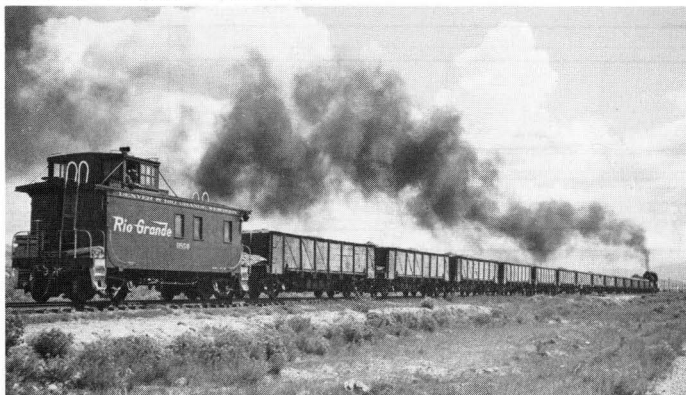


A Denver & Rio Grande Western Caboose



John W. Maxwell photo September 1, 1946



John W. Maxwell photo Wagon Wheel Gap June 31, 1960



Denver & Rio Grande Western cabooses, numbers 01120-01139, were built in 1928 under D&RGW Authority For Expenditure (AFE) AB-3640 dated May 1928. These cars completed the 01120-01199 series of eighty similar cars and were built at an average cost of \$2,003.91 each. The first cars of the series, numbers 01140-01189, were built by Haskell & Barker Car Co. in 1913. Haskell & Barker had previously built ten cars, numbers 0950-0959, of similar construction (steel underframe and wooden superstructure) in 1909. In 1927, the D&RGW built ten cars, numbers 01190-01199, at Burnham Shops.

As built, the cars used 5-foot, 2-inch wheel base Arch Bar trucks with 5×9 journal boxes. Following the ICC ban on Arch Bar trucks for interchange service, the truck sides were changed to cast-steel side frames. No dates are known for the changeover; however, RG 01137 was equipped with cast-steel side frames in July 1940. As built, the cars were equipped with a Westinghouse KC-812 brake (8-inch diameter piston with 12-inch stroke). They sported the "Royal Gorge Route" herald on the car sides below the cupola and safety chains across the end railings.

In June 1936, the official D&RGW herald was changed to the "Royal Gorge/Moffat Tunnel" herald which used "Rio Grande" in the upper ring and "Scenic Line of the World" in the lower drape. All cabooses received the new herald soon after. The cars were painted Freight Car Red. (For modeling purposes, Scalecoat Red Oxide is a perfect match. For those who prefer Floquil, a mix of two parts Caboose Red to one part Box Car Red will accomplish the job nicely.) In the 1920's, all freight cars and cabooses had their iron work painted black; however, in the 1930's, it was decided that grabirons, ladders, railings and steps should be painted white for safety reasons. Aluminum paint was later used for this purpose.

Cabooses of the 01120-01139 series were used throughout the Rio Grande system. In the mid-1920's, when the D&SL came under D&RGW control, some of the series had their numbers changed to raised numerals for D&SL service. Car number 01120 was one such caboose; however, it was also the first to be retired after it was destroyed in a wreck at Castle Gate, Utah on March 31, 1945. Additional cars with



George L. Beam photo May 12, 1928

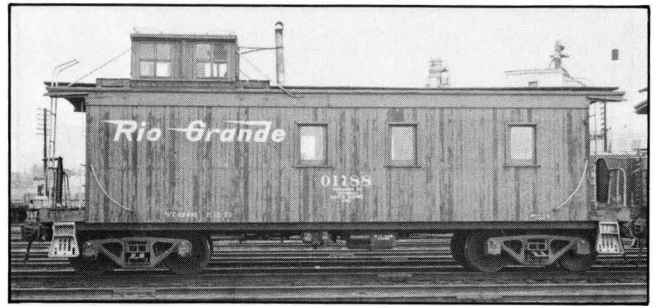
raised numerals for D&SL service were 01121, 01122, 01123, 01125, 01130, 01135 and 01138.

In November and December of 1939, the "flying" (or streamlined) Rio Grande was adopted as the railroad's trademark. Cars were changed as time and money allowed.

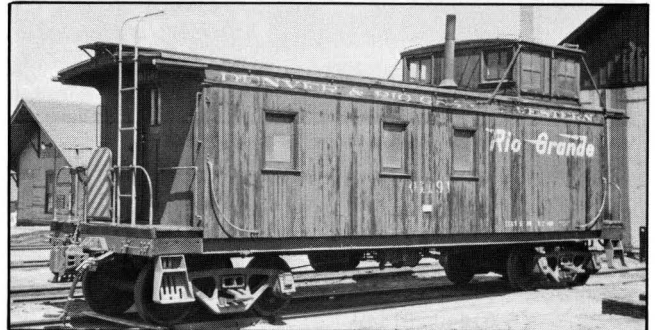
These cabooses were heated with flat-topped coal stoves which the crews also used to prepare coffee and hot meals. While this author never rode in one of these standard-gauge cars in the winter, he has ridden in narrow gauge coaches and cabooses. He can therefore state that the stove kept a car adequately warm in the winter!

In 1940 the D&RGW began building all-steel cabooses in the 01400-and-up series. In 1937, however, the railroad built two series of composite cabooses with steel frames and steel superstructure frames. Only the lower half of the sides were steel-plated while the upper half, including the windows, retained wood sheathing. These cars were numbered in the 01300 series and included four Drover cabooses with seats for stockmen (01300-01303) and ten cars as standard cabooses.

It was not until 1953 and 1954 that the 01120-01139 series cars had AB brake systems applied. Only numbers 01121, -23, -24, -25, -26, -27, -28, -30, -31, -36, -38 and -39 received this equipment.



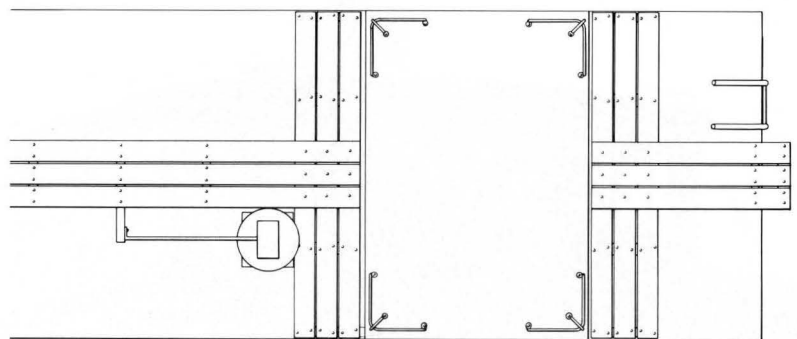
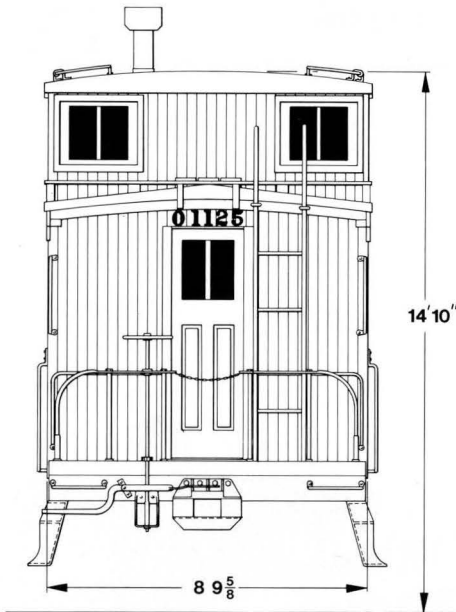
John W. Maxwell photo Burnham Shops May 4, 1957



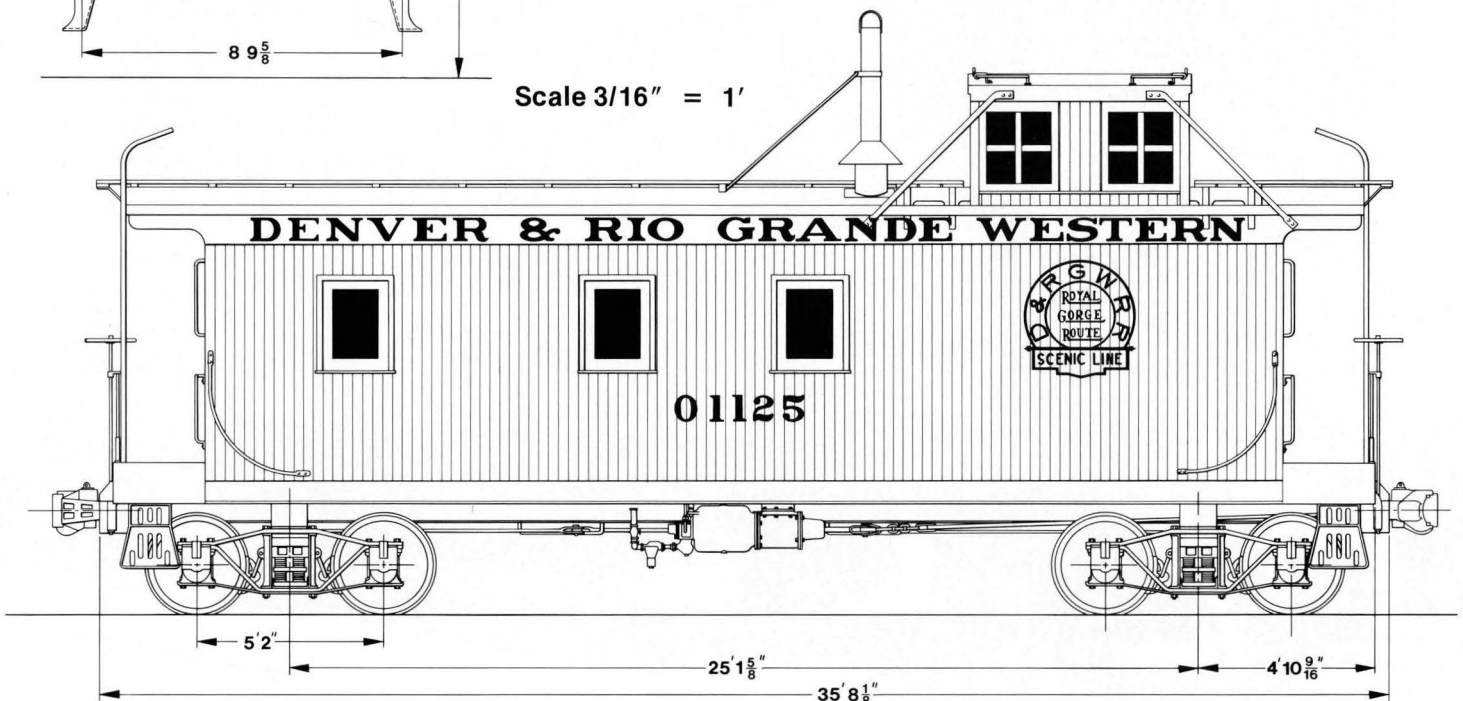
John W. Maxwell photo May 31, 1961

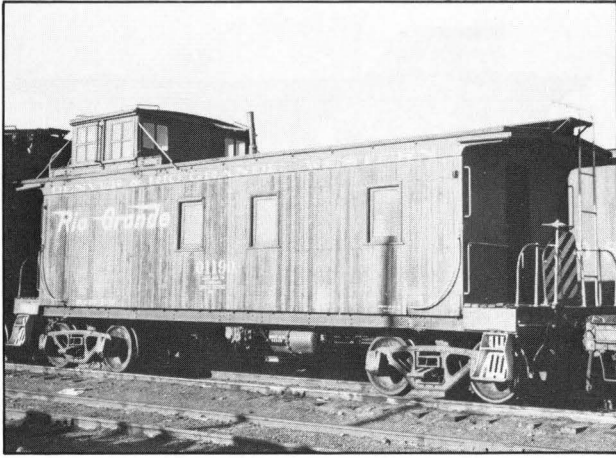
by John Maxwell

Drawn Expressly for
MAINLINE MODELER by
ROBERT L. HUNDMAN
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Scale 3/16" = 1'





John W. Maxwell photo Burnham Shops February 22, 1957

The 01400 series all-steel cabooses were built as follows:

01400 - 01409	.....	1940
01410 - 01419	.....	1942
01420 - 01429	.....	1943
01430 - 01439	.....	1944
01440 - 01449	.....	1945/46
01450 - 01459	.....	1947
01460 - 01469	.....	1951

All these cars had riveted superstructures. In 1955 ten all-welded steel cabooses, numbers 01470 to 01479, were built

and in 1959 eleven all-welded cars were built as numbers 01480 to 01490. All were built by the railroad.

In 1966 fifteen cabooses were purchased from International Car Co. and numbered 01500 to 01514. They had extended wide-vision cupolas and oil stoves with electric lights. After 50 years, the D&RGW finally went to an outside firm for their cabooses.

Following are scrapping dates:

01121	Pueblo	10/55
01122	Grand Junction	/51
01123	Pueblo	6/58
01124	Retired Pueblo	2/64
01125	Pueblo	4/57
01126	Burnham	7/58
01127	Pueblo	7/58
01128	Pueblo	7/58
01129	Damaged Grand Junction	10/49
01130	Burnham	3/56
01131	Destroyed Provo	2/50
01132	Body Sold	8/53
01134	Delta	10/47
01135	Pueblo	2/55
01136	Salt Lake	4/50
01137	Damaged Snyder	1/51
01138	Body Sold	1/61
01139	Pueblo	2/58

George L. Beam photo May 12, 1928





John W. Maxwell photo Eureka, Utah July 5, 1940

John W. Maxwell photo Burnham Shops May 4, 1957

