



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 Chris@traintrips.biz

OFFICE HOURS

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

RAIL TOUR NEWSLETTER 88

DATED FRIDAY DECEMBER 15, 2017. 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

FAREWELL TO THE *CZ* PRIVATE RAIL CARS AND PAUL BUNYAN FLYER JULY 6-7-8, 2018

EXCURSION TRAIN IN THE FEATHER RIVER CANYON & INSIDE GATEWAY EMERYVILLE-KEDDIE-WESTWOOD-BIEBER-EMERYVILLE

TICKETS ARE NOW AVAILABLE FOR THIS EXCURSION TRAIN RUNNING FROM THE SAN FRANCISCO BAY AREA & SACRAMENTO AREA TO WESTWOOD AND ON TO BIEBER ON THE FORMER WESTERN PACIFIC'S "HIGHLINE" NOW THE SOUTHERN SECTION OF BNSF'S INSIDE GATEWAY. OUR TRAIN WILL BE PARKED AT WESTWOOD FOR THE ANNUAL PAUL BUNYAN MOUNTAIN FESTIVAL. ALSO OUR TRAIN WILL BE THE FAREWELL TRIP FOR THE CALIFORNIA ZEPHYR CARS. CLICK HERE FOR DETAILS, OPTIONS AND PRICES: <http://www.traintrips.biz/2018-Tours/Farewell-To-The-CZ-2018#details>

*******EXTRA-EXTRA HOT NEWS*******

Because of the California fires Amtrak is terminating the southbound Coast Starlight at Emeryville. There is a chance that this train might be detoured via Tehachapi if the fires continue. It just so happens that the three CZ private rail cars will be on the end of the southbound Coast Starlight departing Seattle on December 17 and headed to Los Angeles. If this train is detoured and you are interested in rare mileage we still have space onboard in Vista Dome Class. You would board at Sacramento the morning of December 18 for Los Angeles via Bakersfield and Tehachapi Pass. Price \$299. Tehachapi not guaranteed and if the train runs via the Coast Route no refunds. If the train is terminated at Emeryville we will give you a refund. Otherwise this ticket is at your own risk!

UP-DATE ON THE COWBOY EXPRESS

The Cowboy Express has been canceled by Union Pacific. The railroad claims they will have no extra crews to run this excursion. It only has taken the UP 11 months to make this decision. With the UP canceling this excursion we are suggesting that all of the folks booked on this trip switch over to the Farewell To The CZ & Paul Bunyan Flyer July 6-7-8, 2018.

*******STATUS REPORT*******

THE CALIFORNIA ZEPHYR RAIL CARS

As of now the CZ cars will be transferred over to the new owner shortly after our Farewell to the CZ Cars and Paul Bunyan Flyer July 6-7-8, 2017. The four cars will then be shipped east to their new home and will not be available for any West Coast excursions and tours. Time is running out.



BOTH CUBAN TOURS NOW A SURE-GO

FIRST BATCH OF RUSSIAN DIESELS ARRIVES IN HAVANA IN NOVEMBER

We are pleased to announce that both the February and March tours to Cuba have been called a sure-go. Both tours are going to be operating with very small groups this year. Last year both tours were sold-out but not this year. Because of the low bookings for 2018 we do not plan on running any tours to Cuba in 2019.

Also the first batch of Russian model TGM8KM diesels were put into service on the Cuban Railways in November. This is the beginning of the end for the classic American and Canadian diesels that are still in service in Cuba today. As more of the Russian diesels arrive in Cuba the older EMD, GMD, and MONTREAL diesels will be retired.

We are still accepting bookings for both the Railfan tour in February 19-March 2 and the Culture tour March 5-17, 2018. For all of the details, itineraries and prices click on the links below:

<http://www.traintrips.biz/2018-Tours/Slow-Train-to-Guantanamo-2018#details>
<http://www.traintrips.biz/2018-Tours/The-Real-Cuba-Steam-and-Culture-2018#details>

LIST OF OUR 2018 TOUR OFFERINGS

SLOW TRAIN TO GUANTANAMO AND BEYOND THE REAL CUBA

February 19-March 2, 2018

RAILFAN TOUR

<http://www.traintrips.biz/2018-Tours/Slow-Train-to-Guantanamo-2018#details>

RAIL AND ANCIENT WONDER OF MEXICO

March 2-17, 2018

TOURIST/RAILFAN TOUR

<http://www.traintrips.biz/2018-Tours/Rail-And-Ancient-Wonders-Of-Mexico-2018#details>

THE REAL CUBA STEAM AND CULTURE

March 5-17, 2018

CULTURE TOUR

[HTTP://WWW.TRAINTRIPS.BIZ/2018-TOURS/THE-REAL-CUBA-STEAM-AND-CULTURE018#DETAILS](http://www.traintrips.biz/2018-Tours/The-Real-Cuba-Steam-and-Culture-2018#details)

JOURNEY BUENOS AIRES TO LIMA

June 10-30, 2018

TOURIST/RAILFAN TOUR

<http://www.traintrips.biz/2018-Tours/Journey-Buenos-Aires-To-Lima-2018#details>

WONDERS OF SERBIA, BULGARIA AND ROMANIA BY RAIL

June 17-28, 2018

TOURIST TOUR

<http://www.traintrips.biz/2018-Tours/Wonders-Of-Serbia-Bulgaria-And-Romania-2018#details>

HIDDEN SLOVENIA

July 3-12, 2018

TOURIST TOUR

<http://www.traintrips.biz/2018-Tours/Hidden-Slovenia-2018#details>

FAREWELL TO THE CZ RAILCARS

THE PAUL BUNYAN FLYER

July 6-7-8, 2018

TOURIST/RAILFAN TOUR

<http://www.traintrips.biz/2018-Tours/Farewell-To-The-CZ-2018#details>

BY TRAIN TO THE MIDNIGHT SUN

July 11-25, 2018

RAILFAN/TOURIST TOUR

<http://www.traintrips.biz/2018-Tours/By-Train-To-The-Midnight-Sun-2018#details>

CENTRAL FRANCE AND THE RAILWAYS OF THE PYRENEES

July 12-23, 2018

TOURIST TOUR

<http://www.traintrips.biz/2018-Tours/Central-France-And-Railways-Of-Pyrenees-2018#details>

NORTHERN SWEDEN BY PRIVATE CHARTER TRAIN

July 13-22, 2018

RAILFAN/TOURIST/RARE MILEAGE TOUR

<http://www.traintrips.biz/2018-Tours/Northern-Sweden-By-Private-Charter-Train-2018#details>

TRAINS AND TREASURES-ENGLAND-SCOTLAND-WALES

August 26-September 16, 2018

RAILFAN/TOURIST TOUR

<http://www.traintrips.biz/2018-Tours/Trains-and-Treasures-of-England-2018#details>

CHINA 2018 STEAM-DIESEL-CULTURE

September 4-26, 2018

RAILFAN/TOURIST TOUR

<http://www.traintrips.biz/2018-Tours/China-Steam-Diesel-Culture-2018#details>

NARROW GAUGE STEAM IN ROMANIA

September 9-17, 2018

RAILFAN TOUR

<http://www.traintrips.biz/2018-Tours/Narrow-Gauge-Steam-In-Romania-2018#details>

**WESTERN STATES TRAINS & TREASURES
RAIL AND NATIONAL PARK ADVENTURE**

September 26-October 10, 2018

RAILFAN/TOURIST TOUR

<http://www.traintrips.biz/2018-Tours/Western-States-Trains-and-Treasures-2018#details>

THE BULKAN CIRCULAR BY PRIVATE CHARTER TRAIN

September 29-October 7, 2018

RAILFAN/RARE MILEAGE TOUR

<http://www.traintrips.biz/2018-Tours/The-Bulkan-Circular-By-Private-Charter-Train-2018#details>

JOURNEY BUENOS AIRES TO LIMA

October 7-27, 2018

TOURIST/RAILFAN TOUR

<http://www.traintrips.biz/2018-Tours/Journey-Buenos-Aires-To-Lima-2018#details>

CENTRAL PORTUGAL BY PRIVATE TRAIN

October 18-23, 2018

RAILFAN/TOURIST/RARE MILEAGE TOUR

<http://www.traintrips.biz/2018-Tours/Central-Portugal-By-Private-Train-2018#details>

RAILWAYS OF BURMA BY PRIVATE CHARTER TRAIN

November 9-25,2018

RAILFAN/TOURIST/RARE MILEAGE TOUR

<http://www.traintrips.biz/2018-Tours/Railways-of-Burma-By-Private-Charter-Train-2018#details>

RAILROAD NEWS ROOM

RAIL TRAVEL MANY TIMES SAFER THAN THE HIWAY

The figures for US transportation fatalities for 2016 were just released by the National Transportation Safety Board. There were 37, 461 highway fatalities compared to 733 rail fatalities of which 266 were grade crossing accidents which really puts the blame on highway traffic. So next time you are headed to the station to board a train keep in mind the most dangerous part of your journey is while in your car traveling from home to the station.

BUT HOW DO YOU FEEL ABOUT *CREWLESS TRAINS*

By Chris Skow

We have driver less cars and driver less taxi's now being tested and guess what, crew less trains are also on the drawing board and are just around the corner. Some testing is being done now. So when crew less trains start running all across the USA will you continue to feel safe onboard a passenger train knowing that there are freight trains out there using the same track and operating with no human onboard? Wonder if something goes wrong then what? Some of the railroad companies are bent set on getting rid of as many employees as possible. They answer to the stock holders and the bottomline of making as much of a profit as possible.

Just a hand full of years ago freight trains were running with five humans onboard. The conductor, engineer, fireman, head breakman and flagman. The fireman were the first to go under agreements

between the unions and the railroads. I think most railroaders understood and agreed that the fireman was overkill on most diesel hauled freight trains. So the fireman went the way of the steam locomotive and all too soon most freight trains were running with four man crews.

Once the railroads successfully got rid of the fireman they appeared to be happy with four man crews and many years passed with no changes. Then as we entered into the 1980's rumors started to float around that the railroads were going to focus on reducing crew sizes. Little did we all know just how true the rumors were. All too soon the Flagman was next to go and the conductor ended up working the caboose all alone. Then before we all knew what was happening the railroads pushed through agreements to run long freight trains without cabooses and so the conductor rode up front on the diesel engines. Most of the time the conductors rode on the 2nd unit and faced backward so that he could keep watch on his train. Up in the lead unit we had the engineer and breakman.

During the next round of union labor contracts the railroads demanded that the head breakman go the way of the Flagman and so trains could now run with just an engineer and conductor. Oh but the railroads did not stop there. They made it very clear that in due time they wanted to get rid of the conductor so that trains would run with just one person onboard. But the greed continues on and now some of the railroads are dreaming about how wonderful it would be to run trains with no one onboard.

THE FIRST CABOOSELESS TRAIN

I need to tell a very interesting story about what happened to the very first cabooseless train that ran westbound over the former Western Pacific, now owned by the Union Pacific between Salt Lake City and Stockton. I was the conductor on this train from Winnemucca to Portola on a beautiful June day in 1985. Departing Winnemucca, Nevada I rode in the 2nd unit and I faced backward so I could watch my train. With the long sweeping curves across the Nevada Desert it was easy to be able to see my entire 100 plus car train. I must admit it looked really strange to see a freight train with no caboose. My train ran the 211 miles to Portola with no incidents or problems. After going off duty in Portola I went home of which I happen to live one mile from the Clio Bridge Viaduct which is located a few miles west of Portola. From my deck I can not see the trains running over this viaduct but I can sure hear them. I had just arrived at home and was walking up onto the deck to the door. I could hear my train running over the Clio Viaduct as I opened up my door. I stopped for a moment and listened carefully as something just did not sound right as the train crossed over the viaduct. It sounded a bit strange. I said to myself "Oh well, I must be tired after a long day" Once in my home I dropped my grip on the living room floor and went to the kitchen to get a snack and sit down in front of the TV to relax.

All too soon my company issued radio crackled on as the conductor that took over my train in Portola called the dispatcher to advise him that the train had gone into emergency breaking at Blairsden which is the first siding 10 miles west of Portola. Another radio transmission advised the dispatcher that the breakman would start to walk the train and look for the problem. It was assumed that an air hose had failed someplace back in the train. I thought to myself, wow I got off this train just in time. About 30 minutes later as I was watching TV my railroad radio crackled to life again as the breakman walking his train called the conductor who was sitting in the 2nd unit and said "We are on the ground". I sat up to attention and turned off my TV and got my radio out of my grip. A few minutes later that same breakman again called his conductor and said that besides several box cars off of the rails and one that rolled over it appeared that one or two propane tank cars had rolled down the embankment at the east switch Blairsden. My ears were glued to the radio as additional transmissions between this crew member the dispatcher and local company management team in charge of the Feather River Canyon put out the order to try and evacuate the small downtown of Blairsden.

Since I have a large collection of color slides of train wrecks I decided to get my camera and jump in my car and drive down to the east Blairsden siding and see what was going on. My home is only 2 miles from the Blairsden siding.

My first thought was ...Wow what a wonderful impression the local folks of this area of the Feather River Canyon will have when the news gets out that the very first cabooses less freight train derailed at Blairsden and worse yet a couple of loaded propane tank cars are involved. Oh the local newspapers are going to have a field day with this.

I should mention that the first car to detail was the very last car of the train and one set of wheels went off of the rails east of the Clio Bridge Viaduct and cut up the ties east and west of this viaduct. Additionally the wheels bounced over the beams of this 1005 foot long and 172 feet high bridge and did tens of thousands of dollars worth of damage. On top of that for five miles west of the viaduct just about all of the ties had to be replaced.

If only there were a caboose coupled to the rear of this train then the conductor would have seen the freight car right in front of him bouncing along on the ties and he would have stopped the train and saved the Union Pacific a lot of money. As I was taking pictures of the derailment I mentioned to a railroad official that this would not have happened if there were a caboose on the train and he told me that most likely it would have happened anyway because the conductor would have been asleep and not seen the derailed wheel. This is a good example of the way railroad management thinks of crews.

So the very first train to run into the Feather River Canyon without a caboose made quite an impression to the public as it made the first page news and the TV stations in Reno and Sacramento in a way that the Union Pacific did not want.

So next we go to just one person on a freight train and that would be the engineer and worse yet in due time there will be some trains running with no one onboard. Don't you just love progress!



HERE IS THE FINAL RESTING PLACE FOR THE FIRST CABOOSELESS TRAIN WESTBOUND AT THE EAST END OF THE BLAIRSDEN SIDING IN THE FEATHER RIVER CANYON

STEAM IN THE ANDES

*******ATTENTION BALDWIN STEAM FANS*******

For those clients that have been with us for many years we are sure you recall when we ran for many years our popular "Steam in the Andes" tour of Ecuador. We ran this tour right up to a point when railroad management decided that they wanted to focus their time and resources towards diesel pulled tourist trains. They had decided that it was too much trouble to run railfan trains pulled by the Baldwin steam locomotives on the 5% grades.

Good news steam fans. The inbound Ecuador tour operator from Quito just contacted us with the good news. They had been contacted by railroad management asking if there were any way to get back the business of the railfan charter trains pulled by the steam locomotives. As it turned out the tourist trains have not make enough profit and the red ink has been flowing on their company ledger. Now management has put out the word that they want to offer these trains again.

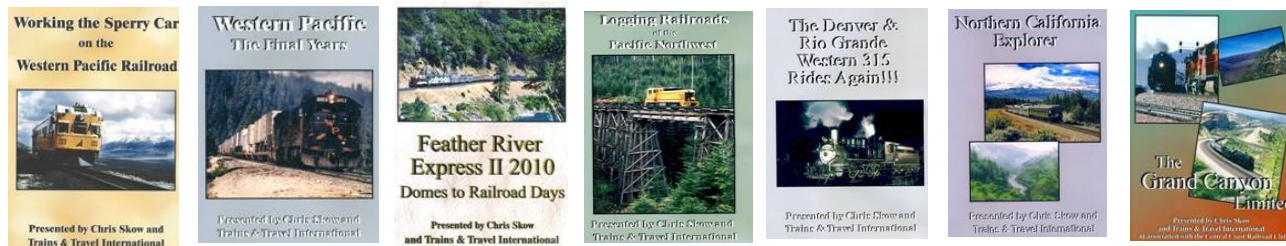
The Guayaquil & Quito Railroad has several Baldwin steam locomotives that is in good operating condition and ready to roll. Now that the entire 287 mile mainline is open again and management will allow steam to operate over most of this trackage we are working with the tour operator in Ecuador to offer an exciting tour for the steam fans of the world. Very soon we will announce a new tour to Ecuador. We are planning to run this tour in mid 2019.

OUR CHRISTMAS BREAK

We will be on our holiday break **December 15-January 1, 2018**. We will be in and out of the office during this time so if you need to talk to us or want to place a booking go right ahead and call. If we are not in just leave a message and one of us will call you back. Also we will be checking our e mail almost daily so please go right ahead and send us an e mail with your questions.

DVD'S AND OTHER RAILROAD COLLECTIBLES

We would like to bring it to your attention that we continue to add more DVD programs and other railroad collectibles such as timetables, books, paper items, and photos.



SPECIAL CLEARANCE SALE

We are doing some Cleaning of our stock of DVD's and videos.

GREAT WESTERN RAIL ADVENTURE 2006 TOUR 85"	\$5.95
SNOWFLAKE EXPRESS 2006 TOUR 90"	\$5.95
SNOWFLAKE EXPRESS 2007 TOUR 59"	\$4.95
DOMES DOWN THE VALLEY 2006 TOUR 25"	\$3.95
FEATHER RIVER EXPRESS 2009 TOUR 54"	\$4.95
FEATHER RIVER EXPRESS II 2010 TOUR 76"	\$5.95
LUXARY ON THE RAILS PROMOTIONAL DVD FOR PRIVATE CARS 32"	\$2.95
NORTHERN CALIFORNIA EXPLORER 2011 TOUR 87"	\$5.95
THE GRAND CANYON LIMITED 2012 TOUR 119"	\$8.95

WORTHING THE SPERRY CAR ON THE WESTERN PACIFIC RAILROAD 70"	\$16.95
THE DENVER & RIO GRANDE WESTERN 315 RIDES AGAIN 56"	\$14.95
LOGGING RAILROADS OF THE PACIFIC NORTHWEST 50"	\$16.95
SACRAMENTO STEAM SHOWCASE 91 90" Video	\$17.95
BERA INTERLOCKING 60" Video	\$10.95
THE FRISCO FILLY 60" Video	\$10.95
STEAM STILL STANDS 52" Video	\$10.95
PACIFIC PRINCESS 43" Video	\$10.95
TWO-NINETY 90" Video	\$10.95
THE COMTEMPORARY RAILROADING SERIES VOL 3 90" Video (Feather River Canyon)	\$16.95
THE COMTEMPORARY RAILROADING SERIES VOL 2 90" Video (B&LE)	\$16.95
THE COMTEMPORARY RAILROADING SERIES VOL 1 60" Video (NS Pocahontas Division)	\$16.95

RAILROAD BOOKS

VANCOUVER ISLAND RAILROADS. By Robert Turner 5th Edition 1984 hardbound 170 p.....	\$40
STEAM ON 4 CONTINENTS. Part 1 by G. Haslbeck D. Wardale 1984 hardbound 128 p.....	\$35
STEAM ON 4 CONTINENTS. Part 2 by G. Haslbeck D. Wardale 1986 hardbound 128 p.....	\$35
THE GOLDEN SPIKE CENTENNIAL LIMITED. By Ross Rowland 1969 hardbound 52 p.....	\$45
MALLET TO MOGUL. By Robert L. Hogan 1973 softbound 53 p.....	\$10
F UNITS. By Daniel J. Mulhearn and John R. Taibi 1982 softbound 80 p.....	\$10
TRAIN TO THE SUN. 2006 hardbound 131 p All color Featuring the Railroads of Ecuador.....	\$35

PUBLIC TIMETABLES

MILWAUKEE ROAD (Mint Condition) \$9 each

October 27, 1968	April 24, 1966,	October 30, 1966 Condensed	June 1, 1967 Condensed
December, 1 1967 Condensed	October 27, 1968 Condensed	April 25, 1965 Condensed & Revised	

SEABOARD COAST LINE RAILROAD (Mint Condition) \$11 each

May 1, 1971	April 28, 1968	April 27, 1969	April 27, 1969 South Wind Pocket Timetable
-------------	----------------	----------------	--

CANADIAN NATIONAL (Used) \$6 each

April 27, 1969	October 31, 1965	October 29, 1961	April 24, 1966	April 25, 1965
April 26, 1968	April 25, 1976			

VIA RAIL CANADA (Mint Condition) \$7

October 29, 1995	May 25, 1997	November 1, 1993	April 30, 1995	April 30, 1989
------------------	--------------	------------------	----------------	----------------

VIA RAIL CANADA (Used) \$5

April 24, 1977	October 29, 2000	October 31, 1976	October 29, 1978 Eastern
October 29, 1978 Western		April 30, 1978 Eastern	April 24, 1977 Condensed

NORFOLK AND WESTERN (Mint Condition) \$12

October 31, 1965 April 24, 1966 (Used)

KANSAS CITY SOUTHERN (Used) \$7

November 1, 1964

ROCK ISLAND (Mint Condition) \$8

October 31, 1965 April 24, 1966 October 30, 1966 (Used)

CANADIAN PACIFIC (Mint Condition) \$12

April 25, 1965

SOUTHERN PACIFIC (Mint Condition) \$10

October 30, 1966 May 12, 1968 March 23, 1969 (Used) June 1, 1966 (Used) March 22, 1970 (Used)

SOUTHERN PACIFIC-SANTA FE (Used) California schedules \$9

October 31, 1965 April 24, 1966 October 1, 1967

SOUTHERN PACIFIC GOLDEN GATE FERRIES (Used) \$15

April 1, 1938 Pocket timetable for Bay Area ferry service

SOUTHERN \$10

September 1, 1971 (Used) November 20, 1970 (Mint) April 30, 1967 (Used)

SOUTHERN-CENTRAL OF GEORGIA (Used) \$10

August 1968

CHESAPEAKE & OHIO-BALTIMORE & OHIO (Mint Condition) \$11

April 27, 1969

CHESSIE SYSTEM (Used) \$9

May 1, 1975 Potomac Valley Service Pocket TT

WESTERN PACIFIC (Mint Condition) \$15

June 1, 1965 June 1, 1967 January 1, 1969

LOUISVILLE & NASHVILLE (Mint Condition) \$9

April 28, 1968 April 30, 1967

MISSOURI PACIFIC LINES (Mint Condition) \$9

May 15, 1966 April 1, 1965 (Used)

UNION PACIFIC (Mint Condition) \$15

January 1, 1969 April 30, 1967 October 31, 1965 March 10, 1968 February 6, 1966 April 24, 1966

SANTA FE (Mint Condition) \$12

Fall 1965 Spring-Summer 1967 (Used) Spring 1965 (Used)

PENNSYLVANIA (Mint Condition) \$12

April 30, 1967 January 29, 1967 April 24, 1966 (Used)

POSTAGE AND HANDLING

Up to \$15.00.....\$ 5.95
\$15.01 to \$25.00.....\$ 7.95
\$25.01 to \$50.00.....\$ 9.95
\$50.01 to \$75.00.....\$11.95
\$75.01 to \$100.00.....\$14.95
\$100.01 to \$125.00.....\$16.95
\$125.01 to \$150.00.....\$18.95
Over \$150.01.....\$19.95