

The Re-dedication of WP 805-A

By Steve Habeck

Back in 1987, after WP 805-A was purchased from the Louisiana & North West, her new owners contemplated having some sort of celebration at that time in the future when she would again carry the WP herald, red nose feather, and orange & silver paint.

We move ahead to 1994, and after 7 years of work, WP 805-A was highlighted at 3 major Museum events: Circle the Wagons, Railroad Days, and Railfan's Day. Although restoration work was still not complete, the thought of a celebration resurfaced in my mind, and I decided that the time had come.

The concept for a re-dedication ceremony (and a budget for it) was approved by the FRRS Board of Directors in November, 1994, and a date of Friday, May 26, 1995, was set (later changed to Saturday, May 27, 1995). It was agreed that the event would be put on at no cost to all FRRS members and friends, in recognition of everyone's contributions, large and small, to 805-A's restoration.

Over the winter months, the event format began to take shape, and letters were written soliciting potential guest speakers. Mr. R. G. (Mike) Flannery, former WP (and later UP) president, who played a major role in assisting the Portola Railroad Museum in getting established, replied regretfully that he would be back East, and would be unable to attend. He wished us well, and sent a large contribution with his letter. I also contacted Mr. Arthur Lloyd, whose name is synonymous with rail passenger travel, about speaking at this event, and he graciously accepted. Mr. Lloyd's impressive resume includes many years with WP in public relations, followed by ownership of a travel agency that generated much business for the California Zephyr. I suspected that he may have some recollections of the CZ and the WP that he might share with us, and I was not disappointed.

With a keynote speaker lined up, and reconfirmed after the date change, other details were worked out as the date approached. Based on the excellent job he did on the American Cancer Society trip's lunch at the Museum, Dave Gott of Bob's Fine Food in Quincy was selected to cater the meal. Lolli Bryan agreed to put up Mr. & Mrs. Art Lloyd at her Silver Lady Bed & Breakfast. The good folks at the Good & Plenty Restaurant whipped up another batch of killer brownies for us.

With about 2 weeks to go, Facilities Manager Gordon Wollesen and I worked out the table arrangement, and placement of the 805-A. At this point, veteran railfan photographers and Directors Vic Neves and Wayne Monger came up with a simple scheme to adequately light the nose of the locomotive, using high-intensity lighting rigged from the shop ceiling. Two halogen floodlight fixtures were borrowed from the Sierra Pacific Industries Loyaltom mill by mill electrician's helper and Director Peter Langdon, and he and Gordon mounted them on a board suspended from the roof. Vic also provided some blue photo lights to "round-out" the colors from the halogens. The end result was dramatic, even lighting over the nose and cab of the locomotive, especially after dark.

Various ideas were tossed around (and out) for the program to be put out for this event. The problem was conveniently solved during the weekend of the American Cancer Society/Pacific Limited trips, when veteran Amtrak engineer and FRRS member Phil Gosney gave me a striking nose-on photo of the 805-A to use for display at the dinner. I think I did him one better, using his photo for the program. When I

Continued on Page 9

Pacific Limited Report

By Steve Habeck

With all seats sold out well in advance, the joint Pacific Limited/American Cancer Society Oroville-Portola round trips of April 29 & 30, 1995 promised to be a memorable experience for passengers and crew alike. Boy, were they ever!

Saturday, April 29, dawned cloudy and cool in Oroville, following heavy rain and high winds the day before, with more of same in the forecast. At the WP Oroville depot, now Gary Quilici's Depot Restaurant, the full trainload of passengers was loaded with minimal problems, due to the good advance planning, and use of signs placed at the anticipated loading points identifying the various cars. Departure was virtually on time at 8:15 AM, and UP E-9's 951/963B/949 had us at track speed in no time as we wound through the foothills above Oroville.

Picking up an escort vehicle at the entrance to the Feather River Canyon at Intake, we began the climb in the Canyon proper at restricted speed as per the storm order. Conditions began to deteriorate, as the wind picked up, and it began to rain intermittently. Our escort vehicle suffered a locked-up guide wheel bearing just below Tobin, and had to set off there. A 40-minute wait for another escort vehicle to arrive from Pulga, plus the deteriorating conditions, made our planned photo stop at the Tobin gravel pit look iffy. Shortly after getting underway again, the cancellation of the photo stop was finalized by wind, rain, mud, and standing water at the pit. Going by Rock Creek Reservoir, at the Honeymoon Tunnels, the train was buffeted by 70-mph wind gusts, and I observed wind-driven rain, and spray off the reservoir, coming in the side doors of the baggage car, blowing straight through the car, and going out the other side.

A short stop was made at Virgilia to pick up 2 Union Pacific Operation Lifesaver representatives, and at Keddie we stopped to pick up a group of Plumas County Visitors Bureau volunteers, including Plumas County Supervisor Robert Meacher, and Bank of America Portola Branch Manager Kris Miravalle, and their liaison, FRRS member and Keddie resident Vickie Krois. Also on board for the entire trip were Plumas County Museum historians Scott Lawson and Jerry Holland.

The rain let up enough to allow an impromptu photo stop just east of the Keddie depot, then it was on to Portola. Upon arrival, the passengers were escorted to the Museum for a catered lunch, and other diversions (see the related article), while the train ran east to Reno Jct., turned on the wye, and returned to Portola.

While the weather during the Portola layover was tolerable, with intermittent light rain and light wind, things were changing fast further down the Canyon. Again with our escort, we departed Portola on schedule. After stopping at Keddie to drop off Vickie and the Plumas County greeters, it was on to Virgilia to drop off the UP Operation Lifesaver people, and meet some eastbound traffic. Then the report came in: rockslide across the track at milepost (MP) 268.75, about 3 miles ahead of us, with 3 eastbounds on the other side of the slide, already east of Belden. The operational headache known as Serpentine Canyon, between Rich Bar and Virgilia, had struck again. UP Manager of Train Operations (MTO) Jimmy Carter, based in Portola, was on board our train as the representative of the Feather River Service Unit, and he immediately headed to the slide with the speed swing (a specialized backhoe that can run on rails) that is kept at Virgilia. Other MofW people were called in, and were heading to the area to assist. The track was made passable in about an hour, allowing the eastbound trains to proceed and clear out for us. At last it was our turn, and we crept past the slide area at less than 10 mph, watching the trackside rocks to en-

Continued on Page 10

The Re-dedication of WP 805-A

The Conclusion

By Steve Habeck

finally decided on the format for the program, and to use Phil's photo, it was Friday, May 19th - - just over a week till the event. I got together with Ed Warren, who had helped with the desktop publishing work needed, and we hired a courier to run from Reno to Portola, get the photo from Gordon at the Museum, and get it to the printer in Sacramento. We felt it was worth the effort, since the printer (Designer's Press) had done a good job on our "Circle the Wagons" programs last year. We think you will agree. The printer finished the job on Thursday, the 25th, and then Wayne and Lynda Monger picked them up on their way to Portola on Friday, the 26th. We have included a copy of the program with this Train Sheet, and have more for sale in the gift shop.

On the day of the event, the shop was a beehive of activity as final setup got underway. The tables, some ours and some borrowed from the American Legion, were set up per the plan, and the chairs, borrowed from Portola High School, were set in place. The crew that did all this work consisted of Lynda Monger, King Felton, Bob Carr, Judy McGrath, Melissa McGrath, Gordon, myself, and several others that I regretfully cannot name. Lolli Bryan then placed CZ tablecloths from her collection, and fresh flowers, at the head table. Lolli also had made up, at her own expense, commemorative CZ menus, which she then placed at each place setting.

Vic also let us use the PA system used at Winterall, tied in to our shop speakers.

Outside, work was underway on the star of the show, as Restoration Specialist David Dewey and Director Wayne Monger worked all day on 805-A. In the early afternoon, a severe thunderstorm rolled over Portola, darkening the skies. David, working in the nose of the locomotive, said, "Geez, I wish I had some light in here." As if in answer, a lightning bolt struck nearby, providing plenty of light, if only for an instant. Wayne, working in the cab, suggested, "Dave, be careful what you ask for!" Cab details were attended to, seats installed, and a good deal of cleanup was accomplished. Also, the WP nose herald was removed in preparation for the ceremony. While all this was going on, Trainmaster Jim Gidley, Sr. and his crew maintained the regular schedule of train rides; after all, this was opening weekend! Late in the afternoon, a switch crew was assembled, and the A-B-A set of WP F-units, 805-A/925-C/921-D, was eased to its spot in the house.

Things were quiet around the Museum for a while, as everyone finished their preparations, washed up, and disappeared into the sleeper and other private areas, reappearing minutes later appropriately dressed for dinner with a silver lady.

Shortly after 6:00 PM, with nearly 100 people seated at the tables, I welcomed everyone to this first-of-its-kind event, and attempted to fill some very long minutes, giving Dave Gott and his crew the time they needed to finish preparations. Soon, everyone was seated, enjoying an excellent tri-tip dinner with all the fixin's. Those that still had room were treated to some of those killer G&P brownies, and Jack Palmer and Gordon Wollesen conspired to surprise a very shy 6-year old Jennifer Habeck (my daughter) with a chorus of "Happy Birthday" from the audience.

With everyone's dinner settling comfortably, the evening's speakers were introduced. Marv Dunn, Manager of Operating Practices in Portola for the Union Pacific, was first up with an Operation Lifesaver presentation. Operation Lifesaver is a program promoted by the nation's railroads, and started by UP, to educate the public about grade crossing safety. Next, FRRS Founder and Museum Executive Director Norman Holmes talked briefly of some of the background information and events that led up to the 805-A coming home. Restoration Specialist David Dewey then provided some insight to all the work that went in to the cosmetic restoration process,

crediting Bill Evans' excellent preparation for the way the nose gleamed under those lights. David put it very well when he said, "All I did was put her makeup on." Between these presentations, I attempted to fill in background information as I thought appropriate, as each speaker reminded me of other tidbits of information relating to the acquisition and restoration.

With great pleasure, I introduced Mr. Art Lloyd as our keynote speaker. Art was very entertaining, and interesting to listen to, as he recounted some of his experiences while working for the WP, many of them humorous. He appeared to be enjoying himself as he recounted events involving the WP, the CZ, and even the 805-A. I was honored that he accepted our invitation, and was extremely pleased with the outcome.

The next part of the program was the actual re-dedication. As I noted earlier, the WP nose herald, created by Odie Lorimer from the original painting diagrams, had been removed earlier in the day and set aside. As David Dewey held up the nose herald for everyone to see, I told the audience that we had a special herald to show, as well. In October of 1971, 805-A's sister cab unit, 805-D, was on its way to EMD as a trade-in for GP-40 #3542 when it paused in Blue Island, IL, on the Rock Island. Lynn Nystrom of the UP Steam Crew, who was working for the Rock in Blue Island at the time, liberated the original enameled WP nose herald from 805-D and had it in his collection. Last year, when the UP excursion train was here for "Circle the Wagons," Lynn commented that he had this herald back in Cheyenne, and that maybe he had found a good home for it. When they returned this year for the American Cancer Society trips in April, the WP herald was on board, donated to the FRRS by Lynn and his wife, Mary. Due to the change in trips and other factors, the herald went back to Cheyenne again, but is now in Portola for good.

As David Dewey displayed both nose heralds, I announced the other big surprise of the evening. When the 805-A was acquired, John Ryczkowski, Larry Hanlon, and I each put up an equal share towards the purchase, with the FRRS as the 4th partner. We had intended to donate our share of ownership to the Museum at some future date, and we agreed that the re-dedication was the right time. It was with greatest pleasure that I announced to the assembled crowd that WP 805-A was now owned solely by the FRRS.

With Larry and Ski assisting David, the enameled nose herald was put in place on 805-A's nose door, and all the bolt holes lined up! The enameled herald still needs some touch-up work, but it looked great where it belongs. Then, as we all looked on, Mrs. Eleanor Lloyd, assisted by her husband, broke a bottle of champagne across the front coupler of 805-A, and the re-dedication was complete. The cab, number board, and headlights were turned on, and Larry, Ski, Norm, myself, Mr. & Mrs. Lloyd, and others took turns posing for photos in front of 805-A. Steps were set up on 805-A and 921-D, and all the carbody lights were turned on, allowing the crowd to walk through the locomotives.

I wish to especially thank some local VIP's who honored us with their presence at this event. Fran Roudebush, former Portola City Councilmember and now Plumas County District 1 Supervisor, headed up the list. Also in attendance were 3 current Portola City Councilmembers: Rolf Gaudard, Helen Kennedy, and Joani Duncan. Terri Nacar, editor of the Portola Reporter, was also there, and had a nice article in the Feather Publishing family of newspapers (including a front-page photo of 805-A in the Portola edition). And, as mentioned earlier, Marv Dunn was in attendance, representing the Union Pacific. Our thanks go to all of you for thinking enough of the FRRS to attend this event.

Pacific Limited Report,

Page Two

By Steve Habeck

sure that they would clear the underbody equipment on the passenger cars. The train made it safely past the slide. During the 2-hour delay at Virgilia, UP Steam Team members Bob Krieger and Lynn Nystrom watched the river rise nearly 3 feet, using a rock in the river as a reference.

Due to the delay, it began to get dark as we approached Rich Bar, and the skies opened. For the next 2 hours, as we moved cautiously down the Canyon, it poured. Rain could be heard beating on the roofs and sides of the cars; the vestibules had waterfalls in them at the diaphragms; the dome windows began to leak. We would find out later that 16 inches of rain fell on top of the ridge at Bucks Lake, and Berry Creek, in the lower Canyon, received 7 inches. Some anxious moments were endured at Pulga, as our train required an inspection due to a dragging equipment detector malfunction at MP 244, and reports came in that the slide below Pulga, which had caused a derailment 2 weeks earlier, was coming down again. We made it safely past these potential problems (although the UP had to get MofW to clear rocks away at the Pulga slide before any more traffic could pass), and, with a collective sigh of relief, left the Canyon behind and plunged into tunnel 8. Running through the foothills toward Oroville, the rain stopped, and stars were visible in the sky. Arrival in Oroville was slightly over 2 hours late, at 10:40 PM, and as weary passengers dispersed, a very tired crew completed trash pickup and minimal cleanup, and headed for the motel.

After getting past the potential problems at Pulga, a very concerned MTO Carter called a meeting in the staff car "Cabarton" with UP Train Manager Bob Krieger and Pacific Limited officers Les Tipple, Hal Lewis, and myself, to discuss our options. The UP was very concerned about the possibility of having a fully-loaded passenger train stranded between rockslides in the Canyon. With the heavy rain that had fallen, with another major storm in the forecast, the potential for trouble was high. MTO Carter indicated that we could run a round trip to Fremont from Oroville on Sunday, or, if we insisted, we could go back up the Canyon, although he clearly was not in favor of this. Out of concern for passenger safety, we felt we had no choice but to change plans and run to Fremont on Sunday. Jimmy was visibly relieved when we made our decision, as was Bob Krieger.

So, after arrival in Oroville, I made a series of phone calls to leave messages at the Museum, and with several other people, to let them know we weren't coming on Sunday, and for them to notify everyone else who needed to know (caterer, vendors, & Plumas County).

In an attempt to quell some of the rumors and grumbling that I have heard since this event, here are some facts. We know that Sunday's weather was not bad, and a Canyon run could probably have been made, but on Saturday night, we had no way of knowing this, or even if the Canyon would be open at all (the railroad was shut down for a while late Saturday night). The decision to run to Fremont could not be changed on Sunday morning, because the UP had arranged crews for the Oroville-Stockton and Stockton-Fremont legs, and the train was still facing west, since the crew that brought us into Oroville on Saturday night did not have enough time left on their hours of service to run to Binney Jct. at Marysville, wye the train, and return to Oroville, and no crew had been called in Oroville to do so.

The other problem was food service. Although I will be the first to admit that Pacific Limited could have, and should have, done better, I challenge anyone to pick up the challenge we faced: it's 6:30 AM on Sunday morning; you're in

Oroville; with no advance notice, you need to find places in the Stockton area that can provide over 400 lunches, to go, in less than 4 hours.

We first considered buying everything we needed to make sandwiches from the 24-hour discount food store in Oroville, then making sandwiches in the diner the next morning. This could not be done, however, since we had no cold storage space available in the diner. The Operation Lifesaver people in Omaha had filled both the freezer and refrigerator in the "City of Los Angeles" with OLS stuff, and locked them. No one on board had keys to the coolers, so they were of no use to us. (Much of the train's equipment, including the "City of Los Angeles," was scheduled to go out on extended OLS runs upon return to Salt Lake.)

Many places were closed on Sunday, or didn't open till later, and none of them knew we were coming. We made attempts to contact the airlines' food service contractors in the Bay Area, but no one answered their phones late Saturday night, when we tried. We did obtain food, in Stockton, but it wasn't ready until we got to Fremont, which is why we didn't get it on board till we got back to Stockton, eastbound.

On the depot platform on Sunday morning, Pacific Limited and American Cancer Society people were kept busy processing refund requests, as word spread about the change in route. Approximately 40% of Sunday's passengers opted for the refund, and everyone got taken care of before the train was scheduled to depart. With the sudden availability of tickets, we even sold a few seats to walk-ons. Many passengers took advantage of available premium-class and dome seats, upgrading their tickets once we left Oroville. The enterprising members of the Central Coast Chapter, NRHS (many of whom are also FRRS members), made efforts to contact other Chapter members by cellular phone and have them attempt to drum up some business for the train for the return trip from Fremont, but there really wasn't enough lead time to allow the plan to run its course.

The run itself on Sunday was definitely a change of pace from the Canyon, with the 70-mph running down the Sacramento Valley allowing the E-9's to stretch their legs a bit. The weather remained mostly cloudy, with intermittent rain, and got worse as the day went on, due to the approaching storm. We did get in one photo runby on Altamont, westbound, then proceeded to Niles, turned on the wye, and backed into Fremont to allow a freight to get by. After some confusion about food, and then confirmation that the food was waiting in Stockton, we high-tailed it eastbound. The train stopped in Stockton long enough to load food and change crews, and then it was on to Oroville, where pouring rain greeted everyone getting off the train. The next storm was upon us.

After getting the passengers detrained and dumping most of the trash, the train headed east on its deadhead move to Salt Lake City, as the majority of the Pacific Limited crew finished the cleanup items on the platform, and left in search of warm, dry motel rooms.

Despite the reroute and refunds on Sunday's trip, as well as costs for the caterer, etc., at the Museum, these trips turned a profit for the American Cancer Society and the Pacific Limited Group. Phyllis Bond, Doug Flesher, and the other ACS people that were involved with this trip now know what these excursions are like (and how difficult they can be), but they are looking forward to working with us on future trips.

Continued on Page 11

Pacific Limited Report, *The Conclusion* By Steve Habeck

Here is the list of FRRS members who contributed to the success of these trips. Everyone on this list put in 2 very long days on the weekend, plus their time to get to and from Oroville, and some of these people (myself included) had been working on these trips for as long as 9 months beforehand. These volunteers, as well as those who weren't selected for these trips, are deserving of your thanks and admiration. They have represented Pacific Limited and the FRRS well.

Bill Evans, Kerry Cochran, Jack Palmer, John Walker, Melony Evans, David Dewey, Ed LaMantia, Mike Howard, Harold Mulder, Steve Phillips, Linda Dewey, Theo LaMantia, Mike Romiez, David Dodds, Roger Aten, Richard Canino, Leslie Paal, Steve Ferrari, Neil Carlson, Deborah Canino, Marilyn Paal, Jack Hathaway, Steve Habeck

In addition to their on-train duties, several of these people came over to the Museum to assist in handling the crowd; David and Linda Dewey staffed our auxiliary gift shop in the baggage car during this time. Overall, the Pacific Limited staff was rated "excellent" by 94% of the passengers who filled out our surveys on the two days (over 300 responses). A few hosts were singled out, by name, as being "outstanding" by their passengers, including Jack Palmer of the FRRS. As one of the supervisors on these trips, I was very pleased and proud of the job all these people did, particularly on Sunday.

Also, if I overlooked anyone's contribution, I sincerely apologize. The mistake is mine. I used my personal notes, and Crew Chief Bob Harper's lists, in an attempt to ensure everyone who helped out was credited, but errors can creep in. Many volunteers are members of more than one of Pacific Limited's four organizations, and may have been listed under another organization's volunteers. I attempted to identify all FRRS members, regardless of which organization they were listed under.

The excursion train consist:

951/963B/949 rebuilt E-9's
207 power car
Cabarton UP staff car
Sherman Hill concession car
Portland Rose coach
Columbine dome coach
Pony Express baggage car
Texas Eagle coach
Sunshine Special coach
City of Los Angeles diner
City of Salina coach
Colorado Eagle dome diner
Katy Flyer coach
Missouri River Eagle dome diner
Challenger dome coach
208 power car
City of Portland dome diner
Sun Valley lounge
City of San Francisco dome/lounge/observation

The 3 cars behind power car 208 were used for deluxe class service.

Pacific Limited Update

By Steve Habeck

There's still time for you to sign up to volunteer as a car host for the Pacific Northwest trips this fall. These trips actually start with segments to be run as the "Pony Express," on September 2 & 3, 1995, running from Omaha-Kansas City and Kansas City-Salina, KS, in conjunction with the UPHS convention in Omaha. The Pacific Northwest segments start in Denver on September 15, and run through October 8. Train Sheet #69 from last fall has the entire itinerary. We have a particular need for medically-trained personnel (doctors, nurses, EMT's) on many segments. Contact Pacific Limited Crew Chief Bob Harper if you think you may be able to help out:

Bob Harper
2 Pleasant Avenue
Corte Madera, CA 94925
(415) 924-0170

For 1996 and beyond, Pacific Limited and Union Pacific are working up an ambitious schedule. Watch the Train Sheet for details on our future plans, which include trains to the Ozarks, the Democratic and Republican conventions, fall colors trips in the Feather River Canyon (with the E's and 844), and an Inside Gateway trip (Sacramento-Portland, via the High Line, Klamath Falls, Bend, and the Deschutes River Canyon).

There are still tickets available for this year's trips, too. Ride with us, and you'll be on our mailing list for future trips, so you won't miss out.

Pacific Limited Group
P. O. Box 27081
Salt Lake City, UT 84127-0081
(801) 355-5871

Also, those of you who were involved in the Sunday, April 30th trip (rerouted down the valley) should have already been notified by the American Cancer Society that you will be offered a 10% discount on the fare for the 1996 trip, when confirmed. This will be done via our mailing list, so make sure you keep Pacific Limited informed if you move.

The 1996 FRRS Calendar

By Wayne Monger

With plenty of notice that it is my project to produce, I am issuing a general call for photos (WP and FRRS) and railroad historical trivia to be submitted for the 1996 FRRS Calendar.

One member now living in New Mexico has already contacted me about contributing photos to the 1996 calendar project.

A deadline of August 15, 1995 should allow me to have it done with and at the printer by early October.

Please send all photos and historical trivia directly to my home address.

Wayne Monger
1409 Tillman St.
Suisun City, CA 94585
707-426-5510