

OUR FIRST TOUR???

Chris Skow, through his Trains Unlimited Tours, has made a proposal that we charter private cars VIRGINIA CITY and PLAZA SANTA FE for a round trip from Oakland to Reno on October 6-7-8, 1990 (Columbus Day weekend). If we can get 50 to make the trip the cost will be only \$200. each. A bus can be chartered for a day at the museum on Sunday. The cost of the bus and two nights in Reno would be extra. We can probably arrange a reasonable overnight hotel/casino package in Reno.

Let us know if you are interested so we can make the necessary reservations. This would be a grand opportunity for our Bay Area and Sacramento members to travel together for a fun weekend.

The Virginia City was Lucius Beebe's private car and has an open observation platform. The Plaza Santa Fe is a former Santa Fe dome/buffet car. Meals and drinks are served aboard and are included in the fare.

Marty Anderson, a Bakersfield PG&E employee applied for a community service award and received a \$100 contribution for his work at our museum. (We got the check.) We thank PG&E and Marty.

The following have sent in extra donations to help our museum improve and grow. We thank you all: Mark Cooper, Dave Eatmon, Henry Forni, James Hollett, Fred James, Peter Langdon, Drew Lewis, Bruce Lyons, Leo Prescott, Larry Richards, Albert Novak, Robert Diehl, Jr., James Case, John Knaus, Alex Pancheco, Mark Acuna, William Redding, Gary Griffin, Eric Simpson, Mark Morgan, Jim Hall, Steve Chinn, Wallace Brown, Fred Klyver, Walter Whitman, Peter Martin, Henry Principe, Richard Hall, Les Madden, Stanley Thomson, Steve Habeck, Ed Del Prete, Bill Gardner, Ralph Shafer, Greg Zucco, Patricia Clark, Kenneth Hoey, George Comer, Tom Lerza. One quick point to make here is: Each and every one who makes donations will be sent a personal thank you note. We are just a little behind in getting them out.



SHORTS

The Portola Rotary Club breakfast June 10, 1990 netted us \$461.50 for our depot building fund. This annual event is popular with townspeople and helps us increase our savings so that we hope soon to have enough to start building.

William B. Anderson, retired Western Pacific Assistant General Supervisor of Roadway work equipment passed away recently. A donation in his memory was received from his daughter, Susan Richey.

Equipment Arrivals

WP 5023, a GS class gondola car, arrived in March, 1990. The drop bottom gon was built in 12-53 and was originally numbered in the 9101-9400 series. In 1960 it was converted to wood chip service with the addition of wood sides and end boards. After Union Pacific took over WP the wood extensions were removed and the cars returned to general freight service, but usually were used in MW service. Our car was in storage in Idaho when we asked for a car of this type. While we cannot obtain one of every type of car WP had, this car along with our solid bottom 6550 gives us a good representation of WP's gondola fleet.

MP 13878, a transfer style bay window caboose, arrived June 9, 1990. Western Pacific, Missouri Pacific and Union Pacific became one railroad in December, 1982. This caboose represents the Missouri Pacific as part of that merger at our museum. It was built in September, 1980, which makes it the newest piece of equipment at our museum. Old train orders in the desk indicated it was in service as late as June, 1989, and was stored out of service in Houston, Texas from at least last January. It came to us via Fort Worth, North Platte and Salt Lake City.

Immediately upon its arrival Ken Roller went to work washing the interior and exterior of the car. It now looks great and has been used in our weekend passenger trains. The riders like it for its open platforms on each end. We really appreciate Union Pacific's continuing generosity in donating equipment and transportation to our museum.