

Log Train on Display at Loyalton

By Peter Langdon

Once again, the FRRS was able to provide a display train for the Sierra Timberfest at Loyalton (about 23 miles from Portola at the south end of what remains of the old Boca & Loyalton railway, which became part of the WP). This year the train consisted of WP 2001, the two ex-Pacific Lumber Co. log cars, PL 411 & PL 580 and caboose WP 428. The star of the display was of course 2001. It really looked like it was enjoying itself, once again at the head of a train, on a former part of the WP, resplendent in its coat of fresh orange and silver paint. The train attracted a lot of interest from the visitors to Timberfest and gave people an idea of what a log train looked like. The two log cars were loaded with large sugar pine and ponderosa pine logs, "just like the old days." As the name suggests, Timberfest is more than just a week-end of fun, it is also a demonstration of the many positive aspects of timber harvesting and forest management carried out by private individuals, corporations and the U.S. Forest Service.

As well as the train, we also had a sales table, selling items from the gift shop and advertising the FRRS/Portola Railroad Museum.

I want to extend my thanks to the following people and organizations, without whose help the train would probably not have been on display. Gordon Wollesen, Ken Iverson, Bob Lindley, Steve Habeck and the people who helped prepare 2001 and 428 for shipment from Portola to Loyalton. My employer, Sierra Pacific Industries, for providing the logs and for letting me use the CAT 988 log loader to move & lift the log cars. Also I want to express a large thank you to Norm Holmes. Without Norm's kind offer of discussing the move of 2001 & 428 with UP during a visit to Omaha, (as of ten days before Timberfest I had not heard anything from UP regarding the move, or was able to contact anyone to get information), it is unlikely that we would have had a train to display. The biggest vote of thanks though, goes to Union Pacific for once again providing free transportation from Portola to Loyalton and back, and particularly to Ray Breedlove and Marv Dunn of the Portola yard office. Lastly, a big thank you goes to my wife, Mardi, who was my rigger during setting the log cars up onto the tracks and also lifting them back off the tracks after Timberfest.

Finally, if you have visited the Museum in the past year and have noticed that the two log cars have not been on display, because of the lack of space to store them at the Museum, they are temporarily living at Loyalton. Please feel free to visit them, they are just before the entrance to the sawmill on Railroad Avenue. Unfortunately, they are not on track, (yet). They are however safely resting on steel stands and I am working on restoring them back to operating condition.

McCloud Railway Trip

On October 12-13, 1996 Trains Unlimited Tours operated an excursion on the McCloud Railway. FRRS life member Chris Skow, who makes all the arrangements for Trains Unlimited Tours, requested the use of our two VIA passenger coaches for the train. McCloud has two dining cars and three open cars, but with unpredictable weather, the coaches were needed.

We were unable to make the necessary improvements to the cars, such as water and working toilets because of so many other activities going on at the same time. Therefore the cars were sent to McCloud in a more or less as is condition. Gordon worked on the electrical system so that they would have lights powered from McCloud's diner power; Doug Morgan made repairs to the vestibule doors and traps and David Dewey touched up some rusty spots with matching paint.

The cars were routed over UP from Portola to Oroville, then back up through Keddie to Bieber. From Bieber they were moved to Lookout by BN and to McCloud by the McCloud Ry. Arrival in McCloud was 9:00 PM Oct. 11, 1996, Friday night. McCloud took their train to Mt. Shasta earlier on Friday and the passengers were bused to Mt. Shasta from McCloud on Saturday morning. When the train arrived back at McCloud our coaches were cut into the train and proceeded to Burney. Norman Holmes drove to McCloud to be on the coaches in case of problems and also to sell gift shop merchandise.

Saturday the train went from Burney to Hambone and back to McCloud. A freshly painted silver and red SD-38 powered the train. The coaches remain in McCloud at this time awaiting a decision whether they will be used next year.

Association Of Railway Museums Convention

Several years ago we joined the Association of Railway Museums (ARM). We already belonged to the Tourist Railway Association (TRAIN), but felt that belonging to our trade associations would be beneficial to our organization. Each association holds annual conventions in the fall of each year. ARM holds theirs in late September, TRAIN holds theirs on first weekend of November.

Both conventions have field trips and seminars, both have business meetings and banquets. The advantage to belonging is that you meet people involved in organizations such as ours with ideas and information exchanged.

We have not been able to attend an ARM convention until this year because the locations would have involved more travel time and expense, which we did not want to spend. This year, however, the convention was held at the Embassy Suites in Pleasant Hill, CA. Executive Director Norman Holmes represented our museum at the convention, attended the seminars and went on several field trips. Of particular interest was the tour of the Western Railway Museum in Rio Vista where a number of Western Pacific cars and locomotives are located.



WP LIVES!