Shipping a Caboose by Truck

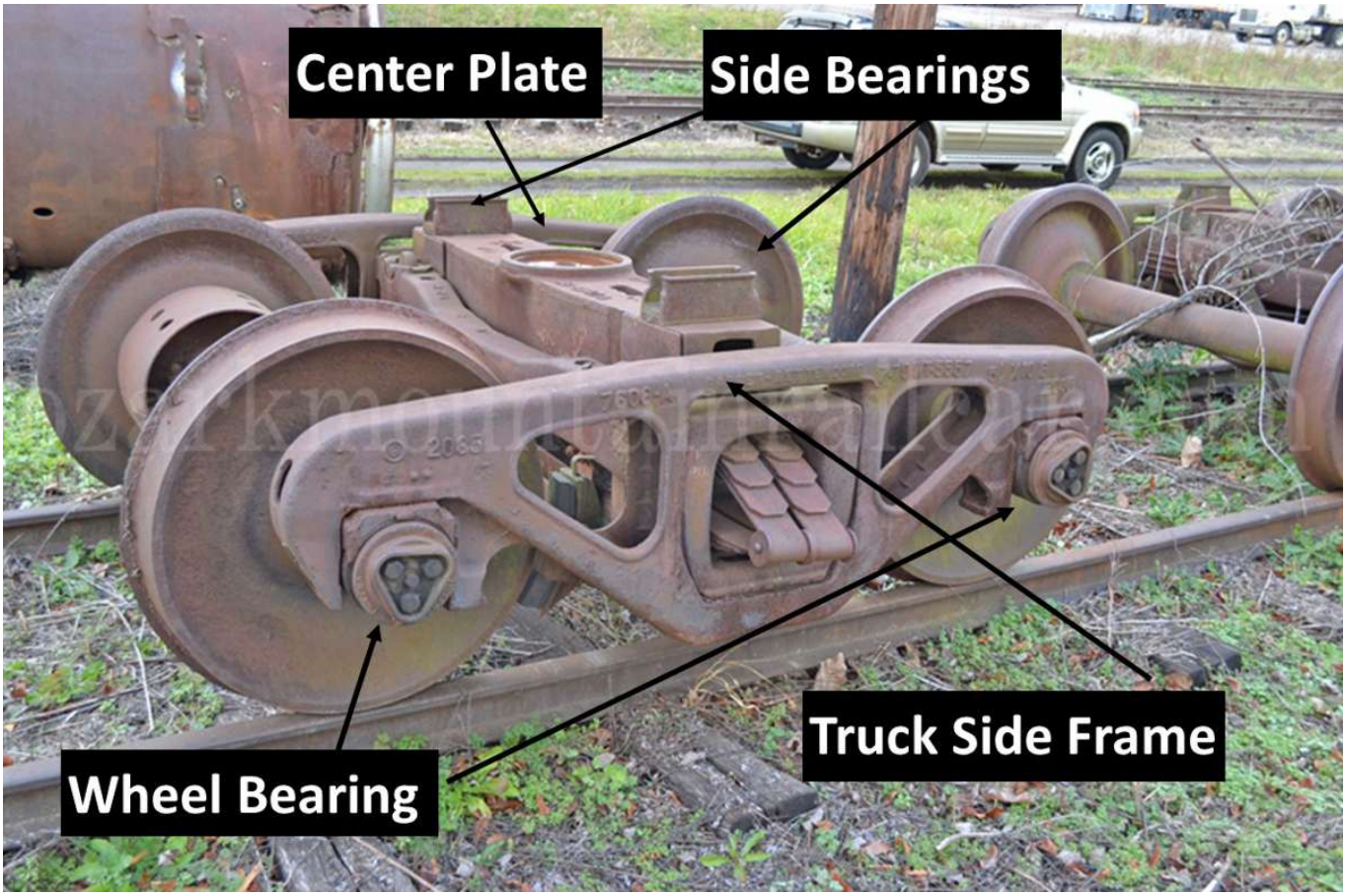
NOTE: This document is a suggested method for transporting a Caboose by truck. OMR is not liable for any damage or injuries to persons or equipment that may occur from Sellers, Buyers, or Contractor's actions/inactions.

Summery: Shipping a caboose by truck is the most cost-effective method of transport. Most Cabooses cannot ship by rail due to location and type of wheel bearings. The advantage of shipping by truck is you will know when the car is going to show up and what condition it will be in. When shipping a caboose by truck you will need a minimum of a 25-ton crane at origin and destination and a Heavy Hauler (Trucking Company) to move the car. Shipping is based on mileage and cranes, trucking companies. You can easily spend a minimum of $10,000+ on shipping costs.

Prepping the Caboose for Shipment: Moving an 18-20-ton caboose may seem challenging, but it's not as difficult as you think. You'll need to handle three main parts of the caboose.

Car Body – This includes the entire structure from the floor up.

Trucks: The trucks are the cast frames that transfer the weight of the car body to the wheels. There are two trucks per car, each with 2 axles. The weight is transferred to the trucks through the body bolster (cast section of caboose frame) to the center plate on the trucks, to the leaf or coil springs in the truck, then to the truck frame, to the wheel bearings, then to the wheel and onto to the rail.

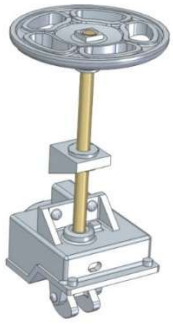


1. **Lifting the Car:** Before lifting the car be sure to chock the wheels with a block of wood or a metal wheel chock. You will want to chock one wheel on each side to keep the car from moving in either direction. Do not use anything made of steel unless it is an actual wheel chock

2. **<u>Disconnecting Hand Brake:</u>** The Hand Brake is just like a parking brake, it keeps the car from rolling after a locomotive has been uncoupled. A Hand Brake may have different models, but their function is the same. There will be a chain coming out of the bottom of the hand brake and it will be connected under the car to some brake linkage. Normally only a pin and cotter key is all the needs to be disconnected.

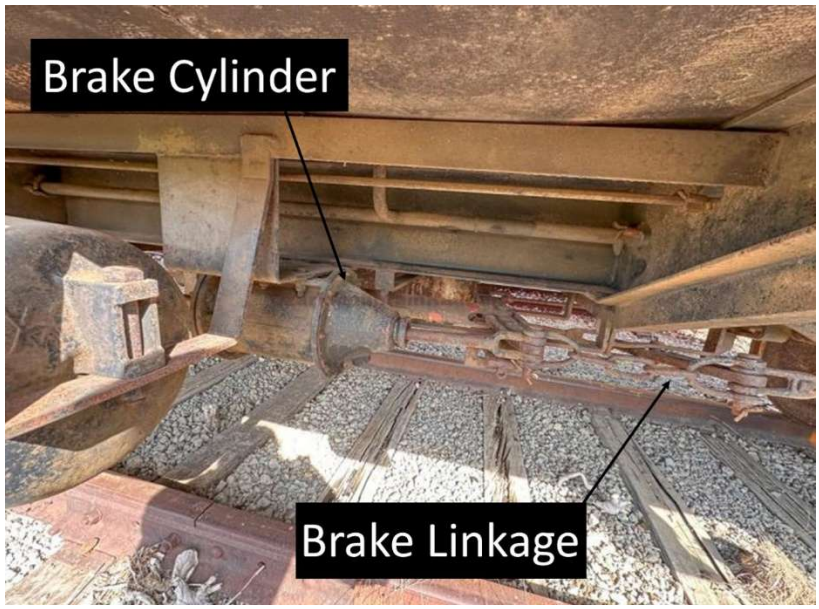
Examples of the Hand Brake Pins

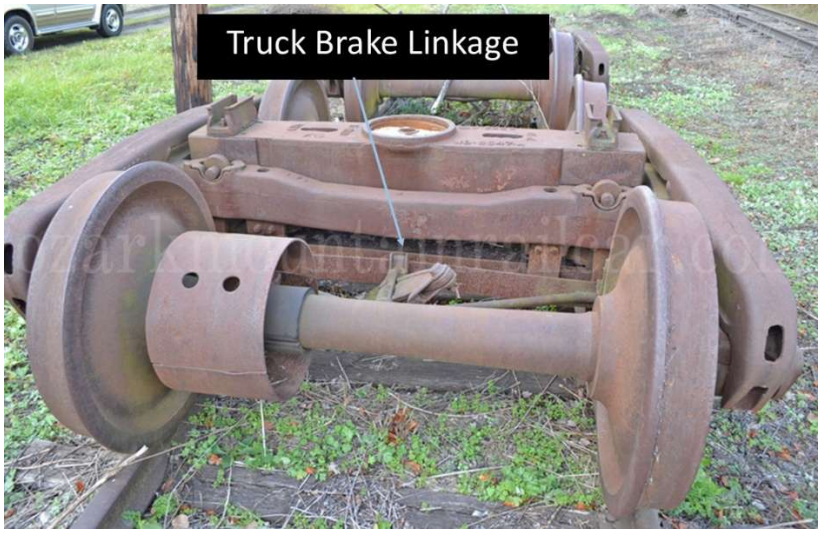
Example of the Clevis that the pins would go into.



Examples of common Caboose Hand Brakes

3. **<u>Disconnecting Brake Linkage:</u>** The brake cylinder(s) connect to the brake linkage under the car. And onto linkage within the truck frame which then applies pressure to the brake shoes against the wheels. You will need to disconnect the rod that connects the linkage under the car to the linkage inside the truck frame, then the car will lift off the trucks with all connections disconnected.





4 Lifting the Car Body When looking at a caboose the initial thought might be to pick it up by the couplers at each end. DON'T DO IT, the couplers are designed for absorbing horizontal forces and not vertical forces. By lifting a car by the couplers, you stand the risk of doing damage to the car structure and even possibly dropping the car. As mentioned before, the weight of the car is transmitted to the trucks through the center plate (see photo at beginning). The safest way to lift the car is by slinging it with a crane and spreader bar. The slings need to be placed next to the center plate and include some wood blocks on each side where the sling meets the bottom side of the car, this will keep from crushing the side sheet and causing a large dent (or worse) in the side of the car.

5. **Loading the Caboose:** We recommend using a low boy trailer to ship the Caboose. This will depend on the type of equipment the trucking company has and state regulations. When lifting the car off its trucks you will be eliminating approximately 3-3.5 feet from the total height of the load. You may need to cut off the steps at each end and any other undercar equipment. These items can be reattached when the car gets to its destination. When placing the car on the trailer you will need sufficient wood blocking under the car and at its sides to keep the car from tipping. The actual methods to secure the car to the trailer will be at the call of the trucking company.
6. At destination you will basically reverse the loading process. The trucks are placed on the rail and spotted so the caboose will sit down onto the center plates. Be sure to apply a few steel blocks to the rail (only if car is going to be stationary) at each end of the car to prevent the car from rolling away once the caboose is setting back on the trucks.

   If the final spot where the car is going to be placed is not ready. You can put some wood cribbing on the ground and set the car onto the cribbing. It is recommended (not required) to have a short section of track built to set the trucks/wheels on then reverse the loading procedure to place the caboose on it's trucks. You can normally purchase used railroad ties at most landscaping companies. As for rail, you can reach out to railroad museums, tourist & freight railroads. (The large companies like CSX or Union Pacific won't work with you but smaller companies will). If you are not making any progress, feel free to contact us, we have railroad clients in the the US & Canada and may be able to help. If

you have any questions regarding this process, please free to contact us at 417-336-2401 or sales@ozarkmountainrailcar.com

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