

Remember the enjoyment and satisfaction of the Steam Excursion trains that the FRRS sponsored this last May?

The Union Pacific Railroad will operate a steam powered excursion train next July from Cheyenne, Wyoming to San Jose, California and return to participate in the NRHS convention. The FRRS is once again being asked to participate. The westbound train will leave Cheyenne July 11, 1992 and arrive at Portola on Thursday July 16, 1992; and it will layover in Portola for the following day. It will arrive in San Jose on July 19, 1992. It will leave San Jose on Sunday July 26, 1992 and return to Cheyenne on August 3, 1992. There will be NO daytime layover in Portola on the trip east.

The FRRS is working with the other involved groups regarding the details of the trip. The other groups are: Union Pacific Historical Society, Promontory Chapter NRHS, and Central Coast Chapter NRHS. We are working out at this time the details regarding which group will sponsor which segments of the excursion. All FRRS Active, Family, Sustaining and Life members will be notified by special mailing of the details of this excursion when the details are finalized. This is expected to be around the beginning of 1992. Tickets will be available for the entire trip, or for specific segments of the trip. The details of this will be explained later.

Read the following regarding our steam acquisition plan...

The FRRS Steam Acquisition Plan was written by board member Kent Stephens based on discussions with other FRRS members, and was introduced as an Introductory agenda item under New Business at the February 1991 Board of Director's meeting. A revised version was discussed at the May 1991 meeting, then it was held over pending some more revision and then it was approved by unanimous vote at the June 1991 meeting.

The FRRS board and management has been actively pursuing the acquisition of a steam locomotive (or locomotives) for the museum since January 1991. A common question from museum visitors is, "Do you have a steam engine?" The plan was developed as a policy guide for the ac-

quisition of steam, just as FRRS has an acquisition plan for acquiring diesel locomotives. In brief, the Steam Acquisition Plan is a policy guide to acquire one (or more) small steam locomotives suitable for operation at the museum. It is also planned to acquire a geared locomotive to reflect the lumbering heritage (logging railroads) of Plumas County and the Sierras.

Stay tuned for more exciting information on steam in the coming months! And if you know of an available steam locomotive that the museum could acquire, please call Norm Holmes or any of the board members. We may not know about it!

The upcoming 1992 TRAIN convention...

The first weekend of November, 1992, the FRRS will co-sponsor with the Friends of the Nevada State RR Museum the convention of TRAIN, (Tourist Railway Association, Inc.) of which FRRS is a member, at the Nugget in Sparks, NV. There will be seminars on various topics of interest. Although the details are still being worked out, a typical schedule of events for a TRAIN convention include Thursday and Friday tours of local railroad attractions, a Friday night

banquet with opening ceremonies, a Saturday morning breakfast, business meeting and seminar, and a Sunday breakfast and Board of Directors meeting. The registration fee covers seminars. Banquets and tours are optional extras. We will need extensive staffing by FRRS volunteers at both the Nugget in Sparks and at the museum in Portola. We will keep you up-to-date on the planning of this convention here in the Train Sheet. Keep it in mind.

Your update on the Baldwin AS-616's...

Your Society is currently working with the Union Pacific and the Morrison-Knudsen "Boise Locomotive Facility" in determining the final details for moving our two ex-SP/ex-Oregon & Northwestern Baldwin AS-616's home to Portola. Both locomotives are now at the M-K facilities in Boise (Hillcrest, Idaho), where M-K personnel will handle the loading of the locomotives onto flatcars for the 1,062 mile journey to Portola. O&NW #3 (ex-SP 5274) was moved on its own wheels the 219 miles from Hines, Oregon to Boise, Idaho over the Oregon Eastern Division of the Wyoming-Colorado RR and the Union Pacific on July 19-23, 1991, with no problems. Air brake system problems on O&NW #4 (ex-SP 5253/ex-McCloud River 34) were fixed by Dan Robards, and FRRS members Wayne Monger and Ken Meeker, allowing this locomotive to move to Boise on September 4-9, 1991.

Both locomotives remain in very good to excellent mechanical condition as a result of their six years of inside storage at Hines, Oregon following the halting of operations on the Oregon & Northwestern in March 1984. Due to the scope and length of the project to save these two historic

California locomotives by the FRRS, the entire story of this project that started in July 1990 will be published in the Train Sheet once both locomotives are safe in Portola. We thank everyone that has so far contributed their time, effort, experience and money to what has so far been a very successful project.

We have three more people who have generously donated to the fund to move these very historic locomotives to Portola for everyone to enjoy.

They are:

Erik Frodsham (donated twice)

Dan Ogle

Richard Severance

We sincerely appreciate all of the donations that have been made to this cause. It's this kind of support from the members that help make the museum a success.