

FEATHER RIVER RAIL SOCIETY



WESTERN PACIFIC RAILROAD MUSEUM



FLAGMAN OR CROSSING GUARD GUIDEBOOK

FLAGMAN OR CROSSING GUARD

Description: Flagman or Crossing Guards are volunteers whose primary responsibility is to assist the Conductor and the Brakeman in the management of passengers around any operating trains at Grade Crossing. They will familiarize themselves with the safe operation of trains, the history and background of the equipment in use, and the museum grounds and facilities in order to be able to answer the public's questions. Flagman or Crossing Guards will assist with cleaning of cars, as needed, and be available for cursory equipment inspections. Flagman or Crossing Guards will be assigned to a position by the Conductor, (or at the safety meeting by the Supervisor) and shall position themselves at assigned areas and remain near the pedestrian crossings when the train is in the station. They are expected to observe the operations of other members of the train crew in order to prepare for advancement. They are directly responsible to and shall receive directions from the Conductor or the Supervisor.

Flagman or Crossing Guards duties include:

- 1. Attending the daily pre-operation Safety Briefing.**
- 2. Following the instructions in the Flagman or Crossing Guard's Handbook.**
- 3. Taking directions from the Conductor, Supervisor or Train Crew members.**
- 4. Assisting in the boarding and detraining of passengers.**
- 5. Monitoring their assigned location to ensure that guests to the museum are in a safe position during train operations.**
- 6. Communicating with Guest while on duty.**

Requirements: Four hours as a Flagman or Crossing Guard Trainee and successful completion of the General Code of Operating Rules Test. A Flagman or Crossing Guard must be at least 16 years old.

All positions require that the Crew Member have passed the General Code of Operating Rules. Attendance at the annual training meeting is required to maintain status as a Crew Member.

1.0 INTRODUCTION

This Flagman or Crossing Guard's Guidebook is intended to provide the basic information needed to perform the duties of a Flagman or Crossing Guard, and to provide background information for the use in answering questions from the guests.

The Flagman or Crossing Guard's duties must be learned and followed by all volunteers designated to be Flagman or Crossing Guards. The Frequently Asked Questions (**FAQ**) section and the descriptions of the equipment used on FRRS/WRPM trains are provided as information that might be of general interest to passengers. Flagman or Crossing Guards should scan the material provided so that they know what information is available. Flagman or Crossing Guards are encouraged to develop other information to share with passengers. Please be sure that all information provided is factual. If you don't know the answer to a question, try to obtain an answer from another member of the crew and be prepared to say, —I don't know or I'll try to find out when necessary.

Appearance is important. Flagman or Crossing Guards must be neatly dressed and groomed. **You shall at all times wear your volunteer's name badge.** It is preferred, but not mandatory, that Flagman or Crossing Guards be dressed in the typical railroad uniform: a museum logo shirt, jeans or overalls, a railroader's cap and jackets or coats when required by the weather. Footwear is an important factor in safety. Wear work boots/shoes with soles and heels

firmly attached and heels that are not excessively worn. Suitable footwear around shops, tracks, and moving equipment does NOT include high-heeled boots or shoes, sandals, low quarter slip-on shoes or tennis shoes.

2.0 SUMMARY OF FLAGMAN OR CROSSING GUARD DUTIES

INTRODUCTION:

This document attempts to define the most effective and safe flagging procedures for use at vehicle (grade crossing) or pedestrian crossings within the operation of passenger and switching operations.

None of the recommendations replace any Railroad regulations should we be off site and performing train operations.

The safest thing is to have everyone knowledgeable about the details of flagging and to have everyone know what the other flaggers are going to do in most every situation. It is necessary to have only one set of hand signals that everyone understands.

The purpose of this document is to have all volunteers observing the same uniform flagging procedures at grade crossings. It will ensure that the flagging is done in a professional manner and prevent incidents due to people not understanding the flaggers instructions.

SELECTION OF FLAGGERS:

Those persons designated to be flaggers should be agile adults who have some experience at it. Experienced teens are rare but should be OK. It may necessary for flaggers to walk rapidly along the track in variable weather and ballast conditions.. In addition, the designated flaggers get a lot more respect from the general public if they are wearing a bright reflective vest similar to those used by professional flaggers. Vests are available in the museum.

All flaggers and crossing guards, must have taken the General Code of Operating Rules examination.

TRAINED FLAGGERS:

While a large group of trained and "certified" flaggers would be most ideal, we usually have a limited number of volunteers available to provide this service.

Our best effort therefore should be to have everyone trained to a common practice.

EQUIPMENT:

Flaggers and crossing guards shall have a "Red Flag" with them at all times. This flag shall be folded up and carried down and as concealed as possible while on duty and used to stop a train if needed.

NUMBER OF FLAGGERS:

Most roads and pedestrian crossings need only one flagger if the traffic is very light. Other crossings that have a nearly constant stream of traffic, or that have poor visibility may need two.

Example: Railroad Days or Special Events.

SPECIAL SITUATIONS:

The hostile driver or pedestrian: This one is common factor. For whatever reason some drivers and pedestrians think we are ruining their day or this does not apply to them. Several actions have been tried without success. Yelling loudly and pointing at them might work.

In any case the flagger should attempt to stop them as a first priority and if that does not work, then be ready to signal the train crew to bring the train to a safe stop.

UNPLANNED FLAGGING:

Occasionally a Flagman or Crossing Guard will be needed for an unplanned movement of a train.

In some cases it can be safer to hold the traffic or pedestrians for as long as need until the train are in the clear of the crossing.

POSITIONING FLAGGERS:

Flaggers and Crossing Guards should be able to position themselves in the best location without specific instruction. Curves, crests of hills, buildings, other cars or railroad equipment can blocking the view, and a lot of other things affect the positioning. It does no good for the flagger to stand four feet from the track with a flag if the approaching train cannot see the flagger in time.

The Flagger or Crossing Guard must insure that all approaching traffic (vehicle and pedestrians) are stopped, or is clearly stopping, before allowing a train to cross at a crossing.

The Flagger or Crossing Guard must face the traffic and/or pedestrians, with occasional glances to monitor the train activity as the train approaches and crosses over any crossing.

Typically though, there is a strong urge to watch the train instead. This is the most frequent breakdown of good practice, and can result in a vehicle or a pedestrian sneaking around the flagger unnoticed and crossing in path of a train.

To avoid leaving someone stranded by themselves during a busy or unplanned flagging operation. All volunteers must be able to indicate to other staff members and volunteers that they need help and/or relief from the duty.

DISPLAYING THE FLAG:

General Code of Operating Rules (Signals) 7, 7A and 13 must be acted upon.

Displaying the “Red Flag” and using it in a manner as an indication to stop, is best described as waving it so that any train crew member can see it and waving it across your body, similar to a stop hand signal.

HOLDING THE CROSSING:

At times it will be necessary to protect or hold the crossing for train movement several times across the crossing within a short period of time. (a train making multiple moves –Forward and then Backwards)

RELEASING THE CROSSING:

Once it is safe to allow traffic (vehicle or pedestrians) to use a crossing, the flagger or crossing guard should make sure that the red flag is folded up and carried down and as concealed as possible.

It is the Flagman or Crossing Guard's duty to assist the Conductor and to help provide a safe and pleasant experience for the passengers. This is accomplished by making sure that the environment is safe, that the passengers behave in a safe manner, and that the passengers are reasonably comfortable and informed.

When loading and unloading, there should be a Flagman or Crossing Guard at the pedestrian crossing. (When Flagman or Crossing Guards are available)

2.1 END OF THE DAY

- A) Assist the Conductor and Brakemen in the performance of their duties, consistent with safety.
- B) Assist and clean each car
- C) Assist and close all doors and windows
- D) Record your volunteer hours for the museum's records.

2.2 ELECTRONIC DEVICES

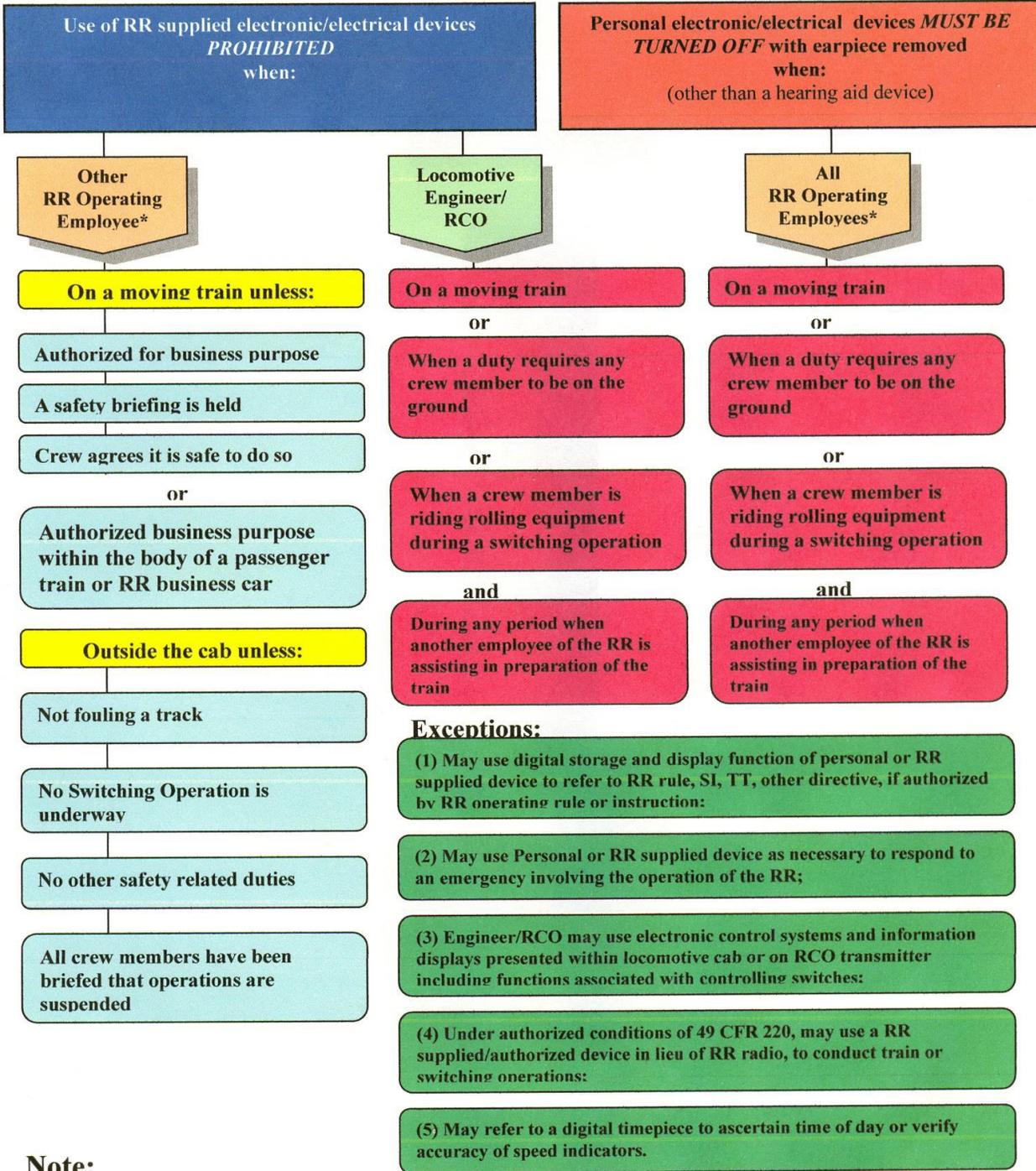
The Federal Railroad Administration has issued Emergency Order #26 regarding the use of electronic devices by train operating crews while on duty. Though our operation is not governed under rules of the FRA, adoption of this rule enhances safety of crews and passengers and as such is made part of our operating rules.

- A) These rules are effective when on a moving train, when duty requires any crewmember to be on the ground, when a crewmember is riding rolling equipment during a switching operation and when any other employee of the railroad is assisting with the preparation of the train.
- B) Hearing aids and digital watches are permitted.
- C) Personal electronic/electrical devices must be turned off with any earpiece removed from the ear. This includes, but is not limited to, cell phones, audio players and video players. Any of these devices located in the locomotive cab must not only be turned off but also stored in the engineer's or fireman's seat box.
- D) Exceptions:
 1. In the event of an emergency or other problem the Conductor or his designee may use a cell phone to contact Emergency Services or museum staff. This cell phone should remain on but is for duty use only.
 2. These devices may be used while on a designated lunch break.
 3. As long as it does not interfere with the performance of their other duties crewmembers may take pictures using a digital camera.
 4. These devices may be used if all crewmembers have been notified that operations have been suspended.
- E) The Nevada State Railroad Museum does not supply any electronic/electrical devices for use during train operations.
- F) The FRA has provided the attached flow-chart for your information.



FRA EO 26 – Electronic and Electrical Device Flow Chart

Use of Personal or RR supplied electronic/electrical devices may NOT interfere with RR operating employees performance of safety related duties



Note:

WHILE ON DUTY use of personal electronic/electrical devices for other than voice communication is prohibited except as noted above

*Means a person performing duties subject to 49 U.S.C. 21103, "limitation on duty hours of train employees."

2.10 STANDARD CLOCK

The Standard Clock is in the Operation Office. This railroad runs on Pacific Time. You should adjust your watch to be within one minute of the Standard Clock. Compare your watch with that of the Conductor. Use of a digital watch is permitted.

2.14 EXCEPTIONS

All of the above describe the regular activities of an ordinary day's operation.

There is *never* an ordinary day's operation.

Be prepared for changes in your work necessitated by safety concerns, a different routine (such as Santa Train or night operation), different equipment or the needs of the museum.

BE SAFE - BE FLEXIBLE

3.0 FREQUENTLY ASKED QUESTIONS

Q. Where are the restrooms?

A. The restrooms are inside the museum shop building.

Q. What time is the next train?

A. On most operating days the first train leaves passenger platform at 12:00 AM with departures every 30 minutes thereafter. The last scheduled train departs at 4:02 PM. Schedules/Timetables are posted in the gift shop.

Q. What does it cost to ride the train?

A. Train Rides: Per Person \$4.00, Family Pass \$10.00 (Family Pass – 2 Adults and all children under 18 years of age in your party)

Q. What is the cost for admission to the museum?

A. Adults \$8.00, Children \$4.00 (children under 4 years old admitted free) Family Pass \$ 20.00 (Family pass 2 Adults and all children under 18 years of age in your party)

Members of the Feather River Rail Society receive free admission.

Q. What is the cost for Cab ride?

A. Adults \$20.00, Children \$ 10.00

Q. Where do you get tickets?

A. Tickets are available at the gift shop in the museum shop building at the east end of the building.

Q. How far (long) is the Train Ride?

A. The ride is about one mile and takes about ten minutes. From the passenger loading area we back toward the east and then go around the big loop and then back to the passenger loading area

Q. How fast does the train go?

A. Generally our train does not exceed 10 miles an hour.

Q. Is there a picnic area nearby?

A. Yes, the museum has a picnic area on the south west side of the property, located west of the general parking lot.

4.0 INFORMATION ABOUT WESTERN PACIFIC RAILROAD MUSEM TRAIN EQUIPMENT

4.1 Western Pacific Locomotive # 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.

Weight: 248,000 lbs.

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 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.

608 came to the Western Pacific in 1968 by way of shortline Stockton Terminal & Eastern in an equipment trade. Built by Electro Motive Corporation in 1940 for the Union Pacific Railroad (Road number D.S.1001), the 608 had the distinction of being the 1000th locomotive produced by the Electro Motive Corporation (later Electro Motive Division of General Motors), as well as being only the 2nd diesel purchased by industry giant Union Pacific. In 1966 Union Pacific retired the well worn switcher and sold it in 1966, along with sister UP 1000, to the ST&E. ST&E consistently had nothing but trouble from the worn out locomotives, and constantly borrowed WP Alco's to fill in for the ailing NW2's while they were across town in WP's shop. Finally, the ST&E had had enough and offered to trade both engines to the WP in return for two of the WP Alco's they had been borrowing. The WP agreed, and Alco S-1's number 505 (still retained as a backup at the ST&E) and 506 (retired, at the WPRM) were given to ST&E in trade for the 607 and 608.

WP's Stockton Diesel Shop stripped both units down and thoroughly rebuilt them, upgrading the engines to 1200 horsepower from the original 1000 HP they originally generated. Repainted in the WP's "Pumpkin" paint scheme, the 608 spent most of her career in and around Stockton, while sister 607 was eventually transferred to subsidiary Sacramento Northern, yet still continued working in and around WP's Stockton yard usually.

After the 1982 merger of the WP with Union Pacific, both units time on their new (albeit original) owners was short lived with both donated for preservation. The 607 was donated to the Deer Creek Scenic Railroad in Heber Utah, who eventually sold it to the Nevada State Railroad Museum in Henderson in May of 1984. UP donated the 608 to the newly formed Feather River Rail Society in December 1984, where she earned the nick-name "Bing" (an ode to singer Bing Crosby) due to its unusual "Va-va-va-vooooooom!!!" engine sound when taking off from a standing start.

This unit is currently operational.

4.2 Western Pacific Locomotive # 707

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.
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.

Western Pacific 707 was built in Cleveland, Ohio at the Electro Motive Division of General Motors in October of 1952 at a cost of \$170,992.00. As part of an order of 9 locomotives numbered 701-709, the GP7's were delivered with large "Pyle National" single bulb headlights, dynamic brakes, and dual controls, so the locomotives could be operated from either side of the cab. This eliminated the need to turn the locomotive at the end of a run so that the short hood end was leading; now engineers could operate from either side of the cab and still end up on the right hand side of the track to see signals. WP ordered an additional 4 GP7 locomotives in 1953, road numbers WP 710-713, thereby fully retiring WP's last remaining steam locomotives. This resulted in WP becoming the first railroad in the west to fully dieselize.

Due to the merger between the Western Pacific and Union Pacific in December of 1982, the UP retired older Western Pacific locomotives, selling several to shortlines, scrapping a few and graciously donated several to the brand new Feather River Rail Society. 707 was donated by the UP in 1985. Restored by the membership of the FRRS, the 707 was repainted into its 1960's appearance of "as-delivered" silver and orange with a single white reflective "Scotchlite" stripe on the hood ends with the large Pyle Headlights. This is how she appeared when based out of our facility in Portola while working the "Reno Local" on the Reno Branch of the WP. The "Ditch lights" often found mounted on the ends of the pilots are removable, powered with a simple automotive trailer plug, and used when the locomotive travels off property on the main line to conform with Federal Railroad Administration regulations concerning operation over public railroad crossings.

Today, the 707 is one of the most popular exhibits at the museum due to its attractive paint and the fact that it is kept polished and in mainline condition. She often leaves the property heading up special trains joined by sister WPRM engine, GP20 2001, on the Union Pacific's former Western Pacific lines for display at various railroad festivals as an ambassador to the Western Pacific Railroad Museum and a tribute to the "Willing People" of the Western Pacific Railroad, past & present.

707 is operational

4.3 Western Pacific Locomotive # 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
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.

Western Pacific 2001 is arguably one of the most historic, preserved diesel locomotives in the world. 2001 is the first production turbocharged EMD locomotive, the first of thousands of turbocharged EMD diesel locomotives to roll off the assembly line in 1959. Competitors American Locomotive Company (ALCO) and General Electric were wringing 2500 horsepower out of their new locomotives at a time where the highest horsepower EMD offered out of their Supercharged locomotives was 1800 from the GP18. In September of 1955, Union Pacific experimented with adding turbochargers to 2 of their 1750 horsepower GP9's and 1 cabless GP9B at the Los Angeles shops. In 1959, the UP's Omaha shops added turbos to 20 more GP9's making them "Omaha GP20's". EMD realized that to remain competitive, they too would have to adopt turbo charging for their next series of locomotives, and the GP20 was added to EMD's catalog.

Thanks in part to EMD's sales claims that the new GP20 would reduce scheduled maintenance time by 60% and increase freight speeds with a 2 for 3 replacement of older power, Western Pacific purchased 6 units numbered 2001-2006 in 1959 at a cost of \$212,793. Our 2001 was the first production GP20 built, and EMD showed it off around the country before releasing it to the WP. Following the success of the original 6, WP again ordered 4 more units, numbered 2007-2010 in mid 1960 to replace several ailing FT freight engines. EMD allowed a \$17,000 credit towards each of the last 4 GP20's with the trade-in of 4 retired FT's. All of WP's GP20's were delivered with large "Pyle National" single bulb headlights, dynamic brakes, and dual controls, so the locomotives could be operated from either side of the cab. This eliminated the need to turn the locomotive at the end of a run so that the short hood end was leading; now engineers could operate from either side of the cab and still end up on the right hand side of the track to see signals.

Following the 1982 merger of Union Pacific with the Western Pacific, UP began retiring WP's fleet of older locomotives soon after the merger. Recognizing the historical importance of 2001, UP donated the engine in 1985 to the fledgling Feather River Rail Society who ran the locomotive for several years around the property hauling train loads of guests. In the late 1980's, the 2001 was looking and feeling a little worn out due to it's heavy use on the WP. FRRS volunteers restored the 2001 and gave her a brand new DuPont Imron paint job of her as delivered silver and orange paint with black chevron stripes, completing her in time to return to home rails and a public debut at "Railfair '91" in Sacramento at the California State Railroad Museum.

Today, the 2001 is one of the most popular exhibits at the museum due to its attractive paint, unique history, and the fact that it is kept polished and in mainline condition. WP 2001 is also routinely approved by both Union Pacific and Amtrak to lead special Amtrak charter excursions. She often leaves the property heading up special museum trains joined by sister WPRM engine, GP7 707, on the Union Pacific's former Western Pacific lines for display at various railroad festivals as an ambassador to the Western Pacific Railroad Museum and a tribute to the "Willing People" of the Western Pacific Railroad, past & present.

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

4.4 Western Pacific Locomotive # 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

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 in operation.

4.5 Western Pacific Locomotive # 917

Railroad Number: Western Pacific Railroad 917

Built: January 1950

Built by: Electro-Motive Division, General Motors

Model: F7A

Builder's number:

Horsepower: 1500

Engine: 567B 16 Clys (8½"x10") two cycle

Weight: 237,750

Axes: 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.

In 1939, the Electro-Motive Corporation completed a revolutionary railroad locomotive powered by a diesel prime mover and using an electric transmission. While this combination had been used for years in some switching and passenger locomotives, EMC was determined that their new locomotive, the FT, would replace steam locomotives in freight service. Western Pacific was an eager early buyer of this model and later its improved successors. F3 and later FP7 models were acquired for the California Zephyr, while the F7 model helped retire many of the railroad's steam engines in freight service.

WP 917-D was delivered in WP's first order for the F7 model as part of an A-B-B-A set, costing the railroad \$653,408. For comparison, a single General Electric Locomotive can now be ordered with the same 6,000 horsepower as this 4 unit set of F7's, but at a cost of \$2.5 Million per copy. These carbody type locomotives served until newer models with higher horsepower and better visibility rendered them obsolete. The WP, however, was slow to retire them, the railroad always being too short of money to completely replace those older locomotives which could still earn a profit. By 1977, when most railroads had long since replaced their full carbody style locomotives, the WP still rostered four. That year, two of the survivors, the 913-A (preserved in Sacramento at the California State Railroad Museum) 921-D, were sent to Morrison-Knudsen in Boise, ID for rebuilding, while one of the others was rebuilt by WP in Stockton. The 913, was repainted into a new version of the classic orange and silver Zephyr paint by the Stockton paint shop, at the urgence of several WP employees who mounted a letter writing campaign, while the other three, including WP 921-D and 917-D, both here in Portola, were given WP's then standard green and orange colors. For the next three years, the newly christened "Fab 4" continued to earn their keep while generating great publicity for the WP. These 4 engines were regulars on the Stockton-San Jose auto trains, gaining a cult following of railroad fans, making these 4 locomotives some of the most photographed of all time.

This unit is currently in operation.

4.6 Southern Pacific Locomotive # 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
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.

While the Western Pacific rostered a relatively small fleet of GP9's at 8 units, neighboring road Southern Pacific rostered 340 of the rugged road switcher. SP 2873 was originally built in December 1956 as SP Subsidiary Texas & New Orleans 443.

In December 1983, both Southern Pacific and Atchison Topeka & Santa Fe railroad attempted a merger, creating the "Santa Fe Southern Pacific Corporation" as a holding company to manage the newly combined railroad. However, in July 1986, the Interstate Commerce Commission denied the merger due to opposition by the US Department of Justice. In June 1987, the ICC denied the appeal by the SFSP, thus ending merger proceedings.

Both railroads were confident enough that the merger would be approved that they began repainting locomotives into a new unified paint scheme, including the letters SP or SF and an adjacent empty space for the other two (as SPSF, the reverse order of the holding company). At the time of merger denial, approximately 306 ATSF locomotives, 4 ATSF cabooses, 10 ATSF slugs, 96 SP locomotives, and 1 SP caboose had been painted in this fashion. The two railroads made an effort to repaint locomotives in their standard paint schemes after the merger was denied. Santa Fe repainted all Kodachromes still on roster by 1990, though some engines were sold in this scheme. Southern Pacific's less numerous Kodachromes were repainted much more slowly. Our 2873 was repainted sometime in late 1985 or early 1986 making it one of the first 4 axle locomotives to be repainted in the new paint scheme. Nicknamed "Kodachromes" by railroad enthusiasts, the yellow and red scheme was chosen from ATSF's yellow secondary locomotive color and SP's red secondary locomotive color. Some engines received "SPSF" lettering, leading some enthusiasts to nickname the merger "Shouldn't Paint So Fast".

SP 2873 came to the Portola Railroad Museum (Western Pacific Railroad Museum) in 1992 after members found it in a scrap yard in Richmond, California. The FRRS purchased the locomotive and today the engine is used frequently at the WPRM as a yard switcher, in Caboose Train Service, and is a popular locomotive in the museums "Run A Locomotive" program where our visitors are invited to operate the 2873 under the guidance of a qualified instructor.

4.7 Quincy Railroad Locomotive # 1100

EMD TR6A

4.8 Union Pacific Caboose # 25283

| | | | |
|--------------------------|-------------------|--------------|--|
| Union Pacific | CA-5 steel cupola | built 8-1952 | exxx UP 3983, exx UP 25283, ex UP 903005 |
| donated by Union Pacific | | | |

4.9 Union Pacific Caboose # 24592

4.10 Missouri Pacific Caboose # 13878

ICC steel bay window built 9-1980

4.11 Western Pacific Caboose # 428

Int. Car C steel bay window built 11-1955
part of the first order of steel cabooses by WP
donated by Union Pacific

4.12 Western Pacific Diesel Shop

[Some History of the Diesel Shop](#)

The **Western Pacific Railroad Museum (WPRM)** in Portola, California, formerly known as the **Portola Railroad Museum** before January 1, 2006, is a heritage railroad that preserves and operates historic American railroad equipment. The museum's mission is to preserve the history of the Western Pacific Railroad and is operated by the **Feather River Rail Society** (reporting mark **FRRX**), founded in 1983. It is located at a former Western Pacific locomotive facility, adjacent to the Union Pacific's former Western Pacific mainline through the Feather River Canyon.¹



Logos of the Western Pacific Railroad and the Feather River Rail Society, operators of the Western Pacific Railroad Museum.

Museum collection

The museum holds in its collection thirty-three diesel locomotives, one electric locomotive, one steam locomotive (under restoration and on display), eighteen passenger cars (including four from the famous *California Zephyr* train), numerous freight and maintenance cars and sixteen cabooses. They offer excursions and a "Run A Locomotive" program during the summer. The WPRM has one of the larger collections of early diesel era locomotives and freight cars in North America. The museum is often considered to have one of the most complete and historic collections of equipment and materials from a single railroad family. The WPRM is a "hands-on" museum that allows visitors to board and explore locomotives and cars in their collection.

Among the significant pieces in the WPRM collection are Western Pacific 805-A, an FP7 model passenger locomotive that pulled the *California Zephyr*; Southern Pacific Railroad's (SP) number 2873, an EMD SD9

diesel locomotive; WP 2001, the first GP20 model locomotive (an early turbocharged diesel); WP 501, an early switch engine and the first diesel purchased by the Western Pacific; Western Pacific 0-6-0 steam locomotive 165, an oil burning switch engine built by ALCO in 1919; WP 37, a 200 ton rail-mounted crane, two track clearing snowplows (one wedge type and one rotary); and several rare, early 20th Century freight cars. Also located at the site are the Portola Diesel Shop built in 1953 and an interlocking tower from Oakland, California, currently stored un-rebuilt. The Western Pacific Hospital, built in 1911 and one of the few remaining railroad hospitals in the country, was part of the museum until it was destroyed in an arson fire on September 7, 2011. The WPRM prides itself on maintaining several of their road diesels in mainline operating condition and is well-known for making occasional movements on Class I railroads using their own historic motive power.

Operating a locomotive

One of the most famous aspects of the Western Pacific Railroad Museum is its nationally known Run A Locomotive (RAL) program. Except for winter and certain weekends when special events are in progress, the museum provides visitors a chance to be an engineer for an hour. Participants are given on-the-ground instruction, then they get to operate a real locomotive of their choice for an hour. A qualified engineer joins them in the locomotive for oversight and further instruction.

This is one of the first programs of its type in the United States. More information can be found at WPLives.org. The program is so popular that it is often reserved months in advance.

Zephyr Project

The Zephyr Project is a program of the Feather River Rail Society to acquire, preserve and restore cars, locomotives, personal stories and artifacts relating to the California Zephyr passenger train. Currently, the Project's collection of equipment includes Western Pacific FP7 locomotive 805-A, dome-lounge car "Silver Hostel", dome-coach "Silver Lodge" and dining car "Silver Plate". In addition, the dome-coach "Silver Rifle" is on long term loan from the Golden Gate Railroad Museum. The Project maintains an informational website at www.ZephyrProject.com

4.13 History of the Collections

The core of the Western Pacific Railroad Museum's collection of historic locomotives and rolling stock exists as a

The **Western Pacific Railroad** (reporting mark **WP**) was a Class I railroad in the United States. It was formed in 1903 as an attempt to break the near-monopoly the Southern Pacific Railroad had on rail service into northern California. WP's Feather River Route directly competed with SP's portion of the Overland Route for rail traffic between Salt Lake City/Ogden, Utah and Oakland, California for nearly 80 years. In 1983, the Western Pacific was acquired by the Union Pacific Railroad. The Western Pacific was one of the original operators of the *California Zephyr*, a passenger train today operated by Amtrak

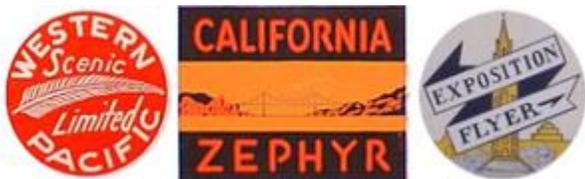
History

The original Western Pacific Railroad was established in 1865 to build the western-most portion of the Transcontinental Railroad between San Jose, California (later Oakland, California), and Sacramento, California. This company was absorbed into the Central Pacific Railroad in 1870.

Founded in 1903, the second company to use the name *Western Pacific Railroad* was part of the [Gould](#) family's efforts to create a transcontinental railroad in the late 19th and early 20th century.

One of the American West's most popular railroads, the WP attracted rail enthusiasts from around the world. From 1910 to 1982, its diverse route provided scenic views of the San Francisco Bay Area, the mountain communities of the Feather River Route, and the deserts of Nevada and Utah. The Western Pacific originated in 1900 as the Alameda and San Joaquin Railroad. The railroad which would become the Western Pacific was financed and built by the Denver and Rio Grande Western Railroad, under the direction of George Jay Gould I, to provide a standard gauge track connection to the Pacific Coast. In 1909, it became the last railroad completed into California.

In 1931, WP opened a main line north from the Feather River Canyon to the Great Northern Railway in northern California. This route, the "Highline", joined the Oakland - Salt Lake City main line at the Keddie Wye, a unique combination of two steel trestles and a tunnel forming a triangle of intersecting track.



"Drumhead" logos such as these often adorned the ends of observation cars on the **Western Pacific Railroad**.

One of the more well-known aspects of the Western Pacific was its operation of the *California Zephyr* passenger train, in conjunction with the Denver and Rio Grande Western Railroad and the Chicago, Burlington and Quincy Railroad. The WP handled the "Silver Lady" from Oakland, California, to Salt Lake City, Utah from 1949-1970. The Western Pacific owned several connecting short-line railroads. The largest and most well-known was the Sacramento Northern Railway, which at one time reached from San Francisco to Chico, California. Others included the Tidewater Southern Railway, the Central California Traction, the Indian Valley Railroad and the Deep Creek Railroad.

The Western Pacific was acquired in 1983 by Union Pacific Corporation, which would eventually purchase its long-time rival, the Southern Pacific Railroad, in 1996. In July 2005, Union Pacific unveiled a brand new EMD SD70ACe locomotive, Union Pacific 1983, painted as a homage to the Western Pacific as part of a new heritage program.

Innovations and improvements

Since it competed directly with the long-entrenched and much larger Southern Pacific Railroad, the WP became a company known both for its innovation and for wringing every dollar out of an investment. It was the first large railroad in the West to eliminate steam locomotives in favor of diesels, then kept some of these early diesels running in regular service long after they had been retired elsewhere. WP also rebuilt many well worn diesels (30) by sending them to Salt Lake City rebuilder Morrison Knudson (M_K Rebuild). It embraced computerized dispatching, concrete railroad ties and innovative equipment to protect customer shipments. The WP purchased new cabooses in the 1960s to replace older wood type cabooses which they scrapped or sent to subsidiaries Sacramento Northern or Tidewater Southern. The WP also purchased new freight cars of the following: autoparts boxcars, covered hoppers, various types of single- and double-door boxcars, bulkhead flatcars, centerbeam flatcars, and also rebuilding outmoded freight cars (such as 40-foot open gondolas for chip-hauling and service). These freight cars were bought to meet its shippers' requirements. WP was one of the first to run solid trains of COFC (Container On Flat Car) traffic from Oakland APL American Presidents lines to points east via Union Pacific. WP had autoparts on special trains to Milpitas, CA (Ford Plant) with a connection from DRGW or UP at Salt Lake City. The WP yards were located in Stockton, Milpitas, Oroville, Portola, Elko, Oakland, Keddie, Winnemucca, and Salt Lake City.

Passenger Operations

While the California Zephyr was the Western Pacific's most famous and popular passenger train the railroad also operated a modest fleet of named trains. These include:

- Exposition Flyer (operated between Chicago and Oakland in conjunction with the Chicago, Burlington and Quincy Railroad and Denver and Rio Grande Western Railroad prior to the CZ and named after the Golden Gate International Exposition of 1939 and 1940)
- Feather River Express (between Oakland and Portola, California)
- Royal Gorge (between Oakland and St. Louis)
- Scenic Limited (between Oakland and St. Louis)
- Zephyrette (between Oakland and Salt Lake City)
- California Zephyr (between Chicago and Oakland)