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With Silent Lifting Mind I've Trod.
 The High, Untrespassed Sanctity Of Space.
 Put Out My Hand, And Touched The Face Of God.....
 John Gillespie Magee Jr., WWII Fighter Pilot

News of the "FEATHER RIVER ROUTE"



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 CTC BOARD Magazine

ALUMNI of the FEATHER RIVER ROUTE

This is the first of what will become a standard feature of each issue of the Feather River Rail Society's "TRAIN SHEET" from this point in time onward. This column is the direct result of an overwhelming response by you, the members, to certain questions included in the first membership survey sent out in December 1985. The object of this column is to continually report upon railroad news that involves the lines of the former Western Pacific/Tidewater Southern/Sacramento Northern railroads. We will bring to you over time the on going physical and operational changes the Union Pacific is making on the old WP, and especially in the Feather River Canyon. We will also bring you a "where are they now" look of the "alumni" of the Feather River Route. In other words, we will present the location and/or final disposition of the locomotives, cabooses, freight cars, and passenger cars that was the Western Pacific.

In this first column, we will take a look at what has happened to some of the 147 members that made up the loco motive fleet for the WP at the time of the merger with the UP in Nov, 1982. As of this writing in January 1986, only 54 are operating in one form or another on the lines of the vast Union Pacific System. 11 more have been sold by the

UP as operating locomotives to other railroads mostly shortlines. The remaining 82 diesel locomotives have been scrapped, are in long term storage awaiting scrap, in long term storage awaiting leases to run out so they can be returned to the banks, or have left the UP for museums by way of donations.

Today on the UP system, which includes the Missouri Pacific, five types of former WP locomotives still turn a productive wheel for their new owner. Surprisingly enough, two of these, the 17 3001-class GP-35's and the three 1501 class SW-1500's, can still be found daily on home rails of the former WP. The other two types of locomotives, the fifteen 3501-class GP-40's that were rebuilt by the Morrison-Knudsen shops in Boise, Idaho in 1980, and the fifteen 3545-class GP-40-2's, are in daily road freight service on the Missouri Pacific. The last type of locomotive, the 601-class SW-9's, have four remaining in service, but in a highly altered state after going through the UP's SW10 switcher rebuild program. As of the last week in December 1985, all of the above locomotives have been painted into UP yellow, and have, except for three, had new numbers applied.

In the San Francisco Bay Area, the 3 SW-1500's still hold down the switching assignments for which they were bought for in the early 1970's. Painted

UP yellow and grey in April and May 1984, these three units, the 1501, 1502, and 1503, are the only ones to have retained their former identities into the UP era. But just this month, the switcher job in San Francisco has seen the change from the normal 1500, to the use of UP's smallest "locomotive", former YVT Co. 30 Ton Trackmobile 296. The 1500's continue to see use in their other normal service of switch engines in Oakland, plus occasional use in Stockton Yard and Oroville Yard.

The 3001-class GP-35's, which were rebuilt by Morrison-Knudsen in 1979 and 1980, have become the primary power for local and switching assignments from one end to the other of the UP's Feather River Division. Many of the runs that had GP-35's as standard motive power before the merger, such as the Reno Local and the SN detour to Pittsburgh, still see GP-35's. Other runs that the WP previously used smaller older power on, such as the GP-7's, GP-9's, GP-20's and F-7's, now often see the GP-35's also. There are currently sixteen of the 17 GP-35's at the time of the merger now operating. All except two of the 17 were painted into UP yellow, and given new numbers, at the North Platte, Nebraska paint shop between Dec 83 and April 84. The other two in question are the 3014 & 3020, both of which were involved in the "Great Reno Runaway" of July 29, 1982. The 3014 was finally repaired by the massive Salt Lake City shops in June 1985, where after making a quick trip to North Platte, also returned to the former home rails in new yellow paint and numbers. As of this writing, the 3020 is still inside the SLC shops, and it is unknown when it will be finally repaired. The new UP numbers for the 17 GP-35's are as follows.....

WP 3001=	UP 782		
3002=	783		
3003=	784		
3004			
WP 3001=UP	782	WP 3012=UP	791
3002=	783	3013=	792
3003=	784	3014=	793
3004=	785	3015=	794
3005=	786	3017=	795
3006=	787	3019=	797
3008=	788	3020=	798
3009=	789	3022=	799
3010=	790		

It is expected that by the end of 1986 this set of GP-35's will be the last locomotives on the entire UP System still operating with EMD 567-series prime movers. In the Midwest, 30 former WP locomotives can be found operating on various parts of the Missouri Pacific. As of the first week of January 1986, all thirty had finally been painted into the standard UP yellow. The 30, which are split equally between GP-40's and GP-40-2's, are former WP 3501 through



Niles Tower

crossing of the SP and WP mainlines since 1909, finally closed at 9:01 AM January 8th. Its functions were taken over by the Dispatcher's Office in Sac. To help coordinate movements of trains of the two railroads past this point now known as "Niles Crossing", a "hot line" has been set up between the SP dispatcher's office in Roseville and the UP

dispatcher's office in Sacramento. There had been talk of saving and moving Niles Tower somewhere for use by the PLA once they find a new home, but due to the fragile condition of the building, there is no way this can be done. A local group is planning to save the building as a historical project to the area.

WESTERN PACIFIC'S PULLMAN 40' PS-1 BOX CARS, Part Two

up to the 19000 series for equipped cars. General service plain cars were equipped with Evans "DF" (Damage Free) Loaders, (Crossmember devices that lock on side belt rails to hold lading secure so that it does not move during shipping.) Cushioned underframes, special cargo loaders, built by several companys. "Tranco", "Cargo-Control", and "Sparton" which are differant brands and styles of the DF type loader. These equipped cars ran in special service for a particular shipper, equipment pool or set up just for a certain cargo, i.e. car parts, glass etc. WP FIRST TO USE COMPARTMENTIZER CARS (MILEPOSTS, Jan 1952) SERIES 20801-20820=19501-19541

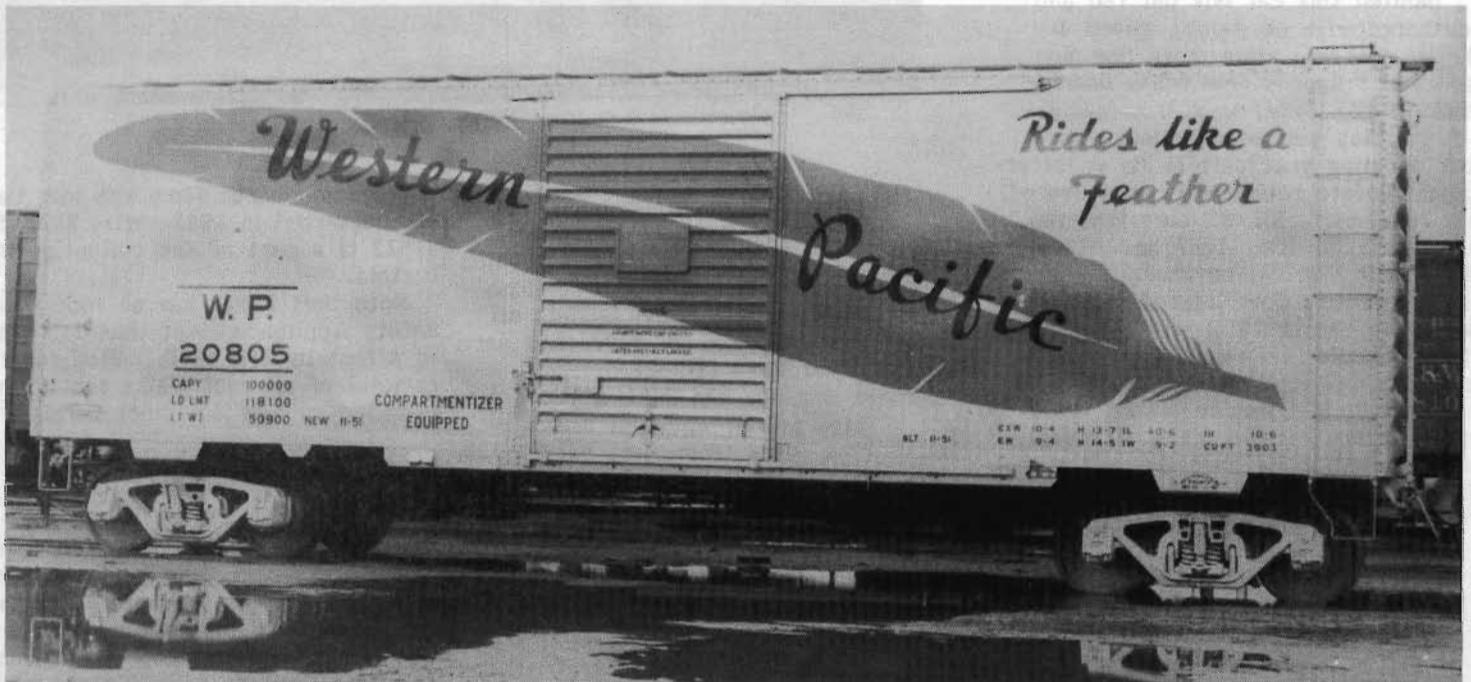
which came West in the new cars arrived in perfect condition, and shippers who have since viewed them are most enthusiastic.

The Compartmentizer consists of a regular steel boxcar equipped with adjustable steel gates, two pairs to a car. Each gate is suspended from a trolley mechanism running the full length of the car and the gates are simply moved against the loaded cargo and locked, effectively preventing any shifting in transit. Serving as bulkheads, the gates are secured to the ceiling, walls and floor, but can be fastened in any location at three-inch intervals to divide the car into three compartments."

"Again, Western Pacific has come up with something new. This time it's a new-type boxcar. referred to as the Compartmentizer Car. A development of the Pullman-Standard Car Co. and WP, the idea was first developed by Mr Angel, of Stokley-Van Camp, food packers, who built an experimental unit four years ago and transferred to Pullman the exclusive manufacturing rights. WP, with an initial order for 20 of the cars, is the first railroad to put them into actual service and played a large part in the final design of the construction. All cargos

After renumbering into the 19501-19541 series so that 20 more cars could be equipped with the gates and added to the fleet. They were renumbered and repainted into box car red with orange feather and Western Pacific with all other lettering in yellow. Several of the original compartmentizer cars came with a new type of truck, the Chrysler truck has a balanced suspension having self-contained friction snubber and long travel standard AAR coil spring groups for better

In the last issue I talked about the unequipped XM class box cars built by Pullman-Standard. Out of the 1951 order of 600 cars, 20 were delivered equipped, with others being renumbered later into equipped number series from the original 580 cars. WP, like most railroads, renumbered their special service or equipped box cars. WP used the 3400 series



3516, and former WP 3545 through 3559.

The GP-40's, which were the 1st ones bought by the WP in the 1960s, and which were rebuilt in 1980 by M-K, are currently based out of North Little Rock, Arkansas. They are in general freight service on the MoPac mainlines north out of Little Rock, and are seen as often on local trains as they are on hot pig trains to St. Louis and Chicago. Except for three, they were all painted, renumbered and lettered Union Pacific by the North Platte shops between Dec 83 and July 84. The three not repainted at this time were WP 3506, 3512 and 3516. In late 1984, all of these units were transferred to the MoPac, and were relettered "Missouri Pacific", but retained their new UP numbers.

The three unrepainted GP-40's also went to the MoPac, where they ran until Dec 85 still dressed in their WP green and orange. In Nov 85, the UP decided to reletter and repaint all of the MoPac's equipment (except freight cars) into

Union Pacific, so once again, the former WP GP-40's are lettered for the UP. The new UP numbers for these 15 GP's are as follows.....

WP 3501=UP 651	WP 3509=MP 658
3502=MP 652	3510=UP 659
3503= 653	3511= 660
3504= 654	3512= 661
3506= 655	3513= 662
3507= 656	3514= 663
3508= 657	3515= 664
	3516= 665

The GP-40-2's, which were the very last locomotives bought new by the Western Pacific before the merger, have found a new home deep within Texas on the many MoPac lines there. They are based out of Fort Worth and Austin, Texas. Only six of the fifteen had been painted, renumbered, and relettered into UP by UP between Dec 83 and May 84, before being transferred to the care of the MoPac. These six, which were WP 3546, 3547, 3548, 3550, 3551, and 3553 were relettered Missouri Pacific in May 85. The rest remained in their WP green and orange until Nov & Dec 85, when the push came to get everything into UP yellow, and lettered UP. The very last locomotives to operate anywhere on the Union Pacific System in WP green and orange were the 3556 and 3557, which went into the paint shop at North Little Rock on the final days of 1985. The new UP numbers for these 15 GP-40-2's are as follows.....

WP 3545= UP/MP/UP 900
3546= 901
3547 902
3548 903
3549 904
3550 905
3551 906
3552= 907
3553= 908



3554=UP/MP/UP 909
3555= 910
3556= 911
3557= 912
3558= 913
3559= 914

switchers for the UP.....

WP 601=UP 1271
603= 1272
605= 1273
606= 1274

I'm sure that some of our members will find it rather ironic that WP's last new locomotives occupy the same series that WP's first road diesel locomotives, the FT's, occupied.

The last type of locomotives that we will look at this month are the former 601-class SW-9's. In early 1984, five of the six members of this class were pulled from dead storage at Salt Lake City, moved to Omaha for inclusion into the then active switcher rebuild program.

These switchers are formally known as SW-10's, but have been nicknamed "hammerheads" and "switchers with a headache", due to the unusual configuration of the radiators at the front end. The locomotives were WP 601, 603, 604, 605, and 606. During November and Dec. 84, four became the following rebuilt

As the WP 604 was being stripped of parts for the preparation to be transformed into UP 1275 in Dec 84, the UP's Mechanical Department suddenly decided to stop the entire program. It was decided that in order to fill the need for switchers on the UP System, the UP would turn to the used locomotive market, instead of rebuilding older switchers of their own. As it turned out, the UP bought 15 MP-15's from the Pittsburgh and Lake Erie RR in Feb 85. To this day, the stripped poor old hulk of the WP 604 remains behind the Omaha Shops, awaiting a rebuilding that will never come.....

NILES TOWER

In news from around the former WP in Dec and Jan, Niles Tower near Fremont, Calif. which has protected the

GP-35, 3007 & SW-9, 604 early in their careers...Bob Larson

