

ADDENDUM TO AWARD RECOMMENDATION

CITY OF ALLEN RFP 2020-10-204

The City of Allen, Texas, "Owner" and Morton Locomotive and Machine LLC, "Contractor" hereby enter into an Addendum to the above-entitled Agreement.

1. Contractors five-page moving/restoration plan attached hereto is proposal-A are hereby incorporated into the above-entitled Agreement as modified and initialed by the parties.
2. The parties agree that Contractor may perform initial restoration work on the locomotive which is the subject of this Agreement in Alamosa, CO as proposed by Contractor and then will move the locomotive to the designated site at Owner's park in Texas where the final assembly and finish work under the Agreement shall be performed by Contractor.
3. The parties agree to a total of 120 days for this entire project. The 120-day time period will not commence until Owner issues a Notice to Proceed as specified in 3.1 of the main Agreement.
4. The parties agree that the 120-day time period will follow the following time schedule as close as reasonably possible:
 - a. First 60 days – restoration work in Alamosa, CO;
 - b. 30 days – transportation to Owner's park; and
 - c. 30 days – final assembly of locomotive at Owner's park facility.
5. The parties hereto agree that should, the state of Colorado or Texas impose any travel or work restrictions of any kind that would impair Contractor's restoration, transportation, and final assembly that the 120-day time period referenced herein shall be tolled for so long as such restrictions are in place that inhibit or prohibit Contractor's work under this Agreement.

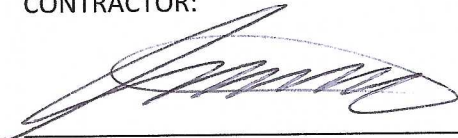
DATED: _____

DATED: 7-1-20

OWNER:

CONTRACTOR:

Eric Ellwanger, City Manager
City of Allen, Texas



Steven Butler, Member
Morton Locomotive and Machine LLC

Morton Locomotive & Machine
PO Box 1292
Morton, WA 98356

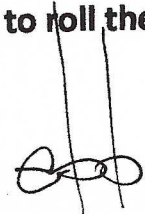
SLRG number 20 moving plan

I have looked over locomotive number 20, and I propose taking the engine apart for movement. While this is a little extra work, I believe by being able to use smaller trucks it will be easier to get them into the display sight and be a significant cost savings to the City of Allen. I did investigate the cost to move the locomotive in one piece and the price was \$100,000 higher than taking the locomotive apart.

In 2003 I moved the LS&I #21 from Marquette MI to North Lake, WI. This locomotive is a sister to the #20. When we moved the #21 we removed the boiler from the frame. To accomplish this task, the bolts for the furnace bares, waste sheets and saddle boiler were cut out with a torch. My doing this, we were able to reduce our height and weight of each truck.

In 2007 while I was working for the SLRG in Alamosa, I moved the #20 and the #18 by flat car from Oregon to Colorado. I also lifted the off of the mine line and installed it on a display track next to the office only to remove it from the display track and put back on the main line a few years later. The crane company I have quotes from for loading the locomotive was the same one that lifted it and the #18 for me while I was working in Alamosa.

I have talked with Mike McConville from IPH/SLRG about coordinating moving the #20 to a position for loading in Alamosa. I believe the dock track is the best location for loading at, it is clear of the main line and has easy access for the trucks and cranes. As part of the preparation of the locomotive for moving, the side rods will be installed in Alamosa. The locomotive will need to be rolled back and forth in order to get the wheels lined up and the rods on. In looking over the sight plan for the display location in Allen, I do not see enough track to roll the

 7/1/20

arrangement for doing some of the work to the #20 in Alamosa instead of in the Park in Allen.

My plan for moving the #20 is to disassemble the locomotive the same as when I moved the #21. The bolts from the cylinder saddle, waste sheets and furnace bares will be removed with a torch. These bolts have been in place for 90 years so the chances of being able to unscrew them for removal is very slim. By removing the bolts verses cutting the sheets near the bolts will allow the boiler to be lifted off of the frame to set on a truck and when it is delivered to the site in Allen, the boiler can be set back on the frame and bolted right back into place. The tender will be lifted off of its trucks for loading, this will reduce the height of the load for easier handling. With this plan the locomotive would end up on 4 trucks, the boiler on one low boy, the running gear on a second low boy, the tender minus trucks on a third low boy, and the Cab, tender trucks and the larger misc. parts on the forth.

The trucks will not get their exact routing until they apply for the permits, but more than likely they will go from Colorado into northern New Mexico and then cross over into Texas.

My sub-contractors for the move are Monte Vista Machine for the crane to load in Alamosa and labor to help with prepping the locomotive, my broker at Freight Quote for the trucks, North Texas Crane for unloading the locomotive , and Texas State Railroad for labor in helping assemble the locomotive in Allen

Morton Locomotive & Machine
PO Box 1292
Morton, WA 98356

Locomotive #20 Restoration Plan

My plan for the restoration part of the project would take place in Alamosa, Colorado. I have made arrangements with the SLRG to rent space at the railroad to do the work there. The advantage to doing the restoration work in Colorado is, I lived and working in Alamosa for 6 years and have a network of support businesses I can use to help with the work. It will be easier to do the work at the railroad verses in the park.

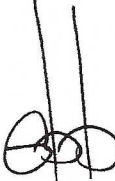
Below is my plan for each part of the restoration based on the section V.

A-1 The locomotive and tender will be moved to a section of track that has been prepared with heavy plastic on the ground and between the rails to collect the debris that come off during pressure washing. The locomotive and tender will be pressure washed from top to bottom. The frame, wheels and underside of the locomotive will be thoroughly cleaned to insure all of the old grease and dirt has been removed. Once the locomotive has been cleaned the debris and plastic will be disposed of with a local sanitation company.

A-2 The missing locomotive valve gear parts will be replicated based on measurements take from the identical part on the #18. These parts will be built in our shop in Washington for installation onto the locomotive.

A-3 Install the smoke box front, build a new smoke box door and install the bell on the bell bracket. The new smokebox door will be copied from the #18.

A-4 Install reconditioned steps or new steps over the feed water pump. The original steps were on sight in Alamosa in October.

 1/1/20

A-5 Install reconditioned steps or new steps over the air compressor. The original steps were on sight in Alamosa in October.

A-6 Install original valve cover or a replica cover on the engineer's side. The original cover was located in the shop in October.

A-7 Recondition the headlight and install on a new headlight bracket mounted to the new smokebox door.

B-1 The remaining trim on the edge of the tender deck will be removed. New trim will be cut to size, primed on all sides and installed.

B-2 The rotten board above the coal bunker will be removed. A new one will be cut to size, primed on all sides and installed.

B-3 The corroded area of the coal bunker will be cut out. A new piece will be formed and welded in place. The weld will be ground flush and the new metal will be primed.

B-4 a. The coal bunker will be cleaned out, parts for the locomotive will be labeled and loaded for transportation to Allen.

b. The coal board slats will be repaired, new coal board will be cut to size, primed on all side's and installed.

c. The remains of the old steel floor will be removed, a new steel floor will be cut, installed and primed.

B-5 The rotten end beam will be removed, a new end beam will be cut by a local sawmill to match the original and installed. The new beam would be primed on all sides.

C-1 Replicate missing parts from the water pump, Replicate missing plumbing for the water pump.

C-2 Cut out steel plates to fill the square hole in the front deck. These will be welded in place, ground flush and primed.

C-3 Build new windows and door for the cab, replace T&G ceiling in the cab, replace wood floor. All wood will be primed, plexiglass will be install in the windows and doors.

C-4 Install check valve on top of the boiler. There was one on sight in October.

C-5 If needed a new one can be fabricated to look like the original.

C-6 Missing spring rigging can be fabricated and installed on the locomotive. The original part on the #18 can be measured for making the part for the #20.

C-7 Repair damaged metal on the locomotive cab. Rusted out areas will be cut out, new steel will be cut to fit and welded in place. Welds will be ground flush and the new steel will be primed.

Tender- The bolts that hold the tender tank to the frame will be removed, the tank lifted off and set aside. The old decking will be removed and disposed of. New decking will be cut to fit, sealed, painted and installed. The tank will be put back in place and new bolts will be installed.