

THE FRRS ARCHIVES

introduction by Thom Anderson, WPRRHS Administrator

Railroad history preservation, specifically that of the Western Pacific Railroad and its subsidiaries, is the primary mission of the Western Pacific Railroad Historical Society, the archives and historical division of the FRRS. While the most obvious form of preservation conducted under the FRRS is the collection of locomotives and cars at the Western Pacific Railroad Museum at Portola, there are other aspects of preservation that are no less important to fulfilling the mission. One of these aspects, which has been receiving much more attention lately, is the Society's archives. John Walker, WPRM Manager is our current Archivist.

Okay, we have an archives - what's in it? The primary focus for the materials is the Western Pacific, its subsidiaries, and connecting railroads. The materials include photographic slides, negatives and prints, timetables, maps, logbooks, drawings and even personnel records and diaries. There are some time books used by employees to record their work hours, company publications, copies of WP Mileposts magazines, AFE (**A**uthorization **F**or **E**xpenditure) books covering various years, and a selection of railfan and modeler type magazines, just to name a few things. All of these pieces help tell the story of the Western Pacific. It is the intent of the Society to tell that story by using these materials for books and Headlight articles, museum displays, and through other appropriate means. It does no one any good for them to be locked away, never to be seen, studied and interpreted.

The next big step for the archives is to organize and catalog them for reference and inventory. Since we have no paid staff dedicated to this effort, it has been handled thus far by volunteers, mainly the Headlight staff. Staff member Allan Lamb has developed an archives protocol for donations and cataloging the archives based upon standard practices of other museums, which we will be using. (If this project is something you are interested in participating in, contact Archivist John Walker or Headlight Editor Dave Pires.)

In the earliest years of the existence of the FRRS, no suitable site at the Museum existed to store the materials in the collection. Eventually, an insulated plug-door boxcar was converted into a temporary archives with the installation of lighting and shelves. While this temporary archives still exists and is in use today, the FRRS has since secured a climate-controlled, secure, 24-hour monitored storage site in the Reno

area where the more valuable portions of the collection have been relocated. The ultimate goal is construction of a climate-controlled archives at WPRM, either in the former WP Hospital structure or elsewhere on the Museum grounds.

The FRRS did not exist until after the WP was absorbed by Union Pacific, and did not have the benefit of a donation of any corporate files, papers, drawings, etc., directly from WP. Almost all of the materials in the archives have either been donated by private individuals or purchased from railroadiana dealers and individuals. We still need help to tell the WP story. If you have something in your collection that you think the archives might be able to use, please contact us. While our preference would be an original item, a copy is better than nothing at all in some instances. The FRRS is a 501c(3) organization and donations can be used for tax deductions.

While no one likes to discuss death, it is inevitable for all of us. Please consider including the donation of your WP materials to the Society in your will or living trust. On more than one occasion we have heard about family members of deceased railfans, unaware of the value of their departed relative's collection, sending it to a landfill when a preservation group would gladly accept it.

And now, we present a glimpse into the holdings of our archives. We hope you enjoy the show!

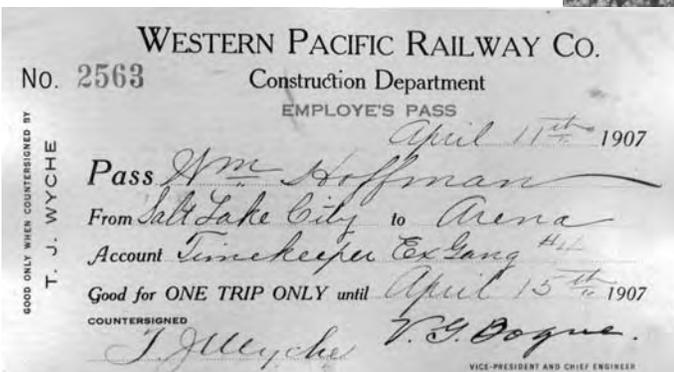


We begin near the middle of the WP's history, with a view of the engines that pulled her proudest train, the *California Zephyr*. WP FP7 804-A, a product of General Motors' Electro-Motive Division, is shown at the Oakland (CA) Roundhouse, waiting for the next call to take the "Silver Lady" east to Chicago.



We're lucky to have some interesting images from the early years of the WP. Here we have two photos showing a group possibly touring the Great Western Power Company's Las Plumas hydroelectric plant, located in the Feather River Canyon near Big Bend. We're not sure of the exact date, but its likely before 1916.

The image at right illustrates one way to cross the river. The even expressions worn by the "suits" is not what one would expect considering how hair-raising this ride must have been.





Here we have a rare shot of a ferry slip under construction. This is believed to be the Oakland slip, which soon sport a building for passenger transfer. That service would end in 1933 when the WP started running passenger trains into the SP Oakland Mole and the slip would be used solely for freight traffic until the end of ferry service on the Bay in the late 1970's.

Unlike the famous "Gold Spike" in 1869, the final spike on the WP mainline 40 years later was a largely unheralded affair. Here, a workcrew stands at the site of the last spike, located on what is now the south leg of the Keddie Wye.



A NEW ROUTE
to
ST. LOUIS AND NEW YORK

AND PRINCIPAL POINTS EAST
THROUGH CARS TO KANSAS CITY DAILY
via the
WESTERN PACIFIC
DENVER & RIO GRANDE
UNION PACIFIC
THROUGH SALT LAKE CITY AND DENVER

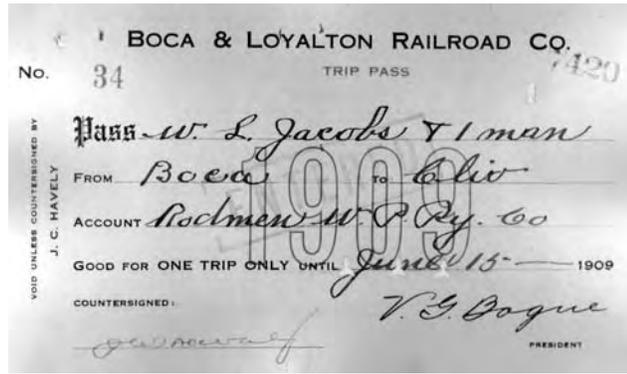
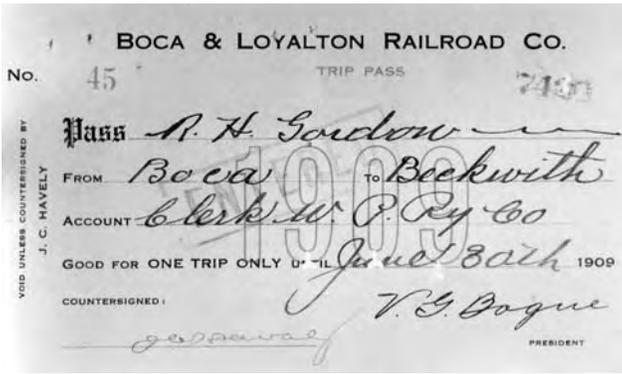
Standard and Tourist
Sleepers. Electric
Lights. Electric Fans.
Steam Heat. Obser-
vation Cars. Union
Depots.

FOR FURTHER INFORMATION APPLY TO ANY
WESTERN PACIFIC AGENT OR
TICKET OFFICES:
665 MARKET STREET, Palace Hotel, Phone Sutter 1651
MARKET STREET FERRY DEPOT, Phone Kearny 4980
1168 BROADWAY, OAKLAND, Phone Oakland 132

PLUMAS COUNTY
Feather River Indian Valley Gold Lake

This Folder tells of the
delightful vacations
that may be spent on the
WESTERN PACIFIC
GET ONE FREE

TICKET OFFICES:
665 Market Street—Ferry Building
(Palace Hotel)
TELEPHONES: SUTTER 1651
1326 Broadway, Oakland
TELEPHONE: OAKLAND 600

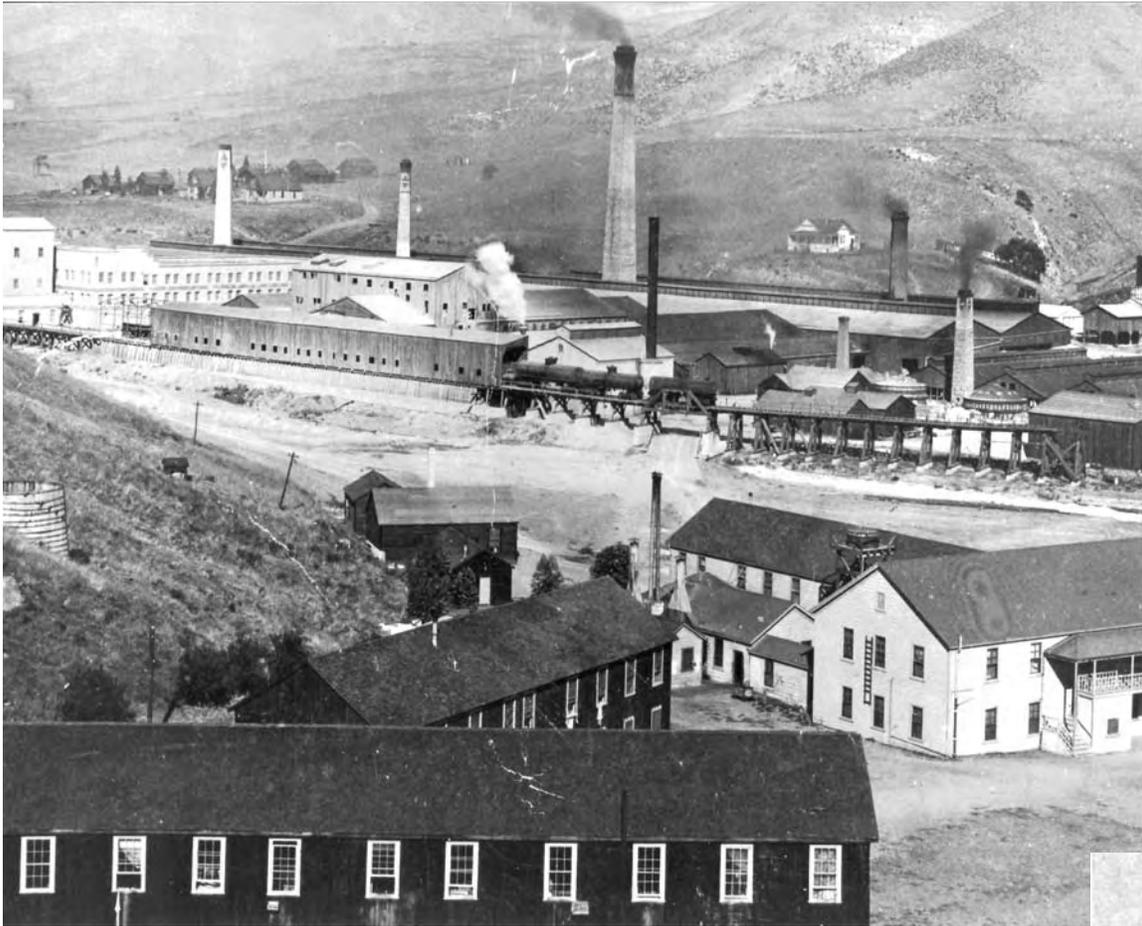


A fascinating part of the WP's history are the stories of its predecessors and subsidiaries. The passes above and photo at right are from the Boca and Loyalton Railroad. The pass at right is particularly interesting, as it shows a destination of Clio, a point not reached by B&L rails. The photo shows the aftermath of B&L plow 1 hitting something that did not want to be moved.



Deep Creek 2 was an ex-Denver and Rio Grande engine that worked this short-lived subsidiary. The DC was built to serve a mining district on the Nevada-Utah border that played out by the 1930's.





This photo shows the brick factory at Tesla, near the end of the Alameda and San Joaquin Railroad, one of the WP's main ancestors. All these buildings are long gone now, with only scattered bricks and pieces of debris to be found where they once stood. The A&SJ line from just south of Stockton to Tracy is still used today by the Union Pacific and ACE commuter trains.

An early photo showing WP 94, probably the most famous of the WP's steam locomotives, pausing at the station of Hartwell with a westbound train. Hartwell (later renamed Marston, then Quincy Jct.) became the connecting point with the Quincy Railroad. The QRR still operates today and several of its locomotives, including ex-WP 504, an Alco switcher, are now in the our collection in Portola.



WESTERN
FEATHER RIVER ROUTE
PACIFIC

"PANAMA-PACIFIC EXPRESS"
Scenic Observation Train Eastward

 SEEN FROM THE TRAIN IN DAYLIGHT

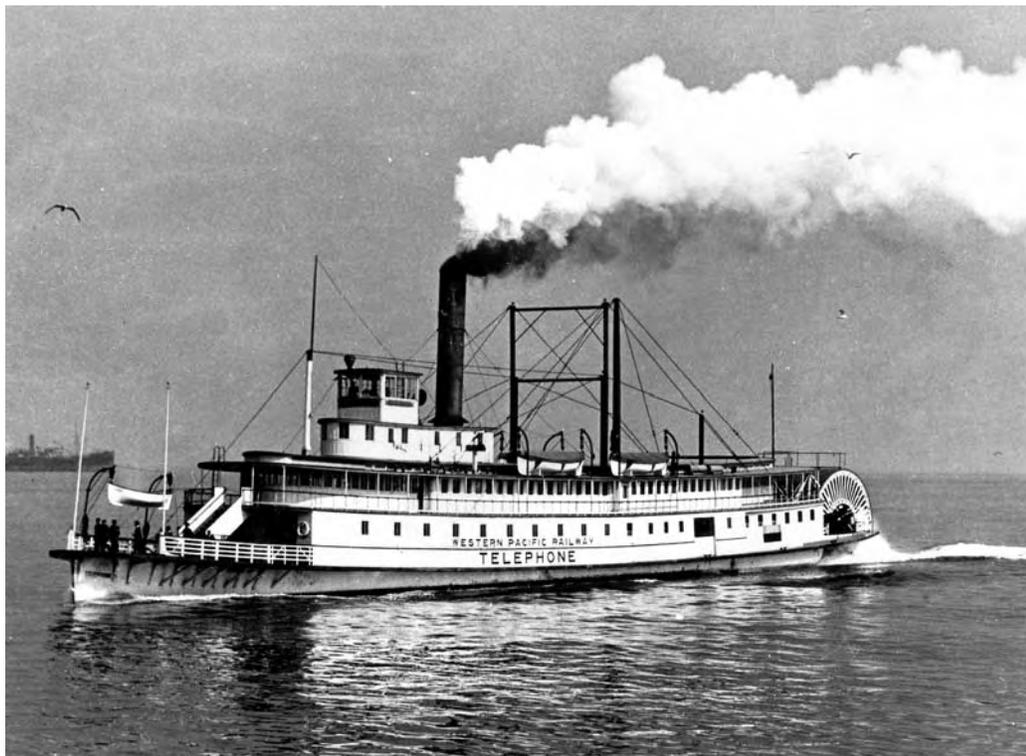
FEATHER RIVER CANYON
LISTENING SALT BEDS
GREAT SALT LAKE
SALT LAKE CITY
GRAND RIVER CANYON
EAGLE RIVER CANYON
ROYAL GORGE
PIKES PEAK

Through Sleeping Cars to St. Louis and Chicago

TICKET OFFICES
665 MARKET ST. PALACE HOTEL
 Phone Sutter 1651
UNION FERRY STATION
 Phone Kearny 4980

DENVER & RIO GRANDE RR
SCENIC LINE
WORLD

The Western Pacific's first passenger ferry, the oddly named *Telephone*, was a very fast boat. However, the days of the sternwheeler were nearly past by the time she was built and the shortcomings of her single-ended design led to her replacement early on. She was superceded by the double-ended *Edward T. Jeffery*.



W. P. TO COME INTO SAN JOSE ON OWN TRACKS

Disapproves Suggestion That Southern Pacific Line Be Used

Special Dispatch to The Chronicle.

SAN JOSE, September 13.—Definite announcement that the freight depot of the Western Pacific Railroad Company, which will soon build a branch line from Niles to this city, will be located at Bush street and the Alameda, and a disposition on the part of the city authorities to throw no obstacle in the way of the company, marked a hearing on grade crossings today before Railroad Commissioners Devin and Gordon at the City Hall.

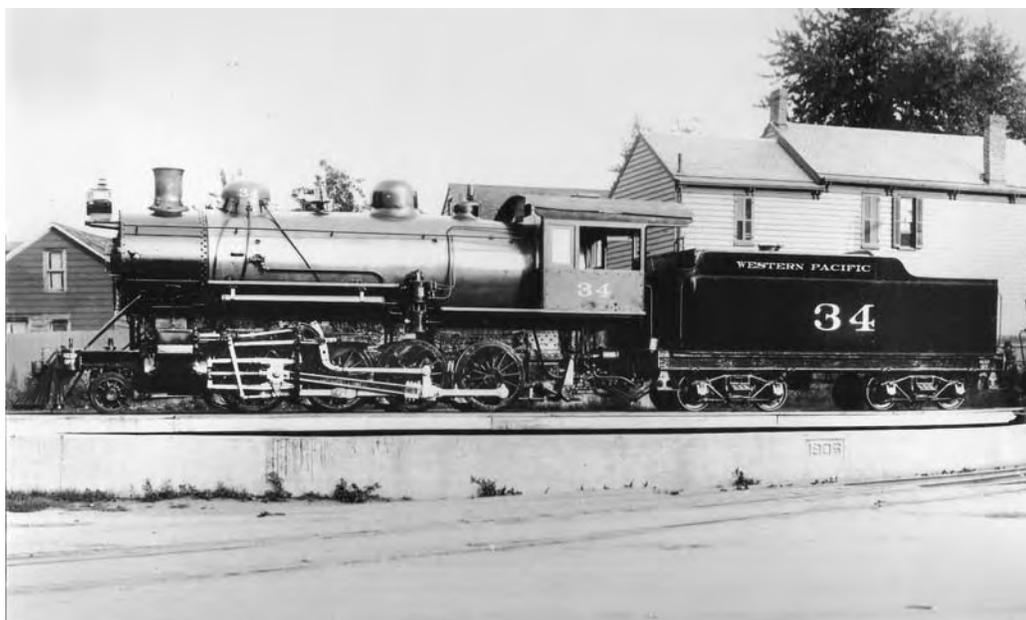
Another important declaration was that of the Western Pacific delegation that the road will come into this county on its own tracks or it will not come at all. This was the answer to City Manager T. H. Reed, who suggested the use of the Southern Pacific tracks to avoid building another line.

Reed also promised the Southern Pacific an early answer on the proposition of a franchise along Fourth street for the coast line during the hearing. Intimations from the Southern Pacific officials that they expect to retain their Fourth-street line were met with this response. The franchise there expires on January 1 next.

The most important grade crossings with which the new Western Pacific line must contend are at Alum Rock avenue and over the Monterey road south of this city. The line will skirt the city on the east and south and partly on the west to reach the Alameda and Bush-street terminal. The Monterey road carries a tremendous traffic, being part of the State highway, and Alum Rock avenue carries almost as much between this city and Alum Rock Park, in the foothills. Various civic organizations urged separations of grades here either overhead or underground. Reed said the city would insist on neither if it would stop the road coming in.

News clippings, like the San Francisco Chronicle article at left, make for interesting reading. While often reporting unrealized plans or more focused on accidents and other dramatic events, they can provide fascinating insights into aspects of the railroad rarely documented elsewhere.

Shown here early in her career, Alco built 2-8-0 34 and her kin will have a long, successful life on the WP. Although not built to the latest and greatest designs of their time, the Consolidations of the Western Pacific would work every job the railroad had, from pulling passenger trains in the Feather River Canyon to working switch jobs in Stockton. WP 26, on display in Los Angeles, is the sole survivor.



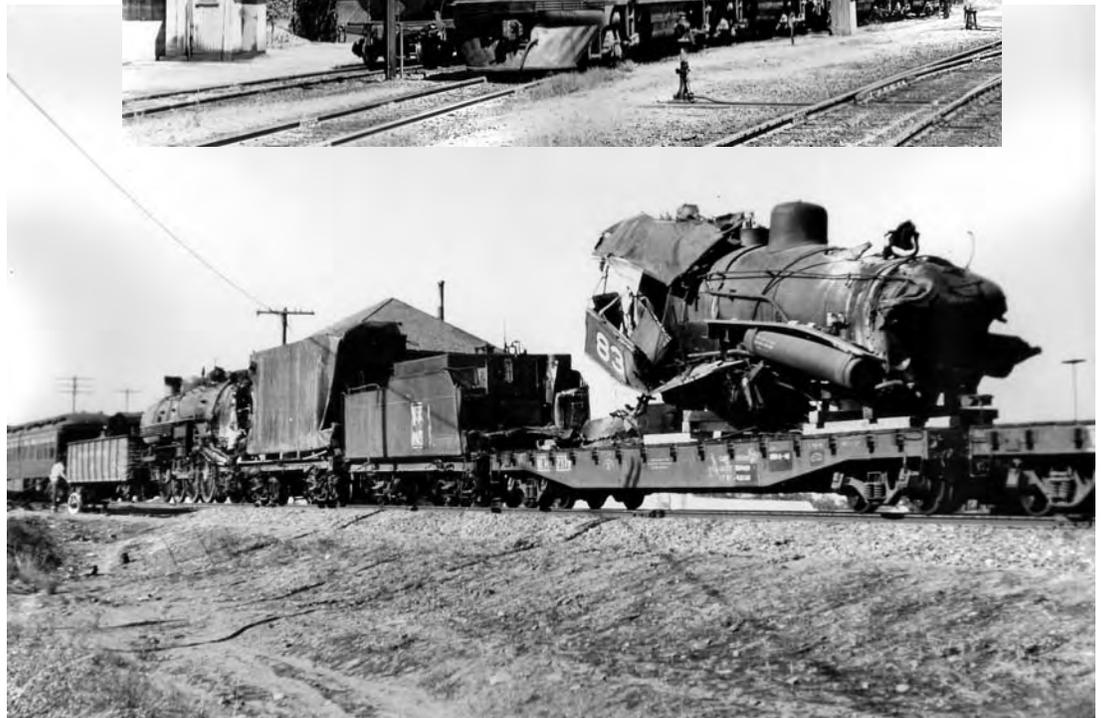


WP 7, a 2-8-0 built by Baldwin in 1906, switches a train in the Feather River Canyon, specifically at the east end of Keddie. The roundhouse, shown in the photo below, is right behind the photographer. This class of engine was the first received new by WP.

FT 903 is shown at the Keddie Roundhouse, located a few miles east of the Keddie station and the famous wye. After construction of the High Line, Keddie became an important operational center.



Consolidation 83 took a hard knock into train 40 near Sunol while running light engine. A second locomotive is also visible in this hospital move, that being the 4-8-2 that 83 ran into. According to records, the 83 was retired in running condition, so she would be rebuilt after this mishap, as unlikely as that seems from looking at the photo!



BILL OF MATERIAL

No. Pieces	Size	Length	Material	Remarks	No. Pieces	Size	Length	Material	Remarks
3	2x4	5'-0"	O.P.	Ridge	1	2x6	2'-0"	R.N.	2x8
4	"	4'-6"	"	"	3	2x11	2'-0"	"	Window Sill
15	2x3	6'-0"	"	Studs	20	2x4	7'-6"	R.N.	2x8
2	"	5'-0"	"	Plates	2	1x6	2'-0"	R.N.	2x8
2	"	4'-6"	"	"	1	2x12	1'-6"	R.N.	2x8
1	"	1'-10"	"	Window Sill	8	1x3	6'-6"	R.N.	2x8
6	"	3'-2"	"	Rafter	1	"	3'-0"	"	2x8
3	"	4'-6"	"	R. Sill	7	"	6'-6"	"	"
9	"	4'-0"	"	Wind Bracing	2	"	2'-6"	"	2x8
1	"	3'-6"	"	"	2	"	3'-0"	"	"
1	"	4'-6"	"	"	130	2x4	1'-6"	R.N.	2x8
1	"	2'-0"	"	"	1	1x4	2'-0"	R.N.	2x8
14	1x3	5'-0"	"	Ridge Board					Hardware
2	"	5'-4"	"	Ridge Board	2	"	8"	Steel	7 Nipples
1	2x6	3'-2"	"	2x3 Sill	1	6"			Safety Hinge Hump
4	1x12	4'-6"	"	2x3 Sill and Board	3	8"			Nails
2	1x2	1'-6"	"	2x3 Sill	2	4x4			"
32	2x4	1'-6"	"	2x3 Sill	12	6"			Finishing
1	1x4	2'-0"	"	2x3 Sill	1	3x4			Shingling
1/2	Roll	250 Sq. Ft.		Urban Sh. Roll					

PAINT - 1 gal. Graystone lead and oil paint
 * Iron Brown
 * Cold Water White
 Painted as per C.E. 101

THE WESTERN PACIFIC RAILROAD CO.
 STANDARD TELEPHONE BOOTH
 SCALE 1/2" & 1 1/2" = 1'-0" ADOPTED JUNE, 1927
 Rev. 6/24/27
 Rev. 8/17/27
 " 3-2-31 Rev. 4/9/31



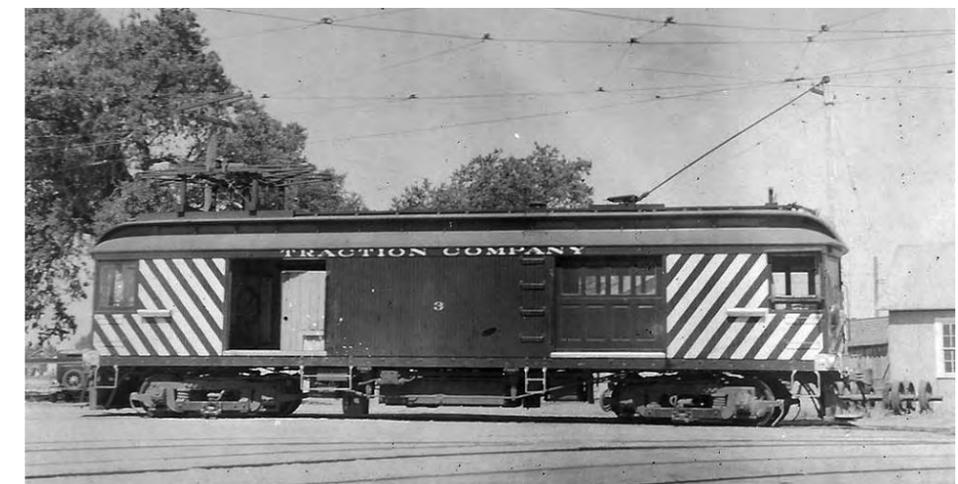
Western Pacific's second diesel locomotive sparkles in its clean, new paint job. Of the three SW1 switchers purchased by the WP, two survive: WP 501 at the WPRM and WP 502, painted for later owner Sacramento Northern, at the California State Railroad Museum.

The archives include plans for many lineside signs and small structures. Eventually, plans like these will help use recreate WP specific elements to enhance the museum grounds.

The photo below shows some of the guests arriving for the completion ceremony of the Northern California Extension at Bieber. It was so cold that the bleachers were used for firewood!



WP 204, a "Little Wamp" in WP slang, rolls through the yard at Keddie. These 2-6-6-2 Mallets were fixtures in the Canyon until they were displaced to the NCE by the arrival of the 2-8-8-2 simple articulated locomotives, "Big Wamps".



Over the years, the WP started acquiring more subsidiaries. The Central California Traction Company was co-owned with the Southern Pacific and the Santa Fe. Its line between Sacramento and Stockton connected WP's two largest subsidiaries: the Sacramento Northern and the Tidewater Southern. The CCT still operates today using diesels.

CCT 3 is a 50' long wood-bodied box motor built in 1906. It spent much of its career working around Sacramento.

THE WESTERN PACIFIC RAILROAD COMPANY
 OFFICE OF CHIEF SPECIAL AGENT
 980 MILLS BUILDING :: SAN FRANCISCO, CALIFORNIA

WANTED ON THE CHARGE OF ROBBERY

Daniel H Sweeney *J W Sweeney*

DANIEL HORACE SWEENEY - Alias JOHN WILLIAM SWEENEY

Whose Finger Prints, Signature and Description appear hereon is wanted by this office on an Indictment issued by the Federal Grand Jury at Sacramento, Calif., on March 17, 1922.

Description: Age, about 45 years; Height, 6 feet; Weight, 210 pounds; Eyes, Dark brown, hair, dark streaked with grey; Complexion, dark smooth shaven.

Has a scar about 3 inches long right side of head about 2 inches above ear: scar upper lip left side.

He is a heavy drinker and spends most of his time around "blind pigs" and soft drink parlors where "moonshine" is sold. May be found tending bar in such places.

If located, arrest and wire, J. B. HOLOHAN, United States Marshal, San Francisco, California, or the undersigned:

W. R. GROOM,
Chief Special Agent

THE WESTERN PACIFIC RAILROAD COMPANY
 1932-33 A 8989

PASS Miss Jean Brinkman and Louis J. Brinkman
 Dept. Dtr. & Dept. Son of L.J. Brinkman, Gen. Freight Agent, Michigan Central RR.

OVER ENTIRE LINE UNTIL DECEMBER 31, 1933, UNLESS OTHERWISE ORDERED OR SPECIFIED HEREON SUBJECT TO CONDITIONS ON BACK. VALID WHEN COUNTERSIGNED BY C. E. MCCONNELL, C. F. CRAB OR R. C. SELTZ. COUNTERSIGNED

R. C. Selty *E. W. Mason*
 VICE PRESIDENT AND GENERAL MANAGER

NOT TRANSFERABLE

This is a free pass based upon no consideration whatever, and may be revoked at any time. The Western Pacific Railroad Company is not a common carrier as to the holder, and no liability shall arise in favor of any person whomsoever under any circumstances, whether of negligence or otherwise, by reason of any injury to the person or any loss of or damage to the property of the holder. The holder agrees not to use this pass in violation of any law and certifies that he is entitled by law to use it. To be forfeited if presented by any other person.

I accept the foregoing conditions.

Sign in ink.

IF CHANGED OR ALTERED PASS WILL BE FORFEITED.

Louis J. Brinkman

Passes and other paperwork give a glimpse into the everyday operations of the railroad. One of the more interesting items is the WP Special Agent's "10 Card" shown at left.

An aerial view of the Oakland railyard and the nearby docks. The WP roundhouse is just below and to the right of the photo's center. The line out to the ferry terminal can be seen in the upper right. This view is much different today, with much of the WP facility replaced by huge container terminals.





The WP's marine fleet was never the size of the Southern Pacific's, but it contained a number of very interesting ships. The most distinctive was the self-propelled car ferry *Las Plumas*, the last railroad ferry built for service in California.

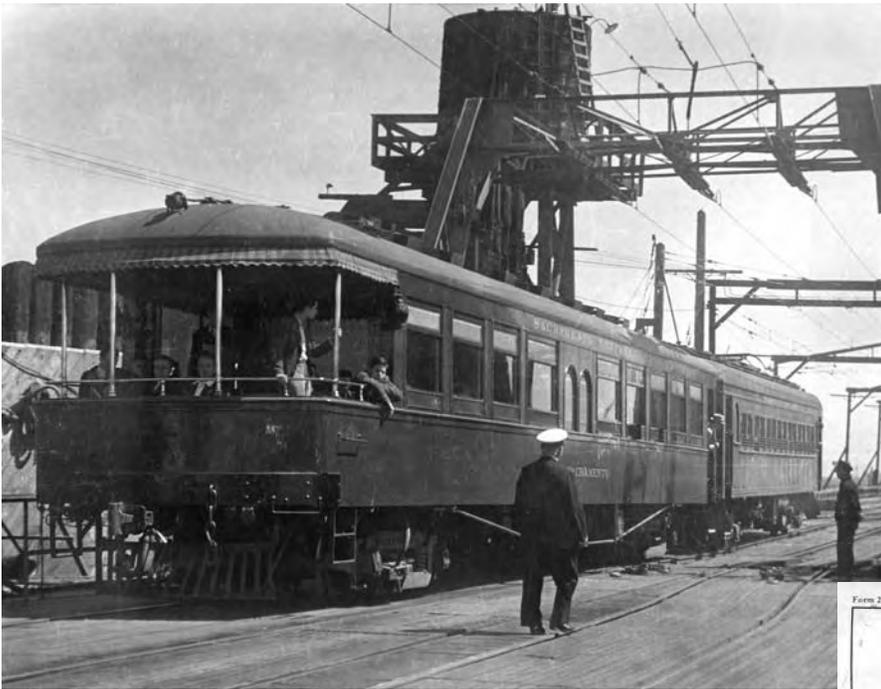
The photo at left shows the boat's dedication ceremony in San Francisco, after it arrived from its builder in Portland, OR. The year is 1957. Three WP heavyweight passenger cars provided crew quarters for the trip down the coast and are still on the deck.

Here we see the *Las Plumas* in later years, with larger lettering and a full deck of freight cars.

Aside from photos, the archives also include logbooks, tracking paperwork and one of the wooden name plaques from the boat. Today, the unique *Las Plumas* has been cutdown to a lowly barge and serves in the Vancouver, BC area, renamed the *Link 100*.



WP's prior fleet is represented by the *Hercules*, a former ocean-going tugboat. Kept as a back-up when the *Las Plumas* was new, the *Hercules* was eventually retired and preserved at the San Francisco Maritime Museum. She is still there today, kept in working order and surrounded by other historic ships.



The well-loved Sacramento Northern was the WP's largest subsidiary. While it was known for its interurban service, the WP covered the line for its freight revenue.

The parlor car "Sacramento" rolls off the car ferry Ramon in the photo at top. In the middle photo, we see car 1005 at the Transbay Terminal in San Francisco, having just made a run across the Bay Bridge. The 1005 survives today at the Western Railway Museum. At right, our own WP 805-A leads the California Zephyr through Marysville, CA and past freight motor 654, another piece of the SN preserved at the WRM.

GOING		RETURN	
FROM	TO	FROM	TO
ATLANTA	ATLANTA	ATLANTA	ATLANTA
AURORA	AURORA	AURORA	AURORA
CARROLLTON	CARROLLTON	CARROLLTON	CARROLLTON
ESCALON	ESCALON	ESCALON	ESCALON
FIVE CORNERS	FIVE CORNERS	FIVE CORNERS	FIVE CORNERS
MC HENRY	MC HENRY	MC HENRY	MC HENRY
MOORESTOWN	MOORESTOWN	MOORESTOWN	MOORESTOWN
MYERS	MYERS	MYERS	MYERS
OAK POINT	OAK POINT	OAK POINT	OAK POINT
PARK VIEW	PARK VIEW	PARK VIEW	PARK VIEW
SEXTON	SEXTON	SEXTON	SEXTON
SIMMS	SIMMS	SIMMS	SIMMS
STANDFORD	STANDFORD	STANDFORD	STANDFORD
STEWART	STEWART	STEWART	STEWART
STOCKTON	STOCKTON	STOCKTON	STOCKTON
SUMMER HOME	SUMMER HOME	SUMMER HOME	SUMMER HOME
TURNER	TURNER	TURNER	TURNER
VAN ALLEN	VAN ALLEN	VAN ALLEN	VAN ALLEN
VOLSTEAD	VOLSTEAD	VOLSTEAD	VOLSTEAD
WIDLEY	WIDLEY	WIDLEY	WIDLEY

Form 27 8558

Good for One Passage

FROM and TO Station and of the Class indicated by Punch Marks in Margin hereof

Agents will be required to stamp this ticket in accordance with the regulations of the Interstate Commerce Commission.

VOID AFTER: 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

Form 243 3M

Agent selling Original Ticket will Stamp this in Space indicated.

SACRAMENTO NORTHERN RAILROAD
RECEIPT FOR FARE PAID

Agents will give receipt on this blank for tickets purchased, whenever requested

Received of M. Thru 1918 whose signature precedes, Dollars (\$ 3.18)

for ONE ticket from Sacramento to Chico

Form Number 28548 via J. M. Ry.

Date August 1 1928 Agent Roy Kirschman

The issuance of this certificate of fare paid in a place of meeting does not imply reduced fare returning; a reduction will be available only if arranged for and subject to the conditions under which required certification of Secretary of the meeting may be secured, and provided tariff conditions are fulfilled. Carriers are not responsible for any conditions as to membership or otherwise, the observance of which an organization may require before certificate will be signed. This certificate is void if altered or if not filled in, signed and stamped by agent of Sacramento Northern Railroad. See conditions on other side.

Complete Route must be filled in Clearly when Tickets read over Connecting Lines.

Form F 164-7-26-2500

Agent selling Original Ticket will Stamp this in Space indicated.

SAN FRANCISCO-SACRAMENTO RAILROAD CO.
RECEIPT FOR FARE PAID

Agents will give receipt on this blank for tickets purchased, whenever requested

Received of M. Three whose signature precedes, Dollars (\$ 3.18)

for ONE ticket from Sacramento to Chico

Form Number 28548 via J. M. Ry.

Date May 31 1927 Agent Roy Kirschman

The issuance of this Certificate of fare paid in a place of meeting does not imply reduced fare returning; a reduction will be available only if arranged for and subject to the conditions under which required certification of Secretary of the meeting may be secured, and provided tariff conditions are fulfilled. Carriers are not responsible for any conditions as to membership or otherwise, the observance of which an organization may require before certificate will be signed. This certificate is VOID if altered or if not filled in, signed and stamped by agent of San Francisco-Sacramento Railroad Company. See conditions on other side.

Complete Route must be filled in Clearly when Tickets read over Connecting Lines.





Another interurban in the WP family was the Tidewater Southern, which ran south from Stockton into the most fertile part of the San Joaquin Valley. Here, TS employees pose with Jewett built interurban car 201 as it waits at the depot in Modesto, CA. The interurban cars stopped running in 1932. The TS mainline ran down the middle of the main drag, Ninth Street, and was finally removed in 2001. The rest of the TS is still operated today by the Union Pacific.

216
 THE WESTERN PACIFIC RAILROAD COMPANY
 C. Z. ORDER ON SHOPS

Mechanical Department of Car
 Month of 1-16, 1961

Car Removed From S. Hostel AP832
 Name Number

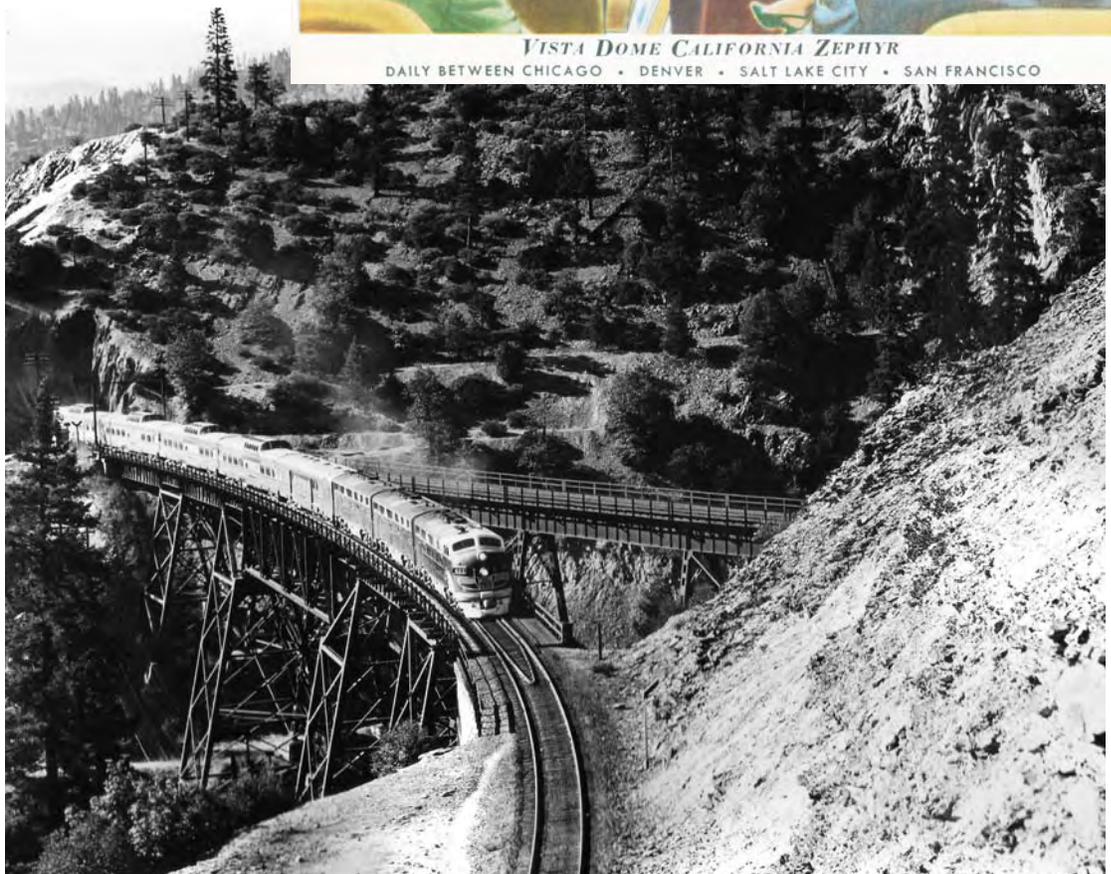
Employee's Name _____
 (Rate) _____ Time _____
 Occupation _____ Completed 2-20, 1961

1#506090 Inter Filler Cover Partition
 Description of Work

Charge to S.O. 2787



The California Zephyr was the proudest train on the entire railroad. Here it crosses the famous wye at Keddie, CA, heading east for Chicago. Advertisements and postcards in the archives attest to the public image that the train imparted to the railroad. Other items are more mundane, but show the train's inner workings, such as the shop ticket for dome-lounge "Silver Hostel", now preserved in Portola.



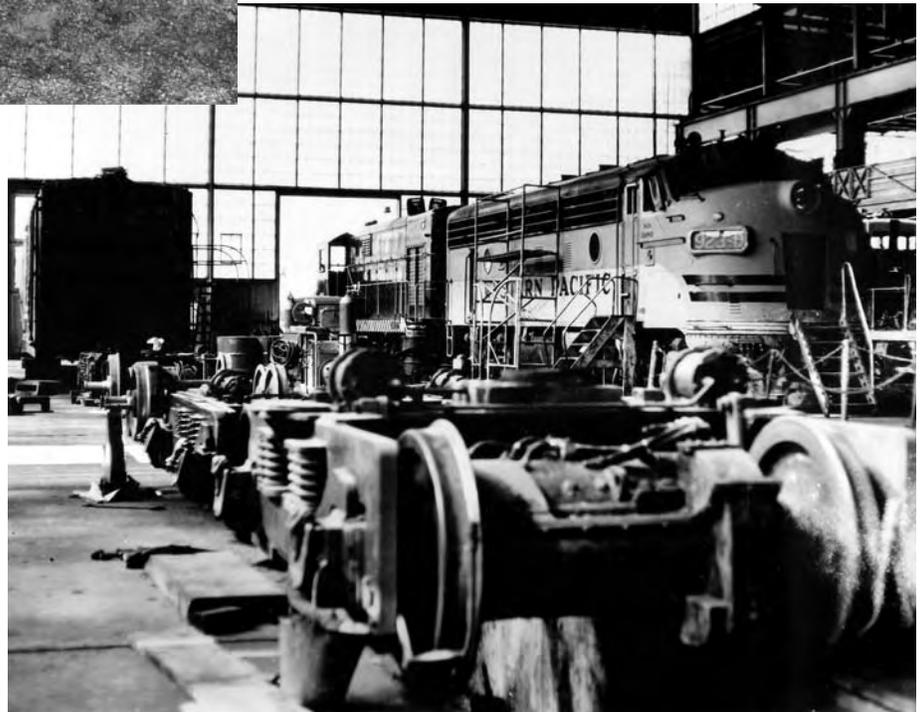
Even in the archives, motive power and rolling stock get much of the glory, particularly in photographs. Some of the most interesting images, however, capture the infrastructure and people of the railroad, preserving now rare looks into what went on in the background and who was making it happen.

A locomotive wash rack at the large Jeffery Shops in Sacramento. Originally the main system shop, it became strictly a carshop with the opening of the locomotive facility in Stockton. By the 1990's, this was all gone.



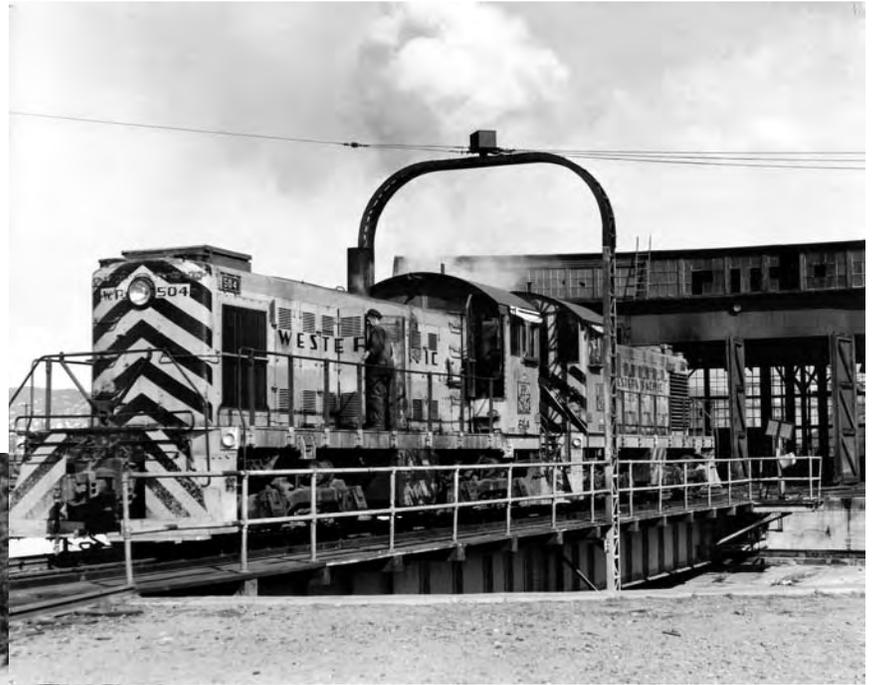
A barebones ground throw switch is captured as an artistic still life at left.

An F-unit and a U.S. Army Fairbanks-Morse switcher provide a backdrop for several locomotive trucks inside Jeffery Shops.



Myron M. Christy, ninth president of the Western Pacific, served from 1965 to 1970. He started working for the railroad in 1949.

At right, two Alco switchers, including the 504, now preserved in Portola, take a spin on the Oroville Turntable. This turntable itself is now owned by the FRRS and will one day be rebuilt at the museum.



Here we see the small roundhouse at Keddie. This site would remain vital to operations in the Canyon until the 1950's, when the capabilities of the diesel locomotives rendered this picturesque facility obsolete. The yard at this spot remained in service into the 1970's.

An aerial view of the Portola yard and diesel shop, now home to the Western Pacific Railroad Museum. Visible on the bluff above the yard, left middle of the photo, is the WP Hospital, now owned by the FRRS and eventual home of the Arthur W. Keddie Railroad Library.



In a smoking display of raw horsepower, GE U30B locomotive 761 leads a brace of 4 sisters past the depot at Keddie. They are about to cross the Keddie Wye, considered by many to be the heart of the railroad.



There are few places one can see a train do this. GP20 2007 leads a westbound train around Williams Loop, a famous WP location created to maintain a maximum 1% grade for the Oakland to Salt Lake City mainline.

WP GP35 3022 leads an eastbound train out of the tunnel at Beckwourth Pass, the lowest crossing of the Sierra Nevada and one of the key locations that made the Feather River Route possible. The track in the foreground leads to the Reno Branch, which heads south from this point to its namesake city. Set on the hill above the tunnel is the abandoned right of way of the Sierra Valley Railway, a narrow gauge line that preceded the WP into this area by over 10 years.

