

UP Chairman Visits Museum

By Steve Habeck

On Saturday, August 19, 1995, the Portola Railroad Museum hosted an early morning visit by Union Pacific Corporation Chairman and CEO (and FRRS life member) Drew Lewis and his wife, Marilyn, along with 22 of their children and grandchildren. "The Chairman," as he is known on the railroad, and his party arrived in Portola on their special train late Friday night, August 18th, enroute to Oakland from Salt Lake City. The immaculate 10-car train was led by UP's A-B-A set of E-9's (951/963B/949) and included power car 207, staff car "Cabarton," crew sleeper "Green River," executive sleepers "Portola," "Wyoming," and "Columbia River," dome lounge "Walter Dean," diner "Overland," and business cars "Shoshone" and "Arden."

A Museum crew of approximately 20 people (including 7 FRRS Directors) was on hand at the Museum gate before 6 AM on Saturday to escort Mr. & Mrs. Lewis and their party to the special train we had spotted at the gate, and to guide the tours of the Museum. Our special train consisted of WP 608 pulling the "merger train" of cabooses (WP 428/UP 903005/MP 13878). Norm and I first met with Kathy Petersen, UP Manager-Administration, who usually accompanies Mr. Lewis on his train trips, handling scheduling and administrative duties, and finalized arrangements for the Museum visit. Most of the guests were then boarded on the cabooses and were treated to a look at the Museum from the balloon track in the crisp morning air, as engineer and Director Hank Stiles brought the train around and alongside the shop on track 3. The many volunteers on hand then eagerly set about the pleasant task of showing the Museum to small groups of the guests. Since this was Railroad Days weekend, the model railroads were set up in the shop, and the Beanery crew was already hard at work preparing the pancake breakfast (Mrs. Lewis, among others, enjoyed a short stack, courtesy of Skip Englert, before going back to the train). Some of the model railroaders got up early, too, and had some trains running, much to the delight of many of the younger guests.

I proudly directed the group's attention to our WP 805-A on display on track 1 west of the shop, and Mr. Lewis joined several of his grandchildren on a walkthrough of 805-A and B-unit 925-C, using the stairways we had set up. Many of the guests were obviously impressed with 805-A's appearance. Using Norm's camera, Terry Decottignies managed to get several good photos of the guests as they toured the Museum, including the shot of Mr. Lewis, Norm, and I in the shop, with the freshly-painted short hood end of WP 2001 in the background.

In the Beanery, our resident artist and gandy dancer, Ken Roller, proudly displayed his paintings, and then surprised everyone by offering Mr. Lewis a painting of his choice as a token of appreciation for all he, and the Union Pacific, have done for the FRRS. Mr. Lewis chose a painting of an older-style steam locomotive approaching a grade crossing, with an old-style wig-wag signal actuated, and a car, appropriate for the time period, waiting at the crossing (Mr. Lewis also has an interest in antique cars). The painting was quickly taken down and placed in a cardboard box, with padding, for the trip to its new home. Mr. Lewis carried it back to his train himself.

After everyone in the group got a chance to look in the gift shop (and buy something), we escorted the guests, in small groups, back to the train, which was ready to depart. Most of the Museum crew on hand enjoyed the opportunity to walk through the executive train and marvel at its magnificence, courtesy of Mr. & Mrs. Lewis. They are obviously proud of the condition and appearance of this train (rightfully

so), and enjoy the opportunity to show these cars. They both took particular pride in talking about and showing the "Shoshone," originally built in 1912, and reacquired from CSRM (California State Railroad Museum, in Sacramento) by the Union Pacific, and upgraded for executive train use.

The executive special departed Portola at 7:35 AM, 35 minutes late, for what promised to be a beautiful daylight run down the Feather River Canyon and the Sacramento Valley, and over Altamont Pass to Oakland.

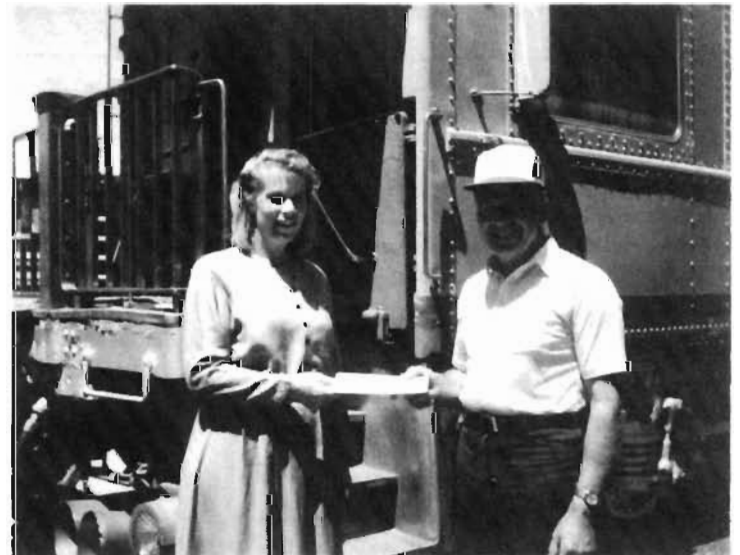
We believe we made a favorable impression on this group of special guests, and are grateful to Drew and Marilyn Lewis, and Administration Manager Kathy Petersen, for including the Portola Railroad Museum in their itinerary again. We thank them for coming, and look forward to more visits in the future.

Pacific Limited Report

By Steve Habeck

As this issue of the "Train Sheet" is being put together, the Pacific Limited trips from Omaha-Kansas City and Kansas City-Salina are being run, in conjunction with the Union Pacific Historical Society (UPHS) convention in Omaha. The Pacific Northwest series of excursions will start in Denver on September 15, 1995 finishing in Pocatello, Idaho, on October 8th, and the car hosts working segments of this trip have already been assigned and notified by Pacific Limited Crew Chief Bob Harper.

A very ambitious schedule is tentatively planned for 1996, including trips in conjunction with the Democratic convention (Chicago) and the Republican convention (San Diego), a tour of the ex-CNW territory, a trip through the Ozarks (including a layover and events in Branson, Missouri), and fall colors trips on the entire Inside Gateway (Sacramento-Portland), and the Feather River Canyon. Watch the "Train Sheet" for more information on these trips. As a reminder, these plans are still tentative, pending Union Pacific approval and contractual agreements. Requests for volunteers for car hosts and other positions will appear in the "Train Sheet" as plans are finalized and approved.



Bank of America Manager Kris Miravalle presented Museum Executive Director Norm Holmes with a \$2,500 grant check to assist us in installing three-phase electrical service.