 - Spouses 50% Discount
\$250 for 1 Day (Saturday or Sunday)



HIGHLIGHTS

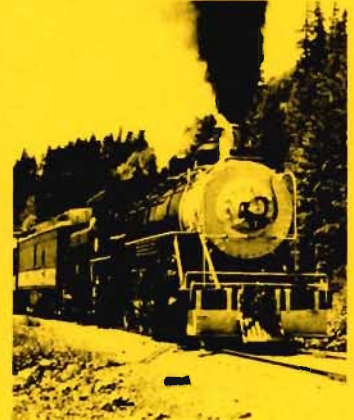
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- SPECTACULAR VIEWS OF MT. SHASTA
- SWITCHBACK & 4% GRADES
- MANY PHOTO RUN-BYS



#19 Baldwin 2-8-2



Diesel Photos by Wayne Monger



#19 Baldwin 2-8-2

We are proud to announce our McCLOUD SPECTACULAR on the McCloud Railroad. As many of you already know, a new owner took control of the McCloud River Railroad on July 1, 1992 and renamed this line McCloud Railroad. Once the ownership was transferred to Jeff and Verline Forbis, we started negotiations to return passenger service on this railroad. Under the old management all passenger service and of course any steam locomotive runs were banned. It has been many years since both steam and passengers have ridden the rails of the old McCloud River Railroad. As far as we can tell, it has been about 10 years since passengers have ridden the McCloud.

Each day of our McCloud Spectacular will be packed full of exciting mountain and backwoods railroading with majestic Mt. Shasta in the background. Since we are operating this event in the early spring, there still should be some snow on the ground in the higher elevations for some great photo run-bys. Total mileage for the weekend will be 262 miles.

During the April 30-May 1 weekend we will have both passenger and mixed consists pulled by both steam and diesel. Steam engine No. 19 will be deadheaded from Yreka, California. No. 19 is a Baldwin 2-8-2 built in 1915 and is now pulling tourist trains on the Yreka Western Railroad. She will be re-lettered for McCloud River, just like the old days. The passenger equipment is owned by Norwester Tours and will be deadheaded down from the Portland, Oregon area. Below is the planned itinerary for our grand weekend: Box lunch and drinks included each day.

APRIL 30: Morning departure from McCloud heading west on the Mt. Shasta line with No. 19 and a passenger consist. We will only go up to the Signal Butte Switchback to stage several photo run-bys and then return to McCloud where several freight cars and a caboose will be added to the consist for the run to Burney and return. We will stage several photo run-bys at scenic locations. This will be a full 11 hour day.

MAY 1: We depart McCloud with No. 19 in charge of our mixed consist and head out on the Burney line. At Bartle we swing north on the Lookout line and head toward the Burlington Northern connection. At Hambone No. 19 will be taken off of the train and the two McCloud diesels will take over for the run to Lookout and return to McCloud. Diesel No. 38 is a SD-38 and No. 39 is a SD-38-2. Again, several photo run-bys will be operated at scenic locations. We will be hard pressed to get back to McCloud in 11 hours.

LODGING LIST (Lodging not included in price)

McCLOUD

Hogin House Bed & Breakfast
(916) 964-2882

McCloud Guest House
(916) 964-3160

McCloud Timber Inn
(916) 964-2893

Stonybrook Inn
(916) 964-2300

MT. SHASTA CITY (10 Miles west of McCloud)

Alpine Lodge Best Western Tree House
(916) 926-3145 (916) 926-3101

Finlandia Motel
(916) 926-5596

Mt. Shasta Cabins
(916) 926-5396

Mt. Air Lodge
(916) 926-3411

Strawberry Valley Inn
(916) 926-2052



\$395 FOR BOTH DAYS

\$250 FOR ONE DAY

50% DISCOUNT FOR SPOUSES

50% DEPOSIT TO HOLD SPACE

FINAL PAYMENT MARCH 30

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