

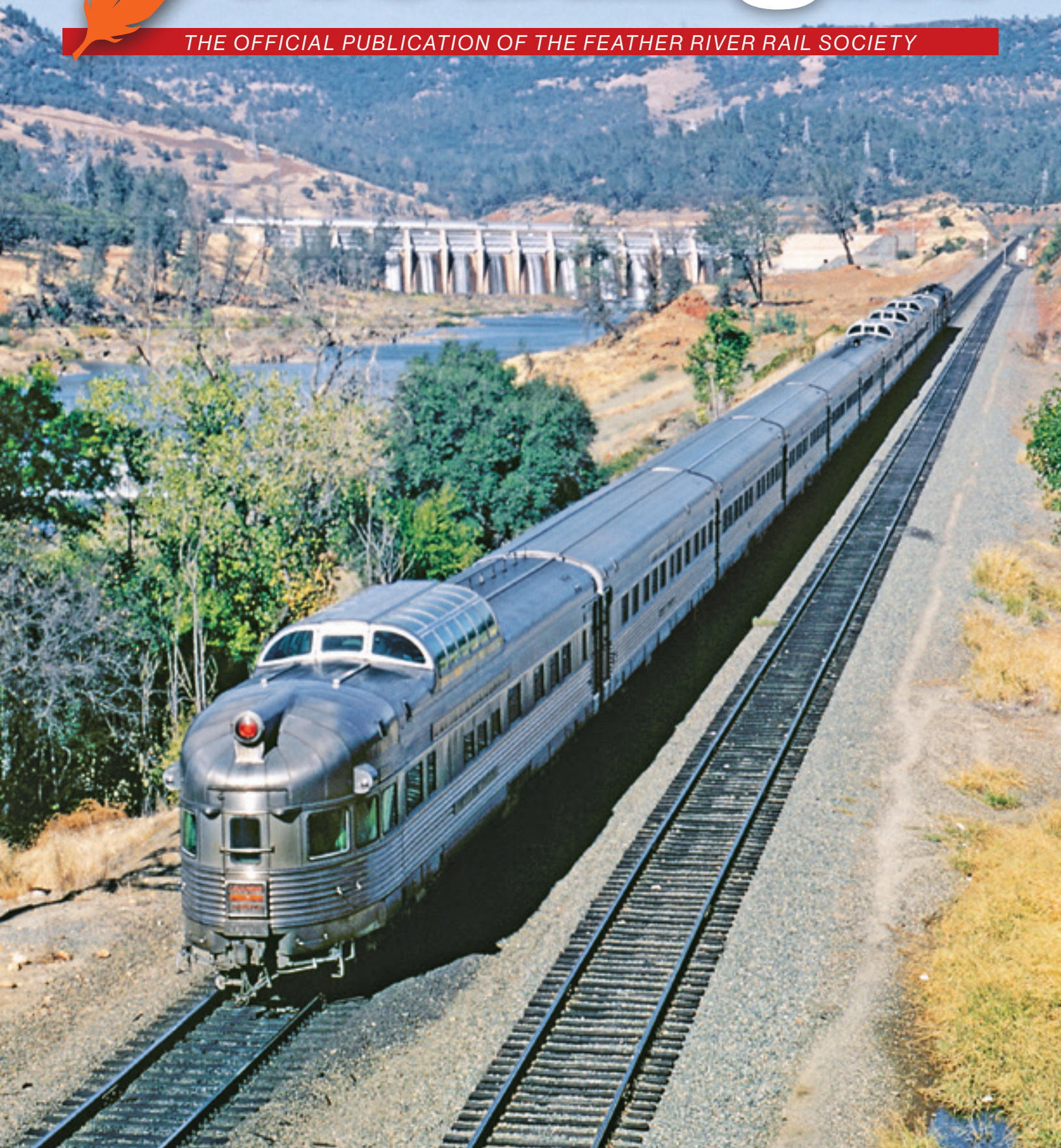
NUMBER 58

THE WESTERN PACIFIC



Headlight

THE OFFICIAL PUBLICATION OF THE FEATHER RIVER RAIL SOCIETY



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Ken Rattenne

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Article-related photo

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Front cover: Train #18, Oroville, October 1968. Neil Shankweiler photo

At left: XXXXX. XXXXX photo

Back cover: XXXXX. XXXXX photo



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From the Editor

The Western Pacific Headlight has undergone a transformation. On October 22, 2024, White River Productions was awarded the contract to produce the magazine on behalf of the Feather River Rail Society. Effective immediately, I'll be taking on the task of editing and producing the publication.



If you have previously submitted an unpublished article, please contact me! I'd like to make sure I have it on hand and, if so, make sure the version I have is the most current.

If you'd consider producing an article for the magazine, or even if you have a rough idea for an article, please contact me! If you know someone else who is willing and able to generate an article, please contact me so I can twist their arm!

If you have any photography you'd like to make available for use in the magazine, please contact me! My contact information may be found on the opposite page.

Thanks for your consideration. I look forward to working with you all to make the *Headlight* a standout publication.

Dale Sanders, Editor
FRRS Charter and Life Member



The Western Pacific Railroad Museum is home to one of the largest and most complete collections in North America dedicated to telling the story of one rail-

road as well as its subsidiaries and connecting lines along the great Feather River Route.

The spirit of the "Willing People" lives on at the Western Pacific Railroad Museum at Portola every day. Our members carry on that mission the minute they walk in the gate. Regardless of task, profession, gender, age, or level of railroad knowledge; our members happily volunteer their time and skills to continue that tradition started more than 100 years ago on the Western Pacific. We'd love to welcome YOU into our family! Membership in the Feather River Rail Society is a rewarding experience, your contributions will help to keep both the museum and the history of the Western Pacific Railroad alive. Become a member now so you will not miss any future events or issues of the upcoming publications. Information about membership is on the society website, www.WPLives.org.

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I'M A CZ MAN

AN INTERVIEW WITH ARTHUR LLOYD



• ARTICLE BY KEN RATTENNE •

In February 1989 I interviewed former Western Pacific Public Relations man Arthur Lloyd. When this was written, Art was Amtrak's Director of Public & Government Affairs – West, based in San Francisco. Art was instrumental in promoting passenger service, and especially the *California Zephyr*, for WP. The original interview appeared in the May 1989 *Passenger Train Journal* as part of their CZ 40th Anniversary issue.

My interview with Art covered a number of topics, some of which were not appropriate for the *PTJ* article. This interview, while similar to the original, is presented without the pieces that deal with Amtrak; in addition I've included our conversation about the *Zephyrette*, which was not included in *PTJ*.

KEN: When did you first start with Western Pacific?

ART: I started with WP on September 1, 1949. Actually, the *California Zephyr* had started on March the 20th of that year, and I was in Sacramento. So I've ridden the first and the last trains on the Western Pacific, and there are only about three of us who have done that! I started out in the passenger department, in the reservation bureau, when it was up at the corner of Post and Stockton streets. I was on the midnight shift. Later that year, Gil Kneiss, who was the assistant to the president in charge of public relations for the Western Pacific (and who was at the time with the Railway & Historical Society for years) asked me if I'd join the Public Relations department.

Above: FP7 805-A leads the eastward *California Zephyr* past the west switch of James siding in December 22, 1969. A quinesetial string of WP's maintenance-of-way cars occupies the house track in the background. *R.J. Robl photo, Keith Arding collection*

Opposite page: Train #17, the westward *California Zephyr*, rolls across bridge 280.67 and ducks into Tunnel 31 on a sunny day September 2, 1967. The black roof of the car in front of the dome observation is a foreign road car added to the train's consist when ticket sales warranted. As foreign road cars were not equipped the public address system wiring, foreign cars were always placed directly behind the baggage car or at the rear in front of the dome observation. *William H. Mills photo*

