



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
Member of Tourist Railway Association INC.

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- Associate----- \$15.00
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From the Desk of the President



The Printed Word. Once something is printed, it is fact - right? Wrong. An article, "A History of the Diesel Locomotive," written in an industrial history magazine recently blamed the unions for requiring a fireman on diesel locomotives when there were no longer any fires to tend. Right, but wrong. Early road diesels were maintenance-intensive and needed engine room attention frequently during a trip. EMD FT units, for example, as mentioned in our issue No. 7 of the "Headlight," required regular visits through the units to manually cut in or out cooling fans and to open or close the radiator shutters to keep the diesel engine operating at optimal temperature. Later when the shutters were made automatic and with the F7's and later units, occasional trips back through the units would be needed to restart the engines, change fuses, etc., to get a train over the road. The FT's and F7's are gone and so are the firemen. Today's diesel locomotives are much more reliable and seldom fail enroute. When they do, there is usually nothing that can be done on the road.

The above mentioned article was reprinted in at least one railroad historical publication, and a recent issue of PACIFIC RAIL NEWS contained an article blaming union operating employees for failure to operate trains on schedule. Articles such as these perpetuate the myth that the unions are to blame for all the problems that the railroads have had over the years.

--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.
- 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.
- Issue 5 The Reno branch; M-K remanufactured GP35s and GP40s; the Charles O. Sweetwood car; mill gons. 48 pages.
- Issue 6 M-K remanufactured GP40s, part 2; Budd RDCs; cupola cabooses; 1970 freight car roster. 52 pages.
- Issue 7 Double Issue with color cover, Western Pacific FT's.

Back issues of the Headlight are available for \$4 each postpaid. Back issues of the Train Sheet are available for \$1.50 each postpaid.

Send your order to:

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



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