

FEATHER RIVER RAIL SOCIETY – AGENDA REPORT

DATE: August 6, 2013
FROM: Tom Carter, Director
ITEM: Stockton Terminal & Eastern/WP 505
SUBJECT: Equipment Donation

I have been in recent contact with the management of San Francisco Bay Railroad regarding the disposition of Alco S-1 ST&E 505, the former WP 505. SF Bay bought it from ST&E for parts, namely the trucks. Originally, we were in preliminary talks with ST&E management who wished to convey the locomotive to us directly as “another buyer” was taking longer than expected to make a final decision on purchase, however, once “the other buyer” was informed, they (SF Bay) bought the locomotive.

I received a phone call from their Manager of Rail Operations who informed me initially that they wanted to donate some parts from ST&E 505; I was asked what kinds of items we might be interested in. I followed previous protocol learned from a certain FRRS officer and went after the whole thing. After discussing with Rod, suitable replacement trucks for SF Bay’s Alco S2 were offered, as it became apparent that they only wanted the trucks off of the 505 for their S2. They declined. They are very intent on using 505’s trucks, and ONLY 505’s trucks. SF Bay however, has another pair of trucks they are offering (presumably the worn wheeled trucks from their S2) for the 505, and there is a separate proposal for this meeting regarding possible disposition of ST&E 506 on the property, whereas we would part out and scrap the engine but use the (good) trucks from 506 permanently under 505. I went out to ST&E and talked with Rusty Tupper, longtime ST&E CMO who is very dismayed and disappointed in the current dealings with 505. As a long time caretaker of ST&E’s infamous Alco fleet, he personally would have preferred for the FRRS to receive the 505, however, is very frustrated with the lack of movement of 505 by its current owner. The engine is currently sitting on track #3 in the Stockton engine house, taking up space on their only inspection pit, making it a nuisance when he has to do 92 day inspections on their other two EMD switchers. SF Bay has also removed the end handrails, both pilots/steps, batter box, main air reservoirs and truck hanger brackets and has disconnected the traction motor leads in preparation for the truck swap if we elect to accept donation or scrapping if we don’t. As a result of a lack of timely work, ST&E and their parent corporation, Omnitrax, has decided that they will give until the end of August to move the engine off property or charge excessive storage over and above what it already being charged to SF Bay or even scrap the engine outright. I was hoping visiting Rusty and talking to him as a representative of the preserving party would “smooth things over”, however, though sympathetic to our desire to preserve the engine, ST&E would not waiver on their deadline. I have no idea (nor did Rusty) what the “excessive increase” in storage will be, however, we do have a unique opportunity to save the longest actively serving WP locomotive in continuous service, one with an impressive pedigree, that runs well (Rusty assures me that he recently fired it up, ran it out of the shop and back under its own power, it doesn’t smoke excessively like most Alco’s are

notorious for, it's 6 cylinder 660HP motor sips fuel in comparison to most other engines we run in switching and caboose train service, would make a fantastic RAL engine (though I personally am not fond of the idea) and has FRA 223 safety glazing, great mechanicals, doesn't leak oil, and suffers from a simple electrical short in a class light, otherwise is in great mechanical shape. It does not seep fuel in the cab from the fuel tank, air is great, and Alco switchers are notoriously easy to operate for student engineers. Upon talking to Rusty, I also cleared up some confusion between various preservationists and foamers who debate whether 505 or 506 was used in the infamous crash scene at the end of the movie "Dirty Larry, Crazy Mary". According to Rusty, 506 was outfitted with the aircraft carrier style catch hook that pulled Peter Fonda's Dodge Charger down the street towards the crossing, however, 505 was the one that was used in the actual crash due to a problem the morning of the crash sequence shoot with 506. 505 was called in to play the role of bumper for the Dodge (which is a great use of a Dodge vehicle). This is the good. The bad is that the above mentioned parts have been removed (but relatively easy to bolt back on to the engine), but the battery box doors, step well/pilots and a few miscellaneous parts are currently in San Francisco (SF Bay will return those to us at their expense). The ugly is that we will have to do a truck swap, and will incur crane charges to load the approximately 110 ton locomotive onto "Big Red", the FRRS heavy haul flatcar for transport to Portola. I am estimating the entire move to cost approximately \$10,000 - \$15,000 to accomplish this, however, one can look at this as WPRM gets a good solid work horse switch engine in great mechanical shape for \$10K - \$15K. Being that I am in Stockton, I will head the effort to obtain and preserve ST&E/WP 505. I have 3 additional volunteers willing to assist in getting it ready to go to its potential new home. Photos are attached (sorry, I was out running errands and didn't have my camera with me so I had to use Neidermeyers high fallkutin' electronic shoe phone) and I respectfully ask the board for their consideration for BOD approval of this donation.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Tom Carter". The signature is written in dark ink and has a long, sweeping horizontal line extending to the right from the end of the name.

Tom Carter
Director













