

## Central California Traction all-time electric and internal combustion locomotive roster

“Completed”

### Locomotive Data

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Sources	Notes
1 1 <sup>st</sup>	New	Note 1	?	CCT	Note 1	?	1905	1,2,3	1
1 2 <sup>nd</sup> , 2	New?	Note 2	?	American	Note 2	?	1906	1	2
3	New?	Note 2	?	American	Note 2	759	1906 or 11/07	1,2	2
4	New?	Note 3	?	Holman	Note 3	?	1910	1	3
6	New	Note 4	?	CCT	Note 4	?	1921	1	4
7	Note 5	Retired	?	Note 5	Note 5	?	1929	1,4	5
8,9	Note 6	Note 6	?	Note 6	Note 6	?	1930?	1	6
10	Note 6	Note 6	?	Note 6	Note 6	3060	02/30	2	6
21,22	Note 7	Note 7	?	Note 7	Note 7	?	?	1	7
23,24	Note 8	Note 8	?	BLW-WES	Note 8	60045,60046	05/27	2	8
25	New	Note 9	?	GE	44 Ton	28339	12/46	2,6,7	9
26	New	Note 9	?	GE	44 Ton	Note 9	11/46	6,7	9
30	New	Retired	?	GE	70 Ton	28512	01/47	7,8	10
31,32	New	Retired	?	GE	70 Ton	29082,29083	08/47	8	10
40,41	Note 11	Retired	?	ALCO	S-1	68678,68679	02/42	7	11
42	Note 11	Retired	?	ALCO	S-1	69610	01/42	7	11
43	2369	45	?	ALCO	S-2	77123	10/49	7,10	12
44	Note 13		?	EMD	GP7r	18885	11/53	7,10	13
45	43	Retired	?	ALCO	S-2	77123	10/49	7,10	12
50	Note 14	Note 14	?	ALCO	S-4	78777	05/51	2,7,13	14
60,70	Note 15	Note 15	?	EMD	GP7	16906,18418	08/52,04/53	2,7,14	15
80	Note 16	Note 16	?	ALCO	RS-1	77840	11/49	2,3,7	16
700	Note 15	Note 15	?	EMD	GP7	18228	05/53	7,15,16,17	15
1146,1172	Note 17	1504,1503	?	EMD	SW1500	35803,4608-14	02/70,11/71	7,15	17
1201,1202	New		?	BLG	BLG12CG	9912,9920	11,12/14	7,18	18
(1222)	Note 17	Note 17	?	EMD	SW1500	4608-87	08/72	1,7	17
1501,1502	Note 17		?	EMD	SW1500	4608-20,16	11/71	7,15	17
1503,1504	1172,1146		?	EMD	SW1500	4608-14,35803	11/71,02/70	7,15	17
1790	Note 19		?	EMD	GP18		02/60	7	19
1795	Note 19	Note 19	?	EMD	GP18	26936	10/61	7	19
2101	New		?	BLG	BL21CG	?	11/11	1	20
(2260)	Note 21	Note 21	?	E,D	GP9r	21570	05/56	1,10	21
2369?	Note 12	43	?	ALCO	S-2	77123	10/49	7,10	12

Notes:

1	1 was a 32-foot center cab “motor flatcar” built by CCT's shops. It was rebuilt in 1912 to a steeplecab freight motor and s/f/u Tidewater Southern and r#
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	100. It entered service in 1913 and was scrapped in 1948.
2	<p>1 2<sup>nd</sup>, 2 and 3 were 50-foot double-door, "RR Roof" freight motors built by American Car. 1 2<sup>nd</sup> and 2 are listed only on Trainweb, with no explanation of the 1906 build date versus 1 1<sup>st</sup> not being retired until 1912 per Trainweb or 1913 per Ross. Trainweb has 3 built in 1906, Ross 11/"2007," typo for 1907.</p> <p>Dispositions:</p> <ul style="list-style-type: none"> <li>• 3 was rebuilt to caboose 18 in 1947, retired 11/53.</li> <li>• 1 2<sup>nd</sup> and 2, unknown.</li> </ul>
3	4 was a 45' single-door, RR-roof freight motor. No other information is available. (5 was a line car, and is outside the scope of this roster.)
4	6 was a 40' single-door, arch-roof freight motor. No other information is available. (5 was a line car, and is outside the scope of this roster.)
5	7 was a 55' steel-body, double-door, arch-roof freight motor. Its body was built by J. G. Brill & Company to replace the body on the Washington, Baltimore & Annapolis Electric Railway's motor 1, which had burned up; 1's General Electric electrical components were reused. It was sold to CCT via dealer Boston Iron & Metal in 1936. It was retired circa 1948 and sold to the M. C. Davidson scrapyard in Stockton, where it was photographed in August 1959. Davidson was acquired by Levin metals in 1967, and Levin donated it to the Bay Area Electric Railway Association's Western Railway Museum at Rio Vista Junction, California, where it has been operational since 1969 <sup>4</sup> .
6	<p>8-10 were 51' single-door, arch-roofed freight motors built by Cincinnati Car Company. Ross provides 10's history and it is likely that 8 and 9 had the same origins. 10 is nee-Cincinnati &amp; Lake Erie 638, acquired by CCT in 1938.</p> <p>Dispositions:</p> <ul style="list-style-type: none"> <li>• 10 s/f/u Pacific Electric in 1947; assigned 1469, retired instead and scrapped 10/48.</li> <li>• 8 and 9, unknown.</li> </ul>
7	21 and 22 were "old-type California car" passenger motors. No other information is available.
8	<p>23 and 24 were built as flat-roofed steeplecabs by Baldwin-Westinghouse, nee-Red River Lumber Company 203,204, acquired 1944. 203 had been in an accident and was rebuilt as a semi-streamlined boxcab.</p> <p>Dispositions: Both were s/f/u Pacific Electric 12/47, r# 1593 and 1592 respectively; s/f/u Ferrocarril Gen Urquiza 1951, not r#; became Ferrocarril Argentina 953 and 952.</p>
9	<p>44-ton GE notes:</p> <ul style="list-style-type: none"> <li>• Build numbers for 44 Ton SN 146 and CCT 26 were confused at the factory. GE records have 146 as 28333 and 26 as 28336, plates on the locomotives are the opposite.</li> </ul> <p>Dispositions:</p> <ul style="list-style-type: none"> <li>• 25 sold to dealer Solano Rail Car Company, Oroville, California in 1970; never delivered, then s/f/u by Solano to Stockton Terminal &amp; Eastern 04/02/71, r# 25; s/f/u Chemurgic Agricultural Chemicals Inc., Turlock, California 1992, not r#; painted in WP Silver and Orange and relettered "Turlock Western 25" circa 04/94, still there as of 06/14/2012 under ownership of Dieselmotive Company Inc., reporting mark BUGX <sup>5</sup>.</li> <li>• 26 sold to Associated Metals 04/66. Werkema has it being used there as 26, then s/f/u "Splano" (Solano?) Steel, also as 26. Source 6 has it being s/f/s Associated at Benicia, California, but still intact on the property as of 08/70 with no update by early 1975. Trainweb has only the sale to Associated with no further explanation, and Ross omits the unit entirely.</li> </ul>

10	<p>70-ton GE dispositions:</p> <ul style="list-style-type: none"> <li>• 30 retired 01/66, to the Bay Area Electric Railway Association's Western Railway Museum at Rio Vista Junction, California; Reich says it was purchased by James C. Bruggere, Kenneth Anderson and Henry C. Markwart for BAERA.</li> <li>• 31 sold 10/66 to Associated Metals; s/f/u and not r# per Werkema<sup>8</sup>.</li> <li>• 32 sold to Preston W. Duffy (dealer)<sup>8</sup> or s/f/s 01/66 Associated Metals in Sacramento<sup>1</sup>; s/f/s Associated by Duffy? Reich does not mention Duffy.</li> </ul>
11	<p>S-1 notes and dispositions:</p> <ul style="list-style-type: none"> <li>• 40 and 41 nee-Alameda Belt Line D-1 and D-2 11/63 and 07/64 respectively.</li> <li>• 42 nee-Northern Pacific Terminal 34.</li> </ul> <p>Dispositions:</p> <ul style="list-style-type: none"> <li>• 40 and 41 s/f/cnb Stockton Terminal &amp; Eastern 04/76.</li> <li>• 42 sold to Jim Bruggere 03/83, last reported stored at Willits, California; last reported there 11/28/15<sup>9</sup>.</li> </ul>
12	<p>The lone S-2 on the roster is nee-AT&amp;SF 2369. Accounts of its history vary. Crossett shows it retired "18/26 Aug 71," s/f/u CCT 12/02/71 and r# 43, then r# 45. Werkema has it operating as 2369, r# 43, then 45; Trainweb has it acquired 09/71 simply as 45. It was wrecked in a bridge collapse 03/08/73 and scrapped.</p>
13	<p>GP7r 44 is ex-Alameda Belt Line 44 late 1998, exx-2144 (per Werkema only), exxx-AT&amp;SF 2144 07/10/93, rebuilt with chop nose and removal of dynamic brake as part of capital campaign from AT&amp;SF 2868 12/78.</p>
14	<p>S-4 50 is nee-WP 563 upon retirement by WP 10/24/73. FRRS states CCT traded it back to WP for Tidewater Southern RS-1 746 because CCT needed more locomotive than an S-4; all other sources call the deal an outright sale. At any rate, WP sold it to Foster Farms, Livingston, California 01/10/77; purchased by (donated to per Ross) Feather River Rail Society members 12/96 and restored as WP 563.</p>
15	<p>GP7 notes:</p> <ul style="list-style-type: none"> <li>• 60 and 70 are nee-RDG 607 and 618 1976, 09/75.</li> <li>• 700 is ex-Harbor Belt Lines 102 by 06/14/08, exx-Omnitrax by 03/24/96, exxx-C&amp;NW 4296 10/93 after retirement that year, nee-1650 via capital rebuild program 01/81. Source 9 has images of it operating in HBL livery. Werkema also has it as exx-Pacific Harbor Lines 102, but it does not appear on available PHL rosters.</li> </ul> <p>Dispositions:</p> <ul style="list-style-type: none"> <li>• 60 s/f/u Sierra, r# 47 1999.</li> <li>• 70 s/f/u Eureka Southern, r# 70 1984; inherited by North Coast 1992, not r#; inherited by NWP 1996, not r#, stored at last report.</li> </ul>
16	<p>RS-1 80 is ex-Tidewater Southern 746 12/76, exx-UP 1218 02/02/70 via Chrome Crankshaft (d) 12/27/69, exxx-Spokane International same, nee-SI 207 10/06/58. See Strack for discussion of their history under UP ownership. FRRS states that it was traded by WP to CCT for their S-4 50 because CCT needed more locomotive than an S-4; all other sources call the deal an outright sale. Sold to Jim Bruggere 03/83; last reported stored in Willits, California, still there as of 08/21/11<sup>9</sup>.</p>
17	<p>SW1500 notes:</p> <ul style="list-style-type: none"> <li>• 1146 and 1172 ex-UP 1146, 1172 07/01/99, nee-SP 2567, 2604 09/17/97 and 03/17/97 respectively. Strack shows this sale date and a UP retirement date of 07/30/99; perhaps they were leased to CCT before sale. They were r# 1504 and 1503, apparently around or after acquisition</li> </ul>

	<p>of 1501 and 1502. Trainweb does not show them as CCT 1146 and 1172.</p> <ul style="list-style-type: none"> <li>• Werkema lists 1222 as a CCT engine. Trainweb shows it only leased from UP (their UPY 1222) from February into fall 2004.</li> </ul> <p>Sources concur on the build numbers, dates and former SP numbers of 1501 and 1502 but not much else:</p> <ul style="list-style-type: none"> <li>• Trainweb lists them as operating only as 1501 and 1502, ex-UPY 1178 and 1174 06/02 and 09/04 respectively, nee-SP 2606 and 2610.</li> <li>• Werkema provides no transaction dates, and shows them both operating as CCT 1178 and 1174 respectively, with 1178 being former UP 1178.</li> <li>• Ross makes no mention of either; his site is based around available images of units.</li> <li>• Strack has UP 1174 being retired and sold to CCT as 1502 04/28/03, and UPY 1178 retired 05/25/04 with no sale date.</li> </ul>
18	Werkema has original build dates of "09-12/71" for 1201 and 1202, with no further data about their cores. A comment in Source 18 likened their appearance to New Haven's E-33 "bricks" Build dates are per Werkema, and they were shipped from Brookville 04/2015.
19	<p>GP18s 1790 and 1795 are nee-CRI&amp;P 1343 and 1359 02/81 via Chrome Crankshaft (d) 05/81.</p> <p>Dispositions:</p> <ul style="list-style-type: none"> <li>• 1795 s/f/u Chemurgic Agricultural Chemicals Inc. <sup>5</sup> or Bruggers &amp; Monson <sup>2</sup>, Turlock, California 04/00, not r#; still there as of 08/26/2010 under ownership of Dieselmotive Company Inc., reporting mark BUGX <sup>5</sup>.</li> </ul>
20	Brookville BL21CG 2101's core unit was Maine Central GP38 239.
21	GP9r 2260 was not owned by CCT; it was leased from BNSF 06/02-02/04. It was BNSF 2260 (unrenumbered from the merger), ex-AT&SF 2260, exx-2900 via capital rebuild program, nee-700.

Sources:

1. <http://www.trainweb.org/tractionco/roster.html>, downloaded 04/07/2022 - "Trainweb."
2. <https://donsdepot.donrossgroup.net/dr1647.htm>, downloaded 04/07/2022 - "Ross."
3. <http://www.tidewatersouthernrailway.org/index.php/tsrw-equipment/locomotives2>, downloaded 04/04/2022 - "TSRHS."
4. <https://www.wrm.org/visit/car-roster/locomotives> and related pages, visited 04/07/2022 - "WRM"
5. <http://www.rrpicturearchives.net/locoList.aspx?id=TWRR> and related pages, visited 04/07/2022
6. 44-ton GE roster, X2200S Issue 52 page 14.
7. <https://www.thedieselshop.us/CCT.HTML> downloaded 03/13/2021 - "Werkema."
8. 70-Ton GE roster, X2200S Issue 29 Page 21.
9. <http://www.rrpicturearchives.net/locoList.aspx?id=CCT> downloaded 04/07/2022.
10. [https://old.atsfrr.org/resources/CrossetGene/ATSF\\_all-time%20diesel%20roster/index.htm](https://old.atsfrr.org/resources/CrossetGene/ATSF_all-time%20diesel%20roster/index.htm), visited 04/08/2022 - "Crossett."
11. <https://www.wplives.org/locomotivepages.html>, visited 03/2022 - "FRRS."
12. *Shortlines of California* summary, compiled by Sy Reich as of 2<sup>nd</sup> Quarter 1971 and published in *Railroad Magazine* - "Reich."
13. <https://www.wplives.com/about-wp/motivepower/drosters.php>, downloaded 03/18/2022 - "Brehm"
14. RDG roster, X2200 issue 24, pages 19-22.
15. <https://utahrails.net>, various pages - "Strack."
16. <http://www.rrpicturearchives.net/locoList.aspx?id=HBL>, visited 04/08/2022.
17. <https://www.thedieselshop.us/PHL.HTML> downloaded 01/12/2022.
18. <https://www.trainorders.com/discussion/read.php?2,3712062>, visited 04/08/2022.
19. <http://www.rrpicturearchives.net/LoCoPicture.aspx?id=145088>, visited 04/08/2022.