

Visitor's Map of

The Feather River Rail Society's

Portola Railroad Museum

P.O. Box 608 • Portola, California 96122 • (916) 832-4131

**VISITOR'S
GUIDE**
to the
Feather River
Rail Society's
**Portola
Railroad
Museum**
and the
Railfan's Guide
to the Feather River Canyon



Preserving "The Feather River Route"

Welcome Visitors!

The Portola Railroad Museum is located at the 5,000 foot level in the Sierra Nevada Mountains, near the headwaters of the Feather River. The museum is a 37 acre former locomotive service facility in use by the Western Pacific Railroad from 1954 to 1974. The property is under a 50 year lease from Union Pacific Corporation to the City of Portola. The non-profit, tax exempt Feather River Rail Society was formed in February 1983 by local rail enthusiasts and railroad employees solely for the purpose of promoting the idea of preserving the history and equipment of the Western Pacific Railroad.

This site, which includes a 16,000 square foot, 220 foot long shop building and two and one half miles of trackage, was officially turned over to the City of Portola in May 1984. The Feather River Rail Society operates the Portola Railroad Museum under contract with the City of Portola and is solely responsible for its operation. Western Pacific's last remaining "covered wagon" diesel unit, 921D, an EMD F7, was donated to the museum in August 1983, at Portola's first annual Feather River Railroad Days. This event is held on the last weekend of August with a parade and other local events. Numerous donations of Western Pacific equipment from Union Pacific followed. Union Pacific's last built double engine "Centennial" locomotive was donated to the museum in August 1985. During the past 6 years, members of the Feather River Rail Society have spent thousands of volunteer hours and tens of thousands of donated dollars on the improvement of the museum grounds, plus the purchase and repair of historical railroad equipment from other lines. The work continues on a year round basis.

The Feather River Rail Society is dedicated to preserving the history of the Western Pacific Railroad, railroad history of Northern California and the history of the evolution of the diesel locomotive in North America over the past 50 years. To this end, the Feather River Rail Society now has at Portola, one of the largest and most historic collection of diesel locomotives in the United States.

The theme of the Portola Railroad Museum is a living museum in the form of a small railroad locomotive facility typical of the 1940's, 50's, and 60's. We hope to provide our visitors with an "up close and personal" experience of what it was like to be around such a facility. Unlike other railroad museums, we encourage our visitors to climb up into the cab of a locomotive and sit in the engineer's seat, or to ride in a caboose behind a freight train. But, PLEASE, while visiting the Portola Railroad Museum follow the simple safety guidelines in this pamphlet. If you have questions, one of our many Rail Society volunteers at the museum will be happy to try to help you.

Thank you for visiting the Portola Railroad Museum!

Museum Hours

Summer: Memorial Day through Labor Day - 10:00 AM to 5:00 PM

Winter: Weekends 10:00 AM to 4:00 PM, weather permitting.

Note: The museum grounds are generally open year round and someone is usually on hand to greet visitors.

Entrance to the museum is free. A donation box is located near the front entrance so visitors may give financial help toward our restoration and preservation efforts.

Train Operations

Passenger trains are operated on our trackage every weekend from Memorial Day to Labor Day. Trains run every half hour from 11:00 AM to 4:00 PM. All day train ride passes are \$2 each or \$5 for a family pass. Special trains can be operated anytime for groups. Contact the museum General Manager for details.

Gift Shop

The Gift Shop is open whenever the museum is open. A catalog is available and mail orders are filled year round. The Gift Shop is located inside the Diesel Shop Building.

Locomotive Rentals

With our unique locomotive rental program, YOU can operate a diesel locomotive for one hour with your own private instructor included for only \$75.00. Fulfill your wildest dream! Choose from several locomotives. Western Pacific 921-D EMD F7 is available as a provisional rental. Rentals are done 7 days a week year round (weather permitting). Phone number for appointments: (916) 832-4532. A handsome certificate suitable for framing is awarded after each rental.

Safety Tips For Visitors

Think before you act.

Trains are very big, very heavy and quite dangerous. The Portola Railroad

Museum is a living museum. Trains can move at any time. Stay clear of tracks, look both ways before crossing. The top of a rail can be very slippery, always step over the rail, never on them.

Do not climb on the sides of freight cars or on top of any equipment. This is not a play yard.

Do not go into fenced off or roped off areas on the museum grounds.

Feather River Rail Society Board of Directors

Norman Holmes	(916) 832-4737	President, Founder and General Manager
Bruce Cooper	(916) 832-4532	Vice President
Gordon Wollesen	(916) 832-5311	Treasurer
Kent Stephens	(916) 895-1603	Secretary
Brian Challenger	(916) 525-4835	
Wayne Monger	(707) 746-8238	
Hank Stiles	(916) 836-2881	

Historical Dates & Facts

- July 1851 Mountain man Jim Beckwourth "finds" Beckwourth Pass - lowest pass across the Sierra Nevada.
- Spring 1864 Arthur Keddie finishes first railroad survey through the Feather River Canyon.
- Summer 1867 First failed attempt to build railroad through the canyon from Oroville.
- Feb. 6, 1903 Arthur Keddie and others sign agreement with railroad tycoon George Gould to build a railroad between Salt Lake City and San Francisco by way of Beckwourth Pass and Feather River Canyon.
- March 6, 1903 Western Pacific Ry. incorporated. George Gould finances construction with \$50 million from Denver & Rio Grande Railroad.
- Summer 1905 Work begins on building Western Pacific.
- Jan. 5, 1906 500 armed men seize piece of Oakland waterfront for new ferry terminal. Oakland waterfront removed from total SP control.
- Nov. 1, 1909 Last spike driven for Western Pacific Ry. at Keddie, California.
- Aug 20-22, 1910 First passenger train over entire length of new WP Rwy.
- Spring 1916 First WP bankruptcy. Gould loses control of both WP and D&RG. WP buys Boca & Loyalton RR. Reorganized as WP RAILROAD.
- Summer 1917 WP gains control of Tidewater Southern Ry.
- Winter 1918 WP purchases Nevada-California-Oregon Ry. line to Reno, NV.
- July 1925 WP purchases interurban Sacramento Northern Ry.
- April 1926 Railroad tycoon A. C. James buys controlling interest in WP.
- June 1931 First 251 class 2-8-8-2 articulated steam locomotive arrives.
- November 10, 1931 Northern California extension finished between Keddie and Great Northern connection at Bieber, California.
- June 1934 Diesel powered "Pioneer Zephyr" makes Chicago to Oakland roundtrip after announcement of a planned new unified passenger route over the CB&Q, D&RGW and WP.
- Spring 1935 Second WP bankruptcy.
- September 26, 1939 WP's first revenue diesel operation. Two months later this locomotive became WP 501, now preserved at the Portola Railroad Museum.
- May 6-13, 1940 General Motors "FT" demonstrator #103 tests on WP.
- December 8, 1941 WP becomes second railroad to buy freight road diesel locomotives. The four unit set is numbered 901.
- October 1943 Initial work commenced on Centralized Traffic Control signal system between Oroville and Portola.
- 1946 Agreement reached with Burlington and Rio Grande to operate new vista-domed streamlined train between Oakland and Chicago.
- March 20, 1949 California Zephyr inaugurated.
- Jan 14, 1953 CTC completed on entire main line between Oakland and Salt Lake City except for paired track segment with SP.
- June 1953 Dieselization completed.
- October 12, 1960 SP announced start of efforts to control WP. Effort failed, WP to remain independent.
- March 22, 1970 California Zephyr makes last run on WP.
- January 28, 1980 WP announced plans to sell to Union Pacific.
- December 22, 1982 Union Pacific formally takes over Western Pacific.

Equipment Roster

Caboose/Way Cars/Crummles

ATSF 999414 built 4-1927. First steel caboose owned by the AT&SF Ry., built by American Car and Foundry as ATSF 1500. rebuilt and modernized into a

Cabooses, continued

- CE-2 type cupola-style caboose and renumbered 999414 in June 1969 at the AT&SF Topeka, Kansas shops. Purchased by Vintage Railway Equipment Co. of San Jose, California and on long term loan to the FRRS.
- SN 1632 built 7-1938. A wooden-style caboose built in the Western Pacific shops in South Sacramento, California from a WP boxcar built in 1916. Donated by the Union Pacific to the FRRS.
- WP 645 built 5-1943. A wooden bay-window-style caboose built in the Western Pacific shops in South Sacramento, California from a WP boxcar built in 1916. Donated by Norman Holmes of Portola, California to the FRRS.
- UP 25049 built 2-1945. A steel cupola-style caboose built by Mt. Vernon Car Company as part of an order for the first steel cabooses owned by the Union Pacific. It was built as UP 3749 and is a CA-3 type caboose. Donated by the Union Pacific to the FRRS.
- ATSF 999197 built 3-1949. A steel cupola-style caboose built by the AT&SF Ry. in their shops at Topeka, Kansas as the AT&SF 507. This caboose was rebuilt and upgraded to a CE-1 type caboose in October 1967 by the Santa Fe. It was purchased by Vintage Railway Equipment Co. of San Jose, California and on long term loan to the FRRS.
- SP 1331 built 5-1951. A steel bay-window-style caboose built by the Southern Pacific as a C-30-6 type. The caboose was purchased by FRRS member John Ford of Clovis, California and donated to the FRRS.
- SP 1345 built 6-1951. A steel bay-window-style caboose built by the Southern Pacific as a C-30-6 type. The caboose was donated by the Southern Pacific Transportation Co. to the FRRS in 1985.
- UP 25283 built 12-1952. A steel cupola-type caboose built by the Union Pacific Railroad in their Omaha, Nebraska shops as a CA-5 type caboose. Placed into Maintenance of Way service in 1978, thus being painted silver and given the number UP 903005. Donated by the Union Pacific to the FRRS.
- WP 428 built 11-1955. A steel bay-window-style caboose, part of the first order of steel cabooses owned by the WP and built by the International Car Co. of Kenton, Ohio. Donated by the Union Pacific to the FRRS.
- SP 4107 built 7-1961. A steel bay-window-style caboose built by the Southern Pacific and designated a C-40-4Z type. Caboose was purchased by FRRS life member Victor Neves of San Leandro, California and is on permanent loan to the FRRS.
- WP 484 built 5-1980. A steel bay-window-style caboose built by International Car Company of Kenton, Ohio. This caboose is part of the final order of 6 cabooses that the WP would ever buy, and is identical to the SP 4600-series cabooses that were part of the same order and also the last cabooses bought by the SP. Donated by the Union Pacific to the FRRS.
- MP 13878 built 9-1980. A steel bay-window transfer style caboose, this is from the third member of the 1982 Union Pacific-Western Pacific-Missouri Pacific merger. This is also part of one of the final orders for cabooses built in the U.S. for the railroad industry. Donated by the Union Pacific to the FRRS.

Passenger Equipment

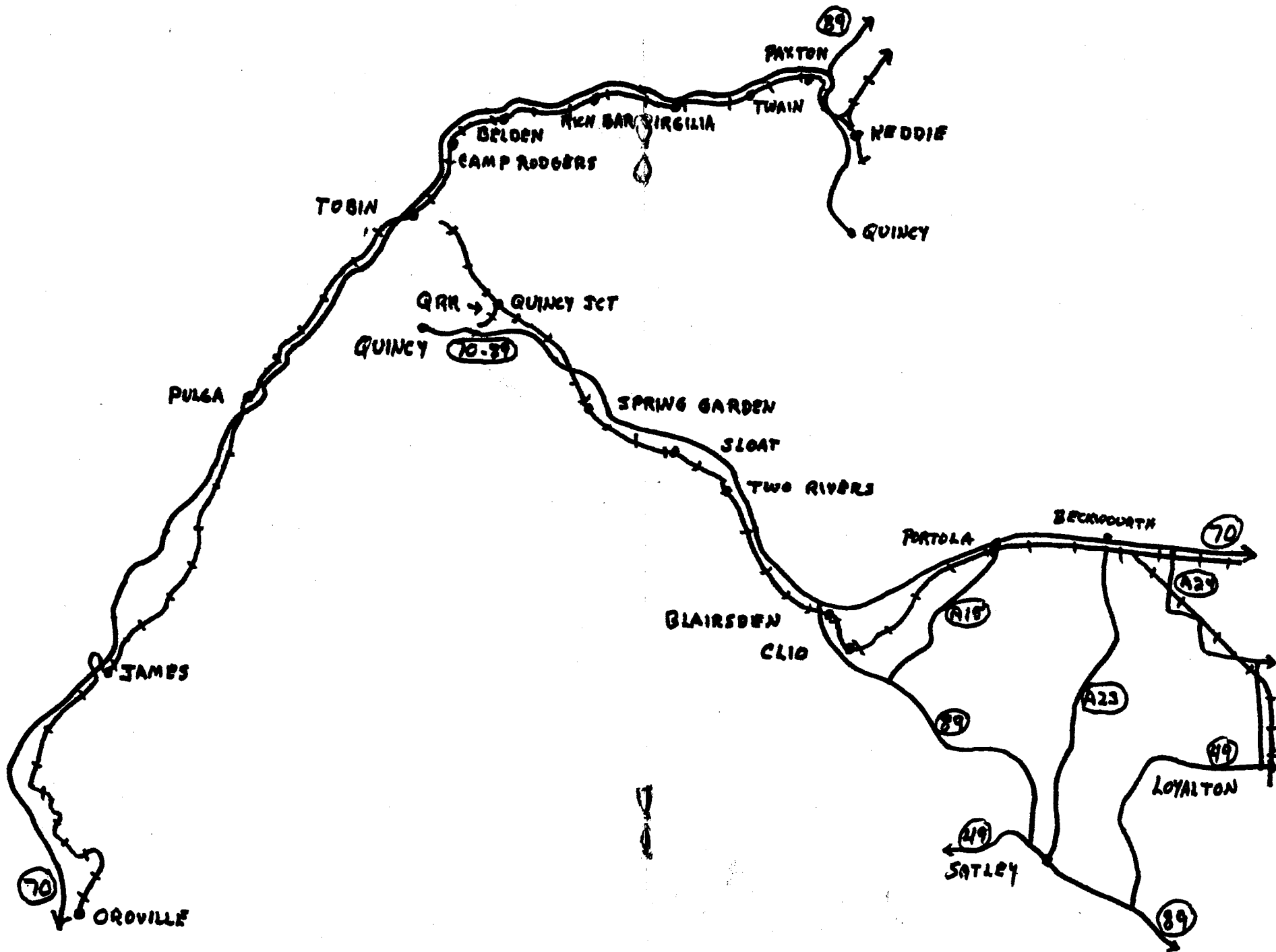
- UP 105 Built 1917. Built by the Pullman Company as a private business car for the president of the Union Pacific as car UP 100. The interior was refurbished in 1948. Later this car was used by various high level officials of the Union Pacific until retired and donated to the FRRS in May 1986.
- The Pioneer Built 1917. Built by the Pullman Company as an observation/sleeper, it was purchased by the WP in 1942 and numbered WP 106 for use on the WP passenger train Exposition Flyer. In 1951. It was turned into a mobile blood bank and named the Charles O. Sweetwood for the first WP employee killed in the Korean War. Owned by Doug Morgan/Rail Car West Co. and temporarily stored at Portola.
- WP 123 built 1923. A 60 foot steel baggage car built for the WP by the Pressed Steel Car Company. In passenger service until 1953, and then converted to a kitchen/diner for maintenance of way workers and renumbered WPMW 0912. Purchased from a private party in the Tracy, California area by the FRRS in 1985.
- WPMW 37-7 built 12-1925. Built by the Pullman Company as one of hundreds of "open section" sleeping cars, containing 12 open berths and 1 drawing room. Given the name "Red Cross," it was used for years on the joint

Passenger Equipment continued

- Southern Pacific-Union Pacific "Overland Limited." In 1930, it was reassigned to the Southern Railway and given the name "Sunburst River," sold back to the SP in 1948 and numbered SP 8334. Converted to a baggage/dormitory car for M of W train work in 1953 and given the number SPMW 3503. Given to the WP for derrick train assignment out of Elko, Nevada in 1974. Sold by Union Pacific to the Jim Dobbas Company of Roseville, CA in 1989 and resold to the FRRS in 1991.
- Amtrak 8070 built in 1950. A lightweight stainless steel dining car built by the Budd Company as part of the Santa Fe's streamlined "Super Chief" passenger train between Chicago and Los Angeles, given the number AT&SF 601. Used in passenger service on the Santa Fe until the start of Amtrak in May 1971, then used and rebuilt by Amtrak in the 1970's. Purchased from Amtrak by Norman Holmes of Portola, CA and donated to the FRRS in 1985.
- U.S. Army 8300 built 6-1943. In order to handle the vast transportation needs of the U.S. military during WWII, the Pullman Company built hundreds of these 30-man troop sleepers and nearly identical troop kitchen cars. This is one of the very few of these types of cars that have survived unaltered since WWII. Sold to the Alaska Railroad in the 1950's, this car was eventually turned into a youth hostel at Denali Park in Alaska. Purchased from the Alaska Railroad by Norman Holmes for the FRRS in October 1987.
- U.S. Army 8750 built in 1943. Built during WWII by the Pullman Company to help handle the massive volume of military personnel being moved. This car was a troop kitchen car. In the 1950's, this car went to the U.S. Air Force and was converted into a guard car for the Strategic Air Command rail shipments and renumbered USAX G-50. Purchased by the FRRS through the government surplus property reutilization program in 1990.
- Alaska RR P-4, built in 1943. Built by the Pullman Company as a troop sleeper car. Sold to the government owned Alaska Railroad in the 1950's and rebuilt/converted into a power car to supply electricity and steam heat to passenger trains in Alaska. Donated by Mountain Diesel Corp. to the FRRS in 1986.
- U.S. Army G-21 built in 1945. An 80 foot car built by American Car and Foundry which has 6-wheel roller bearing trucks, and tight-lock couplers. It was built for the U.S. Army Medical Department and was used to transport wounded servicemen from Hospital Ships at seaports to medical centers inland. This car was originally painted Olive Drab with the undercarriage painted black. It also had red crosses in white squares on both sides, each end, and on the roof. After the War was over, this and the other hospital cars had a varied, and hectic life, which continues even today. Ringling Brothers and Barnum and Bailey Circus took some for their circus trains. Some remained in Army service through the Korean War.

M of W Equipment

- UP 905884 built in 1931. Built as a 50 foot automobile boxcar at the UP car shops in Omaha, Nebraska, converted to a maintenance of way bunk/kitchen car in 1951 at the UP M of W shops in Grand Island, Nebraska. Donated by the Union Pacific to the FRRS. In use as a shower and bunk car for FRRS volunteers.
- UP 907344 built in 1931. Built as a 50 foot automobile boxcar at the UP car shops in Omaha, Nebraska, converted to a maintenance of way foreman's office car in 1955 at the UP M of W shops in Grand Island, Nebraska. Donated by the Union Pacific to the FRRS.
- UP 900002 built in 1949. A wedge snow plow built from the tender of Union Pacific steam locomotive 3562 in February 1949 following the retirement of that locomotive. Used by placing in front of several locomotives and being pushed through snow drifts to reopen a railroad following a storm. Donated by the Union Pacific to the FRRS in October 1990.
- WP E-14 built in 1936. A self propelled 5-ton capacity Burro crane and boom trailer, used in moving lengths of rail, ties and other track material. This is a model-15 crane built by the Cullen-Friedstedt Company of Chicago and has a builder's number of 15020. Donated by the Union Pacific to the FRRS.
- WPMW 37 built in 1937. A 200-ton capacity self propelled derrick, originally steam powered and then repowered with a diesel power plant in 1976 by the WP. Built by Industrial Brownhoist Co. of Bay City Michigan, it is a



M of W Equipment continued

- type Z derrick with the builder number 5256. Retired and donated by the Union Pacific to the FRRS in 1990. Operational condition.
- WPMW 27-2 built in 7-1943. Built as the tender for WP steam locomotive 484 by the Lima Locomotive Company. After retirement of the WP 484 in 1952, the tender was renumbered and put in use with the steam powered 200-ton capacity derrick WPMW 27 out of Elko, Nevada. The tender was donated by the Union Pacific to the FRRS. Operational condition.
- WPMW 90 built in 2-1952. A self-propelled 50-ton capacity locomotive crane, this machine is mainly used for bridge and other maintenance of way work. Built by Industrial Brownhoist of Bay City, Michigan, it is a Model DE-50 crane. Donated by the Union Pacific to the FRRS. Operational condition.
- WP 11012 built in 1927. Built for six companies involved in building Hoover Dam. Donated by the Union Pacific to the FRRS.
- WPMW 074. A self-propelled weed burner/snow melter built by the Fairmont Motors Corp. of Fairmont, Michigan.
- Oregon & Northwestern. Self-propelled track tamper. Donated by Tecton Laminates Company to the FRRS in October 1990.

Box Cars

- WP 17087 built 8-1917 (WP 27198). 40-foot single door wood box car built by Mt. Vernon Car. Donated to the FRRS by Norman Holmes.
- WP 20094 built 5-1937 (WPMW 0207). 40 foot single door steel box car built by Mt. Vernon Car Company. This is a member of the first order of steel box cars purchased by the WP. Donated by the Union Pacific to the FRRS.
- WP 20462 built 3-1945 (WPMW 0813). 40 foot double door steel box car built by Mt. Vernon Car Company. Donated by the Union Pacific to the FRRS.
- Milwaukee Road 27199 built 1-1947 (WPMW 0209). 40 foot single door rib-side steel box car built at the Chicago, Milwaukee, St. Paul and Pacific car shops in Milwaukee, Wisconsin. Donated by the Union Pacific to the FRRS.
- WP 20599 built 4-1947 (WPMW 0212). 40 foot single door steel box car built by Mt. Vernon Car Company. Donated by the Union Pacific to the FRRS.
- WPMW 0218 built 8-1947. 40 foot single door steel box car built by Mt. Vernon Car Company. Donated by the Union Pacific to the FRRS.
- WP 20806 built 10-1951 (WPMW 0220). 40 foot PS-1 type single door steel box car built by the Pullman-Standard Company. Donated by the Union Pacific to the FRRS.
- WP 20807 built 10-1951. 40 foot PS-1 type single door steel box car built by the Pullman-Standard Company. Donated by the Union Pacific to the FRRS.
- WP 20868 built 10-1951 (WPMW 0247). 40 foot PS-1 type single door steel box car built by the Pullman-Standard Company. Donated by the Union Pacific to the FRRS.
- WP 21255 built 11-1951 (WPMW 0239). 40 foot PS-1 type single door steel box car built by the Pullman-Standard Company. Donated by the Union Pacific to the FRRS.
- WP 21337 built 11-1951 (WPMW 0242). 40 foot PS-1 type single door steel box car built by the Pullman-Standard Company. Donated by the Union Pacific to the FRRS.
- WP 21513 built 11-1951. 40 foot PS-1 type single door steel box car built by the Pullman-Standard Company. Donated by the Union Pacific to the FRRS.
- WPMW 0204 built 11-1951. 40 foot PS-1 type single door steel box car built by the Pullman-Standard Company. Donated by the Union Pacific to the FRRS.
- WP 22009 built 10-1951. 40 foot PS-1 type single door steel box car built by the Pullman-Standard Company. Donated by the Union Pacific to the FRRS.
- WP 3032 built 2-1955 (WP 36102). 40 foot PS-1 type single door steel box car built by the Pullman-Standard Company. Donated by the Union Pacific to the FRRS.
- WP 36011 built 6-1955. 40 foot PS-1 type single door steel box car built by the Pullman-Standard Company. Donated by the Union Pacific to the FRRS.
- Tidewater Southern 520 (WP 36045). 50 foot single door steel box car. Donated by the Union Pacific to the FRRS.
- Tidewater Southern 521 (WPMW 37-10). 50 foot single door steel box car. Donated by the Union Pacific to the FRRS.
- WP 3796. 50 foot double door steel box car built by the Pullman-Standard Company. Donated by the Union Pacific to the FRRS.
- WP 34005 built 10-1960. 50 foot double door steel box car. Donated by the Union Pacific to the FRRS.
- WP 19801 built 3-1965 (WPMW 8250). 50 foot single door steel box car. Donated

Box Cars continued

- by the Union Pacific to the FRRS.
- WP 64004 built 8-1965. 50 foot double door plug steel box car built by Pacific Car and Foundry of Renton, Washington. Donated by the Union Pacific to the FRRS.
- WP 19901 built 9-1965. 50 foot experimental light weight single door steel box car built by Transportation Specialties Company (Transco) of Chicago. Donated by the Union Pacific to the FRRS.
- WP 37007 built 8-1971. 50 foot single door steel box car built by the Pullman-Standard Company. Donated by the Union Pacific to the FRRS.

Refrigerator Cars

- PFE 11454 built in 1957. Last series ice refrigerator car. Donated to the FRRS by Norman Holmes.
- PFE 52138 built in 1924. Built by Pacific Fruitgrower's Express for Western Pacific. Owned by John Ryczkowski.
- PFE 55333 built in 1924. Rebuilt in 1953 by PFE for Western Pacific. Donated to the FRRS by Scott Gibbs.
- FGEX 55932 built in 1927. Rebuilt in 1950. Donated to the FRRS by Albers Feed Co., Reno, NV.

Covered Hopper Cars

- WP 11509 built 2-1958. 50 foot 3 bay steel PS-2 type covered hopper built by the Pullman-Standard Company. This was one of the first covered hoppers owned by the WP and used to haul cement, gypsum, grain and bulk chemicals. Donated by the Union Pacific to the FRRS.
- WPMW 0196 built 3-1958. A 38 foot 2-bay steel covered hopper. Used to haul dry sand, bulk chemicals and flour. Donated by the Union Pacific to the FRRS in November 1990.
- Sacramento Northern 5005 built 1959 (WP 11530). A 50 foot 3 bay PS-2 type covered hopper built by the American Car & Foundry Company. Donated by the Union Pacific to the FRRS in 12-1984.

Flat Cars

- WP 16325 built 1917 (WPMW 0318). A 40 foot steel/wood flat car built by the WP in the South Sacramento shops. Converted to "Vista Flat" passenger service by the FRRS. Donated by the Union Pacific to the FRRS.
- WPMW 0319 built 1917. A 40 foot steel/wood flat car built by the WP South Sacramento shops. Donated by Norman Holmes to the FRRS.
- WP 17483(?) built 12-1918 (WP 8514). A 40 foot steel/wood flat car built by the WP in the South Sacramento shops. Converted to "Vista Flat" passenger service by the FRRS. Donated by the Union Pacific to the FRRS in 1984.
- WP 17491 built 12-1918 (WPMW 8522). A 40 foot steel/wood flat car built by the WP in the South Sacramento shops. Donated by the Union Pacific to the FRRS.
- FRWX 15545 built 9-1923 (DODX 15545). A 40 foot steel/wood flat car built for the U. S. Military. Purchased through the government surplus property program by the FRRS in October 1990.
- WP 2328 built 6-1929 (WPMW 79-4). A 50 foot steel/wood flat car built for the WP. Converted by the WP for use in work train service in the 1960's. Donated by the Union Pacific to the FRRS.
- WP 2350 built 6-1929 (WPMW 37-2). A 50 foot steel/wood flat car built for the WP. Donated by the Union Pacific to the FRRS.
- UP 909600 built 1937. A 40 foot steel tank car frame from a UP tank car. Donated by the Chilcoat Volunteer Fire Dept. to the FRRS in November 1987.
- UP 911513 built 1937. A 40 foot steel tank car frame from a UP tank car. Donated by the Chilcoat Volunteer Fire Dept. to the FRRS in November 1987.
- WP 8674 built 11-1942 (WPMW 8674). A 40 foot steel flat car built for the WP. Used as a boom idler car with 50 ton capacity crane WPMW 90. Donated by the Union Pacific to the FRRS.

Gondola Cars

- WP 16510 built 5-1917 (WP 6116). A 40 foot wooden and steel open gondola built at the WP South Sacramento Shops. Donated by the Union Pacific to the FRRS.
- WPMW 8545 built 4-1925. A 40 foot steel/wood 1/2 flat-1/2 gondola car built for maintenance of way work by the South Sacramento Shops. Donated by the Union Pacific to the FRRS.
- UP 29954 built 4-1953. A 50 foot steel gondola built for the UP for general freight service. Donated by the Promontory Chapter-National Railway Historical

Gondola Cars continued

Society of Salt Lake City to the FRRS in 1988.

- WP 5023 built 12-1953. A 40 foot steel GS-series drop bottom gondola built by Pullman-Standard for the WP. These cars had extended wooden sides and were used in the 1960's and 1970's for hauling wood chips.
- WP 6550 built 12-1953. A 50 foot steel solid bottom gondola built for the WP. This car was used mostly in steel coil hauling service between Utah and California. Donated by the Union Pacific to the FRRS.
- WP 6553 built 10-1955. A 50 foot steel solid-bottom gondola built for the WP. This car was used mostly in steel coil hauling, and then was converted into a boom car/tool car for 200-ton capacity derrick WPMW 37. Donated by the Union Pacific to the FRRS in 1-1991.
- WP 10649 built in 1953. Donated by the Union Pacific to the FRRS.

Tank Cars

- WP 1072 built in 1912. Built for WP with a 10,000 gallon capacity. Donated by the Union Pacific to the FRRS.
- WP 1074 built in 1912. Built for WP with a 10,000 gallon capacity. Donated by the Union Pacific to the FRRS.
- WP 1132 built in 1912. Built for WP with a 10,000 gallon capacity. Donated by the Union Pacific to the FRRS.
- FR&W 12107 built in 1952. A 10,000 gal. tank car which will be converted into a fire control car with a pump and hose. FRRS acquired from government surplus at Herlong.

Locomotive Roster

Current Road Name	Current Road No.	Manufacturer	Model	Builder's No.	Date Built	Date FRRS Acquired	Horsepower	Notes
FR&W	1	PLY	ML-8	4504	-43	1-90	250hp	x WCTU 1, xxUSA
KCC	2	ALCO	RS-3	78371	11-50	8-85	1600hp	QMC (gasoline)
KCC	3	ALCO	RS-3	78372	11-50	10-85	1600hp	x American Smelting
FR&W	80	GE	80T	15671	8-42	7-88	500hp	x American Smelting
FR&W	81	GE	80T	31853	-53	7-88	500hp	x USA 7376
USS	12	GE	80T	30800	7-50	10-86	470hp	x USA 1694
KCC	104	ALCO	RS-2	77888	1-50	11-85	1500hp	x Columbia Steel
WP	501	EMC	SW-1	906	8-39	2-88	600hp	12 (Nevada Mines, Ely)
WP	506	ALCO	S-1	69687	5-42	8-88	660hp	x KCC 908
WP	512	ALCO	S-1	69514	11-41	11-88	660hp	x Corn Products 1,
LI	604	ALCO	FA-2	81086	6-56	7-87	1600hp	xx SN 401
WP	608	EMC	NW-2u	1000	5-40	12-84	1200hp	x ST&E 506
WP	707	EMD	GP-7	17031	10-52	2-87	1500hp	x USA 7372
WP	708	EMD	GP-7	17056	10-52	11-84	1500hp	x L&N 314
KMC	778	GE	125T	33348	4-58	10-85		x UP 1001
WP	805A	EMD	FP-7A	9004	1-50	7-87	1500hp	x Chino mines 104
UP	849	EMD	GP-30	27558	9-62	7-86	2250hp	(electric)
WP	921D	EMD	F7-A	8979	1-50	7-83	1500hp	x L&NW 49
WP	2001	EMD	GP-20	25623	12-59	7-85	2000hp	
WP	3051	GE	U30B	36451	9-67	1-85	3000hp	
SP	4004	ALCO	RS-32	84029	3-62	4-90	2000hp	x SP 7304
MILW	5057	GE	U25B	35640	6-65	8-87	2500hp	
UP	6946	EMD	DDA40X	35520	9-71	8-84	6600hp	
CN	9190	EMD	F7B	A214	-55	-91	1750hp	upgraded to F9B specs. 10-72; will be renumbered WP 925C
NVR	51	BLW	DS-4-4-660	73042	11-46	11-90	660hp	x MF&M 1

Feather River Canyon Mileage Chart

RR Mile-post	Station	Hwy. miles from Portola	Description and information
341.8	Reno Jct.	19.7	Road to Reno Jct. & Chilcoot tunnel on left.
	Beckwourth Pass	19.2	Take dirt wide spot on left for overview of Reno Jct. Elevation 5212 ft.
339.1	Chilcoot	17.2	Paved road on right to siding.
327.5	Hawley	5.6	Dirt road to siding.
321.4	Portola	0.0	Gulling St. overpass to UP yard and museum.
	Delleker	1.8	Delleker Road access to railroad, bridge.
310.4	Blairsden	9.4	Hwy. 89 underpass, left to Blairsden.
	Two Rivers	10.1	Mohawk Rd. xing. Forest Service office.
	Sloat	14.3	Camp Layman Rd. on left to former siding.
301.9		17.6	Road on left to Sloat mill and siding.
		23.1	Road on left to top of Spring Garden tunnel.
296.4	Spring Garden	23.7	Williams Loop Trackage. Here trains are going in opposite geographical directions.
		25.5	Dirt road to loop on left at Narrow Bridge sign.
		25.7	Overpass - view of loop tunnel on left. Highway parking OK .2 miles beyond overpass.
	Massack	27.1	Rest area.
		27.9	Chandler Road goes to Quincy Jct.
		30.8	Lee Road angles off right to Quincy RR.
		31.9	Plumas Fairgrounds Rd. - WP caboose 463 in park.
287.9	Quincy Jct.	33.2	Quincy Jct. Road at school on right.
281.5	Keddie	39.9	Road to Keddie Station and wye.
		40.6	Keddie Wye overlook - park on left - be very careful crossing road.
		43.4	Greenville Hwy. wye 89 to Greenville, Lake Almanor and Westwood, follows railroad line to Bieber.
277.3	Paxton	44.2	Road to Paxton - former Indian Valley RR Terminal.
	Twain	49.6	Road to Grays Flat and Twain siding (camping).
270.5	Virgilia	51.7	Cross bridge to RR. Good photos next 10 miles.
260.1	Belden	61.6	Cross bridge to RR. Rest area.
255.6	Camp Rodgers	66.6	PG&E Material yard - private road.
	Tobin	69.4	Rock quarry - double bridge (campground nearby).
247.6	Merlin	75.4	Highway tunnels in this area.
		77.8	Rest area.
239.5	Pulga	83.6	Road to Pulga sharp right - very narrow one way road. Famous double hwy./RR bridge - park .5 mile west.
234.9	Poe	87.5	RR way down in canyon.
		90.6	Big Bend Road to North Fork bridge.
		97.0	East End of James siding at bridge.
226.0	James	99.5	West end of siding at overpass.
		99.8	View of James loop.
220.0	Elsley		
213.9	Kramm	105.9	Old road to left follows railroad to Oroville.
	Oroville Station	111.3	Montgomery St. right on Meyers. Restaurant in Station.
204.7	Oroville Yard	111.6	Oro Dam Rd., right on Lincoln to RR.

Listening In

Feather River Rail Society radio frequency is 161.010 MHz.
 Union Pacific radio frequencies are 160.515 MHz and 160.740 MHz.
 Numerous dragging equipment detector units usually announce "no defects" with locations as trains progress through the canyon.