

## IMPORTANT NOTICE – CREW TRAINING DAYS FOR 2004

Please watch the Trainsheet for more information on Crew Training Days in early 2004.

The dates for the 2004 training will be May 1st and 2nd, 2004. Held at the Portola Railroad Museum, starting at 9 AM each day, lasting until about 4 PM.

Crew members and prospective crew members are encouraged to attend the training weekend. You only need to attend on one day (NOT both).

Operating Season for 2004 will start on Saturday May 29th 2004 at 11 AM. Crew Call will be at 10 AM.

Should you have any question, please be sure to contact me.



The operating crew for Railfan Day 2003

Top Row: Sam Hershbein, Loren Ross, Ed Powell, Dave Bergman, Dave Epling. Ground: Steve Habeck, Kerry Cochran, Vic Neves, Don Borden, Charlie Spikes, Dave Kantoff, Eddie Chase. Seated: Zephyr.

Photo by Frank Brehm

## More WP Equipment Coming to Portola

### Western Pacific Steam Finally Comes to the Portola Railroad Museum

It is with great pleasure that the Feather River Rail Society announces that we have just completed a deal that brings a Western Pacific steam locomotive into our collection at the Portola Railroad Museum.

Western Pacific 165, an Alco 0-6-0 and one of the last steam engines in regular, revenue service on the WP, is now owned by the FRRS. Currently stored at the Pacific Locomotive Association museum in Niles Canyon, she will be transported to Portola sometime next year. Upon arrival at the museum, work will begin to restore the appearance of the locomotive and lay the groundwork for an eventual return to full operation.

As part of this trade, the Union Pacific 4-4-0 737 and Santa Fe caboose 414 have been given to the Triple T Agricultural Museum in the Central Valley. These pieces will undergo cosmetic restoration and become public, indoor displays relating to the role of railroading in California Agriculture. In addition to the 165, the FRRS receives general fund money and other assets.

WP 165 was built in 1919 for the United Verde Copper Company. The engine came to the WP in 1927 and served until set aside in March 1953. She worked many yards on the railroad, including Portola.

More details concerning the 165 will be printed in an upcoming issue of the Train Sheet, along with restoration and fundraising plans.

WP STEAM LIVES!

### EMD GP7 705 Joins Three Others in Portola

In the early 1950s deciding that each new locomotive should have a cab and control stand WP went looking for additional power. EMD offered WP the newly designed GP7, which sporting a high short hood, were virtually identical both mechanically and electrically to late model F7's with a 567B 16-cylinder

motor producing 1500 horsepower. Authorized for purchase by the Board of Directors in February 1952 units 701-709 began the practice of equipping hood units with dual cab controls and PyleNational "Barrelstyle" headlights that socharacterized later classes of WP power.

Costing \$171,000.00 each, delivery of these nine GP7's, under EMD order number 5197 was in October and November 1952.

Colors were the then standard Zephyr paint with the road name spelled out on a single line. Handrail stanchions were cast and a winterization hatch covered the forward rear radiator fan. Five chime Nathon M5R24 horns were mounted above the generator on the long hood. A spotting feature was the 3 sets of under cab louvers on the equipment doors.

Of the thirteen units on the roster two, 711 and 712 would be transferred to the Sacramento Northern in 1971. The original headlights gave way to both EMD standard twin sealed beam units and inserts for the original barrel headlights in the late 1970's.

Number 705 was completed by EMD on October 10, 1952 and delivered to WP on October 29. Carrying serial number 17029 and frame number 5197-5 the 705 stayed on the roster until after the merger with UP. It was sold by UP to Mountain Diesel Transportation on July 15, 1987. Mountain Diesel in turn sold it to the Great Western in August 1987. It was repainted and lettered Arizona Central 705 in May 1989. It was later acquired by OmniTrax. Earlier this year it was declared excess and scheduled to be scrapped if a purchaser could not be found.

Several members stepped up and pooled their money to purchase the 705 in July of this year and donate it to the Feather River Rail Society. Donors included Lew Barnhard, Dave Bergman, Kerry Cochran, Norm Holmes, Hank Stiles, Eugene Vicknair, Don Nelson, Wayne Monger, Ed Wagner, Paul Finnigan, Jack Palmer, and Jay Sarmo. Once on the property plans are to repaint the unit back into WP livery in an as yet undetermined scheme.

The Feather River Rail Society currently preserves four GP7 units. The 705, 707, 708, and Sacramento Northern (ex WP) 712.