

**PORTOLA RAILROAD MUSEUM
INVITES YOU TO JOIN US FOR
OUR TENTH ANNIVERSARY CELEBRATION**

CIRCLE THE WAGONS



JULY 1 ★ 2 ★ 3 ★ 4 1994

PASSENGER TRAIN RIDES BETWEEN:

- ★ *Fremont and Portola – July 1*
- ★ *Portola and Keddie – July 2-3 (2 Round Trips Daily)*
- ★ *Portola and Fremont – July 4*

*Bus Connections Between Portola and Reno
Available for Above Dates*

**MUSEUM EVENTS – TICKET PRICE
– INCLUDES: –**

- ★ *Admission to Museum* ★ *Model Railroad Displays*
- ★ *Transportation Pageant*
- ★ *World's Largest Diesel Locomotive Collection*
- ★ *Large Assemblage of "Covered Wagon" Diesel Units*

Passenger train service provided by UNION PACIFIC RAILROAD

**FEATHER RIVER RAIL SOCIETY P.O. BOX 608 PORTOLA, CA 96122
916-832-4131**

Feather River Rail Society Circle the Wagons 10th Anniversary Schedule Of Events

Friday, July 1, 1994

Union Pacific streamline passenger train with E units:
Leaves Fremont at 8:30 AM
Arrives Portola at 5:55 PM
(Museum is closed today for preparation and rehearsal.)

Saturday, July 2, 1994 & Sunday, July 3, 1994

Union Pacific streamline passenger train with E units:
Leaves Portola at 9:15 AM and 2:15 PM for round trip rides between Portola and Keddie.
Leaves Portola at 12:45 PM and 5:45 PM for round trip rides between Portola and Reno Jct.
Feather River Transportation Pageant 1:00 PM

Museum admission is \$10 for adults, and \$5 for children, and includes souvenir program, pageant, visiting equipment, model railroad displays and "Kuddie" the roving musician and story teller who will be at the museum all day.

Monday, July 4, 1994

Union Pacific streamline passenger train with E units:
Leaves Portola at 9:30 AM
Arrives Fremont at 7:00 PM

Steam powered passenger train rides in cabooses at the museum: 11:00 AM to 4:00 PM

Museum admission is \$10 for adults, and \$5 for children, and includes souvenir program, visiting equipment, model railroad displays, etc.

Breakfast is served at the Museum July 2-3-4, 6:30 AM - 9:30 AM

Lunch is served at the Museum July 2-3-4, 11:00 AM - 3:00 PM

Dinner is served at the Museum July 1-2-3-4, 5:30 PM - 7:30 PM

Pageant Credits

The draft horses that are pulling the logs are called Horsepower.

They are owned by Dennis Miller whose company is Horse Logging and Milling, Quincy, CA.
The band that will be playing before, during and after the pageant is Post Industrial String Band.

The Mountain Men led by Jim Hardee are acting as the 49ers.

Two little Chinese girls riding on a hand car, the water girls, are the water carriers for the construction crew.

The pageant announcer is Jim Keenan.

Jim Beckwourth is played by Vern Williams.

Arthur Keddie is played by Jim Ley.

April Keenan is the director of the pageant.

Lorraine Hanson is stage manager.

Skip and Mary Englert are the coordinators.

Merrill Turpin is the stage director.

Welcome Visitors

**Union Pacific Railroad Company
1416 Dodge St.
Omaha, Nebraska 68179**

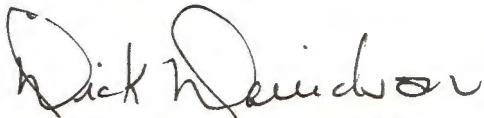
Dick Davidson
Chairman and
Chief Executive Officer

Congratulations go to the volunteers at the Feather River Rail Society who have made the Portola Railroad Museum the unique and successful attraction it has become over the past 10 years.

Union Pacific Railroad has been pleased to have been able to assist in the growth of the museum from its early days under the rallying cry of "WP Lives!" to today's status as the world's largest diesel locomotive collection. We are delighted our restored E9 passenger units will be participating in your 10th Anniversary "Circle the Wagons" celebration.

We are looking forward to sharing the banner as the "Feather River Route" well into the future.

Sincerely,



Letter From the President

The idea of a railroad museum for Portola was first thought of in late 1982, when the Union Pacific purchased the Western Pacific and it was felt that some part of the old Western Pacific should be saved for history. Western Pacific founded the town of Portola as a construction site and later made it a division point on its line between San Francisco and Salt Lake City.

After the UP-WP merger was completed, Union Pacific retired a number of older WP diesel locomotives including two of the F7 Covered wagons style locomotives. A request was made to former WP President Mike Flannery, who became President of Union Pacific, to donate one of the units to Portola as an historic remembrance of Western Pacific. The request was granted and then we realized an organization was needed to care for the locomotive. Thus the Feather River Rail Society was formed, the nucleus being several friends that had helped with the "back yard" railroad I had on my Portola property.

With a great deal of help from the Union Pacific by way of donations of equipment, free transportation and the lease of the former Western Pacific shop and adjacent trackage, the Portola Railroad Museum has grown to display the largest collection of diesel locomotives and freight cars in the nation. Without the cooperation of the Union Pacific and our dedicated group of volunteers we would not have the celebration we have today.

Sincerely,
Norman W. Holmes

A Certificate of Recognition Presented to the Portola Railroad Museum on behalf of the California State Senate

I wish to offer my heartfelt congratulations to the Portola Railroad Museum in recognition of their Tenth Anniversary. This 4th of July weekend celebration organized by the Feather River Rail Society serves to honor the historic ongoing role that railroads played in California. My best wishes for a successful Circle the Wagons celebration July 1994.

Signed J. Leslie Senator

Plumas County Board of Supervisors Resolution number 94-5653 A resolution in support of the Portola Railroad Museum's Tenth Anniversary

WHEREAS, the Feather River Rail Society is dedicated to preserving the history of the Western Pacific Railroad, and providing visitors with an up-close and personal hands-on experience in the form of a museum; and,

WHEREAS, the line built in the early 1900s, and located in the Sierra Nevada Mountains, in the City of Portola, is now a 39 acre former locomotive service facility, and includes a museum building, the shop and two and a half miles of trackage; and,

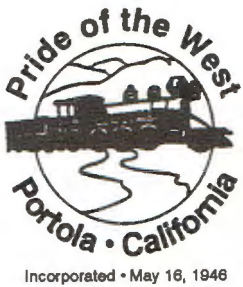
WHEREAS, the importance of the museum to the county greatly enhances the recreation possibilities for both tourists and residents;

WHEREAS to commemorate the Tenth Anniversary of the railroad museum, a special Circle the Wagons event is planned for July 1-4, 1994; and,

WHEREAS, the museum is a non-profit organization run primarily by over 50 volunteers; and,

WHEREAS, the last remaining covered wagon diesel unit was donated in August 1983 and numerous locomotives and Western Pacific equipment followed and the museum now houses the largest and most historical collection of diesel locomotives and freight cars of any museum in the United States,

NOW, THEREFORE BE IT RESOLVED by the Plumas County Board of Supervisors, that the Portola Railroad Museum be commended on the celebration of its Tenth Anniversary in Plumas County and applauded for its exemplary contributions in adding to the historical knowledge and enjoyment of tourists and citizens of the County of Plumas. The foregoing resolution was duly passed and adopted by the Board of Supervisors of the County of Plumas, State of California, at a regular meeting of said Board held on the 21st day of June 1994.



City of Portola

35 Third Avenue ♦ P.O. Box 1225
Portola, California 96122
Fax: (916) 832-5418
(916) 832-4216

PROCLAMATION

WHEREAS, this year marks the Tenth Anniversary of the Portola Railroad Museum; a living museum in the form of a small diesel locomotive facility typical of the 1950's and the 1960's; and,

WHEREAS, the Portola Railroad Museum offers the unique experience of being "up close and personal" by giving visitors the delightful opportunity to actually be a part of the Railroad Culture by climbing into the cabs of locomotives, sitting in the engineer's seat and browsing through the many cabooses and passenger cars that are on display; and,

WHEREAS, the Feather River Rail Society has served this community well as a thriving part of the City with its rich offerings of history and opportunity and the chance to fulfill your wildest dream!

WHEREAS, special activities have been planned to celebrate the occasion of this anniversary, and it is fitting that we should join in this expression of our pride and appreciation for the many civic and economic benefits that our great City has enjoyed over the years because of the growth and prosperity of this local treasure known as the Portola Railroad Museum.

NOW, THEREFORE, I Joseph Moctezuma, Mayor of the City of Portola do hereby proclaim

JULY 1994

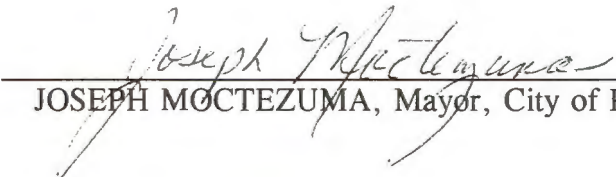
AS

PORTOLA RAILROAD MUSEUM MONTH

IN THE CITY OF PORTOLA

extending my personal congratulations, and also those of our City Council and community members and visitors to our City.

GIVEN UNDER MY HAND AND SEAL this 1st day of July, 1994.



JOSEPH MOCTEZUMA, Mayor, City of Portola

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 39 acre former locomotive service facility in use by the Western Pacific Railroad from 1954 to 1974. This facility originally had a roundhouse and turntable to service steam locomotives, but with the advent of diesel locomotives a new and different building was needed. After 1974, all locomotive servicing and repair was done at Stockton.

The site, which includes a 16,000 square foot, 220 foot shop building and two and one half miles of trackage, was leased to the City of Portola in May 1984. The Feather River Rail Society operated the museum under contract with the City until 1992, when the Rail Society assumed total control.

Western Pacific's last remaining "covered wagon" diesel unit, 921D, was donated to the museum in August 1983, at Portola's first annual Feather River Railroad Days. This event is held on the third weekend in August with a parade and other local events. Numerous donations of Western Pacific equipment from Union Pacific followed. Union Pacific's last built double engine "Centennial" locomotive was donated to the museum in August, 1984. During the past 10 years, members of the FRRS 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. To this end, the Feather River Rail Society now has at Portola, the largest and most historical collection of diesel locomotives in the United States. Freight cars have not been overlooked either. We have the largest collection of freight cars of any museum. Freight cars are often overlooked while most museums concentrate on the more glamorous locomotives, cabooses and passenger cars. But, without the freight cars what would the locomotives pull?

The theme of the Portola Railroad Museum is a living museum in the form of a small railroad locomotive facility typical of the 1950'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 engineer's seat or to ride in a caboose behind a freight train. But, PLEASE, while visiting the Portola Railroad Museum follow the simple guidelines in this program. 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!

Museum Hours

The museum is open daily year round from 10:00 AM to 5:00 PM except Christmas Day. Entrance to the museum is free, however, to help defray operating expenses we request a \$2.00 donation.

Train Operations

Passenger train rides in our caboose trains are operated every weekend from Memorial Day through the first weekend after Labor Day. Trains are run every half hour from 11:00 AM to 4:00 PM. All Day train ride passes are \$2.00 each or \$5.00 for a family pass. Special trains can be operated anytime for groups. Contact the museum General Manager for details.

Gift Shop

The Gift Shop is generally 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. During our Circle the Wagons Festival and Railroad Days there will be a Gift Shop Annex in the UP Baggage car.

Locomotive Rentals

With our unique locomotive rental program, you can operate a diesel locomotive for one hour with your own private instructor included for only \$75.00. For an additional \$100.00 you can operate one of our "covered wagon" style units. As many as four people at a time can share the experience. Rentals are available seven days a week year round, weather permitting, except not on weekends during summer when passenger trains are operating. Phone number for appointments: (916) 832-4532. A handsome certificate suitable for framing is awarded after each rental.

Membership Information

Membership in the Feather River Rail Society is available to anyone interested in our museum collection and/or the history of the Western Pacific Railroad. All members receive the official publication of the Society, "THE TRAIN SHEET," bimonthly. It contains museum news, activities, photographs, upcoming events and projects.

Active, Family, Sustaining and Life members also receive the popular publication "THE WESTERN PACIFIC HEADLIGHT," which contains articles on the WP and its equipment with data, drawings and photos, plus WP railroad stories.

Membership fees: Associate \$15, Active \$30, Family \$35, Sustaining \$75, Life \$300. Applications are available throughout the museum.

Safety Tips for Visitors

Think before you act.

Trains are very big, very heavy and can be 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 the sides or go on the top of any of the equipment. This is not a play yard. Do not run. We want to be able to keep our museum open for the public to enjoy, but to do this we need your cooperation. Thank you.



FRRS Roster



Gasoline Mechanical Locomotives

Feather River & Western 1

Plymouth Locomotive Works, model ML8, 180 hp.
Built June 1943, b/n 4504
exx-U.S. Army 7623, ex-White City Terminal 1
not located at museum
Donated by Norm Holmes.

Diesel-Electric Locomotives

Kennecott Copper Corporation 2

American Locomotive Co., model RS3, 1600 hp.
Built November 1950, b/n 78371
ex-American Smelting & Refining 2, Garfield, Utah
Donated by Kennecott Copper Corp.

Kennecott Copper Corporation 3

American Locomotive Co., model RS3, 1600 hp.
Built November 1950, b/n 78372
ex-American Smelting & Refining 3, Garfield, Utah
Donated by Kennecott Copper Corp.

Oregon & Northwestern Railroad 3

Baldwin-Lima-Hamilton Corp., model AS-616, 1600 hp.
Built May 1952 b/n 75470
ex-Southern Pacific 5274
Purchased from Tecton Laminates by FRRS.

Oregon & Northwestern Railroad 4

Baldwin-Lima-Hamilton Corp., model AS-616, 1600 hp.
Built March 1952 b/n 75449
exx-Southern Pacific 5253, ex-McCloud River 34
Purchased by FRRS/Partially Donated by Tecton Laminates.

United States Steel Corp. (Pittsburg, Calif.) 16

Baldwin-Lima-Hamilton Corp., model S-12, 1200 hp.
Built October 1953, b/n 75912
exxx-McCloud River 30, exx-Rayonier Corp. 203, nee-U.S. Steel 1776 during bicentennial.
Purchased from USS/POSCO by FRRS.

United States Steel Corp. (Pittsburg, Calif.) 20

Baldwin-Lima-Hamilton Corp., model S-12, 1200 hp.

Built June 1951, b/n 75053

ex-Oliver Mining 933

Purchased from USS/POSCO for resale by FRRS.

Napa Valley Railroad 51

Baldwin Locomotive Works, model DS-4-4-660, 660 hp.

Built November 1946, b/n 73042

exxx-Morrissey, Fernie & Michel 1, exx Johnson Terminal 1, ex-Seattle & North Coast 51

Donated by William Steward.

Feather River & Western 80

General Electric Corp., model 80-ton, 400 hp.

Built October 1942, b/n 15671

ex-U.S. Army 7376

Purchased by FRRS.

Feather River & Western 81

General Electric Corp., model 80-ton, 400 hp.

Built March 1953, b/n 31853

ex-U.S. Army 1694

Purchased by FRRS.

Foley Brothers Construction 110-1

General Electric/Ingersoll-Rand, model B6-5, 600 hp.

Built February 1929, b/n 11047

108-ton boxcab "oil-electric"

Donated by United Industries, Inc., Billings, Montana.

Western Pacific Railroad 501

Electro-Motive Corp., model SW-1, 600 hp.

Built August 1939, b/n 906

exxxx-Electro Motive Corp. demo 906, exxx-Western Pacific 501, exx-Sacramento Northern Ry. 401, ex-Corn Products Corp. 1 Western Pacific's first diesel locomotive.
Donated by Corn Products Corporation.

Western Pacific Railroad 506

American Locomotive Co., model S-1, 660 hp.

Built April 1942, b/n 69687

exx-WP 506, ex-Stockton Terminal & Eastern 506

Donated by Stockton Terminal & Eastern Ry.





FRRS Roster



Western Pacific Railroad 512

American Locomotive Co., model S-1, 660 hp.
Built November 1941, b/n 69514
exx Lone Star Defense #100, ex-U.S. Army 7372
Purchased by Feather River Rail Society.

Feather River & Western 541

American Locomotive Co., model MRS-1, 1600 hp.
Built June 1953, b/n 80352
exx-U.S. Army 2119, ex-U.S. Navy 65-00541
Donated by Norman Holmes.

Feather River & Western 544

American Locomotive Co., model MRS-1, 1600 hp.
Built June 1953, b/n 80355
exx-U.S. Army 2122, ex-U.S. Navy 65-00544
Donated by Norman Holmes.

Long Island Railroad 604

American Locomotive Co., model FA-2, 1600 hp.
Built June 1956, b/n 81086
ex-Louisville & Nashville 314
Purchased by Norman Holmes. Sold to Illinois Railway Museum.

Western Pacific Railroad 608

Electro-Motive Corp., model NW-2, 1200 hp.
Built May 1940, b/n 1000
exx-U.P. DS-1001, ex-Stockton Terminal & Eastern 1001
Donated by Union Pacific Corporation. Union Pacific's second diesel switcher.

Western Pacific Railroad 707

Electro-Motive Division General Motors, model GP7, 1500 hp.
Built October 1952, b/n 17031
Donated by Union Pacific Corporation.

Western Pacific Railroad 708

Electro-Motive Division General Motors, model GP7, 1500 hp.
Built October 1952, b/n 17056
Donated by Union Pacific Corporation.

Western Pacific Railroad 805-A

Electro-Motive Division General Motors, model FP7, 1500 hp.
Built January 1950, b/n 9004
exx-W.P. 805-A, ex-Louisiana & Northwestern 49
Purchased by Feather River Rail Society and FRRS members John Ryzkowski, Larry Hanlon and Steve Habeck. Last WP California Zephyr locomotive in existence.

Union Pacific Railroad 849

Electro-Motive Division General Motors, model GP30, 2250 hp.
Built September 1962, b/n 27558
Donated by Union Pacific Corporation.

Kennecott Copper Corp. 908

American Locomotive Co., model RS2, 1500 hp.
Built December 1949, b/n 77888
ex-K.C.C. Nevada Mines Div. 104, Ely, Nev.
Donated by Kennecott Copper Corp.

Western Pacific Railroad 921-D

Electro-Motive Division General Motors, model F7A, 1500 hp.
Built January 1950, b/n 8979
exx-Western Pacific 921-D, ex-Western Pacific 921
Donated by Union Pacific Corporation.

Western Pacific Railroad 925-C

General Motors Diesel Division - Canada, model F9Bu, 1750 hp.
Built June 1951, (built as an F7B), b/n A-214
exx-Canadian National 9093, ex-Canadian National 9190
Purchased by Feather River Rail Society.

Feather River & Western 1857

Fairbanks-Morse Corp., model H-12-44, 1200 hp.
Built February 1953, b/n 12L681
ex-U.S. Army (Sierra Army Depot, Herlong, CA.) 1857
Purchased by Feather River Rail Society.

Western Pacific Railroad 2001

Electro-Motive Division General Motors, model GP20, 2000 hp.
Built November 1959, b/n 25623
Donated by Union Pacific Corporation. First production GP20.





FRRS Roster



Southern Pacific Trans. Co. 2873

Electro-Motive Division General Motors, model GP9, 1750 hp.
 Built December 1956, b/n 22897
 exxx-Texas & New Orleans 443, exx-SP 3565, rebuilt in
 2/77 to ex-SP 3798. First GP9 painted in merger paint
 Purchased by FRRS.

Western Pacific Railroad 3051

General Electric Corp., model U30B, 3000 hp.
 Built September 1967, b/n 36451
 ex-Western Pacific 751
 Donated by Union Pacific Corporation.

Southern Pacific Trans. Co. 3191

Electro-Motive Division General Motors, model GP9E, 1800 hp.
 Built May 1954, b/n 19485
 exxxx-T&NO 283, exxx-SP 5893, exx SP 3422 ex SP 3010
 upgraded & renumbered in 1976
 Purchased by the FRRS in July 1993 for sale or trade.

Southern Pacific Trans. Co. 3413

Electro-Motive Division General Motors, model GP9E, 1800 hp.
 Built April 1956, b/n 21375
 exx-Southern Pacific 5682, exx-SP 3515, ex 3515
 upgraded and renumbered 3413 in 2/75
 Purchased by FRRS for sale or trade.

Southern Pacific Trans. Co. 4004

American Locomotive Co., model RS-32, 2000 hp.
 Built April 1962, b/n 84029
 exx Southern Pacific 7304, ex Chrome Locomotive 4004
 Donated by Simplot Corp.

Southern Pacific Trans. Co. 4404

Electro-Motive Division General Motors, model SD9, 1750 hp.
 Built April 1955, b/n 20206
 exx-Southern Pacific 5428, ex-SP 3906, upgraded &
 renumbered in 9/75
 Donated by Norman Holmes.

Chicago, Milwaukee, St. Paul & Pacific 5057

General Electric Corp., model U25B, 2500 hp.
 Built June 1965, b/n 35640

exx-CMStP&P 388, ex-CMStP&P 5007

Donated by Nebraska Technical College, Sidney, Nebraska.

VIA Rail Canada 6776

Montreal-ALCO, model FPA-4, 1800 hp.
 Built February 1959, b/n 83154
 ex CN 6776
 Purchased by FRRS June 1994.

VIA Rail Canada 6860

Montreal-ALCO, model FPB-4, 1800 hp.
 Built October 1958, b/n 82276
 ex CN 6860
 Purchased by FRRS June 1994.

Union Pacific Railroad 6946

Electro-Motive Division General Motors, model DDA40X,
 6600 hp.
 Built September 1971, b/n 35520
 Last of 47 "Centennial" locomotives constructed.
 Donated by Union Pacific Corporation.

Electric Powered Locomotives

Kennecott Copper Corp. (Bingham Canyon, Utah) 778

General Electric Corp., model 125-ton, 900 h.p.
 Built April 1958, b/n 33348
 ex-Kennecott Copper Corp. Chino, N.M. Mines 4
 Donated by Kennecott Copper Corp.

Preserved Cabooses

Oregon & Northwestern 300

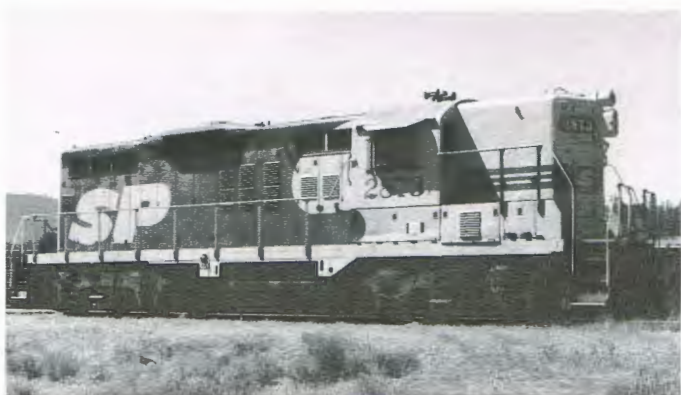
Built October 1915, by Norfolk & Western Ry.
 exx-N&W 18151, ex-N&W 218515
 Permanent loan from FRRS members Errol Spangler.

Western Pacific Railroad 428

Built November 1955, International Car Co.
 Donated by Union Pacific Corporation.

Western Pacific Railroad 484

Built May 1980, International Car Co.
 Donated by Union Pacific Corporation.





FRRS Roster



- Western Pacific Railroad 614
Built 1937, Western Pacific RR.
rebuilt from a 1916 boxcar at Sacramento Shops
Purchased by FRRS in June 1993.
- Western Pacific Railroad 645
Built April 1943, Western Pacific RR.
rebuilt from a 1916 boxcar at Sacramento Shops
not located at museum
Donated by Norman Holmes.
- Southern Pacific Trans. Co. 1337
Built May 1951
Southern Pacific Co. model C-30-6
- Southern Pacific Trans. Co. 1345
Built June 1951
Southern Pacific Co. model C-30-6
Donated by Southern Pacific Transportation Co.
- Denver & Rio Grande Western 01414
Built June 1941
Purchased by Bob Lindley, April, 1994, on permanent loan.
- Sacramento Northern Ry. 1632
Built July 1938, Western Pacific RR. model ?
exx-WP 1632, ex-WPMW 37-10, rebuilt from a 1916 boxcar
Donated by Union Pacific Corporation.
- Southern Pacific Trans. Co. 4107
Built July 1961
Southern Pacific Co. model C-40-4Z
Purchased by Vic Neves, on long-term loan.
- Missouri Pacific Railroad 13878
Built September 1980, International Car Co.
Donated by Union Pacific Corporation.
- Union Pacific Railroad 25049
Built February 1945, Mt. Vernon Car Co. model CA-3
ex-UP 3749
Donated by Union Pacific Corporation.
- Union Pacific Railroad 903005
Built December 1952, Union Pacific Railroad model CA-5

- exx-Union Pacific 3983, ex-Union Pacific 25283
Donated by Union Pacific Corporation.
- Atchison, Topeka & Santa Fe Ry. 999197
Built March 1949, Atchison, Topeka & Santa Fe model Ce-1
ex-AT&SF Ry. 507
Purchased by Errol Spangler, on permanent loan.
- Atchison, Topeka & Santa Fe Ry. 999414
Built April 1927, American Car & Foundry model Ce-2
ex-AT&SF Ry. 1500, 1st AT&SF Steel Caboose
Purchased by Feather River Rail Society from Errol Spangler.

Passenger Equipment Roster

- Western Pacific WPMW 37-7
Built December 1925, Pullman Company 12-1
Heavyweight Sleeper, exxxx-"Red Cross," exxxx-
"Sunburst Rose," exx-SP 8334, ex-SPMW 3503.
Purchased by Feather River Rail Society.
- Union Pacific 105
Built March 1917, Pullman Company Heavyweight
Business Car, exxx-UP 100/3, exx UP 101/2, ex UP
102/2, Upgraded and renumbered UP 105/3 in 1965.
Built for Union Pacific President, cost \$38,617. Donated
by Union Pacific Corporation.
- Western Pacific Railroad 123
Built 1923, Pressed Steel Car Co. 60-ft Baggage
exx-WP 123, ex-WPMW 0912
Purchased by Feather River Rail Society.
- VIA Rail Canada 1112 "Edenwold"
Built 1954, Pullman Standard Co. 4-8-4 sleeper, ex
Canadian National. Donated by Jack Hathaway.
- VIA Rail Canada 5742
Built 1949, Pullman Standard Co. 52 seat coach, exx
Florida East Coast "Havana," ex CN 2140 "Petawawa
River," rebuilt to 52 seat coach by CN Ry. Donated by
Jack Hathaway.
- VIA Rail Canada 5743





FRRS Roster



Built 1948, Pullman Standard Co. 52 seat coach, exx Milwaukee Road "Lake Coeur D'Alene," ex CN 2142 "Wanapitei River," rebuilt to 52 seat coach by CN Ry. Donated by Jack Hathaway.

Amtrak 8070

Built October 1950, Pullman-Standard Co. 48-seat Lightweight Diner, ex-AT&SF Ry. 601. Donated by Norman Holmes.

Alaska Railroad 8300

Built June 1943, Pullman Company 30-bunk WWII Troop Sleeper, exx-Pullman 8300, ex-United States Army 8300. Donated by Norman Holmes.

United States Army 8750

Built August 1943, Pullman Company WWII Troop Kitchen Car, transferred to U.S. Air Force (S.A.C.) and renumbered G-50. Purchased by Feather River Rail Society.

United States Air Force 89408

Built 1954, American Car & Foundry, built as Army hospital car, rebuilt to Air Force guard car G-21. Donated by Norman Holmes.

Union Pacific 904221

Built May 1954, American Car & Foundry 85-foot Baggage Car, ex-UP 5653. Donated by Union Pacific Corporation.

Alaska Railroad P-4

Built June 1943, Pullman Company, ex U.S. Army Troop Kitchen car, converted by Alaska Railroad to steam generator/power car. Donated by Mountain Diesel Transportation.

Western Pacific Railroad "Pioneer"

Built 1917, Pullman Company Heavyweight Observation/Sleeper, exxx-Pullman "Pioneer," exx-WP 106, named "Charles O. Sweetwood" for Korean war blood donor drive, ex MLX 101, AMT 800254. On loan from Rail Car West.

Freight Equipment Roster

Box Cars:

TS 520 built 7-55, 50' single door ex WP 26045, donated by UPRR.

SRV 835 built 6-77, 50' All door car ex BCH, purchased by FRRS.

WP 3032 built 2-55, 50' single door, first DF+CU car type, donated by UPRR.

WP 3417 built 1-47, 40' single door, ex MILW, donated by UPRR.

WP 3472 built 10-51, 40' single door, donated by UPRR.

WP 3796 built 12-55, 50' double door, donated by UPRR.

WP 18503 built 3-45, 40' double door, donated by UPRR.

WP 19801 built 3-45, 50' single door, donated by UPRR.

WP 19901 built 9-65, 50' double door, donated by Reno BSA.

WP 20094 built 5-37, 40' single door, donated by UPRR.

WP 20599 built 7-47, 40' single door, donated by UPRR.

WP 20772 built 8-47, 40' single door, donated by UPRR.

WP 20806 built 11-51, 40' single door former compartmentizer car, donated by UPRR.

WP 20807 built 11-51, 40' single door former compartmentizer car, donated by UPRR.

WP 20868 built 10-51, 40' single door, donated by UPRR.

WP 21255 built 11-51, 40' single door, donated by UPRR.

WP 22009 built 10-51, 40' single door, donated by UPRR.

WP 22023 built 11-51, 40' single door, donated by UPRR.

WP 27198 built 5-17, 40' single door wooden car, donated by Norman Holmes, car not at the museum.

WP 34005 built 10-60, 50' double door, donated by UPRR.

WP 36011 built 6-55, 50' single door, donated by Reno BSA.

WP 37007 built 8-71, 50' single plug door, donated by UPRR.

WP 64004 built 8-65, 50' double plug door, donated by UPRR.

Refrigerator Cars

SFRD 8199 40' steel ice refer, on loan Rail Car West

PFE 11454 built 5-57, 40' steel ice refer, donated by N. Holmes.





FRRS Roster



PFE 52138 built 4-24, 40' wood ice refer, donated by John Ryczkowski.

PFE 55333 40' wood ice refer, donated by Scott Gibbs.
FGEX 55932 built 12-27, 40' steel ice refer, donated by Albers Milling Co.

Flat Cars

WPMW 0318 built 1916, 40' former box car, donated by UPRR.

WPMW 0319 built 1914, 40' former box car, donated by N. Holmes.

TPLX 411 built 12-75, 44' log flat, purchased by FRRS.

TPLX 580 built 3-77, 44' log flat, purchased by FRRS.

WPMW 37-2 built 6-29, 50' ex WP 2350, donated by UPRR.

WPMW 79-4 built 6-29, 50' ex WP 2328, donated by UPRR.

WPMW 8514 built 1925, 40' donated by UPRR.

WPMW 8522 built 12-18, 40' donated by UPRR.

WPMW 8545 built 4-25, 40' donated by UPRR.

WPMW 8674 built 11-42, 50' boom idler for MW 90, donated by UPRR.

FRWX 15545 built 9-23, 40' ex USAX, purchased by FRRS.

DODX 38646 built 7-53, 54' heavy duty, purchased by FRRS.

DODX 38654 built 7-53, 54' heavy duty, purchased by FRRS.

UP 909600 40' tank car frame, donated by Chilcoat FD.

UP 911513 40' tank car frame, donated by Chilcoat FD.

Gondola Cars

WP 5023 built 9-53, 45' drop bottom, donated by UPRR

WP 6116 built 1917, 40' wood from box car, donated by UPRR.

WP 6550 built 10-45, 52' steel, donated by UPRR.

WP 11012 built 6-27, 34' air side dump, donated by UPRR.

UP 29954 built 4-53, 52' solid bottom, donated by Prom. Ch. NRHS.

SP 358262 built 5-48, 40' wood side sugar beet car.

SP 358646 built 10-49, 40' wood side sugar beet car.

SP 359246 built 11-49, 40' wood side sugar beet car.

Sugar beet cars donated by Imperial Sugar Co.

Hopper Cars

WPMW 0196 built 3-58, 2 bay covered hopper, donated by UPRR.

SN 5005 built 11-58, 3 bay covered hopper, donated by UPRR.

WP 10649 built 8-53, ballast hopper, donated by UPRR.

WP 11509 built 2-58, 3 bay covered hopper, donated by UPRR.

Tank Cars

WPMW 1132 built 1912, 10,000 tank, donated by UPRR.

WPMW 1577 built 1912, 10,000 tank, donated by UPRR.

WPMW 1583 built 1912, 10,000 tank, donated by UPRR.

FRWX 12107 built 4-52, 10,000 tank ex DODX, purchased by FRRS.

Maintenance of Way Equipment

WPMW E-14 built 1936, 5 ton Burro crane, donated by UPRR.

WPMW 27-2 built 1943, fuel and water tender for WPMW derrick 27. Former WP 4-8-4 steam engine tender, donated by UPRR.

WPMW 37 built 1937, 200 ton former steam derrick, now diesel, donated by UPRR.

WPMW 37-1 built 1945, boom car for derrick 37, donated by UPRR.

WPMW 37-10 built 1955, cable storage box car, donated by UPRR

WPMW 90 built 1952, 50 ton crane/pile driver, donated by UPRR.

UP 900002 built 1949, snow plow converted from steam engine tender, donated by UPRR.

UP 905884 built 1922, 50' box car converted to a bunk car, donated by UPRR.

UP 907344 built 1922, 50' box car converted to a bunk car, donated by UPRR.



Historical Dates and Facts of the "Feather River Route"

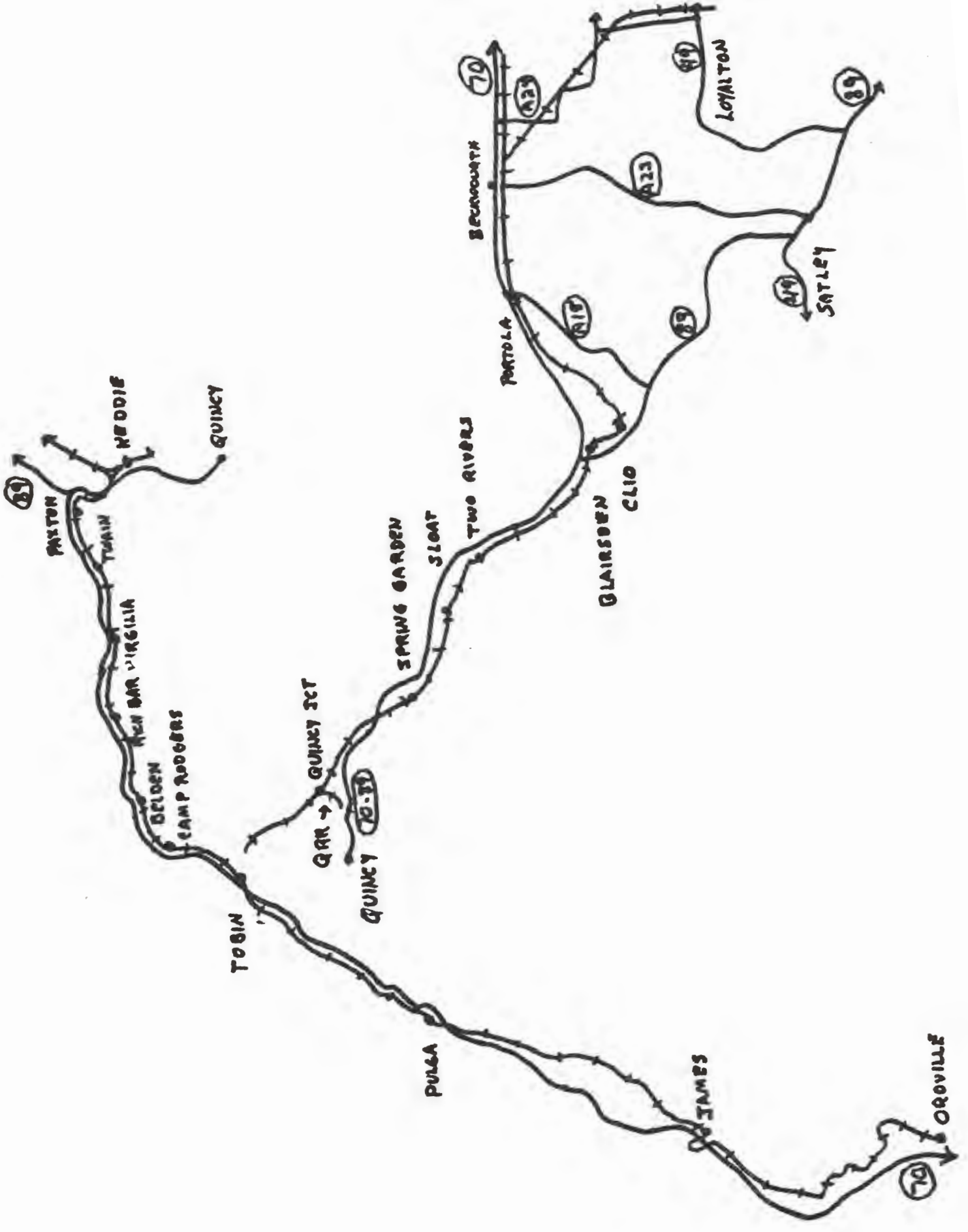
- July 1820 Spanish Army captain Don Luis Arguello names the "el Rio de las Plumas" or the Feather River.
- Summer 1841 First party of pioneer families make overland journey to California from Missouri led by John Bidwell.
- Summer 1846 Jesse Applegate establishes the Applegate Trail off of the main Overland Trail near Lovelock across the Black Rock Desert to Oregon. Peter Lassen later branches his "Lassen Cut-off" Trail off of the Applegate Trail for emigrant wagon trains via what is now Lassen Park to avoid the main trail over the Sierra Nevada mountains.
- July 4, 1848 John Bidwell discovers the first gold on the Feather River at Bidwell Bar, now under Lake Oroville.
- December 1849 Marysville established when first steamboat arrives at navigational headwaters of the Feather River. Marysville is named in honor of Mary Murphy, a survivor of the Donner Party.
- Winter 1849 Legend of "Gold Lake" makes rounds of gold camps. Plans to explore what would later become Plumas County are made for spring.
- June 1850 Rich Bar discovered. Legend is that Philip Armour made his fortune here that allowed him to later establish his Chicago meat empire. From 1850 to 1870, the mines of the Rich Bar area produced over 68 tons of gold then worth \$23 million, today worth \$503 million in 1990's dollars.
- July 1851 Black mountain man James Beckwourth "finds" Beckwourth Pass - lowest pass across the Sierra Nevadas. Soon after, he begins escorting emigrant wagon trains through the Feather River area.
- May 1854 U.S. Government sends out Army reconnaissance teams to map possible routes for a future transcontinental Railroad to California.
- Spring 1862 Theodore Judah and Collis Huntington of the Central Pacific Railroad survive several days traversing the Feather River watershed looking for a route for their planned railroad. Later, Huntington would state "No man will ever be fool enough to build a railroad through the Feather River Canyon."
- July 1862 President Lincoln signs the Pacific Railroad Act.
- Jan. 8, 1863 Work begins on the Central Pacific Railroad in Sacramento.
- Spring 1864 22 year old Scottish immigrant surveyor Arthur Keddie finishes first railroad survey through the canyons of the Feather River.
- Summer 1867 First failed attempt to build a railroad (Oroville & Virginia City RR.) through the Feather River Canyon starting from Oroville. Central Pacific still building railroad slowly up Donner Pass.
- June 18, 1868 Central Pacific Railroad finally completes railroad over Sierra Nevadas via Donner Pass.
- Sept. 16, 1868 Central Pacific Railroad reaches Winnemucca, Nevada and town established. Named for Shoshone Indian chief Winnemucca.
- May 10, 1869 Central Pacific Railroad meets rails of Union Pacific building west from Omaha at Promontory, Utah. First Transcontinental Railroad now complete to Sacramento.
- Sept. 2, 1869 Central Pacific subsidiary Western Pacific Railroad completes final segment of Transcontinental Railroad between Sacramento and Oakland via Altamont Pass. Last spike driven in Niles Canyon.
- August 1871 California-Pacific Railroad completes line between Sacramento and Vallejo, with future expansion planned for via the Feather River Canyon. Expansion plans die when "Cal-P" bought by CPRR.
- July 25, 1878 Black Bart holds up Oroville to Quincy stage near current site of Bucks Lake above Tobin.
- Dec. 22, 1880 Narrow gauge Nevada & Oregon Railroad (later to become the Nevada-California-Oregon Ry.) begins building north from Reno. After several bankruptcies and name changes, the N-C-O finally completed its 238 miles of railroad to Lakeview, Oregon in 1912.
- Spring 1885 Central Pacific Railroad is merged into the Southern Pacific Railroad, also owned by the "Big Four" of Huntington, Stanford, Hopkins and Crocker.
- October 1885 Narrow gauge Sierra Valley & Mohawk Ry. begins construction from a connection with the Nevada & Oregon RR just east of Beckwourth Pass westward over the pass and across Sierra Valley.
- Summer 1889 Union Pacific Railroad sends chief engineer Virgil Bogue west to survey a new railroad route down the North Fork of the Feather River. UP expansion plans abandoned when UP taken over by financier and speculator Jay Gould.
- Spring 1892 Jay Gould's son George inherits his father's 11,000 mile railroad empire, which includes the Denver & Rio Grande RR that extends only as far west as Salt Lake City.
- August 1896 After several bankruptcies and name changes, the Sierra Valleys Ry. finally puts rails into the Portola/Clareville area.
- Spring 1897 The Alameda & San Joaquin RR is incorporated to build a railroad from Stockton to the coal mines at Tesla and Carbona west of Tracy. Railroad is owned by Walter Bartnett.
- August 1900 Collis Huntington - last of SP's "Big Four" dies. Control of the Southern Pacific is obtained by railroad tycoon E.H. Harriman who already owns the Union Pacific.
- Sept. 1900 Work starts on the standard gauge Boca & Loyalton Railroad at Boca east of Truckee. Railroad is built north and reaches the Sierra Valley town of Loyalton in June 1901. The B&L RR later is expanded into the Portola area in October 1901.
- March 1901 The N-C-O Ry. takes over the Sierra Valleys Ry. and extends the narrow gauge tracks west to Clio.
- Feb. 6, 1903 Arthur Keddie/Walter Bartnett consortium signs agreement with railroad tycoon George Gould for the building of a railroad between Salt Lake City and San Francisco by way of Beckwourth Pass and the Feather River Canyon. The Alameda & San Joaquin RR will become the mainline between Tracy and Stockton.
- March 6, 1903 Western Pacific Railway incorporated. George Gould secretly finances construction with \$50 million through the offices of Denver & Rio Grande president E.T. Jefferies.
- Summer 1905 Work begins on the Western Pacific following many failed attempts by E.H. Harriman and the Southern Pacific to stop it.
- Jan. 6, 1906 500 armed men seize piece of Oakland waterfront for new Western Pacific terminal on San Francisco Bay. This action allows the City of Oakland to remove parts of the waterfront from SP control.
- May 24, 1906 Western Pacific starts building east end of

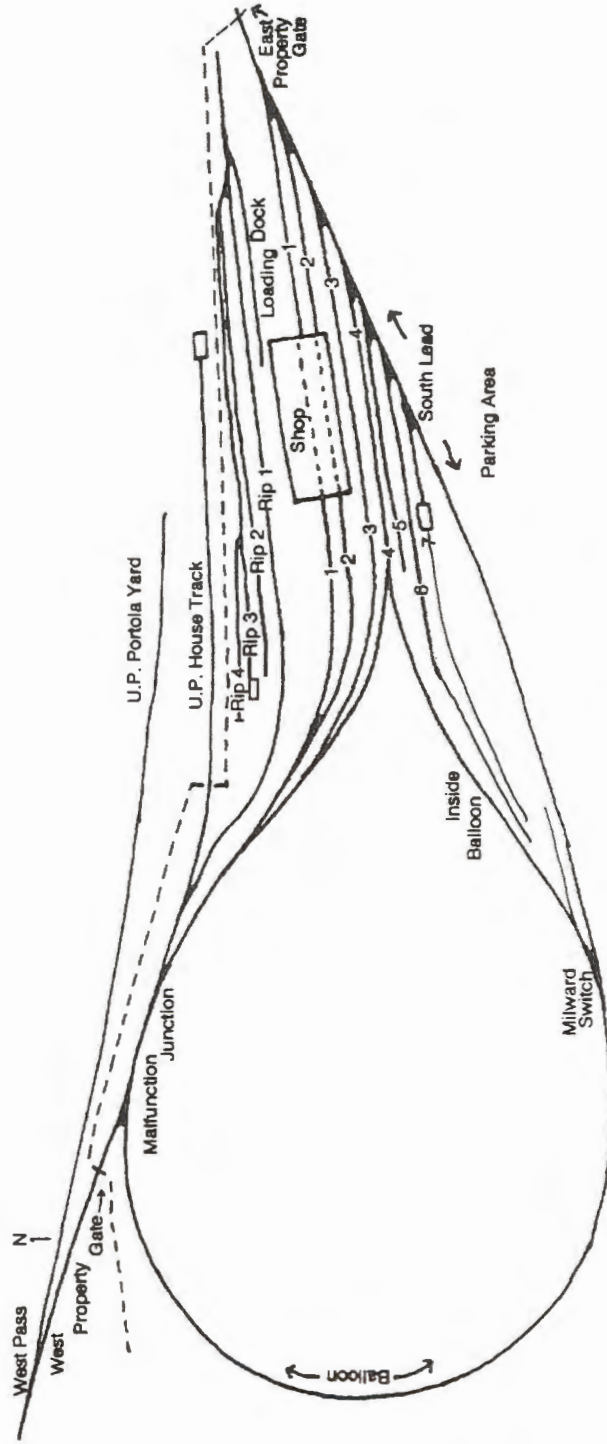
Historical Dates and Facts of the "Feather River Route"

- railroad by laying rail west from Salt Lake City.
- October 1907 Work on Western Pacific stops due to "Panic of 1907" banking crisis.
- April 1909 Western Pacific construction crews start to lay rail west from Winnemucca, Nevada.
- June 1909 Gerlach, Nevada established as a Western Pacific crew change and service point.
- October 1909 Construction of the Quincy Western Railroad started by the City of Quincy to connect their town with the WP. Later renamed Quincy Railroad and is currently owned by Sierra Pacific Industries.
- Nov. 1, 1909 Last Spike driven on the WP as railroad is completed at Keddle, California on Spanish Creek Bridge. Western Pacific becomes known as the "Last of the Transcontinental Railroads" as it completes the coast-to-coast railroad empire owned by George Gould.
- December 1909 Massive floods severely damage the Western Pacific in the Feather River Canyon and across Nevada, putting it out of service for several months.
- Summer 1910 Great Western Power Co. begins construction of "Stairway of Power" along the North Fork of the Feather River.
- Aug. 20-22, 1910 First passenger train over entire length of the Western Pacific.
- May 1912 Fire in Chilcoat Tunnel under Beckwourth Pass collapses tunnel. Tunnel closed over one year while trains use "shoo-fly" track over the pass.
- June 1912 Construction begins at Fernley, Nevada of the SP's "Fernley & Lassen Ry." north along Pyramid Lake.
- Feb. 1913 SP's "Fernley & Lassen Ry." crosses the WP mainline at Flanigan, Nevada while building north. Rail line is completed through Susanville into Westwood in October 1913.
- March 1916 Indian Valley RR starts building north from Paxton on the WP mainline 21 miles north to the copper mines near Crescent Mills. Railroad is owned 85% by the Engles Copper Mining Co. and 15% by the WP. Paxton is named for the copper company's general manager.
- June 28, 1916 First WP bankruptcy. George Gould loses control of both the Western Pacific and "parent" Denver & Rio Grande RR.
- Nov. 1916 Under new ownership and free of the restrictions against building or owning branchlines, the WP purchases the Boca & Loyalton Ry.
- March 1917 Western Pacific gains control of electric interurban Tidewater Southern Ry. between Stockton and Turlock. The WP purchases the railroad's first articulated steam locomotives, the 201-class M-80 2-6-6-2s for use in the Feather River Canyon.
- June 11, 1917 Western Pacific purchases two sections of the narrow gauge N-C-O Ry. The WP converts to standard gauge the section from Reno to Beckwourth Pass and abandoned the Plumas Branch of the N-C-O. (Sierra Valleys Ry.)
- July 1, 1918 All U.S. railroads are placed under the control of the U.S. Railroad Administration due to the transportation needs of World War I. First use of "paired trackage" across central Nevada with the SP.
- March 1, 1920 U.S. Railroads returned to private ownership. WP receives \$9 million as compensation from federal government for the poor condition of the railroad.
- Feb. 28, 1924 Paired Trackage agreement signed between the WP and SP for use of WP track for all eastbound trains and the SP track for all westbound trains between Weso (Winnemucca), Nevada and Alazon, (Wells) Nevada.
- Autumn 1924 Great Western Power Co. completes construction of Bucks Creek powerhouse, penstocks and incline at Storrie.
- July 1925 WP purchases electric interurban Sacramento Northern Ry. between San Francisco and Chico. SN Ry. is formed through the merger of the Northern Electric Ry. and the Oakland, Antioch and Eastern RR.
- April 1926 Railroad tycoon Arthur Curtis James buys controlling interest in the Western Pacific following his acquisition of such railroads as the Great Northern Ry. the Denver & Rio Grande RR and the Chicago, Burlington & Quincy RR..
- October 1926 SP acquired control of the remaining portions of the N-C-O Ry. Standard gauging of the N-C-O begins.
- Jan. 1, 1928 WP purchases one third interest in electric interurban Central California Traction Co. running between Sacramento and Stockton.
- July 1929 SP's Modoc Line is completed between Klamath Falls, Ore. and Wendel, Calif. using portions of the old N-C-O Ry through Alturas.
- Feb. 1930 Great Western Power Co. merged into Pacific Gas & Electric.
- June 1931 The first of the largest steam locomotives ever owned by the WP, the 251-class M-137 2-8-8-2s arrive for use in the Feather River Canyon.
- Nov. 10, 1931 The Northern California Extension is completed between Keddle and the connection with the Great Northern Ry. at Bieber, Calif. Both railroads are controlled by A.C. James and breaks the SP monopoly on north-south traffic between Oregon and California.
- June 1934 Diesel-powered "Pioneer Zephyr" makes Chicago to Oakland promotional round trip after announcement of a planned new unified passenger route over the CB&Q, D&RGW and WP.
- March 1935 Second WP bankruptcy. A.C. James loses control of the WP. Federal funding through the Reconstruction Finance Corp. pays for a three year mainline rehabilitation project and the purchase of 10 171 - class MT-44 4-8-2 steam locomotives from the Florida East Coast Ry.
- April 1936 Feather River Highway completed between Oroville and Quincy.
- Sept. 1938 Indian Valley Railroad abandoned. WP takes delivery of seven 401 - class M-100 4-6-6-4 "Challenger" locomotives from ALCO nearly identical to the ALCO built 3900-class "Challenger" locomotives built and operating on the Union Pacific. The WP "Challenger" locomotives burn coal and would be restricted to running between Salt Lake City and Winnemucca, Nevada.
- Sept. 26, 1939 WP's first revenue diesel operation at Elko, Nevada by a Electro-Motive Corp. model SW-1 demonstrator #906. Two months later, this same locomotive becomes WP's first diesel and is numbered 501 (now preserved at Portola).

Historical Dates and Facts of the "Feather River Route"

- May 6-13, 1940 General Motors' Electro-Motive Division "FT" demonstrator set #103 tests on the WP.
- June 1941 End of electric powered interurban passenger service on the Sacramento Northern Ry.
- Dec. 7, 1941 WP becomes second U.S. railroad to take delivery of new General Motors "FT" freight road diesel locomotives. First four unit set is numbered 901 A,B,C,D.
- June 1942 First 8 ALCo-GE model S-1 diesel switchers delivered to the WP, numbered 504 to 511 (506 preserved at Portola, 504 still active working on Quincy RR).
- December 1942 WP and Santa Fe purchase the Oakland Terminal Ry. from the Key System.
- October 1943 Work begins on Centralized Traffic Control signal system between Oroville and Portola, one of the first such uses in the U.S.
- October 1945 Formal agreement between the WP, Chicago, Burlington & Quincy and the Denver & Rio Grande Western on a new Chicago to Oakland diesel powered passenger train to be named "California Zephyr."
- Winter 1947 Construction of first passenger cars for the new "California Zephyr" gets underway at the Budd Company in Philadelphia.
- March 20, 1949 After months of intense publicity, the new luxury passenger train "California Zephyr" begins its first runs between Chicago and Oakland.
- Feb. 1950 Nine 4-unit sets of General Motors "F7" road freight diesel locomotives delivered to the WP. Numbered 913 A,B,C,D through 921 A,B,C,D (921-D preserved at Portola).
- Sept. 15, 1950 Single car "Zephyrette" passenger trains start running on the Oakland to Salt Lake City route, replacing secondary passenger train "Royal Gorge". This is the longest passenger run in the U.S. for the Budd built Rail Diesel Cars.
- October 1952 General Motors "GP7" road freight diesel locomotives delivered to the WP, numbered 701 to 709. These displace most of the remaining active steam locomotives on the WP. (707 and 708 are preserved at Portola)
- Jan. 14, 1953 Centralized Traffic Control is completed on the entire WP mainline between Oakland and Salt Lake City except for the "paired track" segment with the SP in Nevada.
- April 1953 WP becomes the first major railroad in the western U.S. to completely dieselize with the delivery of more GP7s. Portola roundhouse is torn down with the current facility constructed on the same site.
- Spring 1957 Construction of a new Tunnel 15 is completed near Storrie to avoid an major rock slide zone.
- Dec. 1959 Second Generation of diesel locomotives begins with the production of General Motors' GP20 and SD24 models. WP buys the first GP20s, numbered 2001 to 2010. Start of the locomotive horsepower race of the 1960s that ends with the development of the DDA40X "Centennials" for the UP.
- Oct. 1960 "Zephyrette" train service ends. Both SP and Santa Fe attempt to purchase the WP for their own purposes. UP backs SP efforts while Great Northern backs Santa Fe efforts.
- June 18, 1962 SP makes agreement with WP to run Modoc Line freight trains between Flanigan and Winnemucca, allowing abandonment of the SP line along Pyramid Lake.
- Oct. 22, 1962 21 miles of new railroad around the under construction Oroville Lake and Dam is opened. It took 3 years to build at the cost of \$40 million to the State of California.
- Jan. 1965 Interstate Commerce Commission decides that the WP must remain independent of both the SP and the Santa Fe.
- April 1965 Last electric freight operation on any portion of the Sacramento Northern Ry. occurs at Marysville/Yuba City, California.
- August 1966 WP begins attempts to discontinue operation of the "California Zephyr" between Oakland and Salt Lake City. The WP is losing over \$1 million per year on the operation of the CZ.
- Sept. 1966 Last run of the Feather River Ry. from Feather Falls to the WP connection at Intake (North Fork Bridge) due to the filling of Lake Oroville.
- Sept. 1967 WP buys its first General Electric "U30B" diesel locomotives, numbered 751 to 759. (3051, ex-751 preserved at Portola.)
- March 22, 1970 Last run of the "California Zephyr" over the WP between Oakland and Salt Lake City. D&RGW continues to operate their segment of the CZ as the "new" Rio Grande Zephyr between Salt Lake City and Denver.
- December 1970 With the WP close to its third bankruptcy, former New York Central RR president Alfred Perlman becomes president of the WP and Robert Flannery becomes WP executive vice president.
- January 1973 With the WP saved from bankruptcy, Robert Flannery becomes WP president upon the retirement of Alfred Perlman.
- Sept. 13, 1982 Interstate Commerce Commission gives permission for the merger of the WP and the Missouri Pacific into the Union Pacific. Robert Flannery becomes the new UP president.
- December 1982 The Feather River Rail Society is established at Portola with the goal of establishing a new Portola Railroad Museum on the site of the former WP locomotive facility. The first piece of donated equipment, retired F7A WP 921-D is delivered in August 1983.
- February 1986 Massive floods heavily damage the railroad and highway through the Feather River Canyon. UP restores rail service within 10 days, but it takes over one and a half years to fully repair the Feather River Highway.
- October 1990 Arson fire in a tunnel near Keddie closes the Northern California Extension to Bieber.
- April/May 1991 Steam locomotives return to the WP in the form of preserved Union Pacific steam locomotives 844 and 3985 participating in Railfair '91 at Sacramento.
- June 16, 1992 Northern California Extension is finally reopened to through traffic after rebuilding the burned and collapsed tunnel near Keddie.
- Data compiled for the Feather River Rail Society by Wayne Monger with help from John S. Walker, Vic Neves, Ken Meeker, Gary Cousin, Kent Stephens, John Ryczkowski, Ed Warren and Norman Holmes.





Visitor's Map of
 The Feather River Rail Society's
 Portola Railroad Museum

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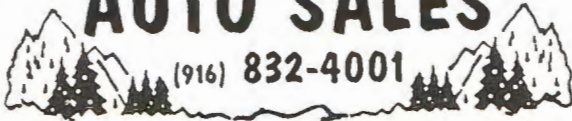
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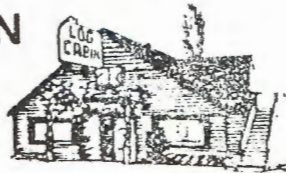


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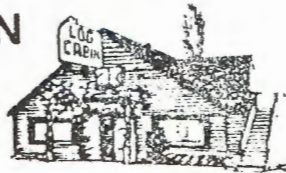
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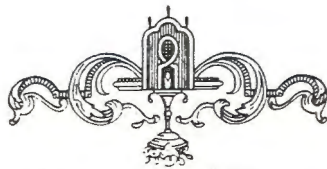
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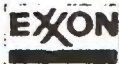
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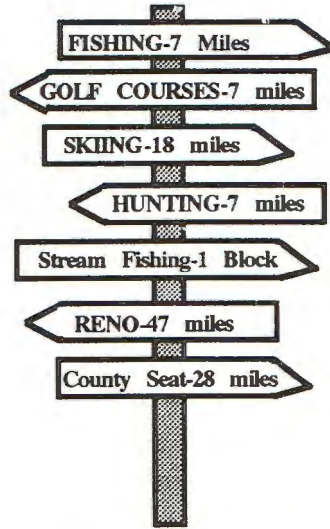
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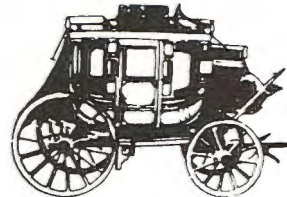
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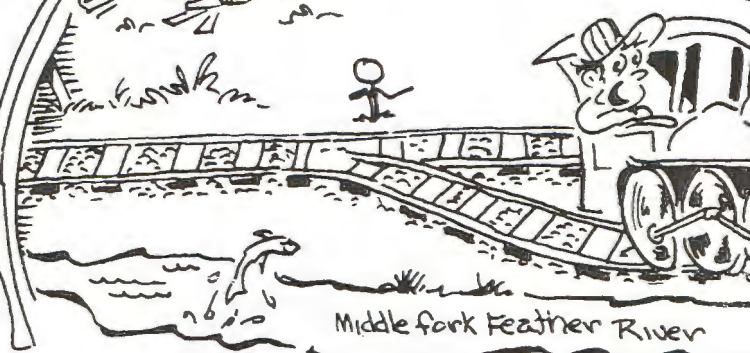


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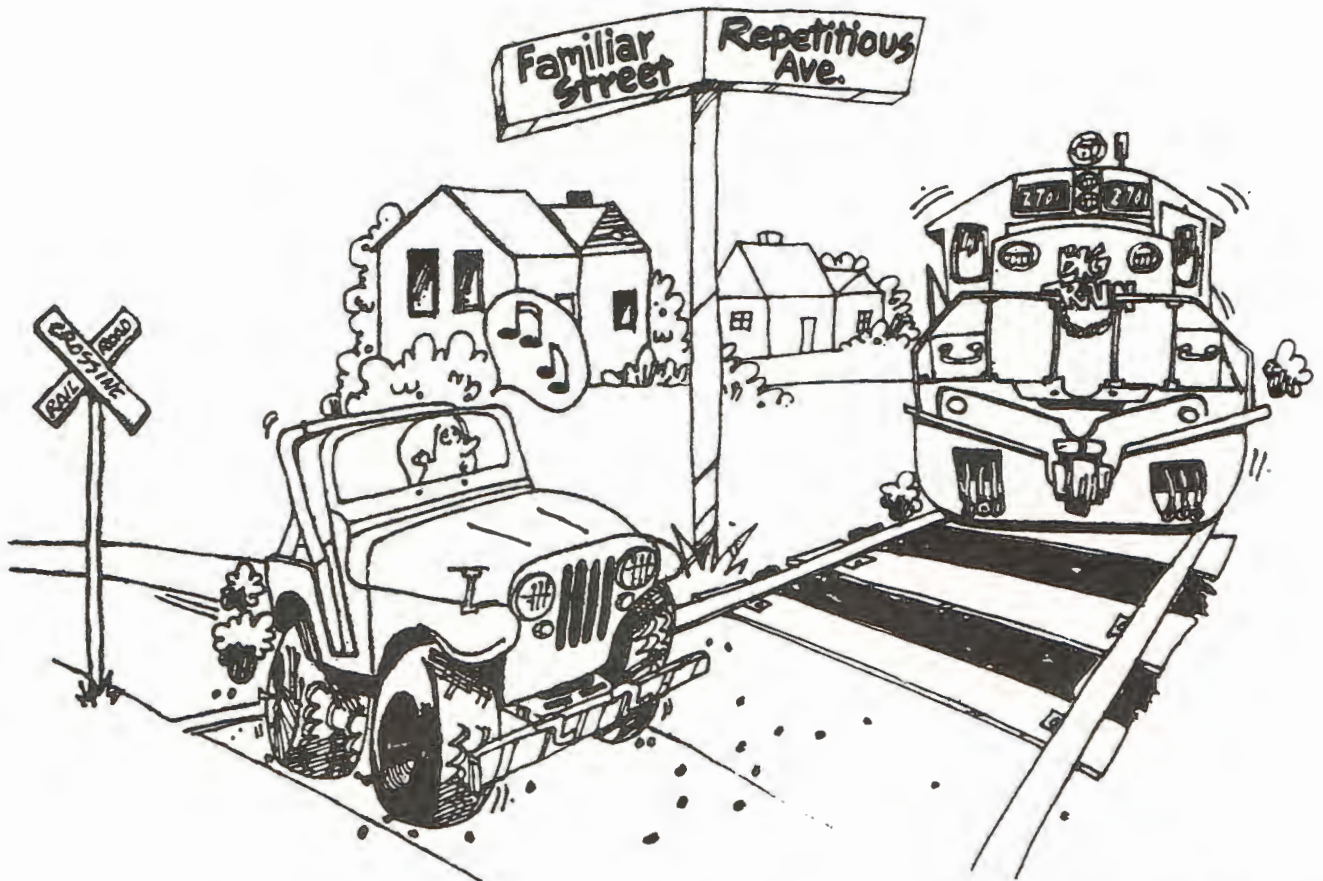
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