away when it got home to Portola. And last but not least to Nathan Osborn and James Cowdery for their generous donations that made this move possible.

I will update everyone from time to time as we make strides in getting this car back in the "useful" category. The car is a great addition to our steam era collection and represents the WP's "parent" road in the earliest times of the Feather River Route. D&RGW cars of this type are known to have operated on the WP and its subsidiaries.

More information on this historic boxcar can be found in Issue 146 of The Train Sheet.

James Cowdery prepares to bravely climb up on the roof and nail down loose battens.

DRGW 62962 Information

Builder.. American Car and Foundry
Build Date.. October 1909
Light Weight.. 36,000 pounds
Capacity.. 80,000 pounds, 2480 cubic feet
Exterior Length.. 36' 11 1/2" over end sill
40' 0" over pulling faces
Side Door Opening.. 6' 0" wide X 7' 2 7/8" high

WP 2001 MAKES HISTORY... AGAIN!

- Steve Habeck, Vice-President

Part 1: Preparation

Unless you have been living under a large rock since June of this year, you are undoubtedly aware that the FRRS made headlines in August by hosting, turning, and servicing a 14-car Amtrak excursion that ran Emeryville-Portola and return in conjunction with Portola Railroad Days. We topped it off by placing our WP 2001 on the point of the westbound trip of this excursion, from Portola to Oroville (the Feather River Canyon), on Sunday, August 22, 2010, commemorating the 100th anniversary of the first WP passenger train through the Canyon. Apparently, the 2001 likes the limelight, since it also carries the distinction of being EMD's first turbocharged production locomotive, by its place as the first of the six units of EMD order 5607 (WP 2001-2006) bought by WP in November 1959. It carries frame number 5607-1, serial number 25623.

It was my privilege to represent the FRRS by serving as the engineer on that Portola to Oroville run, taking the 2001 down home rails with over 400 passengers on board and dozens more with cameras set up and chasing us as we went down the Canyon. I'm quite sure that the trip has been adequately documented on all kinds of recording media from the train and trackside, but I had a unique vantage point: the engineer's seat. We'll look back at the trip from my perspective; but first, we'll look at what went into getting 2001 on the train in the first place.

Rewind back to February 2010: I'm having a conversation with Chris Skow, the promoter of the planned excursion. Chris is a founding member of the FRRS, and has consistently supported us since the beginning. He tells me what he has planned, and I suggest to support his train by use of the WPRM facilities for layover and turning, greatly easing the logistics of turning and storing the train using UP facilities that Chris was facing. I then began planning how to go about making this happen, discussing it first with FRRS President Rod McClure, and then with the FRRS Board of Directors, where the plan was roughed out.

Now, it's April 2010. My plan for handling the train for the weekend is pretty well firmed up, and I've started to pace off distances on tracks, and make

up car lists of what needs to be moved. The Museum staff and operating crews have been given a rough course of action at crew meetings, and things are looking pretty good. Then came the changes.

The first set of changes was to the consist of the excursion train. First it was about 10 cars with 4 sleepers that needed HEP (Head-End Power) during the layover (10/4). Then it was 11/5, then 11/6, then back to 10/6, and so on. These changes continued well into early August, finally settling on 15/9 (the train actually ran 14/8, since one of the cars missed connections in Los Angeles and didn't make the train). We wound up splitting the two Amtrak units, putting one on each cut of cars, so everybody had HEP during the layover.

The other change was the significant one. In May 2010, Chris approached me about the possibility of using our WP 805-A as a lead unit for the westbound leg to Oroville, to commemorate the 100th anniversary of the WP's first passenger train. Rod and I discussed the feasibility of making this happen, but several problems loomed large. The 805-A was still in the midst of major mechanical and electrical work by our team of Dave McClain, Dwight Whetstone, Larry Hanlon, John Ryczkowski, and others, and it didn't look like we would be able to get it ready in time. Two things made our decision: first, we didn't want to rush the work on the 805-A; and second (the real clincher), the railroad has a policy of not allowing non-turbocharged engines to be run in mountain territories during the summer months, due to potential fire threat.

So, in June 2010, with the 805-A ruled out, Chris asked about the possibility of using the 2001 on the train, since it's turbocharged. Rod and I were caught rather flat-footed. At the time, the 2001 was out of service with bad batteries and a bad-order governor, and had been in this status since late 2006, when we limped it home (with UP's help) after the second Golden Gate Railroad Museum equipment move. Rod and I had talked several times about getting 2001 fixed, but the cost of new batteries and a new governor would approach $10,000, which the FRRS simply didn't have available. With this new opportunity to get 2001 running again, Rod and I looked deeper into making it happen. The battery problem got solved first. In the fall of 2009, our SD-9, SP 4404, developed an oil cooler leak, rendering it inoperable. It had a set of good batteries in it, which I promptly removed and serviced for use in the 2001.

Rod again took charge of the governor problem. We had made several attempts to obtain a replacement governor, but all had failed, mostly due to vendors shipping us an incorrect governor. By checking and double-checking numbers, connections, and other data, with help from our Assistant Chief Mechanical Officer Seth Adams, Rod ordered another governor, with a significant core credit to be applied upon return of the useless junk that looked like a governor that came out of 2001. Plans were made to get to work on 2001 as soon as the new governor showed up.

Meanwhile, Chris Skow and I were contacted by people from Amtrak and UP, amidst much confusion, about getting the 2001 inspected for use on the Amtrak train. At first, Amtrak said that they would have to inspect it, and wanted to know when they could send someone up to Portola. We held off on this, since 2001 wasn't ready yet. Later, for some reason, Amtrak decided that UP must inspect the locomotive, since it will be running on their railroad. With this issue apparently settled, we continued work on 2001, in order for it to be in working order for the UP inspection. This issue became a real stumbling block for the final approvals for the trip, much to Chris' dismay.

So, now it's late June/early July 2010. About six weeks to go before the trip, and people are getting antsy around Amtrak and the promoters, but not at Portola. In the best tradition of the WP's Willing People, the FRRS got going in earnest on 2001. Seth Adams and Ed Powell changed out the governor, and boxed up the old one for return core credit (and a decent burial). I got the batteries installed, the engine was watered up, and, after checking and rechecking things, the button was pushed. She fired right up, and settled in to that fast idle, as God and EMD intended. There were about 10 of us there to witness 2001's return to life. Electrically, the engine checked out perfectly. The air system also worked perfectly. Some water leaks were noted, and plans were made to deal with same. Things were looking up. After some testing in the yard, I arranged to put the 2001 in the shop, to address the water leaks, and to get her spiffed up for her next debut. She spent most of the next three weeks in the shop, along with WP 707 and WP 805-A, for preps for Railroad Days.

While in the shop, the water leaks were addressed by FRRS Director Charlie Spikes and his son Eric, working on the water lines under the cab to/from the cab heaters, and Bil Jackson (One Ell), who removed the cab heater return line and plugged it in the engine room. One Ell and his wife are from the San Diego area, and they spend several months with us every year. The original cab heaters used engine cooling water to heat the cab, just like your car heater does. Unfortunately, these heaters and associated water lines are a never-ending source of trouble in the cooling system, and we are working on isolating/ bypassing/removing all cab heater water lines on our engines that still have them, to eliminate the problems they cause (read: leaks).

So with the cooling system leaks taken care of, I set about the task of touching up the black paint on 2001's steps, handrails, and other trim, while Bart Hansen (with help from his family) took on the task of cleaning and waxing the orange and black paint on 2001, as well as 707 and 805-A (the silver paint is too fragile to work with polish and wax). I also installed new armrests on both sides of 2001's cab, and updated the regulatory data stencils for the handbrake, speedometers, etc. as these were tested.

I also want to note here that throughout this process of preparing engines, etc, the Museum staff and operating department continued running weekend caboose trains and several daily RAL's (Run A Locomotive), as well as preparing the grounds and other equipment for Railroad Days. Most days, the Museum was a beehive of activity.

Now it's early August. Chris Skow is getting nervous, since Amtrak won't approve his entire excursion until they hear from UP that 2001 has been inspected. The train is essentially sold out, but Amtrak won't issue the contract. Feeling that 2001 was ready, I implored upon Rod to make contact with UP to get it inspected. It took a while, but Rod was finally able to get the Director of locomotive maintenance at Roseville to come up to look at the engine. He looked it over carefully, asked some pointed questions, and finally said it was good to go. Phone calls were made, and within 2 hours, Chris had his approval from Amtrak. WP 2001 would make history … again!

continued in the next issue....

WP 165 FALL PROGRESS

- Chris Allan, Steam CMO

Once again I was happy to leave the greater Los Angeles area and head to chillier climes in the north, where Fall actually takes place. I made yet another journey to Portola for the final steam work session of 2010.

After zigzagging across the state, first to Pine Grove to see about a new gate for our property, then down to Fair Oaks to visit friend and BAERA director Paul Zaborsky, I arrived early evening Wednesday Oct. 20th back at the WPRM.

The ever-dependable Charlie Spikes had the heater going in the Pullman, thanks for that Charlie! I had but to vacuum up the usual detritus on the floor of the sections, and wipe down a few months of dust, grab a sandwich at Subway and collapse in a heap on my bunk.

After breakfast Friday morning with Charlie at the Station Café, we got set up and started in on trying to accomplish something. Hank Stiles showed up and continued with his rebuild of the brake cylinders. He cut new gaskets for the pressure side heads and was able to make the right side function again with grease and new rubber cups provided by a friend of ours. The left side gave us fits, in fact the piston didn't fit back in, and so the cylinder casting was removed whole and is currently being bored out by Paul Boschan here in the LA area. Seemingly small, the rebuild of the right side cylinder represents the first restored part on the 165, first of many I should hope. We patted ourselves on the back and moved on. Welcome to our newest volunteer, Bruce Hilliard from Sacramento. Bruce was very enthusiastic and made himself useful all three days. Thanks also to Ed Chase for dutifully needlescaling the smokebox exterior for many hours on Thursday.

Thursday night a friendly "contingent" from the Golden Gate Railroad Museum arrived to help for the rest of the week. These guys have Southern Pacific locomotive 2472 stabled operable at the Niles Canyon Railway in Sunol, California, and are a real bunch of professionals. Dave Roth, GGRM's Ops Manager was joined by Severn Edmonds, Jim Prettyleaf, and Dave Varley, GGRM's CMO.

By Friday we were at full speed. Bruce and Jim began fitting the new front tubesheet, a laborious