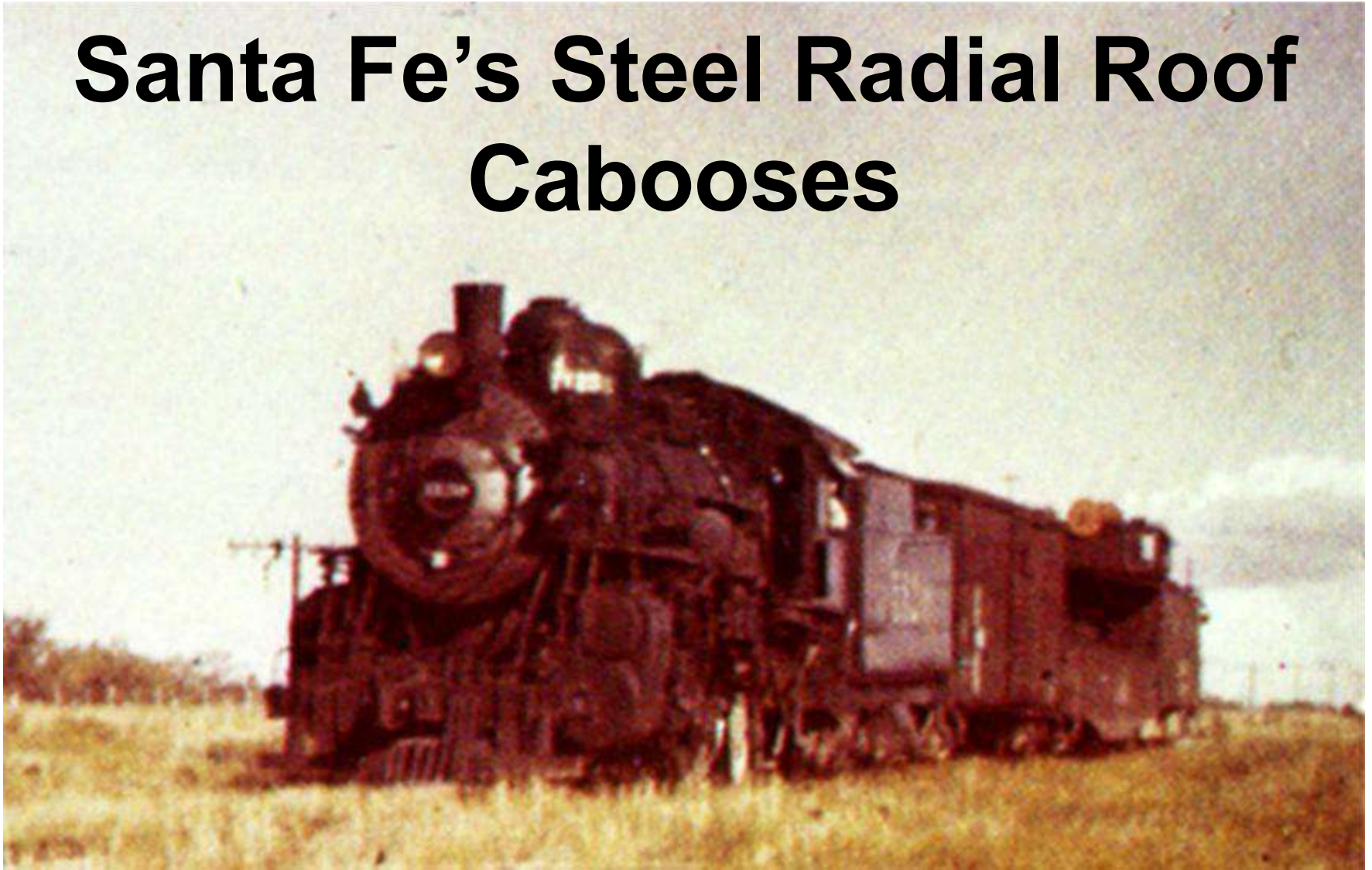


SFRH&MS 2010 CONVENTION, DENVER

Santa Fe's Steel Radial Roof Cabooses



Jim Price photo 1948

John McCall collection

Santa Fe 2-6-2 1120 San Angelo – Sterling City mixed

Santa Fe's Steel Radial Roof Cabooses

Period covered 1927 to 1976

Timeline vs. Details

By John B. Moore, Jr.
Albuquerque

Contributors

- Frank Ellington
- Stephen Priest
- Gordon Locke
- Charlie Slater
- Steve Sandifer
- Greg Silva
- Keith Jordan
- Jay Miller
- Bill Childers
- J. P. Hereford, Jr.
- Stan Kistler
- Mark Wilkouski
- Frank Angstead
- John McCall
- Craig Ordner
- John Signor
- Steve Rippeteau
- Eddie Corbin
- John Hitzeman
- Paul Brown
- Andy Sperandeo
- Ron Welch
- Richard Biermann
- Gordon Bassett
- Joe McMillan
-

overview

- Detail changes over time
 - Improvements
 - Changing needs
 - Safety
- Presentation is divided into eras
 - 1930s ACF built cabooses
 - 1940s ATSFbuilt cabooses
 - 1950s Radios
 - 1960s Changes
 - 1970s final years of the 4 digit numbers

SFRH&MS 2010 CONVENTION, DENVER

Radial roof cabooses

1500-1649 AC&F 1927 150 cars

1650-1749 AC&F 1928 100 cars

1750-1874 AC&F 1929 125 cars

1875-1978 AC&F 1930 104 cars

1979-2000 AC&F 1931 22 cars

TOTAL 501 cars

2001-2008 ATSF 1942 8 cars

2009-2100 ATSF 1943 92 cars

2101-2200 ATSF 1944 100 cars

TOTAL 200 cars

Peaked roof cabooses

2201-2300 ATSF 1949 100 cars (Duryea underframe)

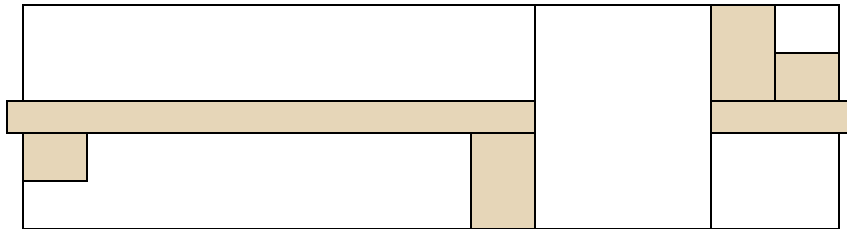
500-599 ATSF 1949 100 cars

TOTAL 200 cars

Roof walk (Running Board) configurations – built with wood W

- built with steel S

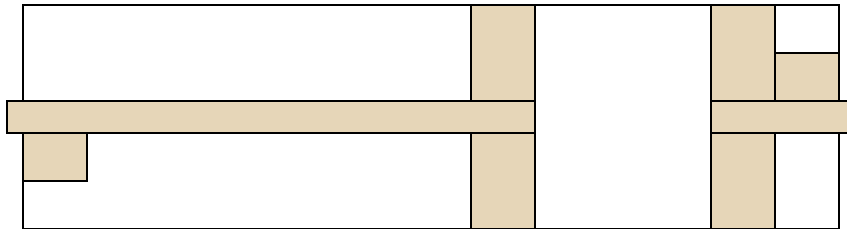
Note some wood running boards replaced with steel running boards



W Series 1500-1649 built 1927

W Series 1650-1749 built 1928

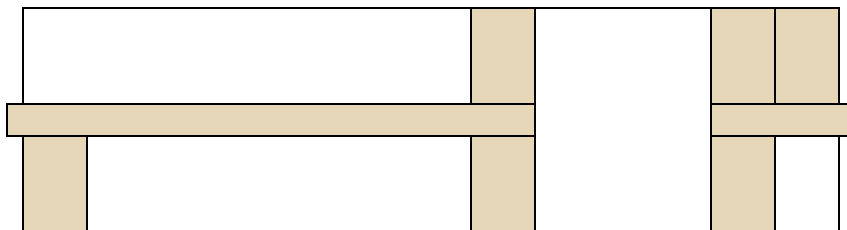
W Series 1750-1874 built 1929



W Series 1875-1978 built 1930

W Series 1979-2000 built 1931

W Series 2001-2100 built 1942-43



W Series 2101-2200 built 1944

S Series 2201-2300 built 1949

S Series 500 – 599 built 1949

Highball



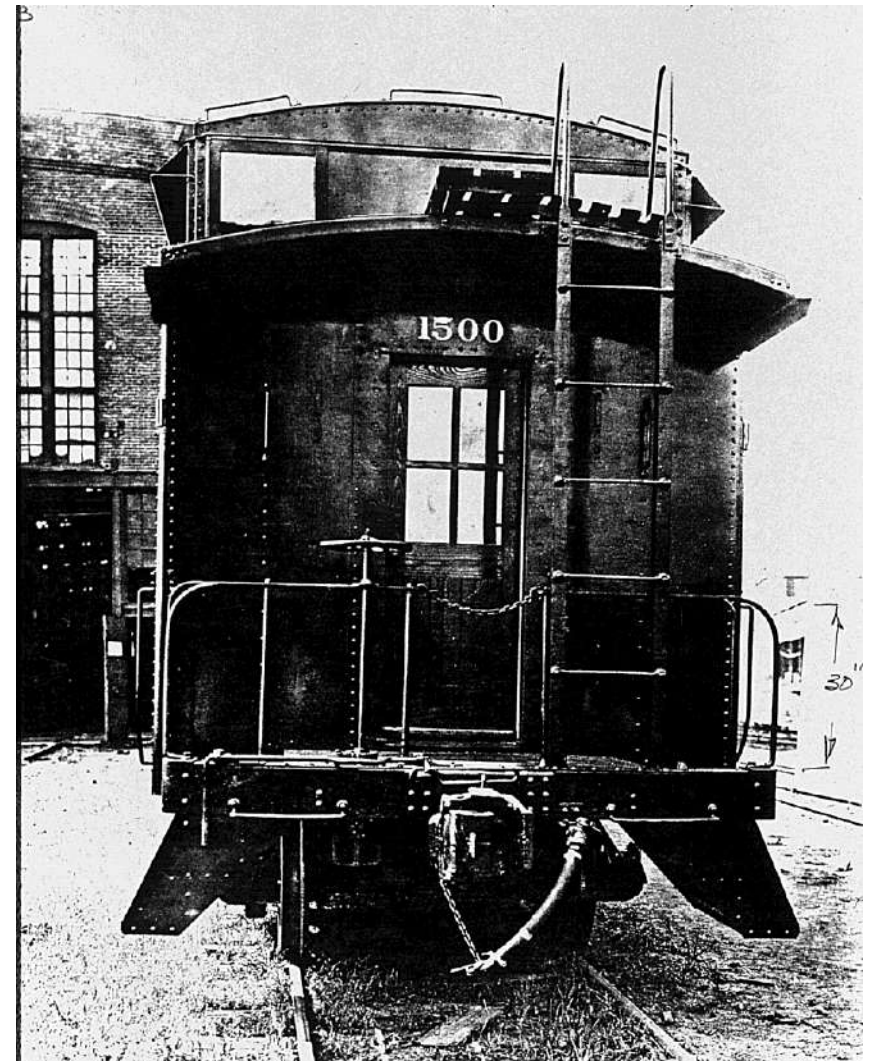


1500-1649 series ACF 1927

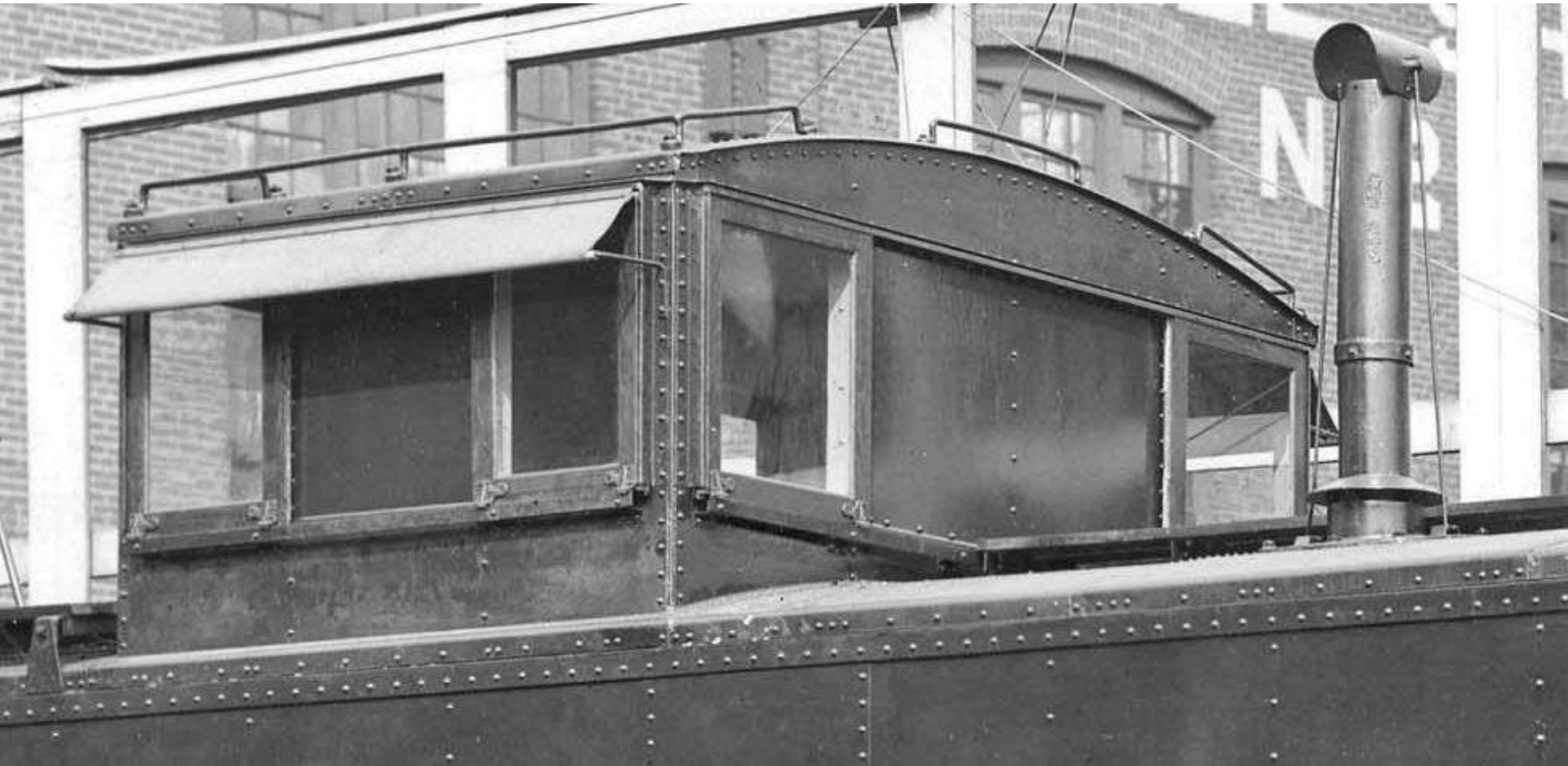
Temple Railroad & Heritage Museum
Courtesy Jay Miller



Temple Railroad & Heritage Museum
Courtesy Jay Miller



Courtesy Stephen Priest



Cupola hand grabs made up of 4 pieces
Some cabooses in this series had continuous hand grabs applied in later years



1500 shows changes to the cupola hand grab configuration
Note the 5 brackets across the width of cupola

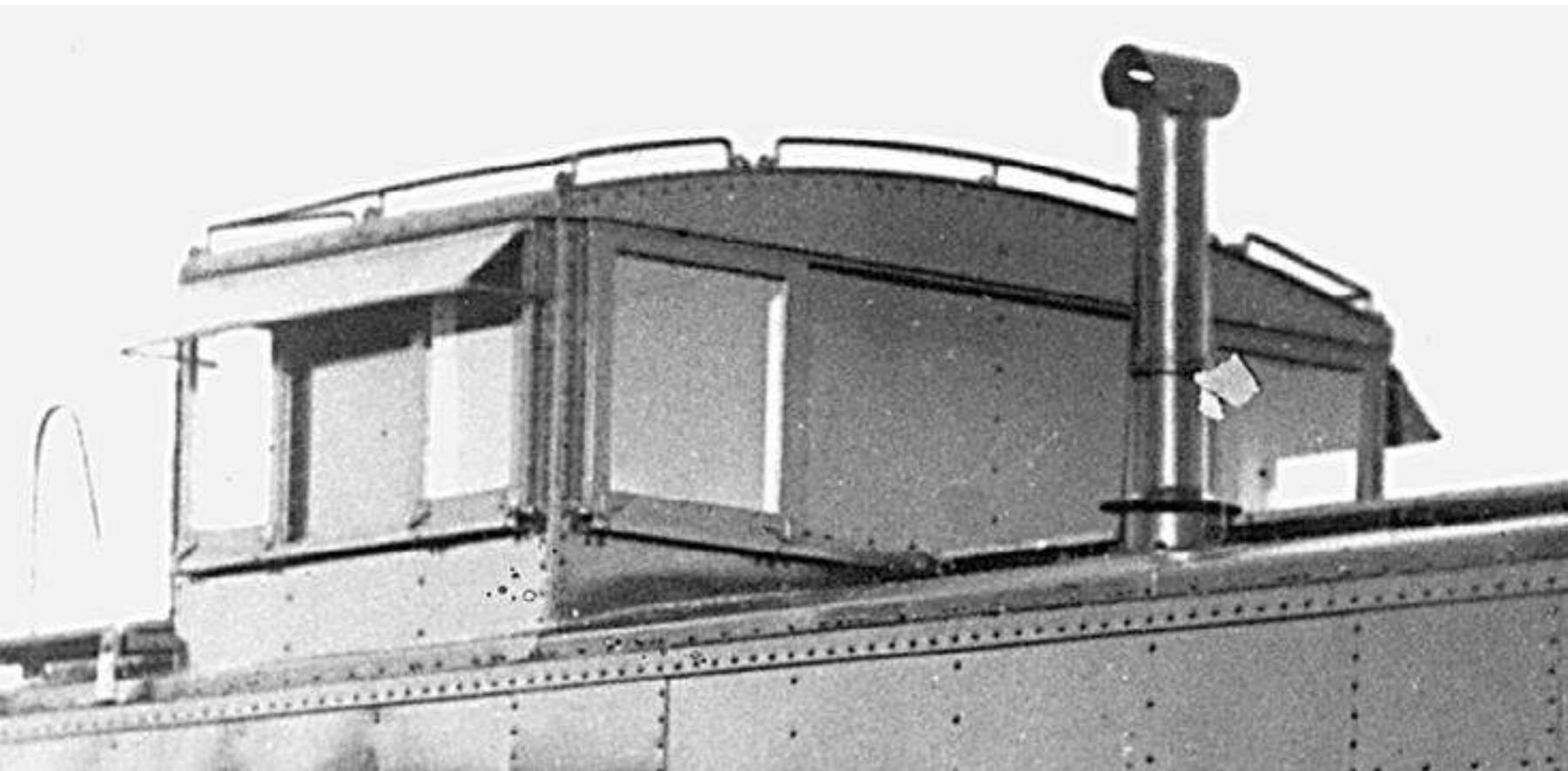
1500 at San Bernardino

Richard Biermann photo



1500-1649 series ACF 1927

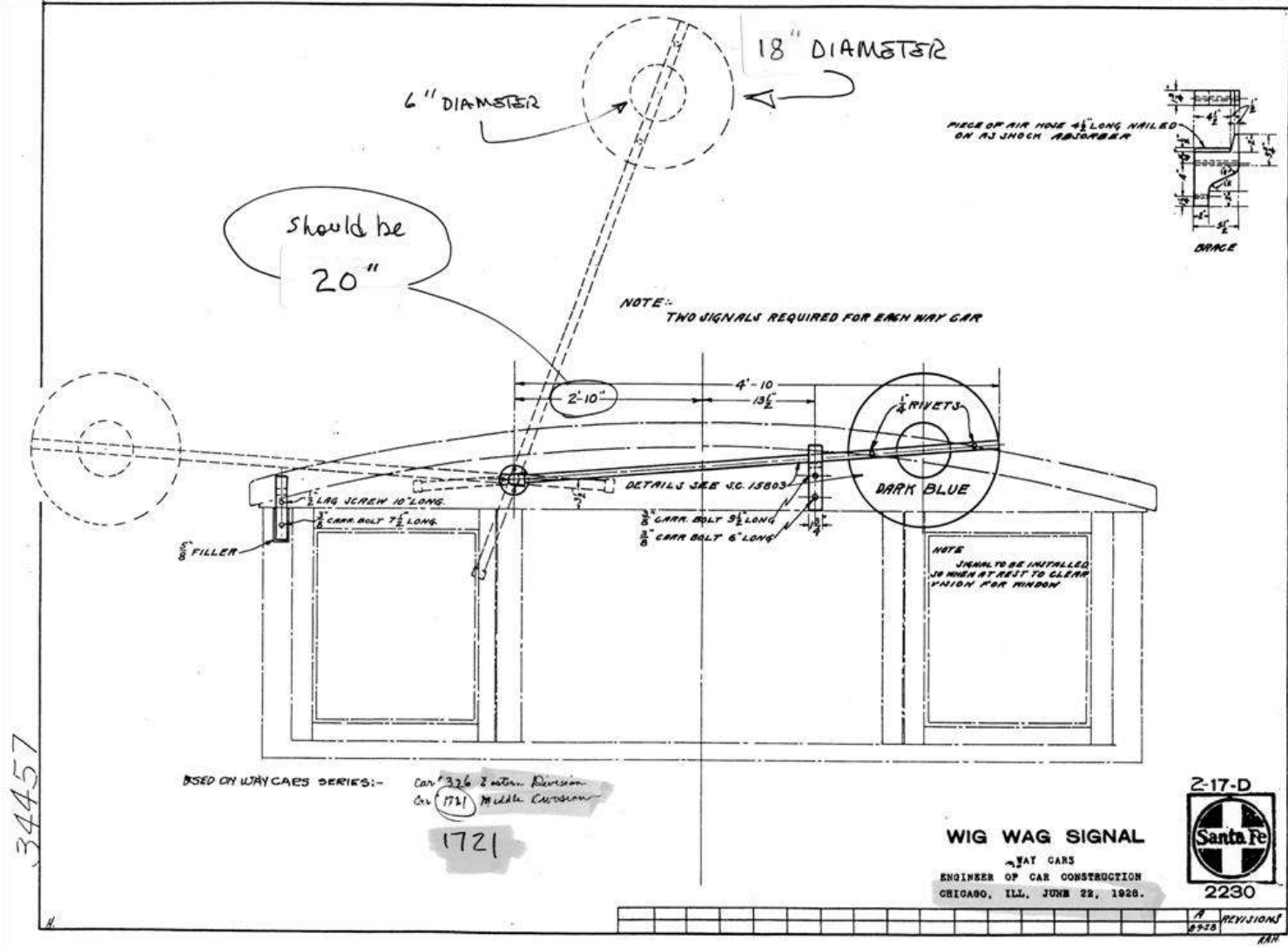
Courtesy Stephen Priest



Caboose 1576 four piece cupola hand grab configuration

1500-1649 series ACF 1927

Courtesy Stephen Priest

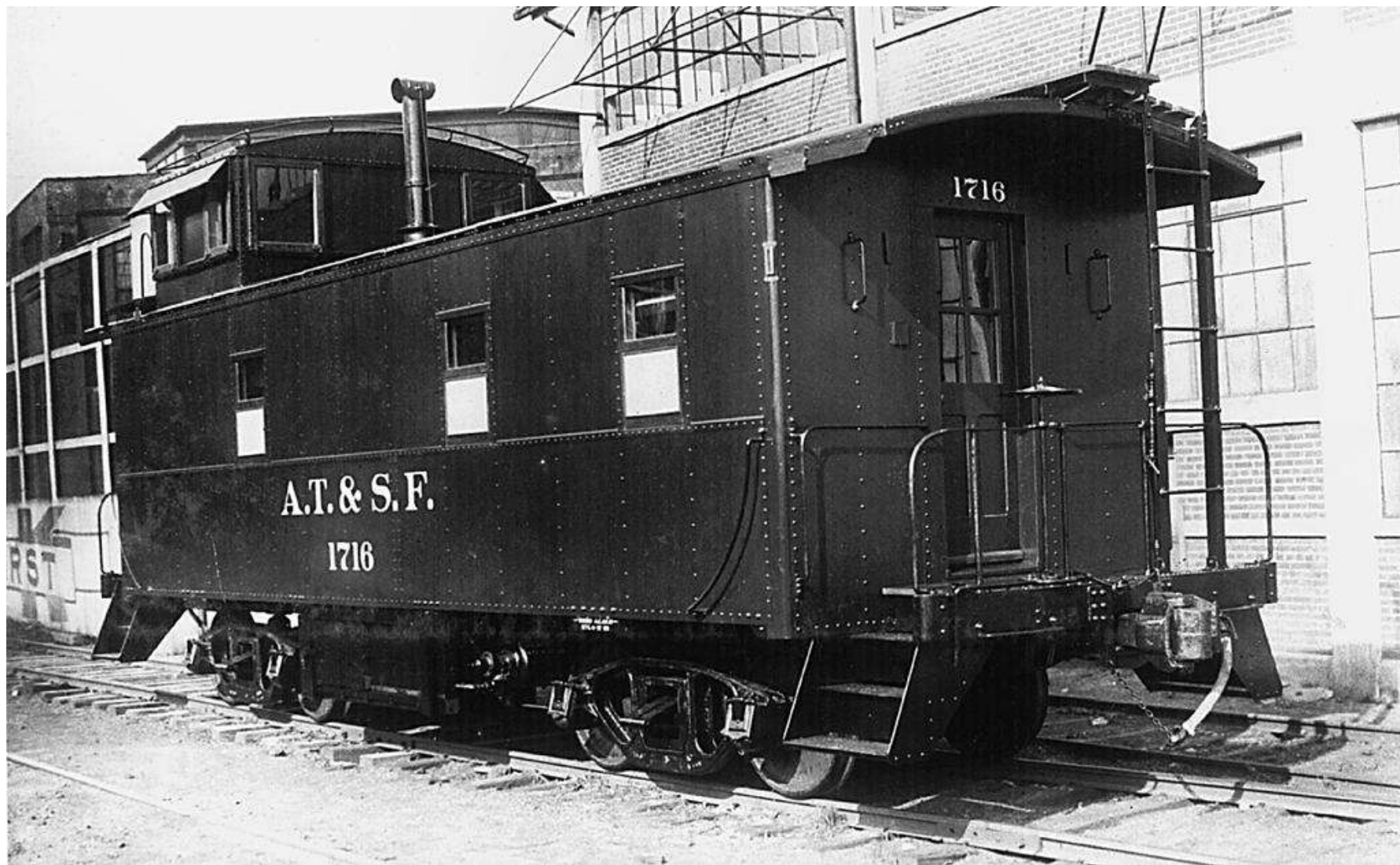


34457

LEFT SIDE PIVOT

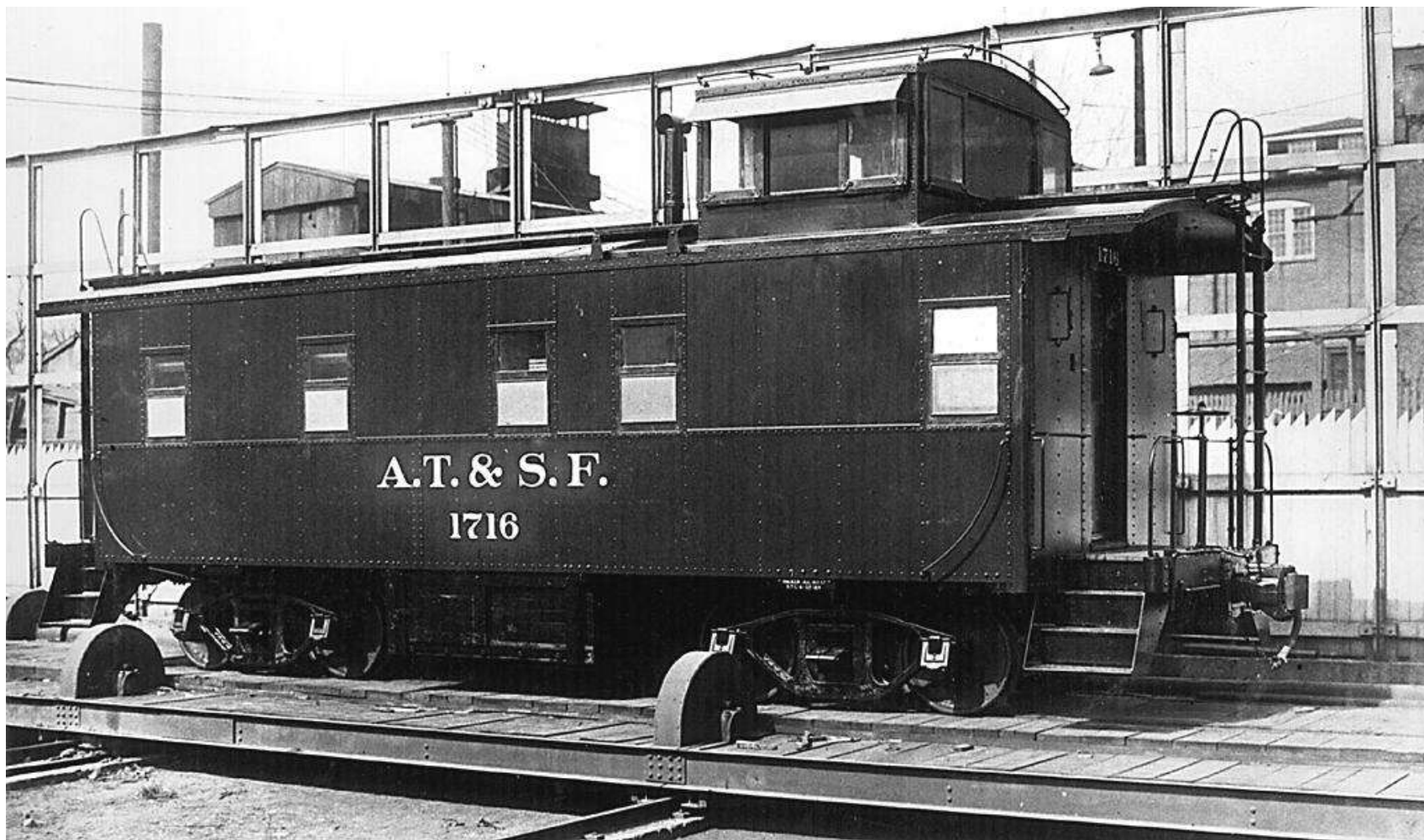
18 inch wig-wag signal (left side pivot) introduced on wood side door cabooses 721 and steel caboose 1721.
 Style 2 wig-wag signal

Courtesy Keith Jordan



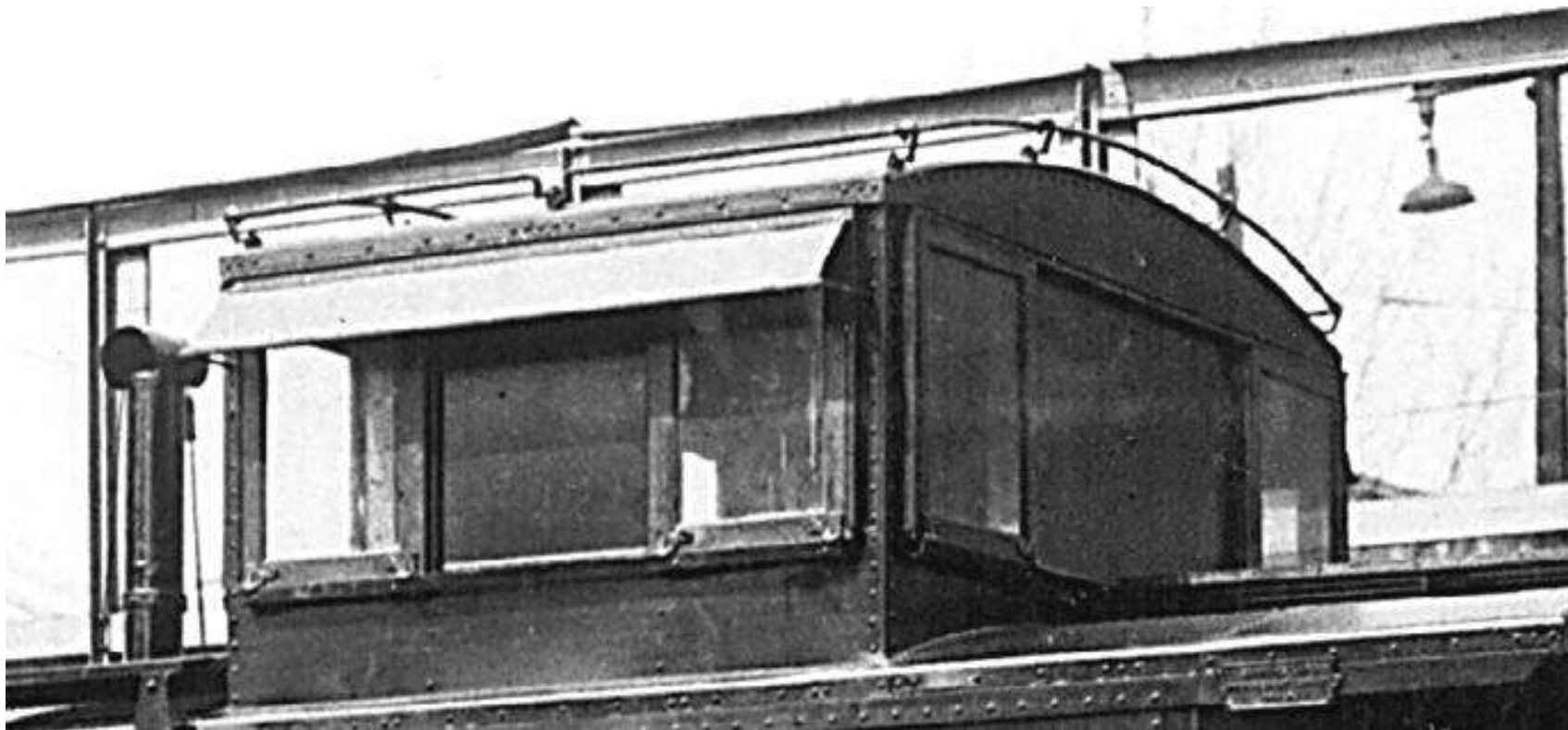
1650-1749 series ACF 1928

Courtesy Stephen Priest



1650-1749 series ACF 1928

Courtesy Stephen Priest



Caboose 1716 two piece cupola hand grab detail

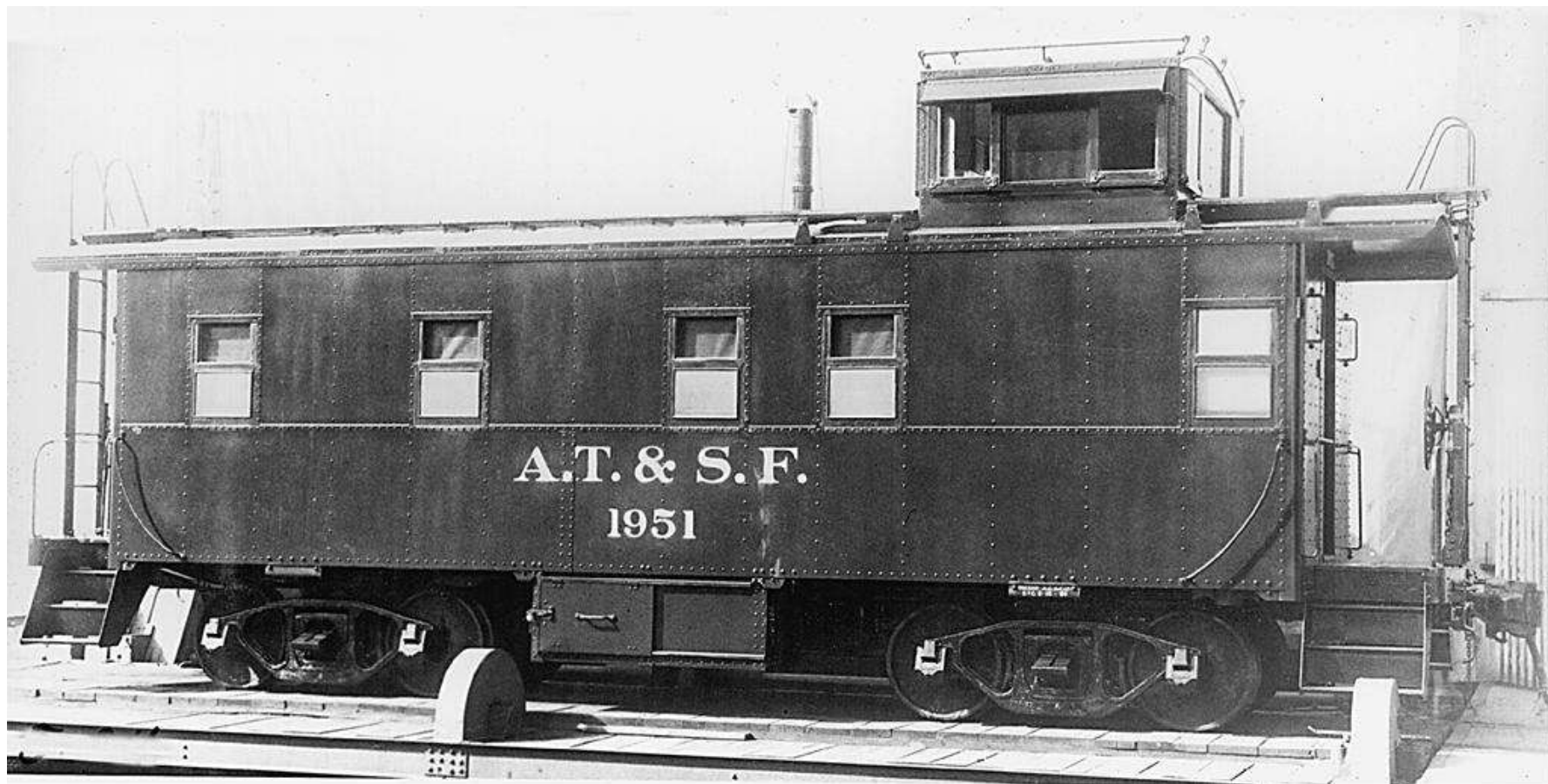
1650-1749 series ACF 1928

Courtesy Stephen Priest



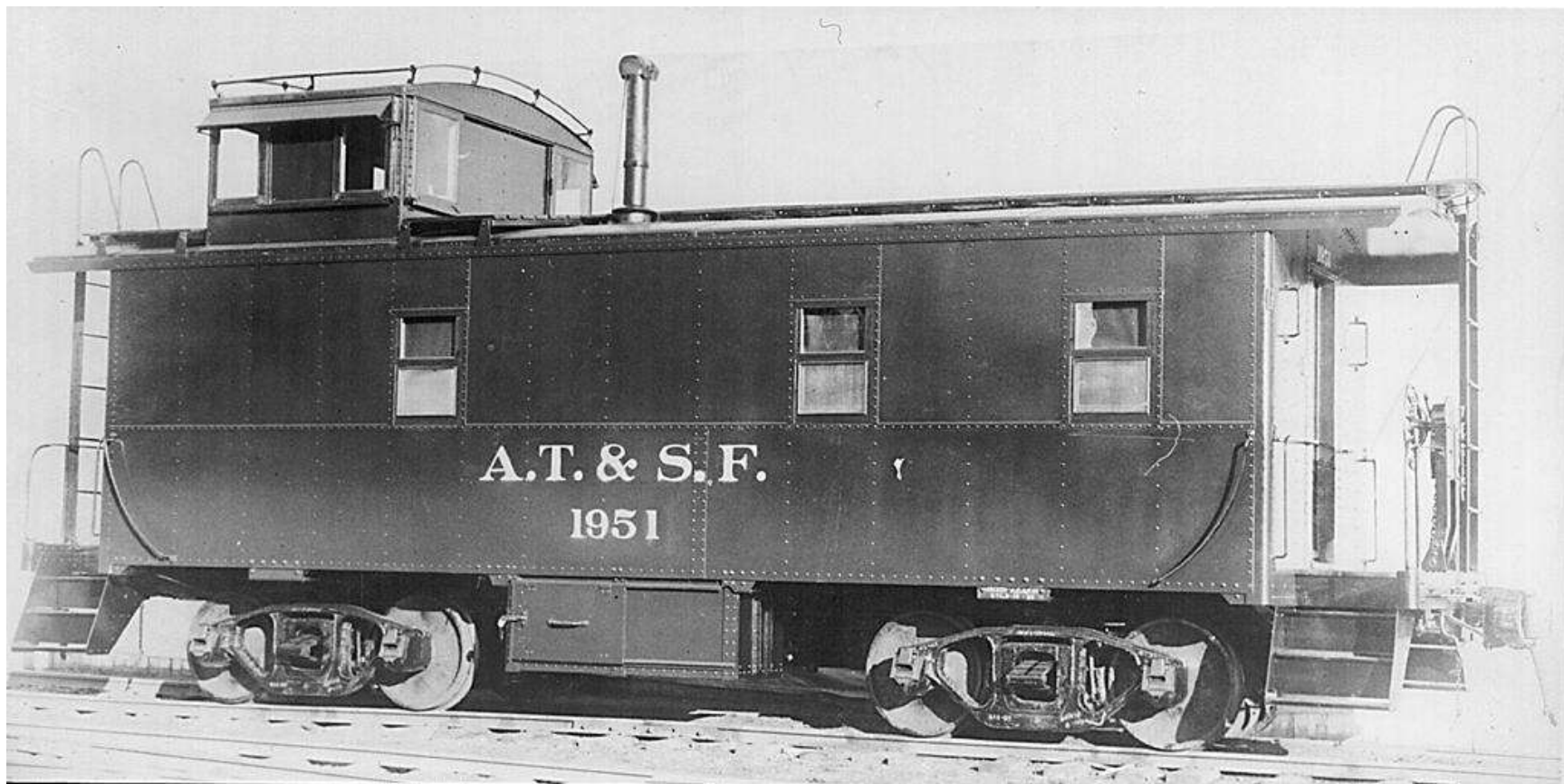
Caboose 1653 at Calwa 9-18-1948

Note cupola hand hold
Typical for series 1650-1749 ACF built 1928



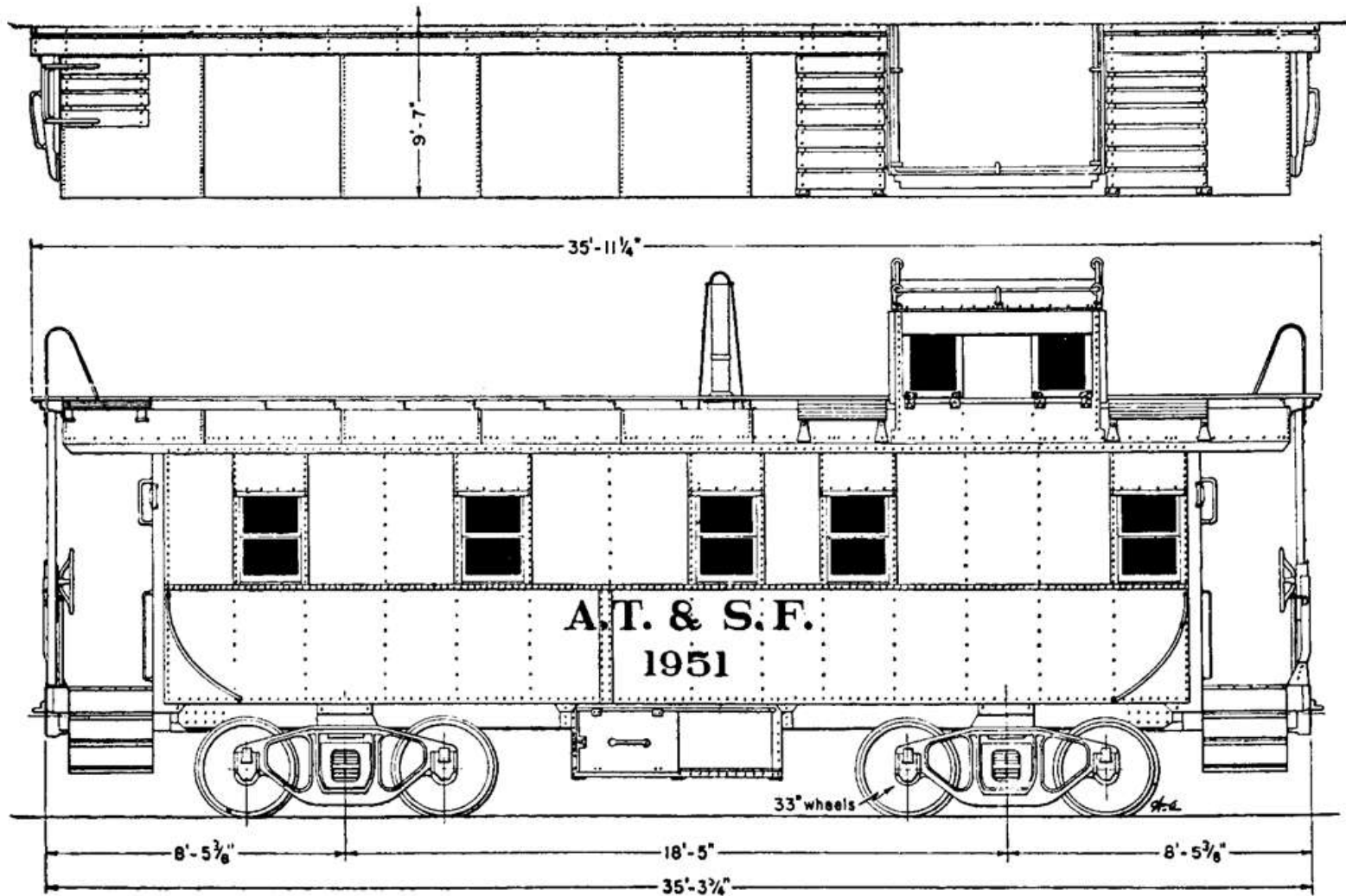
1875-1978 series ACF 1930

Courtesy Stephen Priest

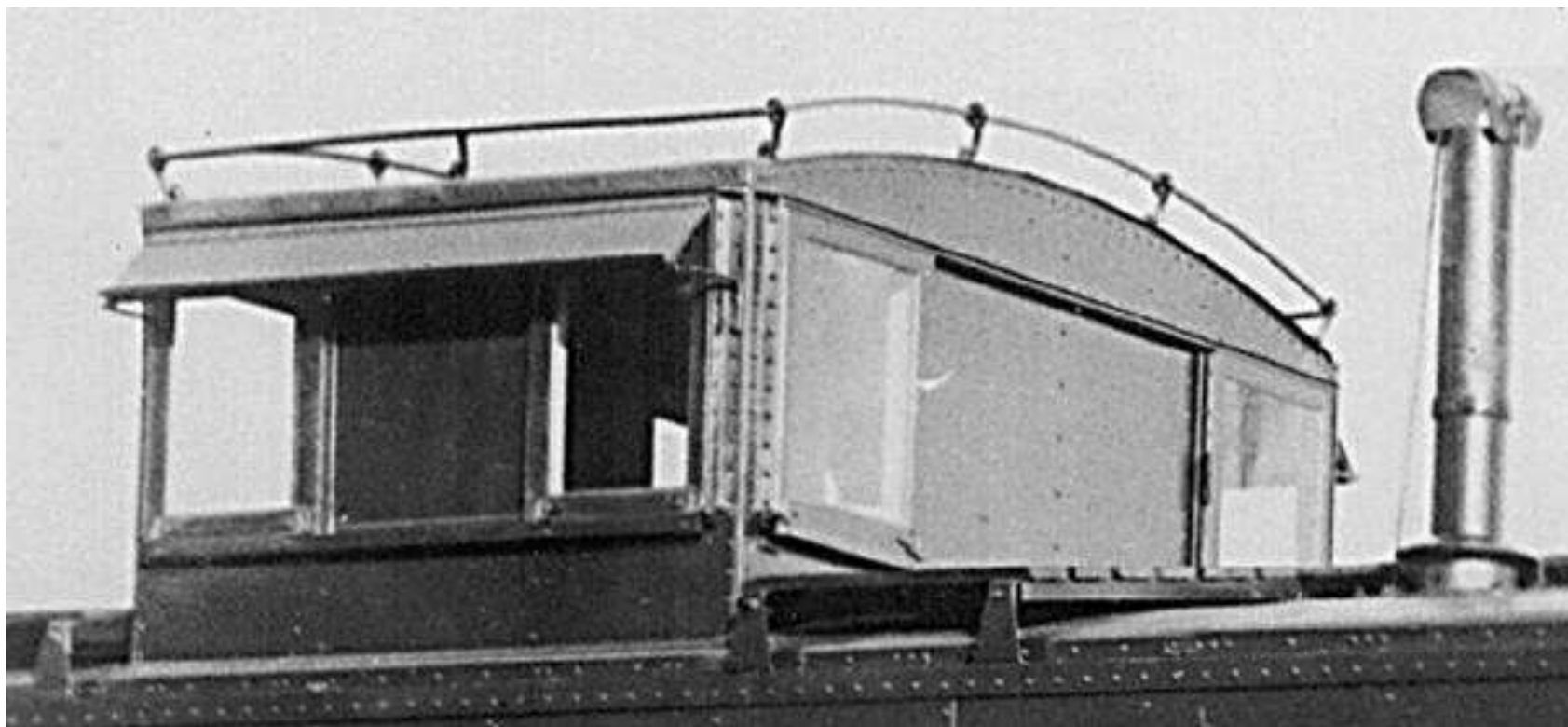


1875-1978 series ACF 1930

Courtesy Stephen Priest



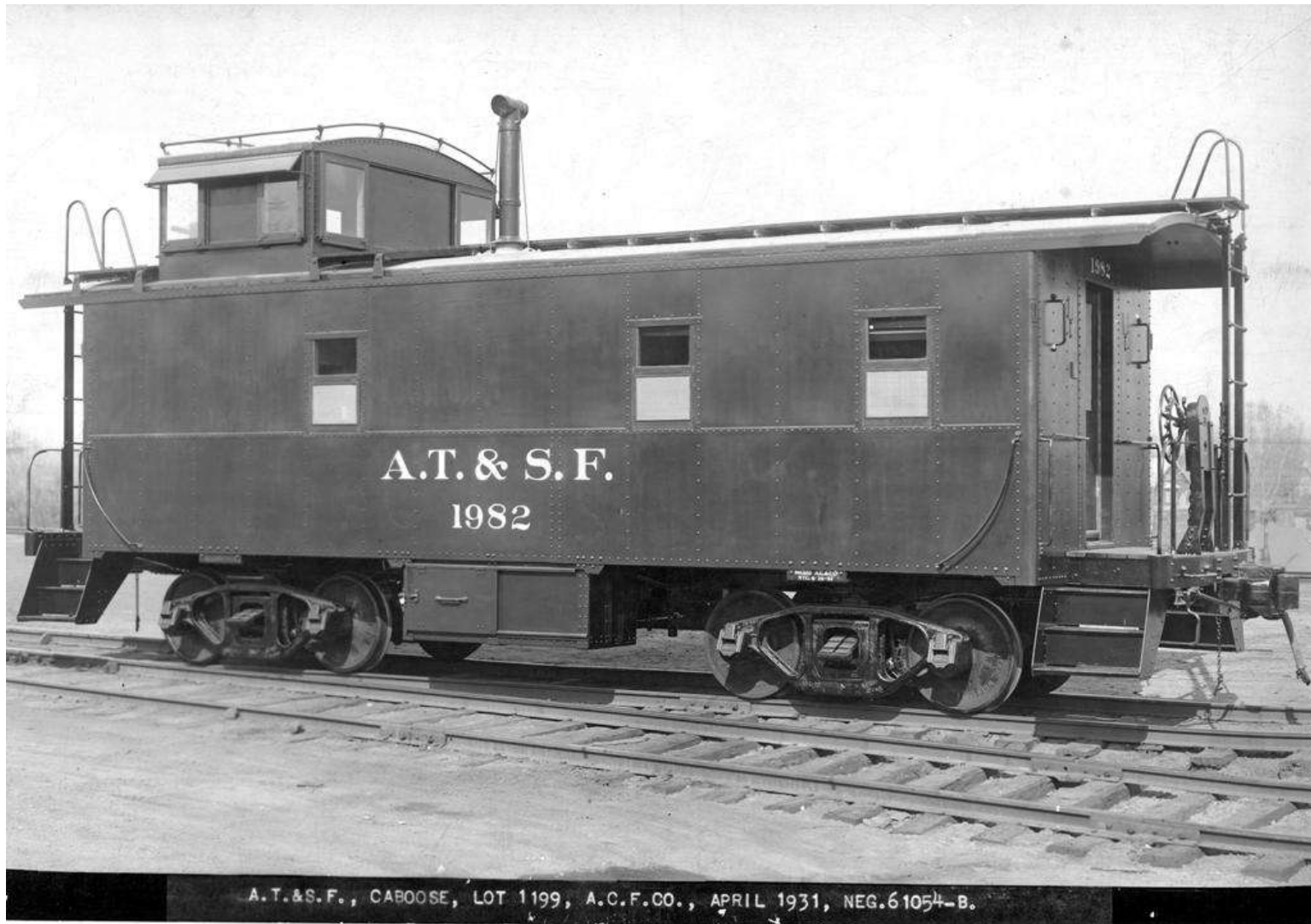
Model Railroader Magazine
 Santa Fe Car and Locomotive Plans for Model Railroaders



Caboose 1951 one piece cupola hand grab detail

1875-1978 series ACF 1930

Courtesy Stephen Priest



1979-2000 series ACF 1931

Temple Railroad & Heritage Museum
Courtesy Jay Miller



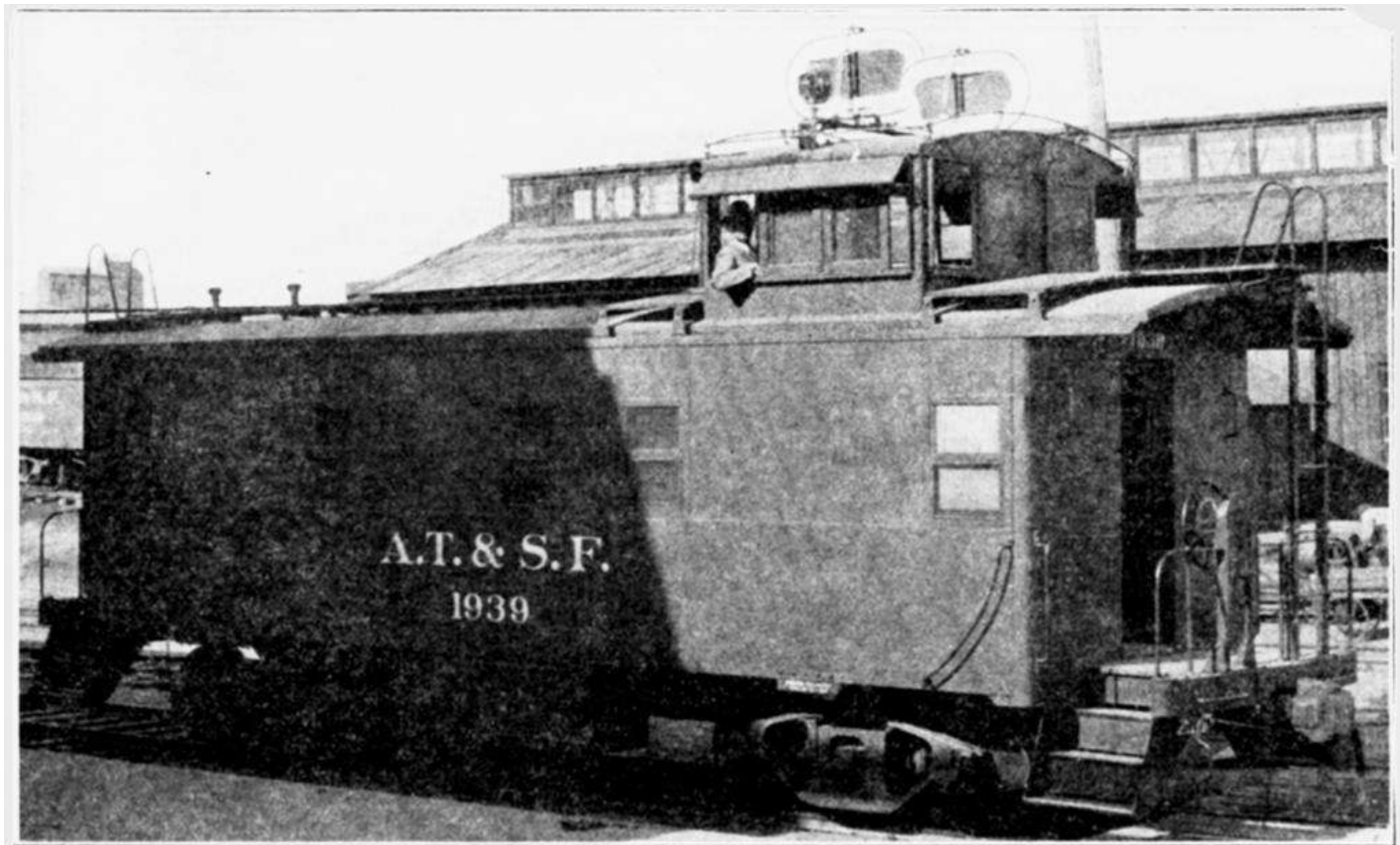
A.T.&S.F., CABOOSE, LOT 1199, A.C.F.CO., APRIL 1931, NEG.61054-C.



A.T.&S.F., CABOOSE, LOT 1199, A.C.F.CO., APRIL 1931, NEG.61054-D.

1979-2000 series ACF 1931

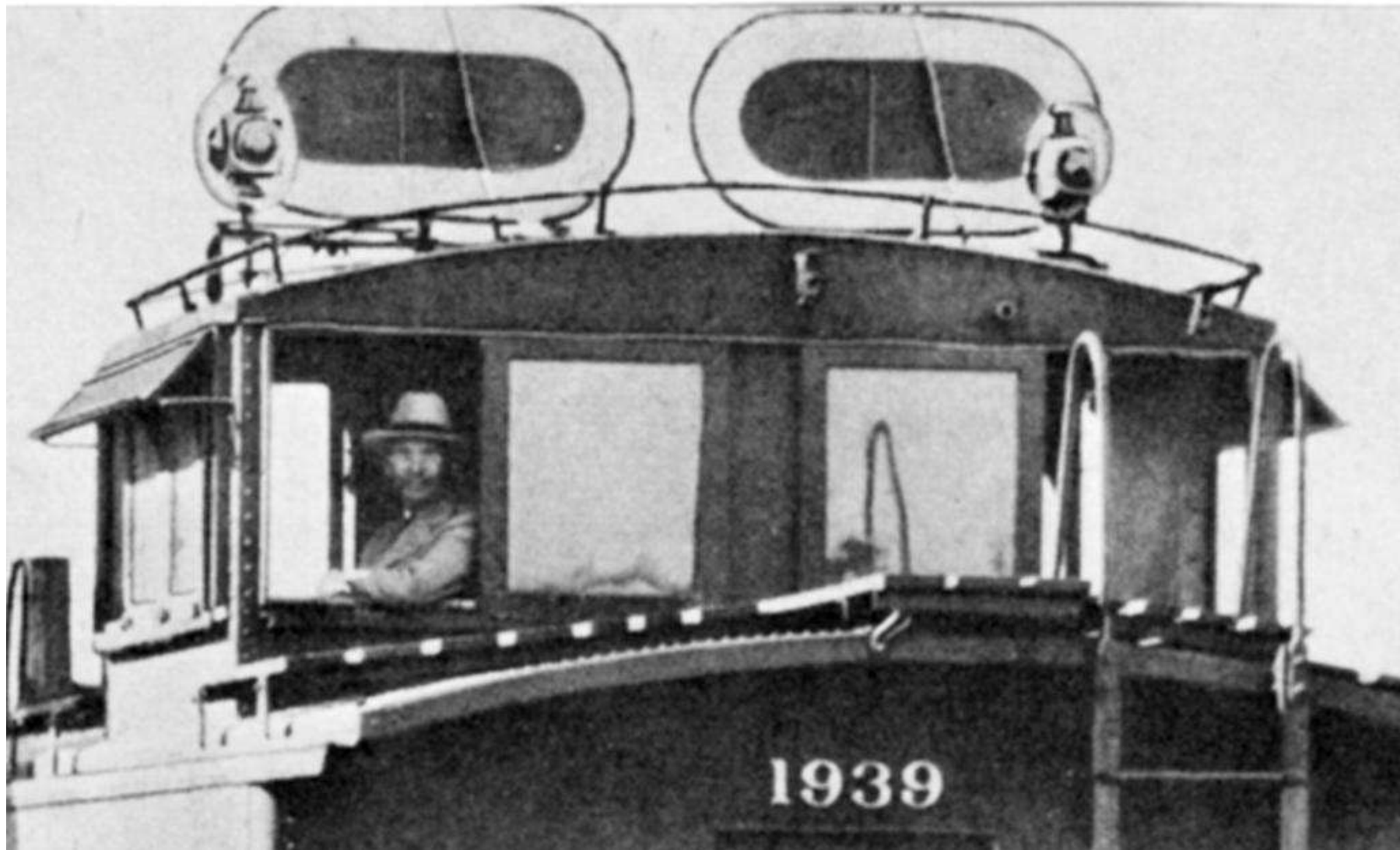
Temple Railroad & Heritage Museum
Courtesy Jay Miller



SANTA FE WAY CAR EQUIPPED WITH THE MARCUM AUTOMATIC AIR BRAKE SIGNAL
The inventor of this labor-saving device, H. B. Marcum of Newton, Kan., a Santa Fe conductor, is shown seated at cupola window



Ever see a way-car equipped with Marcum airbrake signal? Indicators would be in this position, crosswise to car, if a train were coupled ahead and brakes set.



Caboose 1939 was equipped with right side pivot wig-wag



Both small and larger
Wig-wag signals

All appear to be
installed on wood
caboose cars

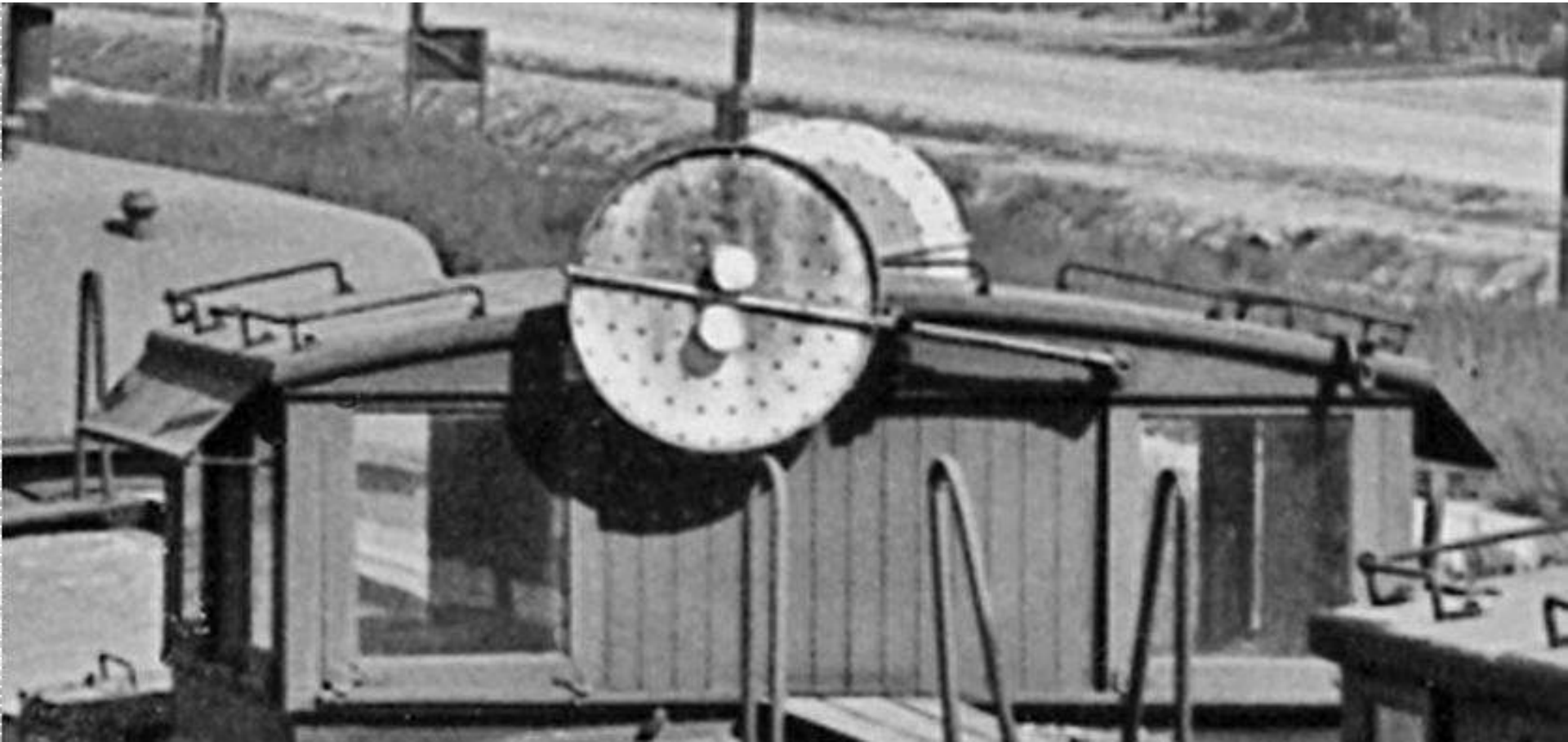


La Junta wig-wags on wooden cabooses
Wig-wags *style 1* and *style 7* show up on side door wood cabooses



Style 7 wig-wags
on two different
series of wood
end platform
caboose

Bull's-eye paint
scheme





Wig-wags on steel cabooses *Style 7* (right pivot) and *Style 6* (left pivot)



Note the wig-wag side or face with the lights is painted in the bull's-eye paint scheme

La Junta 1933 John McCall collection



Three steel cabooses with *Style 7* wig-wags (right side pivot)

La Junta 1933 John McCall collection

1933

AB brake systems now required for all new construction

12-1-1937 Rules for painting caboose cars Keith Jordan collection

Information extracted for callout of finish or top coat

Steel Underframe: Standard Carbon Black Paint

Trucks: Standard Carbon Black Paint to entire exposed surface of truck sides

**Roofs and Running Boards, platforms, railings, boards, etc.:
Standard Carbon Black Paint**

Exterior including Cupola and equipment boxes: Mineral Brown shade of lacquer

Interior including cupola: Silver Grey

Doors and Window Frames: Same as specified for interior and exterior finish

Floor (interior): Standard Slate Color floor paint

1938

Reporting marks change

A.T.& S.F. replaced with A.T.S.F.



Caboose 1999 series 1979-2000 ACF built 1931

South Shawnee Preston George photo



1622 at Kansas City with large wig-wag (*Style 7*)

Grant Oaks Jr. photo

Search on TRAINWEB site –
Comment from Watash #982

I remember seeing the **black on white** “target” on the caboose after a train would start up Raton Pass to Trinidad, Colorado back in the 1930’s. The last time I remember seeing those was I think around 1940-41, because we were at the top of the Pass and saw the train start down toward Raton, New Mexico and it is the only time I remember seeing the “target” raised. Later I found out that is how the engineer could see the end of his train, and the conductor could signal him with that target. I am not sure what all the signals he had with it, but evidently when it was down against the roof, it was OK to GO, when raised it meant apply brakes or go slow. Also there was a red light mounted in the center of that target seen from the rear.



Caboose 1735 repainted but in original condition
Repacked AC 9-30-41
Series 1650-1749 ACF built 1928

Courtesy Stephen Priest



2001-2200 series ATSF

2036 Built 2 - 1943

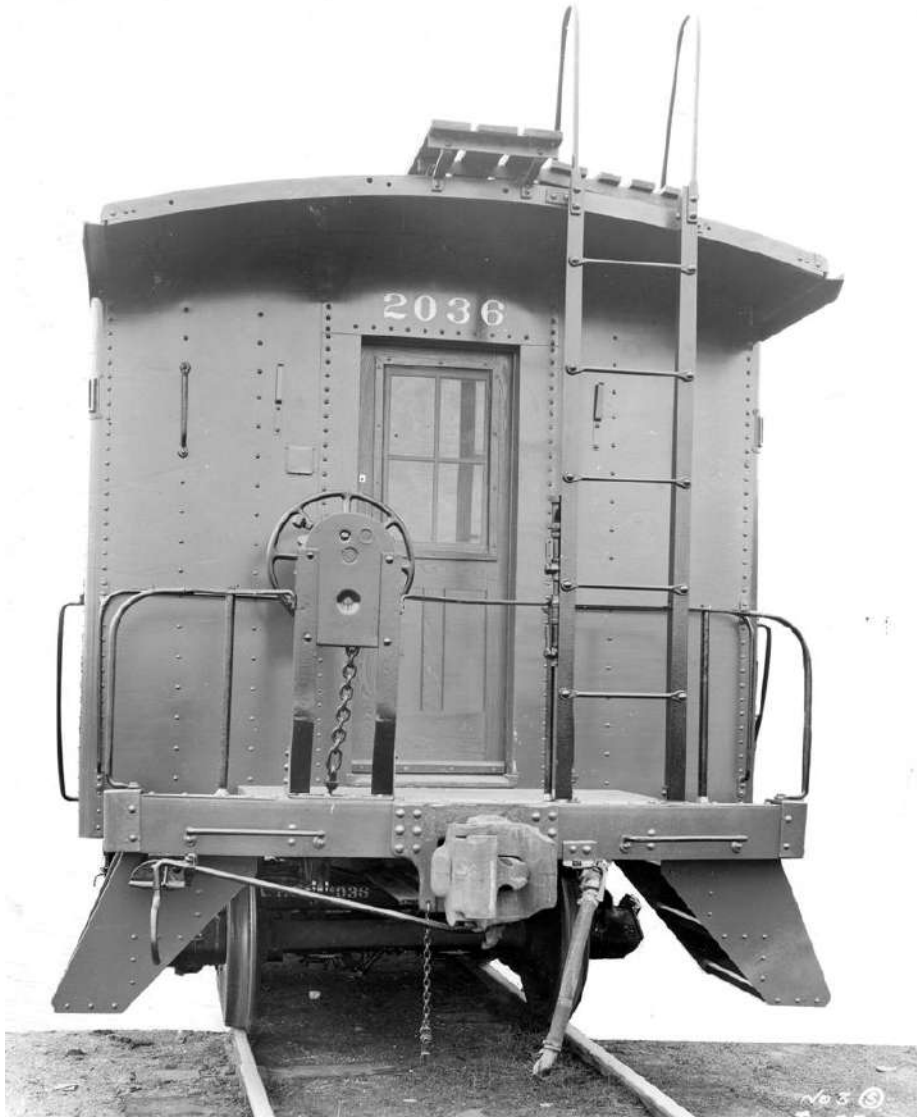
Courtesy Jay Miller



2001-2200 series ATSF

2036 Built 2 - 1943

Courtesy Jay Miller



2001-2200 series ATSF

2036 Built 2 - 1943

Courtesy Jay Miller



Jack Delano, Farm Security Administration/Office of War Information photographer, full-length portrait, holding camera, standing on front of locomotive



Hanging the markers

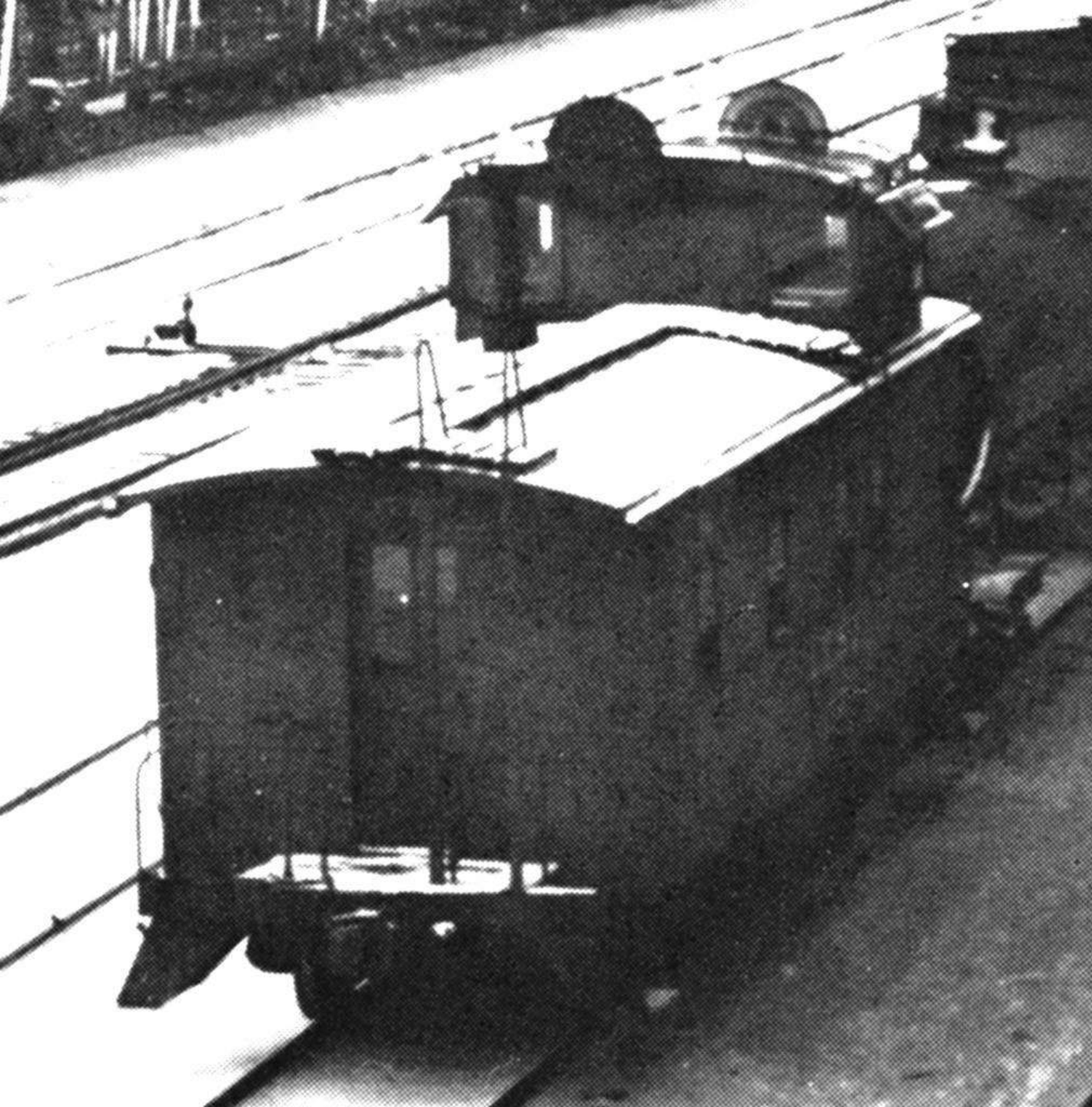
Delano photo

Kansas

Delano photo

Between Argentine and Emporia

1943

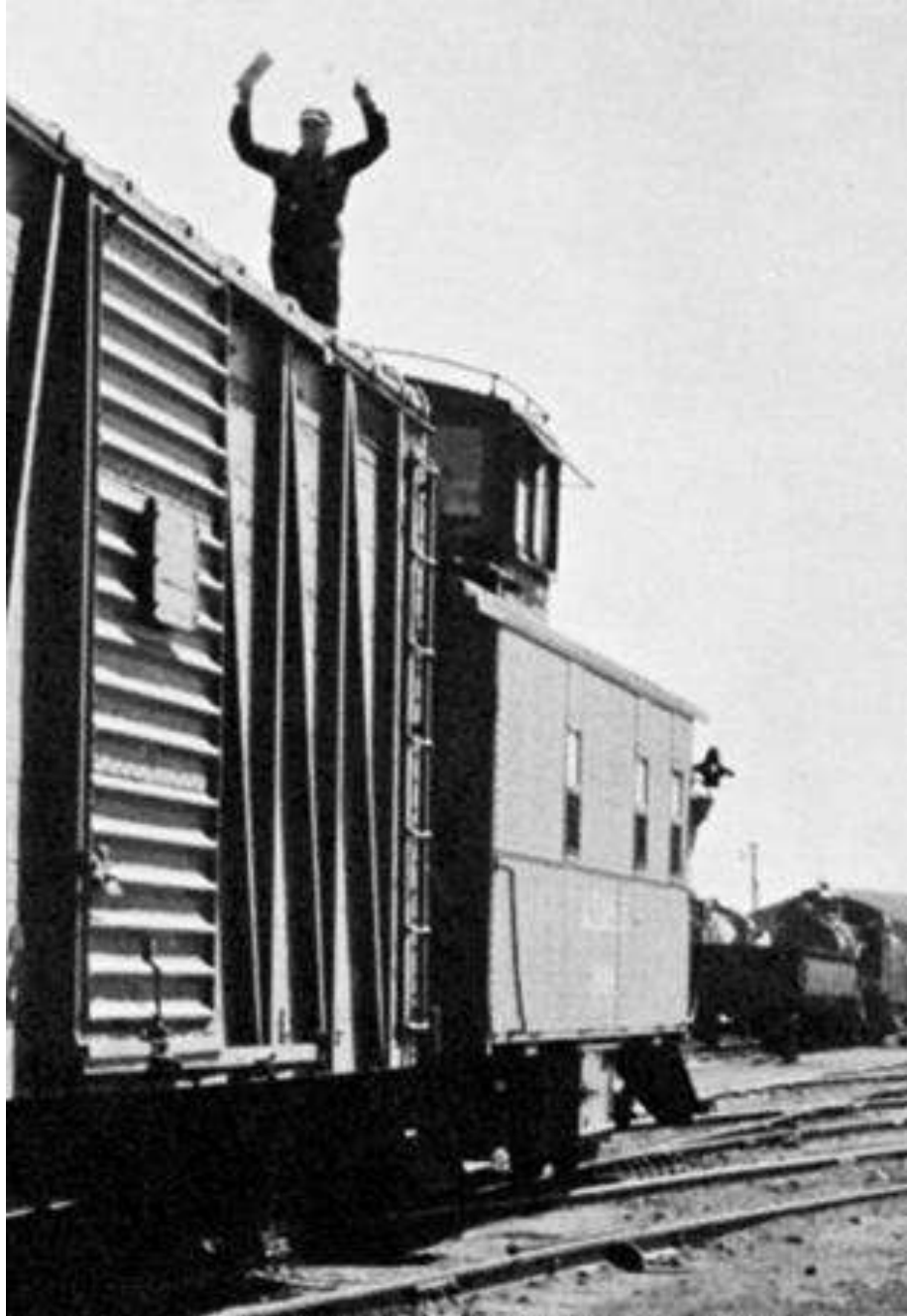


KANSAS CITY
DIVISION

Kansas City

Delano photo

Bull's-eye paint
scheme



Brakeman signaling the front end -
standing on the roof of the cupola

COAST LINES
ARIZONA DIVISION
NEEDLES

1943 Jack Delano photos from Library of Congress



O.W.I. 21158-E



O.W.I. 20769-E

Note End details

- Jemco shaft hand brake
- marker lamps
- roofwalk overhead
- Imperial A uncoupling arrangement
- Train order hoops hanging on hook

ISLETA NM NEW MEXICO DIVISION

Picking up train order hoop

Note Side details

- Steel tool cellar
- cupola detail
- side detail
- window screens (painted)
- small Wig-Wag signal

ONI-21136-E



High speed delivery fork
Introduced in 1939 started replacing
the order hoops but it took many years.

The train orders were tied to loop of string
supported by the Y shaped fork and the
trainman only had to put his arm through
the loop to pick up the orders

OWI-19953-E

1943



Extra 1087
In the "hole"



Conductor George E. Burton, having lunch in the caboose on the Atchison, Topeka, and Santa Fe Railroad between Chicago and Chillicothe, Illinois.



Caboose needs painting



P&SF PLAINS DIVISION

Eastbound freight at
Dawn Texas

Between Amarillo and
Clovis

Style 4 small wig-wag

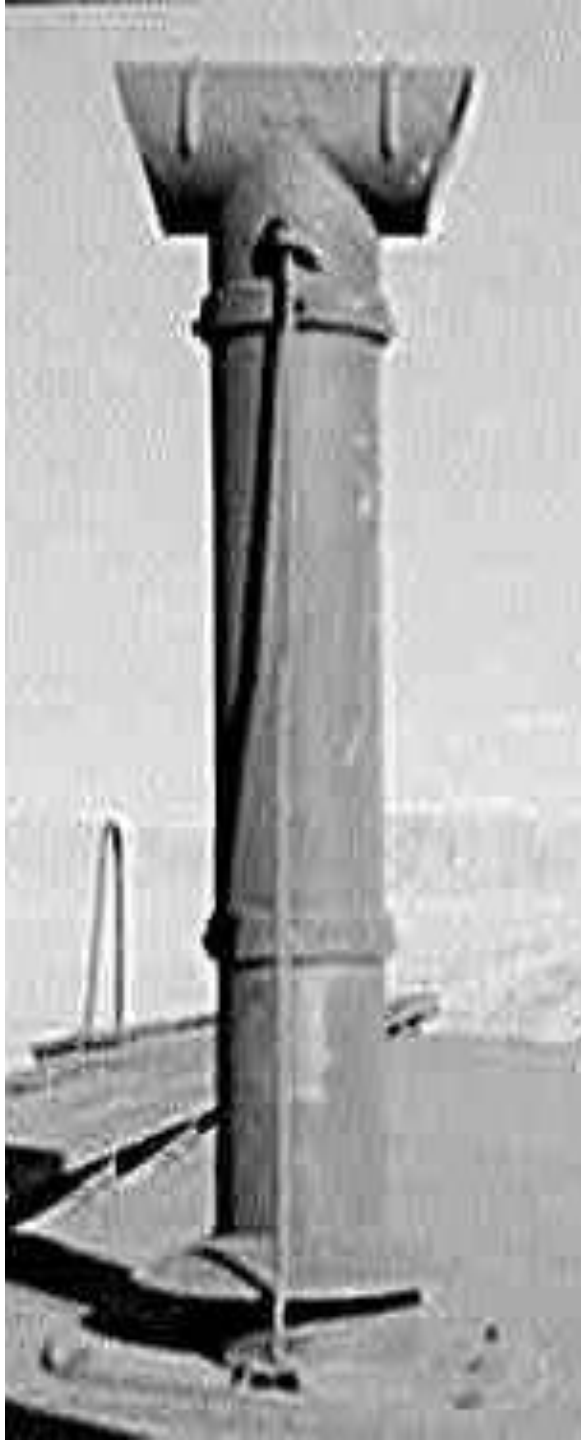
Delano photo

0w-19842-5



19642

Delano photo



Smoke-jack Detail

Delano photo



Wooden caboose

Style 3 of the small
wig-wag

Off center light

Light colored stripe –
white?



An example of Mineral brown paint
Series 2009-2100 ATSF built 1943

2038 March 1943
Brand new caboose
Melrose

Delano photo



Look at the roof
and running boards

Flat color all seem
to be the same shade

1943 Delano photo

note black trim – Ladder, grab irons, end railing, cupola hand hold and smoke-jack



PECOS DIVISION, Vaughn, NM

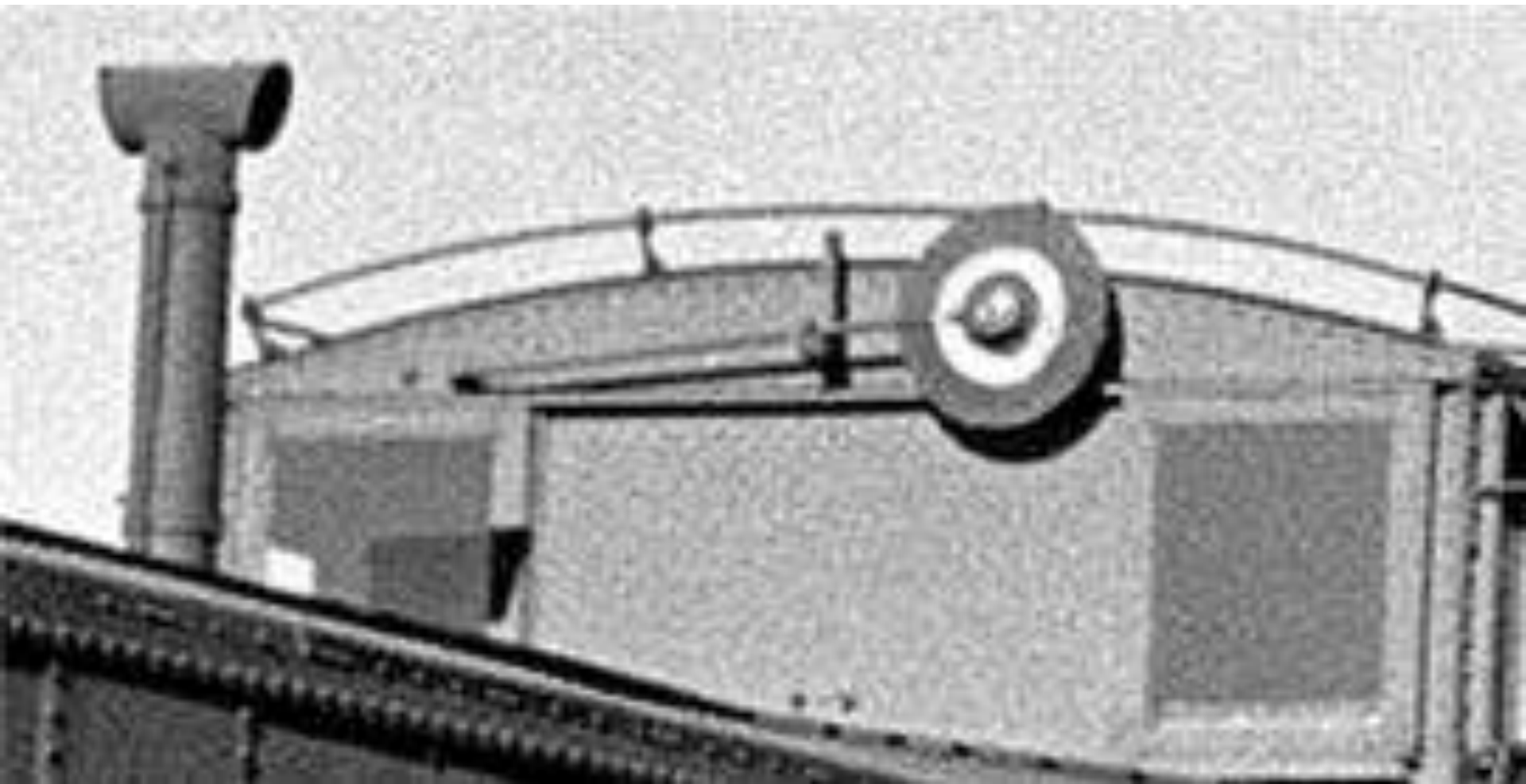
Delano photo



Bull's-eye paint scheme on small wig-wag *Style 4*

1806 Vaughn

Delano photo



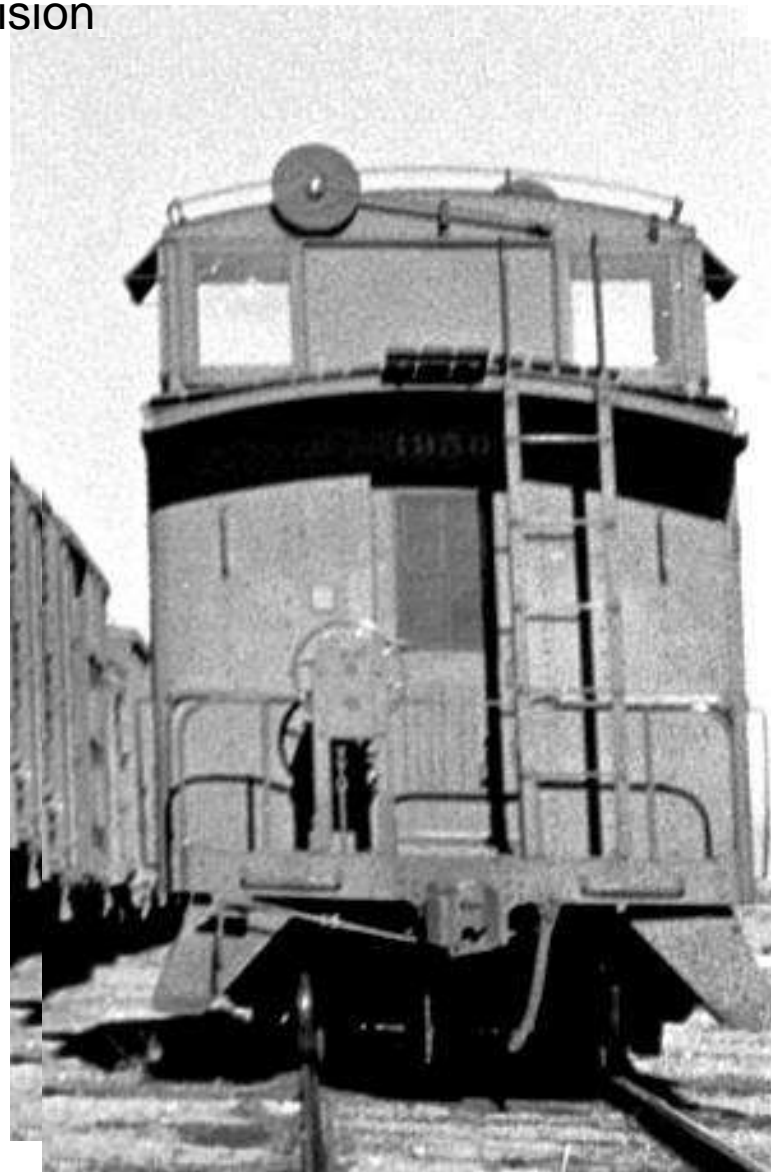
Style 4 small wig-wag with bull's-eye paint scheme (dark-light-dark)

1806 Vaughn crop Delano photo

Style 5 wig-wag

Dark color on small wig-wag – blue?

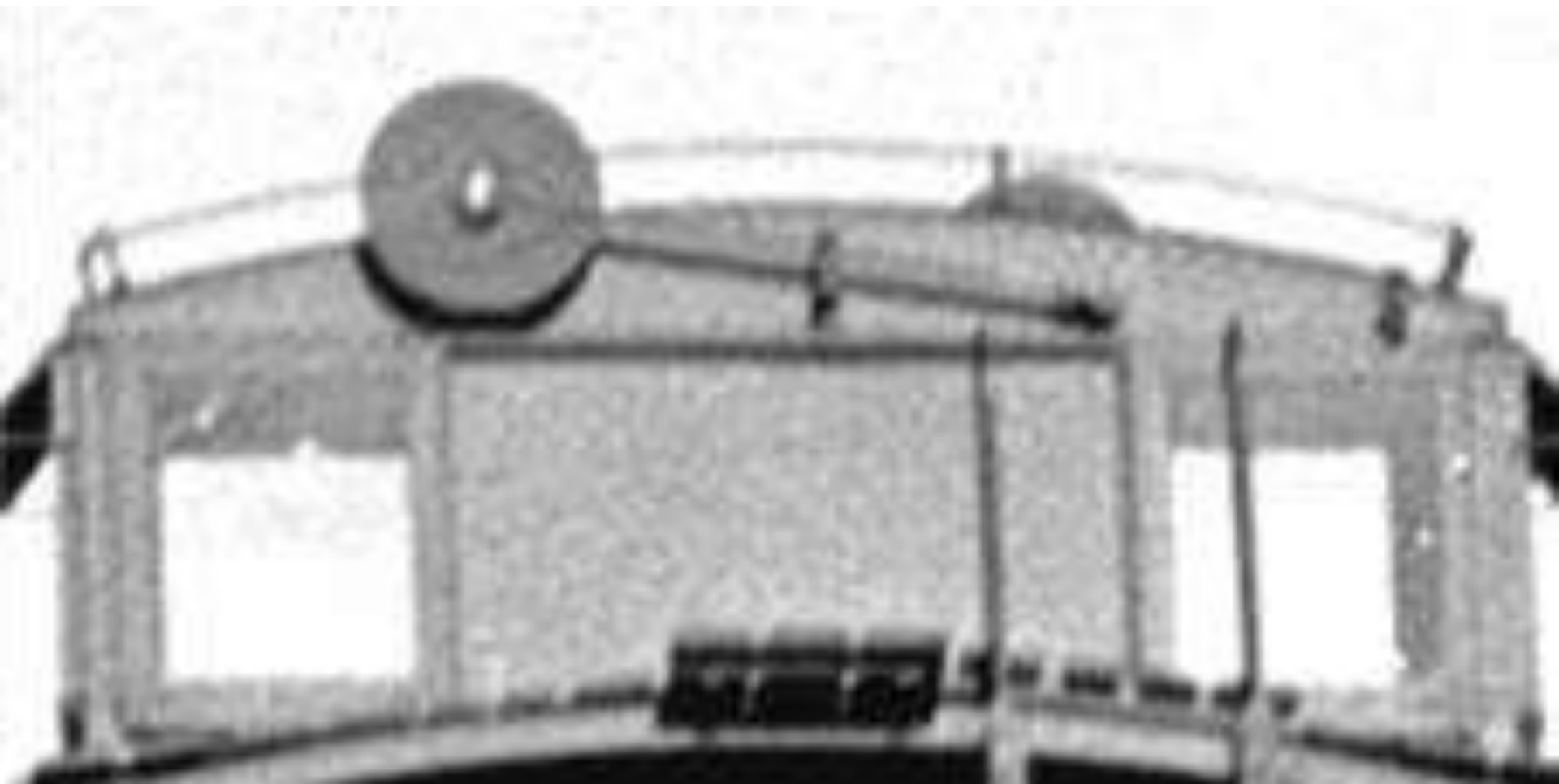
Center light shows to front and
Rear of signal



Caboose 1956

Vaughn

Delano photo



Close-up of *Style 5* small wig-wag – right side pivot – dark color front and back

Caboose 1956 Vaughn

Delano photo



Small Wig-wag signals are mounted to pivot from the left of the cupola.

Bull's-eye paint

Scheme on two wig-wags

Note the lateral roof walk in front of the cupola only goes to the right. It did the same on the other side of the cupola also.

This roof walk configuration was used on the cars

Numbered

1500 - 1874

BELEN PECOS DIVISION

Jack Delano photos from Library of Congress

Style 4 Small wig-wag on wood caboose 1400 at Illinois Railroad Museum 2000





P&SF PLAINS DIVISION
Amarillo Delano photo



P&SF PLAINS DIVISION
Amarillo Delano photo



Bull's-eye and refer yellow paint scheme on wig-wag signals

P&SF PLAINS DIVISION
Amarillo Delano photo

1944

Change in reporting marks

A.T.S.F. was changed to ATSF
Effective Nov 1943



Preston George photo Stan Kistler Collection



1534 with left mounted big wigwag on Curtis Hill

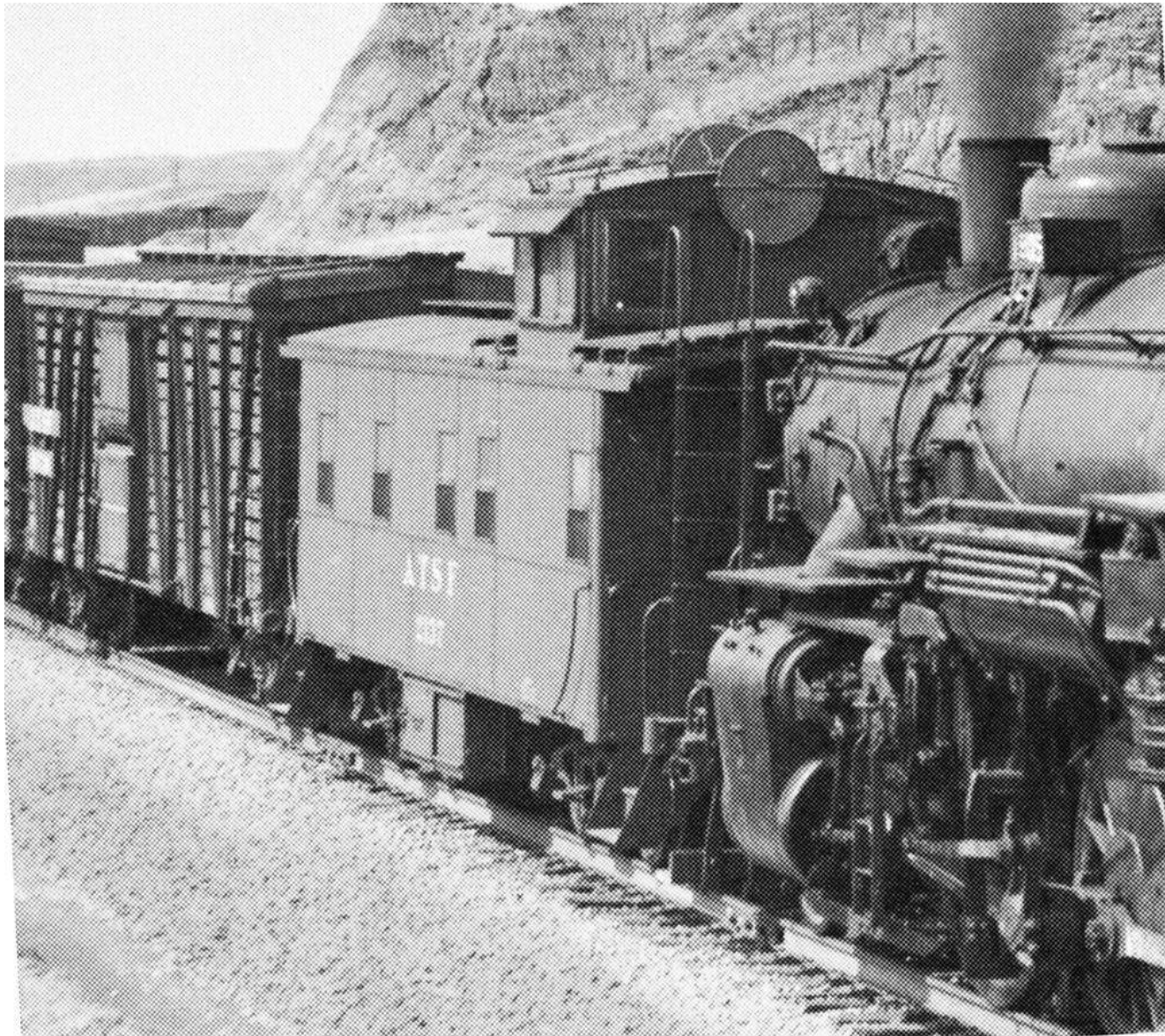
Preston George photo



Series 2101-2200 ATSF built 1944

Left side ladder mount

Preston George photos ca 1944 Curtis Hill



Caboose 2137

Bent wig-wag arm

Preston George photos ca 1944 Curtis Hill

June 1944 Santa Fe Magazine

Test of front to end communication on "Spud train" from Bakersfield to Chicago

June 14 to June 19

70 cars and Biz car 32

Bendix radio equipment mounted on locomotives, cabooses and Biz car 32

"Veteran railroaders who thought they knew all there was to know about railroading abandoned their arm-waving wig-wags for signaling the engineer And passed their signals to the head end vocally"

Radio test sets were changed from locomotive to locomotive and caboose to caboose when each were changed.

Locomotives used

FT 137

5002 2-10-4

2911 4-8-4

3420 4-6-2

16 crew changes (including cabooses)

TEST CONSIDERED SUCCESSFUL

Plans to equip the Arizona and Albuquerque Divisions of the Coast Lines with front to rear end radio communications

Cupola windows are outside hung and slide



Front to rear end radio test conducted in 1944

MAY 17, 1945

**US FEDERAL COMMUNICATIONS COMMISSION ASSIGNS
60 RADIO CHANNELS FOR RAILROAD USE**

Santa Fe authorized and extensive program of radio installation to provide:

Yard

Terminal

Front to rear end

Coast Lines

Arizona Division and Albuquerque Division

Radio installation on 58 freight diesel locomotives and 70 cabooses

Provides front to rear end service between Bakersfield and Winslow

Should be completed by Nov. 1, 1947

August 1946 2 Fast Freight trains between Kansas City and Chicago are
radio equipped

2128 built 6-1944 with AB brake system and left side mounted ladder

Ca 1945



Screens painted

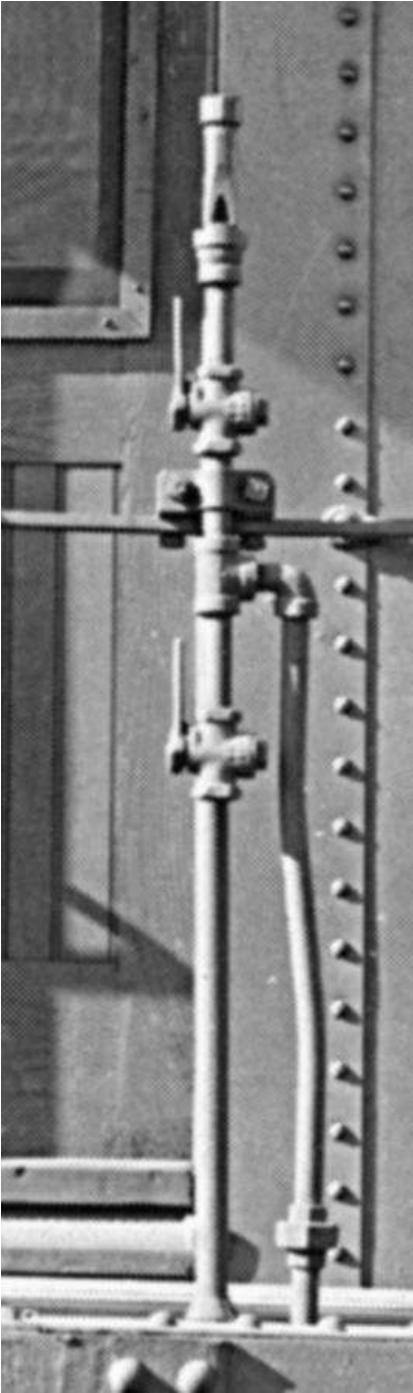
RPKD EM
(Emporia)
9-1945



Ca 1945



Left side ladder



Caboose whistle

Air brake valve



1561 at Belva OK **Nov 1945**
Troop train

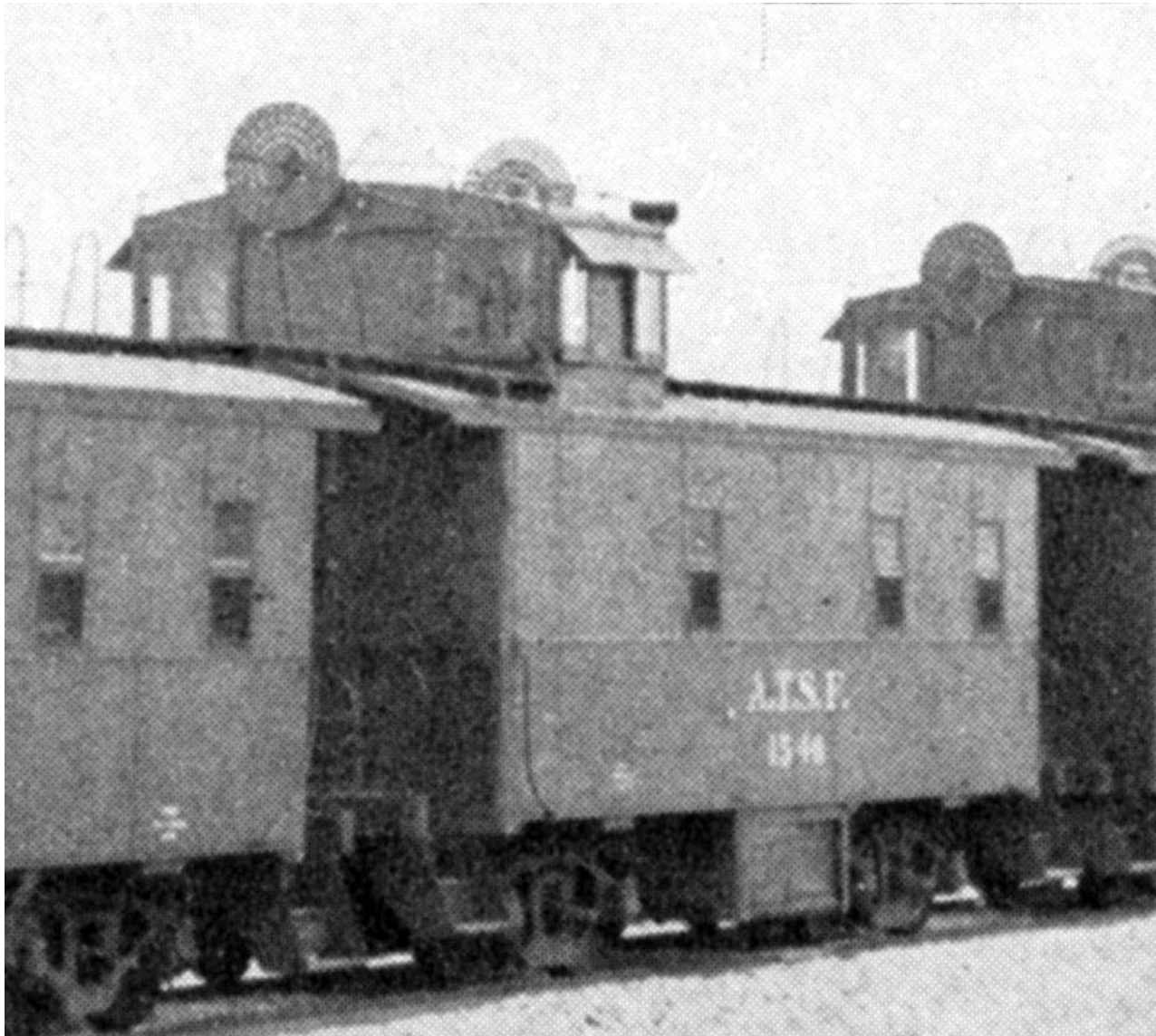
Preston George photo

30 inch diameter wig-wag signal
note different colors – front and back



Curtis Hill

Preston George photo



Large wig-wag painted light-dark-light reverse bull's-eye paint scheme



1500 at San Bernardino
“J” Side hand grabs replaced with curved
Still lettered in the 1938-1944 lettering scheme

Richard Biermann photo



Summit Chard Walker photo

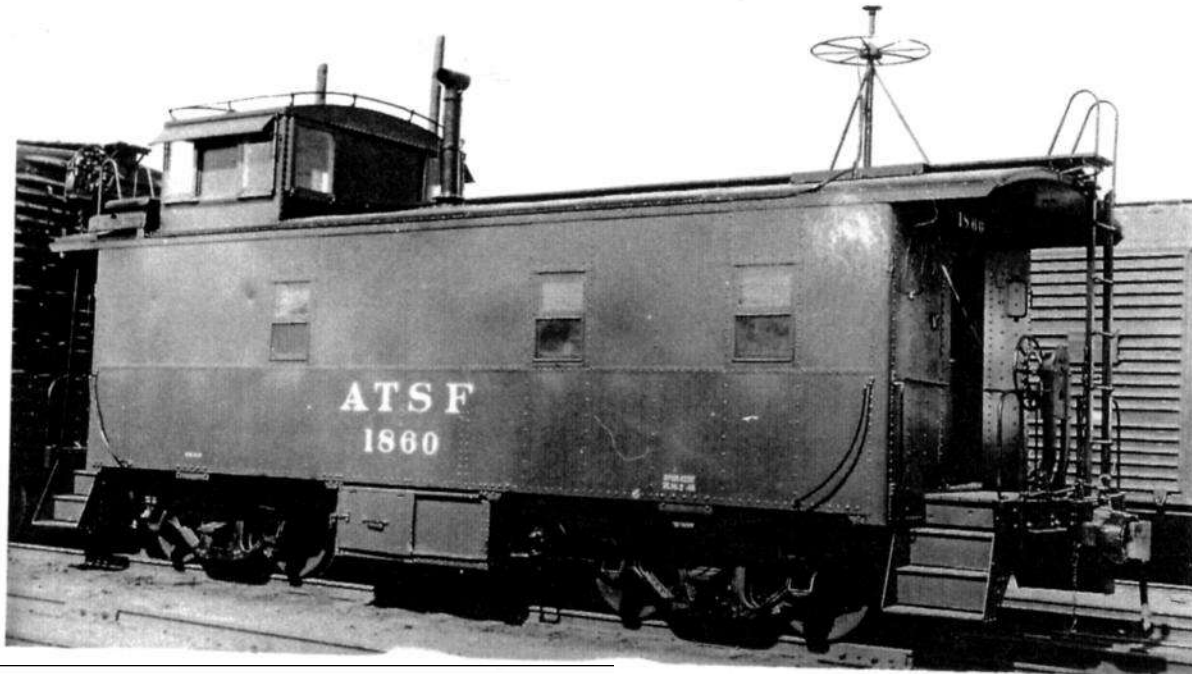
42 inch end railing

2191 with wig-wag



2114 San Bernardino 9-10-1946
Left side ladder – wig-wag –
Coupled to wood caboose 1128

Richard Biermann photo



EQUIPPED WITH LISTER-BLACKSTONE GENERATOR FOR RADIO COMMUNICATION

1860 radio equipped in Oct 1946

Two Kansas City – Chicago Fast Freights
Radio equipped

Caboose 1860 and 2035 radio equipped
Locomotives 3274 and 3260 radio equipped



OCT 1946



3274 Chillicothe 1948 radio antenna ground plane in front of stack

Small wig-wag painted reefer yellow Left side pivot Style 4



Caboose 1699 series 1650-1749 ACF built 1928

Repacked CS (Clovis) 1-23-47

Stephen Priest collection

Rules for Painting Caboose Cars Santa Fe Car and Loco Plans

Steel Underframe: – Black

Exterior body including cupola: - Mineral Brown shade of lacquer
(includes equipment boxes, doors and window frames)

Roof and Running Boards: - main and cupola – Black Paint

Smokestack - Black

Handrails and columns, ladders – Black Paint

End platforms and steps – Black and Mineral Brown

Trucks: - Mineral Brown

Interior: Silver grey

Interior floors: Dark Green



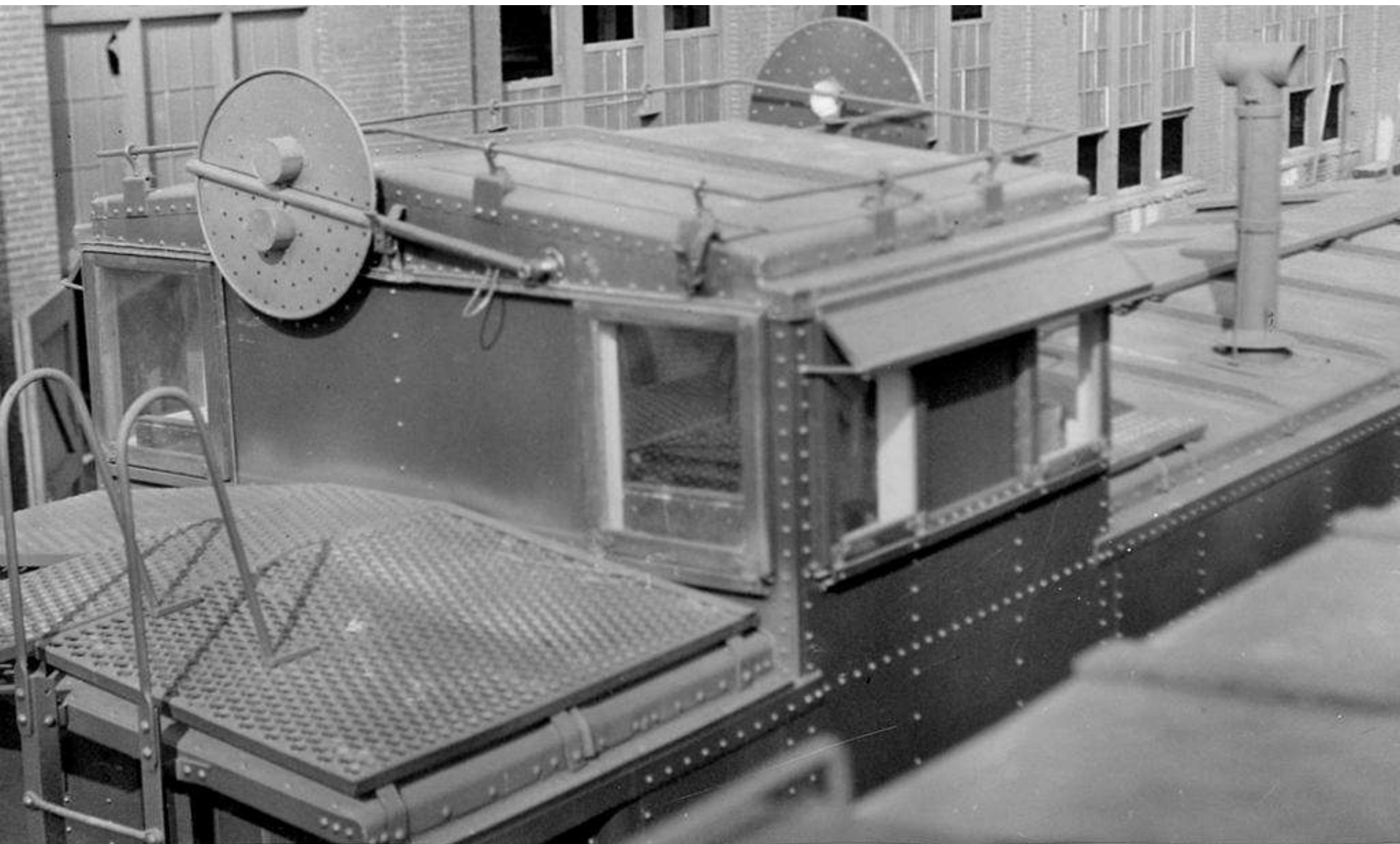
2201-2300 series ATSF built 1949

Courtesy Jay Miller



2201-2300 series ATSF built 1949

Courtesy Jay Miller



Note over-spray

2201-2300 series ATSF built 1949

Courtesy Jay Miller



2201-2300 series ATSF built 1949

Courtesy Jay Miller



Wig-wag operating handle

Knife switch detail

Turns on both red and white lights at same time

The switch selects which disk will be lighted

Ready for part 2