

## Stockton Terminal & Eastern all-time internal combustion locomotive roster

“Completed” 04/09/2022

### Locomotive Data

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Sources	Notes
10	Note 1	Retired	?	Midwest	65 Ton	1073	10/33	1,2	1
11	Note 2	Retired	?	GE	Note 2	13162	10/41	1,3	A,2
12	Note 3	Retired	?	GE	44 Ton	18154	12/43	2,3	A,3
22	Note 4	Retired	?	GE	80 Ton	15672	08/42	1,2	A,4
25	Note 3	Note 3	?	GE	44 Ton	28339	12/46	1,6	3
27	Note 4	Retired?	?	GE	80 Ton	15742	10/42	1	4
505,506	Note 5	Retired	?	ALCO	S-1	69686,69687	04/42	1	A,5
507	Note 5	Retired	?	ALCO	S-1	69691	04/42	1	A,5
(510)	Note 5	Retired	?	ALCO	S-1	69688	04/42	1	5
557,560	Note 5	Retired	?	ALCO	S-2	71789,77018	12/43,02/50	1	A,5
(561)	Note 5	Retired	?	ALCO	S-2	77019	02/50	1	5
564	Note 5	Retired	?	ALCO	S-4	78778	05/51	1	A,5
(569)	Note 3	Note 3	?	GE	44 Ton	30465	08/50	1,3,9	3
678	9313	Retired	?	EMD	SW1200	28416	04/63	1	6
(745)	Note 5	Retired	?	ALCO	S-2	70207	08/43	1	A,5
777	Note 7		?	EMD	MP15DC	756158-1	12/76	1,3,11	7
1000,1001	Note 8	Note 8	?	EMC	NW2	889,1000	10/39,05/40	1	8
(1050)	Note 9		?	KLW	SE10B-DE	?	05/19	1,3	9
9313/9319	Note 6	678	?	EMD	SW1200	28416	04/63	1	6

### General notes:

A	ST&E has conducted at least two purges that sent unwanted locomotives to scrap. Off-center cab GE 11, 44-ton GE 12 and 80-ton GE 22 were scrapped at Levin Metals in Stockton in 1974, and S-1s 505 and 507, S-2s 557 and 560, S-4 564, and Tidewater Southern 745 – the last extant Tidewater Southern locomotive, which had been used as a parts source – were all scrapped at the ST&E shops in mid March 2008 <sup>7</sup> .
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### Notes:

1	65 Ton Midwest centercab 10 is ex-U. S. Army 7196 03/47, nee-CB&Q 9121 10/12/41. Scrapped 10/26/59.
2	11 was a very rare off-center cab 45-tonner. Accounts of its history differ: <ul style="list-style-type: none"> <li>• Ex-U. S. Army 7197, nee-Quartermaster Corps Savanna, Georgia Ordnance Depot 4305 per Vicknair and Van Derveer;</li> <li>• Ex-U. S. Arsenal, ex-U. S. Army Transportation Corps, nee-Savanna Ordnance Depot 5 per Trainweb;</li> <li>• Ex-U. S. Army 7195 02/55, was used at U. S. Arsenal, Ogden, Utah, exx-USATC, nee-Savanna Ordnance Depot 05 per source 4.</li> <li>• Ex-U. S. Army unknown, nee-Savanna Ordnance 05 per Source 5.</li> </ul>

	<p>The distinction between its U. S. Army number, USATC and Ogden Arsenal are probably irrelevant as far as ownership and number go. At any rate, it was retired 02/12/70 and scrapped at Levin Metals in Stockton 06/74.</p>
3	<p>44 ton GE notes:</p> <ul style="list-style-type: none"> <li>• 12 nee-AT&amp;SF 466 07/17/61.</li> <li>• 25 nee-CCT 25 1970 via Solano Rail Car Company (d) 04/02/71.</li> </ul> <p>Dispositions:</p> <ul style="list-style-type: none"> <li>• 12 retired 1972, scrapped at Levin Metals in Stockton 06/74.</li> <li>• 25 s/f/u Chemurgic Agricultural Chemicals Inc., Turlock, California 1992, not r#; painted in WP Silver and Orange and relettered "Turlock Western 25" circa 04/94, still there as of 06/14/2012 under ownership of Dieselmotive Company Inc., reporting mark BUGX <sup>6</sup>.</li> </ul> <p>This compiler is very skeptical of (569) being an actual ST&amp;E unit and not at best a parts supply for 25. The only available image of it shows it painted non-ST&amp;E blue 06/03/91 with "ST&amp;E 569" crudely spray-painted on the cab. Whatever its status on the ST&amp;E, it is ex-Stauffer Chemical 1, exx-International Mineral &amp; Chemical, San Jose, California 1 (after early 1975), exxx-Pacific Fruit Express, Roseville, California 1 2<sup>nd</sup> 09/66 via dealers Federal Iron &amp; Metal Company, North Sacramento, California 11/67 and Cross Equipment Company, Fresno, California 07/71, exxxx-Pine Flat Dam Contractors 2851 12/28/53, nee-no # <sup>9</sup>. Vicknair and Van derveer as well as Trainweb list it as PFDC 30465, becoming Guy F. Atkinson Company 2851. This may not be accurate. Atkinson sponsored the PFDC joint venture, it was delivered unnumbered and then r# into Atkinson's scheme for all major equipment (the history of which this compiler has some familiarity with), and the sale date to PFE (plus that of another of the three 44-ton GEs used at the dam) coincides very closely with completion of the dam. Also, its long tenure at Federal Iron makes this compiler wonder if it was put to use there. After its stint as ST&amp;E (569), it reportedly joined ST&amp;E 25 as "Turlock Western" 26.</p>
4	<p>80 ton GE notes:</p> <ul style="list-style-type: none"> <li>• 22 ex-U. S. Army 7377 via Sunfelt Equipment Company (d) in 1957, exx-General Electric Nucleonics Project 339 1945, nee-Plum Brook Ordnance Works 339.</li> <li>• 27 is listed only in Vicknair and Van Derveer; they list it as ex-GE Nucleonics in Ohio with no further informarton. Parts supply for 22?</li> </ul>
5	<p>S-1, S-2 and S-4 notes:</p> <p>All Alco switchers were acquired from Western Pacific as follows:</p> <ul style="list-style-type: none"> <li>• 505 and 506 were retired by WP 10/22/68 and traded 10/23/68 to ST&amp;E for NW2s 1000 and 1001, not r#.</li> <li>• 507 was retired 07/23/70, sold to Chrome Crankshaft (dealer, Bell Gardens, California) 08/27/70; sold to ST&amp;E. Clegg states that it was not r#, all other sources show it having been assigned 510 but cannibalized instead. See disposition for 510.</li> <li>• 510 was retired 09/05/72, s/f/u ST&amp;E 09/08/72, r# 507 (Clegg says neither it nor 507 were r# by ST&amp;E, see 507 disposition).</li> <li>• 557, 560, 561, 564 and Tidewater Southern 745 2<sup>nd</sup> were all retired by WP 12/23/76. 561 and TS 745 2<sup>nd</sup> were acquired as parts sources, the rest were put into service and not r#.</li> </ul> <p>The ALCos were very well maintained for years. 506 was filmed in <i>Dirty Mary Crazy Larry</i> in 1974.</p> <p>Dispositions other than Note A:</p> <ul style="list-style-type: none"> <li>• 506 was donated to Feather River Rail Society 08/1988; scrapped.</li> <li>• 561's carcass was scrapped at some point.</li> </ul>
6	<p>The lone SW1200's history is slightly unclear:</p>

	<ul style="list-style-type: none"> <li>• Vicknair and Van derveer show it ST&amp;E 9313, ex-Pacific Harbor Lines 31. exx-Louisville &amp; Indiana 9319, exxx-CR 9319, nee-RDG 2719, and that it was r# 678 and donated to the "RRH&amp;TS."</li> <li>• Trainweb's account shows ST&amp;E 9319, ex-PHL 31 1<sup>st</sup>, exx-9319, then concurs otherwise with Vicknair and Van derveer, with it being donated in 2019 to the Reading Railroad Heritage Museum (operated by the Reading Company Technical &amp; Historical Society) for restoration as RDG 2719.</li> <li>• Images at Source 9 show it as CR 9319 at Jeffersonville, Indiana in 1997 and as ST&amp;E 678 in Stockton 08/30/2013.</li> <li>• Why it would have operated as PHL 9319, then r# 31, then as ST&amp;E 9319 (or even 9313) is not explained.</li> </ul>
7	MP15DC 777 is ex-RTEX (Rail Trusts Equipment Inc.?) 229; exx-Agrifos 229; exxx-Mobile Mining & Minerals 229; exxxx-Estech 1976; nee-Swift & Co 1976. Images at source 12 show it very crudely lettered RTEX 229 at CP's Alyth Yard in Calgary 06/08/2006 with notations that it was supposed to become CP 1448 and was instead sent to CEECo, Tacoma, Washington August 2006, and in transit as ST&E 777 on the UP at Oregon City, Oregon 03/14/2007.
8	<p>NW2s 1000 and 1001 were acquired from UP upon their retirement by UP 07/66. 1000 is ex-UP 1000, nee-EMC demonstrator 889 03/40; 1001 is nee-UP 1001. They were traded to WP 10/22/68 (or 1969<sup>13</sup>) for WP S-1s 505 and 506 after the NW2s were found to be too rough on the track and unreliable as well. WP rebuilt them both with 1200hp 567B engines and r# them 607 and 608.</p> <p>Subsequent dispositions:</p> <ul style="list-style-type: none"> <li>⤴ 607 vacated 05/11/73, s/f/u Sacramento Northern 06/22/73, not r#; retired by UP 09/83 and donated to the "Heber Creeper" Deer Creek Scenic Railroad, Heber, Utah. 05/84, delivered early 08/84 and restored as UP DS1000; conveyed to state-owned Heber Valley Railroad 07/01/92 after the Heber Creeper shut its doors 01/31/91; sold to Nevada State Railroad Museum, Boulder City, Nevada 1992, delivered 08/93; rebuilt and repainted as Nevada Southern 1000<sup>3</sup>.</li> <li>⤴ 608 also retired by UP 09/83, donated to Feather River Rail Society 12/84, restored as WP 608 in orange paint and informally nicknamed <i>Bing</i> for its "va-va-va-voom" sound when moving from a dead stop, reminding someone of Bing Crosby.</li> </ul>
9	(1050) is a Knoxville Locomotive Works genset. Trainweb lists it as leased from Omnitrax, ex-"KWLX" (invalid reporting mark – Knoxville Locomotive Works?) 1050; rebuilt from CSX 1317, a National Rail Equipment 2GS14B genset, b/n 058-0170, built 03/09.

Sources:

1. <https://www.thedieselshop.us/STE.HTML> downloaded 01/15/2022 – "Vicknair and Van derveer."
2. <https://donsdepot.donrossgroup.net/dr2574.htm> downloaded 03/20/2022 – "Ross"
3. <http://www.trainweb.org/rosters/STE.html> downloaded 04/08/2022 – "Trainweb."
4. <https://www.trainorders.com/discussion/read.php?11,3471636>, visited 04/08/2022.
5. Off-center cab Ge roster, X2200S Issue 28 page 24.
6. <http://www.rrpicturearchives.net/locoList.aspx?id=TWRR> and related pages, visited 04/07/2022
7. <https://www.trainorders.com/discussion/read.php?1,1635998>, visited 04/08/2022.
8. *Western Pacific Color Pictorials Vol. 1*, Adam Clegg – "Clegg"
9. 44-ton GE roster, X2200S Issue 52 page 20.
10. <http://www.rrpicturearchives.net/serialThumbs.aspx?id=28416&mfg=EMD>, visited 04/09/2022
11. *Annual Motive Power Review*, X2200S Issue 59 page 22.
12. <http://www.rrpicturearchives.net/serialThumbs.aspx?id=756158-1&mfg=EMD>, visited 04/09/2022.
13. <https://utahrails.net/up-diesel-roster/up-x-wp.php#nw2-wp607>, visited 04/09/2022.