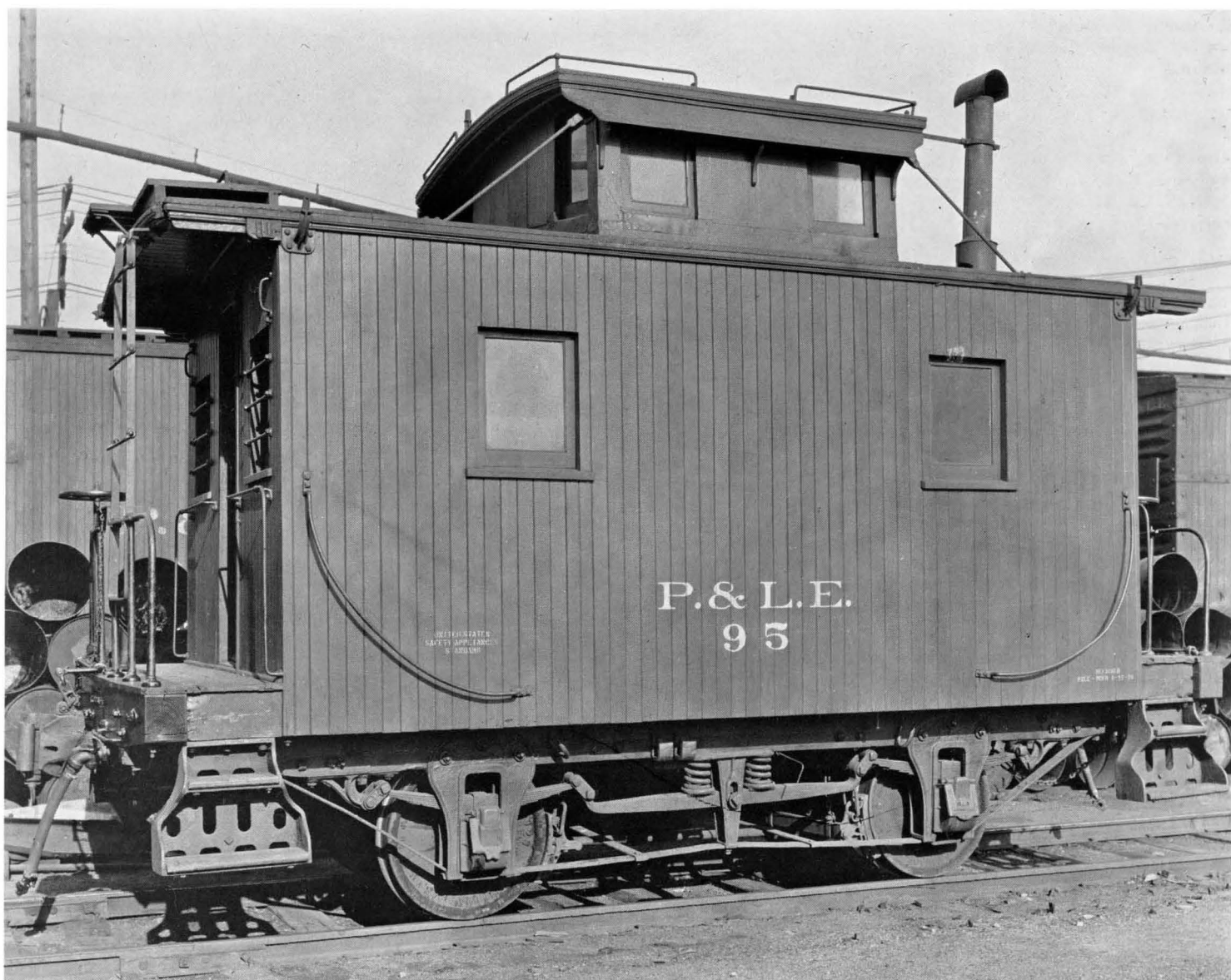


The CABOOSE CLASSICS



Part Three

Pittsburgh and Lake Erie Railroad



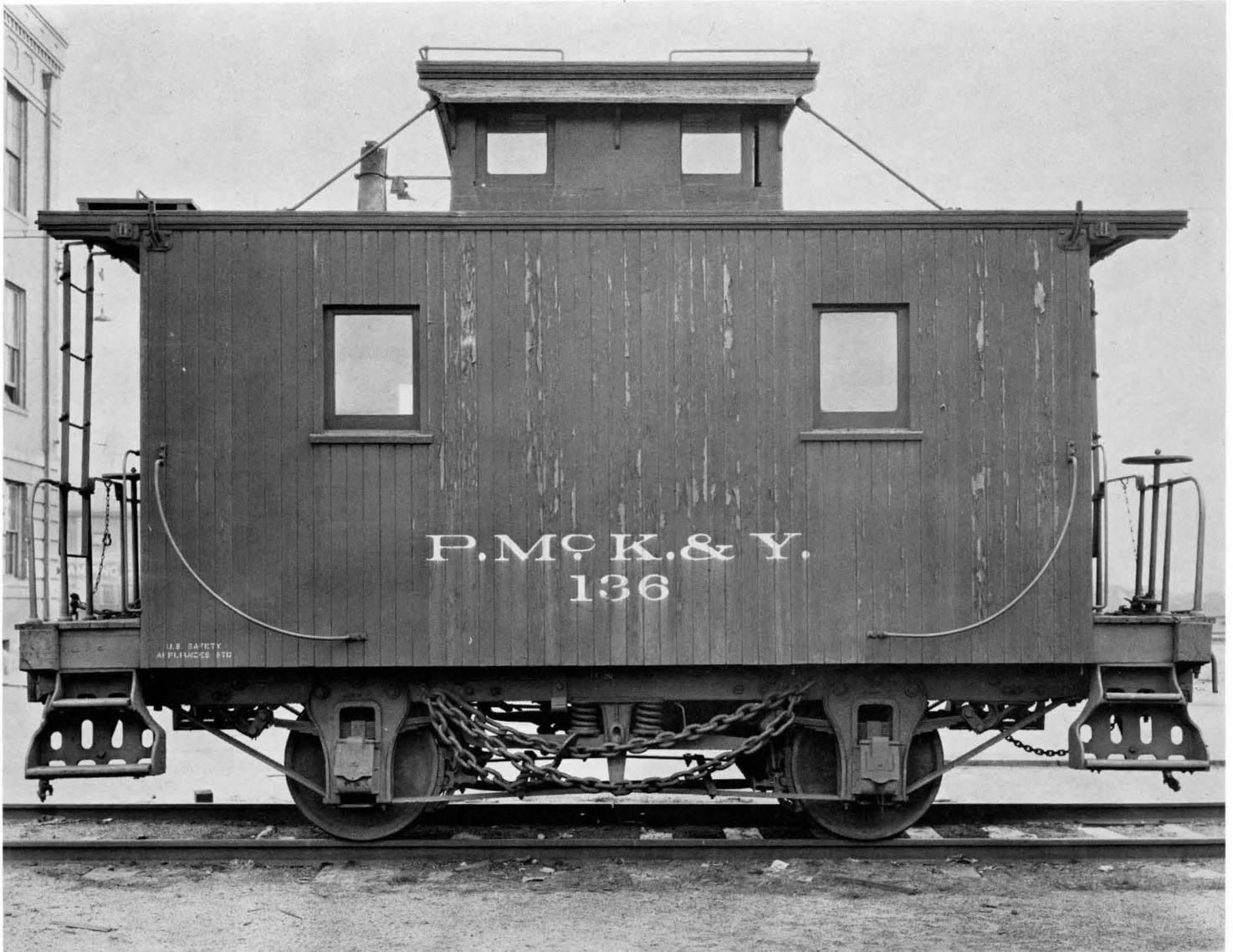
P. & L. E. four wheel "bobber" caboose No. 95 exhibits one design of that type of car in use on various N. Y. C. Lines around the turn of the century and into the early 1920's on some branch lines or special operations. Car appears to be very well built and is equipped with stirrup type platform steps and an odd type of equalized suspension utilizing both leaf and coil springs in an attempt to give the train crew some comfort. The car was constructed at the P. & L. E. Shops at McKees Rocks, Pa. in 1918-19. Date that the photo was taken is unknown, but last journal repacking date stenciled on car reads 1-25-28.

When the many smaller railroads that were later to become the New York Central System consolidated in 1914 to form the New York Central Lines, the new organization found itself beset with many standardization problems. Locomotives, rolling stock, and even right-of-way standards varied widely among the different lines. Efforts were begun to set standards for equipment and operations which would ultimately mean rebuilding, scrapping, or outright sale of the older motive power and rolling stock. Nowhere was this policy more graphically portrayed than among the ranks of the N. Y. C. Lines wooden caboose fleet.

As shown in Parts One and Two of "Caboose Classics", new caboose construction or major rebuilding resulted in a "standard" caboose body design which would fit the closer clearance limits of the eastern portion of the N. Y. C. and still be acceptable and adaptable to operating conditions over the rest of the vast N. Y. C. Lines. Among the great variety of cabooses that were taken over in the 1914 consolidation were at least a half-dozen different four wheel "bobber" design. Others included the odd C. C. C. & St. L. (Big Four) cabooses with oversized cupolas, the large many

windowed cabooses favored by the Michigan Central, and some "monster" sized cabooses that were converted from wooden passenger car designs by the Lake Shore & Michigan Southern. In between these large blocks of odd designs were many, many others like those on the Peoria & Eastern, the Toledo & Ohio Central, and even the little Ulster & Delaware, who all had their own ideas of what constituted an ideal caboose design. Many of these "odd balls" were scrapped shortly after 1914, but a surprisingly large number of them survived until the very end of wooden caboose operation in 1966.

The New York Central kept very sketchy records of its wooden caboose fleet. Due to the large variety of cars involved, along with their age and various points of construction, the task of accurate record keeping would have been almost impossible. Very few railroad photographers, even when employed by the N. Y. C., bothered to take too many photographs of these interesting cars. We must be thankful for the photos that were taken which gives us an interesting look into the past operations and further variety of N. Y. C.'s "Caboose Classics".



Pittsburgh, McKeesport & Youghioghenny R.R.

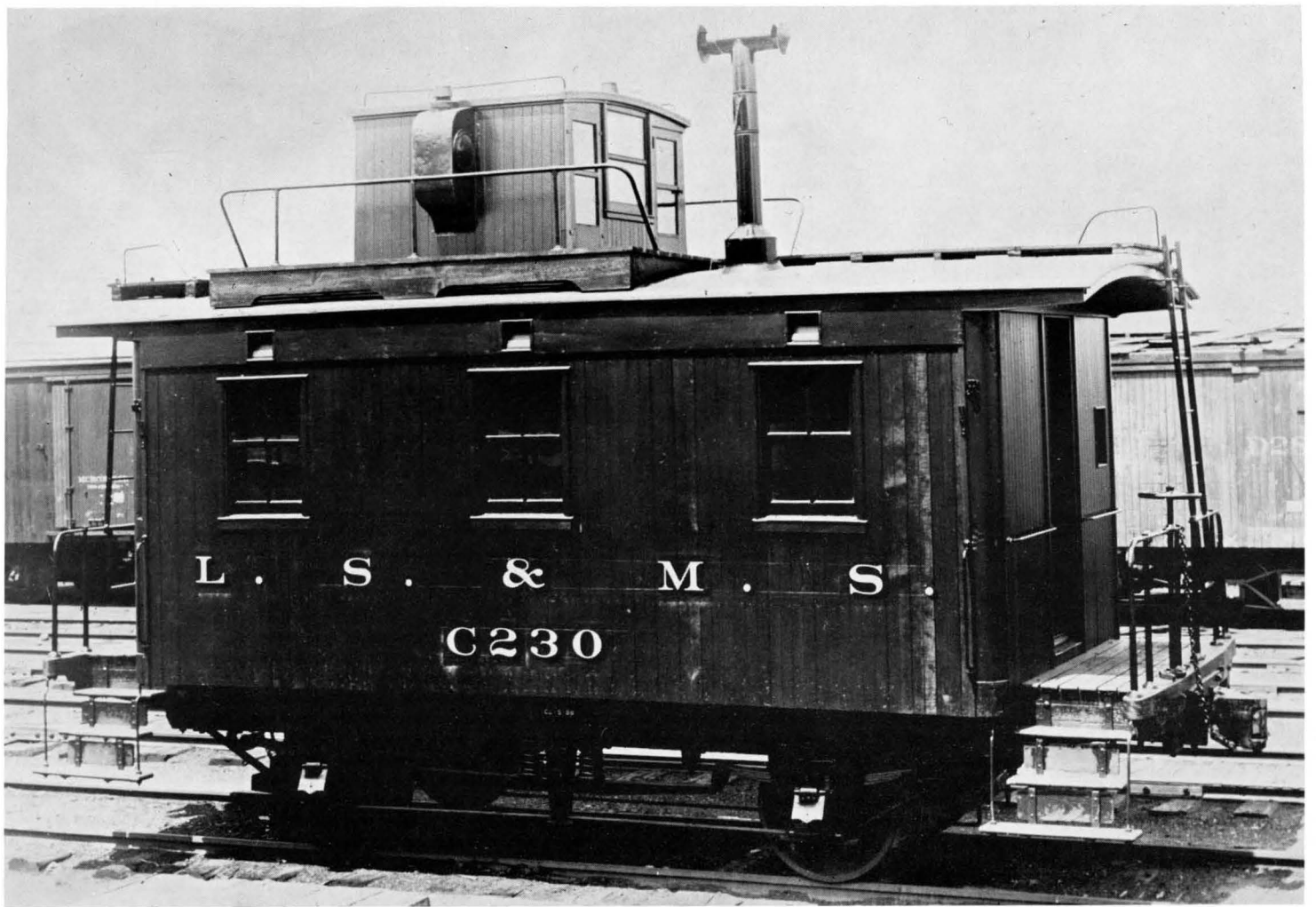
Almost an exact copy of P. & L. E. 95 is P. Mc. K. & Y. No. 136. It's paint is faded and peeling and the top of the smoke jack has rusted off but the car seems in very good condition. Note the heavy tow chain hung from the stubby frame of No. 136. The car was built at the McKees Rocks Shops in 1916-17. There are two different types of marker light brackets at the corners.



Here is another type of N. Y. C. Lines four wheel caboose, this time from the Toledo & Ohio Central. Caboose No. 61 seems to have a cupola nearly as big as it's whole body and is set well to one end. There appears to be a tool box mounted between the wheels and a marker lamp in the middle of the cupola roof. 2-8-0 9623 was built by Rogers Locomotive Works in 1903 as No. 323. This photo must have been taken after 1912 since this locomotive recieved it's new number by that time. This lanky looking class G-95A consolidation was scrapped by 1925. Coleman Collection-Ohio Historical Center - via Al Shade



End view of Pittsburgh, McKeesport & Youghioghenny No. 136 shows paneled doors and window safety bars.

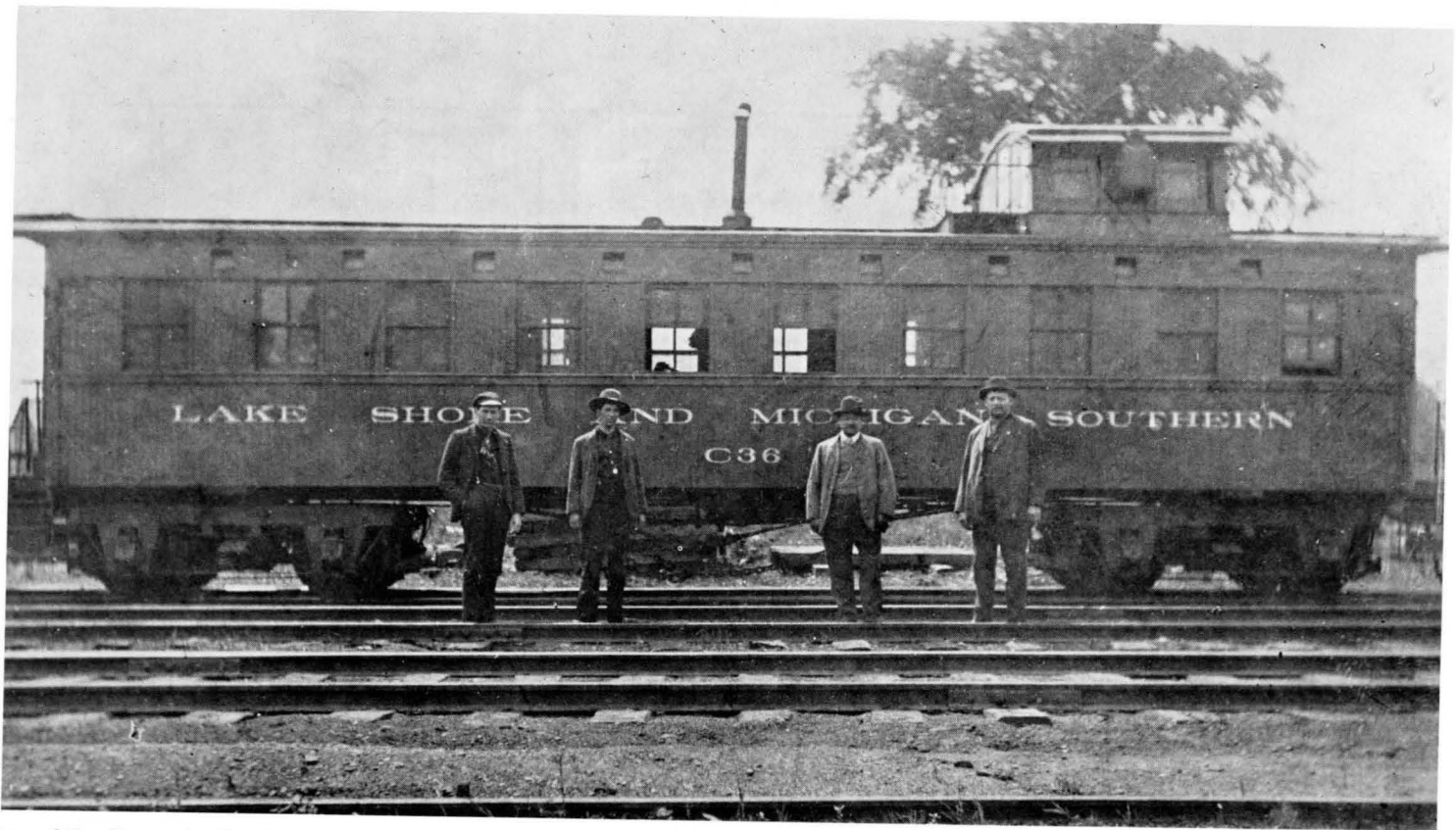


LAKE SHORE & MICHIGAN SOUTHERN

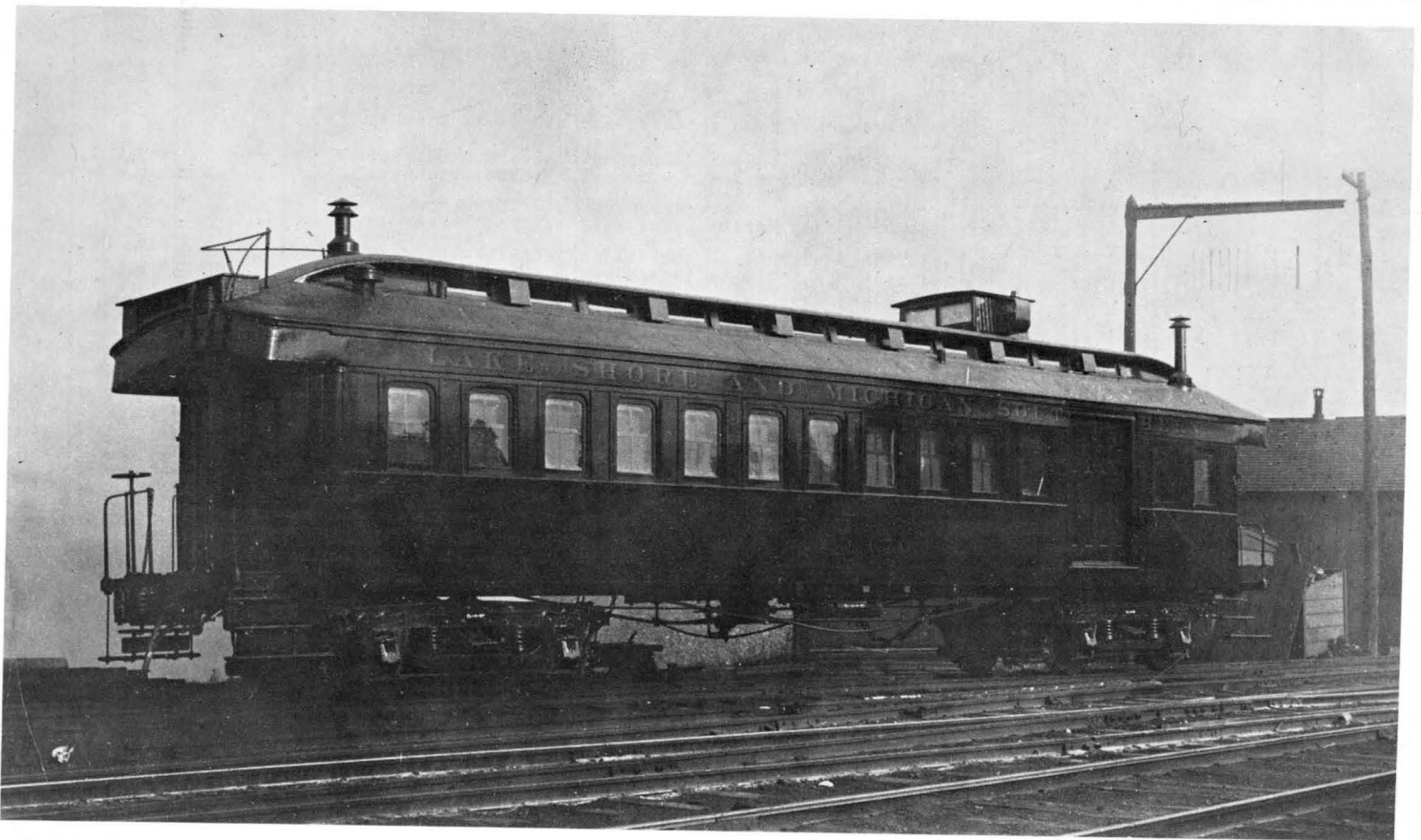
Lake Shore & Michigan Southern also had ideas of what was an ideal four wheel caboose as shown by C230 taken when brand new at Collinwood, Ohio on September 1, 1898. Note odd design of double-capped smoke stack and narrow cupola with walkway on both sides of it. Marker lamps were built in and car also has both coil and leaf springs. Bob Lorenz Collection



The train crew pauses to get their photo taken as 2-8-0 5795 simmers at rest along with an L. S. & M. S. four wheel "bobber". The "Lake Shore" G-43b consolidation was built by Brooks in 1901 as No. 795 before being renumbered in 1905. Some engines of this class were sold to the Wheeling & Lake Erie in 1923. Howard W. Ameling Collection



One of the "monster" cabooses on the L. S. & M. S. is shown here at West Park, N. Y. in July, 1904. Caboose C36 and some others in this class may have been converted from older wooden passenger cars or could have been built new to serve as "drover" cabooses, carrying livestock handling crews to market along with "on the hoof" shipments. They also may have seen duty in mixed or branch line passenger service.
 Frank Vollhardt Jr. -Harold K. Vollrath Coll.



L. S. & M. S. caboose C70 shows another variation in this unusual type of car. Although the quality of the old photograph leaves much to be desired, it can be seen that this car was apparently rebuilt from a combine since the baggage door still exists. The roof walkway platforms have been built up level on the rounded roof ends and a small cupola sits astride the clearstory roof. Photo is from the Linndale (West Cleveland, O.) shop files 1898-1902.
 Allen County Historical Society Collection