CABOOSE DIAGRAMS S.P.& S.RY.

By:- Paul T. Hobbs
© 2009.

№

**A compiled, all-time diagram book,
containing Spokane, Portland & Seattle Railway
and subsidiary caboose diagrams,
during the period 1908 - 1970**



SPOKANE PORTLAND AND SEATTLE RAILWAY CABOOSES

© 2009, 2019

By Paul T. Hobbs

INTRODUCTION

This is my second, revised, book on the subject of the cabooses of the Spokane, Portland and Seattle Railway. The first edition was hard-bound, included pictures, published in 1996, now out-of-print.

In the meantime additional research and resources have come to hand. Plus the capabilities of computers and experience with the programs have increased exponentially in the intervening decade.

This production is in similar format to the "Freight Equipment SP&S All-Time Diagram Book" (2004) and "Passenger Car Diagrams SP&S Ry." (2007).

The book includes equipment diagrams representing every caboose owned by the Spokane, Portland and Seattle Railway, and its subsidiaries, at some time in their career on the railroad. This excepting the 785, for which no diagram, photo, nor description, has ever been located.

The object of this book is to show the cabooses of the SP&S on an all-time basis, representing the years of its corporate existence. The story includes difficulties and triumphs of management in this regard. The diagrams provide a perspective of the fleet at points in the company's history. As with any research covering such a time period, there are a few missing links.

There are many people to thank for their contributions:

- John Wickre (1970's) and Steve Nielsen (1990's) and the staff of the Minnesota Historical Society in St. Paul, Minnesota.

The MHS is repository for Great Northern and Northern Pacific Presidents Subject, and other files, both including specifically SP&S records.

- Bob Weaver, Walt Grande, Chuck Storz of the Pacific Northwest Chapter, National Railway Historical Society, Portland, Oregon

The PNWC has the Motive Power Department records from the Vancouver Roundhouse. and records from the Portland offices of some departments.

- Great Northern Railway Historical Society Reference Sheets by Jack Porzig
- Dave Watt for proof-reading the text and subsequent suggestions.
- Official Railway Equipment Register pages over many years, mostly sourced through the Kalmbach Memorial Library (KML) of the National Model Railroad Association (NMRA) in Chattanooga, Tennessee
- equipment diagrams from Ralph and Lois Barger of Columbia, Maryland
- equipment diagrams from Ronald G. Peterson of McMinnville, Oregon
- equipment diagrams from Ed Austin of Salem, Oregon.
- Articles in Northern Pacific Railway Historical Association's "Mainstreeter" by Rufus Cone, John Barry, Warren McGee
- Friends Doug and Tammy Auburg have allowed me to bunk at their home during frequent visits to the Portland area over many years. Their hospitality has allowed aspects of research to proceed.

The caboose fleet of the Spokane, Portland and Seattle Railway, while unique, is not unusual. It follows the technological progress of the car type, from all wood construction, to steel underframe, then all steel, through much of the 20th Century.

The company was incorporated as the Portland and Seattle Railway, August 23, 1905 to construct a railway line from Spokane to Portland for its corporate parents, the Great Northern Railway and the Northern Pacific Railway. The company name was changed to Spokane, Portland and Seattle Railway on February 1, 1908. The main line was completed with a gold spike ceremony March 11, 1908 at mile post 50.5 - near Fort Raines [three miles West of Stevenson]. The Columbia River & Northern Railway, built in 1902, from Lyle to Goldendale, was purchased in 1908. It was to be the company's only branch line in Washington State. The Astoria and Columbia River Railroad, and SP&S subsidiaries, Oregon Trunk Railway, Oregon Electric Railway, United Railways Company were acquired or built through 1911. Later additions included the Portland, Astoria and Pacific, and Gales Creek and Wilson River, both lines built by logging interests into the forests west of Portland.

Following the retirement in 1932 of long-serving president W.F. Turner, the SP&S was controlled by the presidents of the parent lines, each alternating as president and vice-president, serving one year terms. Managers in Portland worked under the directives of the joint control. This makes for a plentiful series of records in both SP&S archives and those of the parent lines. The management structure led to some frustration on the part of local officials in trying to achieve the desired results. After World War II the company achieved significant local autonomy, coinciding with the growth of its service area in economic importance. This contrasts with GN and NP ownership of the Chicago Burlington and Quincy (CB&Q), already well established when purchased in 1900, with an existing command structure, plus certain routes (e.g. Chicago - Denver) and subsidiaries (C&S and FW&DC) beyond the direct interests of its owners.

Distinctive designs for cabooses provided a corporate recognition point for many railroads, especially in the diesel era, when standardized locomotives differed only in paint schemes. The SP&S cabooses were distinctive in their variety, carrying a different paint scheme on cars of mixed parental styles.

The fleet, over the years, included a total of 135 individual cars. The peak ownership period was 1946 - 1951 with an average of 79 cars in service together. Subsidiaries Oregon Trunk Railway and United Railways Company never owned a caboose - always using SP&S cars.

We will refer to AFE's [Authority for Expenditure] and Motive Power Department file numbers. Prefixed 6- for the department, they are a sequence from 6-1 dated 1910 through 6-2613 dated 1961. These were independent of President's AFE numbers, also a continuous sequence. One 6- number directly relates to a specific AFE in most cases. President's AFE's covered all capital purchases, sales, rebuilds, modifications, land transactions, tools, etc. Only those dealing with System Equipment involved the Motive Power Department. In 1961 the numbers were changed to S ##-year, using the new President's AFE records. Each year's files start at 1. ["S" for SP&S, "E" for Oregon Electric, "T" for Oregon Trunk, "U" for United Railways "R" for Ruth Realty]. e.g. S15-69 is the 15th AFE for year 1969.

The caboose is rapidly becoming a part of railroading's past. Trains don't seem the same without the "punctuation mark" rolling along behind the revenue. The caboose served as the office for the man in charge of the train, the conductor. Both he and his rolling office have acquired many nicknames, most unusable amongst polite company. The caboose also served as motel room and cook house during layovers at remote terminals for the entire train crew, which usually numbered 4 or 5 people; engineer, fireman, head-end brakeman, rear-end brakeman, conductor. Further, the caboose was a supply of tools for everyday activities such as flagging, setting torpedoes, and for light running repairs like replacing brake hoses, repacking axle bearings, etc.

THE EARLY YEARS – 1905 - 1920

During the construction period box car cabooses were leased as needed from NP. Initial operational requirements were met by the Northern Pacific providing cars, they being the SP&S' only connections (Vancouver and Pasco) at the time. Records indicate 6 cars serving on the SP&S in mid 1908, all leased from NP.

The first cabooses purchased by SP&S were 10 cars numbered 500 - 509 in December 1908. They were among 200 19 ft. 4-wheel cars, built in 1905 by Northern Pacific. A Washington State law effective January 1, 1910 required cabooses of minimum twenty-four-foot length. In September 1909 the GN agreed to the NP rebuilding the ten cars owned by SP&S as being an economical measure – instead of replacing with new cars. They returned from NP's South Tacoma Shops as 24 ft. 8-wheel cars 700 - 709.

Cabooses 710 - 719 were 25 ft. cars from the Great Northern, similarly rebuilt from their four-wheel cars, and acquired in January 1910.
The third group, 720 - 729, were built on old underframes supplied by the SP&S, former NP cinder cars plus former Columbia River and Northern flat cars and gondolas, also at South Tacoma in 1910-11.
Then, in 1911, three side-door cars of 1897 vintage from the Astoria and Columbia River Railroad were added to the roster as 730 - 732.
The car series 700 - 732 would remain the SP&S caboose fleet through 1923.

Inevitably a few cars were lost. During the first decade ten cabooses were destroyed, 25% of the fleet at the time. They were replaced by rebuilding existing freight car underframes into cabooses, some at South Tacoma, the balance at SP&S' Vancouver shops. The replacements were assigned vacated car numbers, leading to a great variety of car styles among adjacent numbers.

The earliest purchases were part of the construction expense. AFE's start from late 1910 after the construction period ended. Certain details of the very earliest equipment have been determined by "intelligent? guesswork". We are fortunate these records exist at all, surviving the September 4, 1970 fire at the SP&S' Vancouver, Washington, roundhouse. Indeed some of the earliest files now at PNWC are distinctly blackened around the edges. A few files, possibly vital to this project, are missing.

Details of the retirement of several wrecked cars [719, 721, 730, 703, 727] were located in SP&S Voucher files among GN records in St. Paul, Minnesota. Information for others [704, 714] has not been found. The fact that a replacement car was built to fill the vacated number indicates the loss.

Car 729 was built in 1911 against AFE 294 [6-15], the 10th caboose built on a CR&N flat car. AFE 324 [6-29] the 719 and 721 replacements on cinder cars. The replacement cars 703, 704, 714 were on AFE 708 [6-124], which also authorized construction of a replacement 727, subsequently cancelled on March 29, 1915. This coincides with Official Railway Equipment Register listings dated April 1913 and January 1914, showing 30 cabooses, which must be missing the 703, 704, 714 cars (of 33 numbers 700 - 732 [OE's 7 cars were listed under the Oregon Electric]).

Following the mysteries of the early years, documents reviewed provide a remarkably complete record of the acquisition and disposition of the SP&S caboose fleet, plus several proposals which did not eventuate. Of cars received after 1923, only second 731 and second 734 are not fully accounted for, through to the 1970 Burlington Northern merger. For some cars, the current, preserved location is indicated in the roster.

The practice of reusing vacated car numbers was discontinued after 1937. All cars received after that date had unique numbers, groups usually starting with the next incremental 0 last digit.

Files and correspondence show that the SP&S was periodically in a shortage situation with regard to cabooses. In 1918, during World War I, correspondence with Great Northern attempted to purchase six cars, then at Spokane. This failed.

The 1918 budget called for eight additional cabooses, none of which were ever acquired. Correspondence with the parent lines indicates the parents were to supply three box cars each for conversion by SP&S. A 1918 AFE to convert damaged NP box car 200797 to SP&S 700(2) was later cancelled. Records show that the GN and NP lent or leased cabooses to their offspring on a routine basis. These cars retained their original identity for the time they were online. While this was expedient, leasing charges were prohibitive, compared with costs for depreciating company owned cabooses.

In an effort to obtain new cabooses the SP&S forwarded specifications to parent lines for steel cars (steel underframe). This prompted the addition of 3 cars to an NP order for cars (NP 1700 series) on Pacific Car & Foundry in 1920. This too was eventually cancelled, returning the NP order to 90 from 93 cars (NP's original proposal was for 100 cars).

Part of the reluctance of the parent lines was budget constraints following the war, plus a proposition to consolidate SP&S with the parent lines from January, 1922. It would have provided for direct operation of the SP&S by parent line trains, eliminating any need for SP&S owned equipment. The result would have been similar to the NP and Union Pacific joint ownership of the Camas Prairie Railroad in Idaho. The proposal lapsed.

The first relief from caboose shortages was purchase of six cars (719, 727, 730, 733, 734, 735) in late 1923, three from each parent. All six cars had been leased to SP&S from September 1923.

CABOOSES OWNED BY SUBSIDIARIES

A few cabooses were owned by SP&S subsidiaries, and numbered independently.

The Oregon Electric built three cars in 1908 and 1909 at their Portland shops as OE 025 - 027. The company was purchased by James J. Hill for the Great Northern in 1910, with the Northern Pacific buying a 50% interest within a few months. The OE was assigned as an SP&S subsidiary from March 3, 1911. Four more cabooses were purchased in 1913, built new at Northern Pacific's South Tacoma shops to their then current 1200 series body style as OE 028 - 031.

The Gales Creek and Wilson River Railroad caboose 01 was acquired from the sale of Colorado Midland equipment in 1920, along with two 4-6-0 locomotives. In one of its most controversial decisions, the United States Railroad Administration ordered that the Colorado Midland Railway be abandoned. The USRA operated the nation's railroads from January 1, 1918 until February 29, 1920. When the GC&WR was purchased in January 1944 the caboose was renumbered SP&S 705.

THE MIDDLE YEARS – 1920 - 1941

Over the years, particularly just following World War I, rebuilding and upgrades changed the appearance of many of the wood cabooses. Several SP&S cars were rebuilt at the Oregon Electric shops in Portland in 1919 and 1920, during the period of Federal control. Later diagrams show the rebuilt appearance, usually to become a lengthened car. Particularly confusing were the changes to 706, 712, 715, 716, becoming identical cars, radically changed from their former different appearances. One clue to a former Great Northern car is New York air brakes, their preferred supplier. NP cars, usually had Westinghouse brakes.

Several upgrades were under programs mandated by law. In the 1915 to 1919 period many cars were fitted with United States Safety appliances.

In 1924 every caboose received Sanitary Water Coolers, along with all passenger cars, except diners (serving bottled water), and Combine 51 (operating only on the Goldendale Branch in Washington), to comply with Oregon State law.

Many all-wood cars received steel underframes between 1928 and 1941.

AFE 5113 [6-1447], dated March 24, 1928 authorized Steel Underframes to be applied to cabooses 704, 720 - 726, 728, 729. Reason: "To ensure greater safety where engines are being used as helpers in the movement of trains and as a saving

in maintenance." This would indicate cars used in mainline service. New steel underframe cars were received from 1930 onwards.

AFE 6920 [6-2008] of May 2, 1941 authorized application of steel underframes to the 710, 712, 718, 732 while undergoing general repairs. Reason: "During the greater part of the year it is necessary to keep a number of wooden underframe cabooses in service, and there are not sufficient steel underframe cabooses for main line service, Oregon Trunk Railway and on other districts where helper service is needed."

Rotary caboose brake valves, which allowed controlled air release from the rear of the train, were installed on twelve older cars. Previous valves dumped the air line, affording emergency brake application only.

Certain changes to cabooses were maintenance items, rather than capital expenditure. Maintenance records have never been located, if they still exist. Changes of significance were to end railings, which were strengthened and the top rail raised. End ladders were eventually standardized to the left of the car end as viewed from the ground. Diagrams were not updated to show these modifications. Trucks were changed from original arch bar to cast steel Andrews and Bettendorf designs, with wheel bases usually to 5 ft. 6 in. from original 5 ft. 0 in. A few cars received plywood sides, replacing the tongue and groove original sheathing. An average of seven cabooses were scheduled for "general" repairs per year.

WORLD WAR II – 1941 - 1945

World War Two created an extreme test for all railroads, as equipment which had been nursed through the Depression was rapidly subject to massive demands for transportation. In 1941 the SP&S had just 46 cabooses servicing 52 million annual car-miles of business, itself considerable growth over 1939's 33 million. By 1943 business had mushroomed to 70 million car-miles, and the need for cabooses for the additional trains was critical. Expressed another way, freight train miles in 1940 were 697,258, growing to 1,216,990 in 1944, a nearly 100% increase. Freight was not the only growth in the period. Passenger numbers grew from 115,674 in 1940 to 562,495 in 1944, with passenger miles increasing from 20 million to 130 million, indicating mostly long haul travel.

In a letter dated December 29, 1942 to Messrs Gavin and Denney (Presidents of GN and NP respectively) Mr. LaBertew (SP&S Vice President and General Manager) outlined the situation. He had 76 cabooses in service, 30 steel underframe, 22 all wood, 11 box cars in transfer service, 11 coaches and 2 baggage cars. The company had fitted several box cars for use on locals, and pressed coaches into caboose service also. Neither were properly equipped for the job, the men complained, and the States waived legal requirements.

The baggage cars were likely from the 50 - 52 series, the smokers 108 – 112, and coaches from the 211 - 222 series. Smoking car 112 was damaged beyond repair on August 6, 1942 at Yellepit, Washington in a rear end collision. The car was serving as the caboose on Extra 506 West, struck by a following train due to inadequate flag protection. [See Interstate Commerce Commission Investigation 2612]

Experiments were tried with car 714 during installation of a steel underframe. The car was converted to bay window early in 1942, to determine whether such cabooses would be acceptable to train crews. The crew opinions were favorable.

Two AFE's were prepared, requesting permission to build six cabooses. One proposed converting 10000 series USRA box cars; the other recommended using salvaged material. The box cars were vitally needed, so the AFE for that conversion was cancelled. The other AFE was approved in 1942, and cars 760 and 761 were constructed at Vancouver. They proved to be expensive, costing $2929.50 each, using resources and time at the shops which were needed for other purposes. Indeed by September 1943 Vancouver was short of 117 people for all job positions, including 23 vacancies for car repairs. The balance of the order (762 - 765) was cancelled. Six Great Northern 25 ft. standard cars were purchased second hand in April 1943, becoming 770 - 775. Car 785, formerly on a logging railroad, was purchased in May 1943 from M.F. Brady, an equipment dealer.

An order was then placed with Northern Pacific for 12 cars, adding to their program, carried out at Brainerd, Minnesota, converting 1903 built box cars into Bay Window cabooses (NP 1505-1594). Cars 790 - 801, costing $2500.00 each, were delivered in August 1943, followed by six more, 802 - 807, at $2600.00 each, built in April 1944. This was the most numerous of any caboose type serving together on the SP&S. All were delivered with coil spring trucks. Spring sets were removed to improve the ride. Leaf spring trucks were not available at the time.

In all, the caboose fleet grew from 47 cars in 1939 to 70 in 1944, a nearly 50% increase.

The 790 - 807 bay window cars were delivered looking essentially identical. The bay extended almost to the car roof line. Later rebuilding seems to have made each car somewhat distinctive. Letterboards were removed from several cars, a redundant feature when the "Football" logo and lettering scheme was applied. Some cars also had a reduced height bay window section, and end windows.

LATE 1940s UNTIL MERGER – 1946 - 1970

There was a continuing need for cabooses, mainly to replace surviving all-wood cars. This resulted in the order on Great Northern for six 30 ft. steel underframe cars built at their St. Cloud shops in Minnesota. They were identical to the GN standard design (X-198 - X-249), built from August 1941 through March 1945, except that electrical equipment was omitted. They were delivered in January 1946 as 850 - 855, at a cost of $3750 each, and were the last wood bodied cars and last Great Northern built cabooses owned by SP&S. All six cars survived to the Burlington Northern merger.

In 1952 two programs upgraded cars by installation of train radios in 24 cabooses, and AB brakes on most of the bay window (790 - 807) cars and several other cars.

In 1959 the final rebuilding of wooden-bodied cars changed the appearance of 721, 722, 724, 725, 726 and 732 to look like the 850 - 855 series, with minor dimensional differences, dating to their variety of original underframes. This has caused some confusion for historians that these cars were built by Great Northern. Their origins are Northern Pacific - to SP&S design, except for the 732.

The 732 probably was the longest serving vehicle of any type on the SP&S. Built by Barney and Smith, of Dayton, Ohio, for the Astoria & Columbia River Railroad as #52 in 1897, acquired by SP&S in 1911, it served continuously until 1972, when, in full BN paint as BN 11006 it derailed at Vancouver and was retired. How much of the original car remained, beyond its number, is debatable.

The all steel cars of the SP&S present a much more prosaic story. Constructed of more durable material, they required less maintenance. Two orders for twelve cars each were built at Northern Pacific's Brainerd Shops, Minnesota, in 1951 and 1954. The 860 - 871 were similar to the Northern Pacific 1000 - 1049 series, with the distinctive tall cupola, and the 880 - 891 of 1954 were like NP's 1050 - 1099 class. The SP&S cars had one window less than their NP equivalents.

The 1956 budget called for 10 new steel cabooses at $110,000. This was not approved, citing the costs for two off-budget passenger cars purchased in 1955.

In notes to the presidents dated October 21, 1966, N. S. Westergard, VP and GM, remarked for Item 28 of the 1967 Improvement Budget, "We have a total of 58 cabooses, 24 of which are steel construction, built 1943. The remaining 34 are wood on steel underframe, ranging up to 35 years average age. For economy and safety of operation, it is proposed to replace 10 in the poorest condition." Budget cost estimated at $230,000. This was also not approved.

In early 1968 radio crystals were changed in 29 cabooses and tone call generators installed. This was preparatory to the proposed May, 1968 Burlington Northern merger (soon delayed until March, 1970). The radio frequency was to be standardized at 161.1 MHz across the new system.

In 1969 the company ordered six International cabooses, identical to cars on order by parent NP and similar to concurrent orders by GN and the CB&Q. They were delivered in July 1969 as 900 - 905.

Every steel caboose survived the SP&S into Burlington Northern service. However, on September 4, 1970 the 883 and brand new 900 were destroyed in the Vancouver Roundhouse fire, along with RS-3 #93.

It may be expected that the parent in control of the SP&S during any five year period [a management practice for many years] would be the one to supply cars required by the SP&S. That was not the case. On several occasions, 1910, 1923, 1925, 1937 parent lines provided equal quantities of second-hand cars. When new cars were required it seems that orders were placed on a car shop which was building at the time of SP&S need. The 10 (700, 701, 717, 731, 736, 750 - 754) GN 25 ft. standard types were bought in 1930, when GN was building for itself; the NP was not. The bay window cars (790 - 807) of World War II parallel a Northern Pacific need at that time for ninety cars. In 1945 the six 30 ft. SUF cars (850 - 855) were added to current GN construction. The two series of twelve steel cars were added to NP orders for fifty cars each for themselves in 1951 and 1954.

In all, and at odds with the usually scrupulous 50-50 percentages, the Northern Pacific provided considerably more cabooses (64 plus building 11 on underframes provided by SP&S) to the SP&S than did the Great Northern (40).

At any time during the SP&S era the company had several styles of caboose in service. All but six small groups were sourced from the parent lines.

The six groups were:

1. Three cars built by Oregon Electric in 1908-9 (OE 025 – 027)
2. Three cars built in 1897, acquired with the A&CR 1911 (730 - 732).
3. Several styles built at Vancouver (703, 704, 714, 719, 760, 761).
4. Former Colorado Midland car (GC&WR 01).
5. Former Newaukum Valley Railroad O-5 from M.F. Brady (785).
6. Six International extended vision cars delivered in 1969 (900 - 905). Current practice by then was to buy from outside builders.

DISPOSITIONS

The cabooses of the SP&S met various fates. Several were sold to nearby terminal and logging railroads. In 1951 and 1952, seven cars became work cabooses in series X-530 - X-536. This was the only time cabooses became outfit cars, and seems to coincide with line relocation work, and the need for many rock and riprap trains, caused by the construction of dams along the Columbia River.

Many cabooses suffered in wrecks. Numbers 719 and 741 seem particularly unlucky. First 719, destroyed before 1912, was among several casualties during the first decade of operations. A replacement car was built in August 1911, destroyed in an accident at Fallbridge in 1918. A third car arrived from NP in 1923. That caboose survived to be retired in 1951. The number featured cars built by GN, SP&S and NP in succession.
First 741 was acquired from GN on September 9, 1925, formerly GN 90348. On December 4, 1935 the car derailed and burned at Oregon Trunk MP 84.5 near South Junction. A replacement car, former GN X-361 was purchased on January 17, 1937 and later destroyed in an accident at Bingen-White Salmon in July 1943.

OPERATIONS

It was a practice in the early years for many railroads to assign cabooses to individual conductors. This is likely to have been true on the SP&S also. Generally the conductor took great pride in his car, and woe-betide any brakie or switch crew, who didn't treat HIS car with respect. As the need for more flexible use of equipment became economically important, cabooses were later pooled.

At any time, the largest concentration of cabooses would have been in the Vancouver - Portland - Willamette Valley - Astoria Line and United Railways areas. The need for cabooses on Vancouver - Willbridge transfers, Locals [known as Tramps] and log runs account for this concentration.

The best (usually newest) cars were assigned the line haul trips on the First, Second, Third Districts and the Oregon Trunk. There was always a daily through freight each way between Vancouver and Spokane, probably requiring a caboose on each district. Provision for cabooses for extras, often seasonal, would be required. Two, or more, cabooses would serve locals on the Oregon Trunk. One caboose would be needed for the Yardley or Hillyard to Marshall turn, depending on which parent yard in Spokane was SP&S destination at the time. Through trains Hoyt St. - Astoria plus locals on the Astoria Line would require two to four cabooses. Trains on the Goldendale Branch were usually mixed's, with a passenger combination car serving the caboose function until 1947. Combine #51 was original Columbia River and Northern equipment, later replaced by the #52 then #258 as a regular on this line.

During the period that the Oregon Electric owned its own cabooses they would have been used on OE freight trains, supplemented by SP&S cars as needed.

Utilization of cabooses is illustrated during the period when diesel locomotives were being purchased in the 1940's and 1950's. Details of train operations were included in correspondence supporting AFE's toward the purchase of the diesels.

The following listing details trains in operation in 1947.
SP&S's premier freight train was #276, daily between Vancouver, Washington and Spokane. This train provided connection at Pasco with fast eastbound trains of Northern Pacific, and at Spokane with Great Northern.
Train #275 operated westbound with connecting business from the GN and NP. This train was somewhat less time sensitive than #276 and often provided local service on the Third District (Spokane - Pasco), even to back hauling cars forwarded to Spokane for the purpose.

In addition two trains operated Vancouver to Bend daily with Great Northern contract business.
On the First District: Vancouver to Wishram,
an average of 6.7 trains operated daily, averaging 69 cars.
On the Second District: Wishram to Pasco,
an average of 4.8 trains operated daily, averaging 78 cars.
On the Third District: Pasco to Spokane,
an average of 4.5 trains operated daily, averaging 64 cars.

On the Oregon Trunk: Wishram to Bend,
an average of 4.4 trains operated daily, averaging 61 cars.
A local operated three days a week on the Oregon Trunk from Wishram to Bend, scheduled twelve hours each way (not including trains 102, 103 - the daily OT Mixed).
Six days a week a turn operated Bend to Madras, scheduled eleven hours for the round trip.

From Wishram a turn operated to Hood four times per week.
On Saturday a local operated from Wishram to Vancouver to cycle the locomotives (RS-2's in the late 1940's, and RS-3's from 1950) through maintenance, with an eastbound on Monday.

From Vancouver, Tramps operated to Willbridge, and Hoyt St., Portland.

From Portland (Hoyt St.) a daily through freight operated to Astoria, trains 393 and 394.
A Local, trains 395 and 396, also operated daily Portland to Astoria.
At that time there were numerous log runs from Glenwood and Albany to Rafton.

Operations on the Oregon Electric were quite numerous, mostly centered on Albany.
Daily 231, 230 through freight from Portland to Eugene.
Daily 327, 328 freight Portland to Albany.
Daily 325, 326 freight Portland to Albany, also operating the Albany to Sweet Home Log Extra turn.
From Albany a Turnaround Local operated to Weldwood.
Switch Runs from Sweet Home served the Foster Industrial Switching and a turn to Dollar.

Extra freights on the OE were numbered in the 350 series.

PAINT AND LETTERING SCHEMES

Painting practices of the SP&S parallel those of the Northern Pacific. The color may have always been a cherry red, with black roof, deck and underframe on wooden cars. Earlier red shades may have been darker, judging by some photos. Photos show some cabooses with black and white striped curved handrails, a Great Northern practice. Judging by pictures of known dates this was used after World War II and on early applications of the "Football" scheme.

Extended Roman lettering (similar to "Chelsea" in Champion Decal Company's catalog) spelled the name of the railroad across the letterboard of the car, with number centered below the window line. Cars with panelled end railings, particularly the 850 - 855 GN built 30 foot cars, and rebuilds looking similar (surviving cars 720 - 732), featured a circular SP&S safety slogan on the panels. Also, several cars had white panels or diagonal safety stripe panels, a Great Northern practice, in the central gangway of the end railings.

The 860 - 871 series of steel cabooses was delivered in Northern Pacific oxide red in 1951. This appears to have been an error. In time, all 12 received the later "Football" logo scheme and bright red color.
Application of the herald to cabooses, and freight cars, was introduced between 1951 and 1954 along with the "Northwest's Own Railway" slogan. The slogan was devised by E.B. Stanton, Vice President and General Manager at the time.

The SP&S had a "Football" logo from 1908, initially featuring "North Bank Road" in the middle, with "Columbia River Scenic Route Spokane Portland and Seattle Railway" in a wide band around the edge. Later the company name appeared in the middle, with the slogans in the band. The only application to equipment appears to have been to the tenders of steam locomotives. The February 23, 1947 passenger timetable may have been the last with the wide band herald. The F-3AA 800 was delivered with this herald on the nose.

The modern "Spokane Portland and Seattle Ry" logo with thin white band was developed about 1947. The July 1947 passenger timetable featured this style. A published photo of an 0-6-0 switcher dated September 1947 shows the modern style. Later, a simplified "SP&S Ry" herald, was used only on diesel locomotives with the last paint scheme, the wide yellow band, from 1964.

In October 1953 the 12500 - 12999 series box cars were built new with the "Football" herald. In May 1954 the 880 - 891 cars were delivered featuring the "Football" logo and "Northwest's Own Railway" slogan lettering scheme. The paint specified was Pittsburgh Synthetic Enamel #UC3321. All cars repainted between 1954 and the BN merger received this scheme. Again this parallels Northern Pacific's introduction of the Monad and "Main Street of the Northwest" slogan on its cabooses, with the first application in May 1951. The Great Northern had been using "Rocky" mountain goat heralds from the 1920s.

What appears to be a line beneath the car number is small lettering which says "Radio Equipped". The herald appears below the cupola on most cars, though there were exceptions on NP 1200 style cars, example a photo of #734, where it was placed on the left end of both sides. Most Bay Window cars appear to have the herald on the stove end of the bay window on both sides.

Safety slogans were used on the step risers, featuring "SAFETY FIRST" beneath the deck and "WATCH YOUR STEP" one or two risers below.

In the 1960's ACI (Automatic Car Identification) color coded labels (similar in concept to today's bar-codes) were applied to the sides of all cars, including cabooses. Some railroads included locomotives. The system was used experimentally in 1964 and officially introduced by the AAR (Association of American Railroads) in 1967 and required on all rolling stock in interchange service by January 1, 1970. The concept was a good idea for scanning trains as they passed trackside readers. However, dirt defeated the system and AAR voted to do away with the ACI label requirements in 1977.

PARENT CABOOSE FLEETS

The Great Northern and Northern Pacific each operated caboose fleets 5-6 times the size of the SP&S. As an example, at the BN merger the GN owned 289, NP 297, SP&S 50. The CB&Q and subsidiaries owned 536.

The NP had a diverse fleet at the year 1900 from several incorporated railroads. In 1905 they built 200 4-wheel cabooses, apparently the only time they built such small cars. In 1909 the Northern tier of States enacted laws to outlaw such cars. From 1908 through 1910 the cars were rebuilt to 24 ft. length [becoming known as the 1600 series and including cars in the 1900s]. The next program was about 1913 for a large group of additional 24 ft. cars, with different window arrangement [known as 1200 series]. In 1920 the first steel underframe cars were built, 90 cars, also 24 ft. but with visibly different window placement near the cupola. [1700 series].
The near 400 24 ft. cars plus surviving 26 ft. and Peninsular cars continued until 90 bay window cars were built from box cars in 1943 and 1944.
The NP built all-steel cars in 1951 (50 +12 for SP&S), 1954 (50 + 12 for SP&S) and bought cars from International Car in 1962 (41) and 1969 (25).

The GN operated a large fleet of 4-wheel cabooses from 1888 through 1910, approximating 400 cars, plus 8-wheel cars. They were rebuilt in 1908 - 1910 to 25 ft. 8-wheel cars, retaining original numbers. GN caboose numbers started with 0. The fleet was renumbered as 90xxx from 1915, then to the X-xxx series from 1926 through the BN merger. SP&S received cars during each era of car numbers. From 1907 through 1930 several groups of 25 ft. cars were built, totalling 420 cars. During World War II 50 cars were built to the 30 ft. design [+ 6 for SP&S]. Sixty steel cars to similar floor plans were built over the next decade. Thirty cars with sloped cupola ends were added in 1958. In the 1960s several small orders totalled 85 cars from International Car Co.

Cars rebuilt from 4-wheel to 8-wheel on both GN and NP featured windows immediately either side of the cupola, with the cupola near the center of the car. The 8-wheel cars built new usually place the cupola near one end, with most amenities grouped towards the other end of the car.

AT THE BURLINGTON NORTHERN MERGER

The Burlington Northern merger of March 3, 1970 - known as M-Day - collected together cabooses from the fleets of GN, NP, CB&Q and SP&S. By far the smallest contribution was the 50 cars of the SP&S. A review of the proportions of all steel and wood bodied steel-underframe cars in each fleet at this time shows relative progress towards improvements by each railroad. Of the total fleet joining BN 60% were all-steel and 40% were wood-bodied. This is exactly the proportion of the SP&S fleet at merger. The NP and CB&Q (including subsidiaries) were both 57% all-steel, 43% wood-bodied. Great Northern's fleet was 76% all-steel. Thus, while the SP&S had a small fleet of cars, the cars were of equivalent technical standard to the fleets of its parents. It would seem that GN and NP Presidents were as strict with the budgets and equipment wish lists of their own people as they were with those of the SP&S. In the three years following merger great progress was made in eliminating wood-bodied cars with new orders for 247 extended vision cabooses.

A similar review of locomotives at merger shows SP&S contributed 91 road freight engines, about 20% of each fleet from GN and NP. Interestingly SP&S was further ahead in its second generation fleet than either parent, at 41 locomotives, or 45% of its fleet, versus 36% of GN's 451 locomotives and 23% of NP's 425.

Caboose body styles in service on SP&S

Generic type	SP&S Series	Total
NP 1600	700 - 709	10
OE Standard	OE 025 - 027	3
NP 1200	707, 719, 727, 730, 734, 743 - 745, OE 028 - 031	12
NP rebuilt frames	720 – 729 (2 x 721)	11
SP&S rebuilt frames	703, 704, 714, 719	4
GN 25 foot rebuilt	710 - 719, 733, 740 - 742	14
GN 34 foot	734, 735	2
A&CR side door	730 - 732	3
Colorado Midland	GCWR 01	1
GN 25 foot standard	700, 701, 717, 731, 736, 741 750 - 755, 770 - 775	18
SP&S bay window	760 - 761	2
Ex Newaukum Valley	785	1
NP 31 foot bay window	790 - 807	18
GN 30 foot standard	850 - 855	6
NP 1000 steel	860 - 871	12
NP 1050 steel	880 - 891	12
International ExV	900 - 905	6
Total		135 cars

Significant rebuilds	Car Numbers	Year
Lengthened to 28 foot	706, 712, 715, 716, 717, 718	1919-20
850 series lookalikes	721, 722, 724, 725, 726, 732	1959

MODELING POSSIBILITIES

For model railroaders, particularly in HO scale, many opportunities exist to obtain representative examples of SP&S cabooses.

As this is written in 2009 there are no readily available inexpensive plastic models which accurately represent any SP&S caboose. Some do get close.

There have been limited edition wood kits, from Ambroid, later issued by Northeastern, a Great Northern 30 foot car, which could represent the 850 - 855 series, if the plywood sides are replaced with tongue and groove [scribed] siding. Ambroid made a model of Northern Pacific's 1200 series. An interesting kitbash, by Skip Caswell, published in Prototype Modeler February 1982 and SP&SRHS "Northwest's Own Railway" issue 14 Vol. 3 No. 3 February 1984, converted Athearn SP bay window cabooses into models of 760, 761 and 775.

SP&SRHS has laser kits of SP&S 790 - 807 cabooses.

The best opportunities exist in the brass aftermarket, since all models listed are sold out in original manufacture. (fp = Factory Painted and Lettered)

Importer	Prototype
Trains/Lambert	GN 25 ft. 3 window wood/steel underframe
Northwest Short Line	NP 1200 original
Northwest Short Line	NP 1200 rebuilt
Pacific Fast Mail	NP 1600 original
W&R/BooRim	NP 1600 original (several versions) (fp)
W&R/BooRim	NP 1200 rebuilt (several versions) (fp)
PFM/SKI	GN 30 ft. standard wood/steel underframe
Overland/Rokam #1101	GN 30 ft. standard wood/steel underframe
Overland/Ajin #1134	SP&S 790 series Bay Window
Overland/Ajin #3939	SP&S 790 series Bay Window (fp)
Overland/Ajin #1144	SP&S 860 series steel
Overland/Ajin #1114	SP&S 880 series steel
Overland/Ajin #3944	SP&S 880 series steel (fp)
Overland/Ajin #3858	SP&S 900 series steel Extended Vision

Paint and Lettering

Engine Black	roof, underframe, trucks for wood bodied cars
Scalecoat Bright Caboose Red	body of wood cars
	all over for steel cars (roof weathered dark)
White	side handrails

Champ HC-242 football logo slogan used from about 1954 onwards.
Champ HC-442 updated football logo slogan used from about 1954 onwards.
Champ HC-N-01 N Scale version of HC-442
Champ HC-342 letterboard style until 1954.
All lettering is white

A CHRONOLOGY OF
SPOKANE PORTLAND AND SEATTLE CABOOSES
[# is running count of cars in service]

Year	Month	Activity	#
1908		OE 025 - 027	3
1908	December	500 - 509 NP 4 Wheel cabooses	13
1910	January	710 - 719 GN 4 Wheel Rebuilds	23
1910		700 - 709 NP 1600 rebuilds (ex 500 - 509)	23
1911		720 - 729 NP built on old frames	33
1911	February	730 - 732 Acquired with A&CR	36
1911	August	719 built Vancouver	37
1911	September	721 built South Tacoma	38
1912	June	719, 721 Retired (voucher)	36
1912	September	730 Retired (voucher)	35
1913		704, 714 Retired (unknown)	33
1913	June	703 Retired (voucher)	32
1913	June	OE 028 - 031 NP 1200 New South Tacoma	36
1913	July	703 Built Vancouver	37
1913	October	704 Built Vancouver	38
1913	December	714 Built Vancouver	39
1914	June	727 Retired (voucher)	38
1918	January	700 Destroyed Accident, Carson	37
1918	January	719 Destroyed Accident, Fallbridge	36
1919		701, 705, 710, 711, 722, 724 Rebuilt	
1919	October	717 Destroyed Derailment, Snake River	35
1920		703, 708, 712, 714, 715, 716 Rebuilt	
1920		723, 725, 726, 728, 731 Rebuilt	
1920		GC&WR 01 ex Colorado Midland	36
1923	December	719, 727, 730 Purchased Used NP	39
1923	December	733 - 734 Purchased Used GN	41

Year	Month	Activity	#
1924	January	Sanitary Water Coolers installed 29 Cabooses	
1924	February	735 Purchased Used GN	42
1924		730 Rebuilt	
1924	December	Sanitary Water Coolers installed 6 Cabooses	
1925	September	740 - 742 Purchased Used GN	45
1925	September	743 - 745 Purchased Used NP	48
1928	March	701 Destroyed Fire, Rafton	47
1928		704, 720 – 727, 728, 729 SUF	
1928	October	735 Rebuilt	
1928	December	719 Rebuilt, 720 SUF installed	
1929	February	733 Rebuilt	
1929	May	731 Destroyed Accident, Yellepit	46
1930		OE 030 off roster [fate not known]	45
1930	January	750 - 754 Purchased New GN	50
1930	April	727 Rebuilt	
1930	September	700, 701, 717, 731, 736, Purchased New GN	55
1934	August	707 Sold City of Prineville Ry.	54
1934	December	734 Destroyed Fire, East St John	53
1935	December	741 Destroyed Derailment, OT MP 84.5	52
1936	April	OE 028 Destroyed Wreck, OE	51
1936	December	707, 734 Purchased Used NP	53
1937	January	741, 755 Purchased Used GN	55
1937	February	705, 733 Dismantled	53
1937	April	735 Dismantled	52
1940	May	708 SUF installed	
1940	June	716 SUF installed	
1940	September	714 SUF installed and convert to Bay Window	
1941		Rotary Brake Valve installed 12 Cabooses	
1941		710, 712, 718, 732 SUF installed	
1941	April	743 SUF installed	
1942	March	755 Dismantled	51
1942	September	753 Destroyed Accident, Washtucna, WA	50
1942	October	727 Destroyed Fire, Tuskan, OR	49
1942	November	760 Built New Vancouver	50
1943	April	770 - 775 Purchased Used GN	56
1943	May	785 Purchased Used M.F. Brady	57
1943	July	741 Destroyed Fire, Bingen-White Salmon	56
1943	August	790 - 801 Purchased R/b NP Brainerd	68
1943	October	761 Built New Vancouver	69
1944	January	GC&WR 01 to SP&S 705	

Year	Month	Activity	#
1944	April	802 - 807 Purchased R/b NP Brainerd	75
1944	October	800 Destroyed Accident, North Bonneville	74
1946	January	850 - 855 Purchased New GN	80
1946	May	771 Converted to Bay Window	
1946	December	744 Dismantled	79
1948	January	723 Destroyed Accident, Maupin, OR	78
1948	June	705 Dismantled	77
1949	October	796 Dismantled	76
1950		AB Brakes installed 9 Cabooses	
1950	November	745 Dismantled	75
1951		AB Brakes installed 4 Cabooses	
1951		OE 027, 029, 715, 719, 754 Retired	70
1951	February	860 - 871 Purchased New NP Brainerd	82
1951	August	706 Dismantled	81
1951	September	704 to X-530	80
1951	October	736 to X-531	79
1951	December	728 to X-533	78
1952		Radios Installed 24 Cabooses	
1952		AB Brakes Installed 8 Cabooses	
1952	January	740 Sold	77
1952	March	711 to X-534	76
1952		716 to X-532	75
1952		751 to X-535	74
1952	May	707 to X-536	73
1952	November	718, 785 Sold Portland Traction Co.	71
1952	December	794, 795, 804, 805, 806 AB Brakes Installed	
1953		750 Dismantled, Body Sold E.W. Rosendaul	70
1953	January	792 AB Brakes Installed	
1953	July	774 Destroyed on Great Northern	69
1953	December	708, 712 Sold	67
1953		720 Sold Valley & Siletz RR	66
1953		773 Destroyed Wreck	65
1954	January	880 - 891 Purchased New NP Brainerd	77
1954	April	700 Sold Robert P. Conklin	76
1954	May	701, 772 Dismantled	74
1955	May	731 Set aside	73
1955	July	742 Sold Columbia & Cowlitz Ry.	72
1957	August	770 Destroyed Accident, Willbridge	71
1958	October	717 Sold E. Johnson (employee)	70
1958	December	752 Sold Depoe Bay	69

Year	Month	Activity	#
1958	December	752 Sold Depoe Bay	69
1959		734 off roster after 1959 [fate not known]	68
1959	June	721, 722, 724, 725, 726, 732 Rebuilt Vancouver	
1960	March	OE 025, 031 Sold Portland Traction Co.	66
1960		OE 026 Sold Longview Portland & Northern	65
1962	May	743 Body Sold Jay Kremers, Warrenton	64
1962	June	714 Dismantled	63
1962	July	710, 730 Sold D.H. Sutherland	61
1963	April	729 Sold R.F. Dahlgren (employee)	60
1964	September	709 Dismantled	59
1964		713 Sold Tite Knot Pine Mill, Redmond, OR	58
1966	February	703, 775 Sold Columbia & Cowlitz Ry.	56
1966	May	761 Dismantled	55
1966	August	760 Dismantled	54
1966	October	702 Donated to ZOOMZI	53
1968		771, 797, 799, 801, 804, 805 Dismantled	47
1968		New Crystals installed Radios 29 cabooses	
1968	October	790 Donated to OMSI	46
1969		795 Retired	45
1969	July	900 - 905 Purchased New International	51
1970		807 Retired	50
1970	March	Burlington Northern Merger	
		30 Steel, 8 Bay Window, 12 Cupola SUF Cabooses	
1970	September	883, 900 Destroyed Fire, Vancouver	48

Page Numbers of Caboose Diagrams

The diagrams included in this book are from several original diagram books. Each diagram features the page number, but has no relationship within this publication. The following are complete indices of page numbers and the cabooses illustrated, at selected dates. The 1913 - 1919 list is derived from diagrams found with retirement records for 700 and 719, in 1919, and is complete to the latter number only.

Diagrams used in this production are highlighted in bold.
They are presented in strict number/date of purchase/change order.
There are instances where this can be somewhat confusing.
The diagram for 700(2) includes 701(2), 717(2), 731(2), 736.
The 707(2) includes 734(2).

Date		Date			
Page	Cars	Page	Cars	Page	Cars
1913 - 1919		1925			
P30	**700,1,2,5,6,7,8,9**	P56	700	P66	719
P31	703	P57	701,2,7,8,9	P67	720,1
P32	704	P58	**703**	P68	727,30
P33	710-13, 715-18,	P59	**704**	P69	blank
P34	714	P60	**705**	P70	722-4
P35	**719**	P61	**706,10,1,6,7,8**	P71	725
	and more	P62	712	P72	**731,2**
		P63	713	P73	**733**
		P64	**714**	P74	**734,5**
		P65	715		

Date		Date		Date	
Page	Cars	Page	Cars	Page	Cars
1941		1959		1970	
P21	**025,6**	P30	**771,5**	P37	**702, 709**
P22	**029,031**	P31	702,9	P38	703
P23	**01**	P32	703	P39	**713**
P56	**700,1,17,31,36,**	P33	710	P40	**721**
P56	**750 - 754**	P34	713	P41	**722,4,5,6**
P57	702,8,9	P35	714	P42	**732**
P58	703	P36	721	P43	**760,1**
P59	704	P37	724,5	P44	**771**
P60	blank	P38	730	P45	775
P61	706,10,12,16,18	P39	732	P46	**791,3,4,8,802,3,6**
P62	**707,34**	P40	734	P47	**850 – 855**
P63	713	P41	blank	P48	**860 – 871**
P64	714	P42	743	P49	**880 – 891**
P65	**711,15**	P43	760,1	P50	**900 - 905**
P66	**741,55**	P44	blank		
P67	**720,1,6,8,9**	P45	blank		
P68	**719,27**	P46	790 - 807		
P69	blank	P47	860 - 871		
P70	**722,3,4,5**	P48	880 - 891		
P72	732				
P75	**740,2**				
P76	**743,4,5**				

Fates of Cabooses by decade

Decade	Destroyed	Retired/Sold/Dismantled		
			All time fleet	135
1910s	10	0		
1920s	2	0		
1930s	4	3		
1940s	6	4		
1950s	3	29		
1960s	0	23		
1970	2	1	in BN end 1970	48

Burlington Northern assigned renumbering of SP&S Cabooses.

SP&S Number	BN Number
721,722,723,724,726	BN 11001 - 11005
732	BN 11006
791-793	BN 11227 - 11229 not applied to cars
794	BN 11230
798	BN 11231
802,803	BN 11232 - 11233 not applied to cars
806	BN 11234
850 - 855	BN 11266 - 11271
860 - 871	BN 11320 - 11331
880 - 891	BN 11432 - 11443
900 - 905	BN 10025 – 10030

THE DIAGRAMS

Diagrams have been sourced from many places. The most significant collections were the 1925 and 1970 Equipment Diagram books, from Ralph Barger, the 1941 Equipment Diagram book from Ed Austin, the 1954, 1959 and 1963 Equipment Diagram books from Ron Peterson. Some diagrams were fortunately one photocopy from a blue print, others are rather degenerated copies from various sources. All diagrams have been scanned into a computer program (Corel Photo Paint) and cleaned up as best as possible. Blue prints have been inverted for a black on white result here.

The original diagrams were printed on pages 10 in. x 4½ in., with two holes in the left edge for filing in folders with screw-studs, allowing ready update.

Equipment diagrams seem to have been a federal requirement. Most railroads maintained such diagrams for all active locomotives, freight, passenger and non-revenue equipment. They showed basic dimensions, outline drawings, and features such as truck type, brake type, couplers, bearing size, often timber dimensions on wooden cars, and the number series of similar (not necessarily identical) vehicles.

Artwork of the draftsmen changed over the years. The earliest diagrams were very elegant, later they were somewhat simplified, then later again improved, often with stencil lettering. The SP&S diagram for the 790 series is rather simplified compared to NP's diagram for its identical 1505 series cabooses.

Where more than one diagram was available I have chosen the one representing the period when the fleet of the car group was greatest. Every car in the fleet is represented except the 785 for which very little information has been available. A number of cars are presented twice, before and after major rebuilding altered their appearance.

Sometimes later diagrams of the same car may have been updated only by notation of 'steel underframe', or newer trucks - often 5 ft. 6 in. wheelbase, versus 5 ft. 0 in. or 5 ft. 2 in. of the original car, but without redrawing.

Do not confuse equipment diagrams with scale drawing or plans. Dimensions and proportions can be determined from measurements on the diagram and pictures, but the diagrams do not necessarily represent any specific scale or accurate proportions.

BIBLIOGRAPHY

Published material

Pride of the Northwest - SP&S, Richard L. Neuberger.
Railroad Magazine, Vol, 59 No. 2 November, 1952,
Burlington Northern Motive Power Annual 1971 and
Burlington Northern Annual 1973, F. Hol Wagner,
Motive Power Services, Denver, Colorado, 1973

"Mainstreeter" Northern Pacific Railway Historical Association
Vol. 6 No. 4, Fall 1987 - Northern Pacific Wood Cabooses, Rufus Cone, Warren McGee, Rick Leach, John Barry.
Vol. 7 No. 3, Summer 1988 - Northern Pacific Steel Cabooses, same authors.

Reference Sheets, Great Northern Railway Historical Society:
#148 March 1989 - Great Northern Caboose Assignments 1933, 41, 43, 46, Harold R. Hall.
#168 September 1990 - GN Caboose Cars 30 ft. Caboose Car Nos. X-198, X200-X-228, X-229 - X-249, Jack Porzig
#202 June 1993 - Four Wheel Cabooses, Jack Porzig
#235 December 1995 - Caboose Cars X-330 - X-749, Jack Porzig

Spokane Portland and Seattle Railway, Charles and Dorothy Wood,
Superior Publishing Co., Seattle, Washington 1974.
North Bank Road, John T. Gaertner,
Washington State University Press, Pullman, Washington, 1990
Northwest's Own Railway Volume 1, Walter R. Grande,
Grande Press, Portland, Oregon, 1992
Northwest's Own Railway Volume 2, Walter R. Grande,
Grande Press, Portland, Oregon, 1997
Burlington Northern Cabooses, Robert C. Del Grosso,
GNP Publications, Bonners Ferry, Idaho, 1993.
The Spokane Portland & Seattle Railway, Ed Austin & Tom Dill
Pacific Fast Mail, Edmonds, Washington 1995
Spokane, Portland & Seattle Color Guide to Freight and Passenger Equipment, Ed Austin
Morning Sun Books, Scotch Plains, New Jersey 1998
Spokane, Portland & Seattle Ry. Color Pictorial, Todd Schwenk
Four Ways West Publications, La Mirada, California 1998

Archival sources

Spokane Portland & Seattle Railway Motive Power Department Records 1910 – 1970;
Pacific Northwest Chapter, National Railway Historical Society,
Room 1, Portland Union Station, Portland, Oregon.
Great Northern Railway Presidents Subject Files,
"Spokane Portland and Seattle Railway",
Northern Pacific Railway Presidents Subject File 1389
"Spokane Portland and Seattle Railway";
Minnesota Historical Society, St. Paul, Minnesota.
Spokane Portland and Seattle Railway Equipment Diagram Book 1925, 1970;
Collection of Ralph L. Barger, Columbia, Maryland.
Locomotive & Freight Equipment Oregon Electric Railway and United Railways 1941;
Freight Equipment Motive Power Department,
Spokane, Portland & Seattle Railway 1941;
Collection of Ed Austin, Salem, Oregon.
Spokane Portland and Seattle Railway Freight Equipment Diagram Books 1954, 1959, 1963;
Collection of Ronald G. Peterson, McMinnville, Oregon.
Interstate Commerce Commission, Bureau of Valuation, Pacific District, Spokane Portland and Seattle Railway, June 30, 1916;
Collection of Ralph L. Barger, Columbia, Maryland.
SP&S passenger and employee timetables, various;
Collection of Paul T. Hobbs, Auckland, New Zealand.

THE AUTHOR

The author, Paul Hobbs, is a New Zealander, living in that country in the South Pacific. He became interested in the Spokane, Portland and Seattle Railway in 1972. Attendance at his first NMRA National convention at Seattle that year may have been a catalyst. The SP&S is among few medium sized roads in the West. For a modeler looking for a prototype a little different from the giants modeled by friends, it proved to be ideal, with the additional distinction of Alco diesels.

Upon joining the Spokane Portland and Seattle Railway Historical Society in 1984 he looked for means to contribute to the cause, and chose to research rolling stock. This project of many years is essentially complete, although he needs little excuse to spend several days in the files of the GN and NP at the Minnesota Historical Society's beautiful building in downtown St. Paul, Minnesota; and SP&S material at the Pacific Northwest Chapter, National Railway Historical Society's library at Union Station, Portland, Oregon.

Modeling in HO Scale, with some N Scale, Paul has acquired a representative collection of SP&S locomotives and cars, plus a library containing almost every published book and article on the railway and competing railroads, as well as histories of Oregon and Washington.

There remains much to learn.

Most of all it has been fun to do and great to meet so many interesting people.

SERVICE PROFILES **SPOKANE PORTLAND AND SEATTLE RAILWAY CABOOSES IN REVENUE SERVICE 1908 - 1972**

SERIES \/	YEAR 19xx>	09	13	17	22	27	30	35	39	44	50	53	58	62	65	68	72	Builder/Date	Ex/Date
01	Caboose (GCWR) 26' SD Wood				1	1	1	1	1									CM 1900	CM 1920
025 - 027	Caboose (OE) 28' Wood	3	3	3	3	3	3	3	3	3	3	2	2					OE 1908	New
028 - 031	Caboose (OE) 24' NP1200 Wood		4	4	4	4	3	3	2	2	2	2	2					NPST 1913	New
500 - 509	Caboose 19' 2W 4 Wheel	10																NPST 1905	NP 1908
700 - 709	Caboose 24' 3W NP1600 Type +		8	8	7	7	6	5	4	4	4	2	2	2	1			NPST 1910	R/New ex 500 - 509
700 - 701	Caboose 25' 3W SUF						2	2	2	2	2	2						GNSC 1930	New
703	Caboose 27' 3.5W Wood [SUF]		1	1	1	1	1	1	1	1	1	1	1	1	1			SPSV 1913	New
704	Caboose 30' 4W CTRC Wood [SUF]		1	1	1	1	1	1	1	1	1							SPSV 1913	New
705	Caboose 26' SD Wood									1								CM 1900	GCWR 01
707	Caboose 24' 2W NP1200 SUF								1	1	1							NPST 1913	NP 1866, 1937
710 - 719	Caboose 25' 3W Wood +		8	8	7	7	7	7	7	7	7	2	2	1				GNSC	GN 1910
714	Caboose 30' 4W CTRC Wood [SUF BW]		1	1	1	1	1	1	1	1	1	1	1					SPSV 1913	New
717	Caboose 25' 3W SUF						1	1	1	1	1	1						GNSC 1930	New
719	Caboose 28' 3W Wood		1	1														SPSV 1911	R/New
719	Caboose 24' 2W NP1200 Wood					1	1	1	1	1	1							NPST 1909	NP 1233, 1923
720 - 729	Caboose 30' 3W Wood [SUF] ++		10	9	9	9	9	9	9	9	8	6	6	6	5	5	5	NPST 1911	R/New
727	Caboose 24' 2W NP1200 Wood					1	1	1	1									NPST 1913	NP 1874, 1923
730 - 732	Caboose 32' 4W SD Wood		2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	B&S 1897	A&CR 50 - 52, 1911
730	Caboose 24' 3W NP1200 Wood					1	1	1	1	1	1	1	1					NPST 1905	NP 1901, 1923
731	Caboose 25' 3W SUF						1	1	1	1	1	1						GNSC 1930	New
733	Caboose 25' 3W Wood					1	1	1										GNSC 1907	GN 90421, 1923
734 - 735	Caboose 33' 3W Wood					2	2	1										GNSC 1916	GN 90612, 90615, 1923
734	Caboose 24' 2W NP1200 SUF								1	1	1	1	1					NPST 1908	NP 1243, 1936
736	Caboose 25' 3W SUF						1	1	1	1	1							GNSC 1930	New
740 - 742	Caboose 25' 3W Wood					3	3	2	2	2	2	1						GNSC 1910	GN 1925
741	Caboose 25' 3W Wood								1									GNSC 1920	GN X-361, 1937
743 - 745	Caboose 24' NP1200 Wood					3	3	3	3	3	2	1	1					NPST 1908	NP 1925
750 - 754	Caboose 25' 3W SUF						5	5	5	4	4	1						GNSC 1930	New
755	Caboose 25' 3W SUF								1									GNSC 1920	GN X-381, 1937
760 - 761	Caboose 30' BW SUF									2	2	2	2	2	2			SPSV 1943	R/New
770 - 775	Caboose 25' SUF									6	6	4	2	2	2			GNSC 1920	GN 1943
785	Caboose									1	1							Unknown	Brady 1943
790 - 801	Caboose 31' BW SUF									12	10	10	10	10	10	7	5	NPB 1943	R/New
802 - 807	Caboose 31' BW SUF									6	6	6	6	6	6	4	3	NPB 1944	R/New
850 - 855	Caboose 30' 4W SUF										6	6	6	6	6	6	6	GNSC 1946	New
860 - 871	Caboose 30' STL											12	12	12	12	12	12	NPB 1951	New
880 - 891	Caboose 30' STL												12	12	12	12	11	NPB 1954	New
900 - 905	Caboose 30' EVC STL																5	ICC 1969	New

SERIES /\	YEAR 19xx>	09	13	17	22	27	30	35	39	44	50	53	58	62	65	68	72
	TOTAL	13	39	38	36	48	55	52	52	75	76	66	70	61	58	47	48
	SP&S	10	32	31	28	40	48	45	46	70	71	62	66				
	OE	3	7	7	7	7	6	6	5	5	5	4	4				
	GCWR				1	1	1	1	1								

SERVICE PROFILE NOTES

ABBREVIATIONS AND TERMS

?	Disposition date not known
[ ]	feature installed later
##'	Length to end sills of body
#W	Number of windows
BW	Bay Window
CTRC	Center Cupola
EVC	Extended Vision Cupola
New	New car from factory
NP 1200	NP 1200 series body style
NP 1600	NP 1600 series body style, rebuilt from 4-wheel car.
R/New	Rebuild of old (usually box car) frame to new caboose.
SD	Side Door
STL	All Steel
SUF	Steel Underframe
WOOD	All Wood

BUILDERS AND FORMER OWNERS

B&S	Barney & Smith Car Co., Dayton, Ohio
Brady	Brady Equipment, Portland, Oregon
CM	Colorado Midland Railway
GNSC	Great Northern Railway, St. Cloud, Minnesota
ICC	International Car Corp., Buffalo, New York
NPB	Northern Pacific Railway, Brainerd, Minnesota
NPST	Northern Pacific Railway, South Tacoma, Washington
OE	Oregon Electric Railway, Portland, Oregon
SPSV	Spokane, Portland and Seattle Railway, Vancouver, Washington
Unknown	Builder not known

SP&S SUBSIDIARIES AND ACQUIRED RAILROADS

A&CR	Astoria and Columbia River Railroad
GCWR	Gales Creek and Wilson River Railroad
OE	Oregon Electric Railway
OT	Oregon Trunk Railway
PAP	Portland, Astoria & Pacific Railroad
URC	United Railways Company

ROSTER NOTES

1914 U.S. Safety Appliances 701, 702, 706, 709, 710, 711, 713, 715, 716, 717, 720, 722, 724, 725, 728, 729
1919 Cabooses 706, 710, 712, 715, 716 Rebuilt to 28 ft length
1924 Sanitary Water Coolers installed 35 cabooses
1941 Rotary Caboose Valves installed 701, 707, 720, 722, 723, 725, 729, 734, 750, 753, 754, 755
1951 AB Brakes installed 13 cabooses
1952 Radios installed 850 - 855, 860 - 871, 792, 794, 795, 797, 803, 806
1959 Cabooses 721, 722, 724, 725, 726 rebuilt to GN built 850 series specifications
1966 Install toilets and handwashing facilities 21 cabooses

ROSTER ABBREVIATIONS

Date format	yy/mm/dd
Date format	vv!mm!dd when exact date known.
D/F	Destroyed by Fire
D/A	Destroyed by Accident
D/W	Destroyed by Wreck
#W	Number of windows per side
CTR C	Center cupola
NP Como+	Built at Como and other shops
J###	Voucher Number

SPOKANE, PORTLAND AND SEATTLE RAILWAY CABOOSE ROSTER

CABOOSE DESCRIPTION	NEW	BUILDER	EX	AFEI	ACQUIRE	SPS	TO	AFEO	DISPOSED	REMARKS
(GCWR) 26' 1W Side Door	00/	Colorado Midland	Colorado Midland		20/	**01**	705		44/01	Possibly ex CM 424, 427, 428 or 429.
(OE) 28' 3W Wood	08/	OE Portland	New		08/	**025**	Sold	6-2581	60/03/04	Sold to Portland Traction Co. #66.
(OE) 28' 3W Wood	08/	OE Portland	New		08/	**026**	Sold	6-2581	60/03/04	Sold to Longview Portland & Northern Railway
(OE) 28' 3W Wood	09/	OE Portland	New		09/	**027**	Retired	6-2307	51!02!28	On Display at Astoria, Oregon 2008.
(OE) NP 1200 Wood	13!	NP South Tacoma	New	6-97	13!06!30	**028**	D/W OE	6-1839	36!04!16	Destroyed Wreck/date
(OE) NP 1200 Wood	13!	NP South Tacoma	New	6-97	13!06!30	**029**	Retired	6-2307	51!02!28	
(OE) NP 1200 Wood	13!	NP South Tacoma	New	6-97	13!06!30	**030**	Unknown		30/<	Disposition not known.
(OE) NP 1200 Wood	13!	NP South Tacoma	New	6-97	13!06!30	**031**	Sold	6-2581	60/03/04	Sold to Portland Traction Co.
19' 2W 4 wheel	05/	NP Como+	NP		08/12	**500**	700	J70	10/	Rebuilt South Tacoma to 8-wheel car
19' 2W 4 wheel	05/	NP Como+	NP		08/12	**501**	701	J70	10/	Rebuilt South Tacoma to 8-wheel car
19' 2W 4 wheel	05/	NP Como+	NP		08/12	**502**	702	J70	10/	Rebuilt South Tacoma to 8-wheel car
19' 2W 4 wheel	05/	NP Como+	NP		08/12	**503**	703	J70	10/	Rebuilt South Tacoma to 8-wheel car
19' 2W 4 wheel	05/	NP Como+	NP		08/12	**504**	704	J70	10/	Rebuilt South Tacoma to 8-wheel car
19' 2W 4 wheel	05/	NP Como+	NP		08/12	**505**	705	J70	10/	Rebuilt South Tacoma to 8-wheel car
19' 2W 4 wheel	05/	NP Como+	NP		08/12	**506**	706	J70	10/	Rebuilt South Tacoma to 8-wheel car
19' 2W 4 wheel	05/	NP Como+	NP		08/12	**507**	707	J70	10/	Rebuilt South Tacoma to 8-wheel car
19' 2W 4 wheel	05/	NP Como+	NP		08/12	**508**	708	J70	10/	Rebuilt South Tacoma to 8-wheel car
19' 2W 4 wheel	05/	NP Como+	NP		08/12	**509**	709	J70	10/	Rebuilt South Tacoma to 8-wheel car
24' 3W NP1600 Wood	05/	NP South Tacoma	500	J70	10/	**700**	D/A SP&S	6-573	18!01!14	Destroyed in wreck Carson/date
25' 3W SUF	30!09	GN St. Cloud	New	6-1615	30!09!10	**700**	Sold	6-2388	54!04!27	Sold Robert P.Conklin $50.00, At Lincoln City 1972
24' 3W NP1600 Wood	05/	NP South Tacoma	501	J70	10/	**701**	D/F SP&S	6-1450	28!03!08	Destroyed by fire at Rafton/date
25' 3W SUF	30!09	GN St. Cloud	New	6-1615	30!09!10	**701**	Dismantled	6-2388	54!05!03	
24' 3W NP1600 Wood [SUF]	05/	NP South Tacoma	502	J70	10/	**702**	Donated	S37-65	66!10!13	Donated to Zoomzi
24' 3W NP1600 Wood	05/	NP South Tacoma	503	J70	10/	**703**	D/A SP&S	J4136	13/06	Retired on Voucher
27' 3.5W Wood[SUF]	13!07!17	SP&S Vancouver	CR&N X-135	6-124	13!07!17	**703**	Sold	S20-66	66!02!23	Sold to Columbia & Cowlitz Ry./date
24' 3W NP1600 Wood	05/	NP South Tacoma	504	J70	10/	**704**	Unknown		13/<	Disposition not known.
30' 4W Wood[SUF]	13!10!27	SP&S Vancouver	CR&N X-122	6-124	13!10!27	**704**	X-530	6-2335	51!09!20	
24' 3W NP1600 Wood	05/	NP South Tacoma	505	J70	10/	**705**	Dismantled	6-1864	37!02!12	
26' 1W Side Door	00/	CM	GCWR 01		44/01	**705**	Dismantled	6-2241	48!06!30	Destroyed by accident Bradwood May 18, 1945
24' 3W NP1600 Wood	05/	NP South Tacoma	506	J70	10/	**706**	Dismantled	6-2327	51!08!17	Body sold to Judge Hunt $1.00.
24' 3W NP1600 Wood	05/	NP South Tacoma	507	J70	10/	**707**	Sold	6-1799	34!08!06	Sold to City of Prineville Ry., side door added
24' NP1200 SUF	13!	NP South Tacoma	NP 1866	6-1847	37!02!24	**707**	X-536	6-2357	52!05!14	
24' 3W NP1600 Wood [SUF]	05/	NP South Tacoma	508	J70	10/	**708**	Sold	6-2388	53!12!07	
24' 3W NP1600 Wood [SUF]	05/	NP South Tacoma	509	J70	10/	**709**	Dismantled	S11-64	64!09!15	Body sold to R.F. Dahlgren, employee
25' 3W GN Rebuilt	10/<	GN St. Cloud	GN		10/01	**710**	Sold	S28-62	62!07!05	Sold to David H. Sutherland
25' 3W GN Rebuilt	10/<	GN St. Cloud	GN		10/01	**711**	X-534	6-2335	52!03!31	

CABOOSE DESCRIPTION	NEW	BUILDER	EX	AFEI	ACQUIRE	SPS	TO	AFEO	DISPOSED	REMARKS
25' 3W GN Rebuilt	10/<	GN St. Cloud	GN		10/01	**712**	Sold	6-2388	53!12!07	
25' 3W GN Rebuilt [SUF]	10/<	GN St. Cloud	GN		10/01	**713**	Sold	S11-64	64!10!13	Sold to Tite Knot Pine Mill, Redmond, Oregon.
25' 3W GN Rebuilt	10/<	GN St. Cloud	GN		10/01	**714**	Unknown		13/<	Disposition not known.
30' 4W CTR C Wood [SUF]	13!12!31	SP&S Vancouver	CR&N X-125	6-124	13!12!31	**714**	Dismantled	S28-62	62!06!06	
25' 3W GN Rebuilt		GN St. Cloud	GN		10/01	**715**	Retired	6-2308	51!02!28	
25' 3W GN Rebuilt [SUF]		GN St. Cloud	GN		10/01	**716**	X-532	6-2335	52!03!19	
25' 3W GN Rebuilt [SUF]	10/<	GN St. Cloud	GN		10/01	**717**	D/D SP&S	6-1103	19!10!09	Destroyed in derailment at Snake River/date
25' 3W SUF	30!09	GN St. Cloud	New	6-1615	30!09!10	**717**	Sold	6-2541	58!10!24	Sold To SP&S Employee Ed. Johnson
25' 3W GN Rebuilt [SUF]		GN St. Cloud	GN		10/01	**718**	PT CO	6-2357	52!11!21	Sold to Portland Traction Co. $500.00
25' 3W GN Rebuilt		GN St. Cloud	GN		10/01	**719**	D/A SP&S	J2129	12/06	Retired on Voucher
28' 3W Wood	11/08/02	SP&S Vancouver	X44	6-29	11/12/12	**719**	D/A SP&S	6-620	18!01!07	Destroyed by accident at Fallbridge/date.
24' NP1200 Wood	09!	NP	NP 1233	6-1091	23/12/13	**719**	Retired	6-2308	51!02!28	
30' 3W Wood [SUF]		NP South Tacoma	R/New		14<	**720**	Sold	6-2388	53!12!28	Sold to Valley & Siletz Railroad/date
30' 3W Wood	10/	NP South Tacoma	R/New		10/	**721**	D/A SP&S	J2129	12/06	Retired on Voucher
30' 3W [4W] Wood [SUF]	10/	NP South Tacoma	X41	6-29	11/12/12	**721**	BN 11001		70/03/03	
30' 3W [4W] Wood [SUF]	10/	NP South Tacoma	R/New		10/	**722**	BN 11002		70/03/03	
30' 3W Wood [SUF]	10/	NP South Tacoma	R/New		10/	**723**	D/A SP&S	6-2241	48!01!20	Destroyed by accident Maupin/date; dismantled 48!06!30
30' 3W [4W] Wood [SUF]	10/	NP South Tacoma	R/New		10/	**724**	BN 11003		70/03/03	
30' 3W [4W] Wood [SUF]	10/	NP South Tacoma	R/New		10/	**725**	BN 11004		70/03/03	
30' 3W [4W] Wood [SUF]	10/	NP South Tacoma	R/New		10/	**726**	BN 11005		70/03/03	
30' 3W Wood	10/	NP South Tacoma	R/New		10/	**727**	D/A SP&S	J6125	14/06	Retired on Voucher
24' 2W NP1200 Wood	13!	NP	NP 1874	6-1091	23!12!13	**727**	D/F SP&S	6-2034	42!10!17	Destroyed by fire Tuskan, Oregon/date
30' 3W Wood [SUF]	11/	NP South Tacoma	R/New		14/<	**728**	X-533	6-2335	51!12!26	
30' 3W Wood [SUF]	11/	SP&S Vancouver	CR&N 223	6-15	11!05!30	**729**	Sold	S97-62	63!04!19	Sold to R.F. Dahlgren, employee
32' 4W Side Door Wood	97/	B&S	A&CR 50		11/02/24	**730**	D/A/ SP&S	J2629	12/07	Retired on Voucher
24' 3W NP1600 Wood	05!	NP South Tacoma	NP 1901	6-1091	23/12/13	**730**	Sold	S28-62	62!07!05	Sold to David H. Sutherland
32' 4W Side Door Wood	97/	B&S	A&CR 51		11/02/24	**731**	D/A SP&S	6-1578	29!05!18	Destroyed by accident Yellepit/date.
25' 3W SUF	30!09	GN St. Cloud	GN St. Cloud	6-1615	30!09!10	**731**	Set aside		55/05>	Disposition not known.
32' 4W Side Door Wood [SUF]	97/	B&S	A&CR 52		11/02/24	**732**	BN 11006		70/09	
25' 3W GN Rebuilt	07!09!05	GN St. Cloud	GN 90421	6-1091	23/12/13	**733**	Dismantled	6-1864	37!02!12	
34' 3W Wood	16/09	GN St. Cloud	GN 90612	6-1091	23/12/13	**734**	D/F SP&S	6-1818	34!12!14	Destroyed by fire East St. John/date
24' 2W NP1200 SUF	08!	NP South Tacoma	NP 1243	6-1847	36!12!01	**734**	Unknown		59/>	Disposition not known.
34' 3W Wood	16/09	GN St. Cloud	GN 90615	6-1091	24!02!06	**735**	Dismantled	6-1864	37!04!08	
25' 3W SUF	30!09	GN St. Cloud	New	6-1615	30!09!10	**736**	X-531	6-2335	51!10!18	
25' 3W Wood	03!08!27	GN St. Cloud	GN 90341	6-1195	25!09!08	**740**	Sold	6-2327	52!01!07	
25' 3W Wood	08!28!07	GN St. Cloud	GN 90348	6-1195	25!09!09	**741**	D/D OT	6-1836	35!12!04	Destroyed derailment and fire OT MP 84.5/date
25' 3W SUF	07!12!03	GN St. Cloud	GN X-361	6-1847	37!01!17	**741**	D/F SP&S	6-2061	43!07!28	Destroyed by fire Bingen-White Salmon/date
25' 3W Wood	10/	GN St. Cloud	GN 90378	6-1195	25!09!10	**742**	Sold	6-2454	55!07!14	Sold to Columbia & Cowlitz Ry. Co. $700.

CABOOSE DESCRIPTION	NEW	BUILDER	EX	AFEI	ACQUIRE	SPS	TO	AFEO	DISPOSED	REMARKS
24' 2W NP1200 Wood [SUF]	09!	NP	NP 1041	6-1195	25!11!01	**743**	Dismantled	S28-62	62!05!21	Body sold to Jay Kremers, Warrenton, Oregon
24' 2W NP1200 Wood	08!	NP	NP 1138	6-1195	25!12!14	**744**	Dismantled	6-2191	46!12!02	
24' 2W NP1200 Wood	08!	NP	NP 1185	6-1195	25!09!12	**745**	Dismantled	6-2299	50/11	
25' 3W SUF	30!01!14	GN St. Cloud	New	6-1558	30!01!25	**750**	Dismantled	6-2335	52!03	Body sold to E.W. Rosendaul
25' 3W SUF	30!01!14	GN St. Cloud	New	6-1558	30!01!25	**751**	X-535	6-2335	52!03!31	
25' 3W SUF	30!01!14	GN St. Cloud	New	6-1558	30!01!25	**752**	Sold	6-2541	58!12!22	Sold to individual at Depoe Bay, Oregon
25' 3W SUF	30!01!14	GN St. Cloud	New	6-1558	30!01!25	**753**	D/A SP&S	6-2034	42!09!26	Destroyed by accident Washtucna/date
25' 3W SUF	30!01!14	GN St. Cloud	New	6-1558	30!01!25	**754**	Retired	6-2308	51!02!28	
25' 3W SUF	07!12!18	GN St. Cloud	GN X-381	6-1847	37!01!27	**755**	Dismantled		42/03/09	
30' Bay Window SUF	42/11	SP&S Vancouver	R/New	6-2028	42/11	**760**	Dismantled	S20-66	66!08!02	
30' Bay Window SUF	43/10	SP&S Vancouver	R/New	6-2028	43/10	**761**	Dismantled	S20-66	66!05!27	
25' 3W SUF	07!11!13	GN St. Cloud	GN X-348	6-2038	43/04	**770**	D/A SP&S	6-2524	57!10!28	Destroyed by accident Willbridge August 30, 1957
25' 3W SUF [BW]	07!12!03	GN St. Cloud	GN X-358	6-2038	43/04	**771**	Dismantled	S07-68	68/	Rebuilt with Bay Window May 1946.
25' 3W SUF	07!12!07	GN St. Cloud	GN X-368	6-2038	43/04	**772**	Dismantled	6-2388	54!05!03	
25' 3W SUF	09!01!04	GN St. Cloud	GN X-385	6-2038	43/04	**773**	D/W SP&S	6-2388	53!12!28	Destroyed in wreck/ date
25' 3W SUF	09!01!04	GN St. Cloud	GN X-388	6-2038	43/04	**774**	DOL GN	6-2388	53!07!26	Destroyed on Great Northern Railway/date
25' 3W SUF	11!10!02	GN	GN X-396	6-2038	43/04	**775**	Sold	S20-66	66!02!09	Sold to Columbia & Cowlitz Railway
Caboose		Unknown	M.F. Brady	6-2040	43/05/05	**785**	Sold	6-2357	52!11!21	ex Newaukum Valley O-5. Sold to Portland Traction Co.
31' Bay Window SUF	03/	Std. Steel Car. Co.	NP Brainerd	6-2049	43/08	**790**	Donated	S07-68	68!10!04	Donated to OMSI/date, at Camp 18, Elsie, Oregon.
31' Bay Window SUF	03/	Std. Steel Car. Co.	NP Brainerd	6-2049	43/08	**791**	{BN 11227}		70/03/03	Retired by BN <73 with SP&S number
31' Bay Window SUF	03/	Std. Steel Car. Co.	NP Brainerd	6-2049	43/08	**792**	{BN 11228}		70/03/03	Retired by BN <73 with SP&S number
31' Bay Window SUF	03/	Std. Steel Car. Co.	NP Brainerd	6-2049	43/08	**793**	{BN 11229}		70/03/03	Retired by BN <73 with SP&S number
31' Bay Window SUF	03/	Std. Steel Car. Co.	NP Brainerd	6-2049	43/08	**794**	BN 11230		70/03/03	
31' Bay Window SUF	03/	Std. Steel Car. Co.	NP Brainerd	6-2049	43/08	**795**	Retired	S10-69	69/	
31' Bay Window SUF	03/	Std. Steel Car. Co.	NP Brainerd	6-2049	43/08	**796**	Dismantled	6-2278	49!10!24	
31' Bay Window SUF	03/	Std. Steel Car. Co.	NP Brainerd	6-2049	43/08	**797**	Dismantled	S07-68	68/	
31' Bay Window SUF	03/	Std. Steel Car. Co.	NP Brainerd	6-2049	43/08	**798**	BN 11231?		70/03/03	
31' Bay Window SUF	03/	Std. Steel Car. Co.	NP Brainerd	6-2049	43/08	**799**	Dismantled	S07-68	68/	
31' Bay Window SUF	03/	Std. Steel Car. Co.	NP Brainerd	6-2049	43/08	**800**	D/A SP&S	6-2120	44!10!30	Destroyed by accident North Bonneville/date
31' Bay Window SUF	03/	Std. Steel Car. Co.	NP Brainerd	6-2049	43/08	**801**	Dismantled	S07-68	68/	
31' Bay Window SUF	03/	Std. Steel Car. Co.	NP Brainerd	6-2073	44!04!07	**802**	{BN 11232}		70/03/03	Retired by BN <73 with SP&S number
31' Bay Window SUF	03/	Std. Steel Car. Co.	NP Brainerd	6-2073	44!04!07	**803**	{BN 11233}		70/03/03	Retired by BN <73 with SP&S number
31' Bay Window SUF	03/	Std. Steel Car. Co.	NP Brainerd	6-2073	44!04!07	**804**	Dismantled	S07-68	68/	
31' Bay Window SUF	03/	Std. Steel Car. Co.	NP Brainerd	6-2073	44!04!07	**805**	Dismantled	S07-68	68/	
31' Bay Window SUF	03/	Std. Steel Car. Co.	NP Brainerd	6-2073	44!04!07	**806**	BN 11234		70/03/03	
31' Bay Window SUF	03/	Std. Steel Car. Co.	NP Brainerd	6-2073	44!04!07	**807**	Retired	S01-70	70/	At Felida, Washington.

CABOOSE DESCRIPTION	NEW	BUILDER	EX	AFEI	ACQUIRE	SPS	TO AFEO	DISPOSED	REMARKS
30' 4 Window SUF	46!01	GN St. Cloud	New	6-2153	46!01!08	**850**	BN 11266	70/03/03	Cost $3750.00 Each
30' 4 Window SUF	46!01	GN St. Cloud	New	6-2153	46!01!14	**851**	BN 11267	70/03/03	
30' 4 Window SUF	46!01	GN St. Cloud	New	6-2153	46!01!18	**852**	BN 11268	70/03/03	
30' 4 Window SUF	46!01	GN St. Cloud	New	6-2153	46!01!31	**853**	BN 11269	70/03/03	
30' 4 Window SUF	46!01	GN St. Cloud	New	6-2153	46!02!04	**854**	BN 11270	70/03/03	
30' 4 Window SUF	46!01	GN St. Cloud	New	6-2153	46!02!07	**855**	BN 11271	70/03/03	
30' NP High Cupola Steel	51/	NP Brainerd	New	6-2308	51!02!28	**860**	BN 11320	70/03/03	Order completed 51!02!28. Brainerd lot 1007
30' NP High Cupola Steel	51/	NP Brainerd	New	6-2308	51!02!28	**861**	BN 11321	70/03/03	
30' NP High Cupola Steel	51/	NP Brainerd	New	6-2308	51!02!28	**862**	BN 11322	70/03/03	
30' NP High Cupola Steel	51/	NP Brainerd	New	6-2308	51!02!28	**863**	BN 11323	70/03/03	
30' NP High Cupola Steel	51/	NP Brainerd	New	6-2308	51!02!28	**864**	BN 11324	70/03/03	Painted green and yellow in 1960s as experiment.
30' NP High Cupola Steel	51/	NP Brainerd	New	6-2308	51!02!28	**865**	BN 11325	70/03/03	
30' NP High Cupola Steel	51/	NP Brainerd	New	6-2308	51!02!28	**866**	BN 11326	70/03/03	
30' NP High Cupola Steel	51/	NP Brainerd	New	6-2308	51!02!28	**867**	BN 11327	70/03/03	
30' NP High Cupola Steel	51/	NP Brainerd	New	6-2308	51!02!28	**868**	BN 11328	70/03/03	
30' NP High Cupola Steel	51/	NP Brainerd	New	6-2308	51!02!28	**869**	BN 11329	70/03/03	
30' NP High Cupola Steel	51/	NP Brainerd	New	6-2308	51!02!28	**870**	BN 11330	70/03/03	
30' NP High Cupola Steel	51/	NP Brainerd	New	6-2308	51!02!28	**871**	BN 11331	70/03/03	
30' NP Standard Cupola Steel	54/	NP Brainerd	New	6-2388	54!01!27	**880**	BN 11432	70/03/03	Arrived new Vancouver January 27, 1954 (12 cars)
30' NP Standard Cupola Steel	54/	NP Brainerd	New	6-2388	54!01!27	**881**	BN 11433	70/03/03	
30' NP Standard Cupola Steel	54/	NP Brainerd	New	6-2388	54!01!27	**882**	BN 11434	70/03/03	
30' NP Standard Cupola Steel	54/	NP Brainerd	New	6-2388	54!01!27	**883**	D/F Vancouver	70!09!04	Destroyed in fire at Vancouver Roundhouse/date
30' NP Standard Cupola Steel	54/	NP Brainerd	New	6-2388	54!01!27	**884**	BN 11436	70/03/03	
30' NP Standard Cupola Steel	54/	NP Brainerd	New	6-2388	54!01!27	**885**	BN 11437	70/03/03	
30' NP Standard Cupola Steel	54/	NP Brainerd	New	6-2388	54!01!27	**886**	BN 11438	70/03/03	
30' NP Standard Cupola Steel	54/	NP Brainerd	New	6-2388	54!01!27	**887**	BN 11439	70/03/03	
30' NP Standard Cupola Steel	54/	NP Brainerd	New	6-2388	54!01!27	**888**	BN 11440	70/03/03	
30' NP Standard Cupola Steel	54/	NP Brainerd	New	6-2388	54!01!27	**889**	BN 11441	70/03/03	
30' NP Standard Cupola Steel	54/	NP Brainerd	New	6-2388	54!01!27	**890**	BN 11442	70/03/03	
30' NP Standard Cupola Steel	54/	NP Brainerd	New	6-2388	54!01!27	**891**	BN 11443	70/03/03	
30' Extended Vision Steel	69/	International Car	New	S15-69	69!07!10	**900**	D/F Vancouver	70!09!04	Destroyed in fire at Vancouver Roundhouse/date
30' Extended Vision Steel	69/	International Car	New	S15-69	69!07!10	**901**	BN 10026	70/03/03	On BN Roster 1992.
30' Extended Vision Steel	69/	International Car	New	S15-69	69!07!10	**902**	BN 10027	70/03/03	On BN Roster 1992.
30' Extended Vision Steel	69/	International Car	New	S15-69	69!07!10	**903**	BN 10028	70/03/03	
30' Extended Vision Steel	69/	International Car	New	S15-69	69!07!10	**904**	BN 10029	70/03/03	
30' Extended Vision Steel	69/	International Car	New	S15-69	69!07!10	**905**	BN 10030	70/03/03	

Caboose Assignments Spokane, Portland & Seattle Railway 1958 - 1967

Source: SP&S Mechanical Department, General Mechanical Office records file no. C-1-C-1 *Caboose repairs, maintenance and supplies, 1958 - 1969.*
Pacific Northwest Chapter, NRHS Library, Portland Union Station, Oregon

		Assignment at date			
Caboose	**Type**	**September 10, 1958**	**June 12, 1959**	**January 17, 1963**	**March 26, 1963**
OE 025	SU	Sweet Home - Dollar Turn	Sweet Home - Dollar Turn	-	-
OE 026	SU	Vancouver Transfer	Vancouver Transfer	-	-
OE 031	SU	Vancouver Transfer	Vancouver Transfer	-	-
702	SU	325-326	Portland Extra	Extra - Portland	Extra - Portland
703	SU	Vancouver Transfer	Vancouver Transfer	Storage 3-17-60	Storage 3-17-60
709	SU	Portland Extra	Vancouver Shops	Extra - Portland	Extra - Portland
710	SU	Vancouver Shops	Linnton Tramp	Storage 3-17-60	-
713	SU	Albany - Eugene Turn	Albany - Eugene Turn	Storage 12-30-60	Storage 12-30-60
714	SU-BW	Vancouver Shops	Vancouver Shops	Storage 3-17-60	-
721	SU-RE	Vancouver Shops	Vancouver Shops	231-230	231-230
722	SU	Linnton Tramp	Vancouver Shops	Albany-Sweet Home Logger	Albany-Sweet Home Logger
724	SU	Seaside Local	Seaside Local	Weldwood Turn	Weldwood Turn
725	SU	Extra Portland	Extra Portland	Vancouver Transfer	Vancouver Transfer
726	SU-RE	2nd Willbridge Tramp	Vancouver Shops	Seaside Local	Seaside Local
729	SU	Vancouver Extra	Vancouver Extra	Storage 3-17-60	-
730	SU	Vancouver Extra	Vancouver Shops	Storage 3-17-60	-
732	SU-RE	Vancouver Shops	231 - 230	Astoria Local	Astoria Local
734	SU	Vancouver Transfer	Vancouver Transfer	-	-
743	SU	1st Willbridge Tramp	Vancouver Shops	Storage 3-17-60	-
760	SU-BW	Vancouver Extra	Vancouver Transfer	Storage 8-2-60	Storage 8-2-60
761	SU-BW	Weldwood Turn	Sweet Home - Lebanon Turn	Storage 7-16-60	Storage 7-16-60
771	SU	Wishram Extra	Vancouver Transfer	Storage 12-1-61	Storage 12-1-61
775	SU	Vancouver Extra	Extra Portland	Storage 12-1-61	Storage 12-1-61
790	SU-BW	231-230	231-230	Vancouver Transfer	Vancouver Transfer
791	SU-BW	Scribner Turn	Scribner Turn	Extra-Bend	Vancouver Transfer
792	SU-BW-RE	Wishram Extra	Vancouver - Washougal Turn	Extra - Wishram	Extra - Wishram
793	SU-BW	Sweet Home - Lebanon Turn	1st Willbridge Tramp	Vancouver Transfer	Vancouver Transfer
794	SU-BW-RE	Hillyard Extra	Hillyard Extra	(325-326) Extra Portland	325-326
795	SU-BW-RE	Wishram Extra	Wishram Extra	Jct City Turn	Junction City Turn
797	SU-BW-RE	Pasco Extra	Vancouver Shops	361-362	361-362 (Vernonia Turn)
798	SU-BW	325 - 326	325 - 326	Vancouver Transfer	Vancouver Transfer
799	SU-BW	231 - 230	3rd Willbridge Tramp	3rd Willbridge Tramp	Vancouver Shop
801	SU-BW	Vancouver Shops	Albany - Sweet Home Local	Extra - Portland	Extra - Portland
802	SU-BW	Panama	Panama	Scribner Turn	Scribner Turn
803	SU-BW-RE	Pasco Extra	1st, 2nd, O.T. Pool	231-230	231-230
804	SU-BW	Albany - Sweet Home Turn	Astoria Local	Vancouver Transfer	Vancouver Transfer
805	SU-BW	361 - 362	361 - 362	Linnton Tramp	Linnton Tramp

Caboose	Type	Assignment at date September 10, 1958	June 12, 1959	January 17, 1963	March 26, 1963
806	SU-BW-RE	Washougal Turn	Pasco Extra	325-326	325-326
807	SU-BW	Vancouver Shops	325 - 326	Extra - Portland	Extra - Portland
850	SU-RE	Vancouver Shops	3rd District Pool	2nd District Local	2nd District Local
851	SU-RE	3rd District Pool	3rd District Pool	1st District Local	1st District Local
852	SU-RE	Vancouver Pool	1st District Local	Main Line Pool	Main Line Pool
853	SU-RE	Vancouver Pool	Bend-Madras Local	Bend-Madras Local	Bend-Madras Local
854	SU-RE	3rd District Pool	3rd District Pool	Main Line Pool	Main Line Pool
855	SU-RE	3rd District Pool	3rd District Pool	1st District Local	1st District Local
860	S-RE	3rd District Pool	1st, 2nd, O.T. Pool	Main Line Pool	Main Line Pool
861	S-RE	Vancouver Pool	1st, 2nd, O.T. Pool	Main Line Pool	Main Line Pool
862	S-RE	Vancouver Pool	1st, 2nd, O.T. Pool	Main Line Pool	Main Line Pool
863	S-RE	Vancouver Pool	1st, 2nd, O.T. Pool	Main Line Pool	Main Line Pool
864	S-RE	3rd District Pool	3rd District Pool	Main Line Pool	Main Line Pool
865	S-RE	2nd District Pool	2nd District Local	Main Line Pool	Main Line Pool
866	S-RE	Vancouver Pool	1st, 2nd, O.T. Pool	Main Line Pool	Main Line Pool
867	S-RE	Vancouver Pool	1st, 2nd, O.T. Pool	Main Line Pool	Main Line Pool
868	S-RE	Vancouver Pool	1st, 2nd, O.T. Pool	Main Line Pool	Main Line Pool
869	S-RE	Vancouver Pool	1st, 2nd, O.T. Pool	Main Line Pool	Main Line Pool
870	S-RE	Vancouver Pool	1st, 2nd, O.T. Pool	OT Pool	OT Pool
871	S-RE	Vancouver Pool	1st, 2nd, O.T. Pool	Main Line Pool	Main Line Pool
880	S-RE	Bend - Madras Local	1st, 2nd, O.T. Pool	OT Pool	OT Pool
881	S-RE	1st District Local	1st, 2nd, O.T. Pool	Snake River Switcher	Snake River Switcher
882	S-RE	Vancouver Pool	1st, 2nd, O.T. Pool	Main Line Pool	Main Line Pool
883	S-RE	Vancouver Pool	1st, 2nd, O.T. Pool	Main Line Pool	Main Line Pool
884	S-RE	3rd District Pool	3rd District Pool	Main Line Pool	Main Line Pool
885	S-RE	3rd District Pool	3rd District Pool	OT Pool	OT Pool
886	S-RE	Vancouver Pool	1st, 2nd, O.T. Pool	Main Line Pool	Yellepit turn
887	S-RE	Vancouver Pool	1st, 2nd, O.T. Pool	Main Line Pool	Main Line Pool
888	S-RE	Vancouver Pool	1st, 2nd, O.T. Pool	Main Line Pool	Main Line Pool
889	S-RE	Vancouver Pool	1st, 2nd, O.T. Pool	Main Line Pool	Vancouver Shop
890	S-RE	Snake River Switcher	Pasco - Snake River Turn	Main Line Pool	Snake River Turn
891	S-RE	Wishram - Goldendale Local	Wishram - Goldendale Local	Goldendale Branch	Goldendale Branch

1963, 1965, 1966 note: Cabooses 870, 880, 885 in pool-freight service between Vancouver, Washington, and Klamath Falls, Oregon, are equipped with supplies for use on both Great Northern and S.P.&S. Railway.

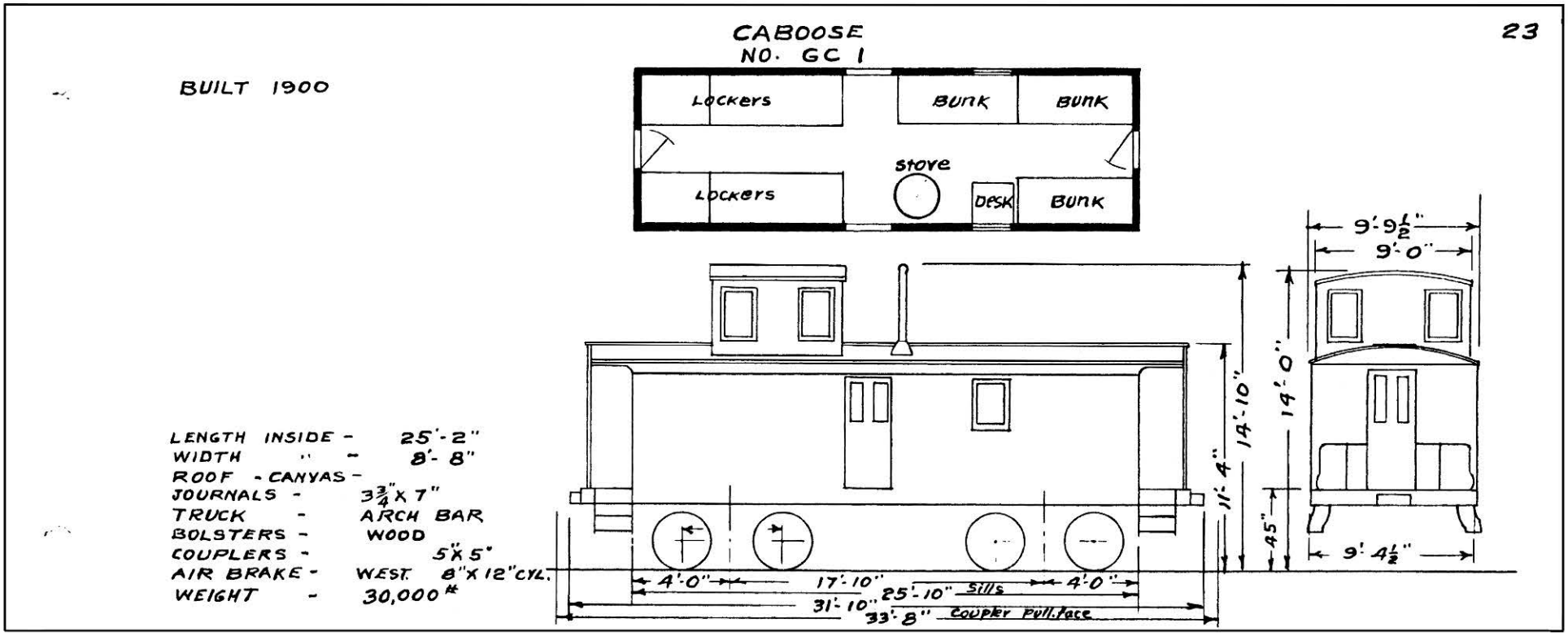
1967 note: Cabooses 860, 861, 862 in assigned to pool-freight service between Vancouver, Washington, and Klamath Falls, Oregon, and are equipped with supplies for use on both Great Northern and SP&S Railway.

Abbreviations:
BW - Bay Window
SU - Steel Underframe
RE - Radio Equipped
S - All Steel

Caboose	Type	March 16, 1965	April 20, 1966	January 23, 1967	June 21, 1967	
OE 025	SU	-	-	-	-	
OE 026	SU	-	-	-	-	
OE 031	SU	-	-	-	-	
702	SU	Vancouver Transfer	-	-	-	
703	SU	Storage 3-17-60	-	-	-	
709	SU	-	-	-	-	
710	SU	-	-	-	-	
713	SU	-	-	-	-	
714	SU-BW	-	-	-	-	
721	SU-RE	231-230	231-230	Vancouver Shops	231-230 (B)	*
722	SU	Albany-Sweet Home Logger	Albany-Sweet Home Logger	Albany-Sweet Home Logger	Albany-Sweet Home Logger	*
724	SU	Weldwood Turn	Weldwood Turn	Weldwood Turn	Weldwood Turn	*
725	SU	Vancouver Shops	Albany-Eugene turn	Albany-Eugene Turn	Albany-Eugene Turn	*
726	SU-RE	Seaside Local	Seaside Local	230-231 (A)	Astoria Local	*
729	SU	-	-	-	-	
730	SU	-	-	-	-	
732	SU-RE	Astoria Local	Astoria Local	Astoria Local	231-230 (A)	*
734	SU	-	-	-	-	
743	SU	-	-	-	-	
760	SU-BW	Storage 8-2-60	Storage 8-2-60	Storage Vancouver	Storage Vancouver	
761	SU-BW	Storage 7-16-60	Storage 7-16-60	Storage Vancouver	Storage Vancouver	
771	SU	Storage 12-1-61	Storage 12-1-61	Storage Vancouver	Storage Vancouver	
775	SU	Storage 12-1-61	-	-	-	
790	SU-BW	Vancouver Transfer	Vancouver Transfer	Vancouver Transfer	Vancouver Transfer	
791	SU-BW	Albany-Junction City Turn	Vancouver Transfer	1st Willbridge Tramp	Vancouver Transfer	
792	SU-BW-RE	Extra - Wishram	Extra - Portland	325-326	325-326 (A)	*
793	SU-BW	Linnton Tramp	Linnton Tramp	Linnton Tramp	Vancouver Transfer	
794	SU-BW-RE	325-326	325-326	325-326	325-326 (B)	*
795	SU-BW-RE	Waterview Turn	Waterview Turn	Waterview Turn	Vancouver Transfer	*
797	SU-BW-RE	Vernonia Turn (361-362)	Vernonia Turn	230-231 (B)	Vancouver Shops	
798	SU-BW	Vancouver Transfer	Vancouver Transfer	Extra - Portland	Vancouver Shops	
799	SU-BW	Extra - Portland	Scribner Turn	Scribner Turn	Scribner Turn	
801	SU-BW	Vancouver Transfer	Vancouver Transfer	Vancouver Transfer	Vancouver Transfer	
802	SU-BW	Scribner Turn	Extra - Portland	Extra - Portland	Vancouver Transfer	
803	SU-BW-RE	231-230	231-230	Vernonia Turn	Vernonia Turn	*
804	SU-BW	Extra - Portland	Extra - Portland	Extra - Portland	Extra - Portland	
805	SU-BW	Extra - Portland	Extra - Portland	Extra - Portland	Vancouver Transfer	

Caboose	Type	March 16, 1965	April 20, 1966	January 23, 1967	June 21, 1967	
806	SU-BW-RE	325-326	325-326	Vancouver Shops	Extra - Portland	*
807	SU-BW	Vancouver Shops	Vancouver Transfer	Vancouver Transfer	Extra - Portland	
850	SU-RE	2nd Sub-div. Local	Vancouver Shops	Vancouver Transfer	Camas Turn	*
851	SU-RE	1st Sub-div. Local	1st Sub-div. Local	Camas Turn	Main Line Pool	*
852	SU-RE	1st Sub-div. Local	1st Sub-div. Local	1st Sub-div. Local (A)	1st Sub-div. Local (A)	
853	SU-RE	Bend-Madras Local	Bend-Madras Local	Seaside Local	Seaside Local	*
854	SU-RE	Main Line Pool	Main Line Pool	1st Sub-div. Local (B)	1st Sub-div. Local (B)	
855	SU-RE	Main Line Pool	Main Line Pool	Main Line Pool	Vancouver Shops	
860	S-RE	Main Line Pool	Main Line Pool	Oregon Trunk Pool	Oregon Trunk Pool	*
861	S-RE	Main Line Pool	Vancouver Shops	Oregon Trunk Pool	Oregon Trunk Pool	*
862	S-RE	Main Line Pool	Main Line Pool	Oregon Trunk Pool	Oregon Trunk Pool	*
863	S-RE	Main Line Pool	Main Line Pool	Vancouver Shops	Main Line Pool	*
864	S-RE	Main Line Pool	Main Line Pool	Main Line Pool	Main Line Pool	*
865	S-RE	Yellepit Turn	Yellepit Turn	Main Line Pool	Main Line Pool	
866	S-RE	Main Line Pool	Main Line Pool	Main Line Pool	Main Line Pool	
867	S-RE	Main Line Pool	2nd District Local	Main Line Pool	Main Line Pool	
868	S-RE	Vancouver Shops	Main Line Pool	Snake River Switcher	Main Line Pool	
869	S-RE	Main Line Pool	Main Line Pool	Main Line Pool	Main Line Pool	
870	S-RE	Oregon Trunk Pool	Oregon Trunk Pool	Main Line Pool	Main Line Pool	*
871	S-RE	Main Line Pool	Main Line Pool	Vancouver Shops	Main Line Pool	*
880	S-RE	Oregon Trunk Pool	Oregon Trunk Pool	Main Line Pool	Main Line Pool	
881	S-RE	Main Line Pool	Main Line Pool	Main Line Pool	Main Line Pool	*
882	S-RE	Main Line Pool	Main Line Pool	Main Line Pool	Main Line Pool	
883	S-RE	Main Line Pool	Main Line Pool	Main Line Pool	Main Line Pool	
884	S-RE	Main Line Pool	Yellepit Turn	Main Line Pool	2nd Sub-div. Wk. Train	
885	S-RE	Oregon Trunk Pool	Oregon Trunk Pool	Main Line Pool	Snake River Switcher	
886	S-RE	Main Line Pool	Main Line Pool	Main Line Pool	Main Line Pool	
887	S-RE	Main Line Pool	Main Line Pool	Main Line Pool	Main Line Pool	
888	S-RE	Main Line Pool	Main Line Pool	Main Line Pool	Main Line Pool	
889	S-RE	Main Line Pool	Main Line Pool	Main Line Pool	Main Line Pool	
890	S-RE	Snake River Switcher	Snake River Switcher	Bend-Madras Local	Bend-Madras Local	*
891	S-RE	Goldendale Turn	Goldendale Turn	Goldendale Turn	Goldendale Turn	

* Oregon Equipped (June 1967 list only)



GALES CREEK & WILSON RIVER RAILROAD
CABOOSE 01, 1941 DIAGRAM
Scanned from copy from Ed Austin.
Restored by Paul T. Hobbs, August 6, 2008

Purchased by Gales Creek & Wilson River Railroad in 1920 from the Colorado Midland Railway, along with two 4-6-0 steam locomotives.

Some references call the caboose C-1, possibly from photos.

Correspondence with CM historian indicates car may have been built 1900/1 by the Colorado Midland Railway among CM 424, 427 - 429 series.

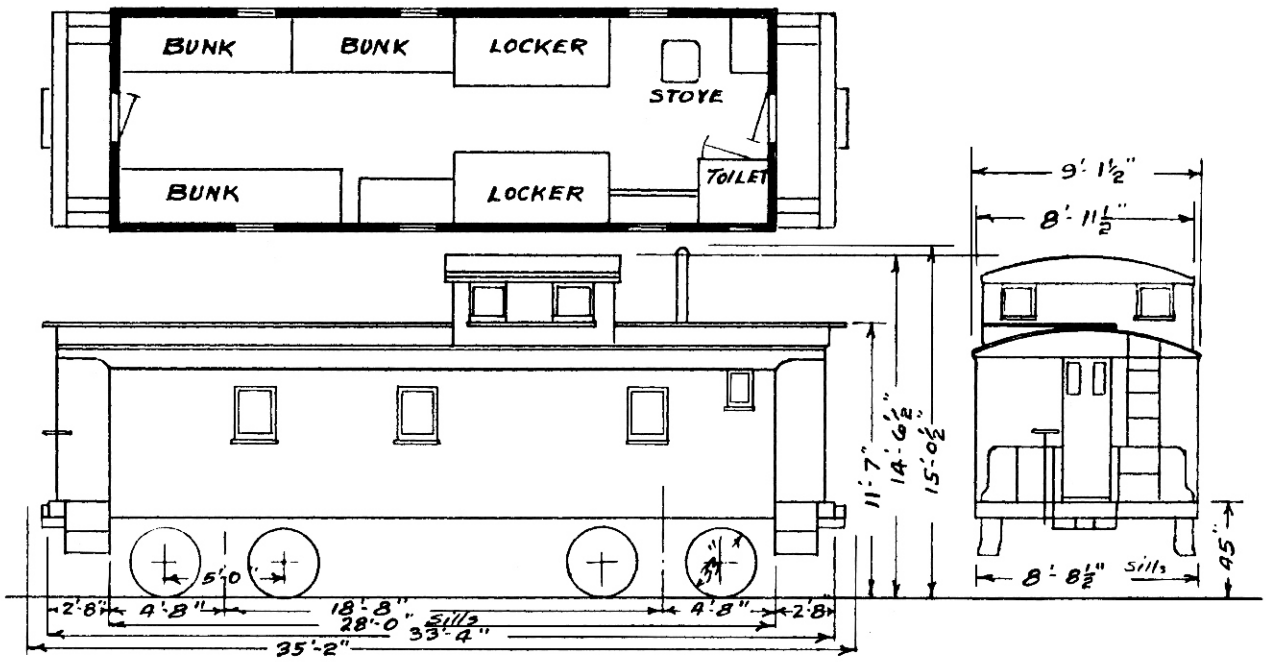
GC&WR sold to SP&S January 1, 1944.

Disposition:
Unknown, after 1941.

Information discovered in 2019 shows the car was renumbered SP&S 705(2) in January 1944.
Destroyed May 18, 1945 on Extra 456 West at Bradwood, and hit by train 293.
It was dismantled on June 30, 1948.

CABOOSE
NO. 025 - 026

BUILT 1908



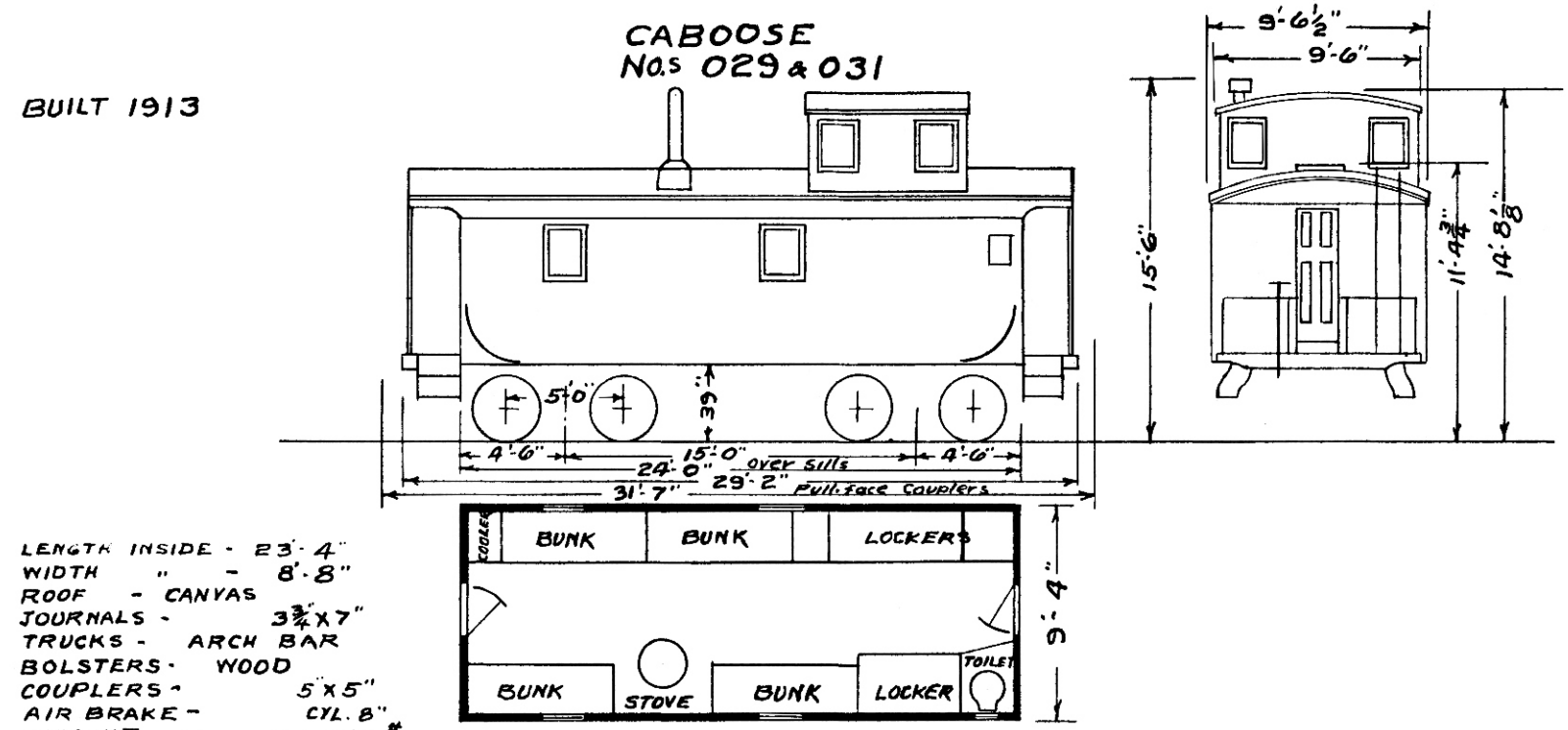
LENGTH INSIDE - 27'-4"
WIDTH " -
ROOF - CANVAS
JOURNALS - 4"X7"
TRUCKS - A. B.
BOLSTERS - WOOD
COUPLERS - 5"X5"
AIR BRAKE - 8"X10"
WEIGHT - 33000#

OREGON ELECTRIC RAILWAY
CABOOSES 025 - 027, 1941 DIAGRAM
Scanned from copy from Ed Austin.
Restored by Paul T. Hobbs, August 7, 2008

Built at Oregon Electric Shops, Portland, Oregon 1908.

The Oregon Electric Railway was independent until it was purchased by James J. Hill for the Great Northern Railway on February 2, 1910. The Northern Pacific Railway purchased a 50% interest on June 4, 1910. Oregon Electric assigned to SP&S as a subsidiary from March 3, 1911.

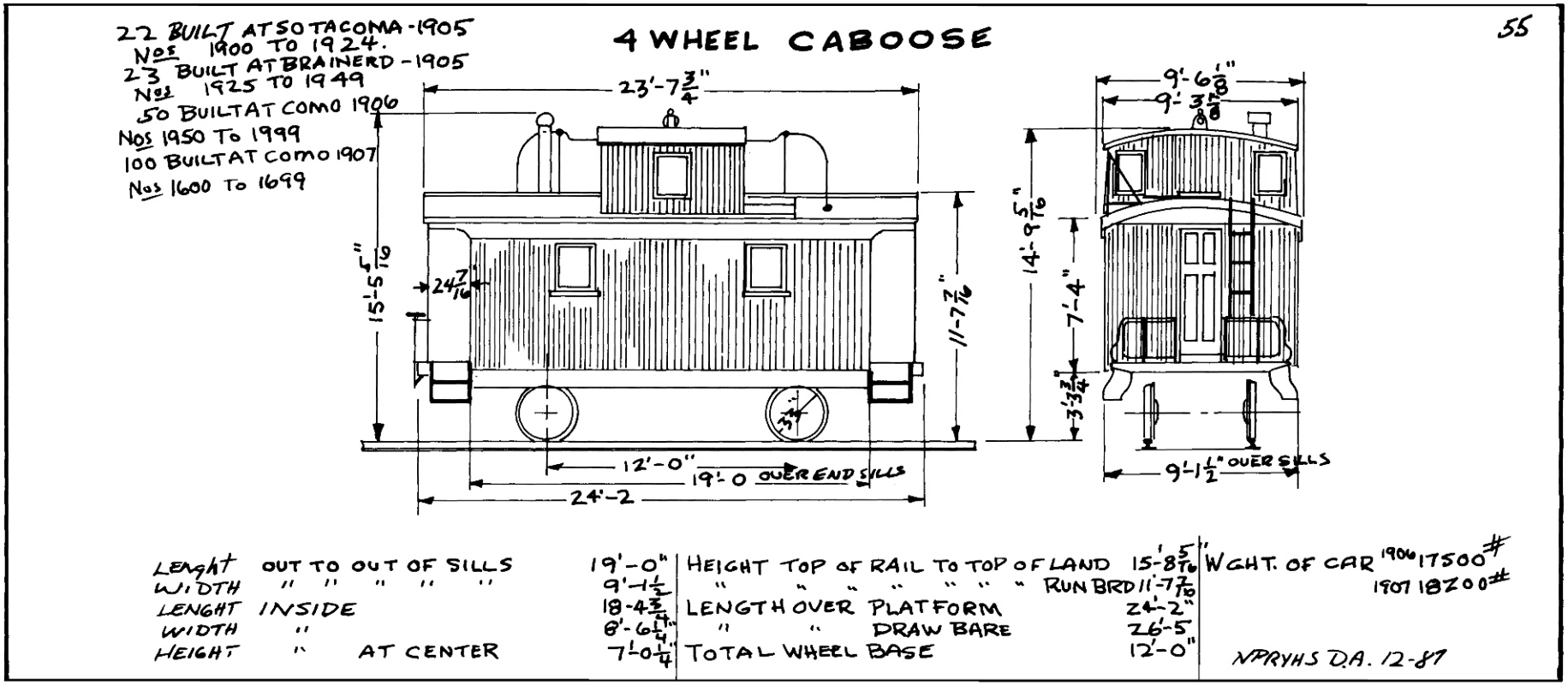
Dispositions:
025 sold to Portland Traction Co., No. 66, in March 1960.
026 sold to Longview Portland and Northern Railway in March 1960.
027 retired in February 1951.



OREGON ELECTRIC RAILWAY
CABOOSES 028 - 031, 1941 DIAGRAM
Scanned from copy from Ed Austin.
Restored by Paul T. Hobbs, August 7, 2008

Built at NP's South Tacoma shops and completed on June 30, 1913.

Dispositions:
028 wrecked on the Oregon Electric on April 16, 1934.
029 retired in February 1951.
030 off the roster after 1927 and before 1930.
031 sold to Portland Traction Co. in 1960.

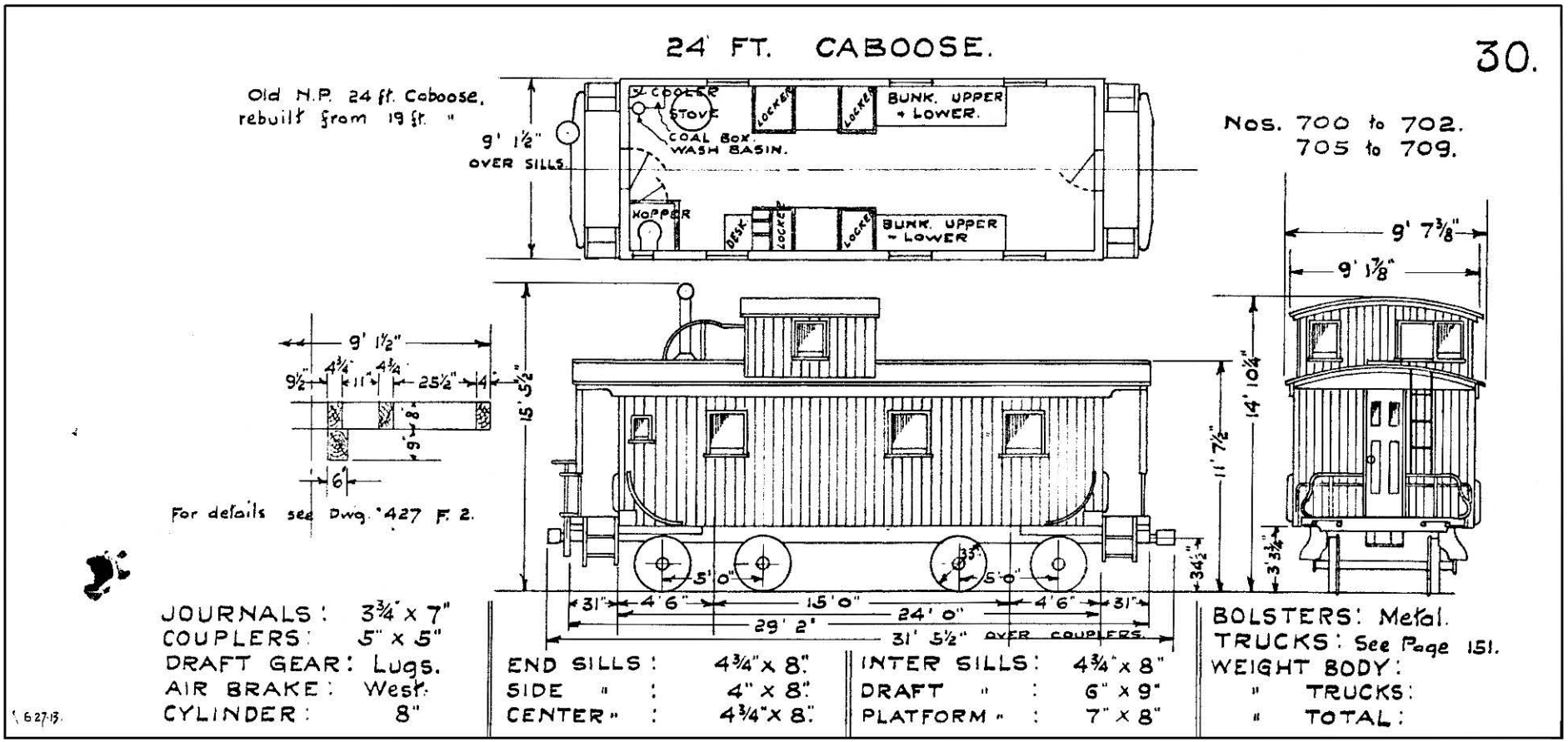


NORTHERN PACIFIC RAILWAY
CABOOSES 1600 - 1699, 1900 - 1999, 1908 DIAGRAM
Scanned from The Mainstreeter Volume 6 No. 4 Fall 1987.
Redrawn by Dennis Aust, December 1987

Ten cars to SP&S 500 - 509 December 1908.

Two Hundred cars built for Northern Pacific 1905 - 1907.
When the NP cars were rebuilt to 24 ft. cars it is significant
that 1600 - 1603 and 1900 - 1904 were not included.
They may have been nine of the cars selected for sale to SP&S.

Dispositions:
500 - 509
Rebuilt to 24 ft. cars at South Tacoma Shops and returned to SP&S
as 700 - 709.



SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 700 - 709, 1918 DIAGRAM
Scanned from copy from PNWC Collection.
Restored by Paul T. Hobbs, August 7, 2008

Purchased December 1908, from Northern Pacific Railway.

Northern Pacific built two-hundred 19-foot, 4-wheel cabooses in 1905.
Ten cars were sold to the SP&S in December 1908 as SP&S 500 - 509.

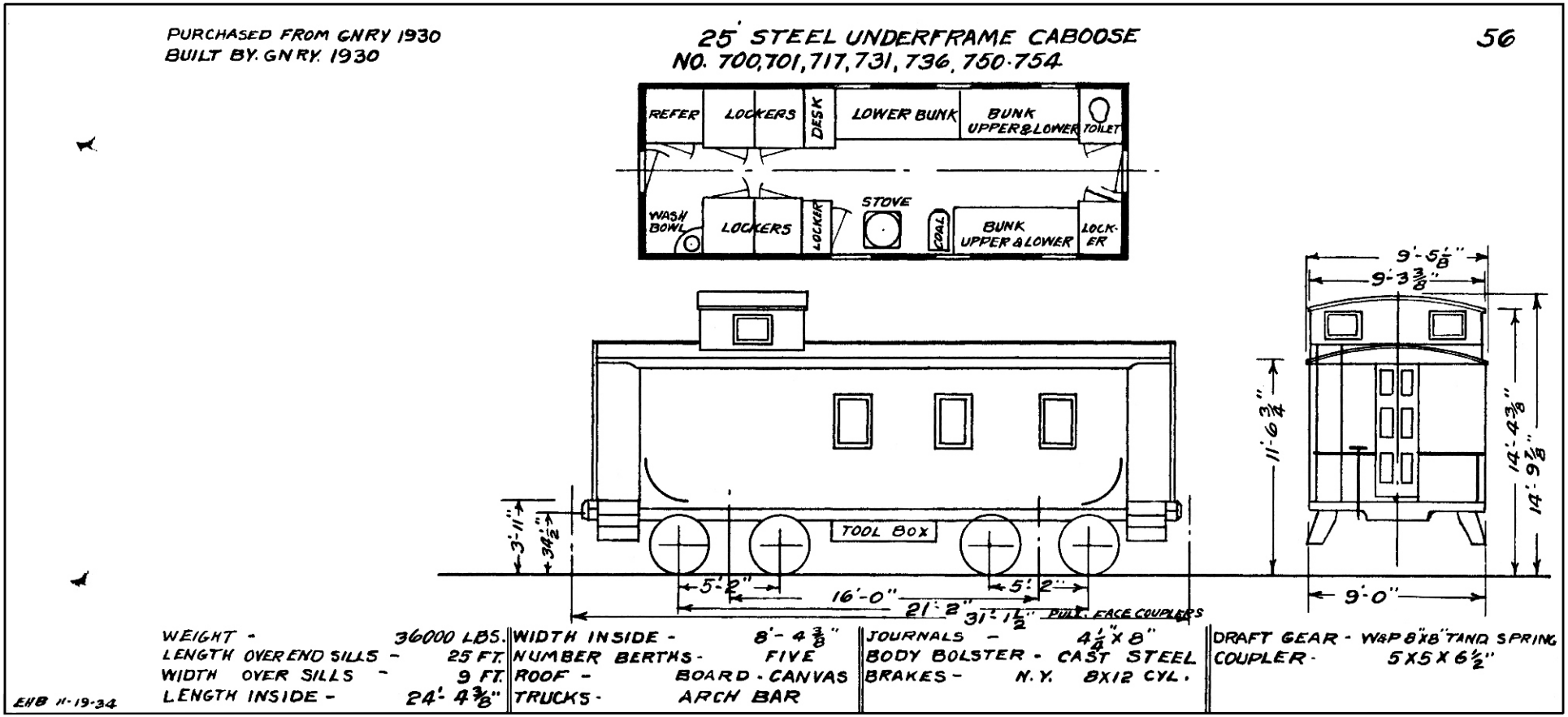
A Washington State law outlawed 4-wheel cabooses.
The cars were rebuilt and lengthened at NP's South Tacoma Shops in 1910
and returned to the SP&S as 700 - 709.
They looked similar to the NP's own rebuilds in their 1600 and 1900 series.

Several cars were rebuilt at Oregon Electric Shops in Portland, or at Vancouver
in 1919/20. The 706 was lengthened along with six cars from the 710 - 719 series.
The 705 was also rebuilt as a longer car.

Vacated numbers 700, 701, 703, 704, 707 were later used for newer cabooses
of different design.

Dispositions:
700 Destroyed in a wreck at Carson on January 14, 1918.
701 Destroyed in a fire at Rafton on March 8, 1928.
702 Donated to ZOOMZI in 1966.
703 Destroyed in a wreck before June 1913.
704 Destroyed before 1913, details not known.
705 Destroyed May 18, 1945 on Extra 456 West at Bradwood,
and hit by train 293. Dismantled in 1948.
706 Dismantled in 1951, body sold to Judge Hunt of St. Helens, who asked
for the body to be delivered to Vernonia.
707 Sold in 1934 to the City of Prineville Railway. As part of the sale
SP&S installed a side door, probably for LCL shipments on the C of P.
708 Rebuilt 1920; Steel Underframe installed May 1940;
Sold December 7, 1953
709 Dismantled and the body sold in 1964.

Information discovered in 2019
this 705 was dismantled February 8, 1937
See GC&WR 01 as it became the 705 disposed above.



SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 700, 701, 717, 731, 736, 750 - 754, 1941 DIAGRAM
Scanned from copy from Ed Austin.
Restored by Paul T. Hobbs, August 8, 2008

In 1929/30 two orders of five cabooses each were placed with the Great Northern Railway. These cars were built at the St Cloud Shops, the first NEW cars received in nearly 20 years. All were to the standard Great Northern 25ft steel-underframe design of the time. Some existing cars had steel-underframes installed, but these appear to have been the first cars delivered new with this feature.

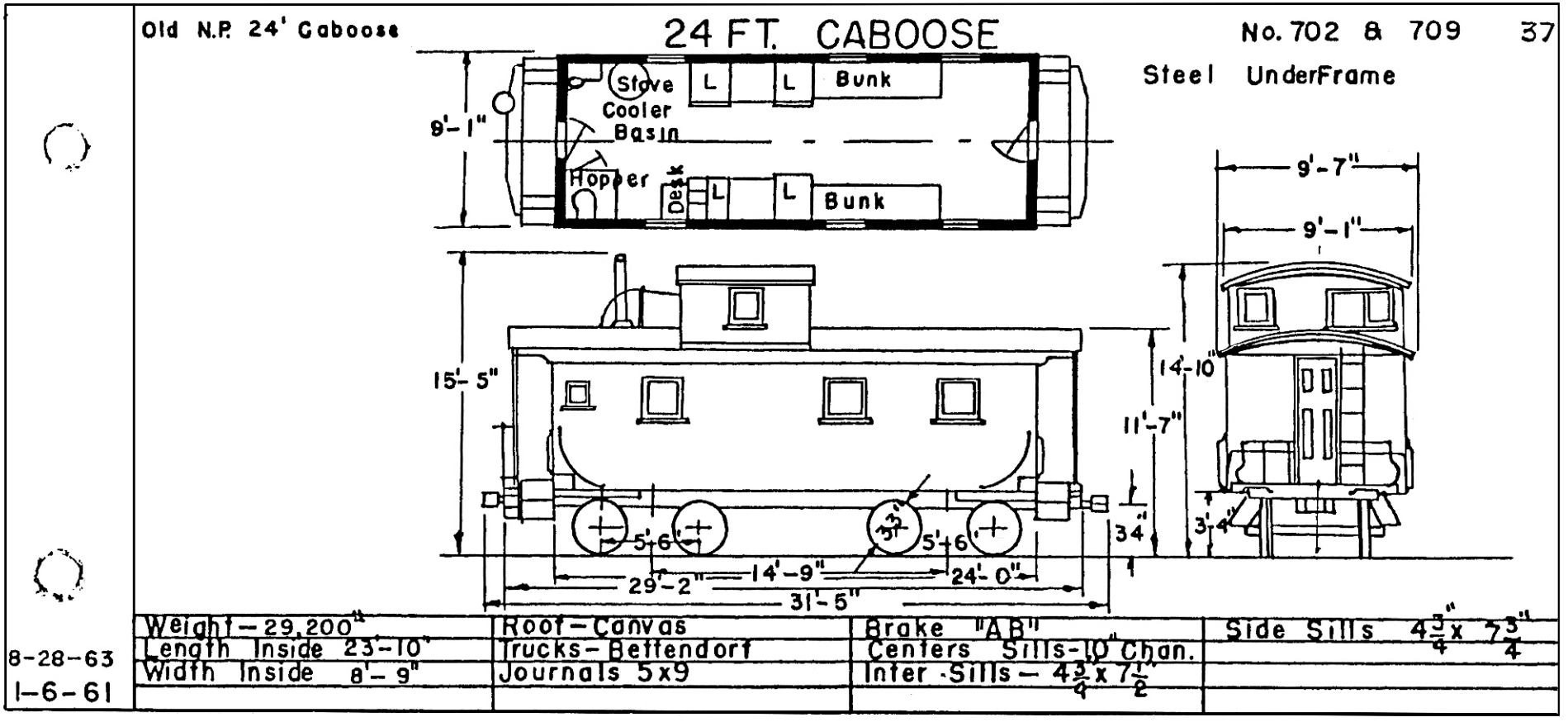
Item 70, 1929 Budget.
AFE 5217 raised March 12, 1929; approved March 28,1929;
completed January 25, 1930;
Motive Power Reference 6-1558.
Total order was valued at $13,500.00.
The 750 - 754 were delivered in late January 1930.

Reason for purchase:
"Purchase of five cabooses will relieve the necessity of renting cabooses. There are a total of 46 cabooses on the systems and we are now renting four."
(46 is correct if 38 SP&S + 7 OE + 1 GCWR are totalled together)

Item 117, 1930 Budget.
AFE 5381 raised January 3, 1930; approved January 15, 1930;
completed September 10, 1930
Motive Power Reference 6-1615.
The 700, 701, 717, 731, 736 were delivered on September 10, 1930.

Reason for purchase:
"Purchase of five cabooses will relieve the necessity of renting cabooses."

Dispositions:
700(2) Sold to Robert P Conklin for $50.00 on April 27, 1954.
Was at Lincoln City, Oregon in 1972.
701(2) Dismantled on May 3, 1954.
717(2) Sold to E. Johnson, an SP&S employee on October 24, 1958
731(2) Disposed of after May 1955. Details unknown.
736To X531 on October 18, 1951.
750 Dismantled in March 1953, the body sold to E W Rosendaul.
751To X535 on March 31, 1952.
752 Sold to individual in Depoe Bay on December 22, 1958.
753 Destroyed in an accident at Washtucna, WA on September 26, 1942.
754 Retired on February 28, 1951.

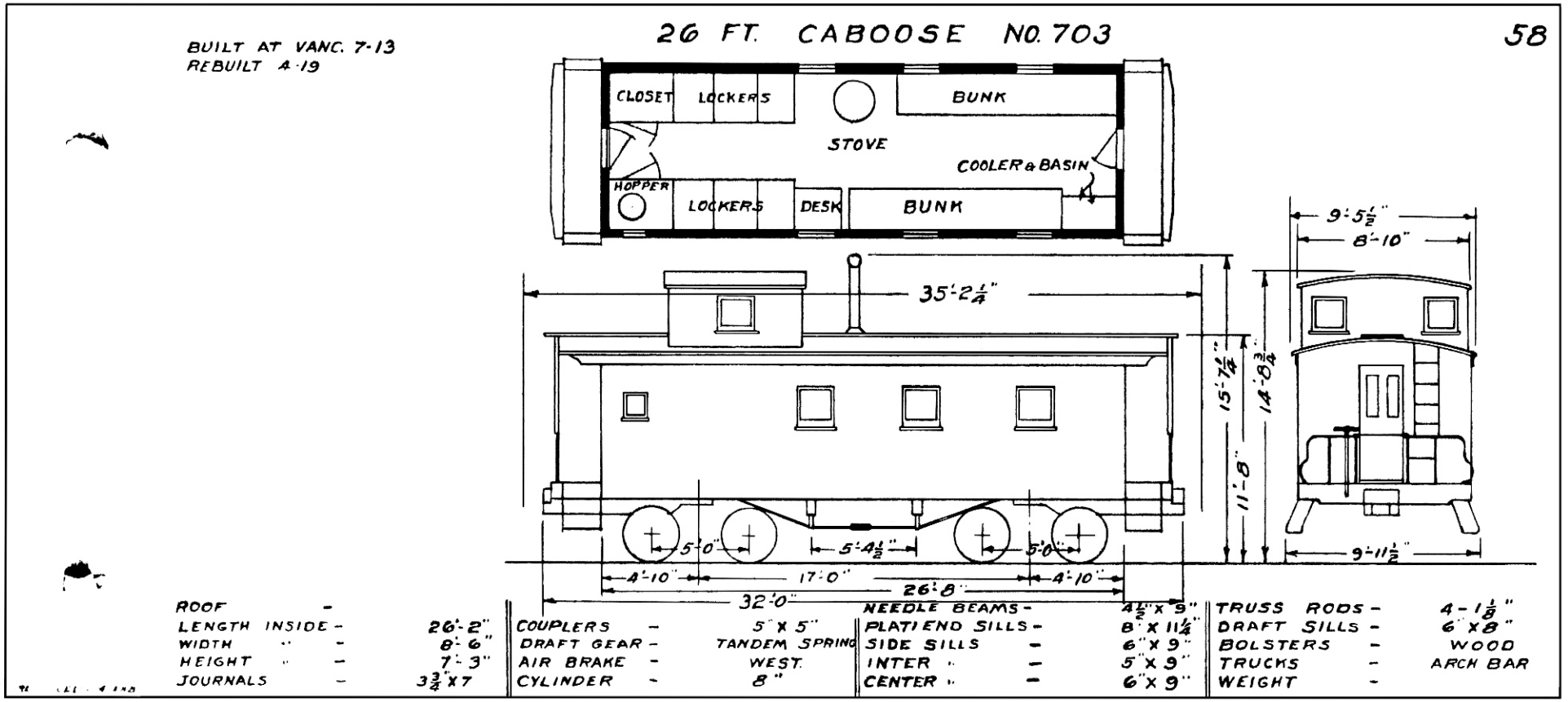


SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 702, 709, 1963 DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, August 7, 2008

Purchased December 1908, from Northern Pacific

The diagram shows the rebuilt configuration of the surviving cars of the original 700 - 709 series.
They were the only cars in this group to wear the "Football" paint scheme.

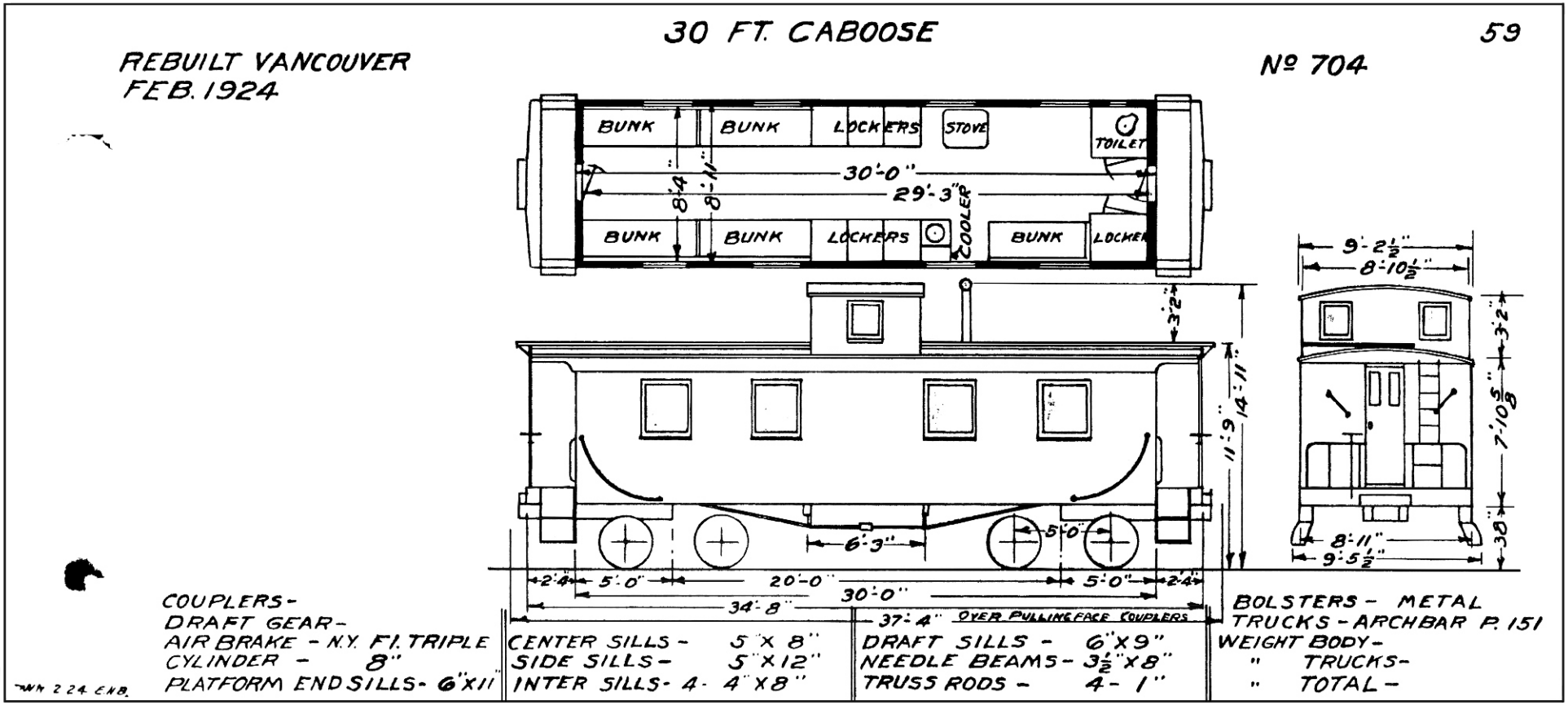
Dispositions:
702 donated to ZOOMZI in 1966.
709 dismantled and the body sold in 1964.



SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 703, 1925 DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, August 9, 2008

AFE 708 approved May 21, 1913.
Description of Project:
Construct four standard S.P.S. cabooses from flats.
These cabooses were built at Vancouver, possibly the first cars constructed there.
The 703 was built on the underframe from Columbia River and Northern Railway flat car X-135 and completed July 17, 1913.
A steel underframe was installed in the 1920s.
The car was upgraded with AB brakes and 80M Andrews trucks in the mid 1950s.

Disposition:
703(2) sold to the Columbia and Cowlitz on February 22, 1966.



SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 704, 1925 DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, August 11, 2008

AFE 708 approved May 21, 1913.
Motive Power Department reference 6-124.
Built at Vancouver on the underframe of Columbia River & Northern flat car X-122 and completed October 27, 1913.

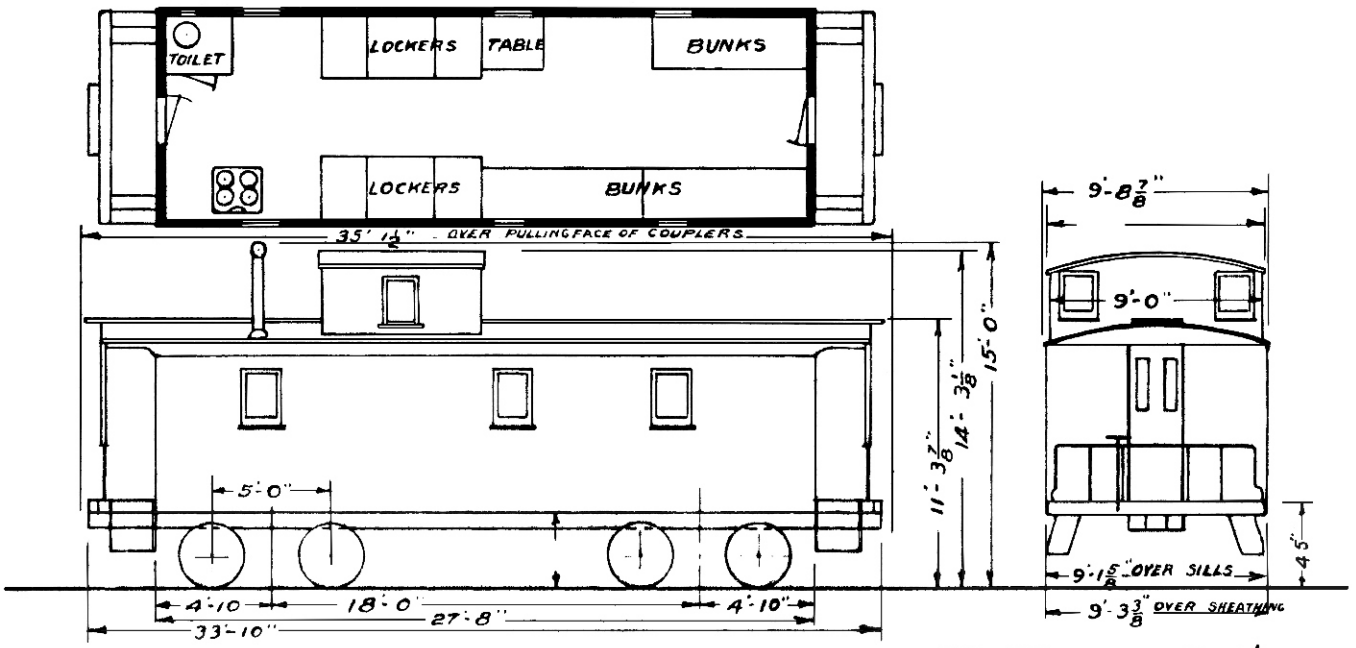
The 704 and 714 were quite distinctive cars, with, unusual for the SP&S, centered cupolas.
Steel underframe installed March 1928.

Disposition:
704(2) To X-530 on September 20, 1951.

BOUGHT FROM N.P. 12-1908
705 REBUILT O.E. SHOPS-11-19.

CABOOSE Nº 705

60



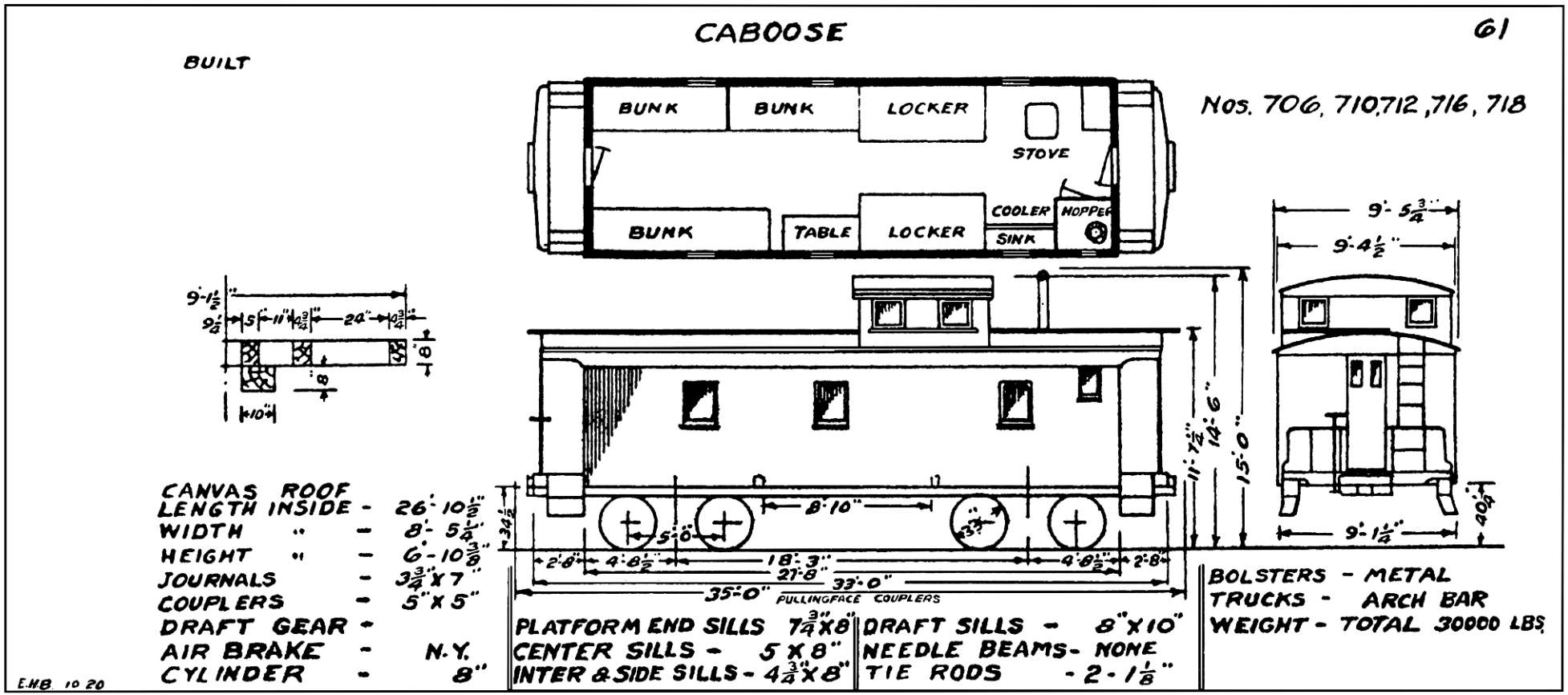
ROOF -	CANVAS	COUPLERS -	5"X 5"	PLAT END SILLS -	7½" X 8"	TIE RODS -	2 - 1⅛
LENGTH INSIDE -	27'- 0"	DRAFT GEAR -	TANDEM SPRING	SIDE SILLS -	5" X 8"	DRAFT SILLS CONT -	9½ X 8"
WIDTH " -	8'- 7"	AIR BRAKE -	WEST	INTER " -	5" X 8"	BOLSTERS -	METAL
HEIGHT "	6'- 10"	CYLINDER -	8"	CENTER " -	5" X 8"	TRUCKS -	ARCH BAR
JOURNALS	3¼" X 7"					WEIGHT -	28000 LBS

SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 705, 1925 DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, August 13, 2008

Purchased December 1908, from Northern Pacific
See diagram 700 - 709 for previous body style for this car.

This diagram shows the rebuilt configuration of the car.
It was rebuilt at Oregon Electric Shops in Portland, in November 1919.

Disposition:
705 Destroyed May 18,1945 on Extra 456 West at Bradwood, hit by train 293.
It was dismantled in 1948.



SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 706, 710, 712, 716, 718, 1925 DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, August 18, 2008

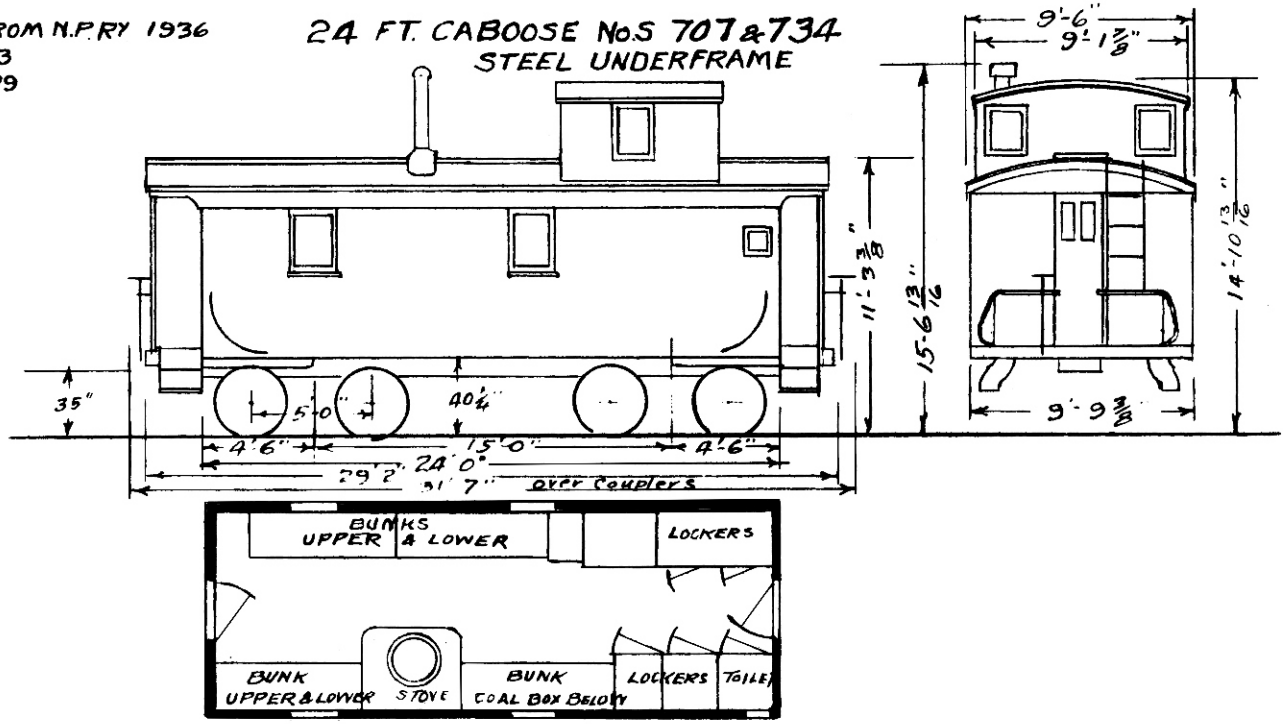
706 Purchased December 1908, from Northern Pacific Railway.
(See 700 - 709 for earlier appearance)
710, 712, 716, 718 Purchased in January 1910 from Great Northern Railway.
(See 713 for earlier appearance)

In 1919 rebuilt and lengthened to 28ft cars.

Dispositions:
706 Dismantled in 1951, body sold to Judge Hunt of St. Helens, who asked for the body to be delivered to Vernonia.
710 Sold July 05, 1962 to dealer D.H. Sutherland and shipped to Vancouver, BC.
712 Sold December 07, 1953.
716 To X-532 March 19, 1952.
718 Sold to Portland Traction Co., November 21, 1952.

PURCHASED FROM N.P.RY 1936
BUILT 707 1913
" 734 1909

24 FT. CABOOSE NoS 707 & 734
STEEL UNDERFRAME



WEIGHT	29400 LBS.	WIDTH INSIDE	8'-6 1/8"	JOURNALS -	4" X 7"	DRAFT GEAR - MINER CLASS "H"
LENGTH UNDERFRAME	24'-0"	NUMBER BERTHS	SEVEN	BODY BOLSTER -	CAST STEEL	CAST STEEL YOKE
WIDTH "	9'-1 1/2"	BOARD ROOF	CANVAS	BRAKES -	WESTINGHOUSE	
LENGTH INSIDE	23' 4 5/8"	TRUCKS -	SWING, A.B.	BRAKE CYL -	8"	

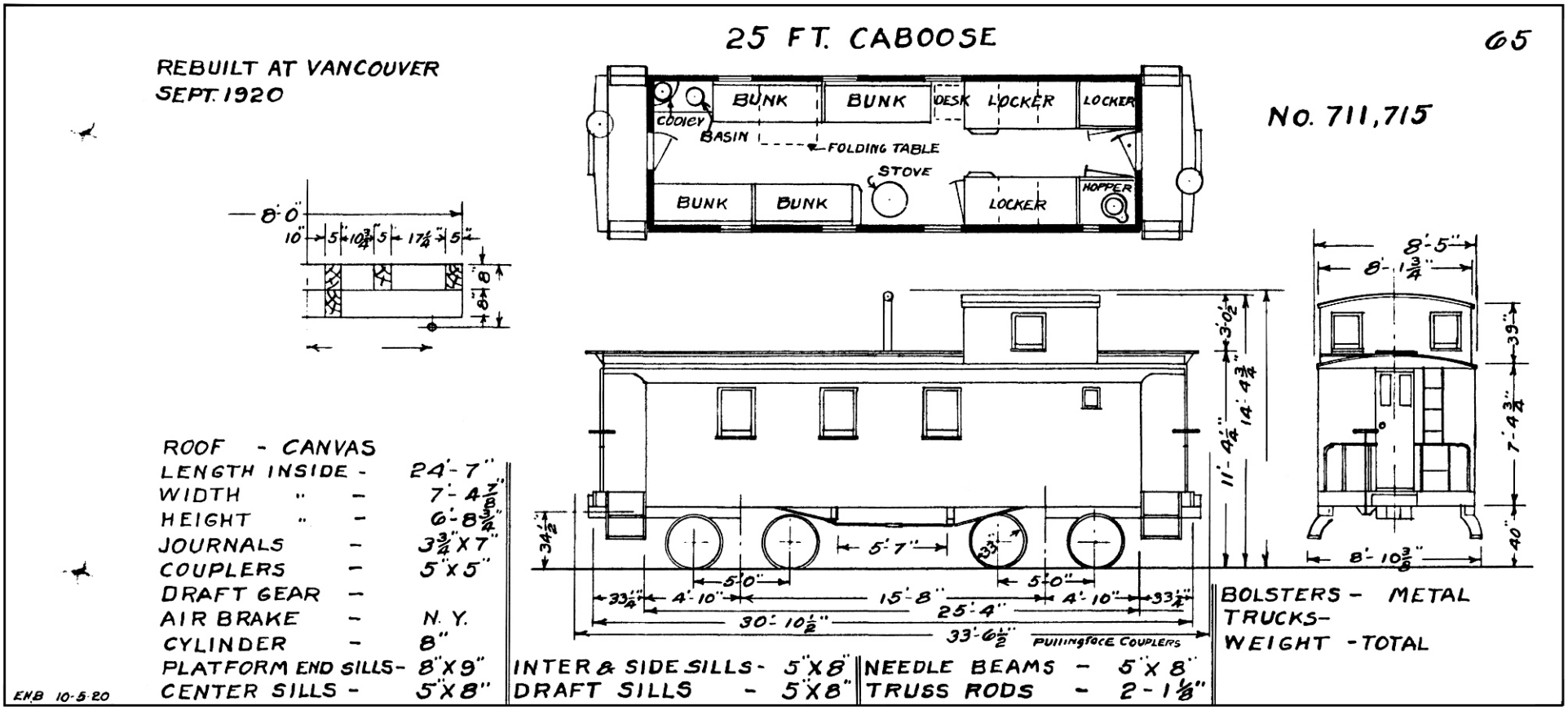
SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 707, 734, 1941 DIAGRAM
Scanned from copy from Ed Austin.
Restored by Paul T. Hobbs, August 7, 2008

AFE 6060 approved April 23, 1936; completed February 24, 1937
Motive Power Department reference 6-1847.

These were the last cars acquired before World War II, another example of GN and NP contributing equal numbers of cars for SP&S requirements.

NP 1866 built at NP's South Tacoma Shops 1913
To SP&S 707(2) February 24, 1937.
To X-536 May 14, 1952

NP 1243 built at NP's South Tacoma Shops 1908.
To SP&S 734(2) at Vancouver on December 1, 1936.
Disposition unknown after 1959.

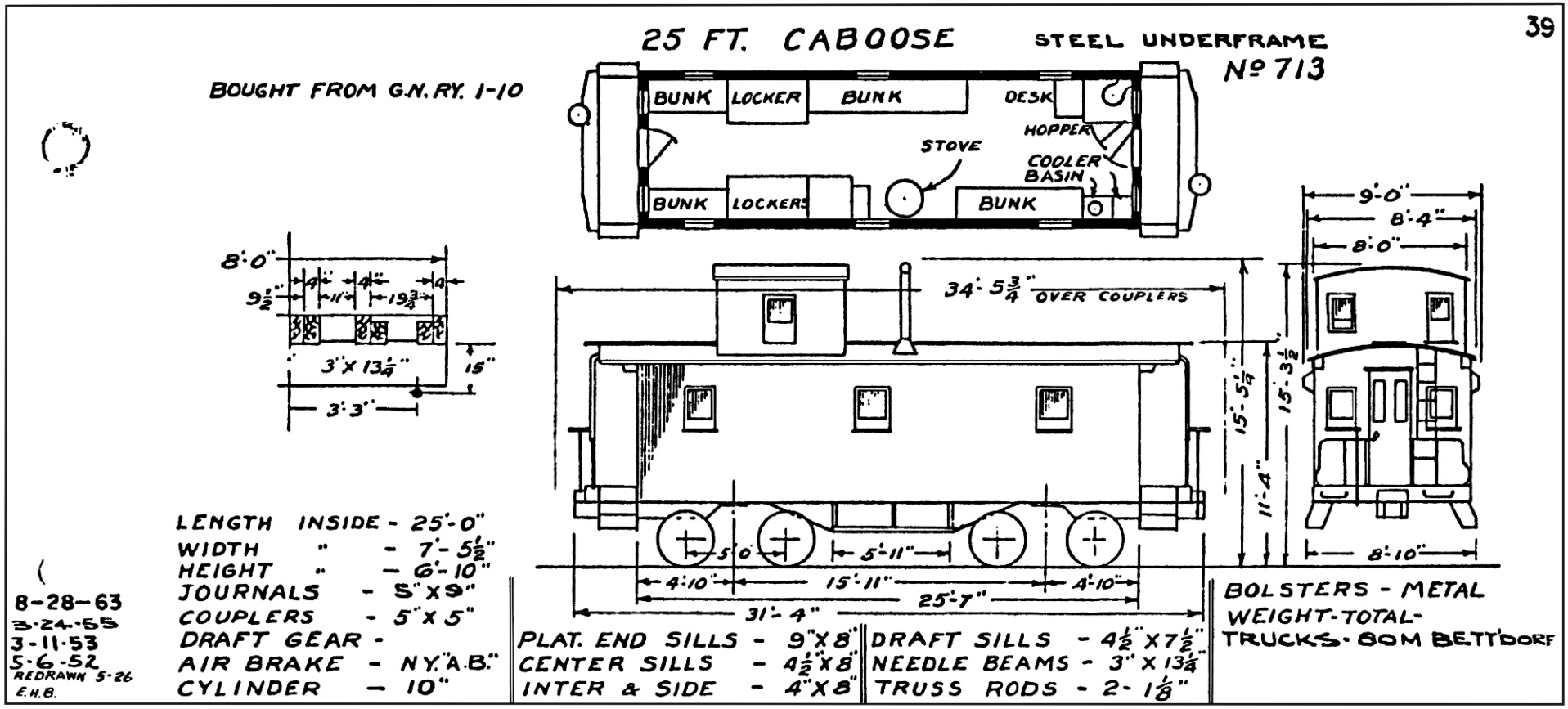


SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 711, 715, 1941 DIAGRAM
Scanned from copy from Ed Austin.
Restored by Paul T. Hobbs, August 9, 2008

Purchased in January 1910 from Great Northern Railway.
See diagram for 713 for original appearance of these cabooses.

711 rebuilt to this appearance completed May 30, 1919.
715 rebuilt to this appearance completed September 1920.
Rebuilds completed at Vancouver shops.

Dispositions:
711 To X-534 March 31, 1952.
715 Retired February 28, 1951.



SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 710 - 719, 1963 DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, August 18, 2008

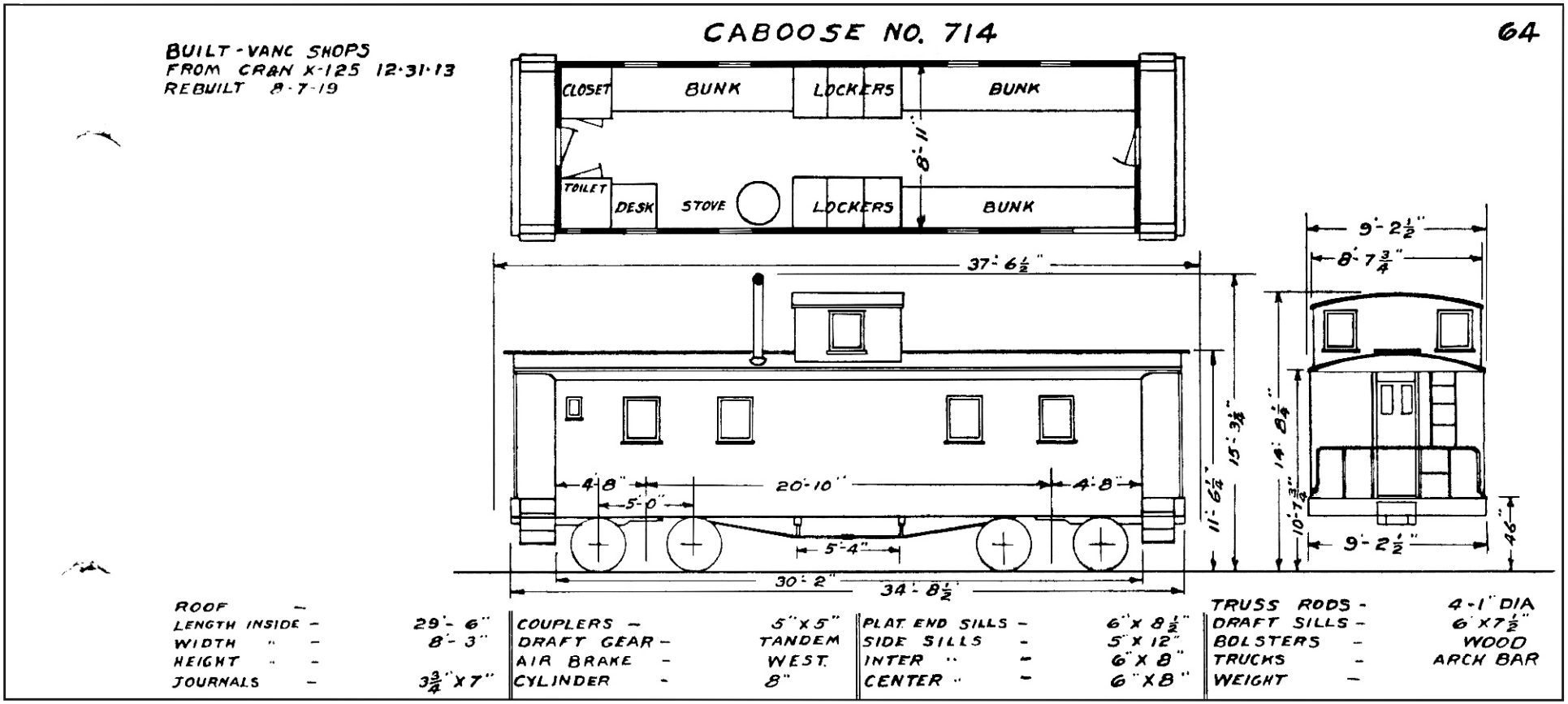
Purchased in January 1910 from Great Northern Railway.

In 1919 all but the 713 were rebuilt to lengthened cars of different appearance. Thus the diagram of 713 probably represents the series as delivered in 1910. Why this car escaped the rebuilding process is unknown.

These were all former Great Northern cars, rebuilt from their four-wheel cars.

Diagram represents the 713 with steel underframe, AB brakes and Bettendorf trucks, after upgrades.

Dispositions:
710 Sold July 05, 1962 to dealer D.H. Sutherland and shipped to Vancouver, BC.
711 To X-534 March 31, 1952.
712 Sold December 07, 1953.
713 Sold October 13, 1964 to Tite Knot Pine Mill, Redmond, Oregon.
Today the car is in the collection of the Oregon Electric Railway Museum at Brooks, Oregon.
714 Destroyed before 1913.
715 Retired February 28, 1951.
716 To X-532 March 19, 1952.
717 Destroyed Accident October 09, 1919 at Snake River, Washington.
718 Sold to Portland Traction Co., November 21, 1952.
719 Destroyed before June 1912.



SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 714, 1925 DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, August 19, 2008

AFE 708 approved May 21, 1913

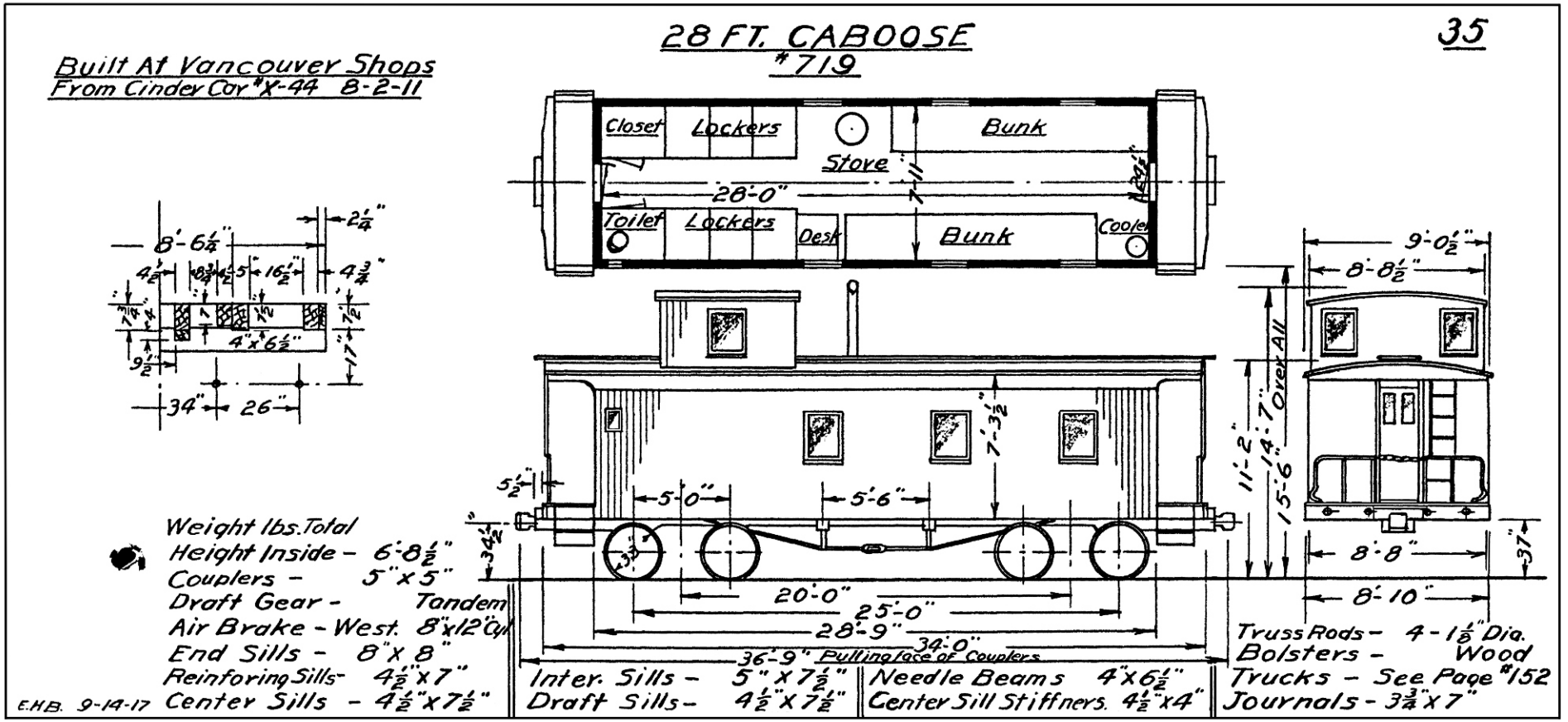
These cabooses were built at Vancouver, possibly the first cars constructed there, on underframes from Columbia River and Northern Railway cars in 1913. The 704 and 714 were quite distinctive cars, with, unusual for the SP&S, centered cupolas.

The 714 was built on former CR&N car X-125 and completed December 31, 1913.
The car was rebuilt in 1919. It received a steel underframe in the early 1940s.

At the time of installation of the steel underframe an experimental bay window was installed in the car. Crews filled out questionaires as to their satisfaction. The bay window was acceptable. No diagram has been located of this car with a bay window.

The experiments led to the construction of the 760 and 761 and orders on Northern Pacific Railway for the 790 - 807 series.

Disposition:
714(2) Retired and dismantled on June 6, 1962.

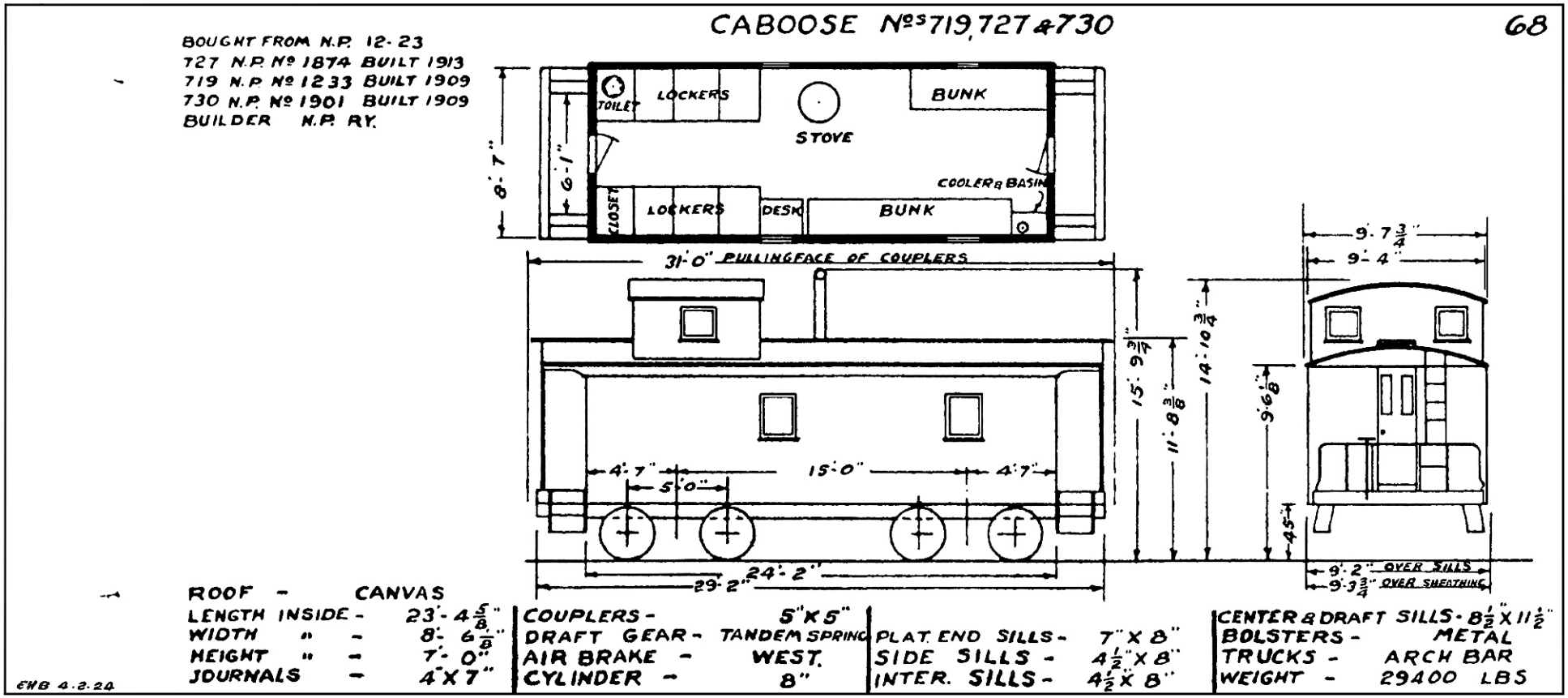


SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSE 719, 1917 DIAGRAM
Scanned from copy from PNWC Collection.
Restored by Paul T. Hobbs, August 19, 2008

Built at Vancouver, in August 1911 on the frame of X-44, a cinder car of Northern Pacific parentage.

This was the second of three cabooses to carry the number 719.

Disposition:
719(2) Destroyed in an accident at Fallbridge on January 8, 1918.



SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 719, 727, 730, 1934 DIAGRAM
Scanned from copy from Ronald G. Peterson.
Restored by Paul T. Hobbs, August 20, 2008

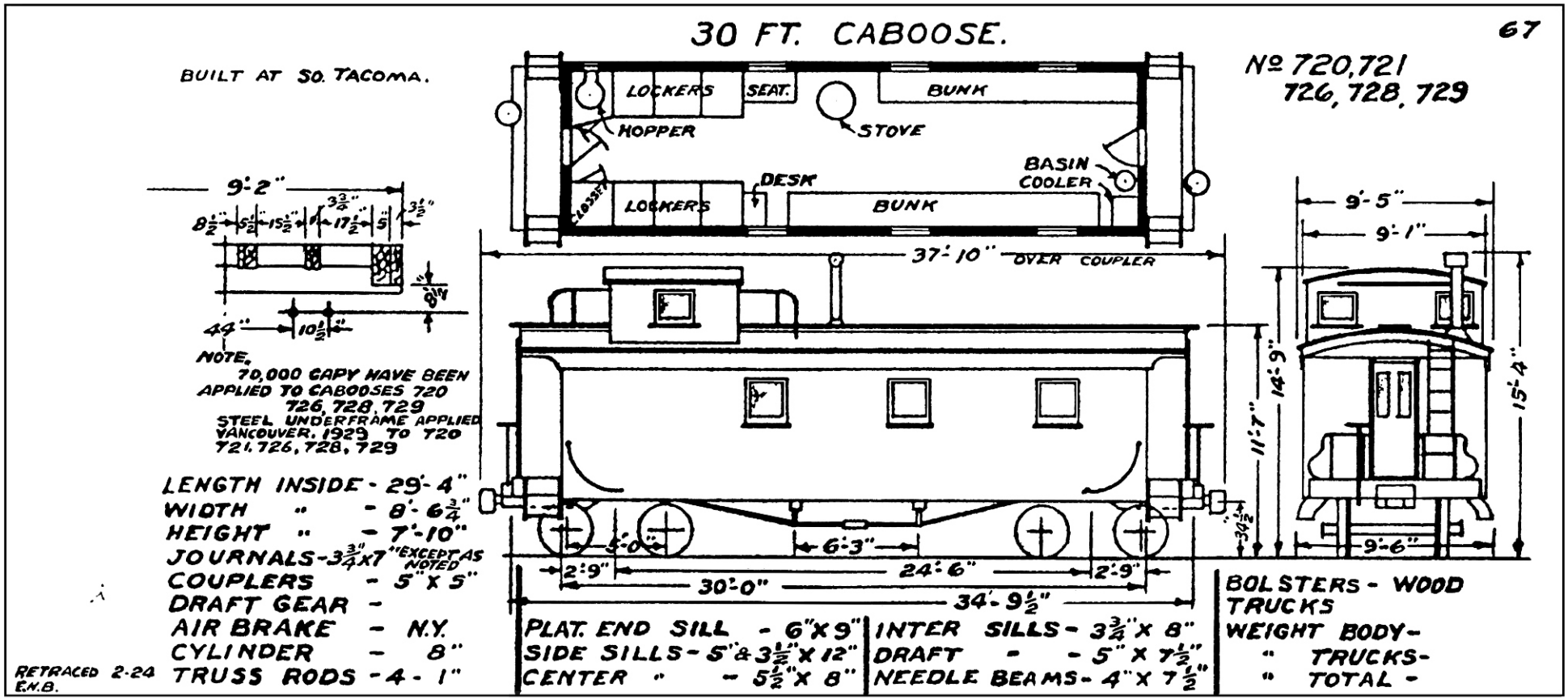
AFE 4042 approved January 22, 1923; completed February 20, 1924

The Northern Pacific's 1923 contribution to SP&S' caboose requirements were assigned vacated numbers in the existing fleet. These cars had been leased to SP&S from September 1923.

NP 1233, built in 1909.
To SP&S 719(3) December 13, 1923.
Rebuilt in December 1928
Retired February 28, 1951

NP 1874, built in 1913.
To SP&S 727(2) December 13, 1923.
Rebuilt April 30, 1930.
Destroyed by fire October 17, 1942 at Tuskan, Oregon.

NP 1901, a 1905 four-wheel car rebuilt in 1910.
To SP&S 730(2) December 13, 1923.
Rebuilt at Vancouver in February 1924.
Sold July 05, 1962 to dealer D. H. Sutherland for $1000.00.



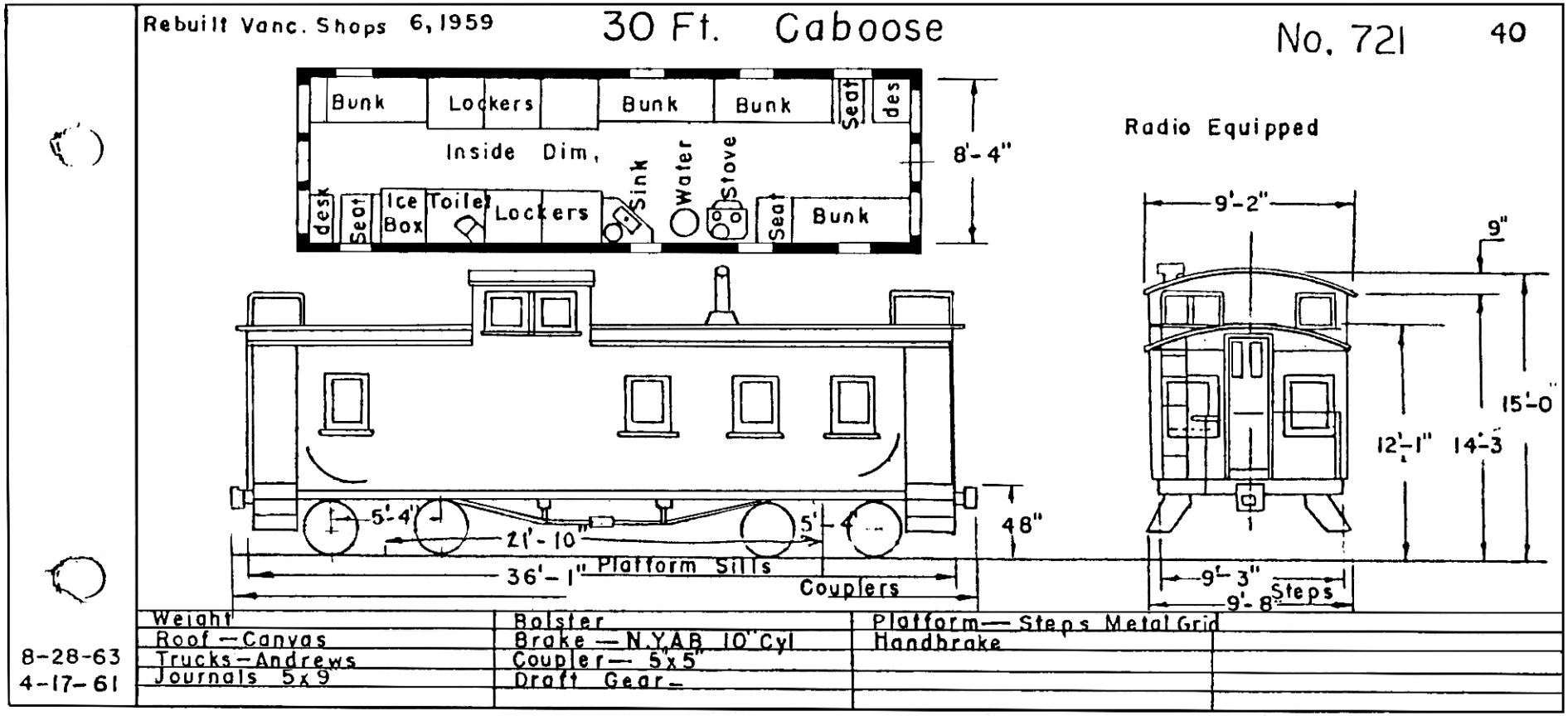
SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 720, 721, 726, 728, 729, 1934 DIAGRAM
Scanned from copy from Ronald G. Peterson.
Restored by Paul T. Hobbs, August 21, 2008

Built 1911, NP South Tacoma, underframes supplied by SP&S.

The cars were built on CR&N and former NP Cinder car underframes
forwarded by SP&S to Northern Pacific's South Tacoma Shops.
The cars were completed in 1911.
The 721 was destroyed shortly after construction.
Another was authorized, built on Cinder Car X-41 and completed September 29, 1911.

All surviving cars received Steel Underframes in 1928.
The 721(2) and 726 were rebuilt to become 850 series look-alikes in 1959.
See other diagrams.

Dispositions:
720 Sold to Valley & Siletz Railroad December 28, 1953.
721 Retired June 1912, likely destroyed in an accident in 1911.
721(2) To BN 11001.
726 To BN 11005.
727 Retired June 1914, likely destroyed in an accident.
728 To X-533 December 26, 1951.
729 Sold to SP&S employee R. F. Dahlgren April 19, 1963.

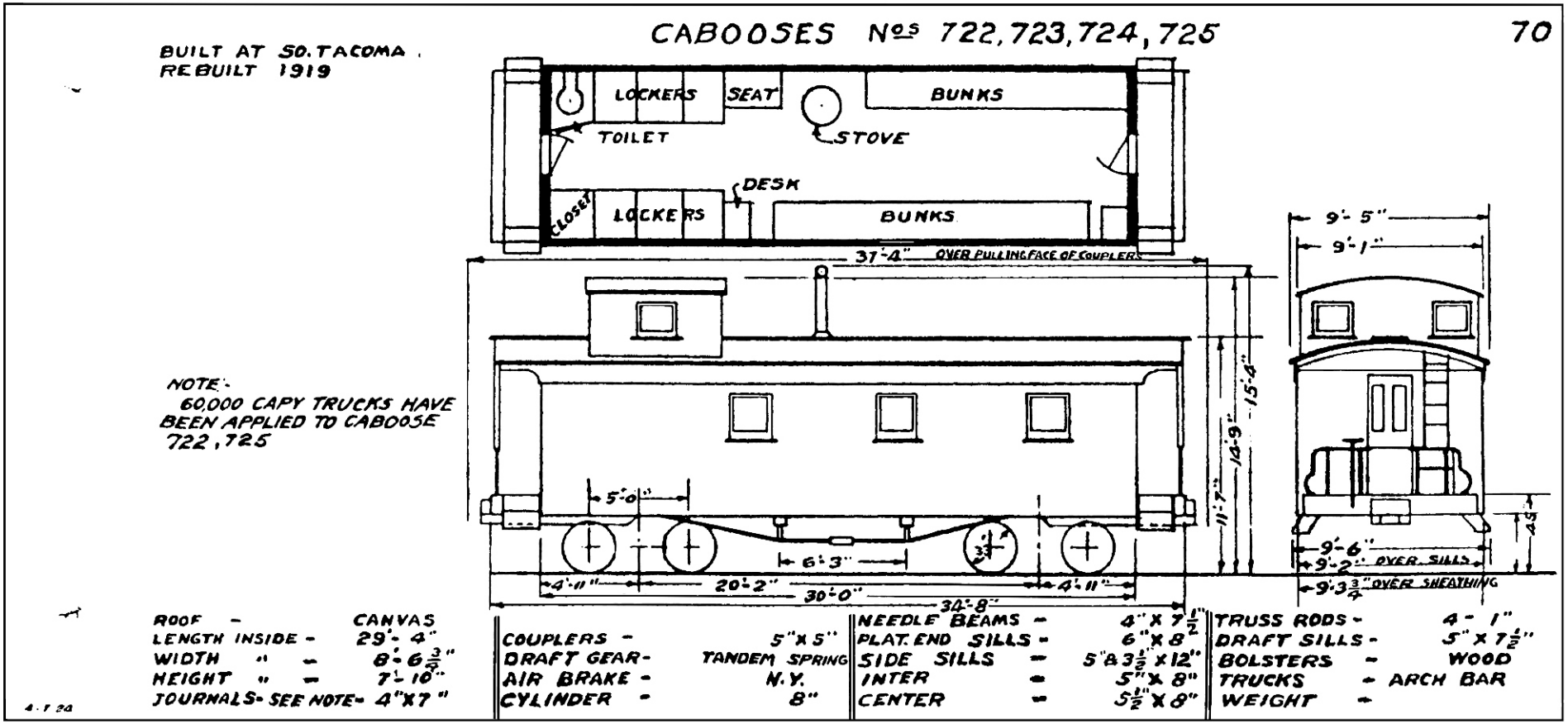


SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSE 721, 1963 DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, August 22, 2008

A previous 721, built to similar specifications was destroyed
shortly after construction.
Built 1911, NP South Tacoma, underframe supplied by SP&S.

AFE 324 (Motive Power Department file 6-29) authorized construction.
The car was built on Cinder Car X-41 and completed September 29, 1911.
It received a Steel Underframe in March 1928.
The 721(2) was rebuilt to become 850 series look-alike in June 1959.

Disposition:
721(2) To BN 11001



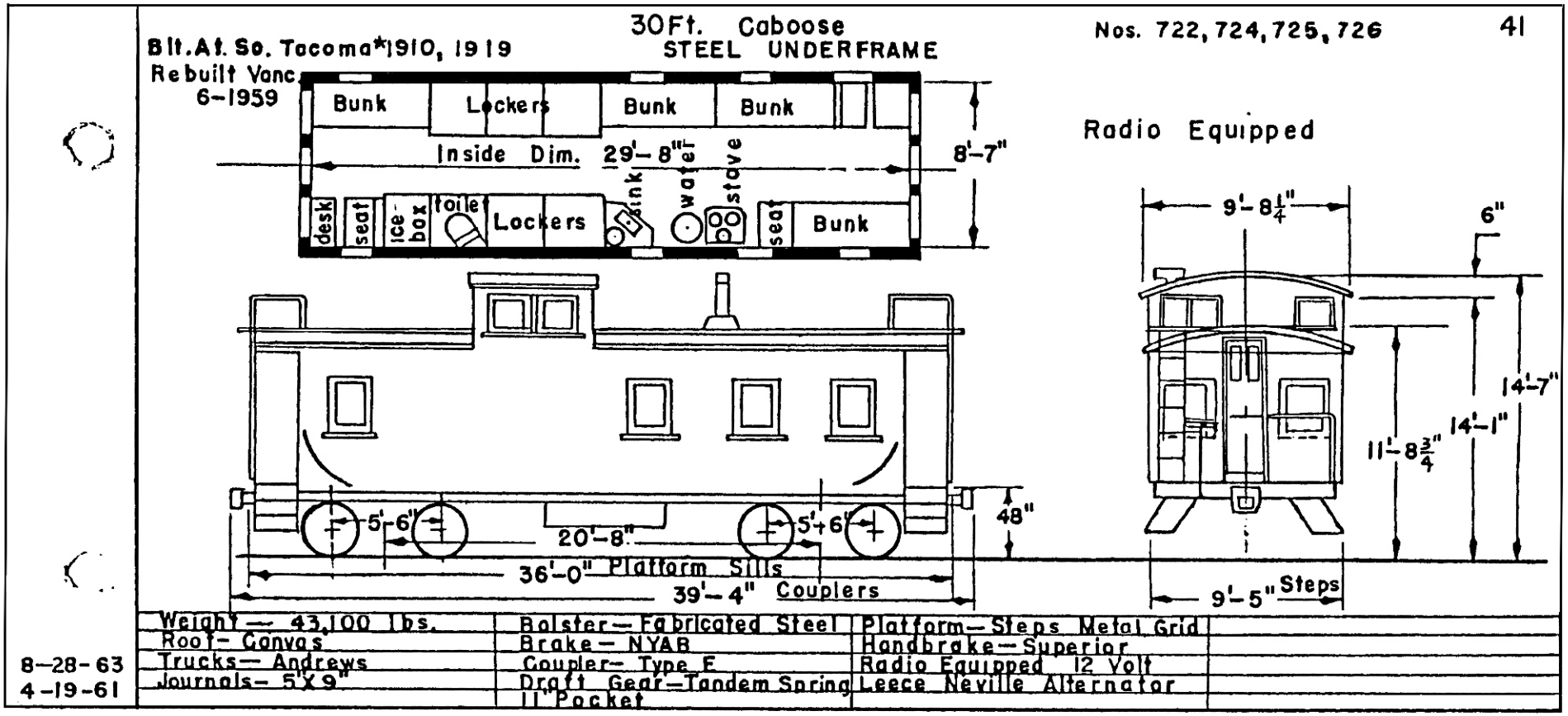
SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 722 - 725, 1934 DIAGRAM
Scanned from copy from Ronald G. Peterson.
Restored by Paul T. Hobbs, August 25, 2008

Built 1911, NP South Tacoma, on underframes supplied by SP&S.

These cars were built on CR&N underframes forwarded by SP&S to Northern Pacific's South Tacoma Shops.
The cars were completed in 1911.

All surviving cars received Steel Underframes in 1928.
The 722, 724, 725 were rebuilt in 1959 at Vancouver to resemble the 850-855 30' steel underframe cars purchased new from GN in 1946.

Dispositions:
722 To BN 11002
723 Destroyed in an accident at Maupin, January 20, 1948.
724 To BN 11003
725 To BN 11004
The car survives today as part of "The General Store" in SE 13th St., Portland.



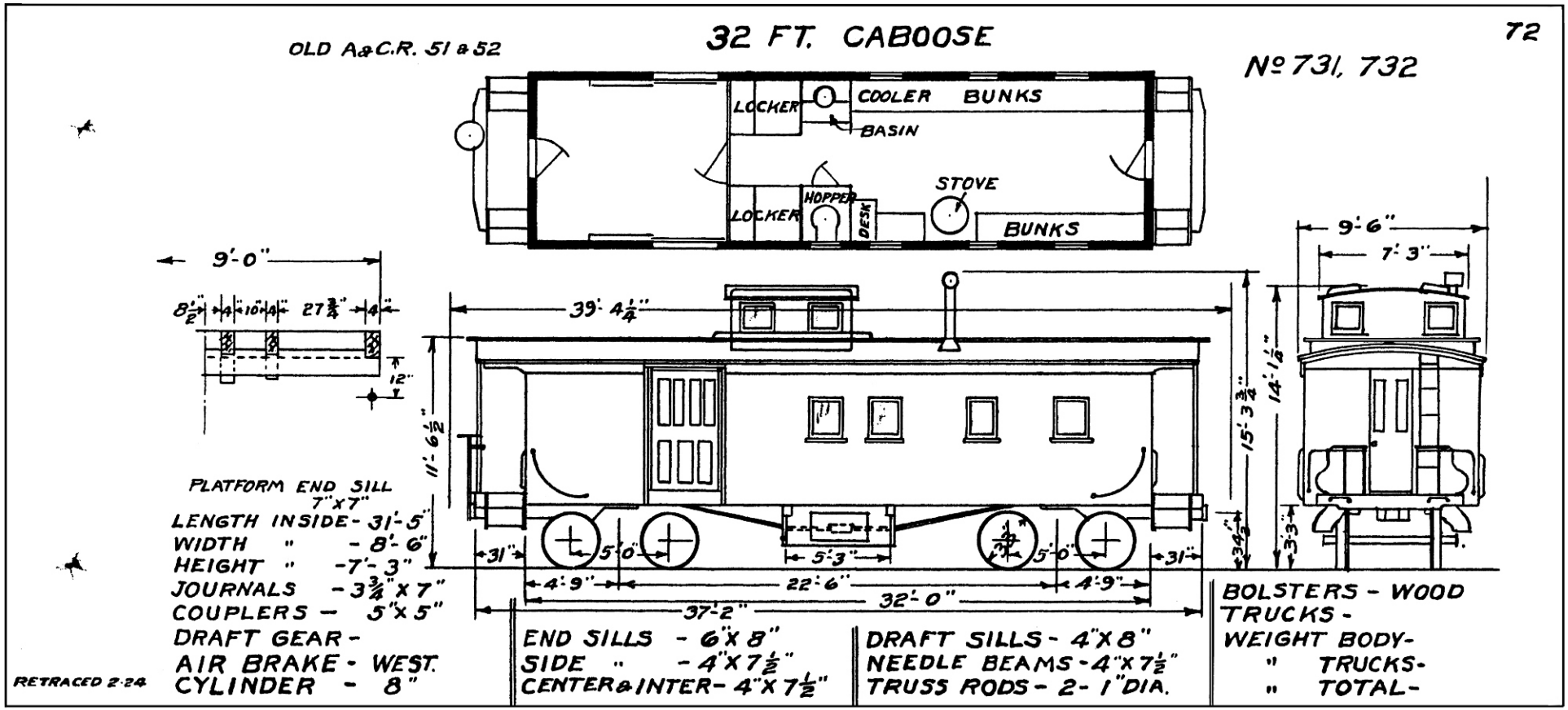
SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 722, 724, 725, 726, 1963 DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, August 25, 2008

Built 1911, NP South Tacoma, on underframes supplied by SP&S.

These cars were built on CR&N underframes forwarded by SP&S to Northern Pacific's South Tacoma Shops.
The cars were completed in 1911.

All surviving cars received Steel Underframes in 1928.
The 722, 724, 725, 726 were rebuilt in 1959 at Vancouver to resemble the 850-855 30-ft steel underframe cars purchased new from GN in 1946.

Dispositions:
722 To BN 11002
724 To BN 11003
725 To BN 11004
The car survives today as part of "The General Store" in SE 13th St., Portland.
726 To BN 11005



SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 731, 732, 1925 DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, August 9, 2008

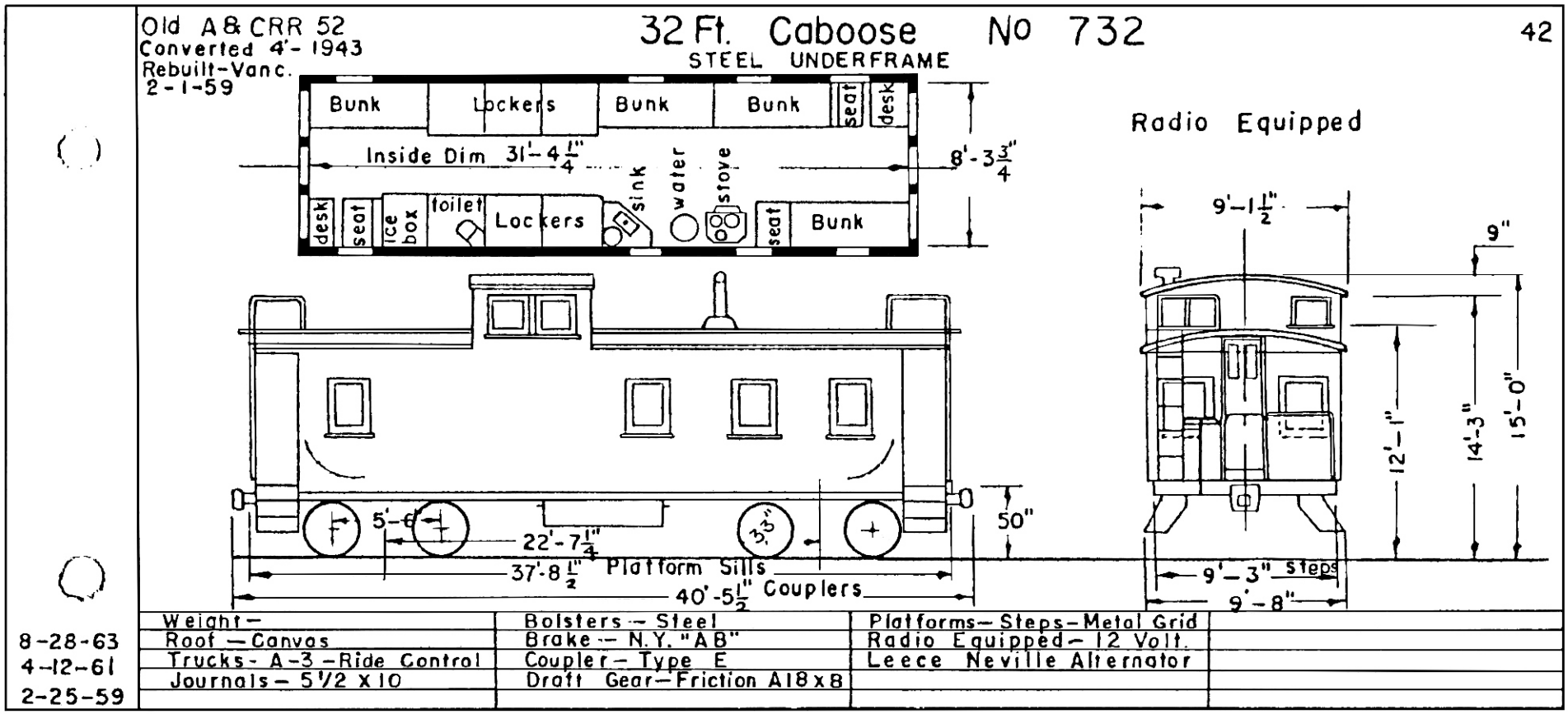
Built by Barney & Smith in 1897 as Astoria & Columbia River Railroad 50 - 52.
Acquired by SP&S with purchase on February 24, 1911 of A&CR.

These cars were built with side doors, likely used for LCL shipments.

The A&CR cabooses 50 - 52 were renumbered SP&S 730 - 732, completing the caboose numbers in use. Another caboose number, 733 etc, would not appear until December 1923.

Dispositions:
730 Retired September 1912, probably destroyed in accident.
731 Destroyed/ accident at Yellepit, 15 miles west of Pasco on May 18, 1929.

732 became the longest serving SP&S car of any type.
It received a steel underframe in 1941 and was rebuilt in 1959 to the appearance of the 850 series of GN built 30ft cars.
In 1970 it became BN 11006 and was repainted Burlington Northern green.
The car suffered a derailment in Vancouver yard in 1972 retired that September, ending a 75-year career.



Weight —	Bolsters — Steel	Platforms — Steps — Metal Grid	
Roof — Canvas	Brake — N.Y. "AB"	Radio Equipped — 12 Volt.	
Trucks - A-3 - Ride Control	Coupler — Type E	Leece Neville Alternator	
Journals — 5 1/2 x 10	Draft Gear — Friction A18x8		

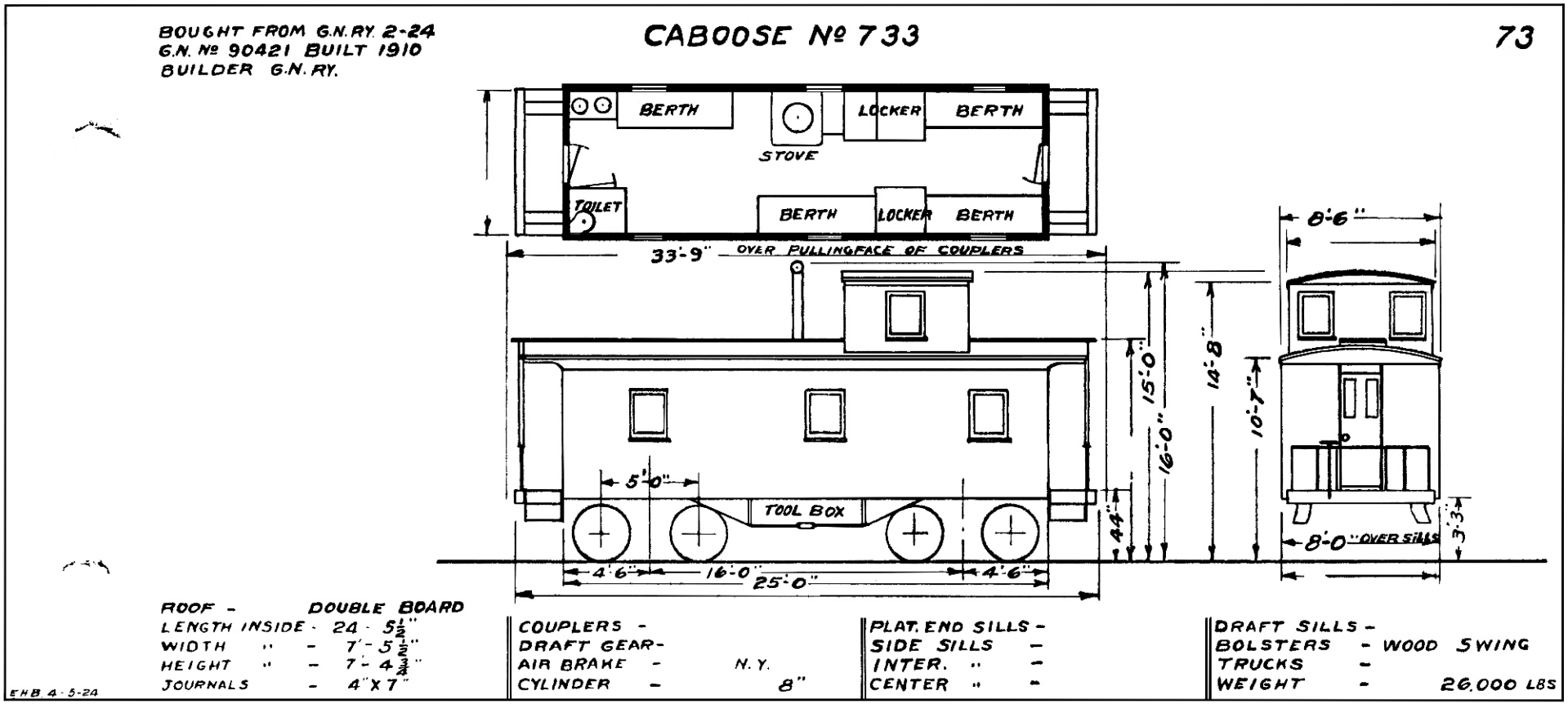
8-28-63
4-12-61
2-25-59

SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSE 732, 1963 DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, August 28, 2008

Built by Barney & Smith in 1897 as Astoria & Columbia River Railroad 52.
Acquired by SP&S with purchase on February 24, 1911 of A&CR.

The A&CR 52 was renumbered SP&S 732 in 1911.
It received a steel underframe in 1941 and was rebuilt in 1959 to the appearance of the 850 series of GN built 30' cars.

Disposition:
732 To BN 11006 and repainted Burlington Northern green.
The car derailed in Vancouver yard in 1972 and was retired that September.



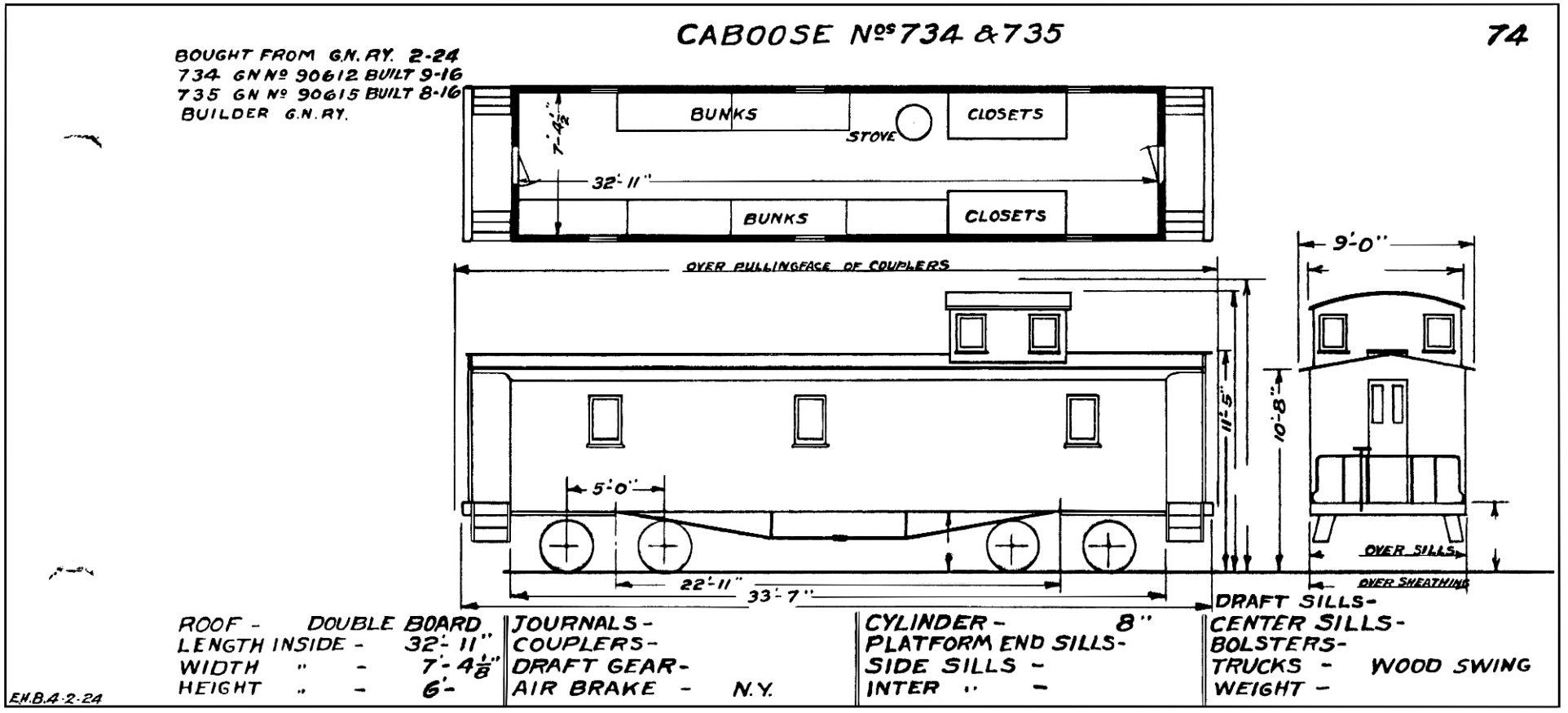
SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSE 733, 1925 DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, August 29, 2008

AFE 4043 approved January 22, 1923; completed January 6, 1924

This car was one of six acquired by SP&S in late 1923. It was built by Great Northern at St Cloud, Minnesota in 1907 as a four wheel caboose numbered 0465. Before 1910 it was rebuilt to a 25-ft standard eight-wheel truss rod car. In 1914 it was renumbered at Hillyard to GN 90421.

In 1929 the car was rebuilt at Vancouver.

GN 90421
To SP&S 733 December 13, 1923.
Dismantled February 12, 1937.



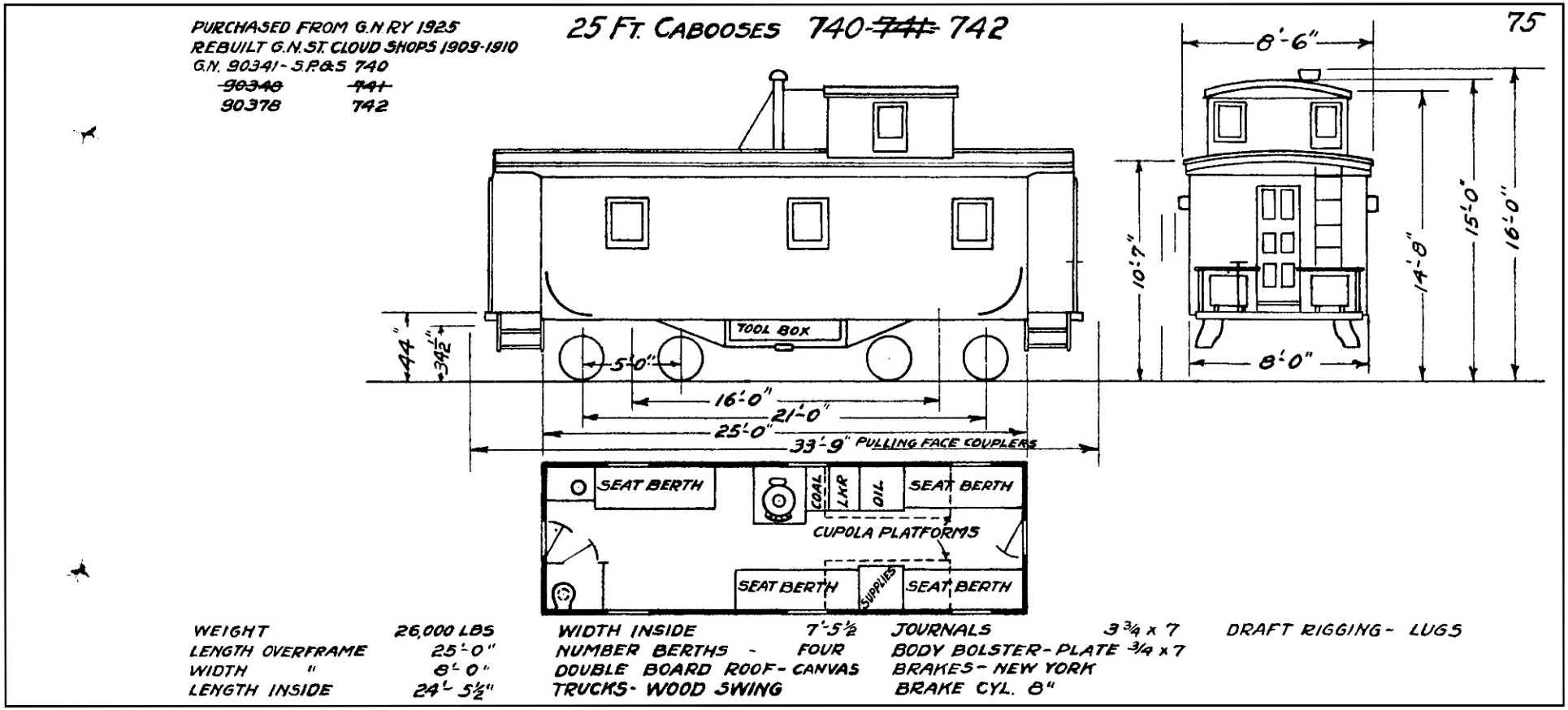
SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSE 734 - 735, 1925 DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, August 30, 2008

AFE 4043 approved January 22, 1923; completed January 6, 1924

These cars were acquired in 1923, completing Great Northern's contribution at this time.
Both were built by Great Northern at St. Cloud, Minnesota in September 1916, numbered GN 90612 and 90615.
At 34ft (inside length of body) these were among the longest cabooses used by the SP&S.

GN 90612
To SP&S 734 December 13, 1923.
Destroyed in a fire at East St. John, December 14, 1934.

GN 90615
To SP&S 735 February 6, 1924.
Rebuilt in 1928 at Vancouver.
Dismantled April 08, 1937.



SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 740 - 742, 1934 DIAGRAM
Scanned from copy from Ronald G. Peterson.
Restored by Paul T. Hobbs, September 1, 2008

AFE 4375 (Motive Power reference 6-1195) raised April 21, 1925;
Approved June 23, 1925. Item 19, 1925 budget.
Approved expenditure $4200.00. ($700.00 per car)

Reason for purchase:
"SP&S Railway have 34 cabooses which is not sufficient to handle the business during the fall months and enable cabooses to be shopped for necessary repairs."

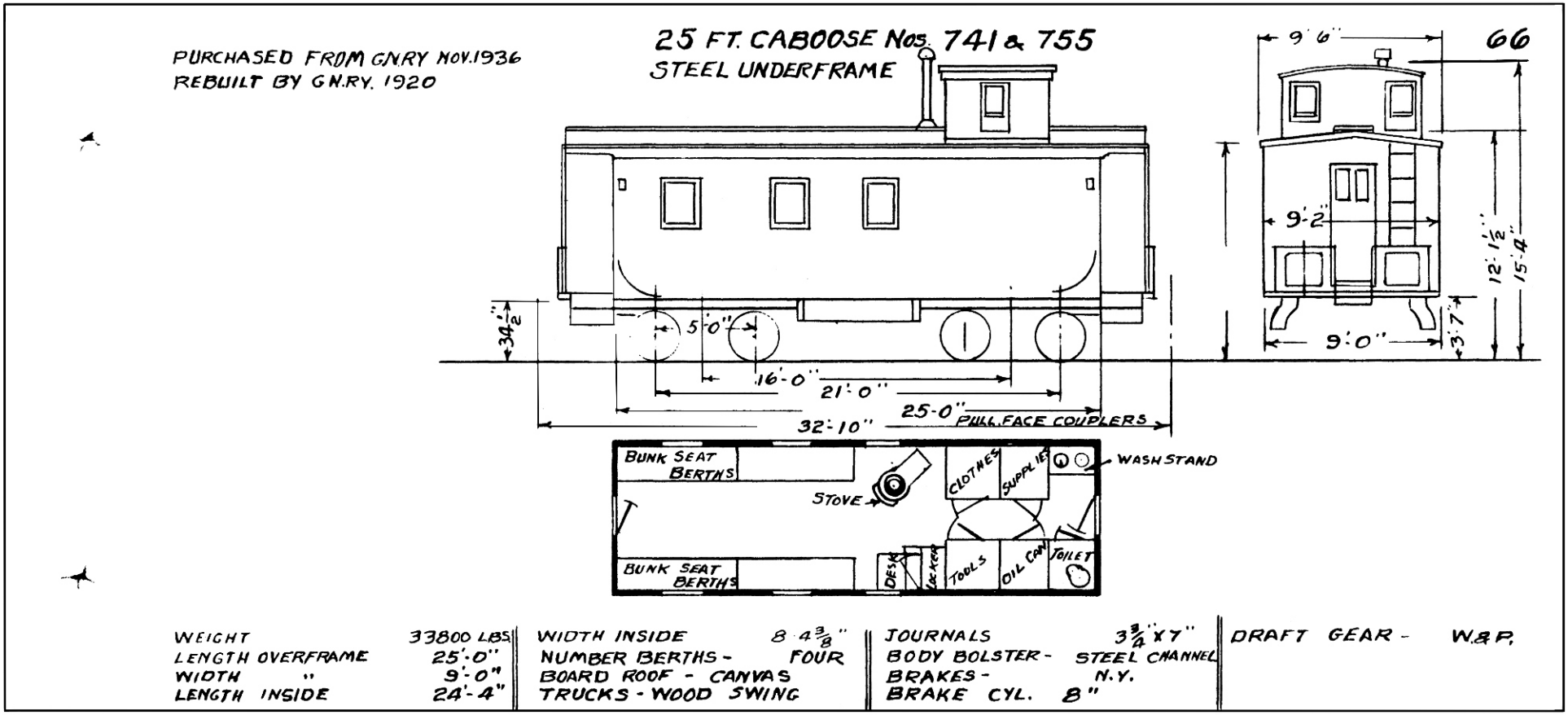
In September 1925 three Great Northern cars were sold to the SP&S, becoming 740-742.

These were all converted from original 4-wheel cabooses about 1910.

GN 0389 built in August 1903, rebuilt in the 1908-1910 period and renumbered at Minot, North Dakota, May 13, 1914 to GN 90341.
To SP&S 740 September 08, 1925.
Sold in January 1952.

GN 0330(3) built in July 1908, rebuilt to an eight wheel car in 1908-1910.
Renumbered at Hillyard, Washington, February 28, 1914 to GN 90348.
To SP&S 741 September 9, 1925.
Destroyed in a derailment and fire at OT milepost 84.5, near South Junction on December 4, 1935.

Built as GN 0536 and rebuilt to eight wheel in 1908-1910.
Renumbered to GN 90378 at Delta, Washington, May 12, 1914.
To SP&S 742 September 10, 1925.
Sold to the Columbia and Cowlitz Railway July 14, 1955.

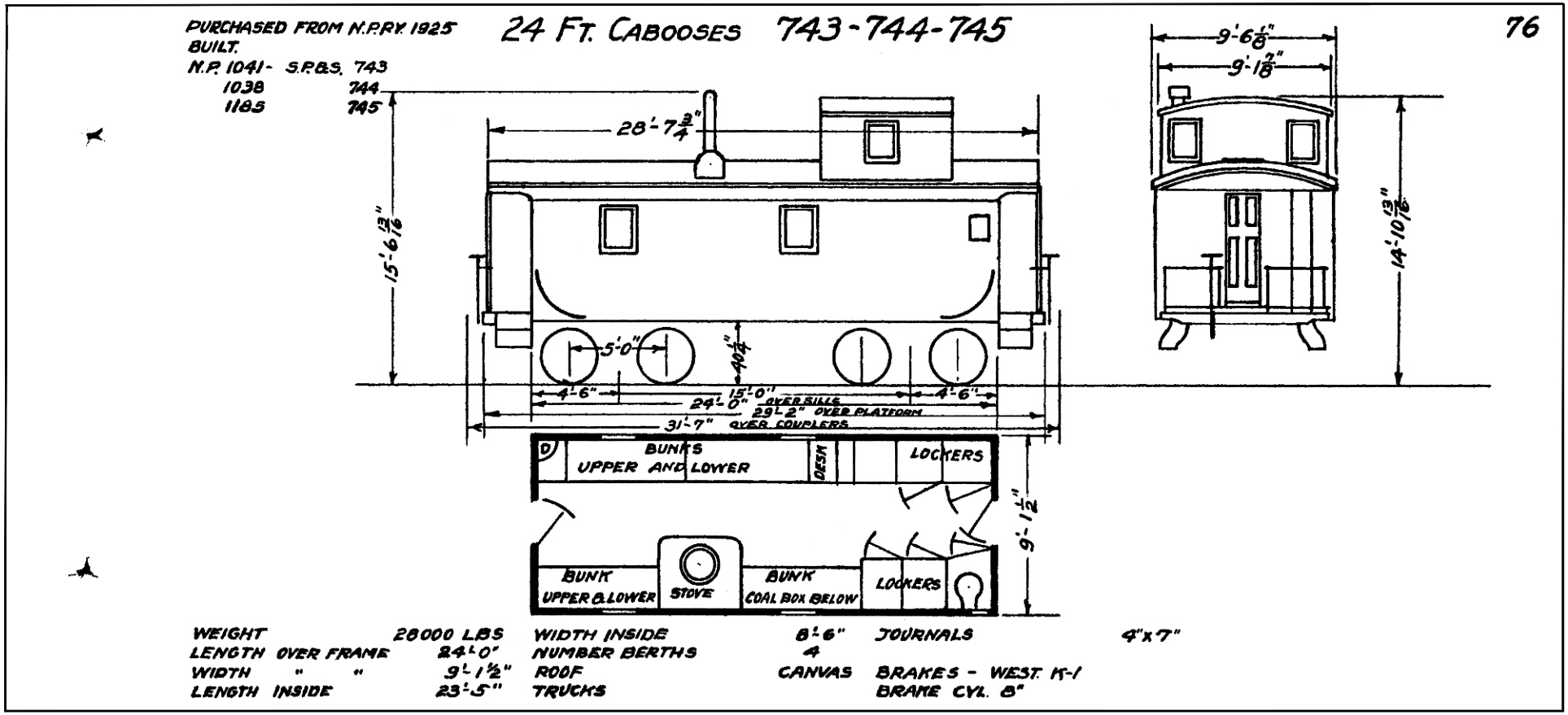


SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 741, 755, 1941 DIAGRAM
Scanned from copy from Ed Austin.
Restored by Paul T. Hobbs, August 6, 2008

AFE 6060 approved April 23, 1936; completed February 24, 1937
Motive Power Department reference 6-1847.

GN X-361 was built at GN's St Cloud Shops.
To SP&S 741(2) at Spokane January 17, 1937.
Destroyed by fire at Bingen-White Salmon on July 28, 1943.

GN X-381 built at GN's St Cloud Shops.
To SP&S 755 on January 27, 1937.
Dismantled on March 9, 1942.



SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 743 - 745, 1941 DIAGRAM
Scanned from copy from Ed Austin.
Restored by Paul T. Hobbs, August 6, 2008

AFE 4375 raised April 21, 1925; approved June 23, 1925. Item 19, 1925 budget. Approved expenditure $4200.00. ($700.00 per car)

Reason for purchase:
"SP&S Railway have 34 cabooses which is not sufficient to handle the business during the fall months and enable cabooses to be shopped for necessary repairs."

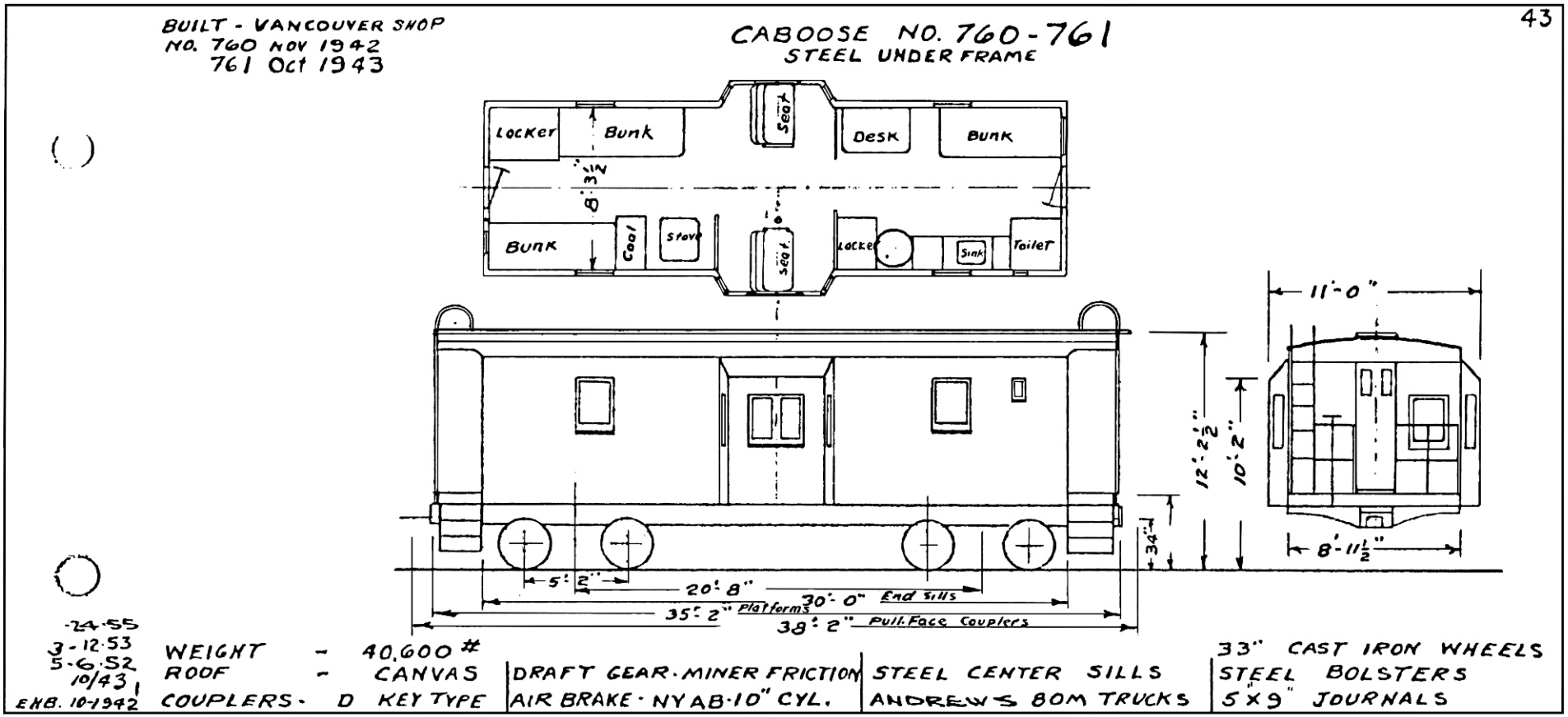
These three cars were acquired in late 1925 from the Northern Pacific, along with the former GN cars SP&S 740-742, one of several occasions where both parents contributed equal numbers of equipment.

All cars in this group are of the Northern Pacific 1200 body type.

NP 1041, built at South Tacoma in 1909.
To SP&S 743 November 1, 1925.
Steel underframe installed April 1942.
Dismantled. Body sold to Jay Kremers of Warrenton, Oregon May 21, 1962.

NP 1138, built at South Tacoma in 1908.
To SP&S 744 December 14, 1925.
Dismantled December 2, 1946.

NP 1185, built at South Tacoma in 1908.
To SP&S 745 September 12, 1925.
Dismantled at Vancouver November 1950.



SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSE 760, 761 (762 765 cancelled), 1955 DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, September 1, 2008

AFE 7080 raised April 3, 1942; approved June 8, 1942;
Completed October 8, 1943. Approved expenditure $17,577.00.

Description of Project:
"Construct six new bay window type, 30 foot cabooses, basis using second hand steel underframes, trucks, etc., salvaged from dismantled box cars insofar as available, using wood sills for balance. Cabooses to be numbered 760 to 765, inclusive."

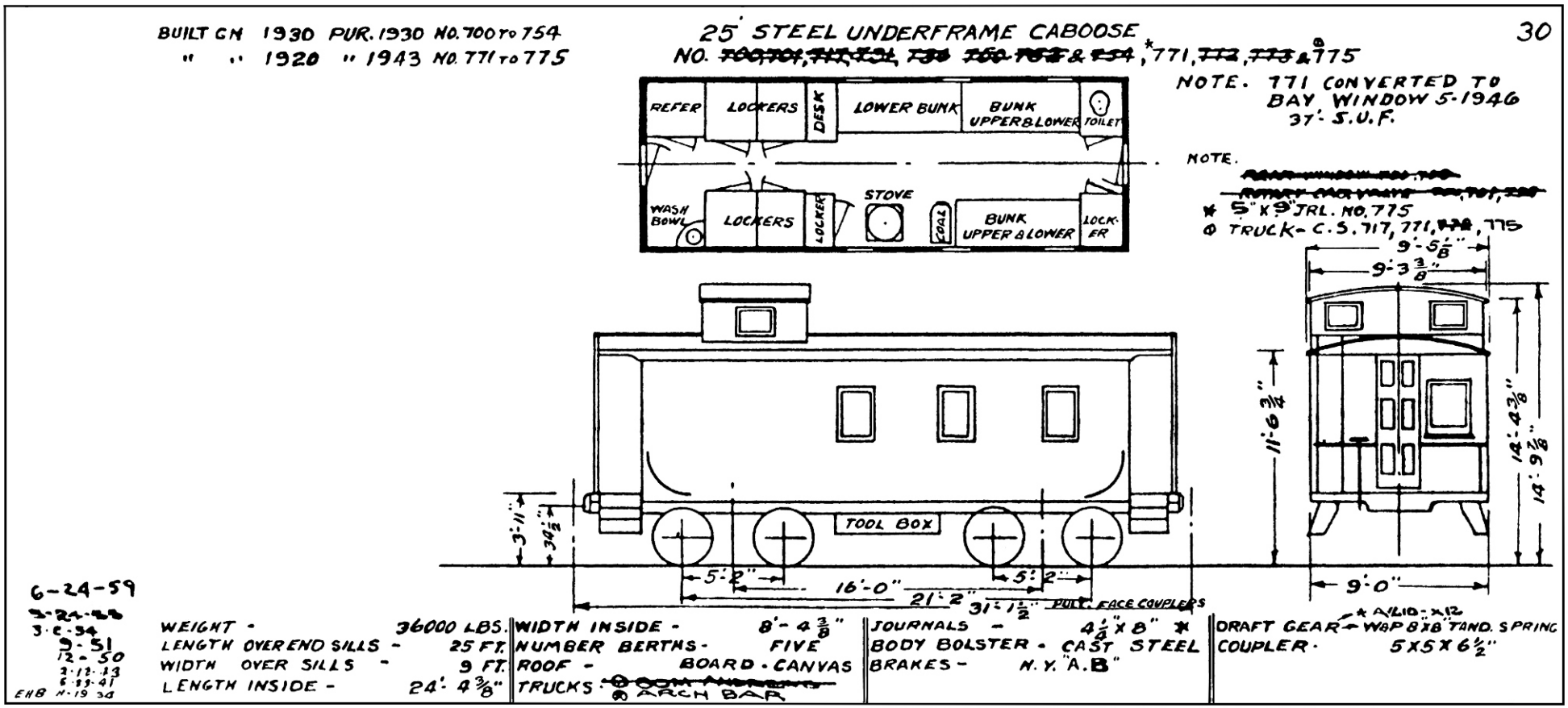
Reason for purchase:
"Insufficient number of cabooses now on system, and necessary to use box cars and coaches as cabooses, which use is not according to rules, etc., account of lack of safety devices. Possible to use cars and coaches only on account of existing emergency."

Dispositions:
760 Dismantled in August 1966.
761 Dismantled on May 27, 1966.

The construction of these cars at Vancouver Shops was finally authorized after numerous attempts had been made to acquire cars from Parent lines to meet the demands of war traffic.

The authority was for 6 cars, 760 - 765, but construction of the first two cars was slow, due to other work in the shops, and expensive, being a small construction run. Mr. Denney (NP President) [in a letter to Mr. Gavin (GN President), dated April 25, 1942] questioned the $2400.00 unit cost, when the NP was rebuilding box cars at $860.00 each out of pocket expenses. The balance of the order was cancelled in favor of buying cars from the Northern Pacific, who were converting ninety cars for themselves from 36-foot box cars at the time.

These cars were built with tongue and groove siding, but later rebuilt with plywood sides, and a large central bay window. They used second hand D/F trucks from dismantled box cars.



SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 770 - 775, 1959 DIAGRAM
Scanned from copy from Ronald G. Peterson.
Restored by Paul T. Hobbs, September 2, 2008

AFE 7196 raised February 15, 1943; approved April 6, 1943;
Completed February 16, 1943; approved expenditure $6,900.00.

Reason for purchase:
"Insufficient number of cabooses now on system. It is necessary to use box cars and coaches as cabooses which is not according to rules. Arrangements have been made to purchase six steel underframe cabooses from G.N. RY."

To alleviate the caboose shortage and replace coaches and box cars in caboose service on the SP&S, the Great Northern sold 6 25 ft. standard cars in April 1943.

They were similar to the 700, 701, 717, 731, 736 and 750 - 754 series built in 1930.

GN X-348, built in 1920. Was working Willmar Division at the time of sale.
To SP&S 770 1943.
Destroyed in an accident at Willbridge on August 30, 1957.

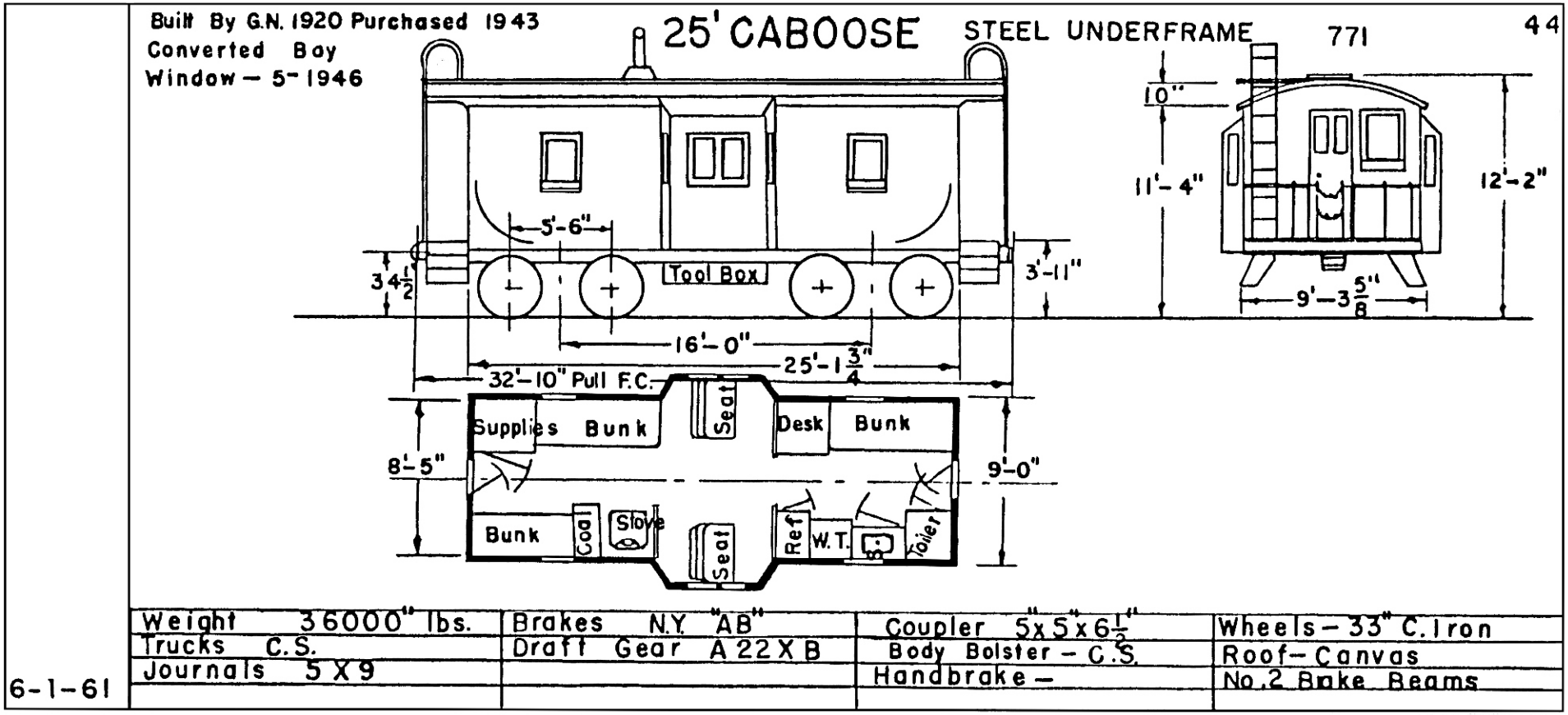
GN X-358, built in 1920, Was working Butte Division at the time of sale.
To SP&S 771 April 1943.
Converted to Bay Window configuration in May 1946.
Dismantled in 1968.

GN X-368, built in 1920. Was working Butte Division at the time of sale.
To SP&S 772 April 1943.
Dismantled May 3, 1954.

GN X-385, built in 1920. Was working Butte Division at the time of sale.
To SP&S 773 April 1943.
Destroyed in a wreck on December 28, 1953.

GN X-388, built in 1920, Was working Dakota Division at the time of sale.
To SP&S 774 April 1943.
Destroyed on the Great Northern Railway on July 26, 1953.
It was the only SP&S caboose destroyed off line.

GN X-396, built in 1920, Was working Butte Division at the time of sale.
To SP&S 775 April 1943.
Sold to the Columbia and Cowlitz in 1966.



SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 771, 1961 DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, September 2, 2008

AFE 7196 raised February 15, 1943; approved April 6, 1943;
Completed February 16, 1943; approved expenditure $6,900.00.

Reason for purchase:
"Insufficient number of cabooses now on system. It is necessary to use box cars and coaches as cabooses which is not according to rules. Arrangements have been made to purchase six steel underframe cabooses from G.N. RY."

To alleviate the caboose shortage and replace coaches and box cars in caboose service on the SP&S, the Great Northern sold 6 25 ft. standard cars in April 1943.

GN X-358, built in 1920, Was working Butte Division at the time of sale.
To SP&S 771 April 1943.
Converted to Bay Window configuration in May 1946.
Dismantled in 1968.

SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 785, NO DIAGRAM
Builder: Unknown Description: Unknown. Diagram, picture, description, not located

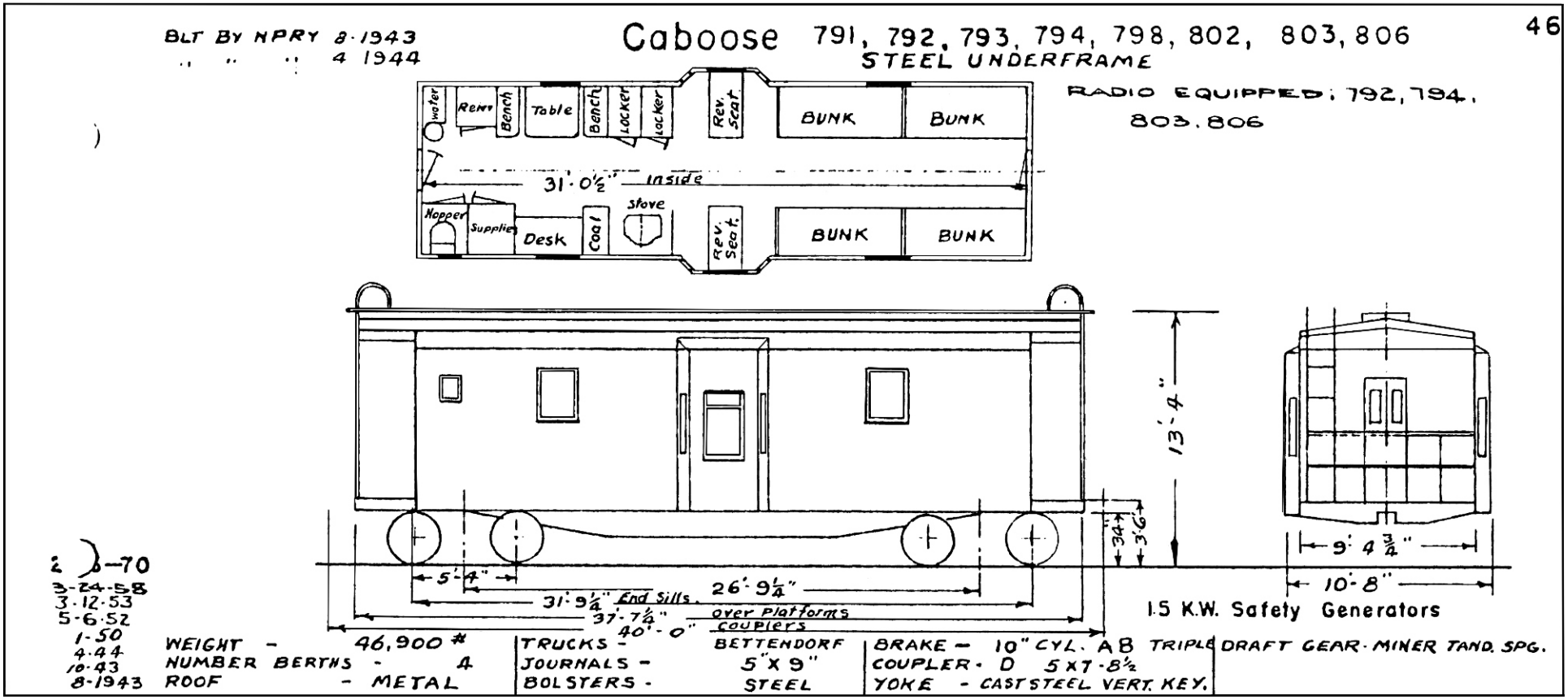
AFE 7232 raised May 5, 1943; approved May 18, 1943; approved expenditure $1,259.41
Purchase caboose $925.00, Repairs $325.00, Zone switch $9.41

Description of project:
Purchase caboose from M.F. Brady Company, and make repairs to place in good operating condition.

Reason for purchase: "We are now using six coaches and three baggage cars in caboose service, This is contrary to requirements of Washington laws and the train men have complained about the use of passenger equipment in caboose service."

Caboose was from Carlisle Lumber Co. subsidiary Newaukum Valley Railroad Co., their O-5. The operation at Onalaska, Washington shut down in 1943 and equipment sold.

Disposition: 785 To Portland Traction Co., November 21, 1952



SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 790 - 807, 1970 DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, September 3, 2008

Built at NP shops at Brainerd, Minn., from 1903 built NP 36700 series box cars.
Identical to Northern Pacific 1505 1594 series cabooses.

AFE 7262 raised July 24, 1943; approved August 6, 1943; completed August 24, 1943; approved expenditure $30,000.00.
NP plan #46184-H.

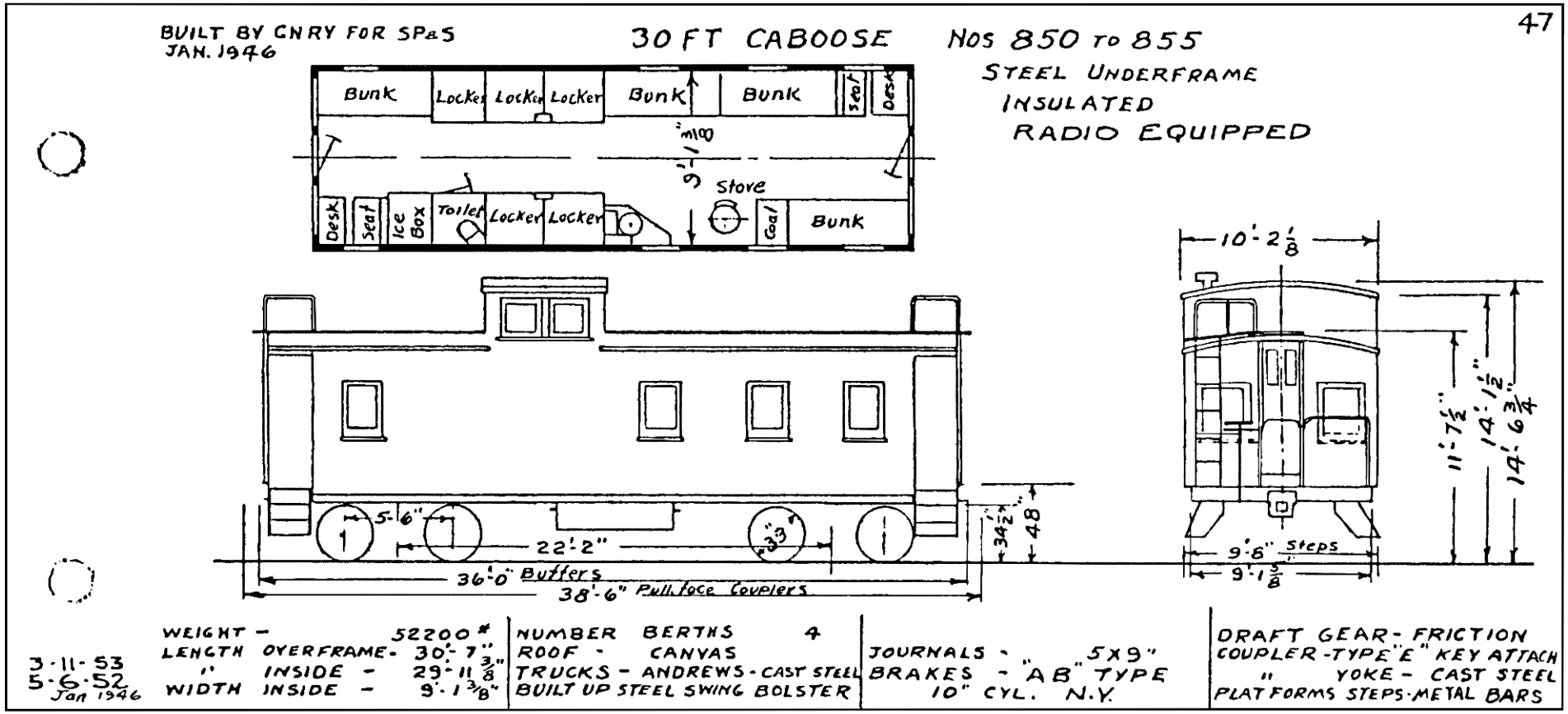
Reason for purchase:
"Insufficient number of cabooses on system and it is necessary to use box cars and coaches as cabooses, which is not according to rule account of safety devices. The Northern Pacific Railway will make the cabooses."
The 790 - 801 were delivered in August 1943.

AFE 7325 raised January 10, 1944; approved February 1, 1944; completed April 7, 1944; approved expenditure $15,000.00.

Reason for purchase:
"The total caboose assignment for SP&S Ry. Co. system lines is 69 cabooses, supplemented by seven box cars of wooden construction, one coach, and four baggage cars of wood construction. Twenty three of the 69 standard cabooses are of all wood construction, six of which should be retired. All of the above equipment is in daily use and it is necessary that six additional steel underframe cabooses be furnished as soon as possible."
The 802 - 807 were delivered on April 7, 1944.

Following the war upgrade programs caused the installation of AB brakes on many of these cars, and train radios.

Dispositions:
790 Donated to OMSI in 1968. It was at Camp 18, east of Seaside, OR. in 1993.
791 To BN 11227 (retired before 1973 with its original number).
792 To BN 11228 (retired before 1973 with its original number).
793 To BN 11229 (retired before 1973 with its original number).
It has been at "Country Village", near Bothell, WA. since 1988.
794 To BN 11230 in 1970.
795 Retired in 1969. Today it is on a residential lot near Moulton Falls, WA.
796 Dismantled on October 24 1949.
797 Dismantled in 1968.
798 To BN 11231 in 1970.
799 Dismantled in 1968.
800 Destroyed in an accident at North Bonneville on October 30 1944.
801 Dismantled in 1968.
802 To BN 11232 (retired before 1973 with its original number).
803 To BN 11233 (retired before 1973 with its original number)
804 Dismantled in 1968.
805 Dismantled in 1968.
806 To BN 11234.
807 Retirement scheduled in 1969, but this was deferred to 1970.



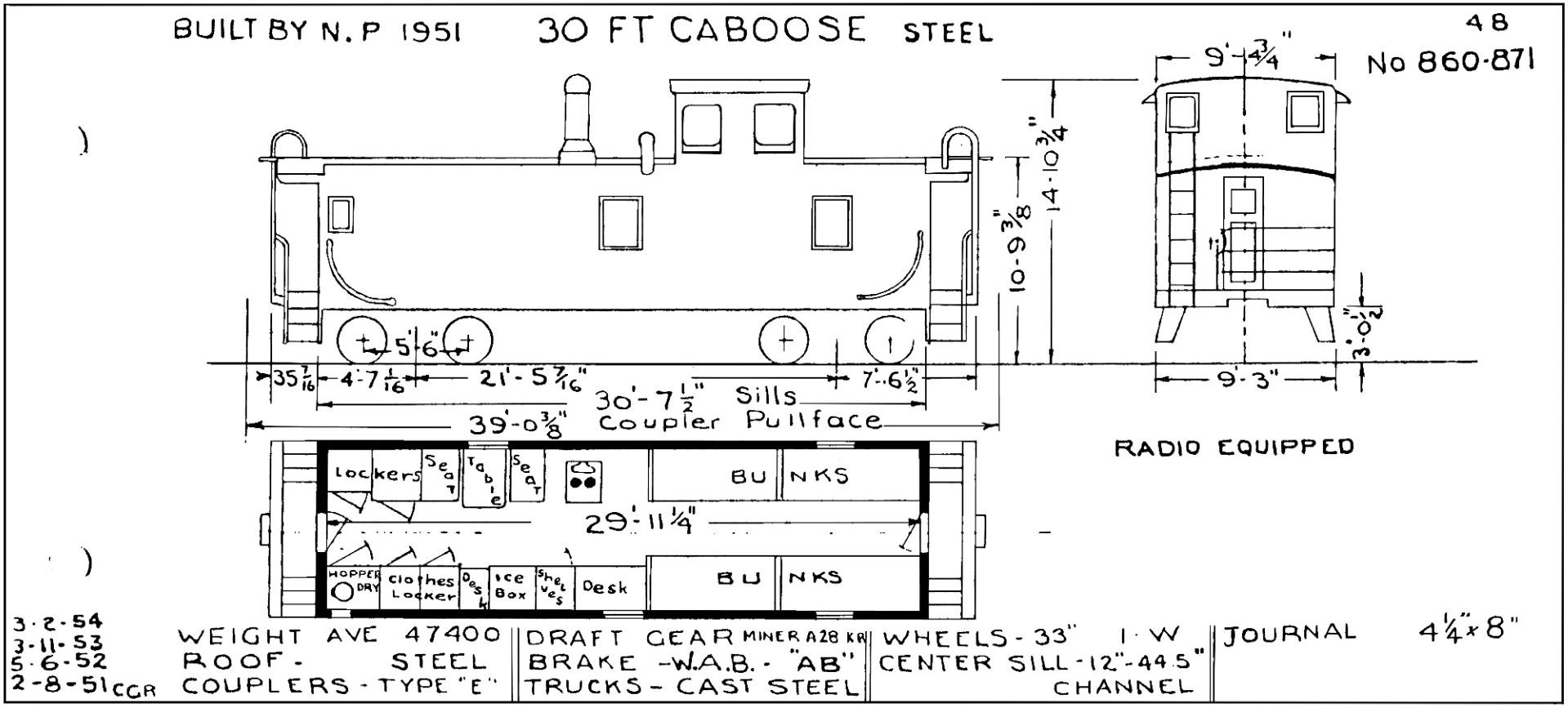
SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 850 - 855, 1953 DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, September 3, 2008

Built by Great Northern's St. Cloud shops January 1946.
They were identical to GN X-198 to X-249, but without electric light.

AFE 7638 raised July 20, 1945; approved August 7, 1945;
Completed February 7, 1946; approved expenditure $20,515.00.

Reason for purchase:
"It is necessary to purchase six additional steel underframe cabooses to supplement present supply to protect requirements of heavy business. We have in service at present 53 steel underframe and 20 all wood cabooses, including two just leased from the N.P. Ry. Fifty of the steel underframe cabooses are in good or fair condition, two others to be rebuilt account damage in collisions, three require general repairs. Two of the all wood cabooses require general repairs and the others are in good or fair condition."

Dispositions:
850 To BN 11266
851 To BN 11267
852 To BN 11268
853 To BN 11269
854 To BN 11270
855 To BN 11271



SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 860 - 871, 1954 DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, September 8, 2008

Built at Northern Pacific's Brainerd shops 1951 [Lot 1007].
Similar to NP 1000 - 1049 series.

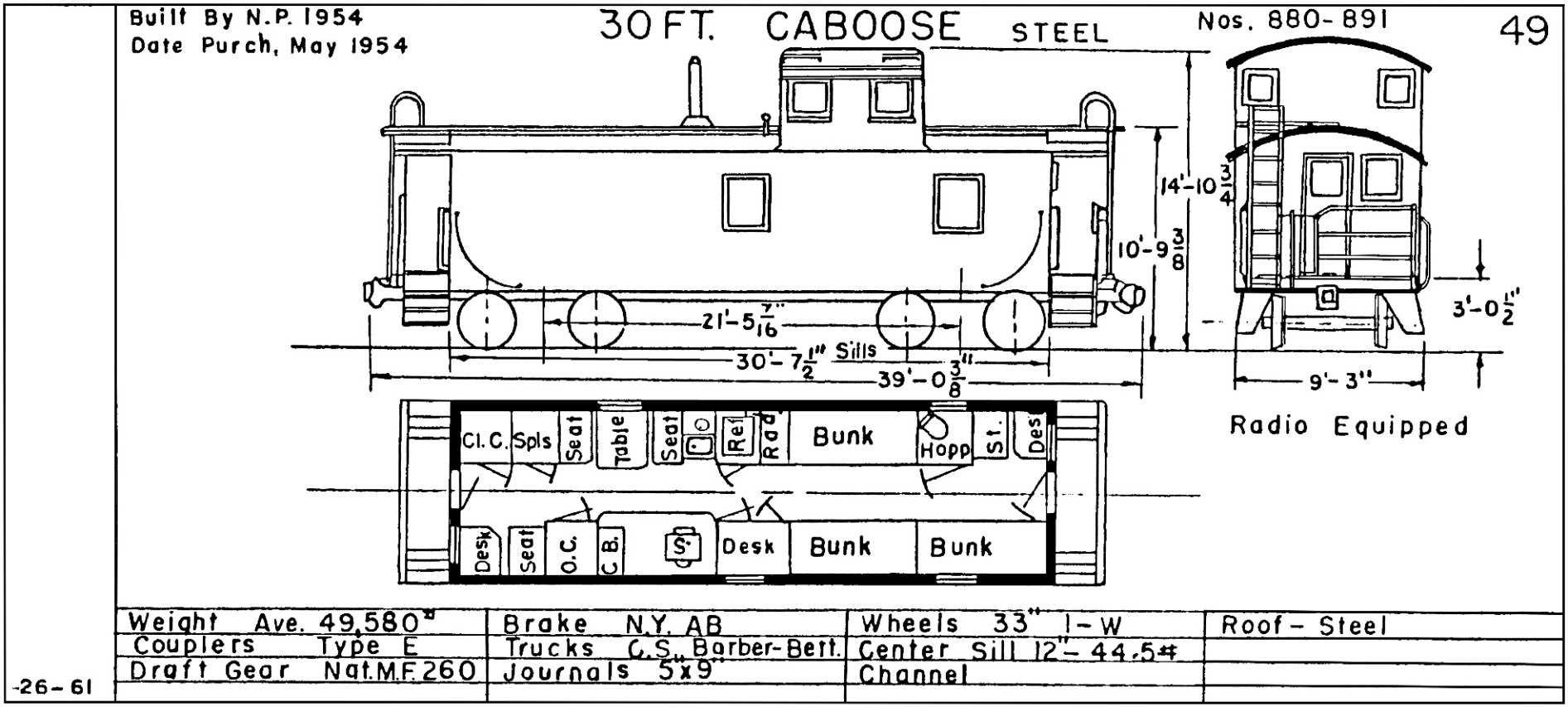
AFE 8642 raised November 21, 1950; approved December 13, 1950; completed February 28, 1951; approved expenditure $96,220.00. [actual cost was $110,254.08]

Reason for purchase:
"There are a number of old cabooses, some with wooden undersills, which should be replaced with all-steel cabooses. These are being dismantled at the present time and others will be scrapped when they are up for general repairs. It is recommended that twelve new, all-steel cabooses be purchased to replace the old equipment. AFEs will be made for the retirement of the rest of the worn out cabooses as they are scrapped."

Cabooses authorised scrapped with this AFE were 715, 719, 754.

All 12 cars were completed and ready for delivery on February 28, 1951.
They were delivered in Northern Pacific's oxide red, instead of SP&S's cherry red.

Dispositions:
860 To BN 11320
861 To BN 11321
862 To BN 11322
863 To BN 11323
864 To BN 11324
865 To BN 11325
866 To BN 11326
867 To BN 11327
868 To BN 11328
869 To BN 11329
870 To BN 11330
871 To BN 11331



SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 880 - 891, 1961 DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, September 4, 2008

Built by Northern Pacific's Brainerd shops in 1953.
Similar to NP's 1050 - 1099- series.

AFE 9099 raised March 9, 1953; approved March 24, 1953; completed May 28, 1954; approved expenditure $110,700.00. Item 98 of 1953 Improvement Budget.

Reason for purchase:
"Cabooses now in service include many different designs and sizes with construction dated 1897 to 1913 which requires excessive maintenance and stocking of obsolete car parts."

This AFE also authorised dismantling of cabooses 700, 708, 712, 717, 720, 731, 742, 743, 752, 772, 773, 774. (717, 731, 742, 752 not retired this AFE)

These were the first cabooses delivered with the "football" logo and "Northwest's Own Railway" lettering scheme.

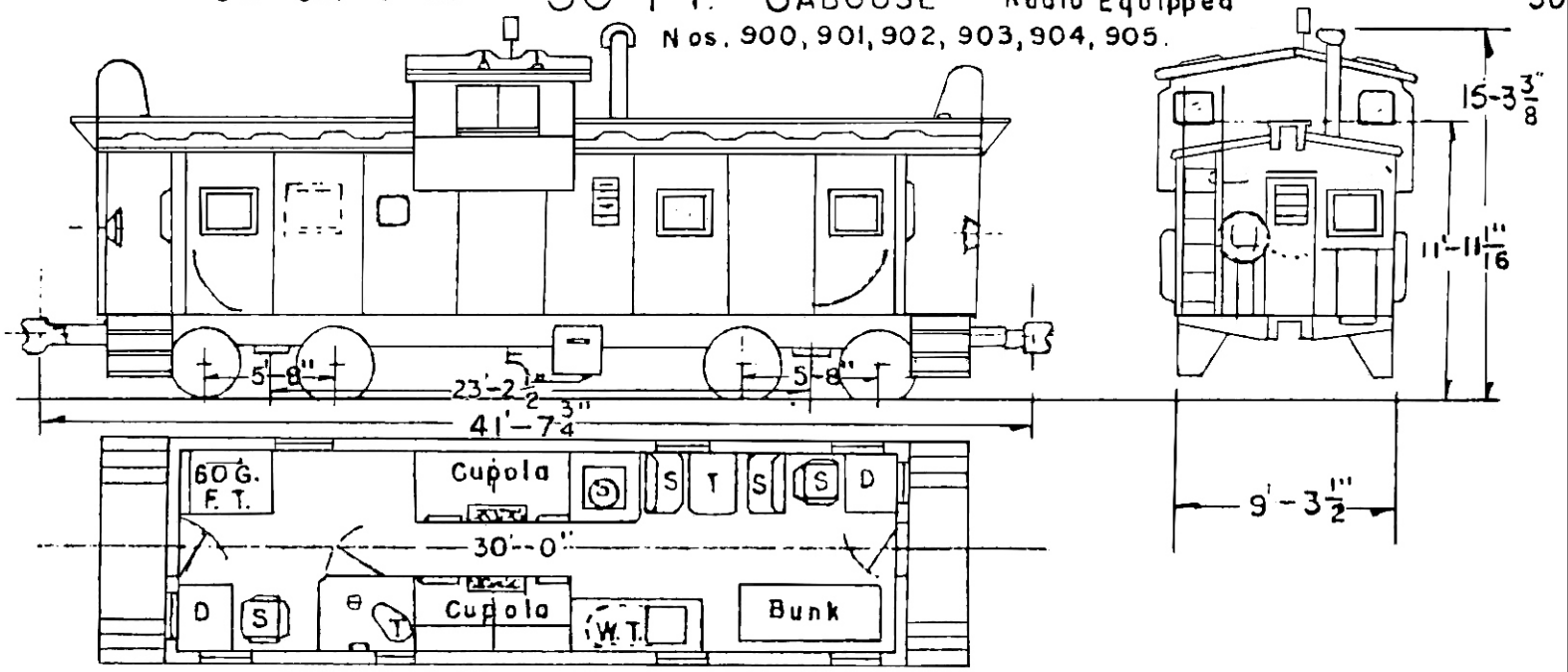
Dispositions:
880 To BN 11432
881 To BN 11433
882 To BN 11434
883 To BN 11435 Destroyed in fire at Vancouver roundhouse September 4, 1970.
884 To BN 11436
885 To BN 11437
886 To BN 11438
887 To BN 11439
888 To BN 11440
889 To BN 11441
890 To BN 11442
891 To BN 11443

Blt. By International Car Co.-5-69

30' FT. CABOOSE Radio Equipped

Nos. 900, 901, 902, 903, 904, 905.

50



WEIGHT-- 54200#	Composition Brake Shoes	Cahon TCH Oil Heater	Wind SK-210 Brk. Balancer
5½ x 10" A.P. ROLLER BRNGS	Waugh Cushion Underframe(10½ Trvl.)	Safety 1-5 K.W. 15Vlt. Gen.	Norcold Electric Refr.
50T Barber Bettendorf Trks.	Waugh Nat. Draft Gear WM-CG-5	Safety Z.E.-700432 Horz. Drive	
A.B.D. Brake Equipment	Mink No. 110 Flush Hopper	Inside Lining ¼" Kemply	

2-6-70
5-21-69

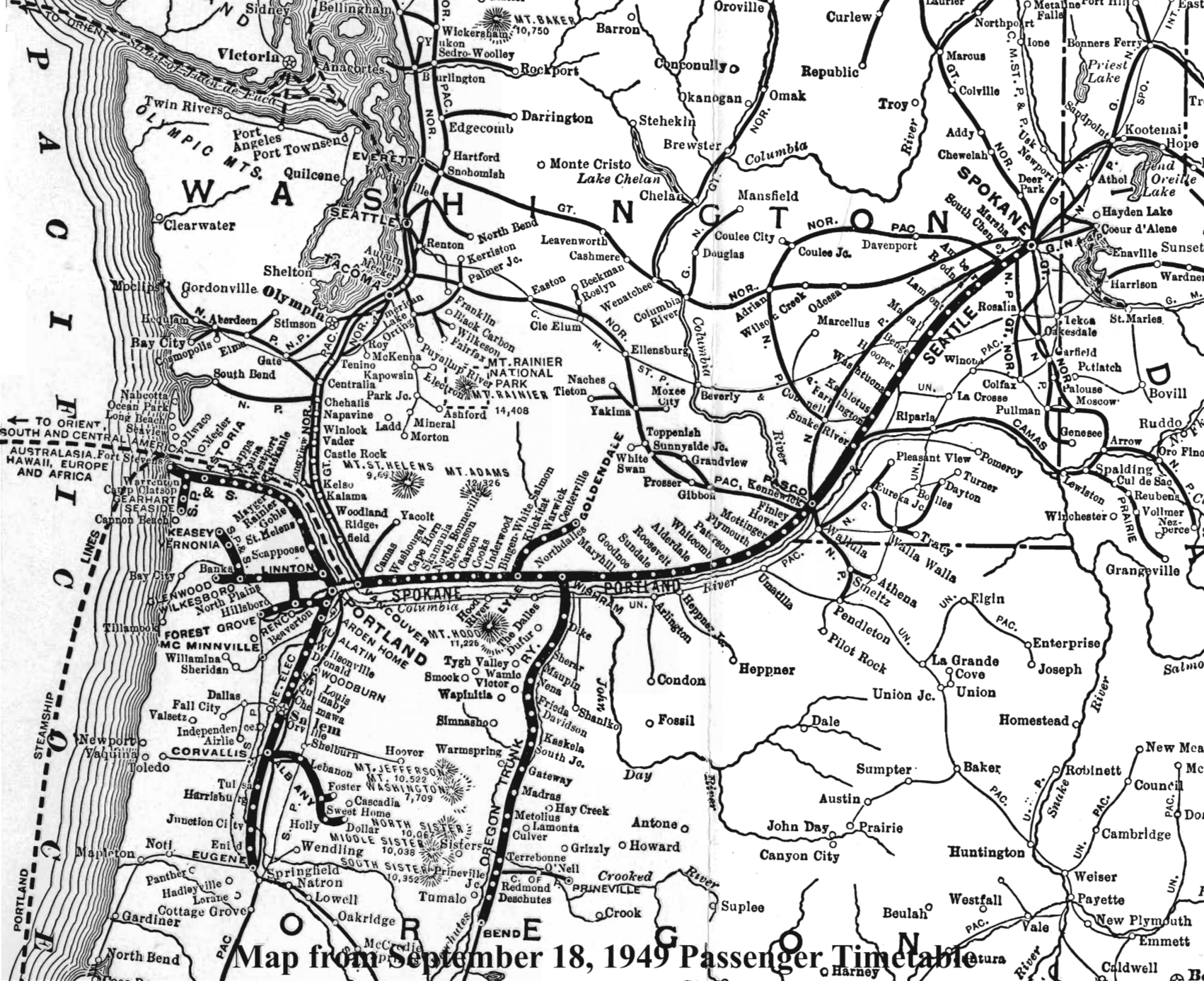
SPOKANE, PORTLAND & SEATTLE RAILWAY
CABOOSES 900 - 905, 1970 DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, September 6, 2008

Built by International Car Division of Morrison Knudsen, at Buffalo, New York.
Delivered on July 19, 1969
Similar to NP 10400 - 10424.

AFE S-15-69 approved March 12, 1969; completed July 10, 1969; authorized cost $171,774.00. Item 40, 1969 Improvement Budget.

Reason for Purchase:
"There is a critical need for these cabooses, to replace those taken out of service due to age and mechanical condition."

Dispositions:
900 To BN 10025 Destroyed in fire at Vancouver roundhouse September 4, 1970.
901 To BN 10026
902 To BN 10027
903 To BN 10028
904 To BN 10029
905 To BN 10030


WASHINGTON
OREGON
IDAHO
SEATTLE
TACOMA
SPOKANE
PORTLAND
Sidney
Bellingham
Victoria
Anacortes
Twin Rivers
Port Angeles
Port Townsend
Quilcene
Clearwater
Shelton
Moclips
Gordonville
Olympia
Aberdeen
Stimson
Bay City
Cosmopolis
Elma
Gate
South Bend
Nahcotta
Ocean Park
Long Beach
Seaview
Ilwaco
Megler
Warrenton
Camp Clatsop
GEARHART
SEASIDE
Cannon Beach
KEASEY
VERNONIA
Banks
LINNTON
Bay City
LENWOOD
WILKESBORO
North Plains
Hillsboro
Tillamook
FOREST GROVE
MC MINNVILLE
Willamina
Sheridan
Dallas
Fall City
Valsetz
Independence
Airlie
Newport
Yaquina
CORVALLIS
Toledo
Tulsa
Harrisburg
Junction City
Halsey
Mapleton
Noti
Enid
EUGENE
Panther
Hadleyville
Lorane
Cottage Grove
Gardiner
North Bend
Springfield
Natron
Lowell
Oakridge
McCredie
Rainier
Kelso
Castle Rock
Kalama
Woodland
Yacolt
Ridgefield
Vancouver
Camas
Washougal
Cape Horn
Skamania
North Bonneville
Stevenson
Carson
Cooks
Underwood
Bingen-White Salmon
Klickitat
Warwick
Centerville
Goldendale
Northdale
Maryhill
Goodnoe
Sundale
Roosevelt
Alderdale
Whitcomb
Paterson
Plymouth
Mottinger
Finley
Hover
Pasco
Kennewick
Prosser
Gibbon
White Swan
Sunnyside Jct.
Grandview
Toppenish
Ladd
Morton
Mineral
Ashford
Elbe
Electron
Mt. Rainier
Park
Tenino
McKenna
Roy
Orting
Franklin
Black Carbon
Wilkeson
Fairfax
Purallup River
Centralia
Chehalis
Napavine
Winlock
Vader
Chehalis
Park Jct.
Auburn
Meeker
Renton
Kerriston
Palmer Jct.
North Bend
Snohomish
Hartford
Everett
Edgecomb
Darrington
Burlington
Sedro-Woolley
Wickersham
Mt. Baker
10,750
Yukon
Rockport
Barron
Oroville
Curlew
Republic
Marcus
Colville
Troy
Omak
Okanogan
Conconully
Stehekin
Brewster
Monte Cristo
Lake Chelan
Chelan
Mansfield
Coulee City
Douglas
Coulee Jc.
Davenport
Wenatchee
Cashmere
Leavenworth
Beckman
Roslyn
Easton
Cle Elum
Ellensburg
Naches
Tieton
Yakima
Moxee City
Beverly
Columbia River
Columbia
Wilson Creek
Adrian
Odessa
Marcellus
Rosalia
Lamont
Mac
Bedell
Hooper
Washtucna
Kahlotus
Farrington
Connell
Riparia
La Crosse
Pullman
Colfax
Palouse
Moscow
Bovill
Winona
Garfield
Potlatch
Tekoa
Oakesdale
St. Maries
Harrison
Wardner
Coeur d'Alene
Hayden Lake
Athol
Deer Park
Chewelah
Addy
Metaline Falls
Laurier
Northport
Ione
Bonners Ferry
Priest Lake
Sandpoint
Kootenai
Hope
Pend Oreille Lake
Enaville
Sunset
Arden
Rodna
Marshall
South Chenev
Newport
Ruddo
Arrow
Genesee
Oro Fino
Spalding
Cul de Sac
Reubens
Vollmer
Nez-perce
Lewiston
Winchester
Pleasant View
Pomeroy
Turner
Dayton
Eureka Jct.
Bolles
Walla Walla
Tracy
Waitsburg
Grangeville
Athena
Sheltz
Pendleton
Pilot Rock
Elgin
Enterprise
La Grande
Cove
Joseph
Union Jct.
Union
Heppner
Condon
Fossil
Dale
Homestead
Sumpter
Baker
Robinett
Austin
John Day
Prairie
Canyon City
Huntington
Cambridge
Weiser
Payette
New Plymouth
Emmett
Vale
Westfall
Beulah
Suplee
Crook
Prineville
Redmond
Deschutes
Terrebonne
O'Neil
Crooked River
Grizzly
Howard
Antone
Hay Creek
Metolius
Culver
Lamonta
Madras
Gateway
South Jct.
Kaskela
Warmspring
Wapinitia
Tygh Valley
Smock
Wamic
Victor
Maupin
Nena
Friend
Davidson
Shaniko
Dufur
Mt. Hood
11,225
Hood River
Lyle
The Dalles
Dike
Sherar
Arlington
Heppner Jct.
Umatilla
Columbia River
Snake River
Lewiston
Clarkston
Orofino
Grangeville
Mt. Jefferson
10,522
Mt. Washington
7,709
North Sister
10,063
Middle Sister
10,038
South Sister
10,352
Sisters
Cascadia
Sweet Home
Foster
Lebanon
Albany
Shelburn
Hoover
Simnasho
Scio
Jefferson
Talbot
Donald
Aurora
Woodburn
Wilsonville
Tualatin
Garden Home
Beaverton
Reedville
Orenco
Hillsboro
North Plains
Wilkesboro
Lenwood
Scappoose
Vernonia
Keasey
Mayger
Rainier
Goble
St. Helens
Clatskanie
Westport
Knappa
Astoria
Warrenton
Seaside
Gearhart
Fort Stevens
Nehalem
Manzanita
Wheeler
Oceanside
Netarts
Tillamook
Hebo
Grand Ronde
Sheridan
Willamina
Dayton
Lafayette
Yamhill
Carlton
Sherwood
Tigard
Oswego
Lake Oswego
Milwaukie
Gladstone
Oregon City
Canby
Molalla
Mulino
Silverton
Mt. Angel
Gervais
Woodburn
Hubbard
Aurora
Donald
Butteville