

DISNEY ZEPHYR TO WPRM!

The Disneyland Resort donated the *California Zephyr* train previously located in Disney California Adventure park to Western Pacific Railroad Museum. The donation consists of the replica locomotive cab, the photos and shadowbox artifact displays from inside the faux carbodies, authentic Budd parts used to create the exhibit and other parts and elements that can be used in our CZ restorations.

Plans for a gallery dedicated to sharing the legacy of the *California Zephyr* are underway. The train and related artifacts, which were part of the entrance to the theme park, arrived at their new home August 6 and will become part of the museum's Zephyr Project collection.

"Walt Disney's love of trains made this donation perfectly fitting," said Disneyland Resort President George A. Kalogridis. "The expansion of Disney California Adventure park provided the opportunity for us to make this meaningful donation and we are thrilled the train will offer museum visitors and train enthusiasts an immersive experience, much like it did here."

Visitors to the museum will learn about the history of the famous 1950s passenger train through the donated artifacts, while the recreated locomotive cab will offer a chance to experience what it was like for engineers to guide the stainless steel Zephyr trains through California's Feather River Canyon.

The cab was once part of a real locomotive. It is now an accurate replica of a Western Pacific FP7 cab and wears the same number as the last locomotive to lead a westbound *California Zephyr* into Oakland, Calif. on March 20, 1970, closing the history of one of the most celebrated "name trains" of the 1950s and 60s.

A complete report with photos of this amazing donation will be in the next issue of The Train Sheet. A tremendous thank you to everyone at Disney who made this possible!

If you would like to donate to the Zephyr Project, please go to donate.WPLives.org or send a donation to FRRS – Zephyr Project, P O Box 608, Portola, CA 96122.

DISNEY "CALIFORNIA DREAMING"

- Tom Carter, Director

The week of August 1st through August 6th was a very interesting one for myself, Alicia, and the museum, as we welcomed a new addition to the museum. On Sunday July 31, Alicia and I accepted an invitation to visit a new friend of the FRRS, the world's most famous and beloved animated mouse. When we arrived, we were treated to the kind of hospitality the Walt Disney Company is famous for as a team of FRRS members Alicia LaBrecque, Mike Mucklin, Eugene Vicknair, Chris Allan, James Mason, Scott Franklin and Dave Dodds carefully removed, packed and trucked the nose section of the "California Zephyr" display/façade from Disney's "California Adventure" theme park in Anaheim.

For those that haven't had the pleasure of some of the best ice cream on the planet, served out of an authentic EMD "F" unit, the replica CZ at DCA was a treat in and of itself. Built in 2001 as part of the new park next door to Disneyland, the "Disney CZ" consisted of a WP locomotive, diner and vista dome observation car, constructed from a real cab and nose section from an F7 and a LOT of stainless steel, glass and imagination! Disney's "Imagineers" and S&R metal Fabrication spared no amount of work and detail as they faithfully created a VERY credible work of art, known to us rails as the "California Zephyr". For the past 10 years, Disney's "CZ" locomotive, WP 804-A, served as the entrance to "Bakers-field Bakery, diner "Silver Platter" served as the entrance to "Bur-rr-bank Ice Cream", and Dome-Obs "Silver Crescent" served as the entrance to "Engine-Ears Toys". Growing up in a WP family full of frequent Disneyland visitors, my Dad and I almost fell over when we first went to DCA and saw, of all things, the "California Zephyr" gleaming in the sunlight!

Alas, things change, and Disney is currently remodeling portions of "California Adventure", including a "1920's Hollywood" theme for the entrance plaza of the park, complete with replica Pacific Electric "Red car" trolley's to transport happy visitors around the park. That meant that the CZ had to go, however, Disney graciously donated the nose section of "WP 804-A", nearly all of the photos, memorabilia and "shadow box" displays of CZ artifacts, as well as the "Mars" light from the Observation car, marker lights, all sign

boards, stainless trim and whatever else we could remove from the train.

Disney's press release can be found here, with an enjoyable video shot during the loading process for the cab:

<http://disneylands.com/blog/2011/08/disneyland-resort-donates-california-zephyr-to-western-pacific-railroad-museum/>

On Saturday, August 6th, Alicia and I brought the new artifacts home to Portola and just inside the gate sat our new arrival, "WP804-A" on the back of a low-boy trailer, sitting next to our own WP 805-A, headlight oscillating back and forth and red nose wings polished and shining as she purred away in delight, like a Mother and her cub. Thanks to Paul & Ken Finnegan and Steve Habeck for getting the 805-A ready for the festivities.

Once our crane and rigging crew was ready, we set out to unload the "804-A" cab from the trucks that brought her home. No easy task. My Dad, Rick Carter, came up with my mother, nephew Dustin, and brother Tim, and we put Dad's experience with our WP #37 Derrick to work. Dad has spent countless hours working to clean up derailments in the Feather River Canyon with the 37, and was excited to be a part of history, doing his old job, with his boys, unloading our new treasure from Disney.

Unloading the "WP 804-A" proved to be a bit of a challenge, as F7 locomotives weren't meant to be sliced apart like this one is, and the fact that it was bulky, heavy (19 tons!) and largely round, but thanks to the hard work and dedication of Tom & Tim Carter, David & Matt Elems, Cody "Noodle" Wilson, Scott Franklin (who trucked part of the display up from Anaheim for us and then helped us rig and unload it), Mike Mucklin, Gail McClure, Alicia LaBrecque, Steve Habeck, Rod McClure at the controls of the 37 and Rick Carter giving signals and directing the rigging, the "WP 804-A" is now stored and chained down on a cushioned flatcar while we kick "phase two" of the project to build a "California Zephyr" interpretive exhibit utilizing our new donations from Disney. On behalf of the entire membership, I'd like to thank Walt Disney Resorts for graciously donating their "California Zephyr" so that we can preserve this masterpiece of Disney Imagineering for the enjoyment of museum visitors in the near future.

WP 165 SUMMER PROGRESS

- Chris Allan, Steam CMO

The absurdity of life never ceases to amaze me. No sooner had our sandblasting contractor finished up with the 165's cab, the sky opened up and dumped on the freshly bared metal, turning everything a rusty orange haze by the next morning. I purposely scheduled this work at the end of June to avoid such an event, but Mother Nature had other plans for my sanity.

Roger Stabler and I traveled to Portola June 28th with the goal to prep and primer the cab prior to the July work session. Our sandblasting contractor had a few minor "mechanical difficulties" on the drive over from Reno but was still able to get going by around 11am. While he started blasting the multiple layers of cab paint away, Roger and I started removing four more leaf springs from the locomotive, which are currently being rebuilt at a spring shop in West Sacramento. Thanks to Roger for taking the lead on the leaf spring renewal!

My original plan was to get the cab inside the shop for painting as soon as it was blasted. Unfortunately, as you read above, that effort turned out to be futile so Roger and I called it a day. I cursed the rain all night from inside the motel room, which was about all I could do at the time.

June 29th dawned gloriously sunny, almost like nature was mocking me. Roger, undaunted, went back to the paint lockers in the shop and found some rust converter solution left over from a prior project. After a good dousing of the stuff, the orange haze disappeared. We were now ready to paint. Roger and better living through chemicals saves the day again!

No fewer than five paint guns tried and failed to atomize the two part epoxy primer. Finally, Charlie Spikes made a run over to the local auto parts store and purchased a fifty-dollar el-cheapo gun, and it carried Roger through the rest of the job. The cab and Roger were now a nifty oxide-red color. We were ready to start replacing the "cancer" or rusted metal later in July. The contractor returned for a second day of blasting, this time in the boiler interior. A great deal of scale was removed, and we are now ready for our initial interior inspection by the