

## Some railroads using the 30 ton Barber-Bettendorf Swing Motion Caboose Trucks (Tahoe Model Works 105, 205), 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)
Ann Arbor 2830-2839 (1952) 2840-2846 (1955)	700-760 (1948-49) 761-784 (1953-54)
AT&SF D940-D947 (1935) 2001-2200 (1942-43)	1000-1192 (some)
Boston & Maine (1942)	NP 1000-1049 (1951)
BN 11204-11216 (some) (ex GN) 11320-11331 (ex SP&S) 11332-11380 (ex NP)	Norfolk Southern (original)
Belt Railway of Chicago 201-220 222-230	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
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 PC
Chicago Great Western 600-624 (1945, 1946)	Pere Marquette A950-A989 (1941)
Chicago & Illinois Midland 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)	TP&W
L&N 980-984 (ex C&EI) 600-612 (1960 rebt)	TRRA
MP 910-934 (1937) 1150-1158 (1939-41) 1159-1167 (1942) 970-999 (1942) 935-954 (1943)	Virginian 300-324 (1949) 325-349 (1957-59)
Minneapolis & St.Louis 1109-1120 (1940) 1121-1144 (1942-45) 1200-1225 (1947-49) 1233-1238 (1949)	Wabash 2700-2769 (1941-46) 2770-2849 (1945-52)
	W&LE 0200-0260 (1948-49)