

Equipment Trade Announced

In an announcement made public on July 24, 2003 the Feather River Rail Society and the Western Railway Museum acknowledged a trade of equipment that will enhance both museums equipment rosters and allow both organizations to more closely follow their respective Mission Statements.

Equipment going to the Western Railway Museum from the Feather River Rail Society includes;

Sacramento Northern 44 tonner 146, Sacramento Northern wood cupola caboose 1632, Salt Lake, Garfield and Western 44 tonner DS-2, Western Pacific maintenance of way flat car 8522, Fairmont Speeder Crane, Wood push car, Ballast car for later delivery.

Also included will be extra parts for the 44 tonners and one 85 lb. spring frog.

General Electric built Sacramento Northern 146 in November 1946. After being retired by the Sacramento Northern it was sold to Chrome Crankshaft who sold it to the NW Oklahoma Railroad as their number 1 in April 1974. The Feather River Rail Society purchased the locomotive with the intent to restore it.

Sacramento Northern caboose 1632 was built by Western Pacific in the company shops at Sacramento in 1938. It was removed from train service in the 1970's and was assigned to maintenance of way service with wreck train 37 based in Oroville, CA.

Equipment coming to the Feather River Rail Society from the Western Railway Museum includes;

Western Pacific F7a 917, Sacramento Northern GP7 712, TTX trailer flat 475127 with two hitches, Amtrak steam generator 662 converted from an F3b, UP steel caboose 25732, WP steel caboose 483, USN MRS-1's 612 and 614

Maintenance building from the New Melones Dam project.

This trade will bring F7A 917D together again with sister 921D at Portola, CA. This gives the FRRS the distinction of having two of the remaining "Fabulous Four" F7's.

Released by EMD on January 26, 1950 F7A 917D, serial number 8971, was received by the Western Pacific on February 4, 1950. She was renumbered to 917 on July 1, 1975. The 917 was repainted back to WP's original orange and silver scheme by the Union Pacific at North Platte, Nebraska in July 1983 and donated to the Bay Area Electric Railway Association. It had been displayed at the Western Railway Museum at Rio Vista Junction, California being delivered to them on October 15, 1983 after track repairs were completed to allow movement over the unused branch that connects to the museum's own trackage.

Once on the property the 917 will receive an initial inspection and any repairs necessary to place the unit in service. The 921D will then be removed from service for needed maintenance, restoration and painting. The 712 will also receive an initial inspection and repairs necessary to put that unit into service. Meanwhile the search is on for two twenty-foot trailers to place on the TTX flat car for a display of early TOFC loadings. Long-range plans are being formulated for the cosmetic restoration of Amtrak 662 back to its F3b appearance. With the addition of WP caboose 483 we now have the sister to 484 and a fairly complete representation of the WP's caboose fleet.

Bill Kluver, speaking on behalf of BAERA, said, “We’re really pleased to have joined with FRRS in this historic trade agreement that allows both ourselves and our colleagues in Portola to better fulfill our respective mission statements. The agreement also reflects our mutual commitment to ARM’s “Recommended Practices for Railway Museums.”

Rod McClure, speaking on behalf of FRRS, said, “This historic trade agreement allows both of our organizations to refine our core collections respective to each organizations goals. This follows our memberships directives to hone our collection and refocus on preserving the Western Pacific’s empire.