

West Side Lumber Company Cabooses

12.21.2015

The West Side Lumber Company had at least 12 cabooses over its existence, but only 7 (or 8) at any one time. Some cars carried several numbers over their lives, and numbers were used for as many as 3 different cars. Five cars have been preserved, one on the Sumpter Valley Railroad, One as part of the Ward Kimball Collection at the Orange Empire Railroad Museum, and three at the Nevada County Narrow Gauge Museum

- No 1 (1st) Built c. 1903, 24' long, originally un-numbered, became No 1 c. 1911
- No 1 (2nd) Purchased used from Swayne Lumber, 1940
Preserved by Dave Braun, to NCNG Museum 2012
- No 2 (1st) Built 1919 on the frame of a 24' flatcar 46. The car initially retained its flatcar number before becoming No 2. Retired in 1940 with arrival of Swayne cars.
- No 2 (2nd) Purchased used from Swayne Lumber, 1940
Scrapped at Deadwood (m.p. 20), some remains in place.
- No 3 (1st) Built c. 1919 on 24' log car frame.
Renumbered 5 in 1940, see No 5 for later history.
- No 3 (2nd) *Short 3*, built early 1939/ 1940, 16' body
Replaced by new long caboose in 1945, and became the "Camp 45 sand car" without number. Relocated to a camp ground near Eureka. Preserved at Sumpter Valley, (Western Railroad Preservation Society) being restored as No 3
- No 3 (3rd) "*Long 3*", Built c. 1945, 24' long
- No 4 (1st) Built c.1922 on 28'? Carter flat car frame
- No 4 (2st) "*Short 4*", Built 1939/1940, 16' body
Replaced by new long caboose 4, 1945, rebuilt and renumbered 6 in late 1940's
See caboose 6 of later history.
- Built with wide horizontal shiplap siding. Some siding replaced early (by 1942) and roof overhang added to rear of car.

Updated 12.21.2015

This roster compiled by Randy Hees for Pacificng.org is licensed under Creative Commons Attribution-NonCommercial 4.0 International (CC BY-NC 4.0)

West Side Lumber Company Caboose

12.21.2015

- No 4 (3nd) *Long 4*, Built c. 1945, 24' long
Preserved at NCNG Museum
- No 5 (1st) Built on flat car frame, mid 1920's gone by 1940
- No 5 (2nd) Originally caboose 3 (1st) renumbered 5 (2nd) c.1940.
Built c. 1919 on 24' log car frame.
Used as backup caboose after No 7 was built in 1949
Farrell reports that it was in Santa Rosa area by Ron Pape
Later owned by Dave Braun, stored at Ken Yoe's home,
Later cut down to flatcar and converted to a excursion car by Northern Queen Hotel
- Sills measured when being rebuilt at Northern Queen
Lateral Sill - 8 x 8 inch
Intermediate Sill - 4 x 7 1/2 inch
Center Sill - 6 x 8 inch - May have been replaced when rebuilt 1980's
Body Bolster - 4 x 12 inch
Needle Beam - 4 x 5 3/4 inch (6)
End Sill - 6 x 8 inch.
- No 6 Built as No 4 (2nd No 4, aka "*Short 4*"), c.1940 replaced by new car 4 (3rd No 4, aka "*Long 4*") c.1945, later rebuilt and returned to service as No 6, used as the Camp 44/Camp 45 switcher's caboose until 1958. Purchased from WSLC by Steve Polinghorn, stored/used at Camino Cable & Northern RR and C&TSRR, to Earl Falia, Merrell OR, to NCNG Museum, where it is being restored as of 12/2015
- No 7 Built 1949, 24' long
Last caboose built
Preserved at Orange Empire Railroad Museum

Updated 12.21.2015

This roster compiled by Randy Hees for Pacificng.org is licensed under Creative Commons Attribution-NonCommercial 4.0 International (CC BY-NC 4.0)