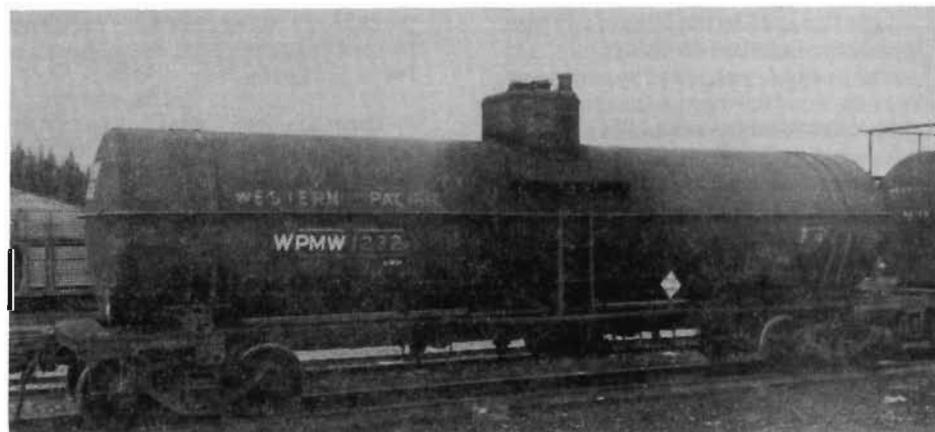
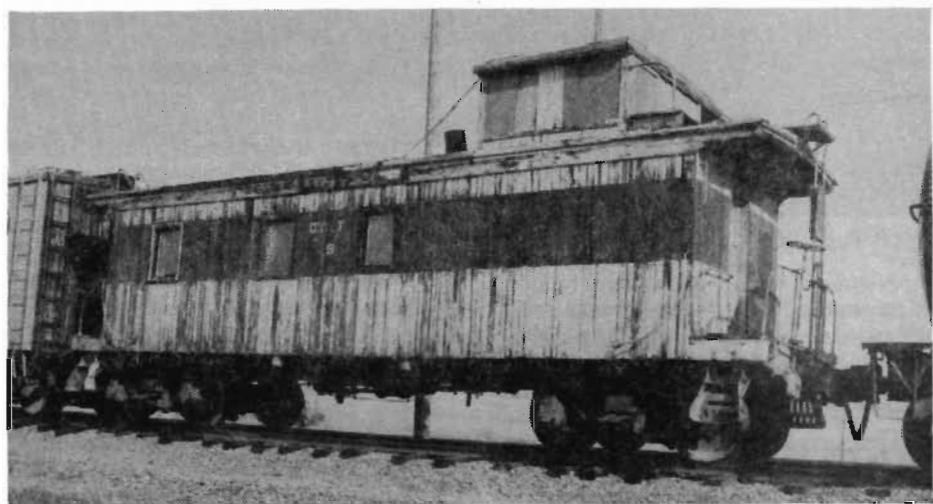


railroad supply yard south of Kansas City along the AT&SF mainline at Morris, Kansas. As you can see by the accompanying photo that was taken on December 21, 1987, the years have been fairly kind to it, and it still has its orange and silver paint, lettered Tidewater Southern. Believe it or not!

*CCT 19 exWP 741 is from series 731-779 built in 1910. WPMW1232 is series 1201-1250 company service tank cars. Decals will be made for all phases of use and paint scheme.....*



#### WP MODELS COMING.....

The wooden cupola caboose like WP 779 in Portola is now being done by Overland, with delivery by mid summer.....

The WP 1201 series 12500 gal tank car is also being done by Pecos River Brass. In two styles one with K brakes and modern with AB brakes.....

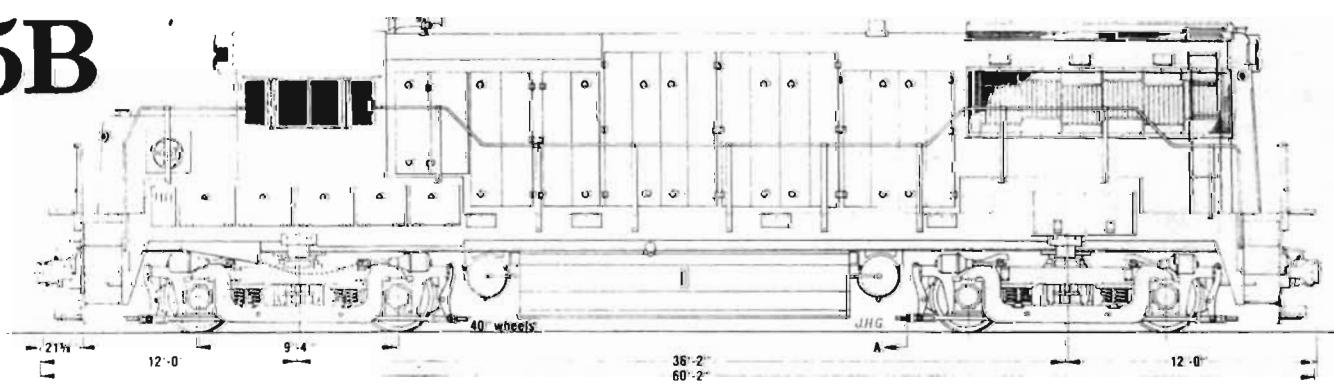
Please send in your reservations now and we'll be giving the same discount to members as with the steel bay window.

#### OUR GENERAL ELECTRIC U25B

The past three years have seen a steady redefinition of what the Feather River Rail Society is trying to accomplish at the Portola Railroad Museum. When we began, the museum was to be dedicated just to the preservation of the railroad history of the Western Pacific and the Feather River area. We are still very dedicated to the preservation of the history of our area, but the museum has gained a nationwide and worldwide reputation as one of the leaders of the diesel locomotive preservation movement in the United States. We are lucky to have in our General Manager and President Norman Holmes someone that realized that the history of railroading during the "Diesel Era" of the past 45 years has been poorly preserved in almost all museums. Thanks to our efforts, we have made the railroad preservation movement begin to look at even modern diesel locomotives as something that should be considered for preservation. There is a definite evolution and history to the "Diesel Era," and the history of the Western Pacific is closely tied to this evolution over the years. With our aggressive program of acquiring locomotives over the past three years, we have one of the three largest collections of preserved diesel locomotives in North America (we were the largest for several months in 1987), and are just three or four locomotives away from completing our core collection that represents the evolution of the "Diesel Era." Over the next few years, the Feather River Rail Society will be on the lookout for locomotives built by Baldwin and Fairbanks-Morse as representatives of those builders, plus an Alco locomotive from the "second generation" (the Century series of locomotives).

With this direction in mind, the arrival of Chicago, Milwaukee, St. Paul and Pacific Railroad #5057 to the Portola Railroad Museum in August marked an important milestone toward the completion of our diesel locomotive collection. This locomotive is a General Electric U25B (U = Universal locomotive, 25 = 2500 horsepower, B = four axles), and is one of 478 such locomotives built between 1961 and 1966. It now ranks up there with NW2 608, GP20 2001, and DDA40X 6946 as the most historically significant locomotives in our collection at Portola — even though this particular locomotive never got closer to Portola than Portland, Oregon during its active life on the Milwaukee Road.

# U25B





5057 leads Eastbound Morton Logger across Nisqually River Bridge Aug 6, 1978

Wayne Monger

Much has been written about the importance of the U25B to the evolution of diesel locomotion during the late 1950's and early 1960's. It was the introduction of this locomotive by General Electric, plus the development of the GP20/GP30 by Electro-Motive and the Century-series by Alco that began what is now called the "second generation" of diesel locomotives, as well as the horsepower race of the 1960's that ended with the building of the 6600-horsepower DDA40X's for the Union Pacific.

*Trains Magazine* editor David P. Morgan clearly stated the case for the U25B in the January 1962 issue featuring the new "second generation" locomotives. "The U25B is General Electric's quite original effort to combine capacity with simplicity. Designwise, General Electric got the jump on its rivals (Electro-Motive Division of General Motors and Alco) simply because it could and did build an ideal diesel from scratch with no commitments to previous blueprints or components." When the first two U25B demonstrators were sent out to "barnstorm" across the United States,

seven years of Universal-unit design and experience in the export market was riding in what was at the time the most powerful single locomotive available. Twenty years later, *Trains Magazine* published an indepth two-part article in the August and September 1982 issues on the U25B, and announced that the U25B was to General Electric as the FT's of 1939 were to Electro-Motive. The U25B is indeed "The Other Diesel That Did It."

At the time that the Portola Railroad Museum was established in early 1984, not a single General Electric "Universal"-type locomotive out of the 24 years of production had been saved by a museum. We were the first, when on December 17, 1984, U30B Western Pacific 3051 — the railroad's first big GE — arrived at our museum. Since that time, the number of preserved "Universal" locomotives has increased to six. Portola now has one third of this number with U30B WP 3051 and U25B CMStP&P 5057 at the museum. There are now three other U25B locomotives saved, and they are all in museums on the

East Coast. They are New Haven 2525 owned by the Connecticut Valley Railroad Museum (see *Trains Magazine* February 1988 issue for photo), New York Central 2500 owned by the Lakeshore Chapter of the NRHS, and New York Central 2510 owned by the Mohawk and Hudson River Chapter of the NRHS in Schenectady, New York. The most recently preserved "Universal" locomotive is a U28B, which was the next step following the development of the U25B. This locomotive is Southern Pacific 7028, and was recently purchased at scrap price from the railroad by the Orange Empire Railway Museum of Perris, California.

There has been some confusion in the past if our "new" U25B is actually that, or is a later U28B. This uncertainty was continued in our short article on the arrival of the 5057 in the September/October 1987 *Train Sheet*. We will try to straighten out the jumble here for our members. The 5057, which was originally CMStP&P 388, was one of 12 U25B's delivered by General Electric to the Milwaukee Road in mid-1965. The next year the first one of the group was destroyed in a wreck, and the pieces were sent back to General Electric for rebuilding. This locomotive, CMStP&P 380, was rebuilt as a U28B by GE and retained its number upon returning to service. As the late U25B's and the early U28B's have identical car bodies, this is where the confusion began. In the 1970's, this confusion was cleared up when the U25B's were renumbered into the 5050-series, while the U28B's were numbered into the 5500-series. Both the U25B's and the U28B's finished out their active lives on the Milwaukee Road's "Pacific Coast Extension," which was abandoned in March 1980. Our 5057 helped power the **third** to last train from the Seattle/Tacoma area on March 14, 1980, as



can be seen in the photo on page 4 of the March 1980 CTC Board.

Even though the Western Pacific did not buy a General Electric "Universal"-type locomotive until the order for U30B's in 1967, the U25B demonstrators 753/754/755/756 did spend some time hauling trains on the WP in 1961. Between April 16 and April 21, 1961, the 10,000-horsepower four-unit set of U25B's made a single round trip between Stockton and Klamath Falls, and then a round trip between Stockton and Salt Lake City. Year later, some of the Great Northern's U25B fleet was seen on WP rails by way of the pool power run-through agreement.

Unlike our U30B 3051, the 5057 is in nearly complete condition, and will only require a moderate amount of work to return it to working condition. Wayne Monger is heading up the work to return the 5057 to operation by the end of 1988, and wants to hear from anyone else that might be interested in helping him. You can contact Wayne Monger at 916-938-4208. We also ask that before any work is done on this locomotive that you contact Wayne. Thanks.

For our members who are interested in reading more about the General Electric U25B, we suggest two two-part articles that go into the details. These two articles are the "General Electric U25B" in the July and August issues of *Railroad Model Craftsman* and "U25B Biography" in the August and September issues of *Trains Magazine*.

### **Former WP Power and cabooses on the Western Region. West of Green River, WY On January 7th 1988**

#### **SW-1500's**

UP 1317	ex1503	Paramount
UP 1501	1501	Oakland

#### **GP-35's**

UP 783	ex3002	Salt Lake
UP 784	3003	Modesto
UP 786	3005	Stockton
UP 787	3006	Milpitas
UP 788	3008	Salt Lake
UP 790	3010	Stockton
UP 791	3012	Salt Lake
UP 795	3017	Reno
UP 797	3019	Salt Lake
UP 798	3020	Reno

#### **GP-40's**

UP 652	ex3502	Bend
UP 654	3504	Milpitas
UP 655	3506	Las Vegas
UP 656	3507	Salt Lake
UP 657	3508	Hinkle
UP 661	3512	Idaho Falls
MP 662	3513	Idaho Falls
UP 663	3514	Hinkle
MP 665	3516	Stockton

#### **GP-40-2's**

UP 903	ex3548	Clearfield
UP 904	3549	Reno
UP 905	3550	Las Vegas
UP 906	3551	Idaho Falls
MP 907	3552	Las Vegas
UP 908	3553	Idaho Falls
UP 911	3556	Stockton
UP 912	3557	Stockton
UP 913	3558	Stockton
UP 914	3559	Kemmerer, WY

#### **Cabooses**

WP 429	Stored	Salt Lake
WP 431	Active	Stockton
WP 440	Stored	Glens Ferry, ID
WP 443	Stored	Rupert, ID
WP 446	Stored	Lathrop
WP 459	Stored	Lathrop
WP 464	Stored	Shoshone, ID
WP 468	Stored	Oakland
WP 471	Stored	Stockton
WP 476	Stored	Glens Ferry, ID
WP 479	Stored	Glens Ferry, ID
WP 482	Stored	Pocatello
WP 484	Stored	Lathrop



*Current News of the Feather River Route by Wayne Monger*

The proposed revival of rail service on the eight-mile long former Sacramento Northern Chico Branch was permanently derailed on October 20, 1987. That evening, the lengthy efforts by Whytehouse Railways added up to zero as the Chico City Council voted for the removal of the nearly two miles of street trackage through their city. The prospective shortline operator and local rail activists (FRRS members) had been able to convince the Chico City Council to delay the vote for over eight months while they negotiated for purchase of the line from the Union Pacific, freight rate agreements with their connection — the "friendly" SP — and for commitments from prospective on-line shippers. In the end the "business as usual" attitudes at the SP, plus the endless roadblocks set up by Chico City Manager Fred Davis ensured that there would never again be "dirty old trains" running down the middle of Park Avenue and Main Street out to the Chico Airport.

After the decision there was a flickering of hope that Whytehouse Railways could get a railroad operating on the few miles of remaining track to the south of Chico to Durham. But even this hope disappeared on December 20, the day that the option with the UP for purchase of this section expired.

The actual removal of the street trackage will probably take place this coming summer. The Union Pacific is obligated to pay ten percent of the estimated \$800,000 cost of removing the tracks, and the State of California will pay for the rest. Though the ICC approved the abandonment of this line in 1985, the entire line out to the Chico Airport may not get pulled at the same time. It seems that the City of Chico overlooked the fact that they own the last three miles of track out to the airport, and that they must now file with the ICC for abandonment of that section before it can be pulled out. Oops! So it will be a little longer before the tracks between downtown Chico and Chico

Airport will be removed and replaced by the "Fred Davis Memorial Bikepath."

Another section of the old Sacramento Northern mainline, the 12 miles between Dozier and Libfarm, has not seen a train in at least 15 years and has been scheduled for abandonment. Approved on November 18, 1987 and effective December 3, 1987, it does not (yet) affect the Western Railroad Museum's outside connection from Rio Vista Junction. Just prior to the abandonment, U.P. ran the only train of the year to the Western Railroad Museum's connection at Dozier. This train delivered the long awaited (after three years) electric locomotives donated from Kennecott Copper in Utah. The three electric locomotives were in pieces, and distributed between six gondolas. Also delivered to this museum group was caboose WP 438, which had been donated by the UP to public television station KIXE in Sacramento.

June 17, 1987 slipped by rather quietly this year and very few people realized that on this day the corporate identity of the Western Pacific, Tidewater Southern, and Sacramento Northern disappeared. Even though the merger with the Union Pacific took place in November 1982, the actual corporate identities remained, as nothing more than "paper railroads."

General Electric locomotives are in the news this time around. Western Pacific's former U23B's in the 2251-series finally came to the end of their 15-year lease from the First Security Bank of Utah in November 1987. These locomotives have been in storage at North Little Rock, Arkansas for three years now. They have been stripped of parts by the shop personnel at the modern Jenks Shop, and have been heavily vandalized. First Security Bank "sold" them back to the UP in the first week of January 1988, because they were generally too far gone to be returned to operating condition. Your museum may attempt to acquire one of these locomotives in the future (before