

Dunsmuir Daylight Excursion

We have proposed the operation of an Amtrak train to operate between Sacramento and Dunsmuir on Saturday, June 21, 1997 for Dunsmuir's annual railroad days. While the contract with Amtrak and other parties has not been signed yet, we expect the plan to materialize.

This train was operated by the Pacific Limited Group last year and was financially successful. With PLG no longer an active corporation we decided to operate this train as an FRRS function. Regular Amtrak service on this route operated at night and this is an opportunity to see the line during daylight hours, to see the flood damage and to attend an interesting local event.

Fares and schedules will be announced as soon as they become available.

Because of the above proposed train excursion, the FRRS General Membership Meeting, Election and Dinner has been moved up one week to June 14, 1997.

Donations

Jim Marklinger donated a 1972 Ford pick up truck and John Hart loaned a steam engine bell. The bell was obtained by John's father years ago probably from a Santa Fe steam engine. The bell has the number 2951 stamped on it, but Santa Fe did not have a steam engine with this number. The bell is very large, 17" dia. on the bottom and very heavy. Anyone have any ideas?

Train Sheet Mailed

Train Sheet No. 82 was mailed January 21, 1997. 1,058 were mailed and 20 hand delivered. The lower number from the last issue was due to members dropped who have not renewed. Twenty-four of our members decided to move recently and most have not notified us if their new address. It costs us nearly one dollar to retrieve the Train Sheet and mail it to the new address. Please remember to notify us when you move.

Free Trip Drawing

Don't forget to send in your raffle tickets for the Trains Unlimited, Tours drawing. The winning ticket will be drawn on May 10, 1997. Additional tickets can be purchased for \$7 each or 5 for \$30. Make your request to the FRRS address.

Rental Rate Increase

Due to increased maintenance costs we have found it necessary to raise the cost of our rental locomotive program. The following rates are now in effect:

Plan A: Alco S-1, EMC NW-2 or FM H12-44 Diesel Switcher.
\$95 per hour.

Plan B: One of the above switchers for the first hour and a GP-9 road switcher, EMD F-7 streamline road freight unit or an ALCo FP-4 streamline passenger unit. \$195 for 2 hours.

Plan C: A GP-9, EMD F-7 or ALCo FP-4. \$125 for one hour.



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The Museum's Diary

New Year's day, 1997 - on top of a heavy snowfall, warm rain continued on for several days. The Middle Fork of the Feather River reached record heights through Portola. The railroad yard separates the museum from the river so we were safe. If the river had risen about four feet more the yard would have been flooded. There was flood damage to some cabins close to the river and water overflowed Hwy. 70 west of town and into Sleepy Pines Motel. Further down the canyon, Hwy. 70 was washed out in many places. Quincy was isolated for several days. The UP tracks through the canyon washed out in a number of locations. The line is expected to open on March 4. The highway is open to controlled traffic 3 times a day with full access scheduled in April.

Lolli Bryan, Norman and Barbara Holmes took the annual inventory of the Gift Shop stock. On Jan. 13 the temperature got down to 15 degrees and froze some of our water pipes that were accidentally exposed. Gordon Wollesen worked to thaw them. Jan. 18: Tom Graham, Hank Stiles, Jim Ley and Ken Iverson built doors for the battery building. Jan. 27: Ken Iverson used a snow blower to clear walkways. Jan. 29: Bruce Cooper cleared snow from driveways around shop building. Feb. 6: Norm Holmes drove to Vacaville to attend an oral history seminar. Feb. 7-8: Clyde Lippincott worked on shower car. Feb. 12: Bruce again plowed museum roads. Feb. 14-15: Tom Graham, Judy & Melissa McGrath, Clyde, Dave & Julie Anderson and Jeff Palmer worked on the shower car. Barbara Holmes worked the Gift Shop for the first time this year. There was nice weather and quite a few visitors.



Obituaries

We are sad to report the passing of the following members to that great railway in the sky.

Roger Aten
Henry De Coursey
Norman Gidney
Sam Girdler, former member
Bill Stiles, FRRS Director & CMO
Hank Stiles' father.

They all will be missed.