The Re-Dedication of FP7 WP 805-A

Schedule of Events

Master of Ceremonies: Steve Habeck

6:00 PM Dinner
7:00 PM Speakers
- Marv Dunn
  - (Operation Lifesaver presentation)
- Norm Holmes
- David Dewey

7:30 PM Keynote Speaker
- Mr. Art Lloyd

7:45 PM Re-dedication of WP 805-A
- Mr. & Mrs. Art Lloyd
- Steve Habeck, Norm Holmes

8:00 PM Reception (casual)
- F-units open for tours

Dedication

Western Pacific FP7 805–A is hereby dedicated to the memory of the California Zephyr, and the Western Pacific Railroad, by and for, all members and friends of the Feather River Rail Society, on this 27th day of May, 1995, in Portola, California.

Reverse Side Photo Credit: This beautiful portrait of WP 805-A was taken at the museum on July 3, 1994 by Phil Gosney.

WP 805–A Chronology

January 25, 1950: WP 805-A, EMD builder #9004, shipped from La Grange, IL.

February 2, 1950: Received by WP; placed in California Zephyr service.

March 22, 1970: Transferred to freight service after discontinuance of CZ.

September 13, 1972: Traded in to General Electric for U23B WP 2260; subsequently sold by GE to Wellsville, Addison, & Galeton, a shortline in Pennsylvania.

September 1976: WA&G abandoned; transferred to Louisiana & North West as their #49.

October 1983: FRRS first contacts L&NW requesting donation of locomotive.

Mid-1984: L&NW starts overhaul of #49 in their Gibsland, LA, shop; then receives ex-UP GP-9's, which are shopped and placed in service. #49 work is stopped; engine shoved out behind shop for storage. Due to numerous requests and inquiries, L&NW prices all their F-units at $50,000 each to eliminate frivolous contenders.

Late 1986: Dale Sanders places full-page ads on the back covers of several issues of CTC Board magazine, soliciting pledges for purchase of 805-A. Ads were in Nov. & Dec. 1986, Jan. & Feb. 1987 issues. Nearly $4,000 was pledged, but not nearly enough to cover the purchase price. Dale and Mark Hemphill, through their company Mountain Diesel Transportation (MDT), negotiate price reduction on #49 to $40,000.

March 1987: Meeting in a Stockton motel room during Winterail weekend, four FRRS members agree to put up the funds to purchase the 805-A. L&NW reduced the price to $35,000 when the firm intent to purchase was received. A deposit was quickly sent.

April 1987: FRRS becomes 4th partner in purchase after one of the original four had to back out. MDT forwarded payment for locomotive to L&NW, acting as agent for the purchasing group: Steve Habeck, Larry Hanlon, John Ryczkowski, and the FRRS.

June 26, 1987: L&NW 49 (WP 805-A) departs Gibsland, LA, heading home.

July 18, 1987: WP 805-A arrives in Portola. There had been a delay in Texas caused by a mixup in reporting marks, which caused the waybill to be incorrect. This combined with the decrepit appearance of the 805-A, caused it to be set out on a spur to a scrap yard. An alert railfan, Jay Tatum, noted the situation and contacted the FRRS, allowing us to follow up.

August 1987: Restoration efforts start on 805-A in fits and starts; work progresses slowly (cosmetic and mechanical); nagging problem of leaking cylinder liner seals frustrates mechanical restoration efforts.

April 1990: Cosmetic restoration gets big boost when Director Hank Stiles gets Bill Evans interested, and he starts body work on nose and front end.

September 14, 1991: Mechanical restoration efforts pay off as 805-A's engine is started for the first time (on Railfan's Day) since returning to Portola.

February 29, 1992: Progress continues as 805-A moves under its own power for the first time in nearly 8 years.

1993: Work on 805-A slowed by job commitments of volunteers, and by other restoration work being completed (i.e. WP 608 repaint).

1994: Cosmetic restoration begins again in earnest with FRRS member David Dewey working under contract.

June 25, 1994: 805-A's red nose feather is completed in time for the FRRS Annual Meeting; 805-A comes out of the shop under her own power for photos.

August 20, 1994: WP 805-A makes her operational debut as the lead unit of our A-B-A set of F's (805-A/925-C/921-D) on the first train for Railroad Days, with FRRS Founder Norm Holmes at the throttle.

September 4, 1994: 805-A and B-unit 925-C get their "Western Pacific" lettering applied by Odie Lorimer and family.

September 17, 1994: WP 805-A takes center stage as the F-units (805-A/925-C/921-D) turn in an impressive performance for Railfan's Day.

May 27, 1995: Western Pacific 805-A, the only surviving WP CZ unit, is re-dedicated by and for, the Feather River Rail Society and all its members.