



**FEATHER RIVER RAIL SOCIETY
WESTERN PACIFIC RAILROAD MUSEUM
DE-ACCESSIONED EQUIPMENT LIST**

MARCH 2014

**Western Pacific Railroad Museum
700 Western Pacific Way
PO Box 608
Portola, California 96122
Museum phone (530) 832-4131
Website: wplives.org
Contact: collections@wplives.org**

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INTRODUCTION

The Western Pacific Railroad Museum, a fully owned subsidiary of the Feather River Rail Society, is a 501c3 non-profit organization dedicated to the preservation of Western Pacific Railroad history and heritage.

After a review of the collection based on guidelines established in 2011, a number of items were identified as surplus to the collection and were de-accessioned from the Museum collection.

REGULATIONS

Western Pacific Railroad Museum (WPRM) is accepting written proposals for the acquisition of these pieces by other parties. These requests will be governed by the following regulations:

1. Preference will be given to proposals where preservation of the object is the highest priority.
2. Objects are available as is, where is, with no guarantee of the condition.
3. Proposals to acquire the objects may be made by non-profit organizations, individuals, companies or private parties.
4. Receiving party will be responsible for all costs and arrangements related to removing the objects From WPRM property in a timely manner.
5. Objects may contain hazardous materials used in their construction or operation and the handling and/or removal of these materials will be the responsibility of the receiving party, not WPRM.
6. All title, rights and interest in the objects will be transferred for the WPRM to the receiving party, which shall agree to warrant and defend the WPRM and the object against all and every claim and person or persons whomsoever.

PROPOSALS

Proposals should contain the following information:

1. Name of the organization, company or individual.
2. Contact information.
3. Name of object(s) for which the proposal is being made.
4. Intended use of object.
5. Preliminary and basic outline of plans to transport the object(s).
6. Offer amount and trade offer if applicable.

All reasonable offers of cash and trades will be considered, however they will be reviewed in light of the Museum's limited storage, exhibition and restoration resources.

Parties are highly encouraged to view the objects in person at the WPRM. Advance appointment is required for full access to the objects. Appointments may be arranged by calling the Museum: **(530) 832-4131**

Addendum:

No timeline for acceptance of offers is specified. Every effort will be made by the FRRS Board to expedite decisions regarding offers. FRRS reserves the right to withdraw any piece listed here for any reason at any time. Payment or trade will be negotiated on a case-by-case basis. Standard removal deadline is 2 years after acceptance of a deal and signing of contract by both parties. Additional extensions on storage may be subject to monthly rental fees not to exceed \$300.00/month. Positioning on-track to removal/loading site or rail interchange will be included in the purchase price. FRRS personnel may be able to assist in loading operations but that should not be assumed, and may incur additional cost.

Proposals may be mailed or emailed to:

Western Pacific Railroad Museum

Attn: Dave Roth

PO BOX 608

Portola, Ca. 96122

Email: collections@wplives.org



Oregon Northwestern 4

Baldwin AS-6-16 Locomotive

Asking \$16,000

CONDITION:

Good. This locomotive may only need batteries and minimal work to return to operation.

HISTORY:

Baldwin-Lima-Hamilton AS-616 1600 hp built 3-1952 b/n 75449

Built as Southern Pacific 5253. Under SP ownership, it was used extensively in Oregon and California.

In 1963, the engine was purchased by the McCloud River Railway as their 34. There it worked the entire railroad, hauling trains to both the Southern Pacific at Mt. Shasta City and the Great Northern at Hambone, CA.

In 1969, it was acquired by the Oregon & Northwestern as their 4 and worked the O&NW lines in eastern Oregon until that road was abandoned in 1984.

ONW #4 arrived in Portola in 1991. While it has never ran on WPRM property, the engine is reported to be in good condition and was considered a candidate for operational restoration. This locomotive is equipped with plain bearing (friction bearing) trucks and cannot be interchanged on its own wheels. It would need to move by truck or flatcar.



NVR 51

Baldwin Locomotive Works DS-4-4-660 Locomotive

Asking \$8000.00

CONDITION:

Fair. Traction motors 1 and 4 are ruined, but can run on 2 and 3. Opinion is that the engine could be made to run with limited work.

HISTORY:

Baldwin DS-4-4-660

660 hp

Built 11-1946

C/N 73042

Built as Morrissey, Fernie & Michel 1 - First Baldwin diesel manufactured under license in Canada
MF&M 1 / NVR 51 is the only surviving example of its model built and sold for Canadian service. This locomotive was built for the Morrissey, Fernie & Michel Railway as their #1, working for Crow's Nest Pass Coal Company, Coal Creek, British Columbia, Canada.



UP900002

Wedge Plow

Asking \$2000.00

Condition:

Good. Trucks modified with roller bearing wheelsets. Not legal for interchange.

History:

Rebuilt from UP 2-10-2 steam locomotive tender. Would need to be trucked or moved on flatcar. Tank is ballasted with rocks and cement.



Southern Pacific 4706 (Body Only)

Bay Window Caboose

Asking \$2000.00

Condition:

Mechanically: Good

Cosmetically: Poor -heavy graffiti. Interior condition rough.

History:

Class C-50-9 built by PACCAR in May of 1980. Doors welded shut on both ends. Buyer must be aware that all underbody equipment and trucks will be retained for future preservation efforts at WPRM.



FRRX 754 Lounge Cafe Car
Built 1948 Pullman Standard Company lounge car ex Canadian National, ex VIA
Donated by Jack Hathaway
This car is currently for sale, contact Feather River Rail Society for details

FRRX 754
Lounge / Lunch Counter Car

Asking \$48000.00

Condition:

Very Good

History:

Former CN then VIA Lounge-Lunch Counter Car built by Pullman in 1948. This car can be interchanged with the Union Pacific.



TPL 580

Wood-Bodied Logging Flat

Asking \$1000.00

Condition:

Good – Needs paint and a new deck.

History:

Home-built by The Pacific Lumber Company of Scotia, California for their logging operations in the area. Car most likely constructed sometime in the 1960's. Arch-bar plain bearing trucks. Wood construction with truss rod underframe. Will require trucking.



Southern Pacific 359246

Beet Gondola

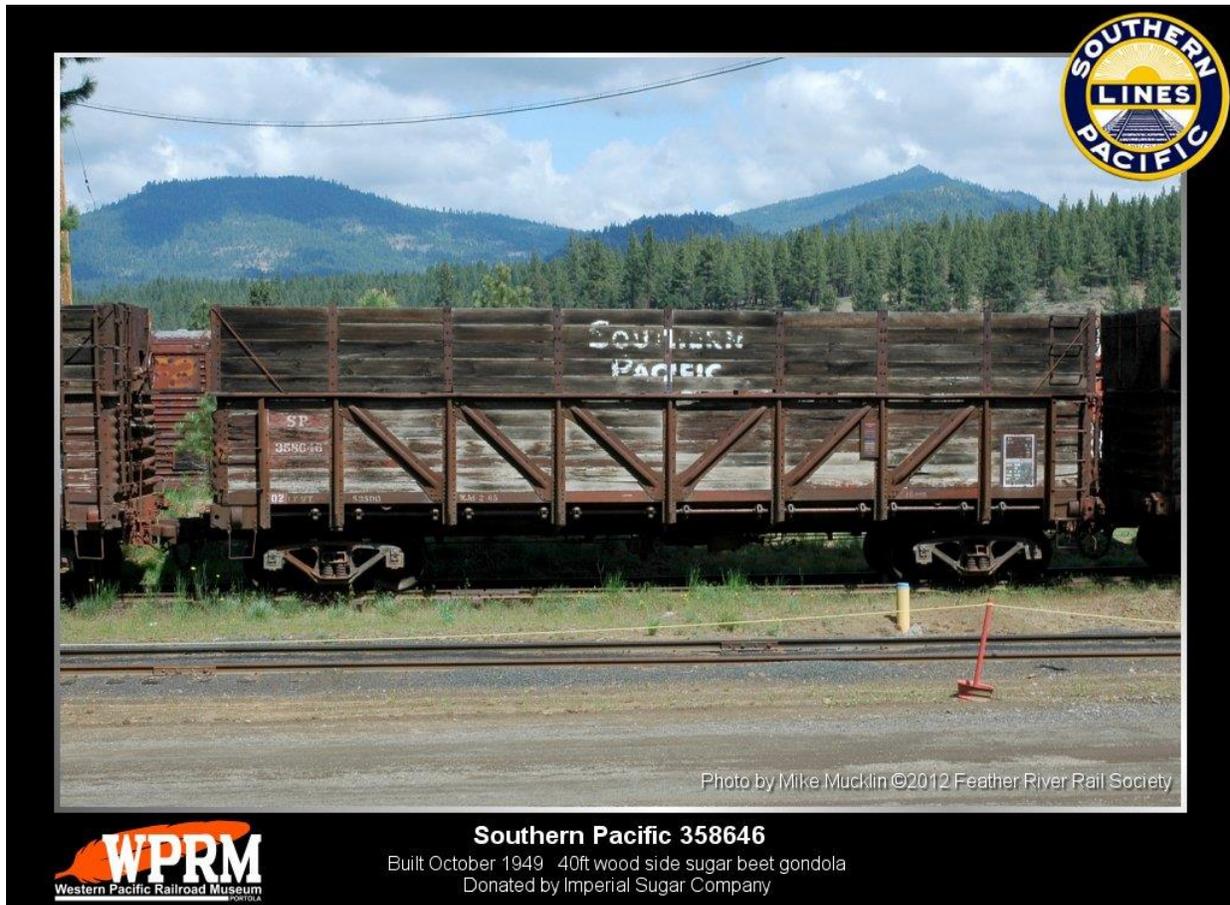
Asking \$1000.00

Condition:

Fair– Needs paint and some new wood

History:

Used to transport sugar beets throughout California and the West. Car built in 1949 as a composite drop-bottom gondola. Side extensions added at a later date. Plain bearing trucks. Will require trucking.



Southern Pacific 358646

Beet Gondola

Asking \$1000.00

Condition:

Fair– Needs paint and some new wood

History:

Used to transport sugar beets throughout California and the West. Car built in 1949 as a composite drop-bottom gondola. Side extensions added at a later date. Plain bearing trucks. Will require trucking.



Photo by Mike Mucklin ©2012 Feather River Rail Society



Western Pacific 11509

50 ft 3 bay steel PS-2 type covered hopper used for potash and phosphate service
Built February 1958 by Pullman Standard Company
Donated by Union Pacific

Western Pacific 11509

Asking \$2000.00

Condition:

Fair – Rusted, usable as display piece only.

History:

50 ft. 3 Bay PS-2 Covered Hopper built 2/58. Plain bearing trucks. Will require trucking.

End of List