

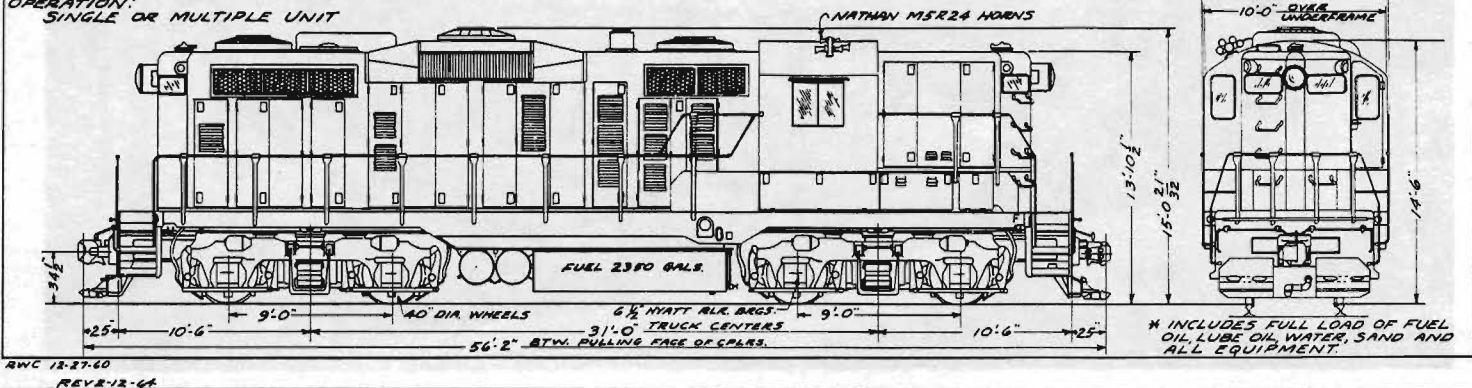
NOS. 2001-2006 NO. OF LOCOS. 6 AFE 99-59  
 NOS. 2007-2010 NO. OF LOCOS. 4 AFE 76-60  
 BUILT BY EMD GEN. MOTORS CORP. TYPE GP-20  
 POWER PLANT:  
 1-2000 H.P. DIESEL ELECTRIC UNIT  
 DIESEL ENGINE BY G.M.C. TYPE 567-D  
 16- 8 1/2" x 10" CYLS. 2 CYCLE TURBOCHARGED  
 GENERATORS:  
 1 EMD, 600 VOLT D.C. TYPE D-22-BT  
 (WITH INTEGRAL 170 VOLT ALTERNATOR)  
 1 AUXILIARY DC GENERATOR  
 TRACTION MOTORS:  
 4 E.M.D. DIRECT CURRENT, SERIES WOUND,  
 AXLE HUNG TYPE D-47-B  
 GEAR RATIO: 62:15  
 CONTROL:  
 AUTO. FORWARD & REVERSE, DUAL CONTROLS  
 OPERATION:  
 SINGLE OR MULTIPLE UNIT

### DIESEL ELECTRIC ROAD SWITCHING, 8 WHEEL

ROAD CLASS 2001  
 SYMBOL RS-64

AIR COMPRESSOR:  
 1- GARDNER-DENVER TYPE WBO  
 CAPACITY 235 CFM  
 BRAKE EQUIPMENT:  
 WESTINGHOUSE 26L  
 DYNAMIC BRAKES  
 WINTERIZATION  
 FUEL- DIESEL OIL --- 2350 GAL  
 LUBRICATING OIL --- 220 "  
 ENGINE COOLING WATER --- 227 "  
 SAND --- 18 CU. FT.

TRACTION POWER --- 64100 LBS.  
 MAX. SPEED --- 65 MPH.  
 MAX. TRACK CURVE:  
 SINGLE UNIT --- 150' RAD. OR 39°  
 MULTIPLE UNITS --- 274' " " 21°  
 \* WEIGHT IN WORKING ORDER:  
 TOTAL ON DRIVERS --- 257,000 LBS.  
 TOTAL DRY (LIGHT) --- 235,500 "  
 AXLE LOAD --- 65,000 "



### 2001

Western Pacific 2001, a 2000HP GP-20 built in Nov 1959 #25623 was retired Mar 85 by UP and moved west from storage in Salt Lake City on July 4th. This engine is an important addition to our collection as it is the first GP-20 built and the first production turbo-charged locomotive EMD delivered. The GP-20's were a important milestone in engine locomotive design. They were EMD's first step into turbocharging the 16 Cyl 567 engine, a step that was influenced by Union Pacific's experiments with so called "Omaha GP20's". The experiments began in 1955 with turochargers added to GP-9s in UPs shops. EMD brought out its own turbocharger in 1959 and it was added to 9 UP GP-9s before regular GP-20 production began. GP-20's were built from 11/59 to 4/62 with 260 units being built and WP and Great Northern the only railroad ordering high hoods instead of the new style of low hoods.

The 2001 was frequently equipped with a large snow plow and flangers to remove ice between the rails and saw regular service on the "High Line" in winter time. We will place one of our SP plows on the unit and while the flanger controls are still in place, the flangers will not be installed as they replace brake shoes on No. 1 axel. The unit was placed in storage when the UP absorbed the WP in January, 1983. It was stored along with it's 9 other sisters in Oroville, Portola nad ending up in SLC. There it was stored along with the other GP-20s and Gp-7s and at this location it was vandalized with the windows and gauge glass broken, the number boards and bell were taken off by railfans? When it was taken out of service a steel band was placed around the engine room doors so no damage was done to the engine area. Ski on his trips to SLC removed the horn and got a complete bell from 2010 for placement back on the 2001.

On the way to Salt Lake City we passed the west-bound SST with 2001 and Sacramento Northern GP-7 712, dead in train, just east of Battle Mtn. Nevada...Ski photo.....

