

NEWS OF THE FEATHER RIVER ROUTE continued - - -

They will be equipped with a re-designed "Canadian Comfort" cab, and new type of control stands. As part of the order for the new GE's, the UP sent in on trade the former WP U23B's that have been rotting away in North Little Rock, Arkansas for the past few years. We have learned that instead of scrapping these locomotives, GE MAY rebuild them and either lease them out or resell them.

What was left of the WP U30B's in Omaha have finally been disposed of. The last one, the 3069, was sold for scrap to Southwest Car Parts in Longview, Texas. The remaining WP GP20's that have been awaiting the scrapper in Salt Lake City have also been sold. They are the #2002 to Relco Locomotive in Minooka, Illinois and the #2004-#2007, #20010 to Precision National in Mount Vernon, Illinois. The track consolidation project between the SP and the UP (WP) in the Livermore Valley has finally been completed almost 12 years after it began. In May and June, UP crews laid new track to make the connection between the UP mainline at Lox and the SP mainline at East Trevarno. UP trains now use the SP mainline from the west end of Livermore to where Trevarno used to be, and then use a new track to get back over to the UP mainline near Lox on Vasco Road. The new Livermore siding extends almost 15,000 feet, and consists of the old UP mainline through Livermore, and the old SP Trevarno siding east of Livermore. The big incentive to get this project completed and get the new Livermore siding into use was due to the SP finally exercising their trackage rights between Lathrop and Niles Junction over the former WP 1st Subdivision. In a 24 hour period now, there are 4 to 6 SP trains running over Altamont Pass on UP trackage. Thanks to this increased traffic, and the extra-long double-stack

trains APL uses in and out of Oakland over the UP, the line over Altamont Pass suddenly became a major bottleneck. Up until now, there were only 2 sidings between Oakland and Stockton that could clear these trains.

FEATHER RIVER RAILROAD DAYS

The biggest event of the year for Portola and our museum is Feather River Railroad Days. This year to be held on August 20-21. We operated three sets of locomotives and two passenger trains last year and would like to do it again. This will require six enginemen and at least five trainmen, a ticket agent, crossing guard, four people in the food service department and three in the gift shop. WE WILL NEED YOUR HELP! Two HO gauge model railroad layouts will be displayed and operated at either end of the diesel shop. Music groups will perform on the flat car stage as they did last year.

June 25-26 and July 2-3-4
Operating Weekends

Regular passenger operations were run June 25-26 and July 2-3-4. Crew members were: Engineers Jim Ley and Dave McClain assisted by Rod McClure, Norm Holmes, Andy McCarron, Bruce Cooper, Vickie Krois, Eugene Vicknair, Steve Milward, Shannon Smith, Steve Habeck and Gordon Wolleson. Trainmen were: Steve Habeck, Gordon Wolleson, Andy McCarron, Dave Waters, Steve Milward, Matt Parker, and Norm Holmes. Pam Hodson and Larry Hanlon sold tickets.

