

FEATHER RIVER RAIL SOCIETY AGENDA REPORT

DATE: March 29, 2003
FROM: Director Vicknair
MEETING: April 3, 2001
ITEM: New Business 1
SUBJECT: Offer to donate TS/WP Bunk Car 0565-H

Several months ago, Kyle Wyatt of CSRM informed me that Tidewater Southern bunk car 0565-H survives and was located in Sacramento. CSRM was considering acquiring it, but if they declined, he would make all information on the car available to us.

CSRM declined and I was given the name of the owner and contact info several weeks ago. President McClure, authorized an inspection by Rick and Tom Carter to prepare a report for the Board. Rick Carter is a former Western Pacific carman and is very familiar with these cars.

TS 0565-H was built as a WP boxcar in 1916 by Pullman. At some point WP rebuilt it into a bunk car and renumbered it 0565-H. In 1960, the TS depot in Escalon burned after an explosion in a work train. TS purchased the 0565-H for use as its Escalon freight agency. By the late 1960's it was no longer needed as an office and reverted to an MOW car, still owned by and lettered for the TS. It appears to have been in service until the mid-1970's.

The owner has offered to donate the car to the FRRS. We would need to move it before mid-summer as the land is being sold for development and the car will be destroyed if it remains. Moving it will be tricky due to trees in the way, but the owner says that they can be removed if needed.

Rick Carter reported the following:

"I personally feel that this car is a prime candidate for the Portola Railroad Museum. With a little effort, this car could become a great car. Everything is there, except the trucks and air brake equipment. Tom said that he thought the museum already had trucks for this car. It was as the pictures suggested. The bearing size was 5x9" solid bearing wheels. The gentleman still has the original brass and wedges for the car. The handbrake wheel is missing, but he feels that it is still around there somewhere and would probably be found when the car is cleaned out. The car is still equipped with the couplers and the uncoupling levers. However, the pigtails from the top loading couplers are missing on both ends as well as both knuckles.

The inside of the car is in very good shape. The wood inside is still like new, with the standard WP green maintenance of way colors. The car still has the original safety slogans stenciled inside. The car currently has a lot of "junk" inside of it, but the man said he would have it cleaned out, if the museum decides to accept it. The car has conduit inside and has three lights mounted inside the center of the ceiling. The floor seems to be in great shape also. There are no visible holes in the floor and it appears to be tight and solid. Again, with the junk inside, it was only about 85% visible. There is a solid wall with a door built into it in the center of the car. I don't think this is original. It was there when the man got it from the WP, but it is not original construction.

The outside bracing is all intact and straight. The paint on the outside metal is still in great shape, as well as the bracing inside of the car. The wooden outside has several spots where the wood has weathered and splintered and rotted, but it is still intact. The original number boards are still there, straight and readable.

All of the ladders and handholds are on the car and are straight and almost all of them are tight. Tom climbed to the top of the car using the ladder on the end and it was tight. He did not get on the roof.

The top of the car now is not original however, but he told us he put "plywood" over the original roof, then covered it with tarpaper to keep the water out. The roof on the inside is still tight and clean.

CONCLUSION: I personally feel that with just a little effort this car would be a real asset to the museum. With a little more work, maybe replacing a few of the outside boards, the car would and could be restored to almost original condition. It would depend on to what extreme the museum wanted to go. Again, with little effort. The only thing that would be a problem is the tree's surrounding the car. There are seven oak trees, as shown in my diagram, that would have to be cut down. Again, the gentleman said that if the museum wanted the car, he would cut the trees down to make it easier. The only other problem is the location. The car is on top of a small hill surrounded by trees. From the access road to the property, there is approximately 2/10 of a mile of twisting downhill dirt roads. Again, with a little effort, the car can be removed from the current location.

RECOMMENDATION: A small crane or a bucket loader would have to pull the car down the hill to the access road. The car is approximately 40' long and approximately 9' wide and 11' at its highest point. Two bucket loaders could probably haul it down without sliding it. This car is probably not very heavy empty. A lowboy trailer would have to be used to haul it to Portola. It would be a permit load also, but just for height and width, not weight.

I hope this report helps make a determination regarding this car. I would be happy to see it at the museum, restored to its past history.

If I can be of service in the future for the museum, please feel free to call me or contact Tom and ask him to contact me."

We currently do not have an intact WP MW bunk car of this type in our collection and I have not found any listings of any other intact WP bunk cars, other than our

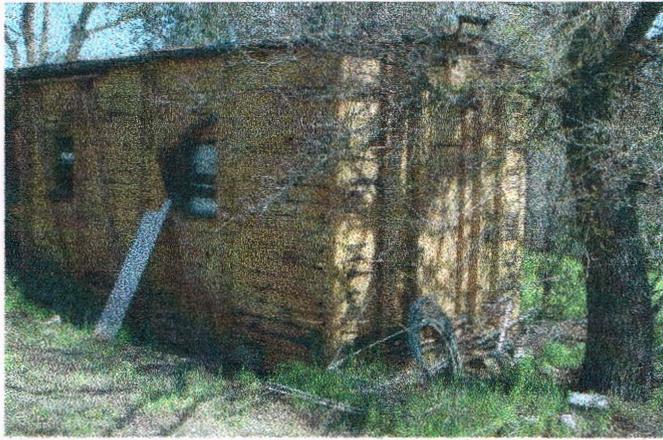
construction era car. These cars were common sights along the WP, SN and TS. Its history as a freight office and ties to the TS make this an especially rare car.

PROPOSAL

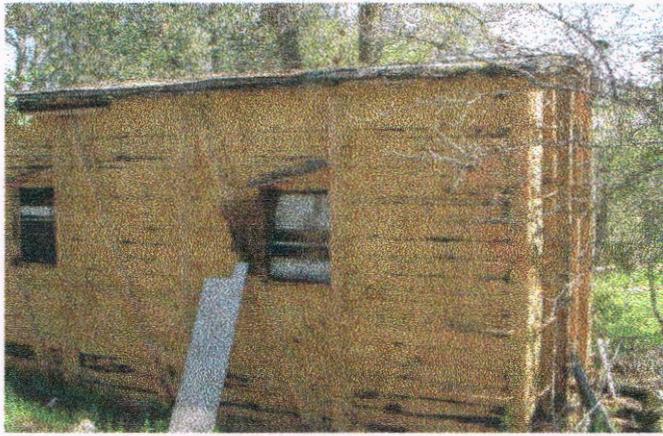
Moving would require the removal of trees and a crane for loading onto a truck. I have no concrete cost estimates, but believe a ballpark number would be around \$4-5000 to move the car based on past moves. I propose a "blitz" fundraiser via web as was done for the WP freight cars, emphasizing the chance to save this car before it is destroyed.

If we also decided to acquire the WP Alcos currently available, we could do a combined fundraiser, perhaps also doing a mail-out campaign.

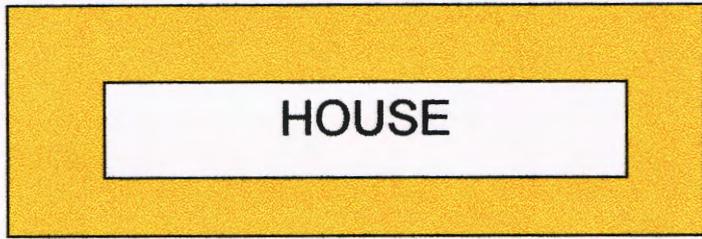
ACTION: Discussion. Possible Action.



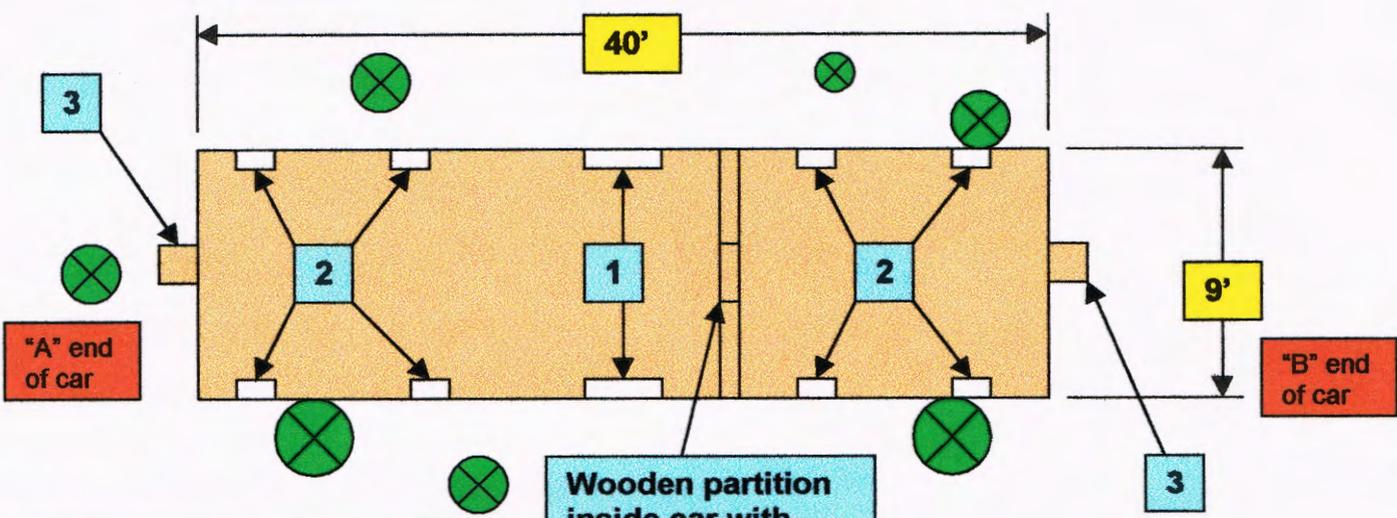
SCREEN TO LEFT OF WINDOW IN PICS



Due to tree encroachment, getting photos was difficult. Both Rick and Tom commented that these photos do not do the car justice and that it is good shape.



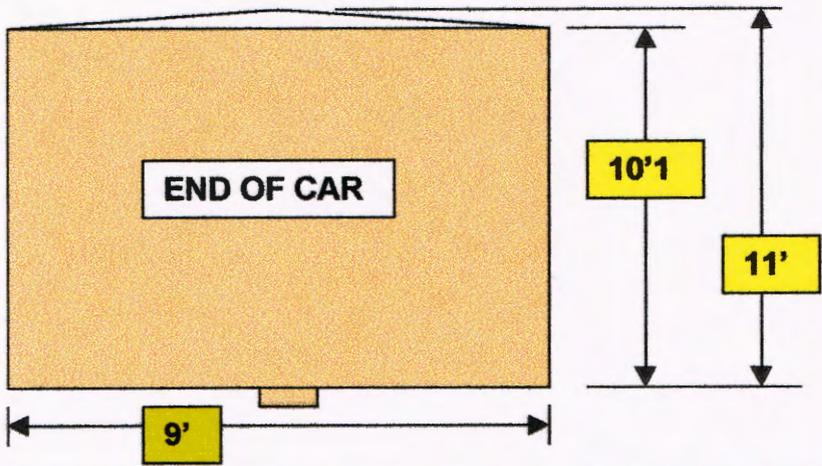
Access to property →



- LEGEND**
- (1) Doors-Wood, 30X77"-(2)
 - (2) Windows- Wood covered, 27X22"-(8) 4 ea. side
 - (3) end sill, couplers
 - ⊗ Oak trees-various sizes, 30-35'tall

Wooden partition inside car with door in middle, not original

Downhill side of car. Car is on a gentle, sloping dirt hill.



Roof- Original wood with tar paper over it. Roof did leak, but not after the tar paper. No internal damage inside car on roof.

Floor-Original, I think. Floor is not broken thru and is solid.

Interior walls-Very nice condition. Painted light blue (per WP colors). Car still has the WP safety slogan "Be alert-Don't get hurt!" inside.

Exterior walls-Painted in orange paint, but wood is rotted on the outside in some places. Still structurally strong.

Safety appliances: All there and most are tight on car. A couple are loose. Ladders ok.

Metal bracing/car frame: All outside and inside metal bracing is in original, painted shape. Frame is on ground, but apparently in good shape.

Recommendation: This car is in very good structural condition. The inside and outside bracing is very straight, not bent or rusted. The center sill is on the ground, so a closer inspection can be done when car is loaded for transport. Interior just needs to be cleaned and polished. Outside wood needs some repair, but still strong. Some wood-rot is visible. All safety appliances are still on car and are mostly