



Western Pacific's first diesel sitting on the garden tracks at Stockton nosed up to the 921!

WP's FIRST DIESEL DONATED

by Norm Holmes

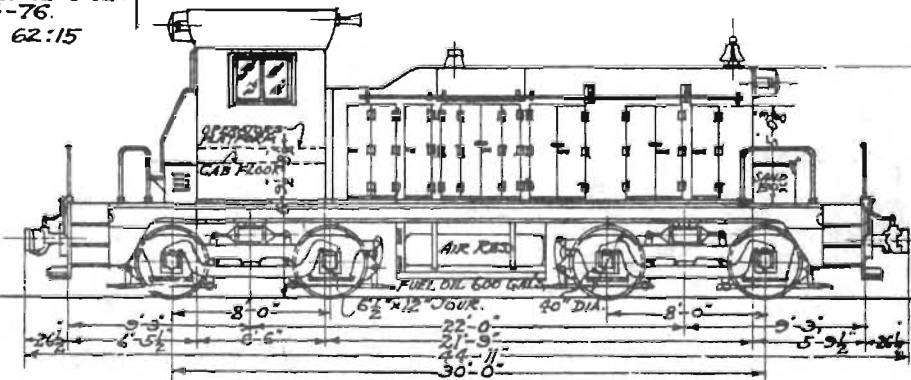
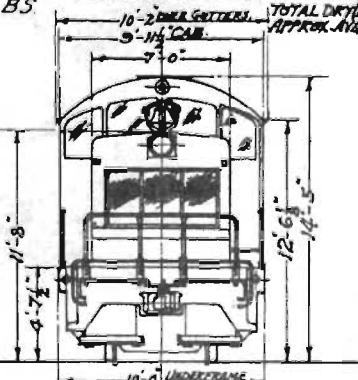
On Sept 30th 1987, Corn Products Company formally presented former WP SW-1 #501 to the Feather River Rail Society. Society President Norm Holmes received the reverser as the key to ownership at a brief ceremony at the Stockton plant from General Manager Richard M. Vandervoort. Other society members on hand were: Dave and Julie Anderson, Barbara Holmes, Jim Ley, Rod McClure, Phil Schmierer and Hank Stiles. A few days later the unit

was moved to Union Pacific's Stockton shops for work prior to its movement to Portola.

Western Pacific's first diesel-electric switcher arrived Elko Sept 26, 1939, in the form of General Motors Electro-Motive demonstrator No. 906. After working three shifts in the yard in Elko, 906 was sent to San Francisco, back to Stockton and Portola for additional evaluation. WP officials were impressed with its performance and purchased the demo and two additional units for service in San Francisco and Oakland. The

diesel's around-the clock availability and lack of steam and smoke inside the warehouses associated with the steam switchers were factors in the company's decision. The 100 ton, 600 HP locomotive could out perform the 0-6-0 steam switchers they replaced and were able to do it at a lower fuel cost.

The trio spent their early years in the Bay Area, but by 1945 they had been replaced by Alco S-1's and transferred to South Sacramento yard. (Your author worked on one of the units as a fireman in Sept, 1945.) In 1965, WP transferred 501 and 502 to the Sacramento Northern where they become 401 and 402,

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|---|--|--|---------|---------|--------|---------|--------|---------|--------|---------|--|--|--|--|
| <p>NOS. 501-503 No. OF LOCOS. 3 BUILT-ELECTRO-MOTIVE CORP 1939 SPEC. No. E.M.C. MODEL SW-1 POWER PLANT 1- 600 H.P. DIESEL ELECTRIC ELECTRO-MOTIVE CORP DIESEL ENGINE MODEL 6-567 6- 8 1/2" x 10" CYLS. V TYPE, 2 CYCLE 4-MOTORS; ELECTRO-MOTIVE CORP TYPE D7A VOLTAGE 300-600 CONTROL EQUIPT. ELECTRO-MOTIVE CORP. VOLTAGE 64-76. GEAR RATIO 62:15</p> | <h2 style="text-align: center;">DIESEL SWITCHING 8-WHEEL</h2> <p style="text-align: center;">AFE 191-39</p> | <p style="text-align: right;">ROAD CLASS 501 SYMBOL S-50 FUEL-DIESEL OIL</p> | | | | | | | | | | | | |
| <p>AIR COMPRESSOR 1- GARDNER-DENVER W.X.E. BRAKE EQUIPT. WESTINGHOUSE A.B. Co. 14 E.L.</p>  | <p>TRACTIVE POWER 50000 LBS. MAX. PERMISSIBLE SPEED 45 M.P.H. MAX. TRACK CURVE 100 FT. RADIUS. AXLE LOAD 50000 LBS.</p> | <p>* WEIGHTS IN WORKING ORDER ON DRIVERS (OVER 200000 LBS. BY LOCO. TOTAL) ACTUAL SCALE WEIGHTS. PRESENT OFFICIAL SCALE WEIGHTS ON DRIVERS AND TOTAL AXLE LOADS HAVE BEEN ESTABLISHED BY THE U.S. RAILROAD ADMINISTRATION.</p> <table border="1" style="width: 100%;"> <tr> <td>1- 501</td> <td>153,240</td> <td>1- 502</td> <td>153,240</td> </tr> <tr> <td>2- 503</td> <td>153,240</td> <td>2- 504</td> <td>153,240</td> </tr> <tr> <td colspan="2">TOTAL DRY LIGHT WEIGHT APPROX. AVG. 150,000 LBS.</td> <td colspan="2"></td> </tr> </table>  <p>* NOTE - INCLUDES FULL LOAD FUEL, SAND, OIL, WATER, ALL EQUIPT. AND 2 MEN IN CABS.</p> | 1- 501 | 153,240 | 1- 502 | 153,240 | 2- 503 | 153,240 | 2- 504 | 153,240 | TOTAL DRY LIGHT WEIGHT APPROX. AVG. 150,000 LBS. | | | |
| 1- 501 | 153,240 | 1- 502 | 153,240 | | | | | | | | | | | |
| 2- 503 | 153,240 | 2- 504 | 153,240 | | | | | | | | | | | |
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and saw service in Sac. and Yuba City. In 1971, WP 503 was sold for scrap and cut up in Associated Metals yard in Sacramento. In 1980, 401 was being stripped for parts to keep 402 running. When Corn Products Co. needed a switcher for their corn sugar processing plant south of Stockton, WP repaired and sold the 401 to that company. It was painted light green and numbered CPC No. 1. SN 402 was by then painted Perlman Green and Orange and saw little service until Oct. 1983 when it was donated to the California State Railroad Museum in Sacramento, California.

Corn Products used the SW-1 to switch grain cars until early this year when they purchased a Santa Fe CF-7 from Mountain Diesel Transportation. The No. 1 was now surplus and we were interested in acquiring it for our museum. Through the efforts of John Ryczkowski, Hank Stiles, Phil Schmierer and Norm Holmes, Corn Products management decided our museum was the most suitable home for this historic locomotive. As soon as possible we plan to repaint the unit back to its basic black with silver trim and lettering as it was when first used in 1939.....WP LIVES.....

MILWAUKEE U25B #5057 by Norman Holmes

In 1959, General Electric, wishing to find a niche in the domestic locomotive market, embarked on a research and development program which led to the introduction of the U25B diesel-electric road loco-

otive. Through aggressive marketing and sales promotion GE managed to penetrate the market and overtake Alco as the nation's number two locomotive manufacturer. When production of the U25B ceased in 1966 a total of 476 units had been produced.

The Milwaukee Road purchased 12 units in 1965. Our 5057 (originally No. 388 serial No. 35640 6-65) is actually a U28B in a U25B car body according to an article in August, 1987 "Railroad Model Craftsman", and is the only remaining MILW U25B.

Several years ago the Western Nebraska Technical School purchased 5057 to be used as a training tool in a government contract to train military personnel in locomotive maintenance. When the training contract was completed, the locomotive was no longer needed. In the search for General Motors F units, Dale Sanders contacted the school (they had a MILW F7A) and in the course of the inquiry found out about the U25B. Dale asked if they would donate the unit to our museum, The answer was yes, so now we have one of the few remaining GE U25B's in existence.

GE's U25B, along with GM's GP 30 and Alco's Century series locomotives marked the start of the second generation in diesel locomotive development. Western Pacific, a long time customer of General Motors purchased their first GE road power in 1967 in the form of U30B's. but that's another story.

Union Pacific, again, graciously agreed to transport the unit from Sidney, Nebraska, arriving Portola August 12th. Preliminary inspection revealed with some TLC and some parts replacement including a brake beam, we can make the unit operable. Although one traction motor pinion shaft is cut, it will operate on the three remaining good motors.

Another piece of diesel locomotive history is now preserved at the Portola Railroad Museum.

MEMBERSHIP

We would like to welcome the following Life Members to our organization:

R Phillips, Hank Stiles, Michael Tanner, Mary Brunberg, Galen Anderson and Dale Sanders.....
We now have 29 Life Members!

Forty-Four new members joined our organization during August and September, and we would like to welcome them all.....

from the Membership Officer's desk..
Joe Way

The membership duties have recently been consolidated with the maintenance of the mailing list and label production, and I now have charge of these related chores. I am expanding my computer data base to keep track of membership information in addition to the basic names and addresses I maintained for mailing labels, and it's quite possible that in the process of adding information I might inadvert-

Milwaukee Road U25B #5057 at Portola, the 5057 worked in Washington State at the end of it's service life and was in the last train out of Tacoma.

