



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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Associate-----	\$15.00
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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.
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FRRS Gift Shop at P.O. Box 608, Portola, CA 96122.