



Would You Like to Work for the Railroad?

The museum operates trains every weekend between Memorial Day and Labor Day. If you have always wanted to have a taste of "working on the railroad," such as connecting air hoses, giving hand signals to the engineer, and pulling pins on couplers, then this is your opportunity.

Members who would like to participate in the museum's train operating crews are required first to take a rules examination and then to be instructed in safe operating procedures.

The rules examination is an open book test on the FRRS General Code of Operating Rules with no time limit. If you do not have a copy of the rules book, one will be provided for you. You must have a rules book in your possession to take the examination. A passing grade is 75% or above.

Upon your successful completion of the rules exam, you will be instructed in hand signals, getting on and off of moving equipment, coupling of air brake hoses and other safe and correct operating procedures.

Members who wish to participate in train operations or any other work at the museum are required to sign a Release of Liability. This can be done at the time of taking the Rules Examination.

For safety reasons, we also require you to have heavy work boots that lace up over your ankles to prevent ankle injuries; and we require work gloves.

The crew training for 1994 will be held:

Saturday, April 23, 1994

Sunday, May 1, 1994

The sessions will run from 10:00 AM to 3:30 PM on each day. You may attend the session on EITHER of these days.

Members who are unable to attend the classes on either of these two days may make arrangements to take the examination and receive instruction at any other time by calling the museum at (916) 832-4131 or stopping by the museum and speaking with any officer.

If you wish to attend the Saturday session, consider staying over and working at the museum on Sunday.

If you wish to attend the Sunday session, consider arriving a day early and working at the museum on Saturday.

Note: ANY previously-qualified member who wishes to participate in any operations THIS YEAR, must take and pass the rules examination BEFORE they will be allowed to operate. No Exceptions!

The FRRS First Sub Club

By Rich Canino

This March, The FRRS First Sub Club will begin its fifth year of conducting meetings in the Bay Area.

The First Sub Club is a group of Bay Area members of the FRRS with an interest in planning trips to, and projects at the museum in Portola. It is NOT a separate organization with dues or voting rights. First Sub Club meetings, always free of charge, are open to anyone interested in the activities of the Portola Railroad Museum, fans of the Western Pacific Railroad, or current Union Pacific operations on the WP, modelers, and members of other rail historic organizations.

The main goals of the First Sub Club include informing Bay Area members of the activities at the museum, developing a ride and accommodation message line, planning for future museum events and restoration projects.

The First Sub Club has recruited new FRRS members, encouraged donations for projects, and generated more interest in the museum and its activities. Each meeting is attended by an average of 25 to 30 people and features special programs and/or railroad slide presentations.

The First Sub Club name was adopted from the First Subdivision of the Western Pacific Railroad, which included the Bay Area territory.

Just as the Portola Railroad Museum is unique in its operations and equipment roster, the FRRS is one of the only rail museums to form "sub" organizations to keep members who live distant from the museum informed and involved in its endeavors.

The next First Sub Club meeting will be on Friday, March 25, 1994 at 7:30 PM at the Niles Depot Museum, 36997 Mission Blvd., in the Niles district of Fremont, CA. All meetings are held at this location.

Anyone wishing to be on the First Sub Club mailing list may contact Rich Canino at (415) 591-4997.

California Zephyr Anniversary

Forty-five years ago on March 20, 1949, Western Pacific along with the Rio Grande and Burlington railroads inaugurated the vista-domed California Zephyr. For twenty-one years this was the most talked about train in the country.

Prior to the CZ, Western Pacific operated a train called the Exposition Flyer. This train was named for the Golden Gate International Exposition held on Treasure Island 1939-1940. Equipment was pooled from the three railroads along with the Pullman company supplying the sleepers. This heavy-weight train operated as a through train between Oakland and Chicago over the WP, Rio Grande and Burlington. It traversed the Feather River Canyon and the Colorado Rockies at night. The new California Zephyr could not compete with the SP-UP-CNW City of San Francisco for speed, so when the CZ was being scheduled, it was decided to operate it at a time to maximize its scenery potential. Almost instantly this train caught the interest of the traveling public. This train more than anything else put Western Pacific on the map, so to speak. WP followed with a number of innovations in freight handling and freight train speed. WP's freights often showed up in TRAINS annual speed survey, but that's another story.

We expect to have a reprint of our Headlight No. 1, featuring the California Zephyr, in stock before July 1, 1994. A notice will appear in our next Train Sheet.



It is with deep regret that we announce the passing of two members. James P. Eager of Salt Lake City - died 8-24-93 and Eric Friday of Lake Almanor - died 1-29-94. A number of friends of Eric have sent donations to our museum in his memory.