

# TWO LITTLE HO<sub>n</sub>3 CABOOSES – DENVER SOUTH PARK & PACIFIC #79 AND COLORADO & SOUTHERN #1002



by Jim Vail, MMR  
Photos by the author

For a long time I had wanted to model two little cabooses – a Denver South Park & Pacific four-wheel waycar, and Colorado & Southern #1002 – the line's one-of-a-kind, center-cupola caboose. Recently I built both of these in HO<sub>n</sub>3 from Grandt Line C&S caboose kits (#5235) by “scratch-building” and substituting styrene parts as needed. Neither model is exactly “right,” but they are pretty close to the prototype, and look good on my eclectic HO<sub>n</sub>3 Glenwood & Black Creek Narrow Gauge Railroad. Incidentally, On3 modelers could model these little cabooses using Grandt Line's On3 C&S caboose kits.

## DSP&P WAYCAR #79

For the waycar, Bob Hartford of Hartford Products, Inc. was kind enough to provide me with the plans from his inspirational 1:20.3 scale kit for DSP&P Waycar #72. I also used the plan in Darrell Poole's excellent three-part series on DSP&P, Colorado Central, and early C&S cabooses that appeared in the August 1995 through January 1996 *OUTDOOR RAILROADER* (now *FINESCALE RAILROADER*).

The bodies of DSP&P Waycars had square corners (unlike the rounded cor-

ners on the C&S Grandt Line caboose kit). So, I began by making new sides. I cut them from .040-inch-thick, scale 3 and 1/4 - inch scribed, Evergreen Scale Models Car Siding (#4037). Grandt Line (#5069) Narrow Coach Windows were modified for the four side windows. I shortened the windows to a scale 3 feet 3 inches, and centered them in the car sides 2 feet 9 scale inches apart with their tops 7 scale inches from the top of each side.

I used the ends from the Grandt Line kit, by cutting off the rounded corners to make them the same width as the Grandt Line floor. Photo 1 shows the new sides and the modified ends mounted on the untouched car floor. Note the .080- x .156-inch styrene roof support I added midway in the car.

I reshaped the end beams as shown in the Hartford Products plan, and added

*Title photo:* The author's two little “cabooses” ready for service on his HO<sub>n</sub>3 Glenwood & Black Creek Railroad. Note the plate in the end railing behind the brake wheel on #79.

small styrene blocks between them and the ends of the car's intermediate sills. Photo 2 shows the Grandt Line pedestals after I modified them by trimming off the bolt heads from the bottom “ties,” and from the inside spring attachment pads. The underframe uses the Grandt Line kit brake hangers and brake rods, axle assemblies and the modified pedestals – but I left off the air cylinder and its associated levers. The long “ties” that extend from pedestal to pedestal were cut from .015- x .040-inch styrene. The long spring beam is .04- x .04-inch styrene. Following the plan, the vertical supports tying these to each other and the frame were cut from .02- x .04-inch styrene. I used .01- x .06- x .09-inch styrene for the spring pads, and some old Kadee® coupler springs. The resulting underframe is quite rigid.

Next, I cut and shaped new letterboards from .02- x .08-inch styrene the same length as those in the Grandt Line kit, and centered them on the car body down flush against the tops of the windows.

The roof is .03-inch-thick styrene sheet cut to the same size as the Grandt Line roof, and shaped with my fingers. Styrene blocks inside the car hold the roof in position. I also shaped and added fascia



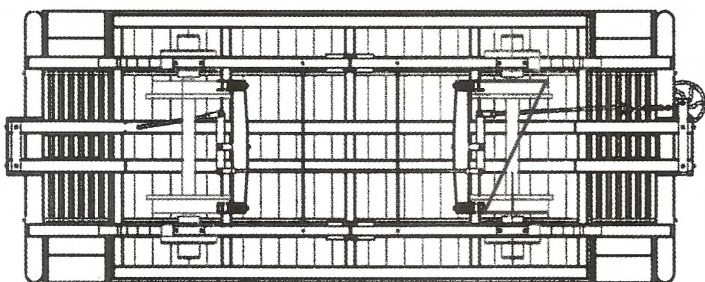
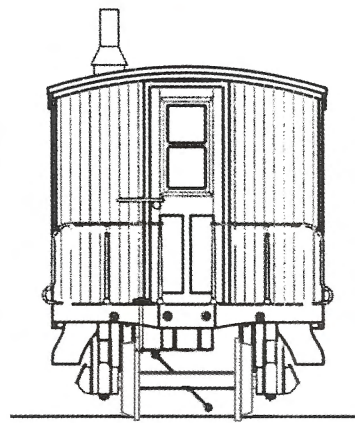
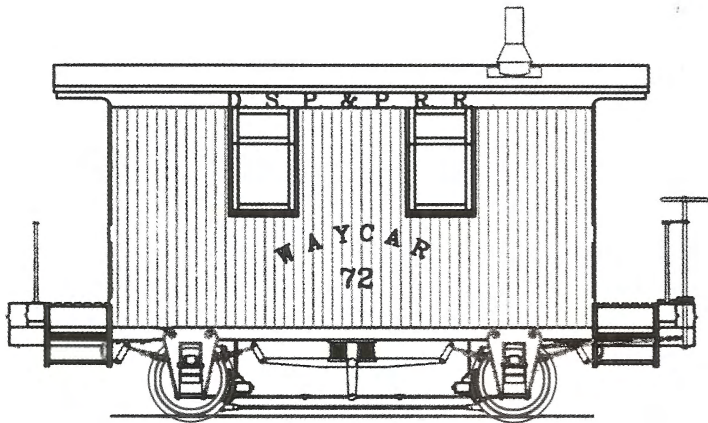
strips on the ends under the roof between the ends of the letterboards.

The Grandt Line kit steps, brake wheel and coupler lift levers, and end railings were installed next. Pieces of .010-inch-thick styrene were added on each end as shown in the title photo. I also, added vertical hand grabs at the four outside corners of the body. The chimney from the Grandt Line kit was stuck into a piece of 1/8-inch-diameter styrene "pipe," and placed in a hole in the roof. An old piece of "I know not what" from my scrap box formed the vent at the center of the roof.

The interior of my waycar was painted Floquil Engine Black. The underframe, roof, end beams, and hardware were painted Grimy Black. The body was painted with one part Floquil SP Armour Yellow and two parts Reefer White mixed in my airbrush cup. C-D-S Lettering Ltd. makes a beautiful set of transfers for this car (#HO-636), but I had already used mine, and ended up lettering my waycar with individual decal letters, adding the periods to "D. S. P. & P. R. R." with a toothpick dipped in black paint.



Photo 1: The author's HO scale model of Denver South Park & Pacific Waycar #79. Note the new sides, cut-down Grandt Line ends, and the roof brace in the interior.

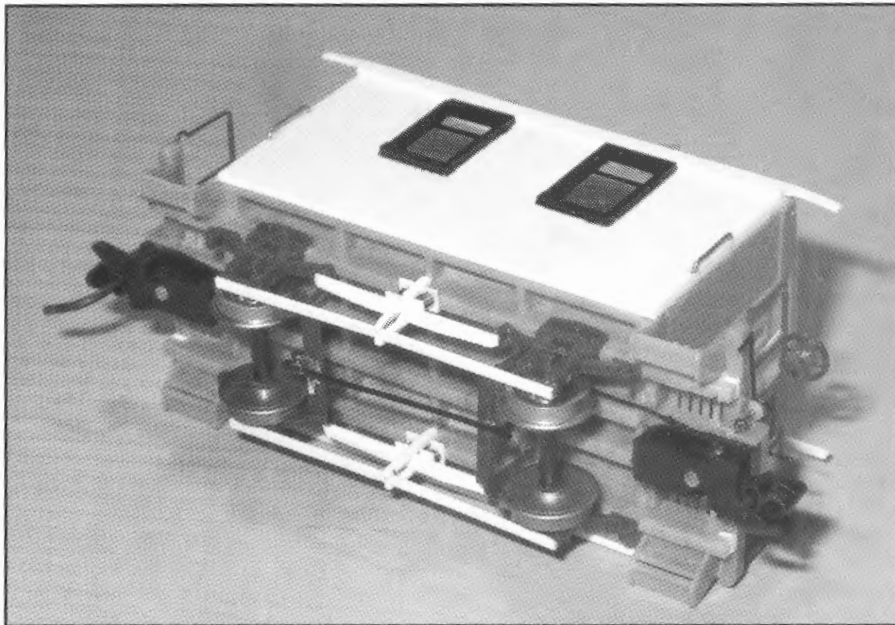


## DENVER SOUTH PARK & PACIFIC WAYCAR

COURTESY OF HARTFORD PRODUCTS, INC.

SCALE: 3/16 INCH = 1 FOOT





*Photo 2 (left):* The author modified the underframe from a Grandt Line HOn3 C&S Caboose kit for his DSP&P Waycar #79. The styrene parts he added show clearly.

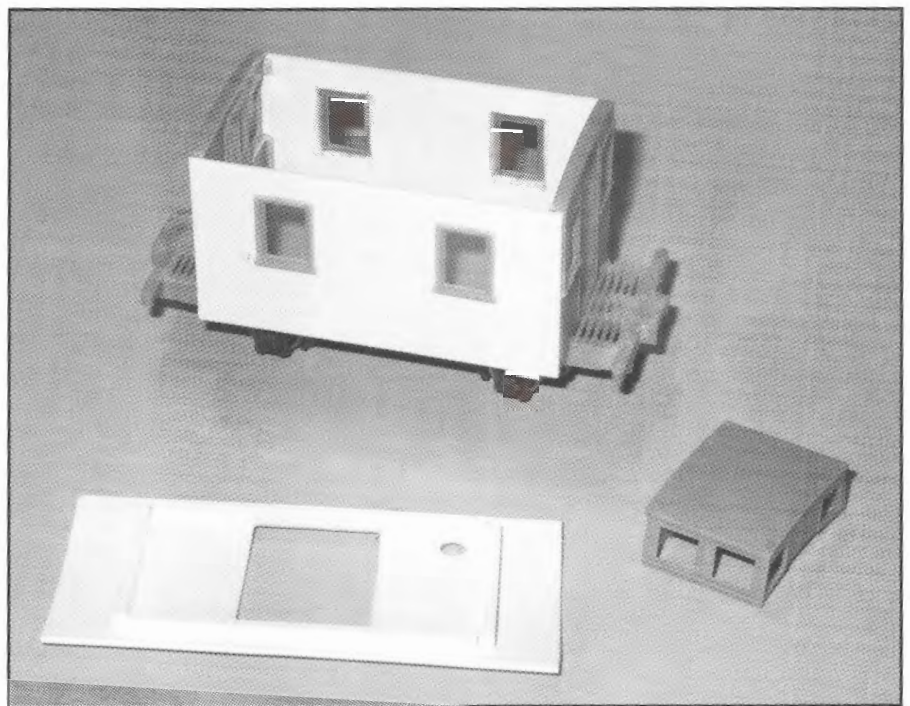
*Photo 3 (below):* To make his Colorado & Southern Caboose #1002, the author modified a Grandt Line kit by making new sides, and cutting windows into the ends. He added the scratch-built roof shown in the foreground, next to the Grandt Line cupola.

## COLORADO & SOUTHERN CABOOSE #1002

All the little C&S four-wheel cabooses in the 300 number series originally had center cupolas and four side windows. But some time after 1908 they were renumbered, rebuilt, and had their cupolas moved to the familiar offset position – all except C&S #1002. It was the only one left with a center cupola, end windows, and four side windows. I used Harry Brunk's plan for #1002 that originally appeared in the March/April 1985 **GAZETTE** and is reprinted here. For prototype reference, I used the photo on page 216 of *C&S ng* by Mallory Hope Ferrell (Pruett Publishing Company, Boulder, Colorado, 1981). This photo and another of #1002 appear on pages 117 and 118 of *Narrow Gauge Pictorial Volume VIII – Colorado & Southern Freight and Passenger Cars*, by Darrell Poole and Kenneth G. Martin and edited by Robert Grandt (published by R/Robb Ltd., n.d.).

As with the DSP&P waycar, the body of C&S #1002 had square corners. So again I started by cutting out new sides from #4037 Evergreen Scale Models Car Siding. While they are a little oversized, I used four Grandt Line #5059 Outfit Car Windows in the sides of my caboose. I glued on the inside window frames, but removed their mullions. These windows were centered 4 scale feet apart with their top edges 1-scale-foot from the top of the side.

Next, I cut the rounded corners from the Grandt Line kit ends, matching their



width to that of the floor. Unlike all the other little C&S cabooses, this car had end windows – two on the end farthest from the brake wheel, and one directly behind the brake wheel. I modified Grandt Line Outfit Car Windows, and mounted them in the ends – about 6-scale inches higher than the side windows, and as close to the outside edge as possible.

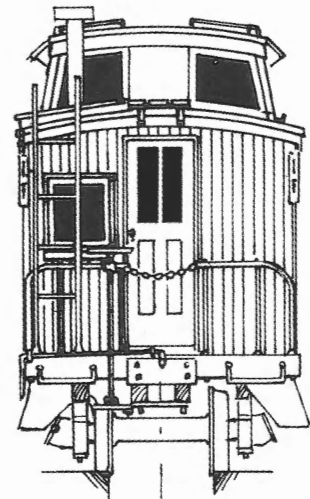
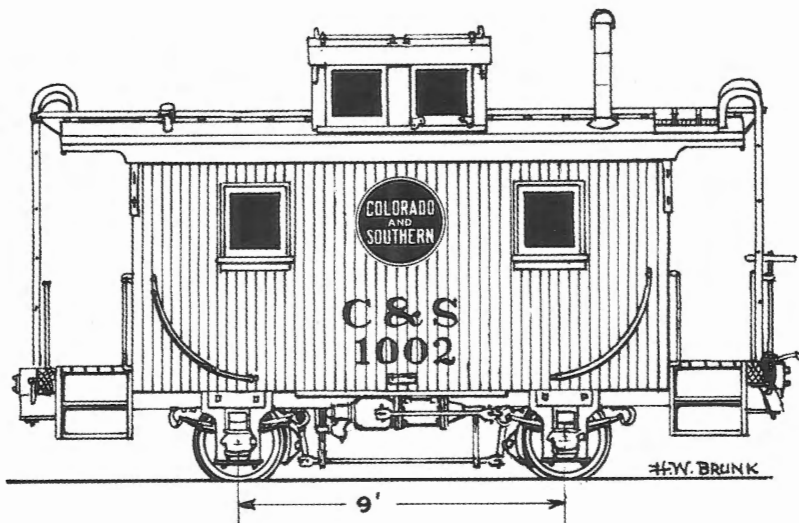
The sides and the ends were assembled, and attached to the unmodified kit floor, as shown in Photo 3, making sure that the brake end of the floor was

matched with the single window end. This done, I assembled the rest of the underframe, the end beams and steps, and shaped and added the handrails following the kit instructions. The cupola included in the kit was used, but shades were added to its side windows. I used .010-inch thick styrene for these shades, but .005-inch-thick brass would have worked better. Finally, I cut letterboards from .020- x .100-inch styrene to the length of the Grandt Line kit letterboards, and centered these on top of the sides.

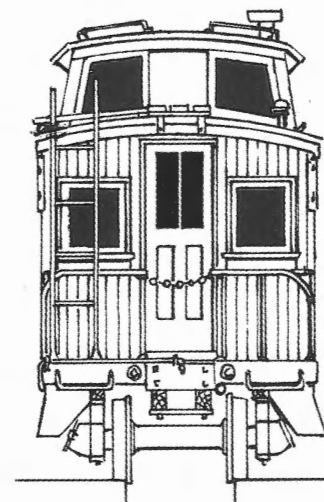
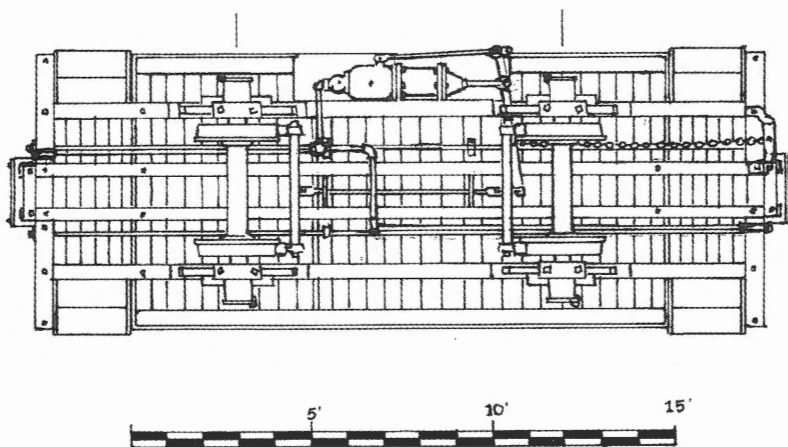


# COLORADO & SOUTHERN CABOOSE #1002

DRAWN BY HARRY BRUNK  
SCALE: 3/16 INCH = 1 FOOT



This plan was previously published in the March/April 1985 *GAZETTE*, and on page 143 of Harry Brunk's now out of print book *Up Clear Creek on the Narrow Gauge* (Benchmark Publications, Ltd. Los Altos, California. 1990.)



The scratch-built roof (Photo 3) is .030-inch-thick styrene sheet cut to the same outside dimensions as the Grandt Line kit roof, but with the cutout for the cupola centered in the roof. Similar to the DSP&P roof, I cut, shaped, and glued styrene pieces to locate and hold the roof in place. I added roof walk riser blocks, glued on the kit end walks, drilled holes for attaching the end ladders, and added .03-x-.03-inch end fascias between the letterboard ends. The body and details were painted Floquil Boxcar Red, and the roofs Grimy Black. Then the windows were glazed, the cupola was glued into the roof,

and the end details, and ladders were added. I had planned to make the roof walks from individual styrene (or wood) strips, but since I had the remains of two kits, I simply shortened the long roof walks and installed them. Finally, I decaled my Colorado & Southern #1002 with the decals provided in the kit.

## CONCLUSION

I used Kadee® #714 HOn3 couplers on both my little cabooses, and temporarily added weight to the C&S caboose to bring it up to 1.2 oz. I plan to do the same

to the DSP&P waycar. Both cars track well, but jerk back and forth at the end of a long train. I also plan to add constant lighting in the marker lamps using nichrome wire electrical pickups on the backs of the metal wheels. The battery that provides electricity for the constant lighting should give the car plenty of weight, and the wire pickups should keep the little cars from jerking around. ■