

EQUIPMENT ROSTER

In the last several years, there have been a number of changes to the museum collection. In this issue of the Train Sheet, you will find the latest roster for the museum as we enter 2009, the 100th year since the completion of the Western Pacific Railroad.

For a few items, you will find photos and extra information, but this barely scratches the surface on our assemblage of historic railroad equipment. Within the collection are some very significant, rare and well-known pieces. One of our gondolas, for instance, was one of the earliest freight cars built with roller bearing trucks, now the industry standard. One of the first turbocharged locomotives from the Electro-Motive Division of General Motors calls Portola home, as does one of the oldest diesel electric locos in existence.

Breaking the collection down, we have 39 locomotives, with 37 of them being diesels, and one each of steam and electric engines. The steam locomotive and 18 of the diesels are power from the Western Pacific or one of its subsidiary roads, plus two more diesels that are replicas of WP units. Included here are WP's first diesel, last surviving passenger diesel, sole intact General Electric road diesel, Tidewater Southern's first diesel and one of the Sacramento Northern's last diesels.

The electric loco and seven diesels are from WP customers or connecting shortlines. A Fairbanks-Morse switcher that moved Army traffic to the WP at Herlong, CA is one of them, as well as a Baldwin that brought steel mill cars to the Sacramento Northern in Pittsburg, CA. The largest group, two diesels and our sole electric, comes from the Kennecott Copper Corporation and their operations in Nevada and Utah.

And, of course, we have several locos from connecting and competing Class 1 railroads, including the last of the mighty Centennial locomotives ever built.

Our caboose roster consists of 19 cars, featuring wood and steel versions from the WP, the last caboose acquired by the SN and the last caboose used by the Central California Traction. Two WP cars deserve special mention: the 614 is the sole known survivor of a style referred to as "Canyon" cabooses, while 484 is still maintained as a mainline ready car and can be found trailing FRRS trains whenever they leave the museum.

The Maintenance of Way collection (MW) is equaled by few other museums. The queen of the fleet is 200 ton derrick WP MW37, the railroad's biggest hook and still operational. We also have several cars from the 37's support train. Two other cranes are also on display, including a tiny, self-propelled Burro crane from the WP. Another impressive piece is our ex-Southern Pacific rotary snowplow, a still operational unit with a

fascinating history, including use on the Western Pacific and participation in the famous "City of San Francisco" rescue. You will also find a humble outfit car used in the construction of the Western Pacific.

Ten years ago, the WPRM featured no cars from the WP's proudest train, the *California Zephyr*. Today, we roster four cars from the Silver Lady, including the last intact diner and three dome cars. The passenger roster includes 14 other cars, with some used to support WPRM volunteers, others dedicated to our "roadshow" trains and some having historic significance to the WP, including the railroad's last surviving heavyweight sleeper and the "Charles O. Sweetwood" Red Cross car.

Our boxcar collection is one of the more complete to be found anywhere. The oldest car dates from 1909, while the newest was built in 1980. In all, 33 cars (plus a few in our MW collection), some built with pioneering systems used to protect cargo, are on the roster. We also have an nearly complete evolution of refrigerator and ice cars, from early 20th century wood bodied ice reefers to cryogenic cars.

The oldest freight car in the collection is one of our flat cars, built in 1907. We have two ex-WP hopper cars originally built to construct dams: Oroville on the Feather River and the famous Hoover Dam on the Colorado River. There are also gondolas, tank cars, flat cars both wood and steel, and hopper cars, with most hailing from the WP family or serving vital support functions to the FRRS and our work.

In all, we have over 170 pieces of rail equipment owned or on loan at the museum, giving us one of the largest and most focused collections in the nation. While our building of a complete WP collection will continue, the goal in the last few years has been transitioning to one of restoration and refinement. Many of the "jewels" of the collection have been restored by our volunteers, including WP GP7 707, GP20 2001 and cabooses 428 and 484. In the last 10 years, over 18 pieces have received major restoration or repair efforts.

Preserving this much living history is not a simple or inexpensive venture. We have several active projects, including WP 0-6-0 165, FP7 805-A, U30B 3051, GP9 731 and our CZ cars. In all, about 10 pieces are slated for major work in the next 2-3 years. And many others need funds and care. WP boxcar 3032, for example, requires repair to reverse body rust and a repaint to its dazzling silver feather scheme. TS bunk car 0565-H, with a unique history as a depot, needs trucks and body work to hold off the elements.

Your support, as always, has been crucial to creating this amazing collection. We hope you enjoy exploring it and continue to support our efforts.