Feather River Rail Society
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Table of Contents

Welcome 3
Locos at a Glance 5
Locomotives in our Collection 6
Cabooses in our Collection 15
Passenger Equipment in our Collection 15
Freight Equipment in our Collection 15

Introduction to Feather River Rail Society

The Portola Railroad Museum in Portola, California, is located at the 5,000 foot level in the Sierra Nevada Mountains, near the headwaters of the Feather River. The museum is a 39 acre former locomotive service facility in use by the Western Pacific Railroad from 1954 to 1974. 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 preserving the history and equipment of the Western Pacific Railroad. The Feather River Rail Society operates the Portola Railroad Museum.

This site includes a 16,000 square foot, 220 foot long shop building and two and one half miles of trackage. 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. 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 1984. During the past several 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 Portola Railroad Museum is a living museum in the form of a small 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 and sit in the engineer's seat, or to ride in a caboose behind a freight train.

The FRRS has a unique Rent-A-Locomotive program that allows people to fulfill their wildest dream by operating a real diesel locomotive with their own private instructor.

Scheduled events include Track Motorcar Races, Feather River Railroad Days and Railfan Day, on which trains of the 1930's, 40's and 50's are re-created and run for the joy of photographers and history buffs. We also operate a Christmas-time "Santa Train."

FRRS Mission Stetment

The Feather River Rail Society is dedicated to preserving the history of the Western Pacific Railroad, the railroad history of Northern California and the history of the evolution of the diesel locomotivbe 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 collections of diesel locomotives in the United States.

Enjoy your visit!

Note History of WPRR Headlight #9

Welcome Visitors!

Letter from the Founder

The idea of a railroad museum for Portola was first thought of in late 1982, when the Union Pacific purchased the Western Pacific and it was felt that some part of the old Western Pacific should be saved for history. Western Pacific founded the town of Portola as a construction site and later made it a division point on its line between San Francisco and Salt Lake City.

After the UP-WP merger was completed, Union Pacific retired a number of older WP diesel locomotives including two of the F7 Covered wagon style locomotives. A request was made to former WP President Mike Flannery, who became President of Union Pacific, to donate one of the units to Portola as an historic remembrance of Western Pacific. The request was granted and then we realized an organization was needed to care for the locomotive. Thus the Feather River Rail Society was formed, the nucleus being several friends that had helped with the "back yard" railroad I had on my Portola property.

With a great deal of help from the Union Pacific by way on donations of equipment, free transportation and the lease of the former Western Pacific shop and adjacent trackage, the Portola Railroad Museum has grown to display the largest collection of diesel locomotives and freight cars in the nation. Without the cooperation of the Union Pacific and our dedicated group of volunteers we would not have the museum we have today.

Sincerely,

Norman W. Holmes

Welcome from the President

To be written.....

For Your Safety and Enjoyment While Visiting the Museum

This is an **OPERATING RAILROAD**.

Any train can move on any track at any time in any direction. For you own safety and the safety of others:

- Never RUN on the museum grounds
- Never climb under, on the sides of, or on top of any equipment.
- Stay clear of tracks, always look both ways before crossing.
- Never race a train to cross in front of it
- The top of the rail can be very slippery, always step over the rail, never on them.
- Never walk on the rail like a balance beam.

This is not a play yard. Trains are very big, very heavy and can be quite dangerous. You are welcomed to sit in the engineer's seat, and walk through any equipment that is unlocked. We want to be able to keep our museum open for the public to enjoy, but to do this we need your cooperation. Thank you.

YOU!

Can Operate a Diesel Locomotive!

You can operate one of our vintage diesel switchers or road-switches for only $75 for one hour with your own private instructor. Or you can have the ultimate experience, our world famous "Combo" package includes a one-hour standard rental PLUS one hour with a "Covered Wagon" locomotive, all for only $175. Because of continuing restoration work, the roster of locomotives in use is always changing. Rentals are done year round (weather permitting) by appointment. We reserve the right to select the locomotive to be operated on any given day. Up to four people at a time can share rentals, and there are NO AGE RESTRICTIONS! For additional information or an appointment please call (916) 832-4532.

A handsome certificate suitable for framing is awarded after every rental.

Section 1
Locos at a Glance

Railroad Number	Build Date	Builder	Model	H.P.
Feather River & Western 1	June 1943	Plymouth Locomotive Works	ML8	180
Northwestern Oklahoma 1	November 1946	General Electric Corp.	44 Ton	380
Kennecott Copper Corp. 2	November 1950	American Locomotive Co.	RS3	1600
Kennecott Copper Corp. 3	November 1950	American Locomotive Co.	RS3	1600
Oregon & Northwestern Railroad 3	May 1952	Baldwin-Lima-Hamilton Corp.	AS-616	1600
Oregon & Northwestern Railroad 4	May 1952	Baldwin-Lima-Hamilton Corp.	AS-616	1600
United States Steel Corp 16	October 1953	Baldwin-Lima-Hamilton Corp.	S-12	1200
United States Steel Corp 20	June 1951	Baldwin-Lima-Hamilton Corp.	S-12	1200
Napa Valley Railroad 51	November 1956	Baldwin-Lima-Hamilton Corp.	DS-4-4-660	660
Feather River & Western 80	October 1942	General Electric Corp.	80 Ton	400
Feather River & Western 81	March 1953	General Electric Corp.	80 Ton	400
Foley Brothers Constrcution 110-1	February 1929	General Electric/Ingersoll-Rand	B6-5	600
Western Pacific Railroad 501	August 1939	Electro-Motive Corp.	SW1	600
Western Pacific Railroad 506	April 1942	American Locomotive Co.	S1	660
Western Pacific Railroad 512	November 1941	American Locomotive Co.	S1	660
Feather River & Western 541	June 1953	American Locomotive Co.	MRS-1	1600
Feather River & Western 544	June 1953	American Locomotive Co.	MRS-1	1600
Long Island Railroad 604	June 1956	American Locomotive Co.	FA-2	1600
Western Pacific Railroad 608	May 1940	Electro-Motive Corp.	NW-2	1200
Western Pacific Railroad 707	October 1952	Electro-Motive Division General Motors	GP7	1500
Western Pacific Railroad 708	October 1952	Electro-Motive Division General Motors	GP7	1500
Western Pacific Railroad 805-A	January 1950	Electro-Motive Division General Motors	FP7	1500
Union Pacific Railroad 849	September 1962	Electro-Motive Division General Motors	GP30	2250
Kennecott Copper Corp. 908	December 1949	American Locomotive Co.	RS2	1500
Western Pacific Railroad 921-D	January 1950	Electro-Motive Division General Motors	F7A	1500
Western Pacific Railroad 925-C	June 1951	GM Diesel Division - Canada	F9Bu	1750
Feather River & Western 1857	February 1953	Fairbanks - Morse Corp.	H-12-44	1200
Western Pacific Railroad 2001	November 1959	Electro-Motive Division General Motors	GP20	2000
Southern Pacific Trans. Co. 2873	December 1956	Electro-Motive Division General Motors	GP9	1750
Western Pacific Railroad 3051	September 1967	General Electric Corp.	U30B	3000
Southern Pacific Trans. Co. 4004	April 1962	American Locomotive Co.	RS32	2000
Southern Pacific Trans. Co. 4404	April 1955	Electro-Motive Division General Motors	SD9	1750
Chicago, Milwaukee, St. Paul & Pacific 5057	June 1965	General Electric Corp.	U25B	2500
VIA Rail Canada 6776	February 1959	Montreal - ALCO	FPA-4	1800
VIA Rail Canada 6860	October 1958	Montreal - ALCO	FPB-4	1800
Union Pacific Railroad 6946	September 1971	Electro-Motive Division General Motors	DDA40X	6600
Kennecott Copper Corp. 778	April 1958	General Electric Corp.	125 Ton	900

Section 2
Locomotives in our Collection

About the locomotives: with the exception of FR&W #1 and Kennecott Copper Corp #778, all the locomotives at the Portola Railroad Museum are *diesel electric* locomotives. They contain one (or more) diesel engines which power generators that produce electricity. The electricity is used to power electric motors that actually turn the wheels.

FR&W 1

Railroad Number: Feather River & Western 1
Built: June 1943
Built by: Plymouth Locomotive works
Model: ML8
Builder's number: 4504
Horsepower: 180
Engine:
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight:
Axles:
Number Sold:

FR&W 1 was originally U.S. Army 7623 and then White City Terminal number 1. This is the only gasoline mechanical locomotive in our collection. The unit is not located at the museum. It was donated by Norm Holmes.

NOKL 1

Railroad Number: Northwestern Oklahoma 1
Built: November 1946
Built by: General Electric Corp.
Model: 44 Ton
Builder's number:
Horsepower: 380
Engine: Two 190 HP Caterpillar Diesel engines Type D-17000 8 Clys. 5¾" x 8" "V" type, four cycle.
Fuel tank capacity: 250
Range without refueling:
Maximum speed: 35 MPH
Weight: 88,000 lbs.
Axles: B-B
Number Sold:
Ref: TS 70,71

KCC 2 and 3

Railroad Number: Kennecott Copper Corp. units 2 and 3
Built: November 1950
Built by: American Locomotive Co. (ALCO)
Model: RS3
Builder's number: 78371 (#2), 78372 (#3)
Horsepower: 1600
Engine: 244: 12 Cyls. (9 x 10½) - 1000 RPM
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight:
Axles: B-B
Number Sold: 1544 for US, 105 for Canada, 7 for Mexico. Built from 1950 to 1956.
Ref: DSG - ALCO-31

Kennecott Copper Corp. units 2 and 3 were originally American Smelting & Refining units 2 & 3 in Garfield, Utah. They were both donated by Kennecott Copper Corp.

O&N 3 and 4

Railroad Number: Oregon & Northwestern Railroad 3 and 4
Built: May 1952
Built by: Baldwin-Lima-Hamilton Corp.
Model: AS-616
Builder's number: 75470 (#3), 75449 (#4)
Horsepower: 1600
Engine: 608A: In-line 8 Clys (12¾" x 15¾") with H-704 Turbo Aspiration 625 R.P.M.
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight: 326,000 lbs.
Axles: C-C

Length: 58' 0"
Number Sold: 140 U.S., 20 for Mexico. Built from 1950 to 1955
Ref: DSG-BLW-23
Ref: ts55
Number 3 was formerly Southern Pacific 5274 and was purchased from Tecton Laminates by FRRS. Number 4 was formally Southern Pacific 5253, then McCloud River 34. It was purchased by FRRS and partially donated by Tecton Laminates.

Second source says 222 total built.
see p8 of Train Sheet 55

USS 16 and 20

Railroad Number: United States Steel Corp. (Pitsburg, California) 16, 20
Built: #16 October 1953, #20 June 1951
Built by: Baldwin-Lima-Hamilton Corp.
Model: S-12
Builder's number: #16 75912, #20 75053
Horsepower: 1200
Engine: 606A - 6 Clys (12¾" x 15¾") Turbo Aspiration 625 R.P.M.
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight:
Axles: B-B
Number Sold: U.S. 457, Mexico 2. Built from 1950 to 1956.
Ref: DSG - BLW-16
Ref: ts60
Purchased from USS/POSCO by FRRS.

NVRR 51

Railroad Number: Napa Valley Railroad 51
Built: November 1946
Built by: Baldwin Locomotive Works
Model: DS-4-4-6
Builder's number: 73042
Horsepower: 660
Engine: 606NA - 6 Clys. (12¾" x 15¾") Normal Aspiration 625 R.P.M.
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight:
Axles: B-B
Number Sold: U.S.91, Canada 1, Mexico 4 built from 1946 to 1949.
Ref: DSG - BLW-15
Notes: Model listed as DS-4-4-660 in roster.???
Ref: ts55
Donated by William Steward.

FR&W 80

Railroad Number: Feather River & Western #80, #81
Built: #80 October 1942, #81 March 1953
Built by: General Electric Corp.
Model: 80 Ton
Builder's number: #80 15671, #81 31853
Horsepower: 400
Engine:
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight:
Axles:
Number Sold:
Ref: None.
Notes:

FBC 110-1

Railroad Number: Foley Brothers Construction 110-1
Built: February 1929
Built by: General Electric/Ingersoll-Rand
Model: B6-5 108 ton boxcab "oil electric"
Builder's number: 11047
Horsepower: 600
Engine:
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight:
Axles:
Number Sold:
Ref: None.
Notes: See train sheet for more details.
Ref: ts63
Donated by United Industries, Inc., Billings, Montana.

WP 501

Railroad Number: Western Pacific Railroad 501
Built: August 1939
Built by: Electro-Motive Corp.
Model: SW-1
Builder's number: 906

Horsepower: 600
Engine: 567 or 567A 6 Clys (8½" x 10"), two stroke, Compression ratio 16:1, root blower aspiration. 800 R.P.M.
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight: 203,140 lbs.
Axles: B-B
Number Sold: U.S. 612, Canada 2, Mexico 0 - built from January 1939 to August 1953, but production was suspended from 1942 to 1945 by War Production Board order.

WP 501 was the first diesel locomotive on the Western Pacific as demonstrator number 506. Placed in service at Elko, Nevada December 16, 1939. Today it is restored back to the as-delivered black & white paint scheme at the Portola Museum. Electro-Motive Corporation's 600 horsepower SW1 ushered in the age of standardization for the diesel switch engine. EMC would become EMD, the Electro-Motive Division of General Motors.

This unit is operational at the museum.

Ref: DSG - EMD - 11

Donated by Corn Products Corporation.

WP 506

Railroad Number: Western Pacific Railroad 506
Built: April 1942
Built by: American Locomotive Corp.
Model: S-1
Builder's number: 69687
Horsepower: 660
Engine: 539 6 Clys. (12½" x 13") four cycle 740 R.P.M.
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight: 202,000 lbs.
Axles: B-B Tractive effort 48,540 lbs.
Number Sold: U.S. 718, Canada 1, Mexico 5 built from April 1940 to June 1950
Ref: DSG - ALCO - 15
Ref: np-49
This unit was traded by WP to Stockton Terminal & Eastern Ry in 1968 for NW2 #608. ST &E later donated 506 to the FRRS.

This unit is not currently operational.

WP 512

Railroad Number: Western Pacific Railroad 512
Built: November 1941
Built by: American Locomotive Corp.
Model: S-1
Builder's number: 69514
Horsepower: 660 hp.

See WP 506 for more information. Number 512 was not a WP unit but has been added to the S1 series by FRRS at Portola. It is in the WP black and white paint scheme and is a favorite in the *Rent-a-locomotive* program at the museum.
Ref:

FR&W 541

Railroad Number: Feather River & Western 541
Built: June 1953
Built by: American Locomotive Corp.
Model: MRS-1
Builder's number: 80352
Horsepower: 1600 hp.
Engine:
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight:
Axles:
Number Sold:
Ref:

Is the M in MRS-1 for military- and are the specs the same as RS-1 (DSG shows it as 1000 hp)???

Donated by Norman Holmes.

FR&W 544

Railroad Number: Feather River & Western 544
Built: June 1953
Built by: American Locomotive Corp.
Model: MRS-1
Builder's number: 80355

Donated by Norm Holmes. See FR&W 541 for more information.

LI 604

Railroad Number: Long Island 604
Built: June 1956
Built by: American Locomotive Corp.
Model: FA-2
Builder's number: 81086
Horsepower: 1600 hp.
Engine: Model 244, 12 Clys (9"x10½") 1000 RPM
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight:
Axles:
Number Sold: U.S. 462, Canada 54, Mexico 35. Built from 1950 to 1953.
Ref:

Purchased by Norman Holmes, sold to Illinois Railway Museum

WP 608

Railroad Number: Western Pacific Railroad 608
Built: May 1940
Built by: Electro-Motive Corp.
Model: NW-2
Builder's number: 1000
Horsepower: 1200 hp.
Engine: Model 567 - 12 Clys (8½"x10") two stroke engine. 800 RPM. Root blower aspiration.
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight: 248,000 lbs.
Axles: B-B
Number Sold: U.S. 1117, Canada 32. Built from February 1939 to December 1949. Production suspended 1942-45 by order of War Production Board.
Length = 44' 5"

Western Pacific's NW2s were the first two units built by EMD. The production run was 1,149 built between 1939 1939 and 1949. The SW9 and the NW2 look very similar; one of the biggest spotting differences is the cab windows. NW2s have the SW1 style of curved top windows, while the SW9 has the flat top windows. Built with 1000 hp 567A engines, they were upgraded by WP into NW2us with 567B engines.

This unit is currently operational.
Ref:

Ref: np-32

WP 707
WP 708

Railroad Number: Western Pacific Railroad 707, 708
Built: Both October 1952
Built by: Electro-Motive Division, General Motors
Model: GP7
Builder's number: 707 - 17031, 708 - 17056
Horsepower: 1500 hp.
Engine: Model 567B - 16 Clys (8½"x10") two stroke engines. 800 RPM. Root blower aspiration.
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight: 251,700 lbs.
Axles: B-B Tractive effort = 60,300 ~ 61,390 lbs.
Number Sold: U.S. 1201, Canada 90, Mexico 2. Built from October 1949 to December 1953.

EMD's Road switcher model GP7 was the first model using the hood outside walkway style that many units would follow. Western Pacific's GP7s had dual controls that were at home on locals and main line freights. The original Pyle-National "barrel" style headlights were replaced by twin sealed-beam in the late seventies. The GP7s closed the door on steam power on the WP and completed dieselization. They would be MUed (multiple unit) with the mechanically similar F7s. Number 707 was retired in 1985 and donated to FRRS in 1987 by UP. Number 708 was retired in 1984 and donated to FRRS the same year.

707 is operational, 708 is for display.

Ref:
Ref: np-158

WP 805A

Railroad Number: Western Pacific Railroad 805A
Built: January 1950
Built by: Electro-Motive Division, General Motors
Model: FP7
Builder's number: 9004
Horsepower: 1500
Engine: Model 567B - 16 Clys (8½"x10") two stroke engine. 800 RPM. Root blower aspiration.
Fuel tank capacity:
Range without refueling:
Maximum speed:

Weight: 252,800
Axles: B-B Tractive Effort 59,915
Number Sold: U.S. 2121, Canada 76, Mexico 23.
Built from February 1949 to December 1953.
Ref:
Ref: ts72

Purchased by the FRRS and FRRS members John Ryczkowski, Larry Hanlon and Steve Habeck. This is the last Western Pacific California Zephyr locomotive in existence.

Western Pacific FP7 A-B-A sets were classy locomotives with stainless steel sides and red stylized feathers across the noses of the cab units. 805-A has been restored to the WP passenger unit paint scheme that led the *California Zyphyr* on the Western section of it transcontinental journey. Delivered in A-B-A sets of two cab units with one booster unit, WP added a letter suffix to identify each unit of a set as to type. A*s* and D*s* were cab units and all B*s* and C*s* were the cabless booster units. The suffix lettering system was used for all car-body style locomotives on the WP. For a short time the FP7 sets used the letter C for the second cab unit, but it was soon changed to the D designation.

This locomotive is one of the gems of the Portola Railroad Museum. It's history provides a good insight into the goals, mission and teamwork of the Feather River Rail Society.

January 25,1950: Shipped from EMD builder in La Grange, Il.

February 2, 1950: Received by Western Pacific; placed in *California Zephyr* (premier passenger train from Oakland California to Chicago) service.

March 22, 1970: Transferred to freight service after discontinuance of CZ.

September 13, 1972: Traded in to General Electric for U23B WP 2260; subsequently sold by GE to Wellsville, Addison & Galeton, a shortline in Pennsylvania.

September 1976: WA&G abandoned; transferred to Louisiana & North West as their #49.

October 1983: FRRS first contacts L&NW requesting donation of locomotive.

Mid-1984: L&NW starts overhaul of #49 in their Gibsland, LA shop; then receives ex-UP GP-9's which are shopped and placed in service. #49 work is stopped; engine shoved out behind shop for storage. Due to numerous requests and inquiries, LN&W prices all their F-units at $50,000 each to eliminate frivolous contenders.

Late 1986: Dale Sanders places full-page ads on the back covers of several issues of CTC Board magazine, soliciting pledges for purchase of 805A. Ads were in Nov. & Dec. 1986, Jan. & Feb. 1987 issues. Nearly $4,000 was pledged, but not nearly enough to cover the purchase price. Dale and Mark Hemphill, though their company Mountain Diesel Transportation (MDT) negotiate price reduction on #49 to $40,000.

March 1987: Meeting in a Stockton motel room during Winterrail weekend, four FRRS members agree to put up the funds to purchase the 805-A. L&NW reduced the price to $35,000 when the firm intent to purchase was received. A deposit was quickly sent.

April 1987: FRRS becomes 4th partner in purchase after one of the original four had to back out. MDT forwarded payment for locomotive to L&NW, acting as agent for the purchasing group: Steve Habeck, Larry Hanlon, John Ryczkowski and the FRRS.

June 26,1987: L&NW 49 (WP 805-A) departs Gibsland, LA, heading home.

July 18, 1987: WP 805-A arrives in Portola. There had been a delay in Texas caused by a mix-up in reporting marks, which caused the waybill to be incorrect. This combined with the decrepit appearance of the 805-A, caused it to be set out on a spur to a scrap yard. An alert railfan, Jay Tatum, noted the situation and contacted the FRRS, allowing us to follow up.

August 1987: Restoration efforts start on the 805-A. In fits and starts; work progresses slowly (cosmetic and mechanical); nagging problem of leaking cylinder liner seals frustrates mechanical restoration efforts.

April 1990: Cosmetic restoration gets big boost when Director Hank Stiles gets Bill Evans interested and he starts body work on nose and front end.

September 14, 1991: Mechanical restoration efforts pay off as 805-A's engine is started for the first time (on Railfan's Day) since returning to Portola.

February 29, 1992: Progress continues as 805-A moves under its own power for the first time in nearly 8 years!

1993: Work on 805-A slowed by job commitments of volunteers, and by other restoration work being completed(e.g. WP 608 repaint).

1994: Cosmetic restoration begins again in earnest with FRRS member David Dewey working under contract.

June 25, 1994: 805-A makes her operational debut as the lead unit of our A-B-A set of F's (805-A/925-C/921-D) on the first train for Railroad Days, with FRRS Founder Norm Holmes at the throttle.

September 4,1994: 805-A and B unit 925-C get their "Western Pacific" lettering applied by Odie Lorimer and family.

September 17, 1994: WP-805-A takes center stage as the F units (805-A/925-C/921-D) turn in an impressive performance for Railfan's Day.

May 27, 1995: Western Pacific 805-A, the only surviving WP CZ unit, is re-dedicated by and for, the Feather River Rail Society and all its members.

Western Pacific FP7 805-A is hereby dedicated to the memory of the California Zephyr, and the Western Pacific Railroad by and for, all members and friends of the Feather River Rail Society, on this 27th day of May, 1995 in Portola, California.

This unit is currently operational.

UP 849

Railroad Number: Union Pacific 849
Built: September 9162
Built by: Electro-Motive Division, General Motors
Model: GP30
Builder's number: 27558
Horsepower: 2250
Engine: 567D3 16 Clys. (8½"x10") 835 RPM, Turbo aspiration. 14.5:1 compression ratio.
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight:
Axles: B-B
Number Sold: U.S. 621, Canada 2. Built from July 1961 to 1963.
Ref:

Donated by Union Pacific Corp.

KCC 908

Railroad Number: Kennecott Copper Corp 908
Built: December 1949
Built by: American Locomotive Corp.
Model: RS2
Builder's number: 77888
Horsepower: 1500
Engine: 244 12 Clys. (9" x 10½") 1000 RPM
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight:
Axles: B-B
Number Sold: U.S. 403, Canada 12. Built from 1946 to 1950
Ref:

Donated by Kennecott Copper Corp .

WP 921D

Railroad Number: Western Pacific Railroad 921-D
Built: January 1950
Built by: Electro-Motive Division, General Motors
Model: F7A
Builder's number: 8979
Horsepower: 1500
Engine: 567B 16 Clys (8½"x10") two cycle
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight: 237,750
Axles: B-B Tractive Effort 60,285 ~ 61,000
Number Sold: U.S. 2121, Canada 76, Mexico 23. Built from February 1949 to December 1953.

Western Pacific received nine four unit sets of 6000 horsepower (1500 hp per unit) of EMD's model F7 freight locomotives. This completed the dieselization of mainline freight traffic on the WP. Tractive effort total was 239,000 lbs with an axle load of 64,560 lbs. Western Pacific's F7 sets were in an A-B-B-A configuration when delivered. They were later given a letter suffix to identify the units within the sets; A&D for the cab units and B&C for the cabless boosters. WP had a total of 24 A units. This unit was donated by Union Pacific Corp.

This unit is not currently operational.
Ref:

WP 925C

Railroad Number: Western Pacific Railroad 925-C
Built: June 1951
Built by: GM Diesel Division - Canada
Model: F9Bu (built as a F7B)
Builder's number: A-214
Horsepower: 1750
Engine: 567C 16 Clys. (8½"x10")
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight: 244,080
Axles: B-B
Number Sold: U.S. 140, Canada 44, Mexico 10. Built from January 1954 to 1955

This cabless unit was paired with an F7A. See unit 921-D. Purchased by FRRS. This unit is currently operational.
Ref:

FR&W 1857

Railroad Number: Feather River & Western 1857
Built: February 1953
Built by: Fairbanks - Morse Corp.
Model: H-12-44
Builder's number: 12L681
Horsepower: 1200 hp/
Engine: 6 Clys. 850 RPM
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight:
Axles: B-B
Number Sold: U.S. 303, Canada 30, Mexico 2. Built from 1950 to 1958

Purchased by FRRS.
Ref:
Ref: ts60,61

WP 2001

Railroad Number: Western Pacific Railroad 2001
Built: November 1959
Built by: Electro-Motive Division, General Motors
Model: GP20
Builder's number: 25623
Horsepower: 2000 hp
Engine: 567D
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight: 257,000
Axles: B-B
Number Sold: U.S. 260. Built from November 1959 to December 1961.

The GP20 was an important milestone in locomotive design. They were EMD's first step into turbocharging to increase horsepower. This step was influenced by Union Pacific's experiments with turbocharging GP9s. Western Pacific GP20 2001 was the first production four axle turbocharged locomotive. from EMD.

Retired in 1985 and donated by Union Pacific Corp. to the museum. This unit is currently operational.
Ref:

SP 2873

Railroad Number: Southern Pacific Transportation Co. 2873
Built: December 1956
Built by: Electro-Motive Division, General Motors
Model: GP9
Builder's number: 22897
Horsepower: 1750
Engine: 567C
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight: 245,140 ~ 259,100
Axles: B-B Tractive Effort 59,550 ~ 61,710
Number Sold: U.S. 3142, Canada 662. Built from January 1954 to September 1959.

First GP9 painted in failed SP/SF merger paint scheme. Purchased by FRRS.

Ref:
Ref: ts60,np165

WP 3051

Railroad Number: Western Pacific Railroad 3051
Built: September 1967
Built by: General Electric Corp.
Model: U30B
Builder's number: 36451
Horsepower: 3000
Engine: 16 Clys. four cycle FDL-16 turbocharged
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight: 287,000 lbs.
Axles:
Length: 60'2"
Number Sold: U.S. 291.
Ref:

Delivered to the WP by General Electric as 751, this unit was renumbered to reflect horsepower in 1972. Equipped with reconditioned EMD trucks mounting GE traction motors under late U28B carbodies. Built for use in the 1 to 2.2 percent grades of the Highline, they had one of the highest axle loadings of any locomotive.

See unit 5057 for some background on *U-boats*. Number 3051 was retired by UP in September 1983 and donated to the FRRS in January 1985 by Union Pacific Corp. This unit is not currently operational.
<&&& - need reference>

SP 4004

Railroad Number: Southern Pacific Transportation Co. 4004
Built: April 1962
Built by: American Locomotive Corp.
Model: RS-32
Builder's number: 84029
Horsepower: 2000
Engine: 251-C, 12 Clys (9" x 10½") 1025 RPM
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight:
Axles: B-B
Number Sold: U.S. 35. Built from 1961 to 1962
Ref:

Donated by Simplot Corp.

SP 4404

Railroad Number: Southern Pacific Transportation Co. 4404
Built: April 1955
Built by: Electro-Motive Division, General Motors
Model: SD9
Builder's number: 20206
Horsepower: 1750
Engine: 567C
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight:
Axles: C-C
Number Sold: U.S. 358. Built from March 1954 to April 1959.

Donated by Norman Holmes.
Ref:

Milwaukee Road 5057

Railroad Number: Chicago, Milwaukee, St. Paul & Pacific 5057
Built: June 1965
Built by: General Electric Corp.
Model: U25B
Builder's number: 35640
Horsepower: 2500
Engine: FDL-16 16 Clys (9" x 10½") Turbocharged 1000 RPM.
Fuel tank capacity:
Range without refueling:
Maximum speed: 65 mph, 75 mph or 92 mph depending on gearing used.
Weight: 260,000 lbs.
Axles: B-B
Number Sold: U.S. 375+. Built from 1959 to 1965.

The U25B was General Electric's first entry into the large diesel electric market. The "U" stands for *Universal*, the 25 for the units horse power (2500) and the B represents the number of axles on each truck. Someone nicknamed the GE locomotive series *U-boats* and the name stuck. Introduction of the new model coincided with poor economic times, but over time the new GE unit gained acceptance. Several major improvements over the competition (such as a simplified electrical system, better air handling and elimination of electrical shutters for the radiator ventilating system was just what many of the railroad operating departments wanted. In 1963, a six axle model (the U25C) was introduced.

Donated by Nebraska Technical College, Sidney, Nebraska.
Ref:

VIA 6776

Railroad Number: VIA Rail Canada 6776
Built: February 1959
Built by: Montreal - ALCO
Model: FPA-4
Builder's number: 83154
Horsepower: 1800 hp.
Engine: 251B - 12 Clys. 1800 RPM.
Fuel tank capacity:
Range without refueling:
Maximum speed: 80 mph, 90 mph or 117 mph depending on gearing.
Weight: 306,000 lbs.
Axles: A1A-A1A
Length: 65' 8"
Number Sold: Canada 36. Built from 1958 to 1959.

Purchased by FRRS June 1994.
Ref:
Ref: ts68

VIA 6860

Railroad Number: VIA Rail Canada 6860
Built: October 1958

Built by: Montreal - ALCO
Model: FPB-4
Builder's number: 82276
Horsepower: 1800
Engine: 251B - 12 Clys. 1800 RPM.
Fuel tank capacity:
Range without refueling:
Maximum speed: 80 mph, 90 mph or 117 mph depending on gearing.
Weight: 306,000
Axles: A1A-A1A
Number Sold: Canada 14. Built from 1958 to 1959.

Number 6860 was the first FPB-4 built. Purchased by FRRS June 1994.
Ref:
Ref: ts68

UP 6946

Railroad Number: Union Pacific Railroad 6946
Built: September 1971
Built by: Electro-Motive Division, General Motors
Model: DDA40X ("Centennial")
Builder's number: 35520
Horsepower: 6600 hp
Engine: Two supercharged two-stroke 16 Clys. 645 engine
Fuel tank capacity:
Range without refueling:
Maximum speed: 90 mph
Weight: 545,270 lbs.
Axles: D-D
Length: 98' 5"
Number Sold: 47, all sold to UP and built from 1969 to 1971.
Ref:
Ref: nal-184

Union Pacific is well known for its use of very large and powerful locomotives. In the day of steam, the UP "Big Boys" were legendary. As the 100th anniversary of the continuous operation of the railroad approached, UP christened it's newest and largest locomotive the "Centennials". The DD40AX is essentially two SD40 locomotives in one package. In addition to its great size, the Centennial was the first diesel to use modular electric components. This greatly simplified maintenance and ushered in its use as standard practice. The experiment in the super locomotive was less than spectacular and all DD40AX units were retired The flexibility of MUing multiple smaller locomotives to provide the required power, the increasing cost of fuel and other features of the newer locomotives doomed the Centennials. However, late in 1994 number 6936 (the lone surviving unit in UP's inventory) was returned to freight service. Our number 6946 is the last of the 47 "Centennial" locomotives constructed. Donated by Union Pacific Corp.

KCC 778

Railroad Number: Kennecott Copper Corp. 778
Built: April 1958
Built by: General Electric Corp.
Model: 125 Ton
Builder's number: 33348
Horsepower: 900
Engine:
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight:
Axles:
Number Sold:
Ref:

Electric powered locomotive. Donated by Kennecott Copper Corp.

Railroad Number:
Built:
Built by:
Model:
Builder's number:
Horsepower:
Engine:
Fuel tank capacity:
Range without refueling:
Maximum speed:
Weight:
Axles:
Number Sold:
Ref:

Section 3
Cabooses in our Collection

About our caboose train ...

Reference Train Sheet 70,71

Section 4
Passenger Equipment in our Collection

Reference Train Sheet 72

Western Pacific WPMW 37-7: Built December 1925, Pullman Company 12-1 Heavyweight Sleeper.
Union Pacific 105: Built March 1917, Pullman Company Heavyweight Business Car.
Western Pacific Railroad 123: Built 1923, Pressed Steel Car Co, 60 ft Baggage
VIA Rail Canada 112 "Edenwold" Built 1954, Pullman Standard Co 4-8-4 sleeper
VIA Rail Canada 5742 Built 1949, Pullman Standard Co. 52 seat coach.
VIA Rail Canada 5743 Built 1948, Pullman Standard Co. 52 seat coach.
Amtrak 8070

Section 5
Freight Equipment in our Collection

Reference Train Sheet Stock Car 72
Reference Train Sheet 66 Beet Cars
Reference Train Sheet 60 for Log Cars