

ber sales, Sierra Pacific Industries closed their Susanville mill March 28, 2004. The last use of No. 1100 was on April 29, 2004. After the last of the milled lumber was shipped out on June 24, 2004, both No. 12 and No. 1100 were out of a job. Realizing the historical significance of No. 1100, our museum immediately began negotiations with SPI to obtain a donation of the unit. The donation request was granted and on December 2004, No. 1100 and No. 12 were moved to Portola. No. 12 will be stored at the museum pending further use by SPI.

Both units are in excellent condition and have good paint. It is expected to use No. 1100 in our Run-A-Locomotive program. The only drawback is that it has dual controls, left over from its as built design, which makes for a crowded cab area. We wish to thank SPI and UP for their cooperation in preserving this historic locomotive.

Builder: Electro-Motive Division of General Motors

Type: TR6

Build date, serial No. November 1950, #13549,

Engine: 8V, 567BC, 800hp

Weight: 206,870

Source material:

Hayden, Bob, Model Railroader Cyclopedia Vol. 2, Milwaukee WI, Kalmbach Books, 1980

Pinkepank, Jerry A. The Second Diesel Spotters Guide, Milwaukee WI, Kalmbach Books, 1973

Stindt, Fred A., The North Western Pacific Railroad Vol. 2, Kelseyville CA 1985

Strapac, Joseph A., Southern Pacific Review, Huntington Beach CA, Shade Tree Books, 1977

## **CZ “Silver Lodge” Purchased**

Built by the Budd Company during February-May 1948 under lot number 9656-021 for the Chicago, Burlington and Quincy as number 4717, Vista-Dome chair car.

The Vista-Dome chair car, also called a dome coach, was the hallmark and most prominent feature of the California Zephyr. Each car featured forty-six reserved seats on the main level and an additional twenty-four unreserved seats in the dome level. Unlike many other trains, the dome seating in the forward cars was open to everyone and would remain so for the entire life of the CZ. Typically, three dome coaches were placed in each train and located directly behind the baggage car or, in later years, a flat top coach.

Three separate varieties of the dome coach were built: a “Women’s and Children’s” car where the smaller forward section (segregated from the rest of the car by a door) was reserved for women traveling with small children, the “Conductor’s Coach” featuring a small office for the train conductor, and the standard car with no special features.

The “Silver Lodge” was built as one of the “Women’s and Children’s” Cars and, like its siblings, lost its doorway and special reserved section in mid-1950. After the end of the CZ, the “Lodge” was conveyed to Amtrak for its long-distance trains. After retirement from Amtrak services, the car was purchased by Denver Railcar and entered lease and charter service on a number of operations. These included a stint in Alaska from 1984-86 and tourist service in Mexico in 2000-01. When Denver Railcar decided to sell off its large stock of cars, the FRRS acquired the

“Lodge”, which still retains much of its original features and architecture.

FRRS efforts to obtain the “Lodge” began in late summer 2004 and approval to acquire the car was finalized in November. It is currently planned to have the car moved to Portola by early Spring 2005. Documentation and clean-up work will commence shortly after.

Work is continuing on the Silver Hostel. While some clean-up work will be done on the Lodge, and major work on the car will be done in conjunction with similar work on the Hostel. For example: plans are being made to reupholster all dome and chair seats in both cars, once fabric type and color are finalized and suitable materials located.

Now that we have taken this step, we need help from all of you. Restoring such sophisticated passenger cars is an expensive and time-consuming labor of love. We need help to return these two cars, as well as our CZ locomotive WP 805-A, to full operation.

If you would like to volunteer your time for work crews, please contact me off-list and provide your name, e-mail, phone number as well as any relevant, special skills you have (ie: electrician, metal work, etc.). We do have lodging in Portola for volunteers and can help coordinate carpools to reach the museum.

We also need FUNDS. The Silver Hostel is expected to need \$250,000 or more before its restoration is done. The Silver Lodge will likely take around \$100,000 for a complete restoration. If you would like to donate to the Zephyr Project, please send your check to FRRS Zephyr Project, P O Box 608, Portola, CA, 96122. You can also donate securely, on-line at [www.ZephyrProject.com](http://www.ZephyrProject.com). Click the “Make a Donation” button located at the bottom of the page.

And we need INFORMATION. Any photos of the interior of the dome-coaches, but particularly COLOR images are needed from the 1950-52 time frame. Also, we need interior photos of the dome-lounge-dormitory cars following 1963, following the introduction of the Cable Car Room. If you know of any fabric or carpet samples from these cars, please contact me off-list.

Finally, if you have any questions about the Silver Lodge, the Hostel or the Zephyr Project, please contact me at [evicknair@studiod.com](mailto:evicknair@studiod.com).

## **WPRRHS Convention**

**scheduled for April 15-16 2005 at the Tracy,  
CA Holiday Inn.**

Registrations will go out the end of January. Both by email and snail mail. If you don’t receive anything by the middle of February this year, please contact Steve Hayes as we are trying to figure out why some are not getting contacted each year!

Jeff Asay will be the guest speaker at the dinner.

Editors’ note: This is all of the information that was provided to me. For further information such as pricing or planned activities contact Steve Hayes at P.O. Box 1083, Soulsbyville CA, 209-536-1847 or email [wprrhsconvention@wplives.org](mailto:wprrhsconvention@wplives.org).