

## SUMMER STEAM REPORT

- Chris Allan, Steam CMO

A great deal has been accomplished on the WP 165 in the past year, including the completion of the ultrasonic thickness mapping on the first two boiler courses and the steam dome. This work was done almost exclusively by Nathan Osborn and James Cowdery. No significant sheet wastage has been found to date. They will continue on the wrapper sheet, backhead, tubesheets, firebox, and other stayed areas later this summer and into the fall, with the goal to have all readings done before the season is up.

I am very grateful to the UP steam crew, Scott Turley especially, for inspecting the boiler while the 844 was in town. We were able to confer over the phone and compare notes. Scott recommended, and I agreed that the lower portion of the front tube sheet should be replaced due to many bridge cracks that have been welded, and the bulging of that portion of the sheet from over rolling of the tubes. I have priced out a replacement plate that, as of this writing, is \$365.00. I am also working with Gary Smith, owner of Mission Tool Works in Hayward for a donation of time on his water-jet cutting machine. This will speed up the work of cutting out the replacement plate substantially. Another patch on the outer wrapper at the location of the rear sandbox is also necessary. This piece is not as large as the tube sheet plate and should be comparable in cost.

Thanks to the following for their recent generous donations for steam projects: Roger Stabler - \$1000, Nathan Osborn - \$1000, and James Cowdery - \$500.

Hopefully as you read this some of the spring rigging has been removed for repair and renewal. Most of this work can be done off site. The repair of the springs themselves will have to be farmed out. Roger is going to get quotes from the company they used for the SP 1233 spring repair.

Charlie Spikes has coordinated pumping out the oil from the tender bunker, thank you to him for getting that done. We can now work on getting the tanks off the frame for sandblasting and deck renewal.

We welcome new steam department member David Wallace, who is also the new owner of the ATSF 999197 caboose. David is an accomplished machinist and mechanic and another former member of the storied Rio Vista steam crew.

Movement of our steam department DRGW boxcar

from Rio Vista is still on hold pending the removal of its contents by BAERA. They have secured a shipping container for this purpose; with any luck we will be able to move the car before the snow flies in Portola. The WP stringboard and the Oakland Commissary sign will move with the car, as well as surplus parts from the SN caboose not deemed necessary to their restoration of the car to the period they have chosen.



## SAYING GOODBYE TO DANA

- Chris Allan, Steam CMO

WPRM steam team member and good friend Dana Greeley passed away suddenly Sunday, July 26th, 2009. He was 49 years old. Cause is yet to be determined. His only surviving family is his brother, Doug. I spoke with Dana that Saturday before, and he was feeling poorly. I urged him to get to a clinic but he was determined to put his doctor visit off until Monday. I could be angry at him for being so stubborn, but that would be fruitless. Dana's stubbornness was actually one of his more endearing qualities. His being argumentative and opinionated led me to more thoughtful decisions, or just shook me out of my supposed "Tree of Knowledge" at which point I would land on my butt, which would in turn cause me to rethink whatever I thought I was doing.

Dana and I met in the late 1970's at the then California Railway Museum, now the Western Railway Museum near Rio Vista, California. I was involved in the steam program there, and he was primarily involved in

maintaining the diesels. Of course, in an environment like that, with so few volunteers, everyone did everything, so Dana and I would work together on track projects and the like. In those days Dana seemed a bit brusque. That might be attributed to the museum environment, youthful exuberance, or many other things; however later in life, removed from the Museum we became great pals. I would look forward to our driving trips over the mountain to Portola, or the gatherings in our friend's backyards watching G-Scale trains going in circles.

Back in the day we really did think we were immortal. Shoving cuts of cars around with electric locomotives in the dark gave us a sense of empowerment, I suppose. Now we know this not to be true. Dana's passing is a moment of great sadness for all of us, not only do we mourn this great guy, but also the passing of our youth.

David Wallace related the following: "Dana left this world within 20 feet of where he entered it... he was the only person I met who was born in his parent's living room!"

No doubt his parents were there to welcome him back home. Goodbye old friend.



## DEPARTURE: REED JACKSON

- Rod McClure and Eugene Vicknair

Reed Francis Jackson loved trains from the time he was a child. He was born in Denver on Sept. 14, 1954, and graduated from North High School. At 18, he started working as a brakeman for Union Pacific, following his father and grandfather into the railroad business.

Reed was well-known as the conductor for the Union Pacific Steam Department, and a good friend and member of the FRRS. He died following complications from a surgery to remove a brain tumor on Saturday, August 15, at Poudre Valley Hospital in Fort Collins, Colorado. He was 54 years old.

He was well-known among fans of the UP steam program for always looking the part of the classic passenger train conductor: dark-blue suit with brass Union Pacific jacket buttons, white shirt, black hat and blue vest. He took great pride in this. Among the historic railroad memorabilia he collected were 30 Union Pacific conductor suits. As a memorial, one of his uniforms will be placed on display in the FRRS Display Room.

Reed worked as conductor on UP publicity and excursion trips for company executives, the public, and the famous, including former President George H.W. Bush. A Bush family excursion from Houston to College Station, Texas, was done in celebration of Bush's 80th birthday. He was also the conductor on the train that hauled the Olympic Torch around prior to the 2002 Winter Games in Salt Lake City. Reed even carried the torch part of the way.

Jack Holland, a Union Pacific machinist from Cheyenne who knew Jackson for many years, called him "the greatest ambassador Union Pacific ever had."

Reed made friends on every steam trip, said his brother-in-law Michael Engelbert. "He could talk to anyone, whether it was a child or a 90-year-old."

According to Engelbert, thousands of people asked him questions during the trips and the numerous stops the steam trains made. "He'd answer questions even at the end of a 16-hour shift," said Holland. "He was always courteous and polite and extremely sharp" about railroads and the history of the steam engines.

If anything went wrong, "he was very resourceful and could calm everyone down," said Steve Lee, Union Pacific's manager of train operating policies. "He