

New Business Item 3

Acquisition of Tidewater Southern 44 tonner 135 / 735

TO: FRRS Board of Directors

FROM: J. Chris Allan, Collections Committee Chair

RE: Informational Item – Tidewater Southern Locomotive 735

February 13, 2016

I have secured an agreement with A&K Railroad Materials to purchase this locomotive for the sum of \$5000.00 The 735 was at one point donated to us, but due to actions by former members of the FRRS, the action was nullified by both parties. This renewed effort affords the FRRS one more chance to acquire this historic GE 44-tonner for the permanent collection. Although it is highly unlikely that it can be made operable again, a cosmetic restoration is feasible.

I would propose that the Board authorize purchase of this piece, contingent on the following conditions:

1. Initial inspection of the locomotive shows that a cosmetic restoration is possible i.e. no “cannibalization” has taken place.
2. Funding for the move from Kansas City to Portola can be secured prior to purchase.

Funding for the move will be secured from donors, so no additional outlay of funds, aside from those in the TS 735 restricted account, will be requested. Additionally, funds for a cosmetic restoration will also be secured from an outside source or donations to the TS 735 fund.

I would ask that we go ahead and pursue this acquisition. I am hoping to make this my personal project when the WP 165 project is completed. It is my opinion that the Tidewater Southern is underrepresented in our collection.

Action requested – Consensus to proceed.

Respectfully submitted,

J. Chris Allan

Background information:

Several years ago, the FRRS began pursuit of the donation of this locomotive. This engine was built in the same batch as SN 142-146, Quincy 3 and other 44 tonners for Central California Traction and Petaluma & Santa Rosa. It began the dieselization of the TS and was the diesel most often used in conjunction with the road's electric and steam power. It was the first WP family switcher to be painted in the silver and orange Zephyr colors. It was also the longest serving diesel on the TS roster.

After leaving the TS, the engine served Pickering Lumber, then worked on construction projects for the SP and San Diego & Arizona Eastern. It has never been repainted and still wears silver and orange.

The FRRS believed that we had secured donation of the engine several years ago, but when we went to move it, we learned that the (now former) member who had arranged the donation contract had in fact secured its donation to a non-existent 501c(3) and claimed ownership of it. When informed of this, the owning company decided to not confirm the donation and the engine sat. A later contact made some progress, but then the executive handling the deal for the owners left the company and the matter again fell into limbo.