

Tidewater Southern all-time electric and internal combustion roster

“Completed” 04/07/2022

Locomotive Data

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
100	Note 1	Retired	?	CCTRR	Note 1	?	1912		1
106	New	Note 2	?	GE	Note 2	8434	05/21		2
135	New	735	S-26	GE	44 Ton	28337	11/46		B,3
141,142	New	741,742	S-41	GE	70 Ton	29468,29470	01/48		B,4
735	135	Note 3	S-26	GE	44 Ton	28337	11/46		3
741	141	Retired	S-41	GE	70 Ton	29468	01/48		4
742	142	Note 4	S-41	GE	70 Ton	29470	01/48		4
743	New	Note 4	S-41	GE	70 Ton	31726	06/53		4
744,745 1 st	Note 5	Note 5	S-57	ALCO	S-2	75659,76774	03/48,05/49		5
744 2 nd	Note 5	Note 5	S-57	ALCO	S-2	70953	11/43	S-1892	5
745 2 nd	Note 5	Retired	S-57	ALCO	S-2	70207	09/43	S-1892	3
746	Note 6	Note 6	S-61	ALCO	RS-1	77840	11/49	S-3121	6
747	Note 6	Retired	S-61	ALCO	RS-1	77171	10/49	S-3112	6

General notes:

A	The Tidewater Southern was incorporated in 1910 and commenced steam service from Stockton to Modesto in 1912. Interurban electric car service began in 1913. Western Pacific acquired most of its stock in 1917 and WP operated it as a subsidiary. Electric freight operation was required in lieu of diesels to comply with the City of Modesto's ban on steam on TS's street running on 9 th Street, until dieselization in 1948. Operations were more and more fully absorbed into WP's, with WP diesels taking over completely on the retirement of the last TS-lettered equipment in 1976 (all from Source 3).
B	Tidewater Southern performed a renumbering of its diesel locomotives, apparently between the deliveries of 70-ton GEs 141 and 142 in January 1948 and 743 in June 1953. 135, 141 and 142 became 735, 741 and 742.
C	Reich notes that Tidewater Southern followed Western Pacific's diesel classification system, which was arranged by service assignment – S for switchers (applied to all TS diesels, all of which functioned as road power), and tractive effort in thousands of pounds. WP discontinued using the system around 1970-71.

Model notes:

1	100 was a steeplecab electric built by the Central California Traction shops in Stockton, using their 1905 motor flatcar 1 1 st as a core. It entered service in 1913 and was scrapped in 1948.
2	106 was a B-B steeplecab that appears generally similar to SN 1051-1053 and 654, although older. It was leased to Sacramento Northern in exchange for their 601 and 602 during World War II, then s/f/u SN in 1948, r# 670. Its trucks went to SN 645, and the remains were scrapped in 1956.
3	135 worked as a road unit but proved inadequate. It was r# 735; retired 1967 and s/f/u Pickering Lumber Corporation, Standard, California; sold to M&ET 1976; sold to Chrome Crankshaft (dealer) 1977. Source 1 has it being donated by A&K Railroad Materials to the Feather River Rail Society in Portola, California, in 2008, but the Society's website made no mention of it in April, 2022. Posts on Trainorders.com dated 12/15/2008 through

	02/09/2009 solicit donations towards a budget of \$12,000 to 15,000 to move it from Kansas City to Portola, but implies a time limit of a "few months" to meet the goal or else it would probably be scrapped ⁵ . Given the lack of any later mention, it is safe to surmise that the effort failed.
4	<p>The 70 ton GEs were TS's primary road power until retirement. Dispositions:</p> <ul style="list-style-type: none"> • 741 retired 1964, s/f/s Preston W. Duffy 1966. • 742 retired 1967, s/f/u Valley Camp Coal, Ohio County, West Virginia via Preston W. Duffy (d) 1968. • 743 retired 1968; s/f/u Charles City Western, r# 76; to Iowa Terminal (owner of CCW) 76; s/f/s Sisseton Southern, not r#; to Dakota Southern (owner of Sisseton Southern) 76.
5	<p>S-2 notes and dispositions:</p> <ul style="list-style-type: none"> ▲ 744 and 745 1st are former MP units, acquired 06/67 via dealer Preston W. Duffy, who acquired them 01/25/67 and early 67; 744 1st is ex-1047, nee-9129, and 745 1st is ex-TP-MPT (an MP subsidiary) 1058, nee-12. They became WP 554 and 552 2nd 07/70 and 06/12/69 respectively in trade for WP 554 and 552 1st. 552 2nd retired 07/23/70, s/f/s Chrome Crankshaft, Vernon, California 11/03/70. 554 2nd s/f/u RELCO, r# 1014; leased to GATX in Colton, California; s/f/s Chrome Crankshaft. Brehm has 554 2nd being vacated 02/15/71, and Clegg shows it being sold directly to Chrome 02/18/71. ▲ 744 and 745 2nd are nee-WP 554 and 552 1st in the above transaction. WP had retired them 06/12/69 and 02/12/70 respectively. 745 2nd s/f/cnb (not for use as some sources say) ST&E 12/23/76, carcass scrapped 2008 as the last extant TS locomotive. TS 744 2nd s/f/u Oakland Terminal 02/25/70 (04/70 per Pacific Way), r# 102.
6	<p>RS-1 notes and dispositions:</p> <p>746 and 747 are ex-UP 1218 and 1216 02/02/70 via Chrome Crankshaft (d) 12/27/69, exx-Spokane International same, nee-SI 207 and 205 10/06/58. See Strack for discussion of their history under UP ownership.</p> <p>Dispositions:</p> <ul style="list-style-type: none"> • 747 retired 08/27/75, s/f/s Purdy Company, Ewing, California • 746 retired 12/76, to Central California Traction, r# 80. FRRS states that it was traded by WP to CCT for their S-4 50 because CCT needed more locomotive than an S-4; all other sources call the deal an outright sale. Sold to a private party 03/83; last reported stored in Willits, California.

Sources:

- 📄 <http://www.tidewatersouthernrailway.org/index.php/tsrw-equipment/locomotives2>, downloaded 04/04/2022 - "TSRHS"
- 📄 <https://donsdepot.donrossgroup.net/dr215.htm>, downloaded 04/03/2022 - "Ross"
- 📄 https://en.wikipedia.org/wiki/Tidewater_Southern_Railway, visited 04/06/2022.
- 📄 <https://www.wplives.org/>, visited 04/06/2022 - "FRRS."
- 📄 <https://www.trainorders.com/discussion/read.php?1,1825720>, <https://www.trainorders.com/discussion/read.php?1,1828799>, <https://www.trainorders.com/discussion/read.php?11,1842872> and <https://www.trainorders.com/discussion/read.php?1,1869198>, visited 04/06/2022.
- 📄 *Shortlines of California* summary, compiled by Sy Reich as of 2nd Quarter 1971 and published in *Railroad Magazine* - "Reich."
- 📄 <https://utahrails.net/up-diesel-roster/up-diesel-roster-21.php> downloaded 12/29/2021 - "Strack."