

Western Pacific Railroad 925-C

Cableless Carbody-type Locomotive

Western Pacific's "covered wagon" (an affectionate nickname for these carbody type locomotives) fleet consisted of an equal number of "A" cab control units and "B" cableless booster units. The cableless units are an excellent illustration of the "building block" concept of powering large trains with diesel locomotives. If more power was needed, extra units were just added in and controlled from a single cab using electrical control systems. This allowed combinations of diesels which would exceed the power of the largest steam locomotives.

As the units aged and were traded in on new, higher horsepower units, the "B" units were often first to go due to their limited versatility compared to the cabled units. Railroads discovered that it was desirable to have cabs on every locomotive, allowing them to be used in any service. By the time the FRRS established the Western Pacific Railroad Museum, all of the Western Pacific's "B" units were gone or beyond salvage. Still, a "B" unit was desired to represent this type of locomotive in our collection.

In the late 1980s, the Canadian National Railway still had some "B" units which had recently been sold for scrap. Arrangements were made to purchase one of the units in operating condition and restore it to represent a WP freight "B" unit. This unit, built as CN 9039, was repainted in WP's classic orange and silver "Zephyr" paint scheme and given a fictitious WP number based on the railroad's own number scheme. Today, it is one of the locomotives we maintain in "mainline ready" condition.

builder

General Motors Diesel
Division - Canada

built

June, 1951

type

F7Bu ("u" indicates upgraded)

horsepower

1750

serial number

A-214

original cost

\$168,000.00 (approximate US\$)

top speed

65 MPH (WP version)

operating weight

249,000 lbs

acquisition

purchased by FRRS