

## ROSTER of EQUIPMENT at the PORTOLA RAILROAD MUSEUM, PORTOLA, CALIFORNIA as of February, 1987

**LOCOMOTIVES**

FR&W	1	PLY ML-8
KCC	2	Alco RS-3
KCC	3	Alco RS-3
FRSL	8	BLW 2-6-2
USS	12	GE 80 Ton
KCC	104	Alco RS-2
WP	608	EMC NW-2
WP	707	EMD GP-7
WP	708	EMD GP-7
KMC	778	GE Elec
UP	849	EMD GP-30
WP	921D	EMD F7-A
ARR	1506	EMD F7-A
ARR	1507	EMD F7-B
ARR	1508	EMD F7-A
ARR	1510	EMD FP7-A
ARR	1512	EMD FP7-A
ARR	1517	EMD F7-B
WP	2001	EMD GP-20
WP	3051	GE U30-B
UP	6946	EMD DDA-40X

**TENDER & POWER CAR**

ARR	P-4	Power car
WP	481	GS-6 tender

**CABOOSSES**

WP	428	Steel bay window
WP	645	Wood bay window
WP	779	Wood cupola (FRSL)
SP	1345	Steel bay window
SN	1632	Wood cupola
UP	25049	Steel cupola
UP	25283	Steel cupola

**REFRIGERATOR**

PFE	11454	Steel icer
PFE	52138	Wood icer (WP/PFE)
FGEX	55932	Steel icer

**HOPPER**

SN	5005	Covered (WP 11530)
WP	10649	Ballast
WP	11509	Covered

**GONDOLA**

WP	6116	Wood side 40'
WP	6550	Steel drop end 52'
WP	11012	Air dump

**FLAT**

WPMW	0318	40'
WPMW	0319	40'
WP	2328	50' (79-4)
WP	2350	50' (37-2)
WPMW	8514	40'
WPMW	8522	40'
WPMW	8545	40' Comb Gon

**TANK**

WP	1072	10,000 gal (1577)
WP	1074	10,000 gal (1583)
WP	1132	10,000 gal

**BOX**

TS	520	50' SD Steel
WP	3032	50' SD Steel
WP	3417	40' SD Steel (0209)
WP	3472	40' SD Steel (21513)
WP	3796	50' DD Steel
WP	18503	40' DD Steel (0813)
WP	19507	40' SD Steel (0246)
WP	19801	50' SD Steel (0258)
WP	19901	50' DD Steel Transco
WP	20094	40' SD Steel (0207)
WP	20599	40' SD Steel (0212)
WP	20772	40' SD Steel (0218)
WP	20806	40' SD Steel (0220)
WP	20868	40' SD Steel (0247)
WP	21255	40' SD Steel (0239)
WP	22009	40' SD Steel
WP	22023	40' SD Steel (0242)
WP	27198	40' SD Wood
WP	34005	50' DD Steel
WP	36011	50' SD Steel
WP	37007	50' SPD Steel
WP	64004	50' DPD Steel

**OUTFIT**

ODKX	2	USAR kitchen (FRSL)
WPMW	0912	Kitchen-diner
UP	905884	Bunk-car
UP	907344	Bunk-car

**PASSENGER**

UP	105	Business
ATSF	601	Diner

**MISC. EQUIPMENT**

WPMW	E-14	Burro crane
WPMW	90	Brownhoist crane

**SURROUNDED BY STEAM LOCOMOTIVES**

reached the head office down in Sacramento.

Because business on the railroad had increased so rapidly due to the effects of World War II we had many very young fireman who were promoted to engineer after passing the required examinations. Obviously these young engineers continued as assigned firemen or went on the extra board but they never could be called for engineer on a passenger train until they had completed at least 30,000 miles of running an engine in freight service. We called a freight crew for a trip to Winnemucca one night in April of 1945 and as usual were short of available crews. This gave young Joseph Sonzogni his first opportunity to run an engine on his own and so at just 22 years of age he and a recently hired boomer fireman safely made the trip to Winnemucca on engine 327. Just at that time the Western Pacific was hauling a very special westbound passenger train with 18 cars filled with many of the crowned heads of Europe on

their way to San Francisco for the founding meeting of the United Nations. The WP left no stone unturned to make sure that everything was letter perfect and even had section men standing at the main switch points along the 928 mile route to eliminate any possibility of sabotage. But when the train approached Winnemucca the dispatcher suddenly realized with horror that there was not one engine crew in Winnemucca with enough time left to get the train to Portola under the 16 hour Federal Law. Not one crew, that is, except young Joseph Sonzogni and his boomer fireman and neither of these men had qualified as yet to operate an engine in passenger service, let alone one of the big 4-8-4 passenger locomotives. So with a road foreman of engines on board young Joe on engine 483 brought all of the European brass over 211 miles of mountains and deserts. We all held our breath while none of the passengers and secret service personnel on board the train knew what was going on in the cab of the 483.

And then there was the classic case of railroad efficiency. On Dec. 19, 1946, there was a bad derailment in Oroville involving engine 172 and the Portola wrecking crew of 40 men was called for a special wrecking train. I was there when the train pulled out westbound down the canyon late on a wintry afternoon. Although 40 men left Portola there were only 39 men in the crew when the train arrived in Oroville. They soon discovered that a Portola carman named Rice was missing and and the following morning a WP track walker found his body between the rails near Keddie in the Feather River canyon where he had fallen in attempting to pass from one work car to another. Being the curious type I watched to see how the timekeeper in Sacramento would show his timecard on that last shift of his life. Sure enough, the timecard came back showing Rice off the payroll at exactly 7PM which was the time the train passed the exact spot near Keddie where he had departed this world. The timekeeper, of course, was right because it was obvious that the deceased did not do any work for