Good Morning!

Welcome to the Pacific Limited!

On behalf of the members of the **"PACIFIC LIMITED GROUP"**, which consists of the **Feather River Rail Society of Portola, Calif.**, the **Central Coast Chapter of the National Railway Historical Society of San Jose, Calif.**, the **Promontory Chapter of the National Railway Historical Society of Salt Lake City, Utah** and the **Union Pacific Historical Society**, as well as our host, the **Union Pacific Corporation**, we would like to thank you for traveling with us today. Today's train is a recreated Union Pacific **"Streamliner"** passenger train from the 1950's.

Each passenger car in our train today has been refurbished to near it's original condition by the **Union Pacific Corporation** at a cost of $1/2 million to $1 million per car. This train is for occasional use in both public excursion and company business trains. The locomotives powering today's train are an "A-B-A" set of Electro-Motive Division of General Motors E9s that were built in the late 1950s to power the many Union Pacific Streamliner trains of the era. At a cost of nearly $2 million, these three units were returned to the Union Pacific and rebuilt for use on special passenger trains such as this one.

If you have any questions or need help in any way, please feel free to ask any one of our volunteer car hosts that is onboard today. We are all here to make sure that your journey is an enjoyable one. To make sure that today's trip is a safe one, please follow the directions of our volunteers.

The California Zephyr

The route that we are traveling today was originally built by the Western Pacific Railroad between 1905 and 1909, termed by many historians as "The Last of the Transcontinentals". Plans for building a railroad through the Feather River watershed and across northern Nevada had been put forward by many people from even before the completion of the Central Pacific-Union Pacific first transcontinental line. Not happy with their western connection with the Central Pacific, the Union Pacific in the 1890's had even done extensive surveying of a new railroad over this route until they turned their attentions to the Pacific Northwest and dropped the Feather River idea.

It wasn't until railroad tycoon George Gould had been shut out of rail access from west of Salt Lake City to California for his Denver & Rio Grande RR by rival E.H. Harriman and the Southern Pacific in 1901 that a railroad through the Feather River was started. Gould financed the building of the WP through the offices of the D&RG. By the time the WP was finished and the last spike driven on what is now the Keddie Wye bridge on Nov. 1, 1909, the cost of the WP was double the initial $35 million estimate inspite of the heavy use of modern earth-moving machinery. Within seven years, the cost of building the WP would force George Gould to break up his 12,000 mile long coast-to-coast railroad empire.

For a total of 73 years, the WP operated as an independent railroad. Finally in September 1982, the Union Pacific purchased the Western Pacific, turning it into the "Feather River Division".

Although other somewhat famous passenger trains such as the **Exposition Flyer, the Royal Gorge** and the **Scenic Limited** ran over this route between Salt Lake City and Oakland, California, this "Feather River Route" was made famous world-wide by the heralded **California Zephyr**. This diesel-powered stainless steel streamlined passenger train debuted in 1949 as part of a joint effort between the Western Pacific, the Denver & Rio Grande Western and the Chicago, Burlington & Quincy Railroads. Six train sets provided daily service from 1949 to 1970 over the 2,537 mile distance between Chicago and Oakland/San Francisco. This train operated over a route running through some of the more spectacular scenery in the western United States, including Glenwood, Gore and Ruby Canyons in Colorado and the Feather River Canyon in Northern California. The stainless steel **"Vista Dome"** passenger cars were designed to allow patrons to view the wonders of the American West in spacious comfort and elegance. Indeed, the **California Zephyr** was the only passenger train between the Great Lakes and the Golden Gate whose schedule was designed specifically to allow travelers the opportunity to view the choicest of western scenery in full daylight.

Popular as the train was, the WP was loosing over $1 million per year operating the **California Zephyr** and was rapidly forcing the railroad toward it's third bankruptcy in it's history. The last run of the **California Zephyr** was on March 20, 1970. The death of the **California Zephyr** is usually credited as motivation in the creation of the government operated Amtrak in May 1971.

Today's **"Pacific Limited"** has several similar **"Vista Dome"** passenger cars used by the Union Pacific on their own streamlined passenger trains from the 1950's to 1971 but never operated over the Feather River Route in daily service. On our train today, the limited number seats up in the **"Vista Dome"** passenger cars have been purchased in advance by those passengers there. The volunteer car attendants will be restricting access to all domes and removing any passenger from these domes who cannot produce their ticket for the day proving purchase of a dome seat.

PLEASE DO NOT GO INTO A DOME UNLESS YOU HAVE A TICKET FOR DOME SEATING FOR THE DAY. THANK YOU!!!

The Portola Railroad Museum

The Feather River Rail Society of Portola, California is an educational, non-profit organization that operates the 37-acre Portola Railroad Museum. The mission of the FRRS is the preservation of the history of the Western Pacific Railroad and subsidiaries, the railroad history of Northern California and the history of the Evolution of the Diesel Locomotive in North America since the 1920's.

The **Feather River Rail Society** was formed in February 1983 by Norman Holmes and a core of other people interested in the history and heritage of the Western Pacific. The organization was the focus point for people of the Feather River country to push for the establishment of a small railroad museum on the site of the abandoned WP engine facility at Portola. Thanks to the personal intervention of former WP and at that time UP president Robert Flannery, the **Portola Railroad Museum** was formally established in August 1983 with the donation of retired F7A WP 921-D and a few pieces of freight equipment.

The idea of a railroad museum and of the FRRS was a tremendous success. In the nine short years since the delivery of the 921-D, the **Feather River Rail Society** has become a dynamic organization of nearly 1000 members worldwide, known for the "can do" attitude of it's membership. The **FRRS** has also become known as a leader in the railroad museum industry advocating the preservation of the tremendous technological changes that have occurred in the railroad industry in the past 60 years.

Although originally aimed at preserving Western Pacific railroad equipment and history, a rapid influx of historically significant equipment has given the Portola Railroad Museum a premier collection of 34 "First" and "Second" Generation diesel-electric locomotives dating from 1939 to 1971. All of the major locomotive builders of the post-World War II period are represented here and many of the models on display and in operating condition are indicative of the post-war, wholesale dieselization of American railroads.

Located on the site of the former WP Portola Diesel Facility (prior to that it was an impressive steam servicing facility), the museum now features over 100 distinctive Western Pacific and other western railroad pieces of equipment! Not only are diesel locomotives preserved at Portola, but so are numerous styles of freight cars from the 1910's to 1970's, various passenger cars from different eras, various pieces of "maintenance of way" equipment used by the people that maintain the railroads and heavy rail-mounted derricks. The centerpiece of the museum is the steel 220-foot long dual track enginehouse built by the WP in 1953 to service the diesel locomotives operating through the Feather River Canyon. This building and facility was saved from being torn down by the establishment of the museum.

Inspite of the location of the museum at the town of Portola in the Sierra Nevada Mountains, the museum is open to the public on a daily basis year around. The only time when the museum is closed is when heavy snows close the roads in the Portola area a few days each winter. Inside the enginehouse at the museum, visitors will find locomotives in various stages of restoration. Also inside the visitor will find a well stocked gift shop, a room of railroad artifacts on display, all year rest rooms and a snack bar/cafe which is open in the summer.

The **Portola Railroad Museum** is also the home of the **"Rent-A-Locomotive"** program that operates year round. At the cost of $75 per hour, a group of up to five people you can expericnce what it is like to become an "engineer" at the throttle of a live diesel locomotive under the supervision of one of the FRRS "instructors". With an addition of $100 for a second hour, operation of a "First Generation" streamlined locomotive similar in style to the ones powering our train today is available for rental.

WHAT IS IN A NAME?

A Guide to the Sights Along the Union Pacific's "Feather River Route" Canyon Subdivision..

(Please Note that ALL locations described are keyed to "Milepost" locations as counted in distance from San Francisco. Milepost markers for full miles, half miles and quarter miles are placed along the railroad for use as reference points.)

READ UP FOR WESTBOUND TRIP, READ DOWN FOR EASTBOUND TRIP

FREMONT TO RENO JUNCTION

MP 29.7 Fremont (Niles District). Originally know as Vallejo Mills for the flour mills built at the mouth of Alameda Creek Canyon by General Marino Vallejo. In 1869, the town was renamed Niles for Judge Addison Niles of the Southern Pacific. The City of Fremont is named for explorer, military governor, first presidental canidate of the Republican Party and California's first U.S. Senator General John C. Fremont.

MP 30.3 Niles Junction. UP mainline crosses the Southern Pacific's Hayward Line now used by Amtrak/CalTrans San Jose-Sacramento Capitol passenger trains. Junction point of UP's San Jose Branch.

MP 32.9 East end of 4320-foot long Tunnel #1. Near this point on the other side of Alameda Creek, the actual last spike of the final segment of the First Transcontinental Railroad connecting the end of the Central Pacific in Sacramento with San Francisco Bay Area was driven on September 5, 1869.

MP 36.0 Sunol. Named after Don Antonio M. Sunol of the French Navy - as refered to in John C Fremont's autobiography. Now home of the Pacific Locomotive Association's Niles Canyon Scenic Railway museum and tourist railroad. Upper end of Alameda Creek Canyon.

MP 38.1 Hearst Siding. Formerly named "Hacendia" during the early years of the Western Pacific. Named for the fact that it was long the home of Mrs. Phoebe Apperson Hearst, mother of William Randolph Hearst.

MP 41.5 Pleasanton. Originally called Alisal (Spanish for cottonwood) while part of the Bernal Ranchero. Home of the Alameda County Fair. Named in honor of General Pleasanton, who fought with General Fremont in the Missouri campaign during the Civil War.

MP 42.8 Radum. Site of huge aggregate industry that was first started in the 1930s by Henry J. Kaiser at the lineside Kaiser Sand & Gravel facility. Junction point for SP San Ramon Branch which was built through the San Ramon Valley starting in 1891 and finally finished through Walnut Creek to Avon (Martinez) in 1908 - line abandoned from Pleasanton to Concord in 1979.

MP 47.3 Livermore. Named for pioneer rancher and vintner Robert Livermore that established some of the first wine-producing vinyards in California near-by. Town established in 1869 following the building of the first transcontinenetal railroad through the Livermore-Amador Valley.

MP 49.3 Trevarno. Welsh work meaning "head of the valley". To the south of the railroad is the Lawrence Livermore National Labratory.

MP 53.9 Goecken. Named for early settler and rancher H. B. Goecken. Cross under I-580.

MP 56.5 Altamont. Spanish for high hill. At 752 ft. above sea level, summit of pass through the Diablo Range between the Livermore-Amador Valley to the west and the San Joaquin Valley to the east. Site of a thriving hay producing community in the early 1900s - now known for the modern electricty-producing windmills.

MP 57.6 Previous site of Tunnel #3 removed by the UP in 1986.

MP 59.3 Redmond Cut. Named for family living in area during the 1900s. At 120 feet deep and 1/4 mile long, was the largest such excavation during the building of the Western Pacific. Crossing over/under I-580.

MP 63.0 Midway. Half-way point on east slope of the Altamont Pass grade.

MP 67.5 Crossing of California Aqueduct.

MP 68.3 Valpico. Name coined from Valley Pipe Line Company.

MP 71.8 Carbona ("South Tracy"). Spanish for coal. Originally called South Tesla Junction, this is the point where in 1907 when the Western Pacific was being built, the WP that it joined the tracks of the Alameda & San Joaquin Railroad. The A&SJ was built in the 1890s from Stockton to Carbona and then 12 miles further to the west to serve the coal producing region in the Tesla/Corral Hollow area.

MP 73.8 Lyoth. Crossing of the SP West Side Line now operated by the California Northern Railroad. Site of U.S. Army Tracy Defense Depot.

MP 75.7 Cochran. Named after local packing company L. Cochran Co.

MP 80.2 Crossing of the San Joaquin River.

MP 82.0 Wyche siding. Named for construction engineer and later W.P. Chief Civil Engineer Thomas Wyche.

MP 84.5 Lathrop. Crossing of the SP mainline to Los Angeles. Site of huge new Union Pacific intermodal facility that will serve the Stockton/Modesto area. Nearby is Manteca, which is a Spanish word for butter.

MP 90.3 Ortega. Junction with the Tidewater Southern line to Modesto and Turlock. Named for Captian Jose Francisco Ortega, the first commandant of the Santa Barbara presidio.

MP 93.2 Stockton. Named for Commodore Robert Stockton by Captian Charles Weber in 1847. Commodore Stockton was the commander of the field troops for the U.S. government when California was taken away from Mexico in the Bear Flag Revolt. Main shops and yard for the Union Pacific (former Western Pacific). Crossing of AT&SF mainline at Stockton Tower.

MP 96.5 Crossing of Calaveras River. Calaveras is Spanish for skulls. Many skulls were found in this area by the first Spanish expedition into the area led by Lieut. Gabriel Moraga. The skulls were remains of the many battles between Indian tribes for control of fishing rights in this area.

MP 105.3 Terminous Junction. Former junction of 7.5 mile branchline west to large packing shed complex at Terminous (now known as Tower Park Resort).

MP 107.8 Villinger. Named for the pioneer family that settled in area in 1849.

MP 109.5 Las Vinas. Spanish for "the vines", i.e. grape vineyards.

MP 113.9 Thornton. Site of a large vegetable and fruit canning company.

MP 116.0 Mokelumne River crossing. From a corruption of the Miwok Indian name Wakalumitoh.

MP 116.4 Consumnes River crossing. Derived from Kossummi, the Miwok Indian word for salmon.

MP 122.0 Phillips siding.

MP 128.7 Runyon. Named for noted early 20th century sports writer Damon Runyon.

MP 136.5 South Sacramento yard. Located next to Hughes Stadium and Sacramento City College. Former site of main Western Pacific car and locomotive shops.

MP 138.6 WP Sacramento passenger depot still stands, now in use as the "Old Spaghetti Factory". WP train dispatcher office was in building behind depot until all dispatching functions moved to Omaha in March 1991.

MP 143.8 Siding at Del Paso, named for the Rancho del Paso. Interstate 80 passes overhead.

MP 152.5 Sankey. Former location where the Sacramento Northern interurban mainline to Chico crossed the WP.

MP 161.6 Trowbridge. Named after pioneer family in area.

MP 176.2 Cleveland. Named for Newton Cleveland of the Yuba Goldfields Consolidated dredging operation. Junction of the former SN Pearson Branch.

MP 178.0 Long bridge across the Yuba River at junction of the Yuba and Feather Rivers. South side of Marysville, named for Donner Party survivor Mary Murphy.

MP 180.2 Binney Junction. Crossing of the SP mainline running north to Oregon at the north edge of Marysville.

MP 205.1 WP depot at Oroville, now a popular local restaurant. "Oro" is Spanish for gold and "ville" is French for village, as Oroville area was a major gold producing site in the 1850's. This is the lower end of the Feather River Canyon. In Hewett Park across the tracks from the depot, on display is one of the few WP steam locomotives remaining , 0-6-0 #164 plus Feather River Ry. 3-truck Shay #1.

MP 210.82 Zephyr. This is the west end of 21-miles of new railroad around Lake Oroville constructed in the 1960's by the state of California. A deck bridge across the Feather River is here and designates the base of the Feather River grade. Between here and James, the railroad runs along the western base of Table Mountain.

MP 213.9 Kramm siding.

MP 220.5 Elsey. Named in honor of WP president Charles Elsey (1932-1948). Location of Green Mountain Quarry, a major supplier of high quality basalt railroad ballast.

MP 225.8 In order to gain elevation to above the level of Lake Oroville, the railroad swings north around a giant horseshoe curve, through Tunnel 4 and past the siding at James. James is named in honor of WP owner (1926-1935) and railroad tycoon Arthur Curtis James. Just east of James siding, the railroad crosses the lower deck of the West Branch Bridge over Lake Oroville, with Highway 70 directly above on the top deck.

MP 230.43 Dark Canyon. Here only a 150-foot gap separate the 4406-foot Tunnel 7 to the west from 8856-foot Tunnel 8 to the east, longest tunnel on the UP!

MP 232.32 Intake. The east end of the railroad relocation around Oroville Lake.The railroad crosses the 1000-foot long, 100-foot high North Fork Bridge then enters into Tunnel 8, longest on the UP. A PG&E power house is here powered by water from Pulga Dam. This site is called Intake because this is where the penstocks for the power plant at Bidwell Bar (now under Oroville Lake) started.

MP 239.3 The town and siding of Pulga, which means "flea" in Spanish. The railroad crosses over the river on a truss bridge several hundred feet directly below the Highway 70 bridge. From here to Quincy, the railroad and highway will usually be on opposite sides of the river. Pulga was known as Big Bar during the Gold Rush. This location was a major Native American encampment.

MP 243.5 Cresta, Spanish for "top". Upper end of PG&E's Pulga Reservoir. Former siding site.

MP 247.6 Siding at Merlin. From here to Cresta, the railroad is carved into the granite cliffs high above the river. Just west of Merlin across the river is the highway tunnels through Elephant Butte. This granite dome is a favorite of rock climbing enthusiasts each summer.

MP 248.60 Rock Creek bridge. Here the highway crosses over to the same side of the river as the railroad crosses high over Rock Creek on a curving trestle.

MP 250.75 Storrie, site of a small Pacific Gas & Electric town for the people who work in the powerplants of the "Stairway of Power". Across the river is the Bucks Creek Powerhouse, fed by a penstock that drops water over 3000 vertical feet from Bucks Lake, the longest such drop for power production in the U.S.

MP 253.1 Tobin, town and site of a "bridge over bridge" situation where the railroad and highway trade sides of the river. Named for the president of Hibernia Savings in the 1900's at the time that the WP was built.

MP 258.25 "Honeymoon Tunnels". WP train crews gave this location this name due to the fact that you go rapidly "in and out" of several tunnels. This is along Rock Creek reservoir which feeds water to the power plant downstream at Rock Creek.

MP 260.20 The town and siding of Belden. Just to the east of Belden, the main branch of the North Fork of the Feather River turns north toward Lake Almanor. From here to Keddie, the railroad follows the West Branch of the North Fork of the Feather River.

MP 264.6 The town and former siding site of Rich Bar. This was one of the richest placer gold mining camps in all of the Mother Lode and marks the northern end of the Mother Lode. Found in June 1850, over 68 **TONS** of gold were recovered from the river bed in 20 years. This is the west end of Serpentine Canyon, named for the unstable rock type the river has cut down through.

MP 287.9 Quincy Junction, formerly known as Hartwell. Here the mainline is high above the American Valley and just three miles from the town of Quincy, county seat of Plumas County. This is also the junction point of the Quincy Railroad, originally built in by the citizens of Quincy in 1909 to connect their town to the WP mainline. Now owned by the Sierra Pacific Industries timber products company. Just to the east, the WP passes over the Chandler Creek Trestle.

MP 295.2 Williams Loop. This is the lesser known of the two railroad "loops" in California, the other being the famous Tehachapi Loop near Bakersfield. Here the railroad makes a full circle in 9/10s of a mile of track around a large meadow in order to gain 35 feet of elevation and maintain a 1 percent grade. Named for J.F. Williams, the construction engineer in charge.

MP 297.1 Spring Garden. Site of a small town and a siding. This is the west end of the 7,343 foot Tunnel 35, which allows the railroad to pass between the watershed of the North Fork and the Middle Fork of the Feather River. This tunnel took many months to build in 1909 and to increase in size in 1989, as the tunnel was cut through a large underground river near its center. Below this point, the canyon of the Middle Fork was too steep for a railroad.

MP 301.9 The town and siding of Sloat, where a small lumber mill is still active. Named in honor of Commodore Sloat, who raised the U.S. flag over Monterey on July 7, 1846 during the Bear Flag Revolt, marking the end of Mexican rule in California. Site of a now-closed lumber mill.

MP 305.4 Former siding site of Two Rivers, where Jamison Creek flows into the Middle Fork. Several resorts nearby.

MP 309.3 Feather River Inn. Across the highway from the railroad is the Feather River Inn, now owned and used as a summer camp by the Alumni Club of the University of Pacific in Stockton. It was built as a major resort and vacation destination by the WP in the 1910's.

MP 310.0 Town and siding of Blairsden. The well known resort town of Graeagle is just across the valley.

MP 313.9 Clio Viaduct, or otherwise known as the Willow Creek Bridge. This high steel trestle takes the railroad over Willow Creek canyon . The town of Clio is just to the south of the tracks in the valley. At one time, the narrow gauge Sierra Valleys Ry. track to Clio ran under this bridge. The right-of-way can still be seen. This is the west end of the uppermost rugged stretch of canyon.

MP 321.0 Portola. This town set in the Humbug Valley marks the top of the 116 mile Feather River grade. Formerly called Mormon before the building of the WP, Portola is named for Gaspar de Portola, who discovered San Francisco Bay and was the first Spanish governor of California. This is the home of the Portola Railroad Museum operated by the Feather River Rail Society.

MP 327.6 Siding site of Hawley, junction point of the Loyalton Branch and former crossing point of the Boca & Loyalton RR. near the western side of Sierra Valley.

MP 339.6 Town and siding site of Chilcoot, located at the eastern edge of Sierra Valley and at the western base of Beckwourth Pass, the lowest pass over the Sierra Nevadas. West end of the 6001-foot Summit (Chilcoot) tunnel. Beckwourth Pass named for black mountain man James Beckwourth (sometimes spelled "Beckwith")

MP 341.8 Reno Junction. Junction point for the branch to Reno and the east end of the Summit (Chilcoot) Tunnel.

KEDDIE TO WESTWOOD - THE NORTHERN CALIFORNIA EXTENSION

(MILEPOSTS ARE MEASURED NORTH FROM KEDDIE)

MP 1.0 Tunnel #2. Shortened from 588 ft to 280 ft long following Oct. 1990 arson fire and tunnel collapse. Northern California Extension reopened in June 1992 to through traffic.

MP 2.7 Tunnel #3. 621 ft long. Transition point from Spanish Creek canyon to Indian Creek Canyon.

MP 3.0 Indian Creek spur. Far below the railroad at this point along Indian Creek creek and state highway 89 is a large ancient hot spring deposit. The 621-ft. Tunnel #4 and 278-ft Tunnel #5 are located here also.

MP 6.2 Moccasin siding. Entrance to Round Valley and end of grade from Keddie.

MP 8.5 Crescent Mills. Former lumber mill town. Between 1918 and 1938, the Indian Valley Railroad rand from here south to Taylorsville and the Engle Mine copper mining district.

MP 14.7 Greenville. Named after a family that settled in the area in 1852 soon after the founding of nearby Taylorsville.

MP 17.5 Cohala station site. From a corruption of the word Mohala, which is Yocut or Maidu Indian for squaw.

MP 21.4 Wolf Creek horseshoe curve. Railroad makes an 180 degree turn to reverse direction here on the 2.2 percent grade from Greenville to Almanor. Tunnel #6 here is 1,103 ft long.

MP 25.7 Almanor. Name derived from combining the names of the three daughters (Alice, Mary and Elanor) of the Chief Engineer of the Great Western Power Co., which was merged into Pacific Gas & Electric. Lake Almanor was created by building a dam across the North Fork of the Feather River here in the 1920s as the top of the Feather River "Stairway of Power". This is the site of the town of Canyon Dam.

MP 32.4 Lassen View station site. The 10,457 ft high Lassen Peak and the surrounding Lassen Volcanic National Park, named for pioneer trail blazer Peter Lassen, can be seen across Lake Almanor. Mt. Lassen was the most recently active volcano in the continental United States (1913-1918) until the eruption of Mt. St. Helens in 1980. This region in the Lake Almanor area is considered the far south end of the Cascade Range.

MP 35.2 Clear Creek Junction. Junction point with the 13-mile long Almanor Railroad, owned by Collins Pine Company based in nearby Chester. Only major shipper of freight remaining on the entire Northern California Extension (now known as the UP "Bieber Subdivision") between Keddie and Bieber. The Almanor Railroad as well as the 4 miles of UP/WP track east to Westwood was originally built in the 1910s as the main line of the railroad owned by the Red River Lumber Company ("Paul Bunyon's lumber company). Trains at the time were powered by some of the earliest successful applications of diesel-electric and straight electric locomotives on the West Coast.

MP 39.0 Westwood. Built in the 1910s when the Red River Lumber Company moved operations from Minnesota to California. At one time, the Red River Lumber complex was the largest and most modern lumber mill on the West Coast. The remains of the mill complex stand to the east of the railroad. Red River lumber was promoted through the years as Red River was "Paul Bunyon's lumber company".

MP 270.50 Virgilia siding, the longest siding in the Canyon. Named for Virgilia Bogue, daughter of the chief engineer of the WP during construction. East end of Serpentine Canyon.

MP 277.35 The town and siding of Paxton. Named in honor of the Engles Copper Co. general manager that had copper mines near Cresent Mills. Former junction point of the Indian Valley RR which ran from here to Cresent Mills from 1916 until 1938.

MP 281.0 Keddie. Named in honor of Arthur Keddie, surveyor and advocate of a railroad through the Feather River Canyon. Formerly a major railroad facility and resort town, the UP still bases its track maintenance forces out of here. At the west end of the town and railroad yard is the "eighth wonder of the railroad world", the famed Keddie Wye bridge over Spanish Creek. Here the last spike of the WP was driven on Nov. 1,1909. The track to the north is the Northern California Extension to the Burlington Northern connection at Bieber, completed in 1931.