

Revision 7-16-2010

CABOOSE TIMELINE

Part 2

1950 to 1976

1950



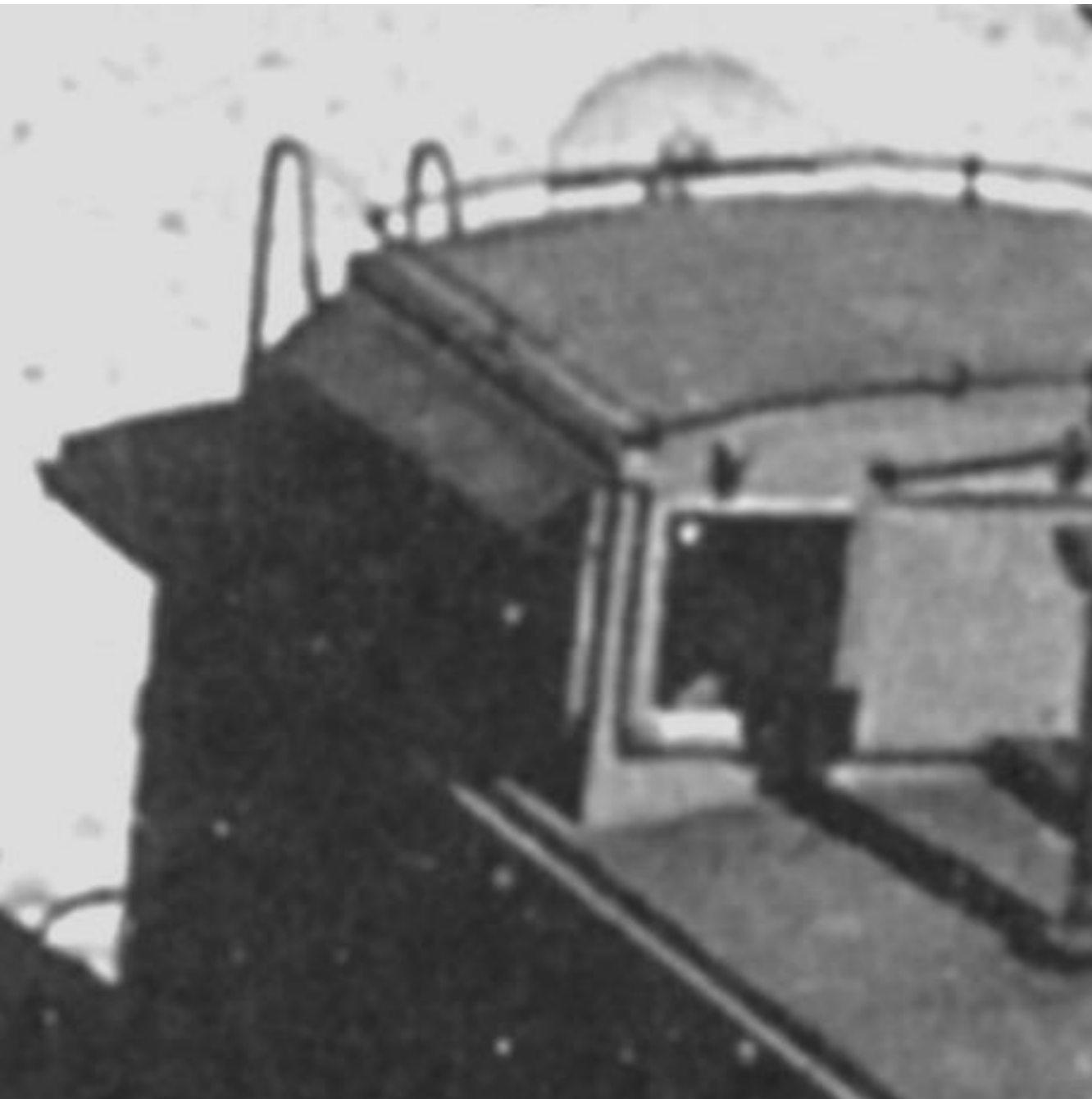
Pueblo yard Sept 1950

Warbonnet 2nd Qtr 2010

Crop of John McCall photo

Santa Fe built caboose
With wig-wag

ACF built caboose with
Wig-wag with left pivot



Large left pivot
Wig-wag

Looks like lights face
cupola

ACF built caboose with
Wig-wag with left pivot

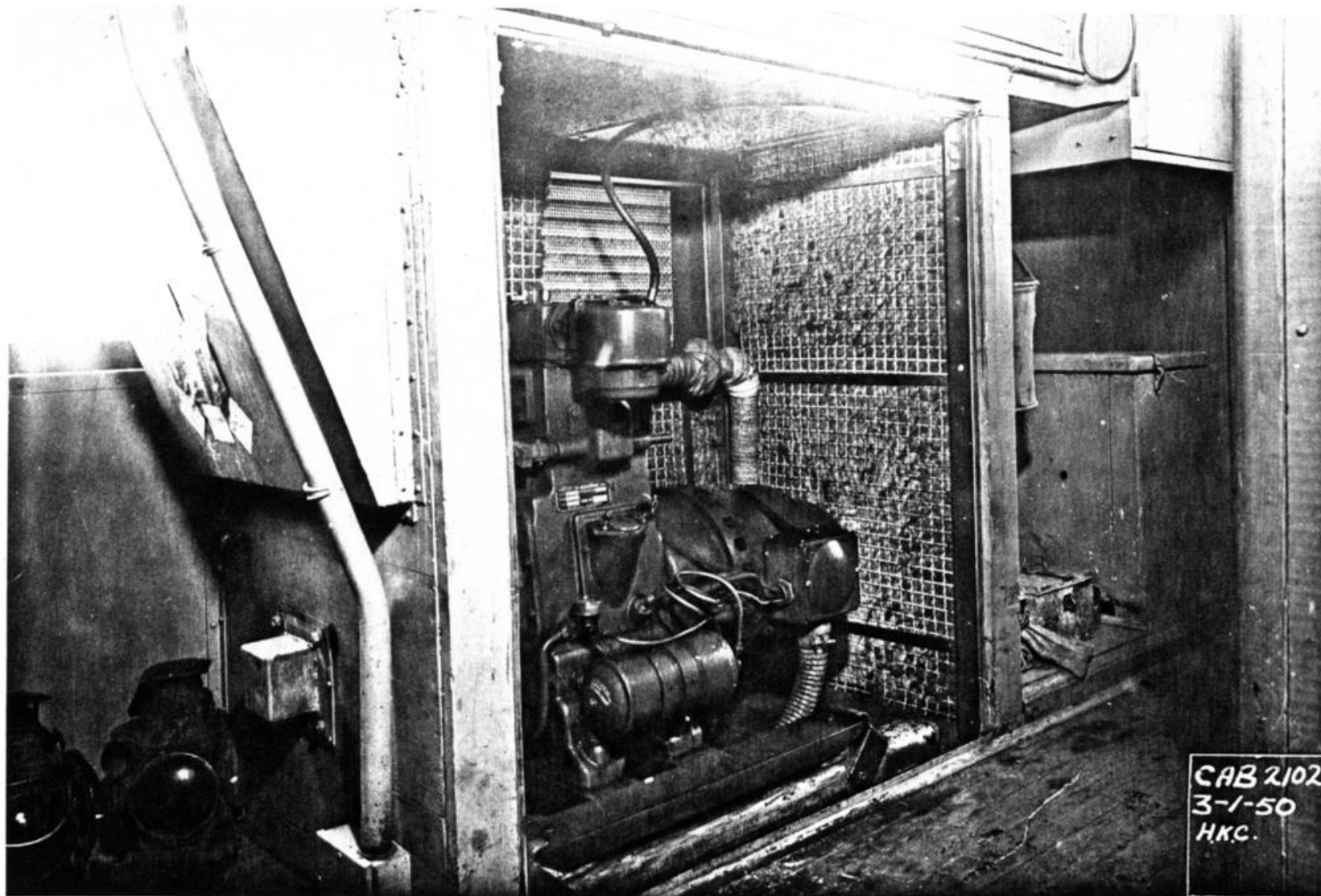


Caboose 2121 series 2101-2200 ATSF built 1944

Still carries periods on reporting marks - first radio equipment with diesel generator

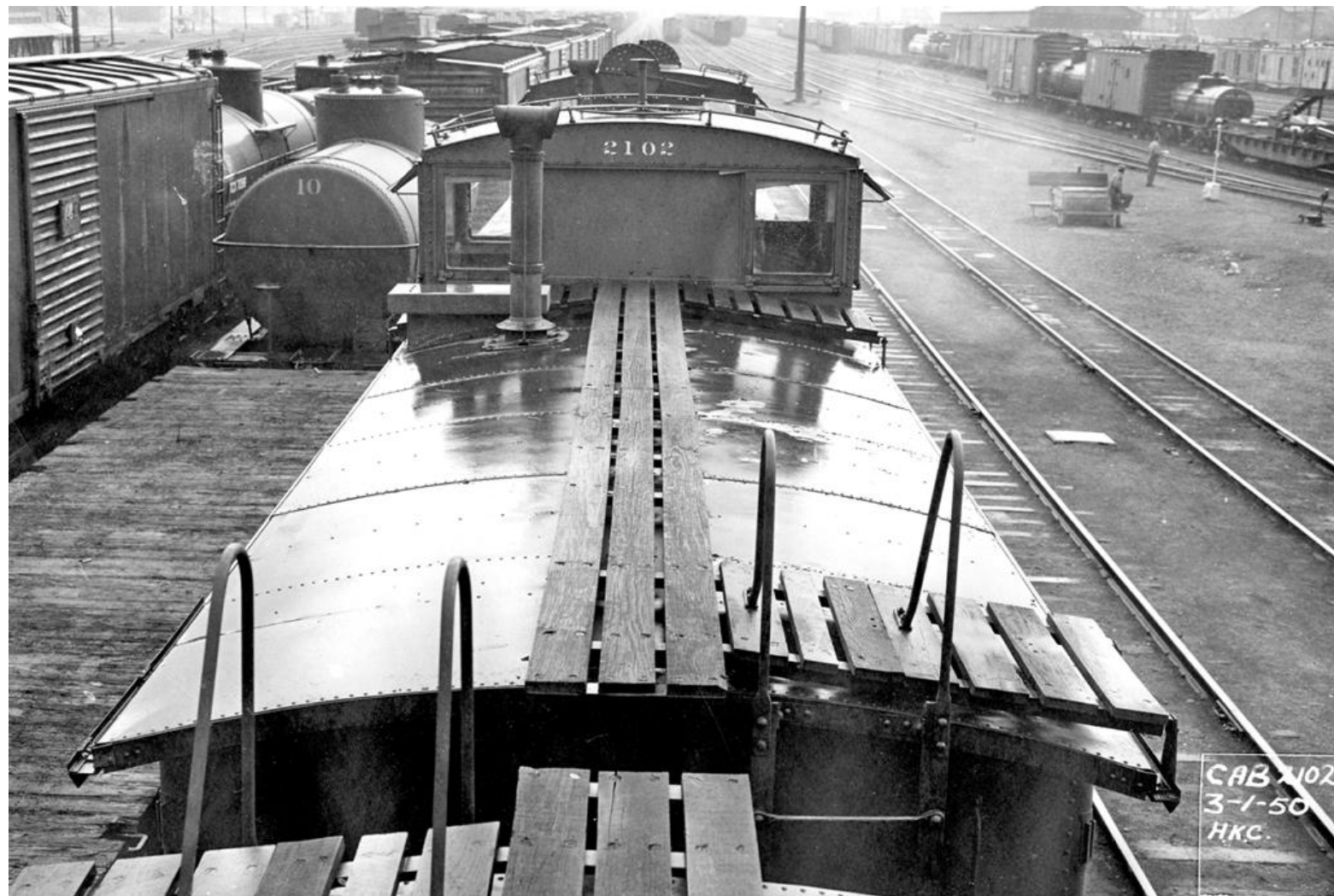


Cupola mounted "wagon wheel" radio antenna



Engine locker, showing engine installed, and air inlet duct and controls on left partition.

First radio equipped cabooses carried diesel engine / generators

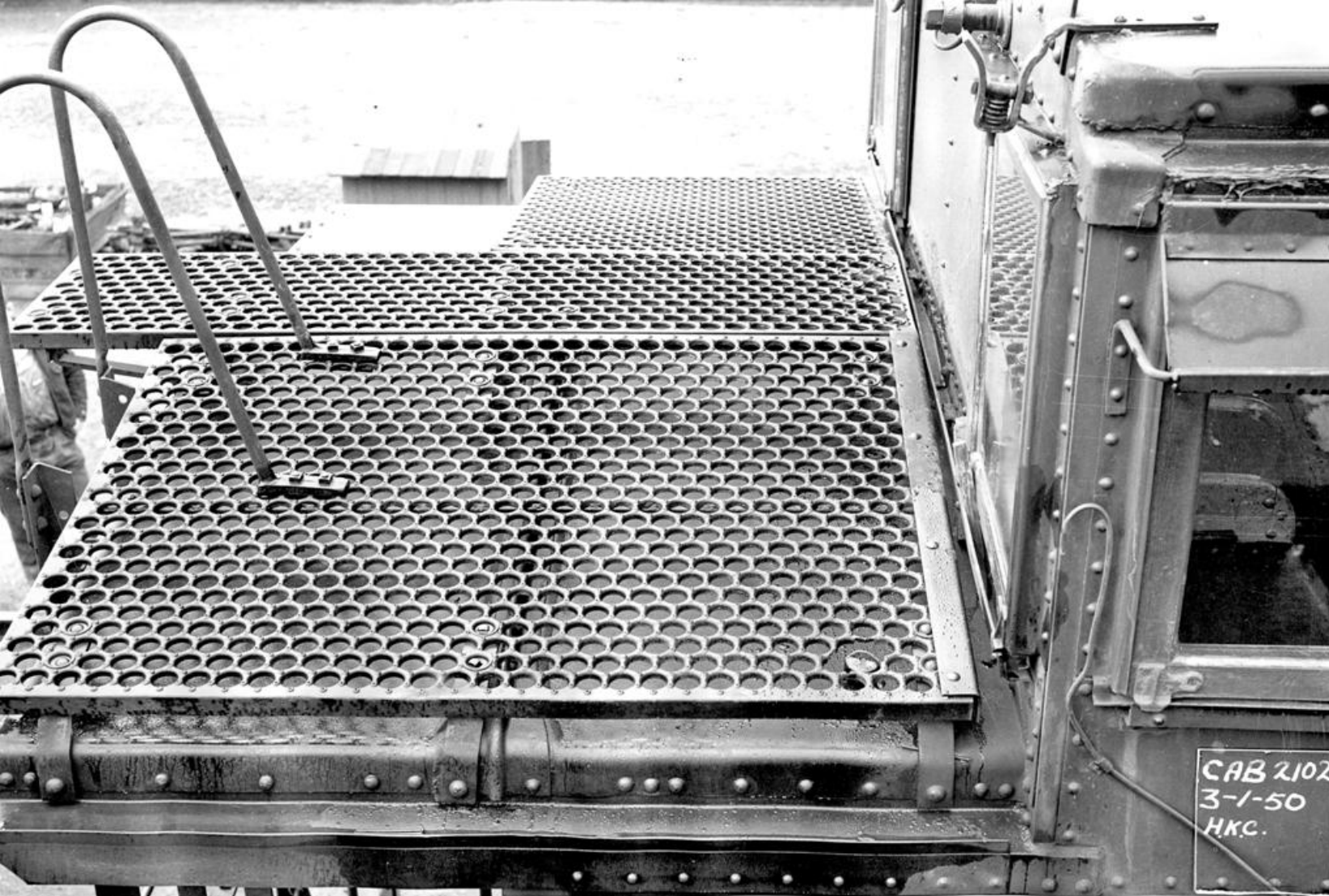


Engine air intake is located between smoke jack and cupola



Engine air intake
and smoke jack
details

Note wood
running boards
in this view



Note "Morton" style metal full lateral running boards in this view

Wig-wag hardware still in place

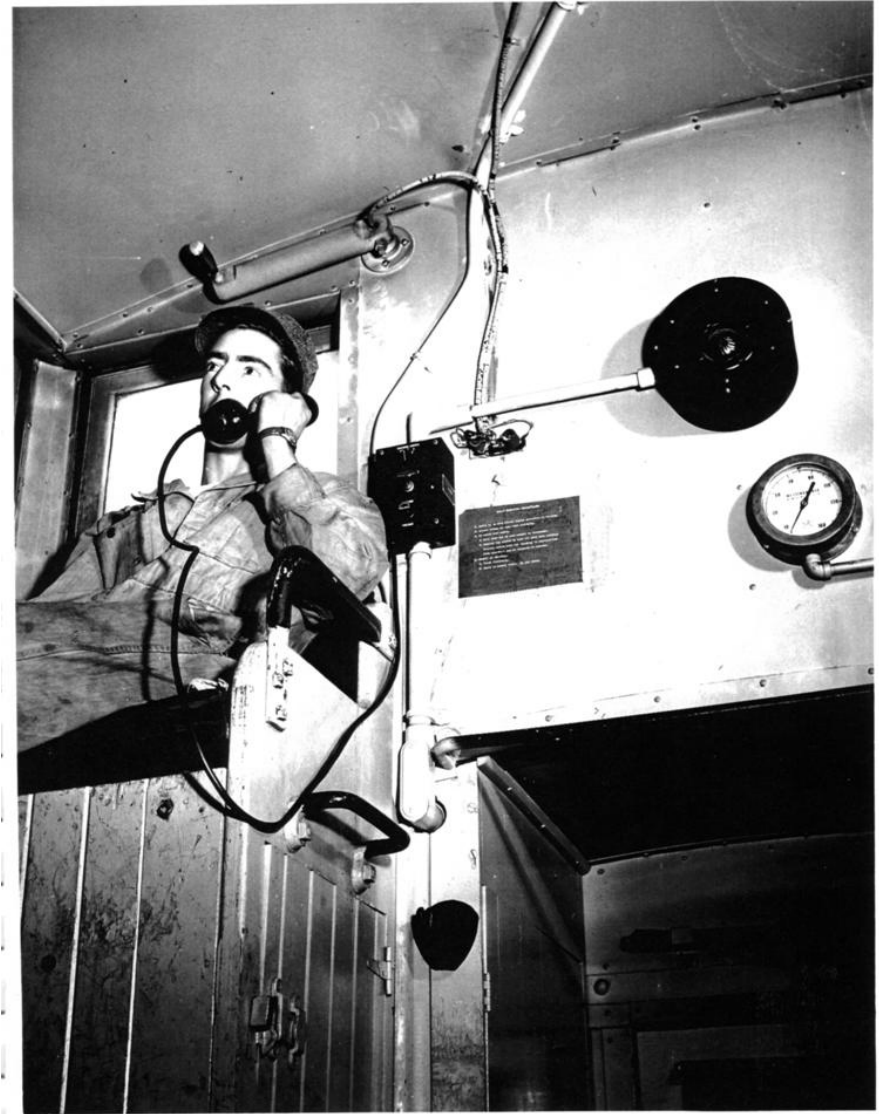
WIGWAG HANDLE - LIGHT SWITCH



FRANK E. MEITZ photo

A. L. HARTLINE - ELECTRICIAN APPRENTICE
CHECKS RADIO
SAN BERNARDINO CA

NOTE: 2125 LARGE
NUMBERS ON COPULA 3-8



A. L. HARTLINE - ELECTRICIAN APPRENTICE
CHECKS RADIO
SAN BERNARDINO CA

NOTE - WIGWAG HANDLE
- RED/WHITE LIGHT SWITCH

FRANK E. MEITZ photo

3-5

Testing radios after installation



Cropped view – caboose 2125 radio equipment installed and still has wig-wags ---- note the large cupola car numbers which were used on Coast Lines in the late 1940s



Typical view of cupola and installed radio equipment - sun shade for end windows

Frank Ellington's notes from Santa Fe files

“.... ATSF caboose cars 2201-2300 built Topeka shops in 1948 have continuous hand holds on cars equipped with and without wig wag systems. On such of these cars equipped with wig-wag signal system, request we remove this continuous roof handhold and apply corner handholds as per files sketching same.”

(Cars in the 2201-2300 series were Peaked Roof design)

Comment – Franks noted that the Santa Fe correspondence files had the following name variations for the signal:

wig wag
wig-wag
wigwag
highballers

Also the “**caboose**” and “**way car**” were both used with **caboose** being Used more than **way car**..

Frank Ellington's notes from Santa Fe files

Removal of continuous cupola roof handhold – requested to remove the continuous roof handhold and apply corner handholds as shown on following drawings:

17-B-5711	Application of wig-wag signal and cupola roof handholds
SC-22119	Cupola roof handhold
SC-22120	Cupola roof handhold end bracket
SC-22121	Cupola roof handhold side bracket
SC-22122	Wig-wag signal bushing reinforcement
SC-22124	Cupola roof handhold corner bracket

All Mechanical Superintendents should arrange to secure the necessary material and change out such cars operating on their territory as soon as the work can be handled.”

Frank Ellington's notes from Santa Fe files

6-1950

“----series 2100-2200 (Peaked Roof Design) highballers extend out from center of car 6' 5", which can be increased to 7' 1" by moving the bushing (pivot) 8" toward side of cupola or 32" from center line, instead of 24". This would locate the bushing same as last 200 cars built (drawing **17-B/5711**), using the large disc with signal lamps would permit same to be seen better than the small discs without lamps as shown on **SC-15803** and applied as shown on **17-D/2230**

Sk-B/5884 covering wigwag signals as applied to 88 cars in series 2102-2200.”

9-1950

“....maintain the larger size discs which was requested due to its being more visible to trainmen from the head end of train relocate pivot per **Sk-A/5976** and modify cupola handhold to corner handholds...these have the approval of ICC Bureau of Safety..”



3260 with radio antenna ground plane in front of stack 1950



Caboose 2123

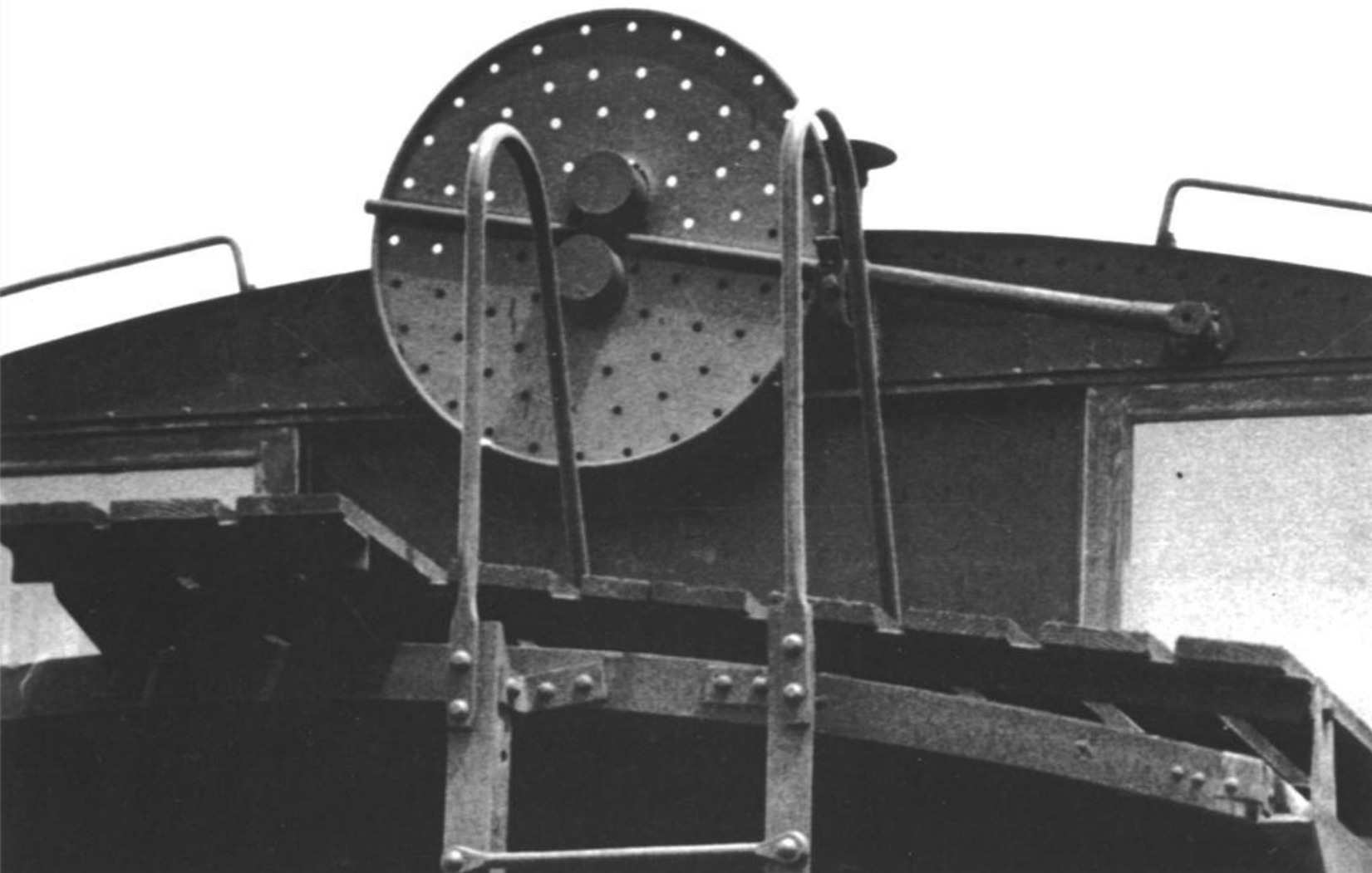
Early radio

Cutback cupola hand holds

Wig-wag

42" end railings

Los Angeles Division

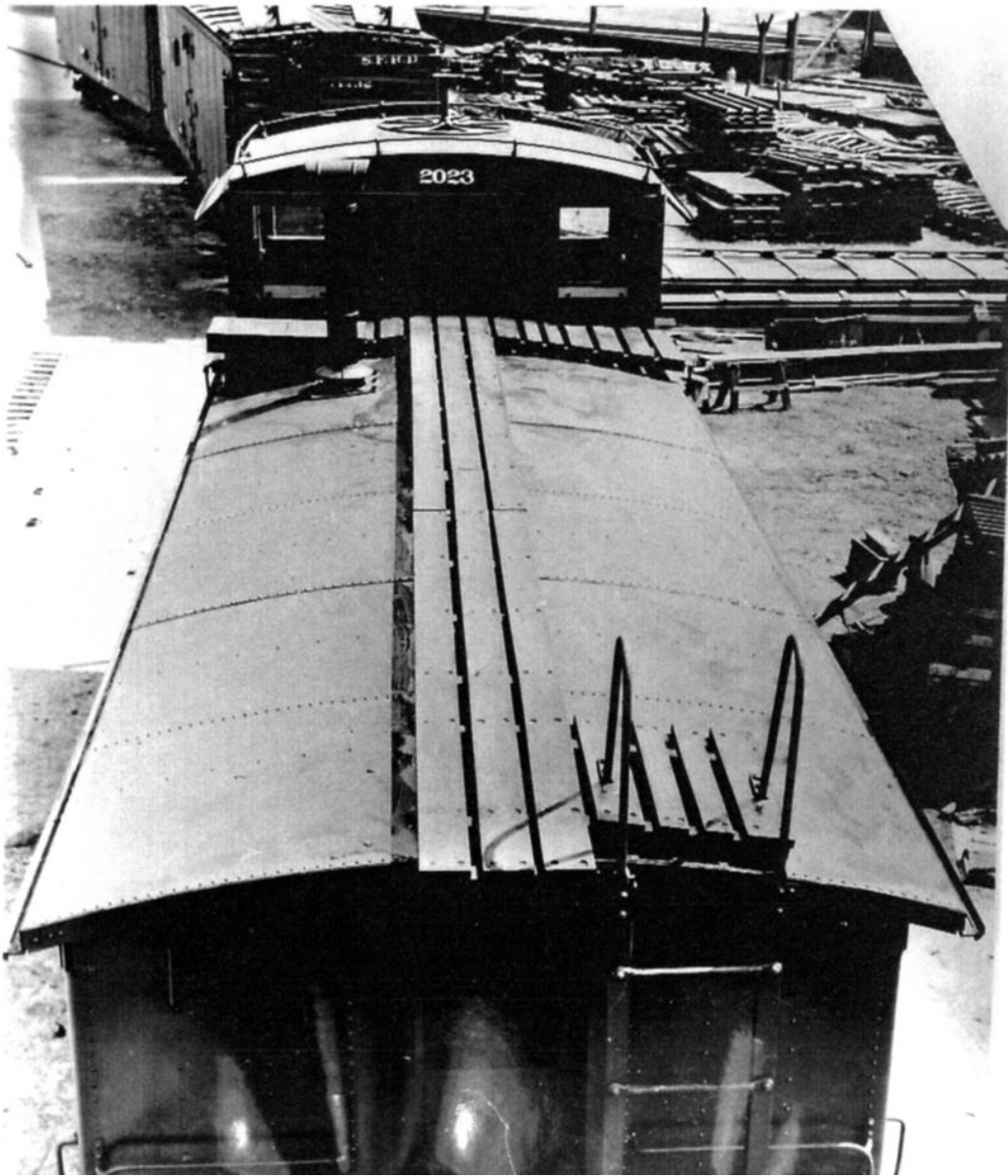


Caboose 2123 wig-wag details and early radio antenna
Coast Lines

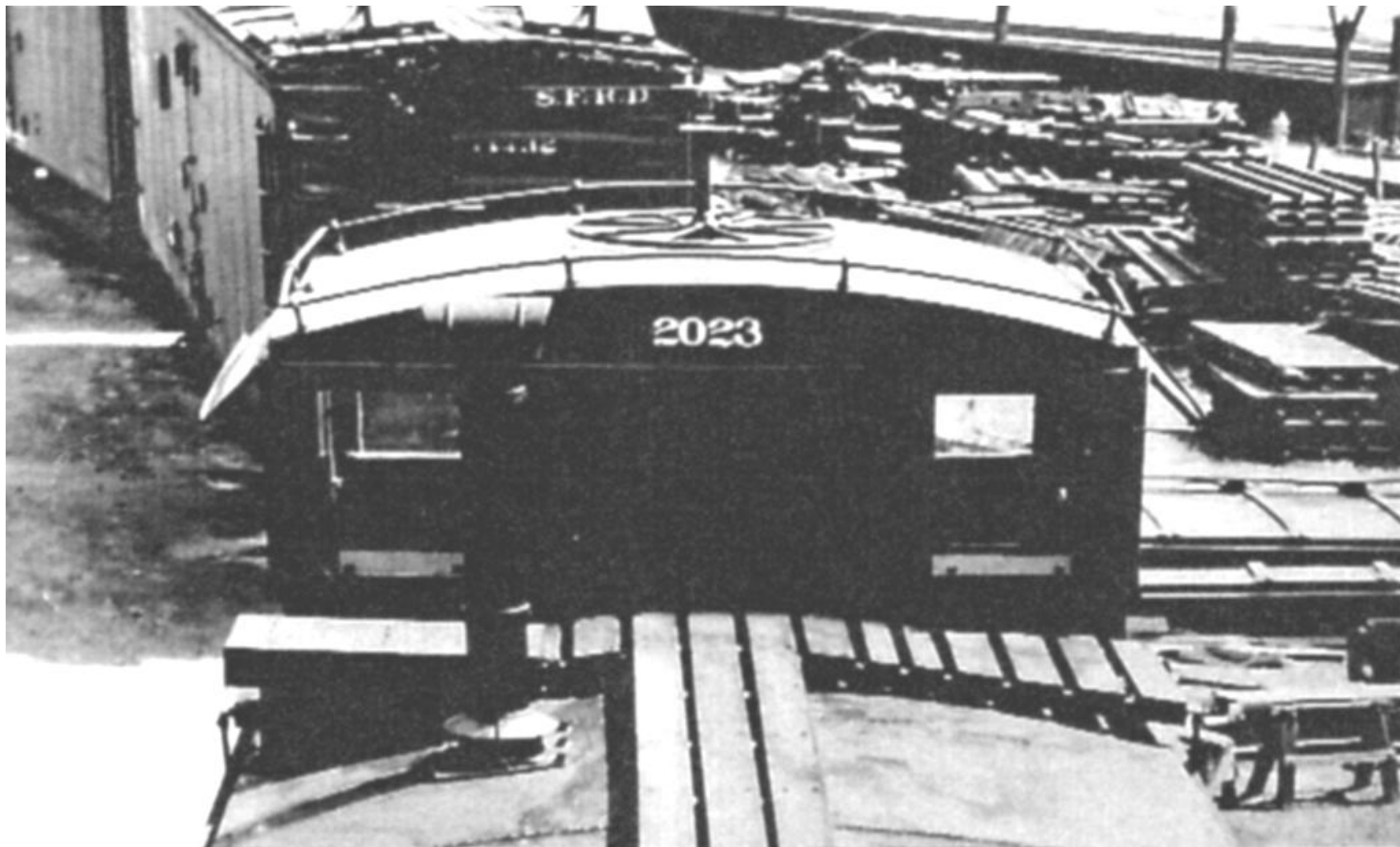


ca 1951

Record shot of 2023 after radio installation



Record shot of 2023 after radio installation



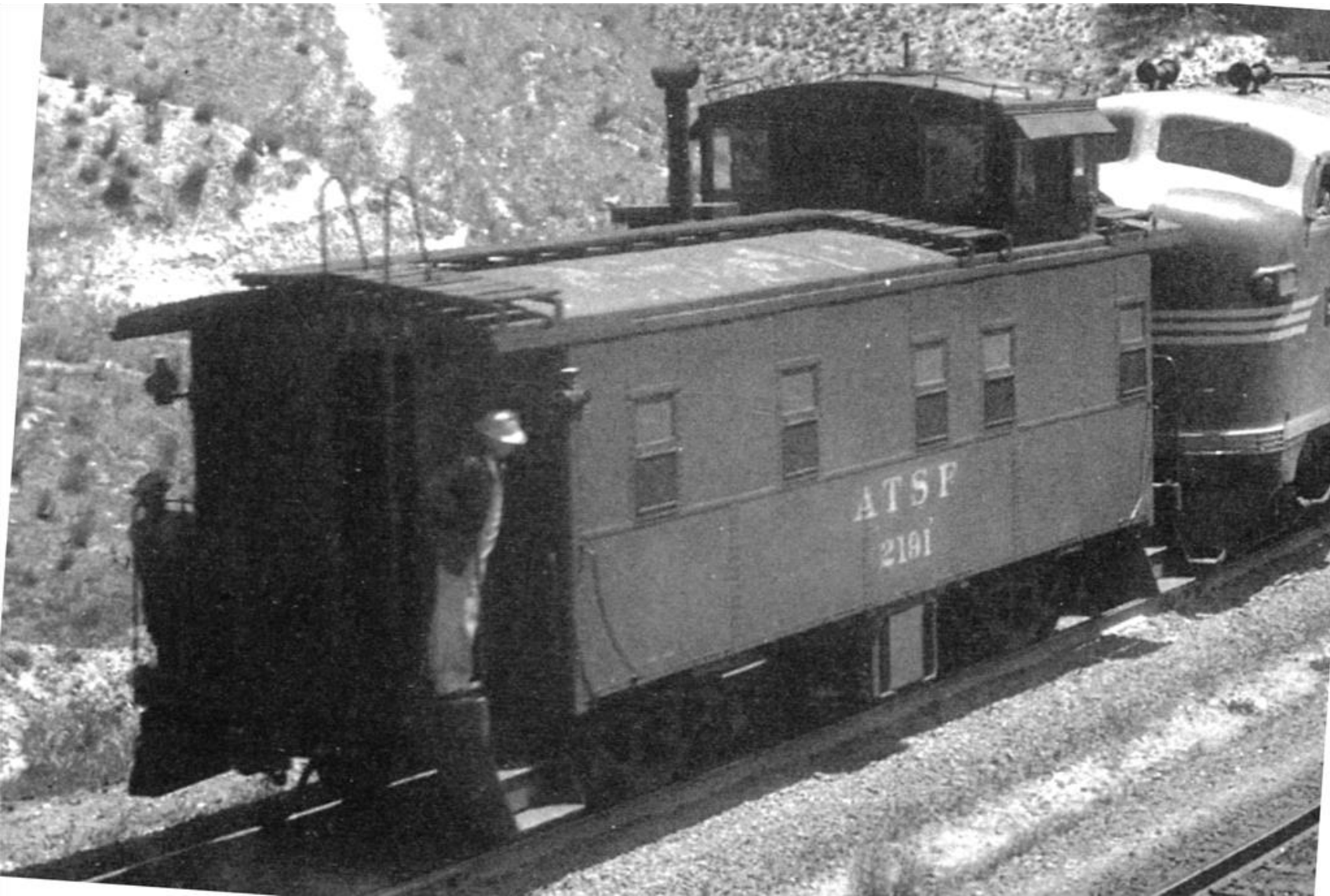
Detail of engine air intake between smoke jack and roof walk lateral

Record shot of 2023 after radio installation



Engine roof mounted air
in take engine compartment
louvers

Record shot of 2023 after radio installation



2191 Early radio – battery box replaced tool cellar
diesel engine air intake near smoke-jack
wagon wheel antenna assembly on cupola roof



Wig-wag caboose on Cajon

e-bay photo

Wig-wag color reefer yellow/orange

Frank Ellington's notes from Santa Fe files

Valley Division Coast Lines

Caboose cars with wig-wag signals

We have cabooses 585, 590, 2216, 2218 and 2220 (all peaked roof design) recently assigned to the Valley Division which are equipped with both radio and wig-wag.

Safety meeting at Bakersfield recommended that cabooses which have both Wig-wag and radio that the wig-wag be removed as the radios meet all Communication requirements.

These cabooses were equipped with corner handholds as illustrated on Drawing **17-B/5711**. These cars were originally equipped with continuous handholds.

June 1952



May be equipped
for Pakset portable
radio

Note – no louvers
on side or air intake
in front of cupola

No signs of diesel
powered generator
system for radio

Stan Kistler photo

Frank Ellington's notes from Santa Fe files

List of 41 cabooses to receive radio equipment along with generator application
If same available.

Radial Roof Design

1530	1538	1541	1693	1697	1698	1700	1701	1806
1807	1808	1809	1949					

Radial Roof Design with 3rd rivet band on body

2036	2037	2041	2042	2043	2044	2045	2092	2093
2094	2116	2117	2119	2120	2142	2153	2154	2155
2156	2157							

Duryea underframe cars - Peaked Roof Design

2237	2238	2250	2265	2266	2267	2296	2297
------	------	------	------	------	------	------	------

*How's our
railroad doing,
young man?*



Note the black trim on the steps and hand grab irons **ca 1953**

KC Brakes Banned From Interchange

Oklahoma Division notice to All Agents and Yardmasters

Order of Interstate Commerce Commission prohibiting the interchange between railroads of cars not equipped with "AB" brakes

Lists of cars remaining to be equipped with "AB" brakes as of Dec. 1, 1952.

Be on the lookout for these cars yet to be equipped. Send them to either Arkansas City or Chanute for installation of "AB" brakes.

12- 1-1952 list	208 cabooses	1500-2000 series yet to be equipped
3- 1-1953 list	155 cabooses	1500-2000 series yet to be equipped
10-21-1953 list	no cabooses listed	

Frank Ellington's notes from Santa Fe files

3-1953

Mr Buchanan has taken exceptions to the removal of Wig-Wags from All Way cars and stated:

“We feel that the Wig Wag should be retained on the Pecos Division. Until all of our engines are equipped with radios as, no doubt, until that Division is entirely Dieselized will have a number of Steam engines in service that are not so equipped.

*Pecos Division ran from Clovis to Belen and Clovis to Carlsbad
With branches into the Potash mining areas.*

Pecos Division

4-1953

Installation on primary power and radio equipment 5 cabooses operating between Clovis and Carlsbad - cost \$10,630

Frank Ellington's notes from Santa Fe files

Removal of wig-wags from cabooses equipped with radios

It is satisfactory to remove wig-wag equipment at the time caboose cars are equipped with radios. Therefore, please arrange accordingly on cars now being equipped, or any prior cars which have been equipped with radio communication.

Frank Ellington's notes from Santa Fe files

Steel tool cellars start with caboose 1750 on up. This report in connection with use of wood cellar to hold batteries for radio power – wood cellars unsatisfactory due to deterioration shape (25 years of service)

San Bernardino reports 8 cars with wood cellars

1530 1538 1541 1693 1697 1698 1700 1701

Will cost \$150 per car to change wood cellars to steel type.

5-1953 Letter from J. P. Morris authorizing changing above wood cellars to steel.

Frank Ellington's notes from Santa Fe files

Install radio equipment 78 steel cabooses for use between Chicago and Argentine -- estimated cost \$165,672.00 - This to handle approx 38 trains daily

ILLINOIS DIVISIONMISSOURI DIVISION

542	1852	1875	2056	2241*	573	1749	1846	2214*
543	1854	1876	2059	2242*	574	1836	1847	2217*
544	1855	1877	2060	2243*	575	1838	1848	2271*
545	1856	1878	2061		576	1839	1849	2277*
546	1857	1879	2132		577	1840	1850	2278*
582	1859	1880	2150		578	1841	2057	
583	1861	1882	2151		579	1842	2058	
584	1862	1884	2211*		580	1843	2126	
592	1863	1885	2212*		581	1844	2127	
1851	1864	1886	2213*		1729	1845	2131	

Following installation on Ill Div 1851 it should be transferred to Mo Div and Mo Div 1611, which will not be radio equipped sent to Ill Div

SUBSEQUENT LETTER 10/30/53 NOTE we find * above equipped with Duryea underframes Difficult to apply mechanism; we would like permission to substitute 2211, 12, 13, 41, 42, and 43 Ill Div. and 2214, 17, 71, 78 Mo Div.

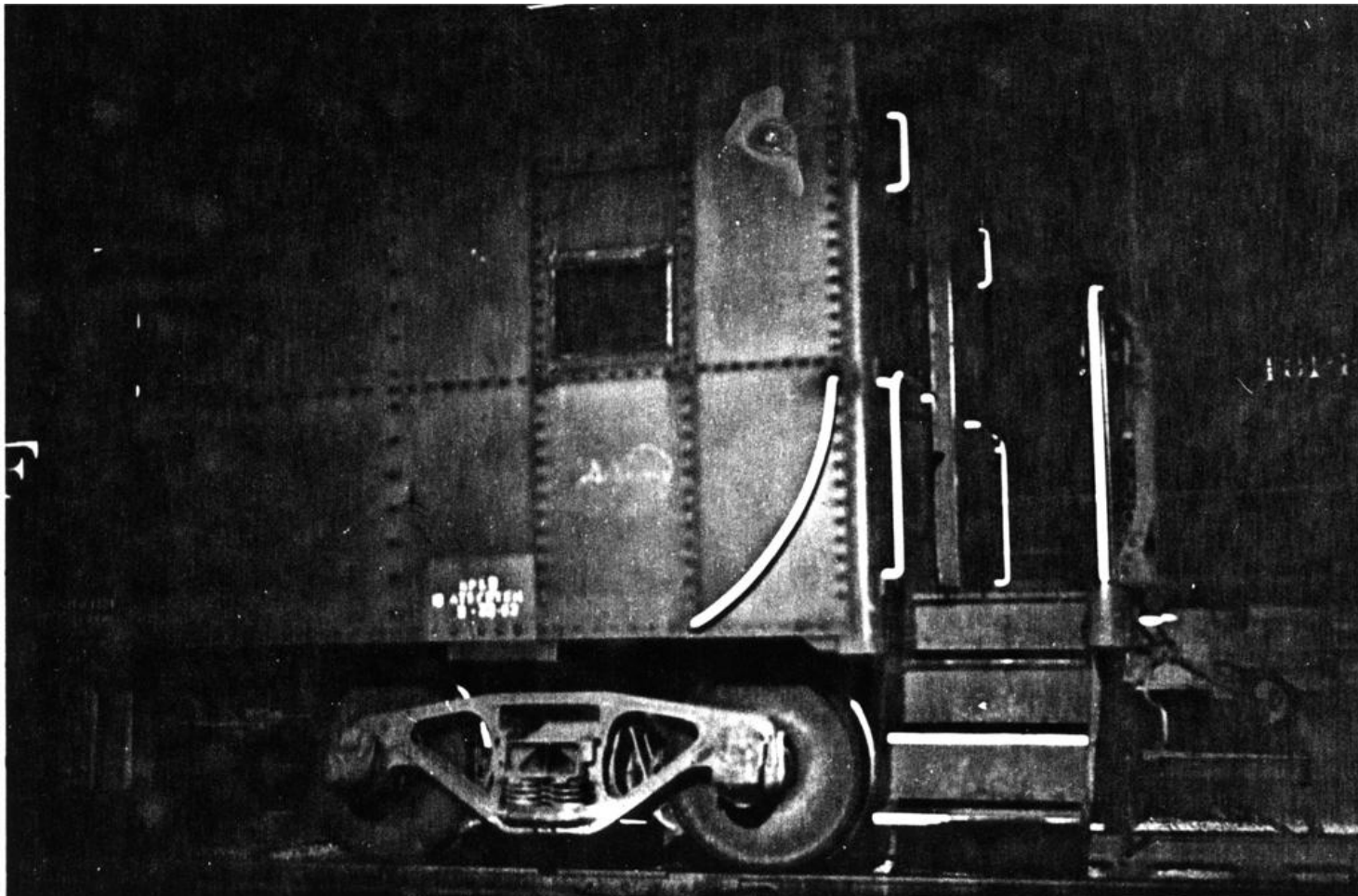


May 1953 Jasper TX George W. Werner photo white hand grabs

Frank Ellington's notes from Santa Fe files

Way car 2200 had Scotchlite reflective material applied and released 7-12-1953

Street light 50' away





Sept 1953 A. E. Brown photo Gordon Bassett Collection
Caboose 1569 with wig-wag

Ca 1953 - 1954



2104-R on Los Angeles Division

Radio equipped



Safety slogan applied to 2164

Wig-wag arm still on cupola – cupola hand grab cut back to corners

42 inch end railings

Coast Lines

Wig-wag arm still on cupola



June, 1954

Santa Fe Magazine – Radio Setup is Wonderful Web

At present: **121** locomotives and **265** cabooses equipped with radios

Extensive radio installations on 1,200 miles of road west of Clovis and Belen proved to be highly successful in saving train time.

Chicago to Kansas City 451 miles approximates 38 trains daily
due for completion this year

Clovis to Kansas City the radio will be extended in accordance with developments in assignments of locomotives and changes from steam to diesel power in this territory



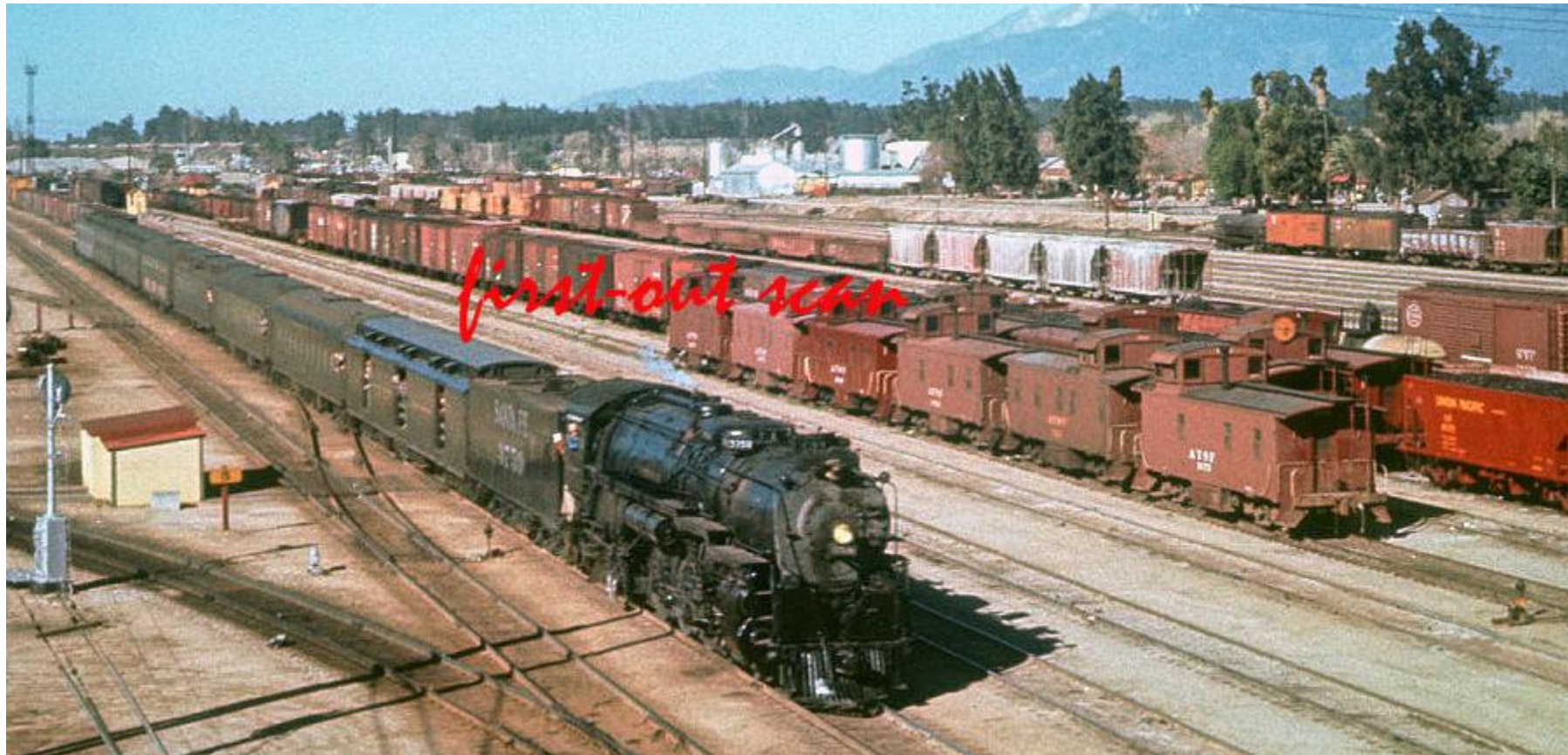


San Bernardino mix of paint schemes from May 2006 Calendar Cedco Pub. Co.
Jan 1955 John Hungerford photo



San Bernardino mix of paint schemes

from e-bay



San Bernardino mix of paint schemes

from e-bay



mix of paint schemes

from e-bay crop

Refrigerator yellow/orange wig-wag

right side pivot - faces up train - red lens appears to show up



San Bernardino mix of paint schemes

from e-bay



All have caboose wigwag signals

J. Howard Miller photo Jay Miller collection



J. Howard Miller photo Jay Miller collection



Close up of rods to hold wig-wags in up position





J. Howard Miller photo Jay Miller collection



J. Howard Miller photo Jay Miller collection



Large holes in wig-wag
J. Howard Miller photo Jay Miller collection

1577 – 30 inch high end railings – steel cellars – top lift coupler-cupola wind wings

2139 – 42 inch high end railings – steel cellars –

1672 – 30 inch high end railings – big holes in wig-wag

21XX – 42 inch high end railings

XXXX – 30 inch high end railings - rods for wig-wags

17XX – 30 inch high end railings – big holes in wig-wag

2239 – 42 inch high end railings –



3780 is helper as this train heads east to Abo Canyon
Belen yard with ice dock in background

Ron Welch photo

Radio equipped – small wig-wag – 30 inch railing – staff brake



Maybe Pakset radio equipped



Black running boards

White trim on hand rails

End railing still 30"

2074 from series 2009-2100 ATSF built 1943



Caboose Cars Equipped with Electric Lights to Comply with Colorado Law - Job 414 (22 cars).

One of 22 cars modified with electric lights to comply with Colorado Law

Cupola hand grabs on corners – end railing still 30”



Caboose 1931 R series 1875-1978 ACF built 1930

Radio equipped Santa Fe Baldwin VO 1000 4 deuces switches caboose 1931 R
Flat plate and early radio antenna and large wig-wag signal
42 inch high end railings



Caboose 1947R Amarillo ca 1959 - note the small circle crosses on the side sill
12 Volt DC radio equipment - flat plate ground plane with peanut antenna
Caboose shipped AQ 11-59

radio equipment – battery vent panel in side
Axel flat-belt driven alternator located between rear truck and took cellar



La Junta
RSD5 2120 and Caboose 1904 with broken wig-wag



Caboose 1904 with broken wig-wag

Former radio equipped caboose - has side vent panel but no antenna ground plane



1566 with large wig-wag on work train in Texas June 1959

Jay Miller sweepings



Can antenna on 36 inch square ground plane



Peanut antenna on 36 inch square ground plane



Caboose 1692R Carlsbad NM 1960

M. D. McCarter collection

Former left pivot wig-wag - cupola hand hold all around

42 inch end railings and staff brake wheel replaced with Ajax

Radio equipment (ca 1959) – flat plate ground plane and peanut antenna



1569 R

Jerry Moore Collection

Radio – can antenna on flat plate no vents

Former wig-wag equipped – cupola hand hold not cut back to corners

AB Brake on end sill ca 1952

Ajax brake and 42 inch end railing



1553 R

Radio – can antenna on flat plate no vents

cupola hand hold all around

Ajax brake and 42 inch end railing

Jerry Moore Collection



2186 R Summit note paint scheme and radio equipment Crowner collection



2186 R radio equipped -wagon wheel antenna
Note the black running boards and platforms boards

OCTOBER 1961



Barstow October 1961 can antennas used on 1536 and caboose 2107 R
J. Mica photo SFRH&MS Warbonnet



2167 R Can antenna – battery box



1827 R note large R
Flat plate with peanut antenna

Ed Birch collection



Caboose 2118R El Paso

Richard Biermann photo

Later radio [12 volts DC] with can antenna (AQ 11 1961)

Wind wings on cupola side windows

Former wig-wag equipped - cupola hand grabs cut back



Caboose 1920R El Paso
 [12 Volt DC] radio installed AQ 10 59 flat plate ground plane and peanut antenna
 Cupola hand grab not cut back – all around
 End door has safety bars
 Smaller circle cross emblems along side sill

Richard Biermann photo



1810-R West Oakland Local Oct. 1964

Richard Biermann photo

Safety slogan bracket – center cupola side windows

No window screens – 12 VDC radio with flat plate and early antenna



Crop of sign from
Caboose 1810-R



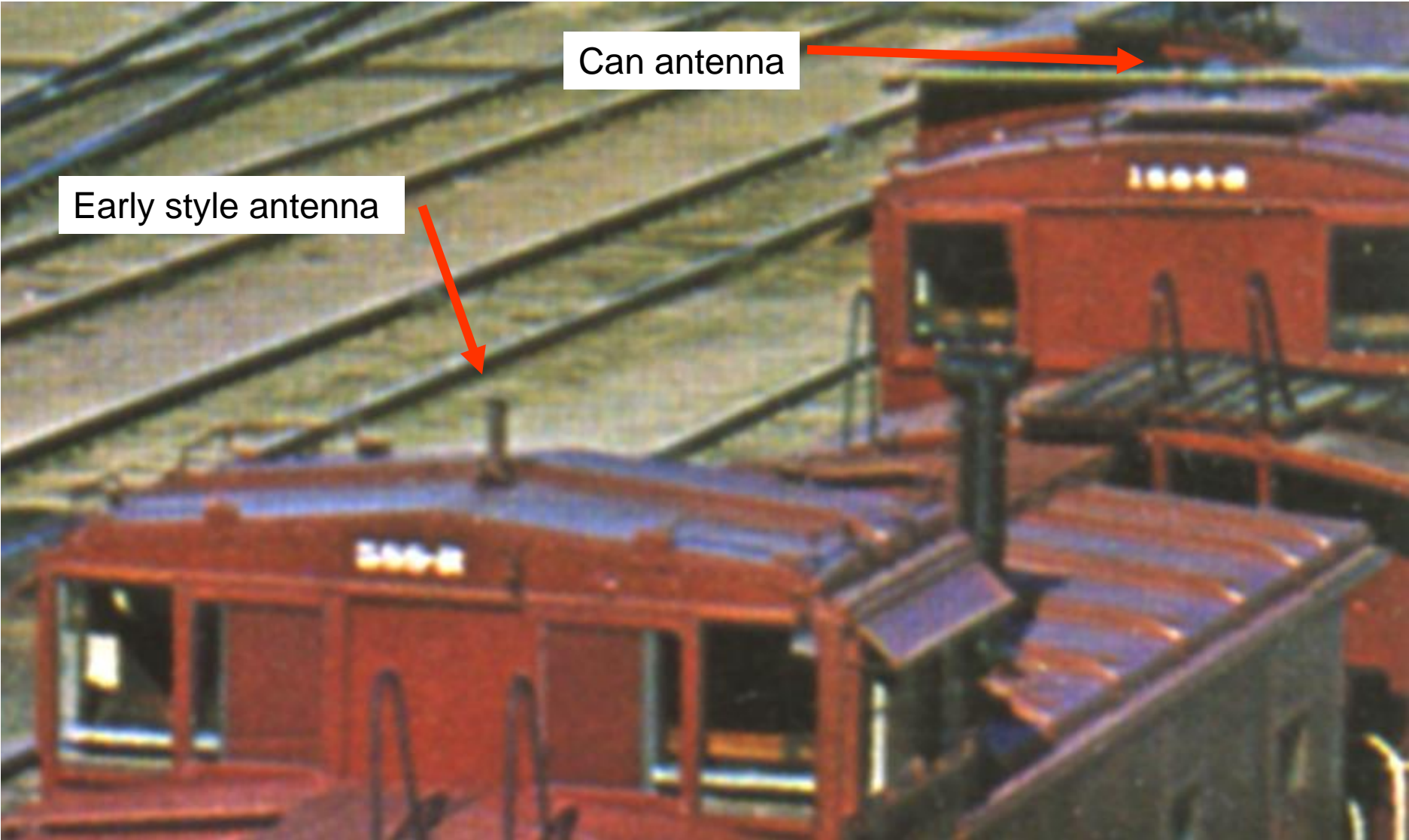
1579 Corwith Safety slogan radio antenna laying down Dave McKay photo

ATSF Color Guide to Freight and Passenger Equipment
By Lloyd Stagner page 105



Barstow (postcard)

Louis and Virginia Kay photo



Early style antenna

Can antenna



1597 on GC&SF radio equipped – can antenna



1598

Radio equipped
Peanut antenna

42 in railing





Caboose 2185 Coast Lines

Early radio battery box replaced tool cellar

Former wig-wag equipped - cupola number offset

Minimal white trim



Caboose 2164 Santa Ana CA H. N. Proctor photo Richard Biermann collection

Local service

Later radio with can antenna – cupola hand grab cut back to corners

Center cupola side windows – wind wings

Safety poster



Winslow July 1966 H. N. Proctor photo R. H. Biermann collection
Safety slogan – 12 VDC radio – flat plate and peanut antenna – no window screens
Center cupola side windows with wind wings



1759-R center cupola window modification

July 1966 H. N. Proctor photo R. H. Biermann collection



Caboose 2078-R on coal train headed west – Dalies NM P. L. Brown photo
 Safety slogan bracket – screen on toilet window – center cupola side window –
 Early radio antenna – tool box or battery box removed – no ACI label yet



Summit

Courtesy Stephen Priest



Summit crop

1621R Morton steel running board

Courtesy Stephen Priest



Caboose 2171R Belen

J. P. Hereford, Jr. photo

Painted 7 1959 (before circle cross emblems added to side sill)

Later radio [12 volts DC] peanut antenna (AQ 9 1959)

Tall stack

Former wig-wag equipped – retained full cupola hand grab



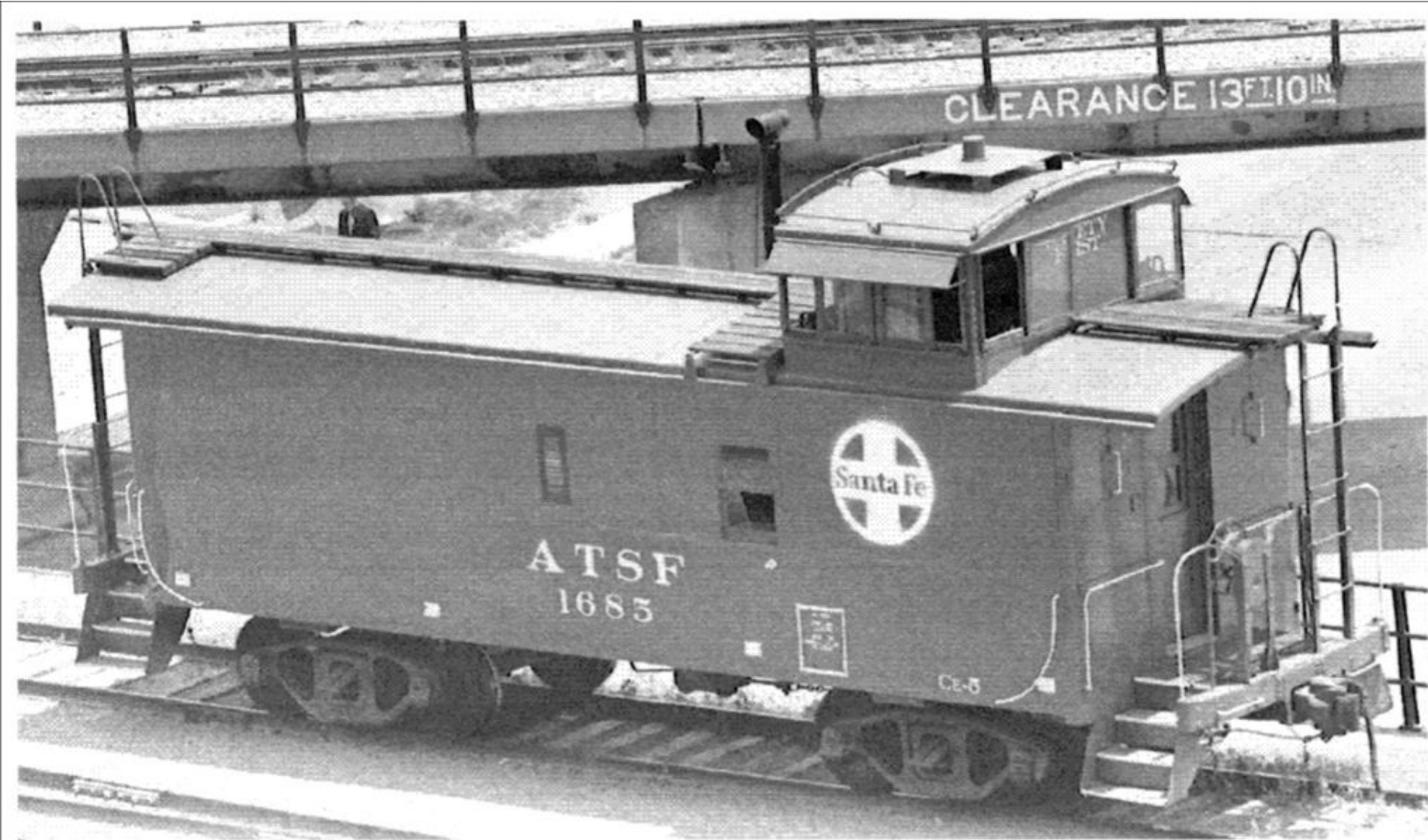
Belen 1502-R 1968

J. P. Hereford, Jr. photo

Cupola center side windows – 12 Volt DC radio-flat plate with can antenna

42 inch end railings – Ajax brake – rotary uncoupler

Painted 7 1967 SB



CE-5 1685 OKC June 1974 John Moore photo



CE-5 1685 OKC June 1974 John Moore Jr. photo



1867 CE-5 Oklahoma City

John Moore photo



1727 CE-5 ca 1974 San Bernardino ? Biermann Photo

No tool cellars, windows blanked off, smoke-jack ajar



Caboose 1735

Windows blanked – window protection – change trucks to ASF
Radio flat plat with peanut antenna

1976

All remaining cabooses (45 cars) with four digit numbers are to be renumbered into the 999900 number series.

On display Perris CA



RRPictureArchives.NET Image Contributed by Bob Vogel

On display Topeka KS



RRPictureArchives.NET Image Contributed by Jeff Carlson

Nice shot of cabooses 2027 series 2009-2100 ATSF built 1943
Reporting marks are pre 1938 – white trim is post 1953

CABOOSE TIMELINE

1950 to 1976



2005: 625 Santa Fe Extended Vision Caboosees were produced by Lionel to compliment the club's 25th Anniversary Engine and/or any Santa Fe Warbonnet engine in a person's collection. This caboose was the first caboose designed in the Warbonnet paint scheme.

