



# The Train Sheet

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The FEATHER RIVER RAIL SOCIETY, a tax exempt California Corporation, operates the PORTOLA RAILROAD MUSEUM at Portola, California. Housed in the old Western Pacific Railroad engine house the Society is doing restoration and collecting of WP equipment and data.

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Single membership dues are \$10 per calendar year

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"The Train Sheet"

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## MEETING NOTICE

The next membership social meeting will be held on Wednesday, October 10th at 7:30 PM at the Portola City Hall. A program will follow a short business meeting. Refreshments will be served.

In order to make it easier for out-of-town members to attend, the Board of Directors decided to change the meeting night to the third Saturday of every other month starting with the December meeting. The monthly work party will also be on the same day, weather permitting.

## MEMBERSHIP

We have gained 64 new members since August first. We now have 205 members. Thank you all for your interest and support of our Society. A complete membership list will be published in our December issue of Train Sheet.

## WINDOW PANES

It's a pain to be without window panes in our diesel shop. If every member would buy two panes at \$2.00 each, we could completely enclose the building. How about it - can you help?

## LAST MEETING

Our August meeting was held in our diesel house meeting room and was very well attended. Bob Larson showed slides of past action on the "high line" (Keddie to Bieber). He also showed a series of different types of steam engines. Bob has an extensive slide and negative collection and we'll call on him again. Hap Manitt again supplied the refreshments, thanks Hap.



DDA40X TO PORTOLA

Union Pacific's BAF-7 had a big present for us. August 10th, located behind two SD-40's was freshly painted UP DDA-40X 6946-destination the Portola Railroad Museum. This giant of a locomotive is 98 feet long, weighs 548,000 lbs in working order and has 2 diesel engines rated at 3300 hp each. EMD bld 47 DDA-40X units for UP between May, 1969 and Sept. 1971. Dubbed "Centennials" because No 6900 participated in the Gold Spike Centennial at Promontory, Utah and call "Jacks" by railfans, ran on the system hot trains until the 1980's. When a power surplus caused them to be set aside. They were stored in Las Vegas and Yermo when in early '80's 25 were placed back in service with the remainder serving as a parts source. The 6946 was in the latter category.

The unit was moved to Omaha on Feb 4, 84 and on July 9, 6946 was selected to be donated to the Portola Museum and was moved from Omaha to North Platte where she received a complete paint job inside and out including a new decal set. Even the cab seats were re-upholstered. The locomotive is more or less complete, however important engine and electrical equipment is missing and without complete shop facilities to repair it the "BIG JACK" will never run again. And as the last unit bld we are hoping that it will run again as an example of the largest locomotive UP had.