



P.O. BOX 312 PORTOLA, CALIFORNIA 96122
1-800 359-4870 USA 1-800 752-1836 CANADA
(530) 836-1944 LOCAL 1-800 266-1751 FAX
www.traintrips.biz *Offing rail tours for 35 years* Chris@traintrips.biz

OFFICE HOURS

WINTER OFFICE HOURS ARE 9:00AM TO 3:00PM TUESDAY THRU THURSDAY

RAIL TOUR NEWSLETTER 96

DATED FRIDAY NOVEMBER 16, 2018. WE HAVE SOMETHING FOR EVERYONE

You are receiving our Railroad Newsletter because you requested it or had contacted us for more info about our train tours in which we place your e mail into our database . If you no longer want to receive our Railroad Newsletter send us an e mail to tti@traintrips.biz asking to be removed from our database

ABOARD THE VISTA-DOME *California Zephyr*



THE CALIFORNIA ZEPHYR PRIVATE RAIL CARS ARE GONE FROM CALIFORNIA AND THE WEST COAST HAS A BIG LOSS

Starting in September, visitors coming to the Cuyahoga Valley Scenic Railroad in ohio (CVSR) will have the opportunity to ride in four historic Zephyr railcars that were once considered a staple in luxury travel in the 1940s and 1950s. The railcars were acquired by CVSR from the California Zephyr Railcar Charters based in Los Angeles. Cuyahoga Valley Scenic Railroad marked a major accomplishment in its first-ever capital campaign with the acquisition of these four historic *Zephyr* railcars. This addition to the fleet enables CVSR to provide new programming and experiences within Cuyahoga Valley National Park, including 360-degree views in two of the Vista Dome cars, and offer a new heritage rail

experience that exemplifies cross-country travel.

"The urgency to acquire the cars was due to Amtrak's decision by Mr. Anderson the CEO, to restrict private rail car and charter trains all across the USA. The four-car Zephyr train set consists of two Vista Dome cars, a sleeper car and a baggage car. This set operated on the California Zephyr up until 1970 then went into private ownership and ran all over North America in charter work. Trains & Travel chartered these cars many times over the years. Each year we offered several charter trips on these historic private rail cars. The loss of the use of these cars has hit us hard. Now our very good clients will no longer get to experience the luxury of these cars attached to the rear of Amtrak trains traveling through all of the United States. We will all dearly miss these cars.

Even if Amtrak got rid of Anderson and changed their policy back to the way it was allowing charter trains and private rail cars to run again the damage has been done. The CZ cars are gone forever! Never again will Trains & Travel be able to put together a charter train with a string of private rail cars that would have enough seats to make it worth while and affordable to our clients. The good old days of chartering 14 car trains in the Feather River Canyon up to Portola, the Inside Gateway to Klamath Falls and even Donner Pass to Reno are over thanks to Amtrak's new CEO! Everyone will suffer!!!!

ANDERSON'S AMTRAK: A SLOW MOVING DISASTER

For those of you that do not get a copy of the monthly magazine "Railfan & Railroad" we wanted to point out Don Phillips article in the November 2018 issue regarding Amtrak. He has been reporting important railroad related news to the rail magazines for 40 years. We are only going to quote a small part of his November article. His article is called: "*Anderson's Amtrak: A slow moving Disaster*"

Mr. Phillips comes right to the point and says it like it is! "*Richard Anderson, the current president of Amtrak, is a disaster. He should be removed from his position as rapidly as possible, and then we must be careful to assure that his replacement isn't as bad as he is*"

A few of Anderson's accomplishments so far!

1. Cancel a bunch of charter trains all across the country including one of ours and even a "Toys for Tots" train sponsored by the US Marines.
2. Put into effect a bunch of regulations for the private rail car owners including no one out on the open platform of observation cars when the train is moving.
3. Cut some dining car service on long distance trains and replace with box lunch type meals.
4. Without telling anyone he decided to kill a variety of special fares in California of which under law California is independent and make their own decisions for some routes.

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5. Propose cutting back the Southwest Chief and replacing with buses across parts of Kansas-Colorado and New Mexico.
 6. Made it clear that all long-distance trains could and may be discontinued.
 7. In California banned any private rail cars from being switched on or off the Coast Starlight in Oakland. Additionally put into effect new regulations on where private rail cars could be switched on and off Amtrak trains.
 8. No Steam excursions under the Amtrak Umbrella.
 9. Removing AAA and Student Discounts,

As Mr. Phillips puts it: *“Anderson doesn't seem to listen to anyone”* It will be interesting to see what Anderson comes up with in 2019 as so far he has made a lot of enemies. Phillips makes a point that all of the Amtrak problems listed in his article would disappear if Anderson was dumped and a responsible person was named to succeed him. Mr. Phillips points out that: *“Amtrak should never be allowed to dump down service”* Thanks Mr. Don Phillips for a very interesting commentary from Washington.

HAVE RICHARD "AIRLINE CEO" ANDERSON REMOVED AS CEO OF AMTRAK

Since becoming CEO of Amtrak, Richard Anderson has overseen the destruction of many of the amenities and discounts that set Amtrak apart from airlines. Did you know that there is an on-line petition to have Richard Anderson removed as Amtrak's CEO. Check it out, click on the link below.
<https://www.change.org/p/amtrak-have-richard-airline-ceo-anderson-removed-as-ceo-of-amtrak>



DINNER IN THE DINER?

THINK AGAIN!

HOW ABOUT A COLD BOXED MEAL AT YOUR SEAT OR IN YOUR ROOM

On June 1, Amtrak CEO and President Richard Anderson cut dining car service from two long-distance lines, the Capitol Limited and Lake Shore Limited. Passengers are no longer able to enjoy hot meals, served on real tableware. Instead, they are now given a packaged snack in a cardboard box to be eaten in their rooms and at their seats. Adding salt to the wound, seven chefs represented by the Transport Workers Union of America (TWU), received furlough letters with only a nine-day notice. Workers with decades of service to Amtrak, are now forced either to uproot their lives and relocate far from home – or start over again at another job paying a much lower wage.

Passengers deserve more than a cold, boxed lunch on long distance trains. They deserve respect and a hot meal. He is taking service away from customers. Richard Anderson wants to turn Amtrak into an airline on the rails.

Paul Dyson, President of RAILPac (Rail Passenger Association of California and Nevada) noted that Anderson doesn't like national trains. He thinks they are obsolete. He's diminishing the quality of service on trains just like he did with the airlines, and this is just the tip of the iceberg. Watch out, there is a lot more cuts to come from Anderson's bag of tricks.

The World's Largest Steam Locomotive Is About to Make a Triumphant Return

By Justin Franz

Seventy years after the First Transcontinental Railroad was completed in 1869, the steep Rocky Mountains of Wyoming and Utah were still giving the Union Pacific Railroad trouble. Despite having massive steam engines, the Union Pacific, one of the biggest railroads in America, still struggled to move heavy freight trains over the mountains and would often have to use multiple locomotives to get trains to their destination. This practice required more workers and more fuel. In 1940, the Union Pacific's mechanical engineers teamed up with the American Locomotive Company to build one of



Union Pacific's No. 4019, pictured here in Weber Canyon, Utah.

the world's largest steam locomotives, a class of engine simply known as "Big Boy." Now, six decades after the last Big Boy was taken off the rails, the Union Pacific is rebuilding one of the famous locomotives in honor of the upcoming sesquicentennial celebration of the first Transcontinental Railroad. It's a project so ambitious that Ed Dickens Jr, a Union Pacific steam locomotive engineer and the man leading the rebuild, has likened it to resurrecting a *Tyrannosaurus rex*.

The Big Boy locomotives weighed more than one million pounds and were 132 feet, 9 inches long. Stood on its end, one would be the equivalent of a 13-story building. Each one cost approximately \$265,000 to build, or about \$4.4 million in today's money. In the railroad world, the Big Boys were known as 4-8-8-4 articulated type locomotives. That designation meant the locomotive had four wheels in front, two sets of eight driving wheels (the large wheels connected to the pistons that make the locomotive move) in the middle, and four trailing wheels, all underneath one enormous boiler.



The first run of the very first “Big Boy,” No. 4000, in Utah in 1941

Union Pacific purchased 25 of the Big Boys between 1941 and 1944. According to *Trains Magazine*, the steam engines were originally going to be named “Wasatch,” after the mountains they were built to carry freight over, but in 1941, an American Locomotive Company shop worker wrote “Big Boy” in chalk on the front of the locomotive and the name stuck. Below the steam engine’s new name, the unknown laborer also scratched a “V,” a popular symbol for victory during World War II, a conflict in which the Big Boy locomotives would soon play a pivotal role.

Locomotive No. 4000, the first Big Boy, left the American Locomotive Company factory in Schenectady, New York, in the summer of 1941 bound for its new owner. The enormous steam engine garnered attention wherever it went and by one count, more than 500 newspaper stories were written

about it before it arrived on the Union Pacific's tracks in Omaha, Nebraska, on Sept. 4, 1941. Locomotive No. 4000 and the other Big Boys were quickly put into service just as the Allied war effort was heating up. Between 1941 and 1945, the steam engines helped move millions of tons of war supplies and other materials, according to the historian John E. Bush, a self-described "Union Pacific steam locomotive nut" and author of numerous train books. "Without the Big Boys, the Union Pacific could never have moved all that material for the war effort," Bush says.

The Union Pacific used the Big Boys until 1959, when they were replaced with diesel-electric locomotives, which were easier and cheaper to maintain, although arguably less impressive than a noisy, smoke-belching steam engine with its symphony of moving parts. Most of the Big Boys were scrapped, but eight were put on display around the country.



UP 4014 is seen disassembled at the railroad's restoration facility in Cheyenne

Although some steam engines still operate at museums and heritage railroads, for decades railroad enthusiasts believed the Big Boys were simply too big to ever run again. For one, the infrastructure needed to maintain such a massive locomotive had been torn down at the end of the steam era, and even if someone did rebuild one, there were few rail lines that could handle a machine of that size. But in 2013, Union Pacific announced that it was reacquiring a Big Boy in hopes of restoring it for the 150th anniversary of the completion of the Transcontinental Railroad. In spring 2014, Big Boy No. 4014 was moved from Pomona, California, where it was on display to Cheyenne, Wyoming.

Since the locomotive's arrival at Union Pacific's shop in Wyoming, mechanics have been slowly rebuilding it, which requires the disassembly, inspection, and repair of every single part of the locomotive. The steam engine will also be altered so that it can burn oil which is easier to acquire than the coal it once burned back in the 1940s and 1950s. "This is a massive ground-up restoration," Dickens says. Dickens hopes to have No. 4014 completed and operating on its own power before May 10, 2019, the 150th anniversary of the Transcontinental Railroad. The first trip is expected to take the locomotive to Ogden, Utah, not far from where the Golden Spike was driven at Promontory in 1869. The ceremonial spike joined the rails of the Union Pacific from Omaha with the Central Pacific Railroad from Sacramento, connecting the East Coast with the West Coast by rail for the first time in American history..

Bush expects train enthusiasts and history buffs from around the world to line the tracks from Wyoming to Utah when the Big Boy makes its first run in 60 years. "I cannot think of a bigger way to celebrate this anniversary than restoring a Big Boy locomotive," Bush says. "This is something railroad enthusiasts have dreamed about for more than a half-century."

NO TOURS SCHEDULED IN THE MONTH OF MAY 2019

We have had a number folks contact us asking the question "Are we going to offer a tour to Utah for the 150th Anniversary" of the driving of the Golden Spike. The answer is NO, we are not going to offer a tour to this event. The reason is that we already have been confirmed to host two groups of railfans that are coming to the United States in May 2019. One group from Europe and the other from Japan. Both groups has told us that their main objective is to see and photograph the Big Boy in operation and of course take in all of the planned events on May 10, 2019 at Promontory and Ogden.





APRIL 3-12, 2019

The Stars of Sandstone International Festival is only 4 ½ months away and filling up fast. Sandstone is a large commercial farming estate on the picturesque South African / Lesoto border. The principal business here is agriculture, with crops including wheat, soya and the very colorful cosmos flower that are grown for their seed. The estate is very open, you can walk freely almost everywhere. Many years ago, the owner started collecting vintage agricultural machinery, eventually branching out into a railway that is used to carry crops back to the central area. These heritage activities grew and it was decided to open the facility to visitors in a festival that covers two weekends and the intervening week.

Enthusiasts from around the world travel to Sandstone to give their support, operating the railway, agricultural machinery, steam road vehicles, traction engines and steam cranes, military vehicles including working tanks with the support of the South African military museum, vintage aircraft, draft animals, vintage cars and buses, and much more. Sandstone has an outstanding narrow gauge railway system. Over 13 miles of scenic line, about 24 working steam locomotives and 200 items of rolling stock offer an abundant opportunity to ride the rails, photograph trains and generally have a lot of fun on the railroad.

In addition to the railway you will find traction engines, vintage tractors, machinery and cars, draft animals, military vehicles and aircraft in action throughout every day. Special arena events will take place with each day having a theme, either military, draft animals and tractors, traction engines, vintage cars and buses. Everything on display has an African heritage, making this the premier transport heritage event on the continent. There will also be opportunities to fly in vintage aircraft, ride military vehicles, ox wagons, vintage buses, rail-cars and much more.

<http://www.traintrips.biz/2019-Tours/Stars-Of-Sandstone-International-Festival-2019#details>

ANNOUNCING OUR *2019* TOURS

WONDERS OF SRI LANKA BY RAIL

TOURIST/RAILFAN TOUR

FEBRUARY 3-17, 2019

SURE-GO

<http://www.traintrips.biz/2019-Tours/Wonders-Of-Sri-Lanka-By-Rail-2019#details>

HIDDEN TAIWAN STEAM PLUS SOUTH KOREA

RAILFAN/TOURIST TOUR

MARCH 14-31, 2019

SURE-GO 95% FULL

<http://www.traintrips.biz/2019-Tours/Hidden-Taiwan-Steam-Plus-South-Korea-2019#details>

RAIL WONDERS OF SICILY

RAILFAN/TOURIST TOUR

APRIL 1-12, 2019

SURE-GO

<http://www.traintrips.biz/2019-Tours/Rail-Wonders-Of-Sicily-2019#details>

THE STARS OF SANDSTONE INTERNATIONAL FESTIVAL

RAILFAN/TOURIST TOUR

APRIL 3-12, 2019

SURE-GO

<http://www.traintrips.biz/2019-Tours/Stars-Of-Sandstone-International-Festival-2019#details>

SWITZERLAND RAIL TUNNELS & MOUNTAIN PASSES

RAILFAN/TOURIST TOUR

JULY 26-AUGUST 7, 2019

SURE-GO 75% FULL

<http://www.traintrips.biz/2019-Tours/Switzerland-2019#details>

CLASSIC MONTENEGRO AND SERBIA

TOURIST/RAILFAN TOUR

OCTOBER 6-13, 2019

<http://www.traintrips.biz/2019-Tours/Classic-Montenegro-And-Serbia-2019#details>

WESTERN STATES TRAINS & TREASURES RAIL & NATIONAL PARK ADVENTURE

RAILFAN/TOURIST TOUR

OCTOBER 16-30, 2019

SURE-GO 70% FULL

<http://www.traintrips.biz/2019-Tours/Western-States-Trains-and-Treasures-2019#details>

HOLIDAY SEASON BREAK

We will be going on our annual Holiday Season Break for Thanksgiving, Christmas and New Years November 21 to January 2, 2019. Our office will be closed and our phones turned off but you can still reach us and even make a reservation just by sending an e mail as we will continue to check our e mail during the holidays. Use this e mail address to reach us: Chris@traintrips.biz



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1-800 359-4870 USA

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(530) 836-1944 LOCAL

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Chris@traintrips.biz