

Truckee Railroad Days 2001

homes in our equipment. No problems were encountered.

I was awakened on the morning of the 11th by the insistent ringing of the phone at about 6:45 am with the message from my wife instructing me to turn on the TV. Of course, the events in New York City were live and in color. This made for a day we would never forget no matter what happened on our trip up the Canyon. I checked with Omaha and was assured we would be allowed to depart, but there was a lot of traffic to deal with and that in light of the unfolding events, all facets of operations were being inspected quite closely and that in itself would affect our trip home. We departed Oroville at about 1 pm for our journey through the canyon. During the trip we met quite a few trains, arriving in Portola at about 9 pm. We put the train away inside Museum grounds and said farewell to the 6936 which was returned to the UP.

During the trip to Truckee, there were at least twenty railfan vehicles chasing us through the Canyon with many others out to see us and wave. We had about ten vehicles follow us to Truckee the next day with MANY local residents out taking pictures and waving as we passed. Returning home I was surprised at the large number of postings on the Internet to the different railfan boards keeping track of our movements and that quite a few pictures had been posted of our equipment along the way. With the UP supplying the engine, and covering any liability, our crew for movement was myself, Steve Habeck, Jerry Williams and Lindy Klock (all UP employees donating their time). This was a rule imposed by the Vice President and that was that. The actual event in Truckee was larger than I expected and provided great exposure for the FRRS. I personally signed up five new members and as reported elsewhere, we did over \$2000 worth of business in the gift shop and raffle tickets. We completely sold out of RAL raffle tickets, which equates to \$750 worth of income for three rentals. Many of the people I talked with all said mostly the same thing. Either they did not know anything about Portola or us, or had been to Portola some time ago and were now going to make sure they visited us next year. We gave away many "free ride" tickets for next years operating season and I will be curious to see how many surface next year. The baggage car got rave reviews by all I talked to in its capacity as a mobile gift shop/display area and looked fantastic with our also newly painted lounge car. The train itself could only have looked better without the UP engine on the point; solid WP power verses the days of pool power. With this trip we learned some real important lessons regarding what is needed for us to go "outside" the gate next time. As far as financially, cost to the FRRS for this trip was close to zero if anything at all. We used a tiny amount of fuel in the 707 and other than that, no other FRRS monies were spent.

The derailments and the Terrorist Acts on our great country overshadowed the trip home. Due to those events, we did not have the Railfans chasing us as on the way over, but we did have a few. Also, due to schedule conflicts, Steve and I were the crew on the way home with the help of my Wife and Vic Neves driving the chase vehicles. There were still large amounts of postings and pictures on the Internet of our movement and not a one was negative. Many members and non members commented to us that

they would like to see us participate in more events like this and how nice our equipment looked. I am proud to say that we did not have ANY equipment failures throughout the trip. FRRS equipment preformed flawlessly and this is due to the fine work of MANY FRRS volunteers and employees. I have talked with the people at the UP who helped make this happen and they were very impressed with our professionalism and our equipment. They have stated that they would like to see us do this again and would support us fully. This alone, stands out for the FRRS as in today's world of Railroading, Museum equipment moves are rarely allowed because of failures. We have begun building a good reputation with the UP and I for one, would like to see it foster into a great relationship that will go far in helping the FRRS in the future. Investigation into the FRA 50 year rule that was a problem for us has begun and a report of findings issued when I am finished. An inquiry has been started concerning the fire issues and what it will take to resolve them for the future.

There have been comments from some FRRS members that this trip was nothing but fun and a big party for those involved. I can say that nothing can be farther from the truth! I can only speak for Steve and myself, but the hours we alone put into the movement of the equipment were huge. I cannot begin to count the hours spent by many other members that were also involved. A very big Thank You to all who assisted in the preparation, movement, display, return, and cleanup of our equipment.

Next year will be even better!

Zephyr Project Update

By Eugene Vicknair

Late Breaking News

Just as the deadline for this issue of the Train Sheet rolled around, I received a call from the company doing the replica dome interior pieces for the Silver Hostel. They were requesting an inspection to see how they were doing on matching the parts I had given them.

The Hostel's dome had several interior trim and wall pieces removed, odd shaped items that would be difficult to replace. Luckily, Eclipse Metal Fabrication in Redwood City, CA offered to reproduce the parts even though it was a run of, in some cases, only one part. They also offered to produce some extras for future replacement, all for a very low bid considering the complexity of the jobs.

I am pleased to report that I inspected the parts are they are looking really good. Two very complicated ones are being reworked by Eclipse at no cost as they were not up to spec. While the parts will need fitting and some modification when we go to install them (it is very difficult to do this kind of custom work when the car is about 300 miles away), they should blend right in with the original pieces.

When they are finally delivered in late November, the Silver Hostel will have all needed parts for the interior dome walls, including the ceiling lights. About the only things missing for the dome now are the stairwell railing and the windows.