



TV STAR!

On July 14, 1990, KOLO-TV in Reno came to the museum to tape a segment on our Rent-A-Locomotive program.

The reporter, John Tyson, (a confirmed railroad buff himself) reported that at our museum, railroad buffs can have their cake and eat it too; they can run a real engine just like a real engineer. He went on to say that for rail buffs, it's got to be the ultimate thrill.

Bruce Cooper, the creator of our Rent-A-Locomotive program, was interviewed and told the viewers that all he's doing is passing along to others what trains mean to him.

The special was very well-done; and it showed numerous scenes around the museum, including people enjoying themselves operating our locomotives. It aired Monday, July 30, 1990 on the 6:30PM news program for about 3 minutes, which is a long time on television.



CASH DONATIONS!

We need them to continue operating the museum and to continue restorations.

The following people have donated a "handful" of cash:

- | | |
|------------------|------------------|
| George L. Bates | John C. Miller |
| James H. Duncan | Jerry Obert |
| Joe Fernandes | Peter Pettler |
| R.G. Flannery | Leo F. Prescott |
| James Gidley Sr. | William Redding |
| Warren Gilleran | Don Richmond |
| Phil Guidera | Gilbert Rogers |
| Robert Hanft | Mike Romiez |
| Harry Jamason | Larry Trotter |
| W. & R. Lang | Peter J. Watkins |
| | John Wieland |

Peter Parrish made a contribution through Westinghouse, which made an equal donation; Steve Habeck received another community service award through his employer, PG&E, which gave us another \$100. Thanks to you all.

CORRECTIONS DEPARTMENT



Despite efforts for accuracy, several additions and corrections should be noted for Issue #42 (March/April 1990) of THE TRAIN SHEET.

Two additions for the article "Another One!" or the acquisition of Alco RS-32 #4004. First, the article was by Norm Holmes. Second, it was correctly stated in the article that Alco built only 35 of the RS-32's.

This production lasted one year, June 1961 through June 1962. Successor of the RS-32 model was the successful C-420 model with 129 units built by Alco between June 1963 and August 1968 when production ended. Arkansas and Missouri RR owns the largest existing fleet of C-420 units (more than a dozen) as well as one of the five remaining RS-32 units. Their RS-32 is #52, numbered within the same series as the C-420's, and is shown operating on the point of a freight in the Greg Scholl videotape "Arkansas Alcos."

Second Section

There is one correction to the historical information in "What's in a Name?" on WP station names. (THE TRAIN SHEET, Issue #43.) On Land, Calif., (M.P. 212.1) it was stated "for A. H. Land of California Pine Mills Company which had logging operations near this point." Land was named for A. H. Land, but the name of the company is incorrectly given. A. H. Land was president of Feather River Pine Mills, Inc.

The lumbering operation originally started in 1920 as the Hutchinson Lumber Co., and Land was the WP connection for the logging railroad. (Mr. Land was one of the backers of Hutchinson.) The Oroville sawmill burned in 1927, shortly after Hutchinson became FRPM, and the company was inactive until the new sawmill was completed in 1940

at Feather Falls, 19 miles southeast of Oroville on the logging railroad. At that time most of the logging railroad was transferred to a subsidiary common-carrier railroad, the Feather River Railway. The siding at Land became the interchange between Feather River Railway and Western Pacific, lasting from 1940 until 1966. Land is now under Lake Oroville following construction of Oroville Dam.) Feather River Railway became well known to railfans in the late 1950's - early 1960's as one of the last railroads operating Shay's. The Shays went on standby in October 1961 when a diesel was acquired. All three Shays fortunately survived: #1 is on display at Oroville; #2 is Sierra Railway #2 at Jamestown; and #3 is at PSRM's museum at Campo, lettered for Hutchinson Lumber Co. Unfortunately the company scrapped #5, a 3-truck Willamette, in 1957. There is more information on this company in a short two-part article that I wrote published in THE TRAIN SHEET, Issue #23 and #25. I am working on a book on this company that should be published within the next two years.—Kent Stephens