**Amtrak ID 800188**

**Navy Inspection Car 118**

The 118 is currently store at Fort Eustis Virginia. The currents owners Mr. and Mrs. Tyler B. Robbins. 1631 Epping Road Gates Mills, Ohio 44040.

Car history.

* Builder Plans 2843 Lot 4291 1914-Dec 1915
* Built for Union Pacific Chair Car UP 741 Dec 1915 -April 1916
* Renumbered UP Chair Car UP 1210 Apr 1916 -1938
* Remodeled to a UP Business Car UP 118 Jan 1938 - Dec 1951
* Renumbered UP Business car UP 114 (2nd) Dec 1951 - Apr 1957
* Renumbered UP Business car UP 120 (3rd) Apr 1957 - Jun 1970
* Retired June 1970 Jun 1970
* Purchase by Tyler B. Robbins from Morriston & Erie RR 1978
* Moved to Cleveland Ohio Collinwood Railroad yard

Restoration 1983-1988 Cleveland, Ohio Collinwood Rail Yard.

* Amtrak 40 year rebuild performed on original 3 axle bolt on pedestal trucks.
* Lighting electrical system updated to 120 volt AC from 32 volt DC battery supplied power.
* Amtrak Head End Power (HEP) and 27 point communications installed.
* Original UC brake system overhauled per Amtrak/AAR and FRA standards.
* Perkins generator added to car.
* Ice operated air conditioning upgraded to R-12 refrigerant system.
* Heating system upgraded to oil fired boiler, and electric baseboard heating.
* Complete interior restoration.
* Water raising system replaced and modernized.
* Microphor toilet system with holding tanks added to meet Amtrak requirements.
* All exterior windows replaced with new window frames and laminated safety glass.
* Car repainted to present color.

Upgrade and restoration completed April 2005. Work performed Toledo, Ohio.

* Car converted from 3 axle bolt on pedestal trucks to 2 axle cast pedestal thread brake trucks.
* Complete remanufacture of two axle trucks per Amtrak specs.
* Timken 6-1/2 X 12 EE bearings
* Center bowl attachment replaced with central bearing to mate new trucks to car body.
* UC brake system replaced with 26CV8 brake system, all airbrake piping on the car removed and replaced with welded sch 80 piping per AAR requirements.
* Removal and replacement of handbrake to new AAR/FRA standards.
* Replacement of control slack coupler and draft gear. Replaced with “Tightlock” HT81 couplers, draft gears.
* New spring-loaded coupler carriers.
* Air conditioning system replaced with modern materials replacing obsolete R-12 refrigerant.
* Head End Power (HEP) receptacles and pigtails replaced.

PC-1 to be performed George Payne late February 2022 location Fort Eustis

PC-2 Date 4/21/05 Toledo, Ohio

PC-2A Date 9/27/13 Amtrak Beech Grove

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A train is parked at a train station

Description automatically generated with medium confidence