

Pacific Limited Information

With the American Cancer Society/Pacific Limited trips in the Feather River Canyon completed, the focus now shifts to the Pacific Northwest trip this fall, from September 15th through October 8th. Train Sheet issue #69 (Sept./Oct. 1994) has the detailed schedule for these runs. The Pacific Limited Group is currently scheduling car host coverage for these trips, and there are many openings available, particularly for those volunteers with medical training. Pacific Limited Crew Chief Bob Harper would love to hear from you if you are interested in working any part of these trips. Send him a letter indicating your preferences and availability dates, and he will get you on the volunteer list, and send you a Pacific Limited resume to fill out. This resume will help us develop a database for car hosts for future trips. Bob can be contacted as follows:

Bob Harper
2 Pleasant Avenue
Corte Madera, CA 94925-1615
(415) 924-0170

Pacific Limited will provide a hotel room for you on the day you arrive, and for each day you work the train. A meal allowance is also provided for each day you work, plus any layover days that you stay with the train. Lunch on board the train is provided for each day you work, as well. Transportation to and from the train's route is your responsibility, however.

So, check the train's schedule, compare it with yours, and get that letter off to Bob Harper right away. Make sure you identify yourself as an FRRS member. Prior car host experience is good, but definitely not necessary - - we'll train you. All you need is the desire to work some long days in the company of other volunteers like yourself. It's a very rewarding experience, and we hope to see you on board.

Information Needed

We are looking for pictures of early Western Pacific motor trucks and trailers. We would like to acquire a truck trailer and paint it in WP's scheme to represent early piggy back service.

Help Wanted from Canada

Art Hamilton who lives in Canada but has a U.S. Post Office Box, (POB 1011, Oroville, WA 98844) would like to build an HO model of a WP bulkhead flat car, series 2851 to 2925 converted from regular 50' flats in the 2401 to 2700 series during 1950-1953. These were among the very first true bulkhead flats, as opposed to pulpwood flats. "FRRS CENTRAL" has sent him a copy of the equipment diagram but he needs a photograph or two, or maybe just personal reminiscences, of how the bulkheads were built. To look at the diagram, the uprights and diagonals were made from 8 x 8 timbers, but he suspects some kind of steel channel or wide-flange I-beam was used instead. Also, what about grabirons and sill steps? Any help available? The earlier the photo the better, as he models 1950-51.

Lounge Car

Our passenger car fleet increased by one in March, 1995. A need was expressed to have a lounge car to provide a place for our volunteers to relax after a day's work. VIA Rail Canada was selling more of its passenger car fleet so we felt one of the lounge cars that was on the sale list would be what we wanted, and it would match the VIA coaches and sleeper we already have. An offer was made and accepted. It was bought sight unseen, but with information from VIA and a dealer in the area. After payment was made and arrangements were made to move the car on CN, C&NW and UP, the car departed Ottawa late February. The car arrived Chicago March 2 and was interchanged to C&NW on March 3. It made it to the UP on March 5, and sat at North Platte from March 6 to 8. It arrived Elko, NV on March 11 and stayed there until March 15, arriving Portola March 16. The delay in Elko was due to track problems in the Feather River Canyon. UP was detouring trains on the SP over Donner Pass and no trains were coming to Portola. The car is in very good condition, with a complete kitchen, dining seating area and a lounge area. There will be some modifications needed to make it more comfortable for our volunteer use.

Visitors to the Museum

On April 5, 1995, Union Pacific operated a nine car special Santa Fe train from Stockton through the Feather River Canyon for officials of the TTX Corp. The train stopped in Sacramento to visit the California State Railroad Museum and stopped in Portola to visit our museum. The group of about fifty officials was picked up at the museum gate with our caboose train and given a ride around the balloon track, terminating at the diesel shop. They had an hour to browse the museum and visit the Gift Shop. They were quite impressed with our collection and hospitality. Skip Englert, Steve Habeck, Norman and Barbara Holmes, Hap Manitt, Ken Roller and Gordon Wollesen were on hand to greet the visitors.

More Visitors

Union Pacific's Human Resources Department held a week long symposium in Reno on April 3-7, 1995. On April 6 the group of about 90 came to Portola to visit the museum and have a barbecue dinner. We had tables set up in the diesel shop and had arranged for a caterer to provide the dinner. We gave the group the standard caboose ride followed by a talk on the history of the Feather River Canyon and Western Pacific by Skip Englert. Marv Dunn, local UP Train Manager gave a talk on Operation Lifesaver. A cocktail hour preceded the dinner. Afterward we had our four car VIA passenger train set up outside the shop with WP 921D for power for another trip around the balloon. Again, the group was very pleased with our arrangements and hospitality. Helping to make it a success were Lolli Bryan, Bruce and Sue Cooper, Skip Englert, Steve Habeck, Norman and Barbara Holmes, Hap Manitt, Ken Roller and Gordon Wollesen.