


**Unit Numbers** . . . . . 6900-6946  
**Builder** . . . . . Electro-Motive Division  
                                   General Motors (EMD)  
**Years Built** . . . . . 1969-1971  
**Model** . . . . . DD40X  
**Engines** . . . . . (2) 16-645 E3A  
**Horsepower** . . . . . 6,600  
**Traction Motors** . . . . . (8) D-77X  
**Tractive Effort** . . . . . 136,000 lbs. at start  
                                   19,800 lbs. at 90 mph  
**Gear Ratio** . . . . . 59/18  
**Top Speed** . . . . . 90 mph  
**Maximum**  
**Loaded Weight** . . . . . 540,000 lbs.  
**Width** . . . . . 10'4"  
**Length** . . . . . 98'5" over couplers  
**Height** . . . . . 17'3" track to over horn  
**Cylinders** . . . . . 32  
**Fuel Capacity** . . . . . 8,200 gallons  
**Lube Oil** . . . . . 395 gallons per engine  
**Cooling Water** . . . . . 300 gallons per engine  
**Maximum**  
**Track Curvature** . . . . . 19.4 degrees  
**Cost Each** . . . . . More than \$500,000


**UNION PACIFIC SYSTEM**  
 Union Pacific Railroad  
 Missouri Pacific Railroad



**CENTENNIAL**

Union Pacific Railroad's "Centennial" diesel-electric locomotives top a list of adjectives in railroading that add up to one word: BIG... The 6900's are the largest diesels ever built. They stretch more than 98 feet, have 6600 HP, weigh 270 tons and can run as fast as 90 MPH. They were built only for Union Pacific, and were named "Centennial" due to the 100th anniversary of driving of the Golden Spike on May 10, 1869. The locomotives were numbered in the 6900 series to mark the '69 date. The first engine No 6900 was delivered in time to participate in the Golden Spike Centennial celebrations in May 1969. Altogether 47 Centennials were built by EMD at a cost of more than \$500,000. each. The last one, No 6946, was delivered in Sept 1971. Designed for high-speed freight service, featured many new engineering advances. They represented



a new generation of motive power that could travel farther with less maintenance than older locomotives. By mid-1980 the Centennials had been so successful they had run up an average of nearly two million miles apiece. Due to their high mileage and increasing maintenance needs, the Centennials were stored as a national recession reduced rail traffic. In March 1984, economic recovery brought a demand for more power, 25 were selected for return to service. As of this date several are still running but their days are numbered as component failures are side lining them, never to be repaired. Because of their fame, Union Pacific has set aside some of the Centennials for preservation. The first donated and the last built 6946 was selected for the City of Portola and for display by the Feather River Rail Society. This freshly painted Centennial is now on display at the museum along with other equipment for all the see and for the future.

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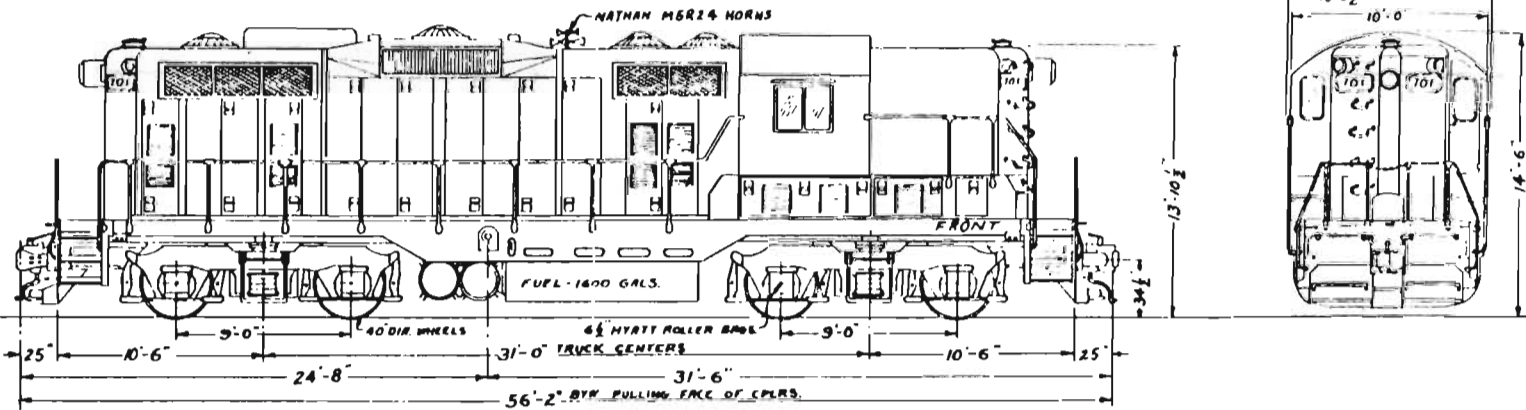
Western Pacific F7-A 921 with DDA-40X at the Portola Railroad Museum, Portola, California





EMD GP-7 708 SN 17056 WP class RS-62 was built in 1952 and received by WP in 10/30/52. The cost in 1952 was \$170,992 each.

This photo of the 708, in as delivered orange and silver paint, is in Stockton 1967. By T. Long from Aiken Rail Service.



**GENERAL DATA**

A.A.R. Designation - - - - B-B  
 Date Built - - - - - 1952-1953  
 Gear Ratio - - - - - 62:15  
 Weight Loaded - - - - - 251,700  
 Light Weight - - - - - 231,500  
 Maximum Curvature - - - - 150'R 39°  
 Maximum Speed - - - - - 65 MPH  
 Minimum Cont. Speed - - - 11 MPH

**SUPPLIES**

Fuel - - - - - 1600 Gal.  
 Lube Oil - - - - - 200 Gal.  
 Cooling Water - - - - - 230 Gal.  
 Sand - - - - - 18 Cu. Ft.

**DIESEL ENGINE**

Model - - - - - 16-567B  
 Engine - - - - - 16Cyl 2Cycle  
 Turbocharger - - - - - NONE  
 Spark Arrester - - - - - Farr Mod #5 & Cyclonic Manifold  
 Air Filter, Basic - - - -  
 Primary - - - - - None  
 Carbody, Engine - - - - Impingement

**ELECTRICAL**

Main Generator - - - - - D-12-D-14  
 Alternator - - - - - NONE  
 Traction Motors, Type - - - D-77  
 Number of Traction Motors - 4  
 Dynamic Brakes - - - - - Potential 600A  
 Headlights - - - - - 200W-30V  
 Auxiliary Generator - - - - A-7159  
 Rotating Warning Lights - - NONE

**RUNNING GEAR**

Draft Gear - - - - - M-375  
 Journals - - - - - 6½" Hyatt  
 Trucks - - - - - Swinghanger EMD

**BRAKES**

Schedule - - - - - 24RL  
 Air Compressor - - - - - GD WXO  
 Brake Shoes - - - - - AAR-3-B  
 Safety Control - - - - - Foot Pedal  
 67 MPH Overspeed

**MISCELLANEOUS**

Whistle - - - - - Nathan M5R24 5 Chime  
 Toilet - - - - - Microphor H-12  
 Speed Recorder - Chicago Pneumatic Mechanical

**NOTES:**

Dual Control

WESTERN PACIFIC RAILROAD CO.

At this time the engine needs parts and lots of work by soon will be running again and in that great paint scheme of Silver & Orange.....



The 921-D early in it's service life with Western Pacific in WP's Freight Scheme.....

Photo by Bob Larson

FEATHER RIVER RAIL SOCIETY  
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