

FEATHER RIVER RAIL SOCIETY AGENDA REPORT

DATE: September 5, 2005
FROM: David Epling and Tom Carter
ITEM: New Business 2
SUBJECT: Offer to trade Central California Traction Company caboose 24

Offer

The current Superintendent of the Central California Traction Company, Dave Buccolo, was planning to turn their caboose 24 into a business car. Now, he has decided to use a Bay Window caboose instead for that purpose. He has offered to trade the 24 to the FRRS in exchange for an SP or WP bay window car.

This presents the FRRS with an opportunity to acquire a caboose from a WP subsidiary that is not very well represented in the collection. The WP owned 1/3 of the CCT since 1924 and often loaned, traded and sold equipment to the railroad. Its current MOW car roster, for instance, is made up entirely of rare former WP equipment. Our WP 563 S4 once worked for the CCT.

The proposal is to trade Southern Pacific bay window caboose 1337 to the CCT for the 24. The 24 would be moved to the museum on its current roller bearing trucks, then have its trucks swapped with those of the 1337 (if the equipment is compatible; this still needs to be investigated). The trucks currently under the 1337 are identical to those that the 24 rode on until it underwent a truck swap in the mid-1990's.

Costs

Costs involved in this are unknown, but would involve sending a mechanical person to inspect and make the car ready for movement, any movement costs, swapping the trucks and prepping the 1337 for movement and interpretive signage for the caboose once it arrives in Portola. The 24 will be returned to live rail once work on the CCT's Stockton Shop is completed.

History

Central California Traction caboose 24, ex-ATSF 1547, was acquired by the CCT from the Santa Fe under a lease agreement on August 19, 1964 to help alleviate a caboose crisis the CCT was undergoing at the time. The car was purchased by the CCT on April 26, 1965 and assigned number 24.

CCT 24 was built brand new for the Santa Fe in September 1927. She is all-steel construction with an off-set cupola. She was sold to the CCT before the Santa Fe began the 1966 rebuild program of which our current Santa Fe Caboose 999197 was a part. The result is that she still retains all of her original windows.

CCT did their own rebuild of this caboose in 1978. 24 had her roof walks, end ladders and undercarriage toolboxes removed. She also received the paint scheme she currently wears, complete with the CCT quatrefoil logo. Sometime between 1995 and 1998 she lost her plain bearing leaf spring trucks in favor of the roller bearing freight sprung trucks she now wears.

The 24 was used in regular service until the discontinuance of the Lodi to Sacramento portion of the mainline on June 12, 1998. Since that time, the caboose has been stored serviceable inside the CCT's car barn at the Cherokee Road shops. For a while, CCT's chief mechanic was using it for an office.

Current Condition

Reportedly the 24 is in serviceable, interchange ready condition. She has not been altered since her 1978 rebuild and retains her CCT in-service condition as she was in the 1980's and 90's. As such she is an excellent example of a shortline caboose at the end of regular caboose service and would represent the Central California Traction in the collection. Currently, the only item of CCT equipment on the property is WP S4 563, ex-CCT 50, which is slated to be restored to its WP appearance.

The CCT would need to inspect and accept the 1337 if the FRRS approves this proposal. If the 1337 is not acceptable, we will need to explore other options should the FRRS wish to acquire CCT 24.

Use of the CCT 24

It is suggested that the 24, since she is pretty much in road condition, would make an excellent display caboose for the public. She could be parked on 2 rail, at the east end of the diesel shop, and open for public display. Signage and small hand items would be placed in the car to explain the caboose's role.

A simple cleaning of the exterior and replacement of the side reflective "hash" stripes and the quatrefoil logos would dramatically improve the caboose's appearance and make it more display presentable.

Member David Epling has offered to become chief advocate for the CCT 24 and oversee its care and fundraising.

ACTION: Discussion. Possible Action.

Photos

Central California Traction Caboose 24

