

## FEATHER RIVER RAIL SOCIETY – AGENDA REPORT

DATE: August 1, 2014  
FROM: Eugene Vicknair - Director  
ITEM: New Business Item 4  
SUBJECT: **Proposed Trade for Tidewater Southern 70 tonner 743**

Several years ago the Board approved a preliminary concept to perform a trade with the Dakota Southern Railway to include Tidewater Southern 70 ton locomotive 743 (currently Dakota Southern 76) and our Union Pacific caboose 24592, former Rock Island. There were other items wanted, including a tamper, which caused the negotiations to drag on as a final deal could not be arrived at.

Recently, discussion settled on just a straight trade of the caboose for the locomotive with no extra materials or cars. The locomotive is currently not operational, but its mechanical issues are unknown. As of a few years ago, it was reported to be mechanically complete. I asked for an update and was informed that some minor internal parts may have been removed, however the DS has two parts 70 tonners and we may be able to take replacement parts, depending on what they are. The DS also has a good prime mover for a 70 tonner, but that would require a separate trade or purchase. Externally, the locomotive looks complete and retains many of its TS features, including the rooftop number boxes and the metal ringed seal beam headlights.

The TS 743 was built in June 1953. It was the locomotive that ended the need for TS to maintain its last steam locomotive, 2-6-2 132, which would last work in the fall of 1953. As this was the last revenue steam locomotive on the WP system, the 743 closed out WP's retirement of steam power. It was retired after 18 years and worked for several shortlines in the Midwest. It is the last TS 70 tonner in existence and one of only 3 surviving TS locomotives.

We had previously been promised donation of TS 44 tonner 135 / 735, however that donation has been seriously tainted and rendered undoable due to the actions of a former member. However, we did raise \$4,800 to move that locomotive, which is still in a restricted fund and could be applied to this locomotive.

If the 743 could be made operational, then it would be an excellent caboose and wintertime locomotive. Even non-operational it could be a nice static display for open exhibit, similar to the way we use the WP 708.

The DS is currently paying off a loan which includes the 76 / 743. The proposed deal would be a mutual lease of the UP caboose to the DS and the TS 743 to the FRRS. The leases would be dissolved when the loan is repaid in about 3-5 years. The DS proposed that transport would be the responsibility of the receiving party, with mutual 1 year free storage. However President McClure has proposed that we could send the caboose on our Big Red flatcar (due to it needing wheel work) and bring back the 70 tonner on the flatcar. He would seek a free move for both if DS would agree to load and tie down the 743.

Steam CMO Chris Allan has expressed his strong support for obtaining the 743 and has offered to assist in its movement and restoration.

It is proposed that the FRRS approve in concept the mutual lease / trade deal and movement plan as proposed by President McClure. Before the deal is final approved, we would send someone knowledgeable in diesel mechanics to inspect and report on the 743's condition.

Photos of the TS 743 / DS 76:



Photo taken late 2012



**REQUESTED ACTION:** Consensus direction to proceed with lease / trade and movement plan as outlined and budget approval to send inspector to Dakota Southern in South Dakota. Director Vicknair to finalize agreement with Dakota Southern and report back to Board with inspection report for final consideration.

Photo taken summer 2009