

FEATHER RIVER RAIL SOCIETY AGENDA REPORT

DATE: March 29, 2003
FROM: Director Vicknair
MEETING: April 3, 2001
ITEM: New Business 2
SUBJECT: Availability of Western Pacific Alco Switchers

Over the past several years, following a long standing instruction by the Board, I have been maintaining occasional contact with the Stockton Terminal and Eastern RR concerning the fate of their WP Alco S switchers.

Recently, President McClure instructed me to contact them again after hearing that they may finally be available. I spoke with ST&E General Manager Greg Carney who confirmed that the Alcos have reached the end on the railroad and will be sold off, most for scrap.

The ST&E currently rosters:

ST&E 505	S1	ex-WP 505	operational
ST&E 507	S1	ex-WP 510	one of 2 Alco switchers on WP painted green
ST&E 557	S2	ex-WP 557	non-MU S2
ST&E 560	S2	ex-WP 560	MU equipped S2
ST&E 564	S4	ex-WP 564	operational, last Alco WP bought new, cab damage
TS 745	S2	ex-WP 552	last loco owned by TS, hanger queer

Mr. Carney stated that scrap prices are up and they feel they can get \$10,000 for one of the operational units, 505 or 564. 564 has a damaged cab. 507 and 745 have had several parts removed from them. 557 and 560 are out of service, but Mr. Carney reported that they are repairable with a little effort.

He said that the ST&E was not interested in donation and wanted to get something for the units. However, he also said they would like to see some of them saved and that the non-running and parts engines would probably go cheap.

As we already have examples of the S1 and S4 models in our collection, I would recommend we focus on the two S2s: the 557 and 560. The 560 is a complement to the 563 as both were part of WP's project to run locals with MU equipped switchers. 557 provides a "yard" version S2. This would give us examples of all WP Alco

switchers and allow nearly every variation to be displayed. If feasible, repairing one of the S2s would give us another RAL engine.

PROPOSED ACTION

I would like the Board to give me authority to negotiate with ST&E for the acquisition of the 557 and 560. I propose we make an offer of \$6000 for both engines and ask ST&E for several months to raise the funds for acquisition and movement. If accepted, we do a mail-out and web-based fundraising campaign with a \$20,000 goal to cover the acquisition, movement and some of the movement costs associated with the Rio Vista and 165 deals, as well as the TS bunk car if that is approved.

I would also like the Board to consider one further item: the City of Modesto would like to acquire the TS 745 for display alongside their TS 305 caboose. I feel that the ST&E does not put a high value on the engine. Would the Board consider adding it to our acquisition offer for \$1000 and, if we are successful in the offer and raising the funds, gift it to Modesto on behalf of the FRRS membership. Considering it would be cosmetically restored and prominently displayed in a major corridor, this could potentially be good PR for the Society.

ACTION: Discussion. Possible Action.