

**MUSEUM HOURS:**

Summer: Memorial Day through Labor Day - 10:00 AM to 5:00 PM

Winter: Weekends 10:00 AM to 4:00 PM, weather permitting.

Note: The museum grounds are generally open year round and someone is usually on hand.

Entrance to the museum is free. A donation box is located near the rest rooms so visitors may give financial help toward our restoration and preservation efforts.

**TRAIN OPERATIONS:**

Passenger trains are operated on our trackage every weekend from Memorial Day through Labor Day. Trains run every half hour from 11:00 AM to 4:00 PM. All day train ride passes are \$2 each or \$5 for family pass. Special trains can be operated anytime for groups. Contact the museum General Manager for details.

**SPECIAL DATES FOR 1989**

August 5 National Track Motor Car Championship races.

August 26-27 Feather River Railroad Days festival.

September 9 Railfan photo day and swap meet.

**GIFT SHOP**

The Gift Shop is open whenever the museum is open. A catalog is available and mail orders are filled year-round. The Gift Shop is located inside the Diesel Shop building. Proceeds from sales help support the museum's efforts.

**SAFETY TIPS FOR VISITORS:**

Think before you act. Trains are very big, very heavy and quite dangerous. The Portola Railroad Museum is a living museum. Trains can move at any time. Stay clear of tracks, look both ways before crossing. The top of a rail can be very slippery, always step over the rail, never on them.

Do not climb on sides of freight cars or on top of any equipment. This is not a play yard.

Do not go into fenced off or roped off areas on the museum grounds.

**1989 FEATHER RIVER RAIL SOCIETY PERSONNEL**

President and General Manager: Norman Holmes, Portola 832-4737

Assistant General Manager: Hap Manitt, Portola 832-4901

Operating Department Chief: Hank Stiles, Portola 836-2881

Train Operations Supervisors: Steve Habeck and Victor Neves

Board of Directors: Bruce Cooper, Norman Holmes, Jim Ley, Wayne Monger, Hank Stiles, Gordon Wollesen

1989



Preserving "The Feather River Route"

Visitor's Guide  
to the  
Portola  
Railroad Museum  
And Railfan's Guide  
to the  
Feather River Canyon  
50¢

WELCOME VISITORS:

The Portola Railroad Museum is located at the 5,000 foot level in the Sierra Nevada Mountains, near the headwaters of the Feather River. The museum is a 37-acre former locomotive service facility in use by the Western Pacific Railroad from 1954 to 1974. The property is under a 50 year lease from Union Pacific Corporation to the City of Portola. The non-profit, tax-exempt Feather River Rail Society was formed in February, 1983 by local rail enthusiasts and railroad employees solely for the purpose of promoting the idea of preserving the history and equipment of the Western Pacific Railroad.

This site, which includes a 16,000 square foot, 220 foot long shop building and two and one-half miles of trackage, was officially turned over to the City of Portola in May, 1984. The Feather River Rail Society operates the Portola Railroad Museum under contract with the City of Portola and is solely responsible for its operation. Western Pacific's last remaining "covered wagon" diesel unit, 921D, an EMD F7, was donated to the museum in August, 1983, at Portola's first annual Feather River Railroad Days. This event is held on the last weekend of August with a parade and other local events. Donations of additional Western Pacific equipment from Union Pacific followed which ultimately totaled 6 locomotives and 42 freight cars. Union Pacific's last built double engine "Centennial" locomotive was donated to the museum in August, 1985. During the past 6 years, members of the Feather River Rail Society have spent thousands of volunteer hours and tens of thousands of donated dollars on the improvement of the museum grounds, plus the purchase and repair of historical railroad equipment from other lines. The work continues on a year-round basis.

The Feather River Rail Society is dedicated to preserving the history of the Western Pacific Railroad, railroad history of northern California and the history of the evolution of the diesel locomotive in North America over the past 50 years. To this end, the Feather River Rail Society now has at Portola, one of the largest and most historic collection of diesel locomotives in the United States.

The theme of the Portola Railroad Museum is a living museum in the form of a small railroad locomotive facility typical of the 1940's, 50's and 60's. We hope to provide our visitors with an "up close and personal" experience of what it was like to be around such a facility. Unlike other railroad museums, we encourage our visitors to climb up into the cab of a locomotive and sit in the engineers seat, or to ride in a caboose behind a freight train. But, PLEASE, while visiting the Portola Railroad Museum, follow the simple safety guidelines on the back of this pamphlet. If you have questions, one of our many Rail Society volunteers at the museum will be happy to try to help you.

THANK YOU FOR VISITING THE PORTOLA RAILROAD MUSEUM!

BOX CARS

TS	520	Built 1955. Donated by UP Corp.
WP	3032	Built 1955 early DF Cushion underframe. Donated by UP Corp.
WP	3417	Built 1947 by Milwaukee Road. Sold to WP. Donated by UP Corp.
WP	3472	Built 1951. Donated by UP Corp.
WP	3796	Built 1955. Donated by UP Corp.
WP	18503	Built 1945, rebuilt 1955 for Ford service. Donated by UP Corp.
WP	19507	Built 1951, first series compartmentizer equipped. Donated By UP Corp.
WP	19801	Built 1965. Donated by UP Corp.
WP	19901	Built 1965, experimental light weight Transco car. Donated by UP Corp.
WP	20094	Built 1937, some of these were used in merchandise service Donated by UP.
WP	20599	Built 1947. Donated by UP Corp.
WP	20772	Built 1947. Donated by UP Corp.
WP	20806	Built 1951, first series compartmentizer equipped. Donated by UP Corp.
WP	20868	Built 1951. Donated by UP Corp.
WP	21255	Built 1951. Donated by UP Corp.
WP	22009	Built 1951. Donated by UP Corp.
WP	22023	Built 1951. Donated by UP Corp.
WP	27198	Built 1917, USRA design. Donated by Norman Holmes
WP	34005	Built 1960. Donated by UP Corp.
WP	36011	Built 1955. Donated by UP Corp.
WP	37007	Built 1971. Donated by UP Corp.
WP	64004	Built 1965. Donated by UP Corp.

FLAT CARS

WPMW	0318	Built by WP from 1917 box car. Donated by UP Corp. (Vista-flat)
WPMW	0319	Built by WP from 1918 box car. Donated by Norman Holmes
WP	2328	Built 1929. Donated by UP Corp.
WP	2350	Built 1929. Donated by UP Corp.
WPMW	8514	Built by WP from 1917 box car. Donated by UP Corp. (Vista-flat)
WPMW	8522	Built by WP from 1918 box car. Donated by UP Corp.
WPMW	8545	Built 1925. Donated by UP Corp.
WPMW	8674	Built 1942, idler car for WPMW 90. Donated by UP Corp.

OUTFIT CARS

ODKX	2	Built 1918 for US Army Ordinance Dept. Sold to Clover Valley Lbr. Co. Donated to Feather River Short Line, owner.
WPMW	0912	Built 1923 as WP baggage car 123. Rebuilt to kitchen-diner MW service. Purchased by FRRS from private party.
UP	905884	Built 1922-29 for UP Automobile service. Converted to Bunk Car. Donated by UP Corp.
UP	907344	Built 1922-29 for UP Automobile service. Converted to Bunk Car. Donated by UP Corp.

FREIGHT AND PASSENGER EQUIPMENT

PASSENGER:

UP 105 Business car built 1917 for President of Union Pacific. Donated by Union Pacific Corp.  
 ATSF 601 Pullman stainless steel diner built 1950 for Santa Fe Super Chief. Sold to Amtrak (8010) 1971, purchased by Norman Holmes and donated to FRRS.

TENDER & POWER CAR

ARR P-4 Built as Army troop kitchen car, converted to power car for Alaska RR's first streamlined passenger train. Donated by Mountain Diesel Transp.  
 WP 481 Built as tender for WP 481 class 4-8-4 locomotive. Used as fuel and water supply car for Elko derrick. Donated by UP Corp.

CABOOSES

WP 428 Built 1955 for WP. Donated by UP Corp.  
 WP 645 Built 1943 by WP from 1916 box car. Donated by Norman Holmes.  
 WP 779 Built 1910 for WP. Sold to Clover Valley Lbr. Co. Donated to Feather River Short Line, owner.  
 SP 1345 Built 1951 for SP. Donated by Southern Pacific Transportation Co.  
 SN 1632 Built 1938 by WP from 1916 box car. Donated by UP Corp.  
 UP 25049 Built 1942 for UP as #3749. Donated by UP Corp.  
 UP 25283 Built 1952 for UP. Used in MW derrick service. Donated by UP Corp.  
 ATSF 999197 Built 1966 for Santa Fe. Owned by Vintage Railway Eqpt. Co.  
 ATSF 999414 Built 1927 for Santa Fe as #1500, Santa Fe's first steel caboose. Owned by Vintage Railway Eqpt. Co.

REFRIGERATOR

PFE 11454 Built 1957. Last series ice refrigerator. Donated by Norman Holmes  
 PFE 52138 Built 1924 by PFE for WP. Owned by John Ryczkowski.  
 PFE 55333 Built 1924, rebuilt 1953 by PFE for WP. Donated by Scott Gibbs.  
 FGEX 55932 Built 1927, rebuilt 1950. Donated by Albers Feed Co., Reno, NV.

HOPPER CARS

SN 5005 Built 1958. Renumbered WP 11530. Donated by UP Corp.  
 WP 10649 Built 1953. Donated by UP Corp.  
 WP 11509 Built 1958. Donated by UP Corp.

GONDOLA CARS

WP 6116 Built by WP from 1917 box car. Donated by UP Corp.  
 WP 6550 Built 1945, used in steel service. Donated by UP Corp.  
 WP 11012 Built 1927 for Six Companies building Hoover Dam. Donated by UP Corp.  
 UP 29954 Built 1953 for UP. Donated by Promontory Chapter NRHS.

TANK CARS

WP 1072 Built 1912 for WP. 10,000 gal. capy. Donated by UP Corp.  
 WP 1074 Built 1912 for WP. 10,000 gal. capy. Donated by UP Corp.  
 WP 1132 Built 1912 for WP. 10,000 gal. capy. Donated by UP Corp.

HISTORICAL LOCOMOTIVES AT PORTOLA

DIESELS

\*FR&W 1 PLY ML-8 Built 1943 for United States Army. Sold to White City Terminal, Medford, OR. Bought 1975 by Norman Holmes and operated in Portola. Donated by Holmes. (gas powered.)  
 \*KCC 2 ALCO RS3 Built 1950 for American Smelting & Refining at Garfield, UT. Donated by Kennecott Copper Corp.  
 \*KCC 3 ALCO RS3 Built 1950 for American Smelting & Refining at Garfield, UT. Donated by Kennecott Copper Corp.  
 USS 12 GE 80T Built 1950 for Columbia Steel Corp. at Pittsburg, CA. Donated by USS/POSCO, Pittsburg.  
 \*FR&W 80 GE 80T Built 1942 for United States Army. Acquired through government surplus property program.  
 \*FR&W 81 GE 80T Built 1953 for United States Navy. Acquired through government surplus property program.  
 \*KCC 104 ALCO RS2 Built 1949 for Kennecott Copper Corp., Nevada Mines Div. at Ely, NV. Donated by Kennecott Copper Corp.  
 \*WP 501 EMC SW1 Built 1939 became WP's first diesel, then SN 401. Donated by Corn Products Corp., Stockton, CA  
 WP 506 ALCO s-1 Built 1942. Sold to ST&E in 1968. Donated by Stockton Terminal & Eastern Railroad.  
 \*WP 512 ALCO S-1 Built for United States Army. Acquired through gov't. surplus property program. Never a WP loco.  
 LI 604 ALCO FA2 Built 1956 for Louisville & Nashville RR. Purchased for FRRS by Norman Holmes from Long Island RR, NY.  
 \*WP 608 EMC NW2 Built for Union Pacific (1000th loco by EMC) Purchased by WP in 1968. Donated by Union Pacific Corp.  
 \*WP 707 EMD GP7 Built 1952 for WP. Donated by Union Pacific Corp.  
 WP 708 EMD GP7 Built 1952 for WP. Donated by Union Pacific Corp.  
 \*WP 805A EMD FP7A Built 1950 for WP (California Zephyr service) Purchased from Louisiana & North West RR by FRRS members.  
 \*UP 849 EMD GP30 Built 1962 for UP. Donated by Union Pacific Corp.  
 \*WP 921D EMD F7A Built 1950 for WP. Donated by Union Pacific Corp. First locomotive donated to Portola Railroad Museum.  
 \*WP 2001 EMD GP20 Built 1959 for WP. First production turbo (2nd Generation) locomotive built. Donated by Union Pacific Corp.  
 WP 3051 GE U30B Built 1967 for WP. Donated by Union Pacific Corp.  
 \*MILW 5057 GE U25B Built 1965 for The Milwaukee Road. Donated by Western Nebraska Technical College, Sydney, NE.  
 UP 6946 EMD DD40X Built 1971 for UP. World's largest diesel-electric loco. Last unit built. Donated by Union Pacific Corp.

STEAM

\*FRSL 8 BLW 2-6-2 Built 1907 for Sierra Nevada Wood & Lumber, Truckee, CA Owned by Feather River Short Line.

ELECTRIC

\*KMC 778 GE 125T Built 1958 for KCC Chino Mines, AZ, transferred 1971 to KCC Utah mines. Donated by Kennecott Copper Corp.

\* operational or requiring minor repair.

HISTORICAL DATES & FACTS

- July 1851 Mountain man Jim Beckwourth "finds" Beckwourth Pass - lowest pass across the Sierra Nevada.
- Spring 1864 Arthur Keddie finishes first railroad survey through the Feather River Canyon.
- Summer 1867 First failed attempt to build RR thru the Canyon from Oroville.
- Feb. 6, 1903 Arthur Keddie and others sign agreement with railroad tycoon George Gould to build a railroad between Salt Lake City and San Francisco by way of Beckwourth Pass and Feather River Canyon.
- March 6, 1903 Western Pacific Ry. incorporated. George Gould finances Construction with \$50 million from Denver & Rio Grande Railroad.
- Summer, 1905 Work begins on building Western Pacific.
- Jan. 5, 1906 500 armed men sieze piece of Oakland waterfront for new ferry terminal. Oakland waterfront removed from total SP control.
- Nov. 1, 1909 Last spike driven for Western Pacific Ry., at Keddie, Calif.
- Aug. 20-22, 1910 First passenger train over entire length of new WP Ry.
- Spring 1916 First WP bankruptcy. Gould loses control of both WP and D&RG. WP buys Boca & Loyalton RR. Reorginized as WP Railroad.
- Summer 1917 WP gains control of Tidewater Southern Ry.
- Winter 1918 WP purchases Nevada-California-Oregon Ry. line to Reno, NV.
- July 1925 WP purchases interurban Sacramento Northern Ry.
- April 1926 Railroad tycoon A. C. James buys controlling interest in WP.
- June 1931 First 251 class 2-8-8-2 articulated steam locomotives arrives.
- November 10, 1931 Northern California extension finished between Keddie and Great Northern Ry. connection at Bieber, Calif.
- June 1934 Diesel powered "Pioneer Zephyr" makes Chicago to Oakland round-trip after announcement of a planned new unified passenger route over the CB&Q, D&RGW and WP.
- Spring 1935 Second WP bankruptcy.
- Sept. 26, 1939 WP's first revenue diesel operation. Two months later this loco. became WP 501, now preserved at Portola Railroad Museum.
- May 6-13, 1940 General Motors "FT" demonstrator #103 tests on WP.
- Dec. 8, 1941 WP becomes second railroad to buy freight road diesel locomotives. The four unit set is numbered 901.
- Oct. 1943 Initial work commenced on Centralized Traffic Control signal System between Oroville and Portola.
- 1946 Agreement reached with Burlington and Rio Grande to operate new vista-domed streamline train between Oakland and Chicago.
- March 20, 1949 California Zephyr inaugurated.
- Jan 14, 1953 CTC completed on entire main line between Oakland and Salt Lake City except for paired track segment with SP.
- June, 1953 Dieselization completed.
- Oct. 12, 1960 SP announced start of efforts to control WP. Effort failed WP to remain independent.
- March 22, 1970 California Zephyr makes last run on WP.
- Jan 28, 1980 WP announced plans to sell to Union Pacific.
- Dec. 22, 1982 Union Pacific formally takes over Western Pacific.

C a l i e n d a r  
E v e n t s

Feather River Rail Society  
**1989**

**January**  
Happy New Year!

**February**  
18 Social Meeting

**March**  
In Like A Lamb...

**April**  
15 Social Meeting

**May**  
13-14 Steam Operations  
20-21 Work Party  
27-29 Season Opening

**June**  
3-4 Diesel Operations  
10-11 Steam Operations  
17 Annual Meeting  
17-18 Diesel Operations  
24-25 Diesel Operations

**July**  
1-2 Diesel Operations  
8-9 Steam Operations  
15 Social Meeting  
15-16 Diesel Operations  
22-23 Diesel Operations  
29-30 Diesel Operations

**August**  
5 Motorcar Race Time Trials  
6 Motorcar Race Finals  
5-6 Diesel Operations  
12-13 Steam Operations  
19-20 Diesel Operations  
26-27 Diesel Operations & Steam  
" Feather River Railroad Days

**September**  
2-4 Diesel Operations  
9 Railfan Day  
Steam and Diesel Operations

**October**  
14 Social Meeting

**November**  
23 Thanksgiving

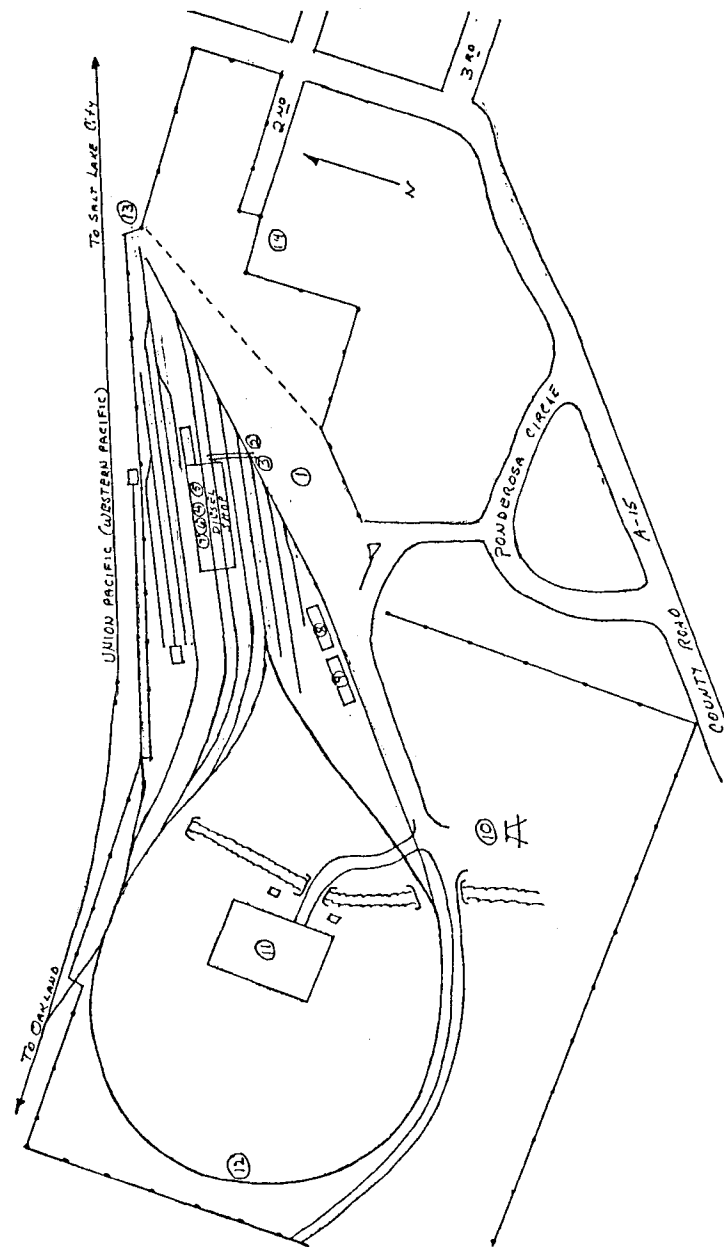
**December**  
9 Social Meeting  
Santa Train

Train operations run from 11 am to 4 pm on dates indicated.  
Admission to the museum is free, all-day train ride passes are \$2, family \$5.00.  
Note: Special admission charge applies September 9th (Railfan Day).

FEATHER RIVER CANYON MILEAGE CHART

Milepost	Station	Hwy. Miles	Description and Information
341.8	RENO JCT.	19.7	Road to Reno Jct. & Chilcoot tunnel on left.
	BECKWOURTH PASS	19.2	Take dirt wide spot on left for overview of Reno Jct. Elevation 5212.
339.1	CHILCOOT	17.2	Paved road on right to siding.
327.5	HAWLEY	5.6	Dirt road to siding.
321.4	PORTOLA	0.0	Gulling St. overpass to UP yard and museum.
	(DELLEKER)	1.8	Delleker Road access to railroad. Bridge.
310.4	BLAIRSDEN	9.4	Hwy. 89 underpass - left to Blairsdén.
	(TWO RIVERS)	10.1	Mohawk Road xing. Forest service office.
		14.3	Camp Layman Rd. on left to former siding.
301.9	SLOAT	17.6	Road on left to Sloat mill and siding.
		23.1	Road on left to top of Spring Garden tunnel.
296.4	SPRING GARDEN	23.7	Road to Spring Garden siding.
		25.3	Williams loop trackage. Here trains are going in opposite geographical direction.
		25.5	Dirt road to loop on left at Narrow Bridge sign.
		25.7	Overpass - view of loop tunnel on left. Highway parking OK .2 beyond overpass.
	(MASSACK)	27.1	Rest Area
		27.9	Chandler Road goes to Quincy Jct.
		30.8	Lee Road angles off right to Quincy RR.
		31.9	Plumas Fairgrounds Rd. - WP caboose 463 in park.
287.9	QUINCY JCT.	33.2	Quincy Jct. Road at school on right.
281.5	KEDDIE	39.9	Road to Keddie station and wye.
		40.6	Keddie Wye overlook - park on left - be careful.
		43.4	Greenville Hwy. wye 89 to Greenville, Lake Almanor and Westwood, follows railroad line to Bieber.
277.3	PAXTON	44.2	Road to Paxton - former Indian Valley RR terminal
	(TWIN)	49.6	Road to Grays Flat & Twain siding (camping)
270.5	VIRGILIA	51.7	Cross bridge to RR. Good photos next 10 miles.
260.1	BELDEN	61.6	Cross bridge to RR. Rest Area.
255.6	CAMP RODGERS	66.6	PG&E material yard - private road.
	(TOBIN)	69.4	Rock quarry - double bridge (campground nearby)
247.6	MERLIN	75.4	Highway tunnels in this area.
		77.8	Rest Area
239.5	PULGA	83.6	Road to Pulga sharp right - very narrow one way road. Famous double hwy/rr bridge - Park .5 west.
234.9	POE	87.5	RR way down in canyon.
		90.6	Big Bend Road to North Fork bridge.
		97.0	East end of James siding at bridge.
226.0	JAMES	99.5	West end of siding at overpass
		99.8	View of James loop
220.0	ELSEY		
213.9	KRAMM	105.9	Old road to left follows railroad to Oroville.
	(OROVILLE STA)	111.3	Montgomery St. right on Meyers. Restaurant in Sta.
204.7	OROVILLE YD	111.6	Oro Dam Rd., right on Lincoln to RR

Feather River Rail Society radio frequency in Portola is 161.01.  
 Union Pacific radio frequency is 160.74. Numerous dragging detector units announce "no defects" with location as trains progress through canyon.



1989 VISITOR'S MAP OF THE PORTOLA RAILROAD MUSEUM

1. Main Parking Lot
2. Train Ride Ticket Booth
3. Diesel Shop/Museum Entrance
4. Rest Rooms
5. Snack Bar
6. Artifacts Display Room
7. Gift Shop
8. Proposed Depot Location
9. Proposed Freight Depot Location
10. Picnic Area Under Development
11. City of Portola Treatment Plant
12. Balloon Loop Track (Train Rides)
13. Service Entrance
14. Former Western Pacific Hospital

