

BAKERSFIELD AND VENTURA RAILROAD (to 5/1/11) VENTURA COUNTY RAILWAY

Oxnard, California

No.	Wheel Type	Driver Diam.	Cyls. Bore x Stroke	Weight Eng. Loaded	Steam Pressure	Tractive Effort	Builder	Construction Number	Date Built
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Steam Locomotives:

1	4-6-0	56	18x24	86350	110	18080	Taunton	865	8/82
2nd 1	2-6-0	46	16x24	86000	160	18165	Baldwin	27285	1/06
2	2-6-2	44	17x24s	130000	175	23450	Baldwin	55415	5/22
3	2-6-2	48	19x26s	146000	180	29900	Alco-Cooke	62515	2/21



Diesel Locomotives:

1	B-B		660hp.	140000	GE	30027	12/48
2	B-B		660hp.	140000	GE	30177	6/49
3	B-B		320hp.	100000	Whitcomb	60746	10/47
4	B-B		660hp.	140000	GE	28509	12/46
7	B-B		900hp.	231730	Alco	82286	12/56
9	B-B		900hp.	232310	Alco	81730	6/56
11	B-B		900hp.	235280	Alco	81428	12/55
100	B-B	GP9	1750hp.	249000	EMD	16379	6/52
101	B-B	GP7U	1750hp.	249000	EMD	12198	10/50
1200	B-B	SW14	1200hp.	248000	EMD	14378	7/51

Motor Cars: *(All gasoline/distillate—mechanical drive)*

001		25hp.	4500	Sheffield		8/05
002		25hp.	8300	Sheffield		/09
003		150hp.	60000	Hall-Scott	8	12/12



Steam Notes:

1. Purchased 6/9/05 from San Pedro, Los Angeles & Salt Lake #56; delivered 6/11/05. Formerly Oregon Short Line #525, UP #1031, Utah Central #22; originally UP 2nd #65. Scrapped circa 6/06. (See photo as SPLA&SL #56 in Myrick's *Railroads of Nevada II*, page 630.)
1. (Second) Purchased new for \$9,713.83 as Bakersfield & Ventura #1. Arrived in March, 1906. Sold for scrap, 4/29/46 or 6/29/48.
2. Purchased 7/43 (for \$16,865.37) from Cascade Timber Co. #107, Reliance, Washington. Originally Pacific States Lbr. Co. #107, Selleck, Washington. Baldwin class 10-30¼D-152. Weight on drivers 101,300#. Ret. 1962; sold 2/15/64 to W. E. Standish; sold 1968 to T. Durkin; sold 2/5/72 to Calif. Sou. R.R. Museum. Arrived 11/19/73 at Perris. To Orange Empire Railway Museum in 1975. In service, 1979.
3. Purchased 1944, (for \$10,563) from Lamm Lumber Co. #4, Modoc Point, Oregon. Originally Pelican Bay Lumber Co. #3, Algoma, Oregon. (ALCo order #C-641; shipped 2/14/21). Sold for scrap 5/15/50.

Diesel Notes:

1. Purchased new; cost \$76,160.68. Shipped 12/30/48; delivered 1/21/49. Sold Chrome Crankshaft Co. (dealer) 7/24/84, in partial exchange for SP #1277. Stored for sale at Oxnard by CC.



2. Purchased 1/69 from Andrew Merrillees, Ltd. (dealer).
Formerly Gulf Pulp & Paper Co. #65, Toronto. Originally Pacific Great Eastern #554.
Crankshaft broke in early 1970s; cannibalized and scrapped 5/77.
3. Purchased 5/62 from Garden City Western Ry. #101, Garden City, Kansas; cost \$10,000.
Whitcomb model **50-DE-58B**.
Leased, then sold 6/30/76 to Chrome Crankshaft. Leased to Pacific Railroad Constructors.
Later sold to Quick Car Service #3, Hicks, Texas.
Transferred 2/82 to Freightmaster Corp. # , Fort Worth, Texas.
To Trinity Industries.
Sold by 4/88 to Eagle Supply & Manufacturing Co., Bossier City, Louisiana.
4. Purchased for \$16,186 in 6/71 from Chrome Crankshaft Co; formerly Southwestern Portland Cement Co. #407,
Victorville, California. Previously SWPC 2nd #4; originally Mississippi Export #46.
Placed in service 5/72.
Sold 6/79 to Alaska Lumber & Pulp Co. #9012, Sitka, Alaska.
Sold 9/15/83 via Chrome Crankshaft to M&ET for parts.
7. Purchased 6/14/78 from Chrome Crankshaft. Previously SP #1251; originally SP #1084.
Ran as VC #1251 until 1980; rebuilt MU. Retired 4/92.
9. Purchased 12/79 from Chrome Crankshaft. Previously SP #1226 and 1059.
11. Purchased 8/19/84 from Chrome Crankshaft. Previously SP #1277; originally SP #4641.
100. Purchased 5/92 from Great Western Corp. (Dealer). Delivered 6/17/92.
Formerly Santa Fe #2196 (GP7U; upgraded 6/9/80). Originally AT&SF #2735.
101. Purchased 5/92 from Great Western Corp. (Dealer). *Not delivered; deal fell through.*
Formerly Santa Fe #2179 (GP7U; upgraded 12/31/79). Originally AT&SF #2652.
1200. Purchased /95 from National Railway Equipment Co. (Dealer).
Previously Illinois Central #1412; rebuilt 8/78 by Paducah Shops as an SW14.
Previously Illinois Central Gulf #455; originally Illinois Central #9455. Frame #4093-26.

Also leased the former Cotton Belt #2256 from NRE.

Motor Car Notes:

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| 001. | Model 16; 10-12 passengers. | Cost \$204.41. 15'6" long. | Retired 11/34. |
| 002. | Model 19; 25 passengers. | Cost \$3,042. 22' long. | Retired 7/35. |
| 003. | Built new; cost \$13,686.16. Arrived 1/30/13.
Retired 4/29/46; sold ~1947 to Union Truck Co., Ventura.
Sold ~2/54 to Ventura County Society of Model Engineers; restored. Scrapped 7/62. | | |