

## ANOTHER ONE!

Former Southern Pacific ALCO RS-32 No. 4004 arrived in Portola. This makes the 23rd diesel locomotive addition to our collection.

A brief history of the unit and how we acquired it follows:

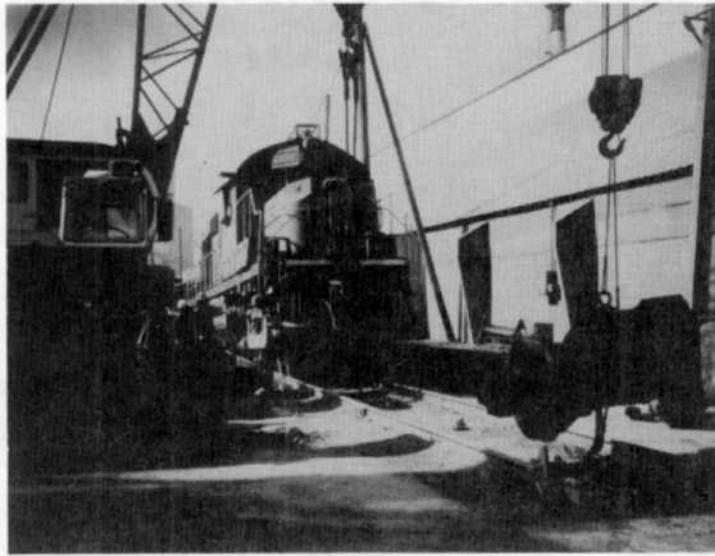
American Locomotive Company introduced the 12 cylinder 251 engine for application in their line of road switchers in 1956. Competition from EMD's turbo-charged GP-20 and trouble with the 244 engine were the main reasons for this new model. The 251B V-12 was first placed in a new model called RS-11 rated at 1800 hp.

Sales were good with 327 units sold before production ended in 1961. The engine was upgraded to 2000 hp (251C) and a new unit, RS-32, placed on the market. Only 35 of the RS-32's were sold, however, 25 to New York Central and 10 to Southern Pacific. The RS-32 differed from the RS-11's appearance mainly in carbody modifications due to a new air filtration system.

Southern Pacific's RS-32's were delivered in 1962 for service on Coast Merchandise trains between San Francisco and Los Angeles. They were originally numbered 7300-7309, but were renumbered 4000-4009 in the 1965 general renumbering. In 1964 they were demoted from fast freight service by EMD GP-35's and assigned to the Western and San Joaquin Divisions for local freight duties. By 1966 several RS-32's were assigned to Peninsula local freights and were occasionally used to rescue a failed Fairbanks-Morse unit on a commute train. The RS-32's were the only units at that time that could come close to keeping the schedules maintained by the 2400 hp Trainmasters.

In March 1975, the RS-32's were reclassified from road freight units to switchers, but retained their same numbers. By this time the 10 units were scattered to far points on the SP system, one was working in Ogden yard and two were in Texas.

The first two to be retired were 4006 and 4008. They were sold to Proler Steel in Houston in May, 1978. 4000 and 4003 were sold to Fundidora in 1978, 4001, 4002, 4003, 4004, 4005 and 4009 were sold to Chrome Crankshaft in 1979. CC sold or



leased the units with our 4004 being sold to J. R. Simplot in Pocatello, Idaho in November, 1981.

Simplot was using a pair of government surplus GE 65 ton center cab locos to switch their plant. The 2000 hp Alco was a big improvement for their switching work. Its coat of red paint caused it to be nicknamed "Big Red." The unit worked around the clock for the next seven years except for a two week period in 1986 when it was shipped to UP's Salt Lake City shops for a complete overhaul and repaint.

A replacement unit came in the fall of 1988 when a former BN EMD SW-9 (#120) was purchased from Salt Lake Garfield & Western. The wheels on 4004 had been worn down to the point that replacement was necessary. This coupled to the fact that Alco parts were getting harder to find resulted in the decision to replace the locomotive.

Only two other SP RS-32's are known to exist at this time: 4002 re # 211 on the East Tennessee Railway and 4009 re # 4005 at Newhall, CA for Short Line Enterprises. Two former NYC RS-32's are left from the 25, one running on the East Tennessee Ry. and one on the Arkansas & Missouri Railroad.

Early in 1989, we learned the SP RS-32 that was sold to Simplot in Pocatello had been replaced and was retired. Simplot was contacted and we were told Motive Power Services of Spokane had obtained a one year option to purchase the unit for \$15,000. That option expired in November, 1989 without MPS exercising their option. We again contacted Simplot regarding a donation. A phone call was received in February indicating Simplot's willingness to donate the unit to our Society.

The primary reason for 4004's retirement was a set of worn out wheels. The locomotive could not be moved out of the plant unless it had 8 new wheels. D. K. Henry at Chrome Crankshaft was contacted and a good set of used wheels and axles were bought and shipped to Pocatello.

On March 17th and 18th, 1990, Dean

Hill and Norm Holmes drove the 700 miles to Pocatello to make the wheel change. A crane was ordered for Monday and work began to unbolt the journal box retainers, brake rigging and traction motor leads. Member Rick Merle from nearby Blackfoot and Keith Jordan, a retired UP mechanical supervisor from Pocatello, Dean and Norm put in two days of difficult, dirty work making the wheel change. Due to its seven year stay at Simplot's plant (one of their products is Sulfuric Acid) all the bolts were badly rusted. A cutting torch was indispensable.

After everything was cut loose, the 140 ton crane lifted one end of the 4004 four feet in the air and the old two-wheel sets and traction motors were pulled out from under the unit. It was decided to ship the unit without traction motors because of the time needed to remount the motors and to avoid any possibility of motor bearing failure enroute. The new wheel sets were then rolled under the unit and it was lowered onto the axles. The same procedure was followed on the other end. This work took the better part of two days. Union Pacific sent an inspection team Wednesday and only two minor defects were found. We had completed an airtest, raised both couplers, replaced a brakehead and two missing brake shoes and did other minor work including welding closed the rusted battery box doors. The brass bell was removed and brought home! The old wheel sets and traction motors were loaded on a truck and shipped to Portola. Bruce Cooper, Hank Stiles and Gordon Wollesen unloaded them on Thursday - all 48,000 pounds.

The Simplot plant employees, particularly Kay Campbell were very cooperative in making available a welder, crane service and what ever supplies we needed. They also gave us all their spare parts that they could not use on their other locomotive. Included was a new radiator, brake shoes, brake heads, air cylinders, a new rebuilt water pump and a large box of engine and electrical parts. Most of the heavy parts were loaded in the unit's nose. Two boxes of parts came to Portola in Norm's pickup.

Union Pacific again graciously furnished free transportation from Pocatello to Portola.

Tom Moungovan expressed interest in taking on the project to restore the locomotive to operating condition. Anyone that would like to help should contact Tom at (707) 823-1664

Even though the unit was donated, costs were incurred. Donations to this fund would be appreciated.

