

STEAM DEPARTMENT BOXCAR

- Chris Allan, Steam CMO

After two years of fundraising, planning, and even a couple false starts, our 1909-built Denver & Rio Grande Western house car 62962 arrived in Portola Tuesday, October 5th, 2010. The move from the Western Railway Museum at Rio Vista, California to WPRM Portola took all day, and the carbody was placed back on its trucks Wednesday morning. Thanks to the professionals, Steve, Chris and Rick, at Montgomery Contractors the move was made safely and efficiently.

The Sunday prior I was joined by Eugene Vicknair, Chris Kapreilian, Nathan Osborn, James Cowdery, Craig Ferguson and a friend of Craig's (sorry I'm not great with names!). Paul Zaborsky with WRM operated the forklift for us. The underbody was stripped of brake gear to get it as low as possible on the flatbed. Items being donated to us by WRM, including the WP's train scheduling stringboard, and parts not necessary for their period restoration of SN caboose 1632 were secured inside the car by Eugene and Chris. Rod McClure's Oakland yard office sign was also included and will be hung in the WPRM Gift Shop after a couple of decades adorning the wall of the shop at Rio Vista.

So much was accomplished on Sunday thanks to the great turnout, I was able to take Monday off, and travel with my dad up to Woodland to visit

steam team member Roger Stabler. After a quick tour of his railcar, P/V Two Rivers, we had a nice BBQ lunch at Ludy's downtown. Returning back to the Sierra Northern shop we met up with Dave Magaw, President of the SNRR. He and Roger surprised us with the donation of two Sharon couplers for the 165. These couplers were originally from an 0-4-0 they owned together. Our current tender coupler is badly cracked; we can now replace it and still have a spare. Thanks again to Dave and Roger for their continued support.

Tuesday morning, Montgomery Contractors arrived promptly at 07:30. They worked fast to jack the carbody off the trucks, and we were loaded and on the road by 11:00. By 16:00 the car was inside the gate at Portola.

The roof on the 62962 is not in the best shape, so the car will spend its first winter at Portola in the diesel shop. Come spring we will attend to the roof and put the brake rigging back up. Then we can stabilize the exterior and start moving tools and supplies in.

Thanks to the guys at WRM: David Johnson, Al Stangenberger and Paul Zaborsky for their assistance and patience. Thanks also to FRRS Treasurer James Mason for handling the financials, and to Rod McClure, Steve Habeck, Cody Wilson, Charlie Spikes, and David Epling for the assistance unloading and getting the car put



DRGW 62962 is loaded on to the heavy duty flatbed by Montgomery Contractors at the Western Railway Museum.

- Chris Allan photo

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