

Relco GP20 #2001

by Kent Stephens

Former Western Pacific GP20 #2002 has become #2001 -- believe it or not! Read on and you will see how we now have two #2001 GP20's that are ex-Western Pacific.

Western Pacific was the first railroad to buy EMD's new GP20 model in 1959.

Six units (#2001-2006) were built in late 1959, followed by #2007-2010 in mid-1960. Nine of the ten WP GP20's made it to the merger in December 1982 (#2003 had been wrecked at Beowawe, NV on September 21, 1963 and traded in for #3011). Following the merger, #2008 was the first to be retired in July 1983 and was sold for scrap to Durbano Metals at Salt Lake City. One GP20, #2009, was renumbered UP #488 (2nd), then was retired in March 1985 and sold for scrap to St. Louis

Auto Shredding. The remaining seven (#2001-2002, 2004-2007, and #2010) were retired in April 1985.

No. 2001 was donated to our Rail Society in July 1985, a fortunate survivor. The remaining six were stored pending disposition. During Spring 1988, UP sold all six - #2002 to Relco Locomotives, Inc. of Minooka, Illinois; #2004-2007 and 2010 to Precision National Corporation at Mt. Vernon, Illinois. To this writer's knowledge, only one of those six stored GP20's made it back into service for a new owner. The lucky one was #2002, acquired by Relco Locomotives, Inc., a locomotive leasing company. (The PNC units were probably acquired for parts.) Relco overhauled #2002 at their Minooka



shop, chopped its nose, and changed the control stand to make the unit long-hood forward. The unit was renumbered Relco #2001, the hoods and cab painted in a two-tone blue, with black frame and trucks. A few months later, PACIFIC RAIL NEWS reported that RE 2001 was working at an Exxon Chemical plant with RE 1071, an ex-Portland Terminal (Oregon) Alco S-4.

Relco, although not too well known to railfans, is a major locomotive leasing company. The probable reason that the company isn't as well known to fans as other leasing firms, such as Helms or GATX, is that Relco specializes in leasing to industrial customers, and occasionally to short lines, rather than to the major railroads. Four years ago in 1986,

orange or yellow cab and car body, with black frame and trucks. Geeps are painted in the two-tone blue with black frame and trucks. The units are not lettered for Relco other than the initial RE on the cab one space before the number. This RE prefix identifies their units. If the unit you are looking at has an RE prefix to the road number, it is a Relco owned unit.

(Thanks to G. M. McDonald, Editor of THE SHORT LINE, and Chuck Galitz for permission to reproduce Mr. Galitz's photo of Relco #2001, published in Issue #94 of THE SHORT LINE. The information on Relco is from the author's contact with the Vice President-Sales of Relco in 1986 during the unsuccessful attempt to save the SN line in Chico as a short line.)

News From Around the Museum

by Gary L. Cousin

I'd like to extend my thanks to the members that participated during the weekend of June 23-24, 1990. The turnout was great; all helped with operations, restoration and support services. A special thanks goes to all that helped with the little things that don't get noticed. The main purpose of why I'm writing is to encourage those of you that help out to continue to do so. Your efforts like pulling weeds, cleaning toilets and floors, picking up the litter, taking out the trash, and greeting visitors are greatly appreciated. We have a lot of fun, but the greatest re-

ward for me is seeing the members coming from all over both states to help out. Our greatest attraction is not the rolling stock, it's you the member that makes it all come to life.

A special thank you goes to Steve & Norma Hayes for their input and comments. I hope that I can put forward some of those ideas, Steve; and I'm looking forward to seeing you again.

In closing, it's good to see meaningful results by you, the contributor that puts in your time, money, and energy. There are not enough "atta-boys" to go around to say thank you to all. Keep the trains running on time -- Gary L. Cousin