FEATHER RIVER RAIL SOCIETY
AGENDA REPORT

DATE: September 5, 2005

FROM: David Epling and Tom Carter

ITEM: New Business 1

SUBJECT: Availability of Western Pacific Bay Window Caboose 470

Summary

Western Pacific caboose 470 is currently located in southern Sacramento on private land. It is owned by Mr. Rich Colombo. Mr. Colombo is considering moving from his property and has offered the WP 470 for sale, price yet undetermined. Tom, Tim and Rick Carter, along with David Epling, inspected the caboose and have requested this information be presented to the Board for consideration.

The Board's approval is sought to open negotiations with the owner concerning acquisition, either through purchase, donation or partial donation, of the WP 470.

Condition

After careful inspection, it is Rick Carter's opinion that this caboose is a very, very worthy candidate for the Museum to acquire. Mr. Carter is a former WP Carman and is very familiar with the caboose fleet. With very minimal work, he reports that the caboose would be ready to go into service. If this caboose is purchased, it would be a good candidate for the original paint scheme-red body with black bottom trim, black trucks, either white or black top (currently red) and the white lettering and the WP logo. The handrails could be touched up in white and have the reflective coating applied. It is Mr. Carter's opinion that the total time needed to make this caboose very road ready would be less than 40 man hours with proper tools and equipment, not counting paint. The inside (once the items stored inside are cleaned out) would only need chairs or seating bolted down in the "A" end. The bunks in the "B" end are in great shape and simply need to be washed down and cleaned.

Costs

Costs involved in this are unknown, but would sending a team to make the car ready for movement, any movement costs, load/unloading and interpretive signage for the caboose once it arrives in Portola. As for purchase price, it would likely be on the high end of the spectrum for caboose purchase based on comments from Mr. Colombo. It appears that he has received an estimate of value from a representative of CSRM. The 470 is not on live rail and would have

to be trucked. Based on past movements, just transporting the caboose would likely run $5000-6000, plus purchase.

History

Western Pacific ordered 5 sets of steel bay window cabooses.

The largest order was the first. WP 426-460 were delivered from International Car in Dec 1955-Feb 1956. They featured a steeply sloping bay roof, tall bay windows, two large side windows on 1 side and 1 on the other. WP 428, currently in the collection, represents this style.

The next 3 were superficially similar to each other, but different in construction from the 426-460 order and the last order, WP 481-486.

WP 461-465 were delivered in October 1969. They featured shorter windows and a taller bay with a flatter bay roof profile. Only one side had a single side window. They were delivered in the mineral brown and yellow scheme of the 426-460 series.

WP 466-475 arrived in March 1973 and were the first to wear the red, white and black colors that WP would use until the UP merger. They had a different roof construction than the 461-465 series and did not feature ladders to the roof, but were otherwise close copies. They featured the clarendon type Western Pacific lettering used on the road units.

WP 476-480 were delivered one year later and were identical to the 466-475.

Several of the 461-480 cabooses later wore a variant paint scheme featuring the revived WP Feather River Route logo in the early 1980's.

WP 481-486 were the last cabooses delivered to the WP. They were built in May 1980 and were add-ons to a Southern Pacific order for their type C-50-9 cabooses. They featured a smaller side window, slightly taller and flatter topped bay (which was also noticably narrower), smaller end windows and an open roof end when compared to the 461-480 style cabs. They also featured the sans serif roadname. WP 483 and 484 are in the collection.

In summary, the WP basically rostered 3 distinct styles of steel bay window cabooses, one of which (call it style B, WP 461-480) had two sub-variants. We currently roster one example of style A (WP 428) and two examples of style C (WP 483 and 484). WP 470 is an example of style B and one of the cabooses that helped end the service of the wood cabs on the WP.

WP 470 herself was used until the merger and by the Union Pacific until shortly after. She was reported to be in storage in Rupert, ID after November 1985. At

an unknown time, she was brought back to Sacramento and sold to a private owner. The car is currently located near the mothballed Central California Traction mainline in south Sacramento.

Current Condition

A complete inspection report and photos are in a separate file.

Use of the WP 470

Since it only has one side window, the WP 470 would not be a good candidate for the caboose train. It could become a second road caboose or a display car containing information and displays concerning the WP cabooses.

Its primary value is in closing the only gap in our collection of WP steel cabooses and representing the last cars built specifically to a WP specified design.

ACTION: Discussion. Possible Action.

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Introduction

On Saturday, August 13, 2005, my 2 sons, Tom, Tim and I traveled to Sacramento to inspect a caboose that has been offered for sale to the Portola Railroad Museum. We were followed by 2 other museum members, David Epling and . At the location, we were met by Mr. Rich Colombo, one of the owners. What we discovered was former Western Pacific Caboose, # 470. This caboose is in very good condition. The following is my report on the mechanical aspects of this caboose.

Western Pacific Caboose #470
*Built 3-73
*Light Weight 46,600#
*5 ½ x 10 roller bearing wheels
*Barber-Bettendorf trucks
*1 1/2 "composition shoes-80-90% good wear left on shoes
*Brake riggings appear to be all intact and in proper position. Slack adjuster is out; however the handbrake is set on the car on the "B" end.
*Car is currently sitting on 2 pieces of panel track with 60# rail.
*Train line appears to be intact and not missing any parts. Angle cocks are in very good shape; however the air hoses are outdated and antiquated 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 Equipco 4000A handbrake in good shape with a deep dish wheel.
*The "A" end is equipped with a McLean/Fogg 8520 hand brake in good shape with a deep dish wheel.
*The coupler on the "B" end is an EK408CB National coupler with an E50HTQ knuckle.
*The coupler on the "A" end is an EK408CB National coupler with an E50ACE knuckle.
*All exterior safety appliances are tight and secure to the car body. They are painted white.
*The wheels are 5 ½ X10 with a full contour flange.
Bearings are: RL1=Timken 1A
RL2=Timken 1A
RL3=Timken 1A
RL4= Hyatt #6
*All bearing caps are on and tight. All cap screws are on and tight.

*Wheel location L2 has the alternator pulley mounted to it and it appears the belts and the alternator is present. Not sure if it works.
*All windows are intact and most are clear. They are made of 3/16" Lexan plastic.
*There are no bay window screens present, however the framework for the screens are present on the left bay windows.
*The step platforms are in need of repair or replacement. The framework is bent; however it is salvageable with a little work. Then need to be removed, straightened and reattached. The steps themselves are another matter. The steps are:

BR- steps are in good condition, may need minor welding.
BL- steps are in good condition, may need minor welding.
AR- Steps and framework needs to be taken off cab,(6 bolts), and cut the steps off. One of the steps is ok to put back on, however the other two steps need to be replaced. Framework needs to be straightened or replaced.
AL- Steps are bent and broken. There are three steps. The bottom step is bent and broken loose from the framework. Needs either replacement or welding.

*The end sills on the "A" end are bent slightly, but can easily be straightened with heat.
*The end sills on the "B" end are slightly bent, but are serviceable as they are. No work required.
*The roof overhang on the "A" end is slightly bent. May be heated and bent back out.
*The roof overhang on the "B" end is slightly bent. May be heated and bent back out.
*The car has adequate side bearing clearance side to side (total ¾")
*The car has adequate side bearing clearance end to end at diagonally opposite corners (total ¾").
*The truck bolsters are the only problem I found with this caboose. They are the elliptical spring type with 2X2 springs in each nest.
*The bolster has a spring plank underneath and it is currently resting on the outside edge of the bolster. The springs may be changed out if possible with new ones, or simply jack the car, raise the bolster and put a shim in the spring perch. That would raise the bolster up enough to allow the bolster to float freely when in motion. Any binding could cause the trucks to go rigid in a curve and would cause the caboose to derail. This must be addressed prior to the caboose being used in service. Simple fix, big problems if not fixed.
*The two end doors are wood sheathing over metal. The doors lock but the bottom 6" of each door has severe rusting away. Doors can have metal cut off at 6" and another piece of metal welded in place. Doors appear to be sturdy and strong.

INTERIOR

*The interior of the caboose appears to be in very good shape. There were many 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.
*Both bunks were in place on the "B" end.
*There were no Conductor seats in the bays.
*The heating stove was in place and appears to be in good shape.
*The restroom walls and commode were removed along with the sink.
*The vents in the roof were in place and seemed to function properly.
*There were no signs of leakage from water anywhere in the cab.
*The floor has parquet type flooring over the original floor. 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 the light WP green like the green in the MOW car. Paint is in great shape.
*There was no rust visible anywhere except the door sheathing.
*The "A" end of the car, when cleaned out, will be totally vacant.

Dimensions

*The overall dimensions are"

Length-knuckle to knuckle= 40'6"
Height-smoke stack to TOR=14'6" (Stack is cut loose and can be removed for transport.)
Height-top of cab to TOR=13'2"
Width-outside bay to outside bay=10'6"

Location/Position of the caboose

*There are a couple of items around the perimeter of the caboose.
*Directly behind it is a fence approximately 10"-12" away from the bay.
*There is also a storage shed approximately 16" from the coupler on the "B" end of the car. Mr. Colombo stated that the previous movers (Jim Dobbas Construction) moved the building the last time the caboose was moved. He did not seem to be too concerned with moving it again.
*The exit from its location now would take a little bit of maneuvering a truck and trailer. Once loaded, there would be two right turns to negotiate. They are pretty tight turns. It may be easier to pick it up and haul it to the truck in the drive way.
*Then there would only be one right turn onto Gerber Road. With flagmen, this would not be a problem negotiating this turn.
*I would suggest loading the caboose body on the truck without the trucks attached. This would allow the truck to negotiate overpasses easier. It may not even be a high load at that time. I am not sure about the width. It may be wide, but just barely.

Conclusion

*After careful inspection, it is my opinion that this caboose is a very, very worthy candidate for the Museum to acquire. As for price, this would be on the high end of the spectrum for caboose purchase. With very minimal work, this caboose would be ready to go into service. If this caboose is purchased, it would be a good candidate for the original paint scheme-red body with black bottom trim, black trucks, either white or black top (currently black) and the white lettering and the WP logo. The handrails could be touched up in white and have the reflective coating applied. I think the total time needed to make this caboose very road ready would be less than 40 man hours with proper tools and equipment. Not counting paint. The inside (once the items stored inside are cleaned out) would only need chairs or seating bolted down in the "A" end. The bunks in the "B" end are in great shape and simply need to be washed down and cleaned.

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.

PHOTOS ARE ATTACHED

Sincerely,

Rickey L. Carter

Rickey L. Carter
Owner/Senior Instructor
Railroad Training Services
3257 Larchmont Drive
Stockton, California 95209-5189
209-952-3055 phone
Email: rlcarter@railroadtrainingservices.com
Website: http://www.railroadtrainingservices.com