

One of Western Pacific's freight trains passes the Delleker Lumber Company mill at the head of the Feather River Canyon with a trainload of miscellaneous westbound cargo.

westbound between Salt Lake City and Oakland, usually about twice weekly and is another preferred train covering the mileage in less than 48 hours. Its name is derived from Rule 10 in the Consolidated Freight Classification, which allows the mixing of various commodities for shipment under one rate.

"SCX," or *Southern California Extra*, is a "bridge" train operated southbound between Bieber and Stockton, making connections with the Great Northern at Bieber and the Santa Fe at Stockton. A daily run, it covers the distance in about 30 hours.

"GWS" is a companion train to the "SCX," also operating southbound between Bieber and Stockton. The symbol stands for the first letter in the names of the three railroads operating the freight, Great Northern, Western Pacific, and Santa Fe. It operates daily and requires about 24 hours for the run.

"SWG," northbound equivalent of the "GWS," runs from Stockton to Bieber, carrying Santa Fe and WP cars destined for Great Northern.

"NCE," from *Northern California Extension*, operates as needed from Salt Lake City to Bieber, handling "dead freight" such as coal and steel from eastern points.

"RBX," the *Red Ball Special*, originates at Stockton about 7:00 p. m., with connections from Santa Fe and runs each night for 7:00 a. m. spotting in Oakland.

"FB," the *Fruit Block*, operates on

a fast schedule from Stockton to Salt Lake City. This train must be operated as "FB" even if only one car of perishables is included. During the perishable season as many as five or six sections are operated.

"TV Local" operates Monday, Wednesday and Friday from Salt Lake City over branch lines to Burmester and Warner, Utah, through the Tooele Valley, from which it receives its name.

The *Terminus Turn*, or "*Cabbage Cutter*," a local freight, operates between Stockton and Terminus, does switching and icing in handling perishable movements.

San Jose-Niles Turn, No. 253 and No. 254, operates between Niles Junction and San Jose on a daily schedule.

River Rock Local, out of Stockton daily except Sunday, runs to River Rock and return.

Westwood Turn, operated daily except Sunday, between Keddie and Westwood.

Loyalton Branch Local, No. 415 and No. 416, is operated between Portola and Loyalton Monday, Wednesday and Friday. This line is also used by the Clover Valley Lumber Co., who operate their logging trains daily except Sunday between Hawley and Loyalton.

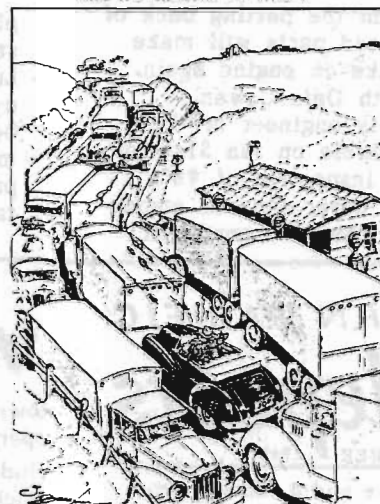
Reno Local, No. 219 and 220, operated between Portola and Reno daily except Sunday.

Gerlach Turn, operated Monday, Wednesday and Friday, Portola to Gerlach, and Tuesday, Thursday and Saturday, Gerlach to Portola.

In addition to the above named trains, there are of course many special trains and extras, such as stock trains, asparagus and cherry express trains which operate as passenger movements, drag trains, such as the *Nevada Northern Drag* which hauls coal between Salt Lake City and Shafter for points on the Nevada Northern Railway. There are also the local trains such as No. 95 and No. 96 between Oroville and Keddie; No. 93 and No. 94 operating tri-weekly between Portola and Keddie.

Nothing is too small or too large for a freight train to handle. Nothing is too fragile or perishable. Whether the shipment be delicate potted plants or huge steel girders, whether just ripe strawberries or heavy tractors, crackers or coal, toys or turbines, Western Pacific freights are ready to handle them all—and what have you?

ARE WE COMING TO THIS ?



EXISTING WESTERN PACIFIC PASSENGER EQUIPMENT (Heavyweight)

by Norm Holmes

BLAIRSDEN--Pullman, 1898. Wooden sleeper, lounge, observation car built for Pullman service as FORTUNA. Renamed in Aug 1910 to BLAIRSDEN and leased to WP. Sold in 1922 to dealer, then to Bangor & Aroostock and renamed PENOBSCOTT. Retired from service in 1938 and placed in MW service until retired in 1979. Sold to Dwight A Smith, President and GM of Conway Scenic RR, in North Conway NH. Restored to serviceable condition and named ALMAR.

MARYSVILLE--Pullman 1898. Same data as above, named LIBERTAS renamed MARYSVILLE and on B&A renamed AROOSTOCK. Now restored and named GERTRUDE EMMA. (if anyone has photos of these cars please let us know as Mr Smith would like some)

1--Pullman, 1912. Built for Union Pacific, became a UP business car 101, later 103 & 109. Purchased by WP in August 1971 and numbered WP One. Named FEATHER RIVER on the WP and came back to the UP in 1983. Transferred to the MP where it was named KANSAS CITY then MP 3. The car is being transferred back to UP once again and will become UP 105.

101--Pullman, 1917. Built for James B Duke. Purchased by WP in 1927. Sold in 1975 to Railcar Restoration & Development. Sold to McDonald's in Barstow and placed on display at that location. Later the car was sold and is now at the Spencer Railroad Museum in Spencer, North Carolina.

103--Pullman, 1899. Named GLEN EYRE purchased by WP in 1916, retired in 1942 and used as a women's lounge at Oroville until sold to Solano in 1971. Moved to Jamestown as the property of Charles Crocker. Now owned by the Calif Division of Parks at Jamestown.

105--Pullman, 1914. Named PHILADELPHIA, purchased by WP in 1942, sold to Gilbert Kneiss in 1961. Sold in 1978 to Neil Ferguson stored at Jamestown.

106--Pullman, 1917. Named PIONEER, purchased by WP in 1942. In Jan 1951 christened CHARLES O SWEETWOOD for first WP employee killed in Korean War and converted to use as a blood bank. Sold to Mr Lummus in 1961, sold to Old San Francisco Express in 1984 and moved to Solano in Oroville for reoairs. repairs

123--Pressed Steel Car Co., 1923. Steel baggage car used in WP passenger service until 1953, converted to a MW kitchen-diner (MW 0912). Sold to Tracy Rail Car in 1975 and sold to a private party the same year. Moved to Portola 1985 when sold to FRRS.....

126--Same as 123(MW 0915) Sold to Railcar Restoration & Dev. in 1975 and stored at the Sharp Army Depot, Lathrop. Moved 1986 to Calistoga station complex in Calistoga, Calif.

128--Same as 123, but not converted into MW service, donated to City of Oakland for display in Harrison Park in 1959. The park is undergoing a change in theme fate of car is unknown.....
The FRRS would like this car very much...!!!!

201--American Car & Foundry, 1915. Steel Baggage RPO. Used in WP passenger train service until 1953. Converted to a MW kitchen-diner (MW 0916) Sold to RR&D in 1975 stored at Sharp Army Depot and moved 1986 to Calistoga with other WP cars.

202--Same as 201 now in Calistoga (MW 0917)

302--Pullman, 1923. Coach, used in WP passenger service until donated to Oakland along with 128 for display. Fate of car is unknown at this time and again we are hoping for this car.....

309--Same data as 302, converted to MW service as a bunk car (MW 0905) Sold in 1976 and moved to Oroville Depot and placed in use as a retail store.

314--Same data as 302, Sold to RR&D in 1975 and stored in Sharp Army Depot. Sold with other WP cars to new owner and moved to Calistoga. (MW 0902)

315--Same data as 302, (MW 0910), Sold to Norm Holmes in 1973 and donated to Pacific Locomotive Assoc. Restored and in service with PLA

316--Same data as 302, (MW 0909) Sold to RR&D in 1975 and stored at Sharp Army Depot and now in Calistoga, Calif.

320--Same data as 302, Converted to Instruction Car #110 in 1950. Placed in MW service in 1972 as a sleeper-lounge for the Oroville Derrick outfit. Becoming WPMW 37-8.

402--Pullman, 1888. Wooden combination baggage-coach. Built for G&RG as #812, converted to a comb. in 1905 as 707, later renumbered to 550. Sold to WP in 1924 for use on the Reno Branch. Donated to PCC-R&LHS, restored to D&RG 550 and donated to the Sacramento Railroad Museum in Sacramento, Calif.

403--Rebuilt in 1937 into a wooden combination baggage coach caboose by WP from a 1916 box car at the Sacto. Shops. Used on the Reno Branch and Westwood local. Renumbered to caboose series (2nd 619) baggage door removed. Sold to Purdy in 1961 and then sold to private owners and moved to Little River, Calif. Now in use as a retail store.

591--Steam generator power car. Original car built for Great Northern who rebuilt it into a steam generator power car. Sold to WP in 1969 for service on the CZ. Sold in 1970 to Great Western Tours, stored in Jamestown, Calif.

592--Same data as 591, sold in 1970 to Oregon, Pacific & Eastern, Cottage Grove, Or.

593--same data as 592, in service OP&E.

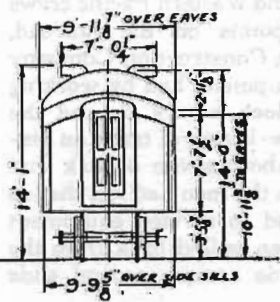
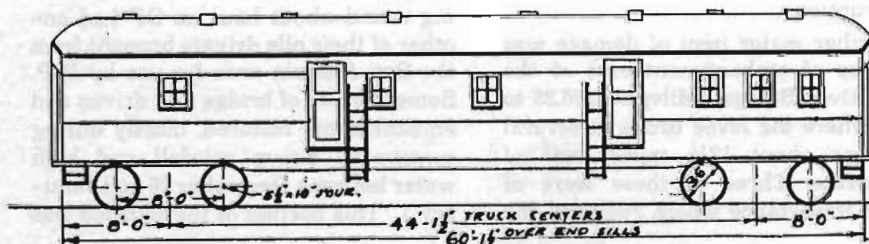
652--Pullam, 1916 Lounge observation. Used in WP passenger service until 1950's sold to Mr Lummus in 1963, whereabouts unknown. (anyone know???)

653--Pullman, 1913 Lounge observation. Used in WP service until the 1950's, donated to Bay Area Electric Assoc. in 1966. Named FEATHER RIVER and used at the Western Railway Museum, Rio Vista Jct., Calif.

701--Pullman, 1920 Standard sleeper. Pullman named it RAMPUR, renamed CLOVER PLOT purchased by WP in 1949 keeping the same name. Retired in 1963 and sold to F L Botsford when sold to Tom Phair in 1968. Stored at Standard until donated to Project 2472 in 1984 and moved to San Francisco, to be restored.

COMBINATION KITCHEN-DINING CAR
CONVERTED FROM BAGGAGE SERIES 121-140
BY W.R.R.

CAR Nos. 0911-CD 0914-CD
0912-CD 0915-CD
0913-CD



WEIGHT-BODY
TRUCKS
TOTAL 102,800 LBS.