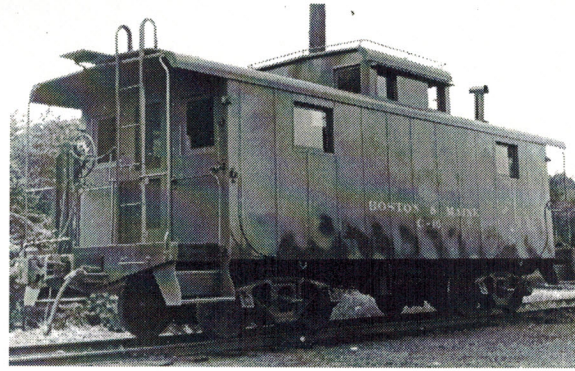


## BOSTON & MAINE CABOOSES 1914-1955

Dana Goodwin photographed #C-10 (right) in Fitchburg on the same day that she delivered in 1942 from Pullman-Standard's former Osgood Bradley plant in Worcester. She is very glossy with her brand new *Deluxe Gold Lettering* spelling out *Boston & Maine* in contrast to the #104700's merely having the initials *B&M*. (The progression in the application of lettering and heralds after World War II was usually *Gold Lettering* to *Gold Minuteman Herald* to *White Minuteman Herald*.)



The vertical monitor sides of the #C-1's are the prime spotting difference from the #104700's. Her hand rails were painted black. It was not until after the War when safety railings painted yellow. The #C-10 differed from the 1940 New Haven series slightly. For one, she had the apparently standard B&M caboose two-steps rather than the New Haven's three passenger platform steps. (New Haven's wartime acquisitions, #C-535 to C-634, however, had two steps.)

In 1944, another ten buggies were purchased from Pullman-Standard which were probably not foreseen to be a need in 1942. The B&M had already renumbered the #104700 series into the #C-11 to #C-34 slot. The #C-36 to #C-39 slot was being vacated so these ten buggies were given the #C-40 to #C-49 slot. All twenty survived until 1975. There were still seventeen on the roster in 1977.

\* \* \*

After the Modernization of Boston Terminal in the 1920's, most incoming freight trains arrived on the New Hampshire Main - those Portland Division trains sliding over on the "Wildcat" between Wilmington & Wilmington Jct., and the Fitchburg Division ones on the Hill Crossing Cut-Off from Clematis Brook. To cut off the buggy upon arrival onto the caboose track, buggies were often cut off on the fly to save a switching move. After the Cut-Off and approaching the Yard, the buggy would be cut off from the still-moving train and slowed down by pinching the hand brake. If there was enough clearance between the last freight car and the buggy, the towerman would throw the iron for the caboose track. If there was not enough clearance, the towerman would throw the switch. Misjudgments happened which could really ball up the works. The Engine might get a Red signal, and the buggy would slam into the rear. Not enough clearance meant that the switch was not thrown requiring the use of a switcher after all. The buggy's brakes could be pinched too much so the buggy stopped before it reached the Caboose Track.

\* \* \*

### B&M CABOOSE PHOTO CREDITS

Page	Photo	Credit	Page	Photo	Credit
3	Top	Albert G. Hale Photo, Winter 1978/79 "B&M Bulletin"	9	Second	B&MRRHS Archives
3	Second	Dana D. Goodwin Collection, B&MRRHS Archives	9	Third	Walker Transportation Collection
4	Top	Harry A. Frye Collection, Walker Transportation Collection	9	Fourth	H. Bentley Crouch Collection
4	Second	Walker Transportation Collection	9	Fifth	H. Bentley Crouch Collection
4	Third	H. Bentley Crouch Collection	10	Top	H. Bentley Crouch Collection
5	Top	Walker Transportation Collection	10	Second	H. Bentley Crouch Collection
5	Second	Francis Donahue Photo, Walker Transportation Collection	10	Third	Walker Transportation Collection
5	Third	Bob's Photo	10	Fourth	Walker Transportation Collection
5	Fourth	Walker Transportation Collection	10	Fifth	H. Bentley Crouch Collection
5	Fifth	Walker Transportation Collection	11	Top	B&MRRHS Archives
6	Top	Bob's Photo	11	Second	Russell F. Munroe, Jr. Photo, Bob's Photo
6	Second	Walker Transportation Collection	11	Third	Russell F. Munroe, Jr. Photo, Bob's Photo
6	Third	Scott Whitney Photo, B&MRRHS Archives	12	Top	H. Bentley Crouch Collection
7	Top	Leroy Hutchinson Photo, Walker Transportation Collection	12	Second	Francis Donahue Photo, Walker Transportation Collection
7	Second	Bob's Photo	12	Third	Walker Transportation Collection
7	Third	Dana D. Goodwin Collection, B&MRRHS Archives	13	Top	Francis Donahue Photo, Walker Transportation Collection
7	Fourth	Bob's Photo	13	Second	Francis Donahue Photo, Walker Transportation Collection
7	Fifth	The Houser Collection	13	Third	Walker Transportation Collection
8	Top	Francis Donahue Photo, Walker Transportation Collection	14	Top	Walker Transportation Collection
8	Second	Harry A. Frye Collection, Bob's Photo	15	Top	Walker Transportation Collection
8	Third	Scott Whitney Photo, B&MRRHS Archives	15	Second	Laurence J. Beale Photo, Walker Transportation Collection
8	Fourth	Russell F. Munroe, Jr. Photo, Bob's Photo	15	Third	Walker Transportation Collection
9	Top	B&MRRHS Archives	16	Top	Dana D. Goodwin Collection, B&MRRHS Archives

\* \* \*

### 1914-1955 BOSTON & MAINE CABOOSE ROSTER

**KEY** - Listed in numerical order is each caboose owned by the B&M between 1914 and 1958 which could be determined from the 1914 ICC Valuation of the B&M, B&M Mechanical Department Records surviving from the 1930's and Leroy Hutchinson's Lists. There may be cabooses which came and went between 1914 and 1929 which escaped being cited in the aforementioned sources. Explanations for some of the columns follow.

*Type* - A code developed to group the listings (e.g. 34' -5N was built as a narrow monitor caboose with five side windows, a 34' 4/2 was built as a four window narrow monitor and modified with a two window wide monitor. A CV-42 was a conversion done in 1942; a CV-19th was a 19th Century conversion).

*Prior Car Number* - Exception: - For the #104700 (C-11) series, the car number included are the 1942-1943 renumberings.

*Main Car Number* - The basis for the ordering arrangement.

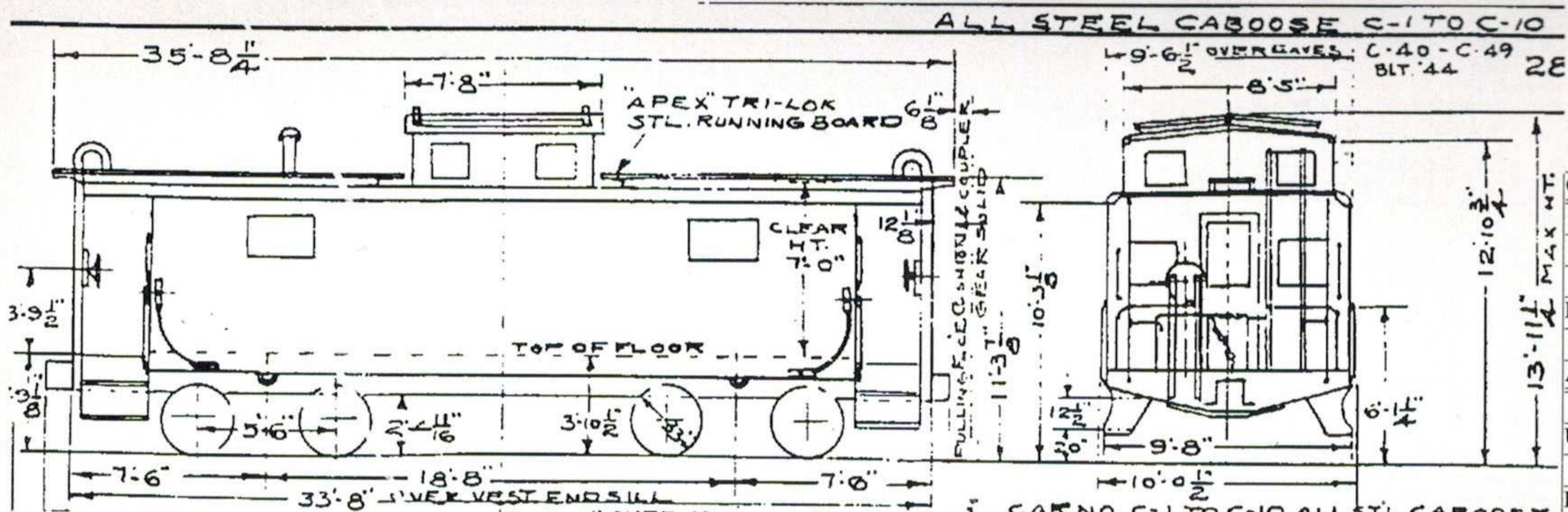
*Year Modified* - The year of conversion (cv), modification (md), rebuilding (rb) or renumbering (rn).

*Retired* - The year which the buggy left the B&M Caboose Roster.

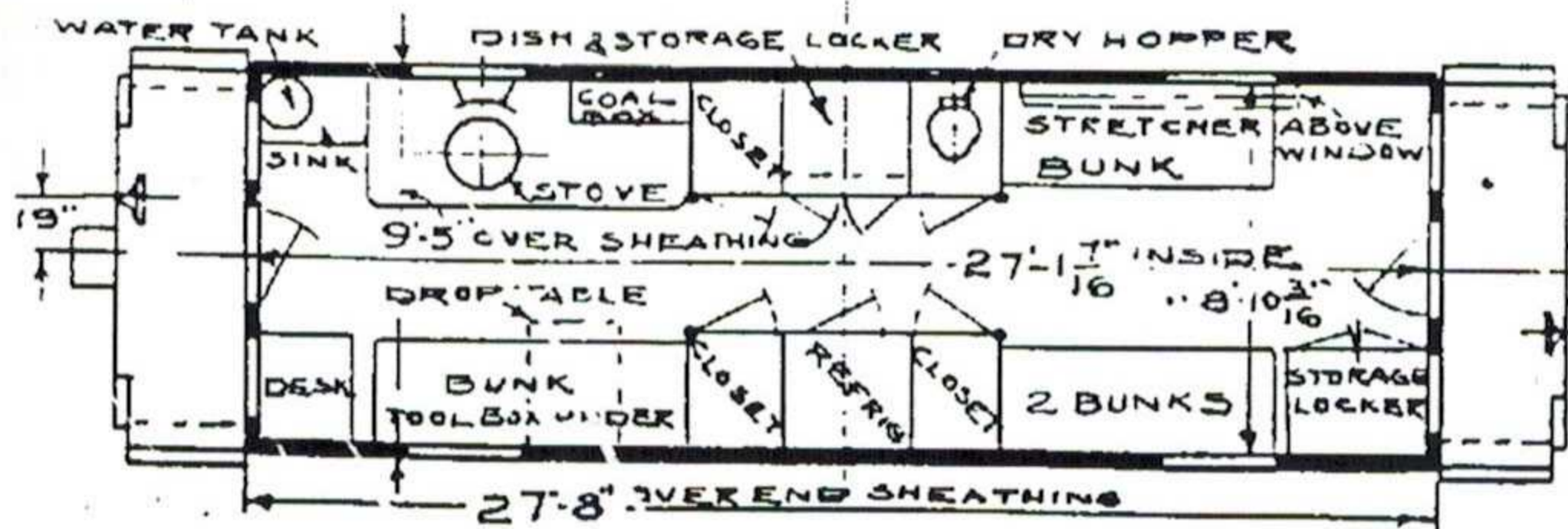
*Last Monitor* - The style and number of side windows of the last monitor the buggy had. For modified narrow monitors, the original number of windows is shown followed by the modified number (i.e. 4/2). The #104600 series also show the number of end windows.

(If nothing is shown in a box, there was no information given on the topic.)

The increased wartime traffic, primarily petroleum and coal driven from the seas by the U-Boat, stretched the steel cabooses on the Hoosac Tunnel line pretty thin. The War Production Board authorized the use of steel for ten buggies in 1942 and another ten in 1944 if a prior design was used. The B&M opted for one which the New Haven acquired from Pullman-Standard in 1940 for their #C-510-C-534 series.



Quantity	Car Series	Date
10	C-1 - C-10	1942
10	C-40 - C-49	1944
Builder - Pullman-Standard		
AAR Class NE, Steel Caboose		
Underframe - Duryea		
Light Weight - 44,200 pounds		



Trucks - 66" Wheelbase Bettendorf (Pullman-Std. Drawing #B-45744) with 4 1/4" x 8" Journals	
Truck Sideframes - Commonwealth Steel	Draft Gear - Duryea Cushion
Wheels - Chilled Iron, #C-1 C-5 - AAR Contour Tread, Others - Cylindrical Tread SK B 8482-X	
Brakes - AB with 10" Diameter Cylinder	Hand Brake - Ajax
Couplers - AAR Type E, 6 1/4" x 6" Shank, Imperial Top Uncoupling Rigging	
Body Bolster & Side Bearing - Built-up Steel	
Body Bolster Center Plate - AAR Contour Duryea CG-2177	