

Sacramento Northern all-time electric and internal combustion roster

Locomotive Data

“Completed” 04/04/2022

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
141	Note 1	Note 1	S-26	GE	44 Ton	15121	04/42		1
142	New	Note 1	S-26	GE	44 Ton	28331	11/46		1
143	New	Retired	S-26	GE	44 Ton	28332	11/46		1
144-146	New	Note 1	S-26	GE	44 Ton	28334-28336	11/46		1
147	Note 1	Note 1	S-26	GE	44 Ton	15120	04/42		1
201,202	New	Note 2	S-41	GE	70 Ton	32297,32295	06,07/56		2
301,302	Note 3	301AD	D-62	EMD	F3A	3146,3147	01,02.48		3
303?	Note 3	Note 3	D-62	EMD	F3A	3148	03/48		3
301AD	301,302	Retired	D-62	EMD	F3A	3146,3147	01,02.48		3
401	WP 501	Note 4	S-50	EMC	SW1	906	08/39		4
402	WP 502	Retired	S-50	EMC	SW1	988	12/39		4
403	Note 5	Retired	S-57	ALCO	S-2	74343	10/45		5
404 1 <sup>st</sup>	1004	Retired	?	NERR	Note 6	?	1908		C,6
404 2 <sup>nd</sup>	Note 5	Retired	S-57	ALCO	S-2	76775	06/49		5
405	WP 504	Note 7	S-50	ALCO	S-1	69685	04/42		7
406	WP 562	Retired	S-57	ALCO	S-2	77020	02/50		5
407	WP 584	Retired	S-60	BLW	VO1000	71543	10/45		8
410	1010	Retired	?	NERR	Note 9	?	1911		C,9
420	1020	Note 9	?	NERR	Note 9	?	1915		C,9
430	1030	Retired	?	GE	Note 10	5130	09 or 10/18		C,10
440,442	1040,1042	Retired	?	BLW-WES	Note 11	48587,52928	06/18,01/20		C,11
601,602	SF-S 101,102	Note 12	?	Holman	Note 12	?	1912		C,12
603,604	SF-S 103,104	643,644	?	BLW-WES	Note 13	37514,39278	03/12,02/13		C,13
605,606	SF-S 105,106	645,646	?	BLW-WES	Note 14	40264,40266	07/13		C,14
607	WP 607	Note 14	?	EMC	NW2	889	10/39		15
643,644	603,604	Retired	?	BLW-WES	Note 13	37514,39278	03/12,02/13		C,13
645,646	605,606	Retired	?	BLW-WES	Note 14	40264,40266	07/13		C,13
651	1051	Retired	?	GE	Note 15	9119	08/23		C,16
652,653	1052,1053	Retired	?	GE	Note 15	10607,10608	06/28		C,16
654	New	Retired	?	GE	Note 15	10609	03/30		C,16
660,661	1060,1061	Retired	?	BLW-WES	Note 16	59957,59958	07/27		C,17
670	Note 17	Retired	?	GE	Note 17	8438	05/21		C,18
711	WP 711	UP 113 2 <sup>nd</sup>	RS-62?	EMD	GP7	18167	04/53	5230-2	19
712	WP 712	Retired	RS-62?	EMD	GP7	18168	04/53	5230-3	19
1000	NERR 1000	Note 20	?	NERR	Note 20	?	1906		C,20
1004	NERR 1004	404 1 <sup>st</sup>	?	NERR	Note 6	?	1908		C,6
1010	NERR 1010	410	?	NERR	Note 9	?	1911		C,9
1020	NERR 1020	420	?	NERR	Note 9	?	1915		C,9
1030	New?	430	?	GE	Note 10	5130	09 or 10/18		C,10

1040,1042	New	440,442	?	BLW-WES Note 11	48587,52928	06/18,01/20	C,11
1051	New	651	?	GE Note 15	9119	08/23	C,16
1052,1053	New	652,653	?	GE Note 15	10607,10608	06/28	C,16
1060,1061	New	660,661	?	BLW-WES Note 16	59957,59958	07/27	C,17

General notes:

A	<p>Without going deeply into its rich history, suffice it to say that Sacramento Northern was formed when investors purchased and renamed the former Northern Electric Railway (NERR in this roster) in 1918. Former NERR locomotives were not renumbered until 1030 and 1040 were r# 440 and 442 in 1928 and the rest were done in 1930. 1060 and 1061 were also r# in 12/28, and 1051-1053 r# in 1930.</p> <p>Sacramento Northern acquired the San Francisco-Sacramento in 1928, which itself was the former Oakland, Antioch &amp; Eastern as of 01/1920. SF-S 101 and 102 were renumbered SN 601 and 602 that year, but 103-106 were not r# until 12, 12, 04 and 05/34 respectively. SN 603-606 were again r# 643-646 06, 07, 07 and 06/53 respectively.</p> <p>Western Pacific acquired the SN in 1922 and operated it as a subsidiary of Western Pacific until its remnants were included in the UP-WP-MP merger of 01/01/83. There was much exchanging of diesel locomotives between WP and SN, both in lettering and in physical assignment, and interestingly enough GP7 SN 712 was the last former WP unit still in WP paint to operate on the WP when it was removed from service 01/11/85.</p>
B	<p>Reich notes that Sacramento Northern followed Western Pacific's diesel classification system, but has information only for 141 through 407, not the NW2 or GP7s. WP's classification system was arranged by service assignment – S for switchers, RS for roadswitchers and D for cab and booster units, and tractive effort in thousands of pounds. Where WP classified by tractive effort for complete three- and four-unit sets of F units, SN's F3s were classified by individual tractive effort, although Reich notes a discrepancy between classification (D-62) and actual rating (59,000 lbs.). WP discontinued using the system around 1970-71.</p>
C	<p>Photos on the Ross website as of 04/04/2022 show electric 1030 as having two trolley poles and all other electric motors a trolley pole and pantograph. Other than this, the fact that electric operations ceased in 1965 and the information for 652 and 654 in Note 16, this compiler does not have access to any other technical data for the electric locomotives.</p>

Model notes:

1	<p>44-ton GE notes:</p> <ul style="list-style-type: none"> <li>⤴ 141 and 147 were jointly owned by SN and San Francisco &amp; Napa Valley, nee-SF&amp;NV 40 and 30 1946; as such, they were lettered "Navy Yard Freight" and assigned to Mare Island Naval Shipyard.</li> <li>⤴ 141 and 147 were the first 44-ton GEs to be equipped with multiple unit controls. SN retrofitted MU to 142 and 143 early on, and ordered 144-146 with it.</li> <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>• 141 traded to GE for 70 ton GEs 201 and 202 1956; rebuilt and s/f/u Springfield Terminal, r# 1; sold to Claremont &amp; Concord; cannibalized and carcass scrapped 1997.</li> <li>• 143 wrecked on SP trackage in 1968, s/f/s Associated Metals, Benicia, California 03/07/69.</li> <li>• 142 and 147 sold to Anaconda Copper, Anaconda, Montana 1971 via Chrome Crankshaft (d) 1970; 142 r# 41 and eventually scrapped; 147 cannibalized and scrapped.</li> <li>• 146 s/f/u Northwest Oklahoma late 1973 or 1974, r# 1; sold to Feather River Rail Society, Portola, California, 1996; traded to Bay Area Electric</li> </ul>
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	<p>Railroad Association's Western Railway Museum, Rio Vista Junction, California 2006.</p> <p>144 and 145 sold to Chrome Crankshaft (d0 1971 and stored on the M&amp;ET at Modesto, California until resale. Subsequent dispositions:</p> <ul style="list-style-type: none"> <li>• 144 sold to an unknown party that used it in taking up a Southwest Forest Products logging track from Maverick, Arizona, to their milepost 21; resold to Texas Railcar (or Texas Railway Car Company), Ranger, Texas, 04/74.</li> <li>• 145 s/f/u Northwest Oklahoma 04/74, "ran for some time on NWO as SN 145, to become #7 and repainted" as of early 1975<sup>9</sup>; r# 2 or 7; s/f/u Westmac, Inc., Newaygo, Michigan after 1980; s/f/u Cargill, Inc., Lima, Ohio ca. 1984; s/f/u Shepard Grain Company, West Liberty, Ohio, 10/98; company acquired by Champaign Landmark, Inc., 10/03; s/f/s 2008.</li> </ul>
2	<p>70-Ton GE notes:</p> <ul style="list-style-type: none"> <li>• Trade-in for one unit was 44-ton 141.</li> </ul> <p>Dispositions:</p> <ul style="list-style-type: none"> <li>• 201 and 202 sold to Preston W. Duffy (dealer) 1967. 201 s/f/u Sylvite &amp; Canada Division, r# 10; reportedly cannibalized and scrapped. 202 s/f/u Prescott &amp; Northwestern, r# 25; for sale in 2010.</li> </ul>
3	<p>F3 notes:</p> <p>The three F3As are nee-NYO&amp;W 501-503, purchased via Hyman-Micheals (d) in 1957. 301 and 302 r# 301AD in 1960. to conform with WP's scheme.</p> <p>The third unit's history is less clear. Komanesky and Reich list it as having been r# SN 303. Van Derveer says it was never used by SN, and was instead leased to WP as their 801D. Reich too says it was leased. Pacific Way concurs that it did not receive an SN number, but it may have seen irregular use on the SN, particularly on the "Detour Job" steel coil trains from the WP South Sacramento yard to U. S. Steel in Pittsburg. Brehm has it becoming WP 801D 08/02/57, Clegg "In WP Service Date" 11/57. What is clear is that WP did not trade its S2 562 and VO1000 584 for it, as Brehm and Pacific Way state, unless WP took until 1970 to consummate its end of the bargain. At any rate, WP 801D was r# 926A 07-08/68, retired 07/27/70 and traded to EMD for GP40s 3517-3526 10/20/70.</p> <p>Dispositions:</p> <ul style="list-style-type: none"> <li>• 301 and 302 traded to EMD by Western Pacific for GP40s 3527-3544. Pacific Way notes that WP traded GP7s 711 and 712 to SN for them, other sources say it was an outright sale.</li> </ul>
4	<p>SW1 notes:</p> <ul style="list-style-type: none"> <li>⚡ 401 was WP's first diesel; ex-WP 501 (purchased 12/65, delivered and r# 401 11/17/66; nee-EMC demonstrator 906 09/39.</li> <li>⚡ 402 nee-WP 502 12/65, delivered and r# 402 03/04/1966.</li> </ul> <p>Dispositions:</p> <ul style="list-style-type: none"> <li>• 401 retired circa 1970 and stored unserviceable at Stockton; rebuilt at Stockton and s/f/u Corn Products Corporation, Stockton, California 1980-1981; donated to Feather River Rail Society Museum, Portola, California 09/87 and restored to original WP livery.</li> <li>• 402 retired by UP 07/81; donated to California State Railroad Museum, Sacramento 10/83.</li> </ul>
5	<p>S-2 notes:</p> <ul style="list-style-type: none"> <li>• 403 and 2<sup>nd</sup> 404 ex-MP 1053, 1048 via Preston W. Duffy (d) 1967, nee-IGN 9158 and MP 9130 (1961).</li> </ul>

	<ul style="list-style-type: none"> <li>• 406 nee-WP 562 07/29/70.</li> </ul> <p>Dispositions:</p> <ul style="list-style-type: none"> <li>• 403 s/f/s Associated Metals, Sacramento 1972.</li> <li>• 404 2<sup>nd</sup> s/f/s Purdy Company, Sacramento 1973.</li> <li>• 406 s/f/s Levin Metals, Richmond, California 03/28/74.</li> </ul>
6	1004 (r# 404 1 <sup>st</sup> ) was a flat-roofed, B-B steeplecab. It was scrapped in 1950.
7	S-1 405 is nee-WP 504; retired by WP 12/12/67, to SN 12/29/67. It was s/f/u Quincy Railroad 04/09/73, r# 4; donated to Feather River Rail Society by Quincy RR owner Sierra Pacific Industries 1997.
8	VO1000 407 is nee-WP 584 07/17/70. It was s/f/s Associated Metals, Sacramento 04/07/73.
9	1010 and 1020 (r# 410 and 420) were B-B boxcabs.  Dispositions: <ul style="list-style-type: none"> <li>• 410 scrapped 1954.</li> <li>• 420 s/f/u Caldor Lumber Company, Diamond Springs, California 1952 and dieselized; sold to Alaska Junk, Portland, Oregon, believed scrapped.</li> </ul>
10	1030 (r# 430) was a B-B steeplecab. It was scrapped in 1957.
11	1040 and 1042 (r# 440 and 442) were flat-roofed B-B steeplecabs built by Baldwin-Westinghouse with Baldwin build numbers. Both were scrapped 08/55.
12	601 and 602 were boxcabs, ex-San Francisco-Sacramento 101 and 102, nee-Oakland, Antioch & Eastern 101 and 102 in 1920. They were retired in 1948, converted to maintenance of way cars, and r# MW82 and MW83. MW83 is now at the Bay Area Electric Railroad Association's Western Railway Museum at Rio Vista Junction, California, which plans to restore it to operational condition <sup>11</sup> .
13	603 and 604 (r# 643 and 644) were B-B steeplecabs built by Baldwin-Westinghouse with Baldwin build numbers, ex-San Francisco-Sacramento 103 and 104, nee-Oakland, Antioch & Eastern 103 and 104 in 1920. Both were s/f/s 12/55, with 643 going to Hyman-Michaels.
14	605 and 606 (r# 645 and 646) were flat-roofed B-B steeplecabs built by Baldwin-Westinghouse with Baldwin build numbers, ex-San Francisco-Sacramento 105 and 106, nee-Oakland, Antioch & Eastern 105 and 106 in 1920.  Dispositions: <ul style="list-style-type: none"> <li>• 646 s/f/s 12/54.</li> <li>• 645 s/f/s Hyman-Michaels 12/55.</li> </ul>
15	NW2 607 was rebuilt by WP with a 1200hp 567B engine. It is ex-WP 607 06/22/73 after being retired 05/11/73, ex-ST&E 1001 1968-69 in trade (with fellow NW2 1000) for S-1s 505 and 506 after the NW2s were found to be too rough on the track and unreliable as well; nee-UP 1001 07/66. It was still on the roster at the time of the UP-WP-MP merger 01/01/83; retired by UP 09/83 and donated to the "Heber Creeper" Deer Creek Scenic Railroad, Heber, Utah. 05/84, delivered early 08/84 and restored as UP DS1000; conveyed to state-owned Heber Valley Railroad 07/01/92 after the Heber Creeper shut its doors 01/31/91; sold to Nevada State Railroad Museum, Boulder City, Nevada 1992, delivered 08/93; rebuilt and repainted as Nevada Southern 1000.
16	1051-1053 (r# 651-653) and 654 were B-B steeplecabs. 652 weighed 123,000 lbs., 654 126,640. At least 652 and 654 were rated at 818 hp; full technical data was available at Source 11.  Dispositions:

	<ul style="list-style-type: none"> <li>• 651's disposition is unknown.</li> <li>• 652 was cannibalized to keep 653 and 654 running. It is now at the Bay Area Electric Railroad Association's Western Railway Museum at Rio Vista Junction, California, which plans to restore it to operational condition <sup>11</sup>.</li> <li>• 653 was donated to the Orange Empire Railway Museum, now the Southern California Railway Museum, at Perris, California, which plans to restore it to operable condition.</li> <li>• 654 was retrucked with the trucks from 670, and one entire side sill was replaced due to accident damage. It operated until the end of electric operations, and is now in operable condition at the Bay Area Electric Railroad Association's Western Railway Museum at Rio Vista Junction, California.</li> </ul>
17	1060 and 1061 (r# 660 and 661) were flat-roofed B-B steeples built by Baldwin-Westinghouse with Baldwin build numbers. Both were s/f/s 02/57.
18	670 was a B-B steeples cab that appears generally similar to SN 1051-1053 and 654, although older. It is nee-Tidewater Southern 106 1948; its trucks went to SN 645, and the remains were scrapped in 1956.
19	<p>GP7 notes:</p> <p>▲ 711 and 712 nee-WP 711 and 712 07/30/71 and 07/16/71, not r#; traded to SN for their F3s 301AD for use as trade-ins on GP40s 3527-3544 per Pacific Ways.</p> <p>Dispositions:</p> <ul style="list-style-type: none"> <li>• 711 r# UP 113 2<sup>nd</sup> 08/29/84; retired 10/84, s/f/s Erman Corporation, Turner, Kansas 08/85.</li> <li>• 712 assigned UP 114, donated to Bay Area Electric Railway Association's Western Railway Museum, Rio Vista Junction, California 07/85.</li> </ul>
20	1000 s/f/u Petaluma & Santa Rosa, rebuilt and r# 506; scrapped 05/15/47. A photo of it as P&SR 506 at the Ross website shows it as a semi-streamlined B-B boxcab; there is no information on its previous appearance if different.

Sources:

1. <https://www.thedieselshop.us/SacNrn.HTML> Downloaded 03/13/2021 - "Van Derveer," source of most diesel build numbers and dates.
2. <https://www.wplives.org/sn/diesels.html> Downloaded 03/19/2022 - "Pacific Way," source for most diesel disposition information.
3. *Western Pacific Color Pictorials Vol. 1*, Adam Clegg - "Clegg"
4. <https://utahrails.net/wp/wp-index.php> and related Utah Rails pages, downloaded 03/07/2021 - "Strack"
5. *Shortlines of California* summary, compiled by Sy Reich as of 2<sup>nd</sup> Quarter 1971 and published in *Railroad Magazine* - "Reich"
6. <https://donsdepot.donrossgroup.net/dr215.htm>, downloaded 04/03/2022 - "Ross," source for the great majority of electric locomotive information.
7. <https://www.thedieselshop.us/WP.HTML> downloaded 03/07/2021 - "Komanesky"
8. <https://www.wplives.com/about-wp/motivepower/drosters.php> 03/18/2022 - "Brehm"
9. 44 Ton GE roster, X2200S Issues 51 page 21 and 52 page 14.
10. Missouri Pacific roster, X2200S 04/68 page 16.
11. <https://www.wrm.org/visit/car-roster> and associated pages, visited 04/04/2022.