

FEATHER RIVER RAIL SOCIETY AGENDA REPORT

DATE: September 27, 2005
FROM: David Epling and Tom Carter
ITEM: Old Business 3
SUBJECT: Offer to trade Central California Traction Company caboose 24

Inspection

An inspection report on the caboose is included in a separate file.

The caboose, due to its older brake system and wooden end-sills, is not currently FRA legal. These issues could be corrected, but the ability to work at the CCT is uncertain and costs are unknown. It is possible that we can perform a one-time unoccupied movement in compliance with the FRA following work to repair the brake system, assuming no major problems are uncovered. A single car air test would be needed to evaluate the system and determine if performing basic repairs to the brakes could make the car interchange ready.

The bolsters on the 24 have been modified to accept the roller bearing trucks. They can be changed to accept the original style trucks currently under the SP 1337, but this would involve lifting the caboose and modifying the bolsters.

Based on these findings, the advocates suggest that the 24 be retained with the current trucks and that a new set of roller bearing trucks be located for the SP 1337.

Movement

If the single car air test reveals no major problems, then the basic required work to make 24 legal in interchange for a one-time movement could probably be performed in 1-3 days with a proper crew. This may require obtaining a historic waiver from the FRA concerning the wood end sills and non-compliant windows. If this is not feasible, then the best way to deal with the CCT 24 would be movement to the museum by flat car, retaining the roller bearing trucks.

The SP 1337 would need some modification to accept roller bearing trucks, but this would depend on the set-up of a new set to be located for the car. The 1337 will probably require some work to be interchange legal, but a further inspection of the car needs to be performed.

Estimated costs for movement are between \$1000 and \$2500 for flat car movement, depending on availability of a ramp versus crane charges and donation of movement by the UP. If we can make the car legal for one-time movement, then costs would likely be

less than \$1000. Funding source is undetermined, but could be raised as outside fundraiser in conjunction with FRRS Funding Department.

Use of the CCT 24

Based on the inspection, the 24 would be suitable for a public display caboose. The 24 advocates are proposing a cleaning and touch-up of the exterior and replacement of the side reflective "hash" stripes and the quatrefoil logos to improve the caboose's appearance and make it more display presentable. After external clean-up, signage and displays would be placed within the caboose. There is also a battery compartment within the caboose that needs to be removed as the batteries are a safety hazard for visitors, however, that is a minor task.

Since the roller bearing trucks would be retained, a long-term possibility is making the FRA required modifications to the car and allowing it to be taken to off-site exhibits. This work would be undertaken as a long-term project after setting the car up as a public display.

Estimated costs of the display work are between \$3-5000, to be raised by an approved fundraiser developed in cooperation with the Funding Department.

Recommendation

We recommend that a single car air test be performed on CCT 24 to determine the condition of the brake system, and that George Hardy or a suitable FRA rep be contacted to find information on any special waivers or issues that would prevent movement on rail or make it more difficult. At that point, determination would be made as to the best course of action for moving the car if and when the trade is completed.

Approval sought to continue the project in the direction outlined in this report.

ACTION: Discussion. Possible Action/Consensus Direction.

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Introduction

On Thursday, September 16, 2005, an inspection of the CCT 24, a high cupola caboose, was made in the Central California Traction round house facility on Cherokee Lane in Stockton. The following is my report on the mechanical aspects of this caboose.

Central California Traction # 24

***Built:**

* This caboose is currently equipped with "AB" type brake valves and are not permitted in interchange. Any movement on rail would require extensive work to properly outfit if to meet the current FRA and CPUC regulations. This would NOT be an easy fix. The car would have to be outfitted with newer brake valves and the braking ratio would have to be checked for proper operation. A Single Car Air Test would be required after this conversion. Currently, there is no slack adjuster on the brake rigging. This caboose may or may not need the pressure reducing arrangement, depending on the outcome of the conversion. Removal and cleaning of the brake cylinder piston would also be required. This is something that would take time to be performed properly.

*Brake rigging appears to be all intact and in proper position.

*Train line appears to be intact and not missing any parts.

*Angle cock on the "B" end is missing a U-bolt for securement and also has a broken handle stop. This would require the angle cock to be replaced to meet FRA standards.

*Angle cock on the "A" end appears to be in good condition.

*Each end of the caboose is outfitted with a back-up whistle located on the rear of the platform.

* The air hoses are outdated missing and will have to be replaced before airing the car. NOTE: The air brakes were NOT checked for operation in this inspection except for a visual inspection.

*The "B" end of the car has an AJAX 1924 model handbrake in good shape with a deep dish wheel. The wheel is in great shape.

*The "A" end is equipped with an AJAX 1934 model handbrake in good shape with a deep dish wheel. The wheel is in great shape.

*The coupler on the "B" end is an E60 CHT coupler with an E50HTE knuckle.

*The coupler on the "A" end is an E60 HTQ coupler with an E50AC knuckle.

*All exterior safety appliances are tight and secure to the car body.

*The wheels are 6 X10 with a full contour flange. All wheels are a little thin, but still meet FRA requirements.

*All windows are made of Lexan Plastic and are simply pop-riveted to the outside of the car body. There are no frames in most of the windows. In the cupola, there is one window missing. They are made of 3/16" Lexan plastic. Window frames would have to either be made or purchased if this caboose is to be used on the main line. Otherwise, the current windows would only need to be replaced with like material for visibility.

*There are no window screens present.

*The step platforms are in very good shape.

*The end sills on the "A" and "B" end are in good shape.

*The car has excessive side bearing clearance side to side (total 1")

*The car has adequate side bearing clearance end to end at diagonally opposite corners (total 3/4").

*The two end doors are wood sheathing over metal. Doors appear to be sturdy and strong.

* Each end of the cab platform is currently wood. This is not acceptable for interchange. Metal grating must be used to replace the wood before it is used for anything. Again, this would take time, money and material to bring it to the current FRA and CPUC regulations.

* The steps are currently metal and in very good condition.

INTERIOR

*The interior of the caboose appears to be in pretty good shape. There were some items stored in the caboose when we inspected it, but we got to see enough to make this determination.

*The storage cabinets on the "B" end were intact.

*The bunk framework was in place on the "B" end.

*There were Conductor seats in the cupola area and they were in pretty good shape. May need new upholstery.

*The heating stove was in place and appears to be in good shape.

*The restroom was in place with a Microphor toilet with a holding tank.

*There were no signs of leakage from water anywhere in the cab.

* The floor did not have any "weak" spots that I could find. It felt very sturdy.

*The ceiling was intact and in very good shape.

*The interior was painted but was pretty dirty.

* Located inside the caboose is a metal box containing batteries. The batteries appear to be leaking and in very bad shape. There is a battery charging regulator located on top of this box. This would need to be removed for safety reasons if the public is allowed inside the caboose.

*Located along the top side of the interior is a water storage tank.

*There is currently a sink with water plumbed to it.

Location/Position of the caboose

*This caboose is located inside the CCT shop building on rail in Stockton, California. Directly outside the building is a hole that is being dug for

environmental problems at the CCT. This hole is approximately 75 feet across and approximately 40-50' deep. Obviously, this must be completed before the rails can be restored for any movement by rail. Trucking this caboose may be possible, but may be a problem loading since the hole is so close. I am not sure of the time frame for completion of this project by the CCT, but it would appear that it may take some time.

Conclusion

After careful inspection, it is my opinion that this caboose is a worthy candidate for the Museum to acquire, but not for use in the Caboose Train project. It should only be used as a static display. This would be the least expensive proposition for this caboose. Trying to make it road worthy would require a lot of time, parts and material. Once it is cleaned up and freshened up, it would make a great addition to the museum. Once the wooden platforms are replaced, the general public could be offered a visit inside. The old "AB" brakes could be left alone and no other repairs would be needed underneath this cab. Just a little work on the platforms and some cleaning on the inside and this would be a good caboose for the museum.

Comments

If there are any questions or anything I have failed to inspect, I would be happy to discuss it with members of the board for the museum. Again, this inspection was performed to the best of my ability at that time. Once the cab is removed, a more detailed inspection can take place. I would be happy to offer our services at that time.

Sorry, we did not have a digital camera available at this inspection.

As always, if you have any questions, please give me a call. I am more than happy to help.

Sincerely,

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