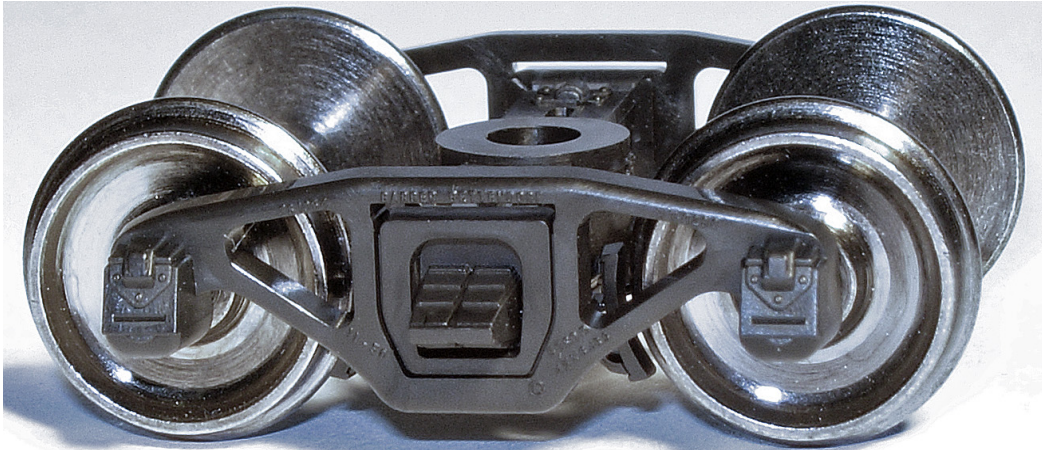


TAHOE MODEL WORKS

HO SCALE



BARBER-BETTENDORF SWING MOTION CABOOSE TRUCKS

This version of the swing motion caboose truck was manufactured from 1935 to the late 1950s. Originally a proprietary product of the Bettendorf Co., in 1942 the manufacturing rights were acquired by Standard Car Truck Co., who then added their trade name "Barber" to this truck's name. The prototype had 4¼ X 8" axle journals (30 ton capacity), plain bearings and a 5'-6" wheelbase. Over forty railroads used this caboose truck.

Our trucks feature one-piece black acetal plastic moldings with separate brake shoe detail, and non-magnetic, insulated metal RP-25 contour wheelsets. Trucks are also available with "semi-scale" (.088" wide) wheels.

TMW-105 Barber-Bettendorf Swing Motion Caboose Trucks,
with wheelsets

TMW-205 Barber-Bettendorf Swing Motion Caboose Trucks,
with "semi-scale" wheelsets

TAHOE MODEL WORKS user sheet for TMW 105/205

Some railroads that used 30-ton Barber-Bettendorf Swing Motion Caboose Trucks

Railroad number series and built dates, when known

Akron, Canton & Youngstown 60-65 (1947) 68-69 (1947)	NH C-510 – C-634 (NE-5) (1940-44) C-635 – C-709 (NE-6) (1947-48)
Alton C-3025 – C-3064 (1946)	NKP 46-147 (some) 400-500 (1952-62) 700-760 (1948-49) 761-784 (1953-54) 1000-1192 (some)
Ann Arbor 2830-2839 (1952) 2840-2846 (1955)	
AT&SF D940-D947 (1935) 2001-2200 (1942-43)	NP 1000-1049 (1951)
Boston & Maine (1942)	Norfolk Southern (original)
BN 11204-11216 (some) (ex GN) 11320-11331 (ex SP&S) 11332-11380 (ex NP)	N&W 518406-518425 (class CH) (1940) 518436-518445 (class C2) (1949) 518446-518460 (class C3) (1958) also ex- ACY, NKP, P&WV, Virginian and Wabash
Belt Railway of Chicago 201-220, 222-230	
C&O 90200-90299 (1949), 90300-90349 (1949)	NYC 20100-20149 (Lot 732) (1944)
Chicago & Eastern Illinois 1-6 (1947) 7-21 (1950) 22-26 (1957)	NYS&W 0110-0119
Chicago Great Western 600-624 (1945, 1946)	PC
Chicago & Illinois Midland	Pere Marquette A950-A989 (1941)
CNW	PH&D
Clinchfield 1061-1066 (1942)	P&WV 825-839 (1940-44) 850-854 (1951)
DM&IR	SAL 5481-5482 (1952) 5483
D&RGW 01400-01490 (1940-59)	5600-5624 (1949) 5650-5699 (1952)
GBW	SP&S 860-871 (1951)
GM&O 2700-2769 (ex Alton, rebt to: 2600-2639 (1965-67)	SP 1235-1269 (C-30-4) (1949) 1270-1319 (C-30-5) (1949) 1320-1369 (C-30-6) (1951)
GN X-200 – X-218 (some), (1941)	T&NO 500-514 (C-30-4) (1947) 515-544 (C-30-5) (1949)
Kansas, Oklahoma & Gulf 1539-1553 (1952)	
L&N 980-984 (ex C&EI), 600-612 (1960 rebt)	TP&W
MP 910-934 (1937) 1150-1158 (1939-41) 1159-1167 (1942) 970-999 (1942) 935-954 (1943)	TRRA
Minneapolis & St.Louis 1109-1120 (1940) 1121-1144 (1942-45) 1200-1225 (1947-49) 1233-1238 (1949)	Virginian 300-324 (1949) 325-349 (1957-59)
	Wabash 2700-2769 (1941-46) 2770-2849 (1945-52)
	W&LE 0200-0260 (1948-49)