

FEATHER RIVER RAIL SOCIETY AGENDA REPORT

DATE: June 1, 2003

TO: Board of Directors

FROM: Doug Morgan

MEETING: June 7, 2003

ITEM: SN Boxcar and WPFE Wood Reefer Inspection

SUBJECT: Current Events

Date of Inspection: April 8, 2003

SN Boxcar 2349

This car and the WPFE Reefer is presently located just outside of McCloud, CA on the McCloud Railroad. They're occupying live track in a small storage yard away from general view.

Generally speaking, the 2349 is in good condition with all its exterior and interior fully intact and free from general deterioration. The roof is metal and is free of leaks. Since the car has a steel center sill, it is straight and in good order. It is equipped with Andrews trucks which appear to be in good condition. The car has all of its safety appliances, air brakes, staff hand brake (not on car but located in adjacent WPFE car), air reservoir, couplers, cutting levers, and draft gears all in seemly good order. The only rotten lumber noticed on the car was the cat walks which looked like should only be supporting only a cat.

The side sliding doors work and slide easily. The interior is in excellent condition showing no damage of any kind. The exterior siding is in fair to good condition with some cupping. Some of the T & G should be replaced but only a small number, say 20 boards. The entire car needs repainting.

WPFE 55224

This car wasn't inspected as thoroughly as the SN Box. The car is a combination wood and steel car. It is equipped with a steel center sill and steel studs in the walls, which ties the car together. Wood studs between the steel studs allow for interior and exterior sheathing with vertical and horizontal T & G siding. It has a

sheet metal roof and this appears to be sound. There is some siding missing on one side. The ice bunkers are missing but the interior looks to be in good order with wood pallet floor. The hinged split doors are intact and work on one side for sure. I tried them.

The air valves are missing along with brake rods, cutting levers, some of the safety appliances including the stirrup steps and air reservoir. Otherwise the car is all there including the trucks, couplers, and handbrake.

I don't remember the overall condition of the exterior T & G but my impression is that it was in fair to good condition.

Overall, the car appears to be in good condition.

FUNDRAISING AND RESTORATION PLAN

The financing idea behind this project is to raise money through pledges in small amounts running from \$50 to \$200 from a targeted member and non-member lists that I have prepared. Some fundraising will be performed by appeal via railfan e-mail groups such as the SNList. The goal is to raise \$5000.00 for the purchase of the cars, which is \$1750.00 for both, transportation to Portola, and the restoration of the SN boxcar. There may be some pledge matching. The intent is to acquire these cars and restore the SN car without any outlay by the FRRS general fund.

The timeline for the first phase of this project (Purchase) would be to complete the transaction sometime in July or August. Phase 2 (Transport) would be before Winter of 2003/04. Phase 3 (Fundamental Restoration, SN 2349) would start in late spring of 2004 and wind up in early summer of 2004 depending on the success of the complete fund drive.

SN 2349 would be restored as such, representing its later years following its renumbering and reactivation to service. As such it would provide a fine complement to our other SN boxcar, SN 2129, if it is restored to its original condition.

Consultation concerning the initial plan for fundraising and restoration has been performed with our Fundraising Chair, Gail McClure and Restoration Manager, Steve Habeck. They have expressed approval of the overall idea. If the Board approves proceeding with this proposal, regular reports and consultations with them will be done to help guide the project.

DBM