

A photograph of a red AT&SF caboose, number 2259, on railroad tracks. The caboose has a distinctive cupola on top and is shown from a side-front perspective. The background is slightly blurred, showing more of the train and the tracks.

AT&SF CABOOSE No. 2259

**ON DISPLAY AT THE BARTLESVILLE DEPOT
EXTERIOR RESTORED TO 1948 AS-BUILT APPEARANCE
INTERIOR RESTORATION 90% COMPLETED**

A BRIEF HISTORY

- ◆ **BUILT IN 1948**
- ◆ **IN SERVICE FROM 1948 TO 1985**
- ◆ **MODERNIZED IN WICHITA SHOPS IN EARLY 1970S**
- ◆ **LENGTH: 35' - 3" WIDTH: 9' - 7" HEIGHT: 15' - 6"**
- ◆ **TOTAL WEIGHT: 59,900 LBS. (30 TONS)**
- ◆ **RETIRED TO THE BACKYARD OF FORMER SANTA FE CONDUCTOR WALTER ADAY OF CHANUTE, KS.**
- ◆ **MOVED TO BARTLESVILLE 2011.**
- ◆ **EXTERIOR RESTORATION COMPLETED MARCH 2014**

INTERIOR RESTORATION CONTINUES



Caboose in backyard of Walter Aday, former Santa Fe conductor, Chanute, 2011.



Though structurally sound, the caboose had many wear-and-tear issues.



A crew from Taylor Crane Co. moves the caboose from Chanute, Sept. 27, 2011.



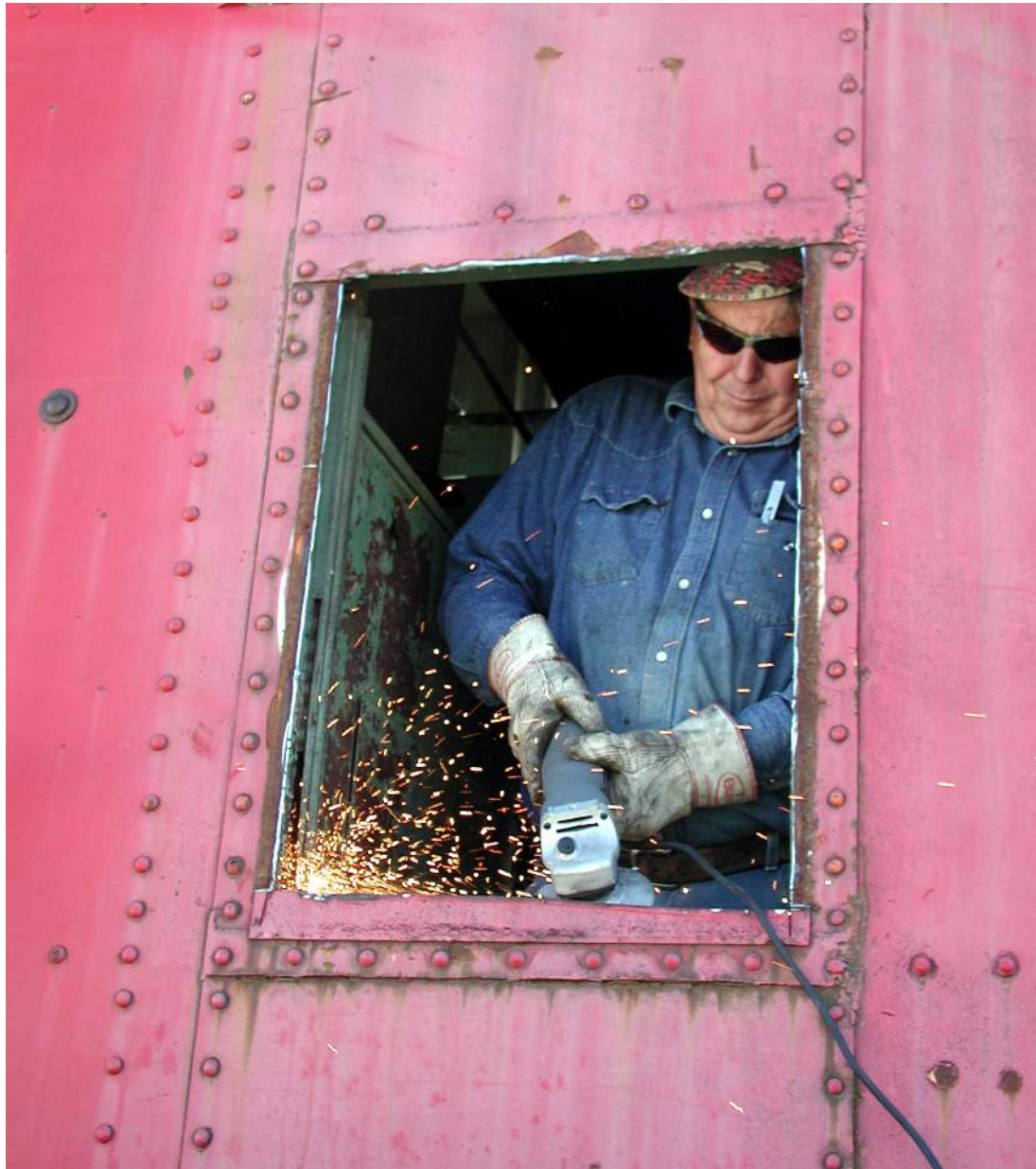
The caboose is unloaded at the Bartlesville Depot, Sept. 28, 2011.



Public gets its first look inside at September 28, 2011, open house.



First goal: Return caboose to its original 1948 “as built” exterior appearance.
(Photo is of identical caboose in same production series.)



Original wood-framed windows were plugged with sheet metal or with sealed glass panes during 1970s “modernization.” Welder Dale Bond cut all windows to their original openings to be replaced with 10 new wood-framed windows.



Most of the lower 8 inches of the body had rusted out and was replaced.



Replacing rusted metal with new material also required dozens of new rivets.



Compressed air tools were used to remove virtually all old exterior paint.



Paint removed and metal work repaired – ready for new paint on May 4, 2012.



A professional painting crew completed the job on May 7, 2012.



Roof was repaired and sealed and walkways were re-galvanized.



Just before Christmas 2012, BHS basketball team pulls caboose up to couple with Santa Fe steam engine No. 940.



Interior work, proceeding along with exterior renovation, involved removing most fixtures including a large chemical lavatory – part of 1970s modernization.



The lavatory had completely rotted a large section of the floor and subfloor.



Floor restoration involved replacing seven layers of lumber and insulation.



Another major undertaking was the installation of 10 new wood-frame windows.

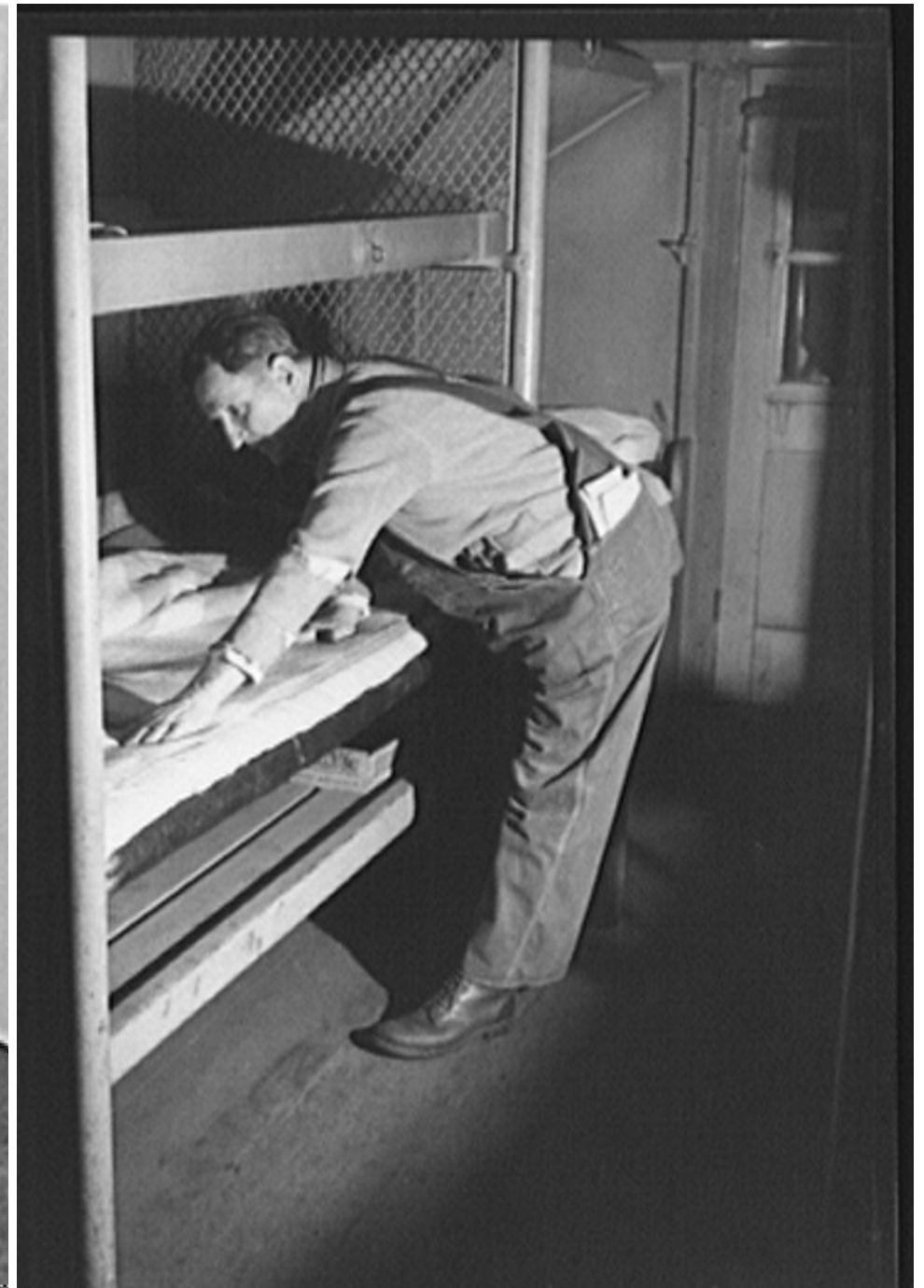


In preparation for final linoleum flooring, the floor received yet another layer.

By yearend 2013, final flooring is in place and walls and ceiling repainted.



The caboose will look like this original 1948 model when restoration completed.



The restored No. 2259 caboose will have a water station and six fold-up bunks.



A coal stove like the original was donated by the Ruby Darby Questers.



The original conductor's desk has been rebuilt and will be re-installed soon.



A typical scene from life in the “crummy,” as railroaders called the caboose.



The cupola seats and cabinets are currently being rebuilt to their original look.



Along with locomotive No. 940, the caboose will appear in the upcoming movie “Playground of the Native Son” about an acclaimed all-Indian football team.



As of April 2014, the caboose walls and ceiling have been repainted and work continues on rebuilding the cupola.



THE END

(FOR NOW)

**CHECK BACK OFTEN FOR MORE PHOTOS
ON THE RESTORATION PROGRESS**