



a new generation of motive power that could travel farther with less maintenance than older locomotives. By mid-1980 the Centennials had been so successful they had run up an average of nearly two million miles apiece. Due to their high mileage and increasing maintenance needs, the Centennials were stored as a national recession reduced rail traffic. In March 1984, economic recovery brought a demand for more power, 25 were selected for return to service. As of this date several are still running but their days are numbered as component failures are side lining them, never to be repaired. Because of their fame, Union Pacific has set aside some of the Centennials for preservation. The first donated and the last built 6946 was selected for the City of Portola and for display by the Feather River Rail Society. This freshly painted Centennial is now on display at the museum along with other equipment for all the see and for the future.

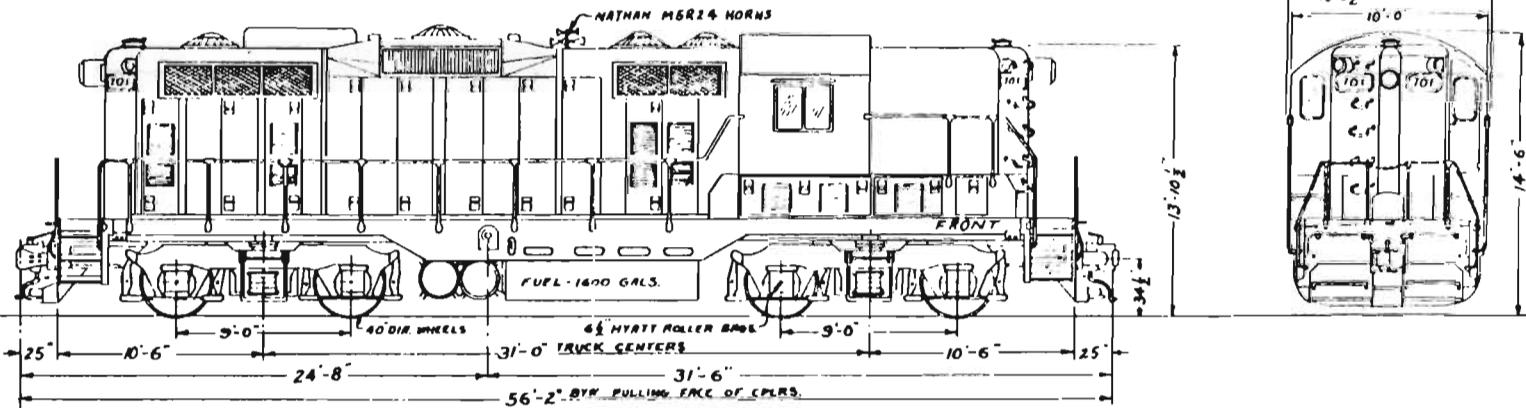
Western Pacific F7-A 921 with DDA-40X at the Portola Railroad Museum, Portola, California





EMD GP-7 708 SN 17056 WP class RS-62 was built in 1952 and received by WP in 10/30/52. The cost in 1952 was \$170,992 each.

This photo of the 708, in as delivered orange and silver paint, is in Stockton 1967. By T. Long from Aiken Rail Service.



GENERAL DATA

A.A.R. Designation - - - - B-B
 Date Built - - - - - 1952-1953
 Gear Ratio - - - - - 62:15
 Weight Loaded - - - - - 251,700
 Light Weight - - - - - 231,500
 Maximum Curvature - - - - 150'R 39°
 Maximum Speed - - - - - 65 MPH
 Minimum Cont. Speed - - - 11 MPH

SUPPLIES

Fuel - - - - - 1600 Gal.
 Lube Oil - - - - - 200 Gal.
 Cooling Water - - - - - 230 Gal.
 Sand - - - - - 18 Cu. Ft.

DIESEL ENGINE

Model - - - - - 16-567B
 Engine - - - - - 16Cyl 2Cycle
 Turbocharger - - - - - NONE
 Spark Arrester - - - - - Farr Mod #5 & Cyclonic Manifold
 Air Filter, Basic - - - -
 Primary - - - - - None
 Carbody, Engine - - - - Impingement

ELECTRICAL

Main Generator - - - - - D-12-D-14
 Alternator - - - - - NONE
 Traction Motors, Type - - - D-77
 Number of Traction Motors - 4
 Dynamic Brakes - - - - - Potential 600A
 Headlights - - - - - 200W-30V
 Auxiliary Generator - - - - A-7159
 Rotating Warning Lights - - NONE

RUNNING GEAR

Draft Gear - - - - - M-375
 Journals - - - - - 6½" Hyatt
 Trucks - - - - - Swinghanger EMD

BRAKES

Schedule - - - - - 24RL
 Air Compressor - - - - - GD WXO
 Brake Shoes - - - - - AAR-3-B
 Safety Control - - - - - Foot Pedal
 67 MPH Overspeed

MISCELLANEOUS

Whistle - - - - - Nathan M5R24 5 Chime
 Toilet - - - - - Microphor H-12
 Speed Recorder - Chicago Pneumatic Mechanical

NOTES:

Dual Control

WESTERN PACIFIC RAILROAD CO.

At this time the engine needs parts and lots of work by soon will be running again and in that great paint scheme of Silver & Orange.....



The 921-D early in it's service life with Western Pacific in WP's Freight Scheme.....

Photo by Bob Larson

FEATHER RIVER RAIL SOCIETY
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