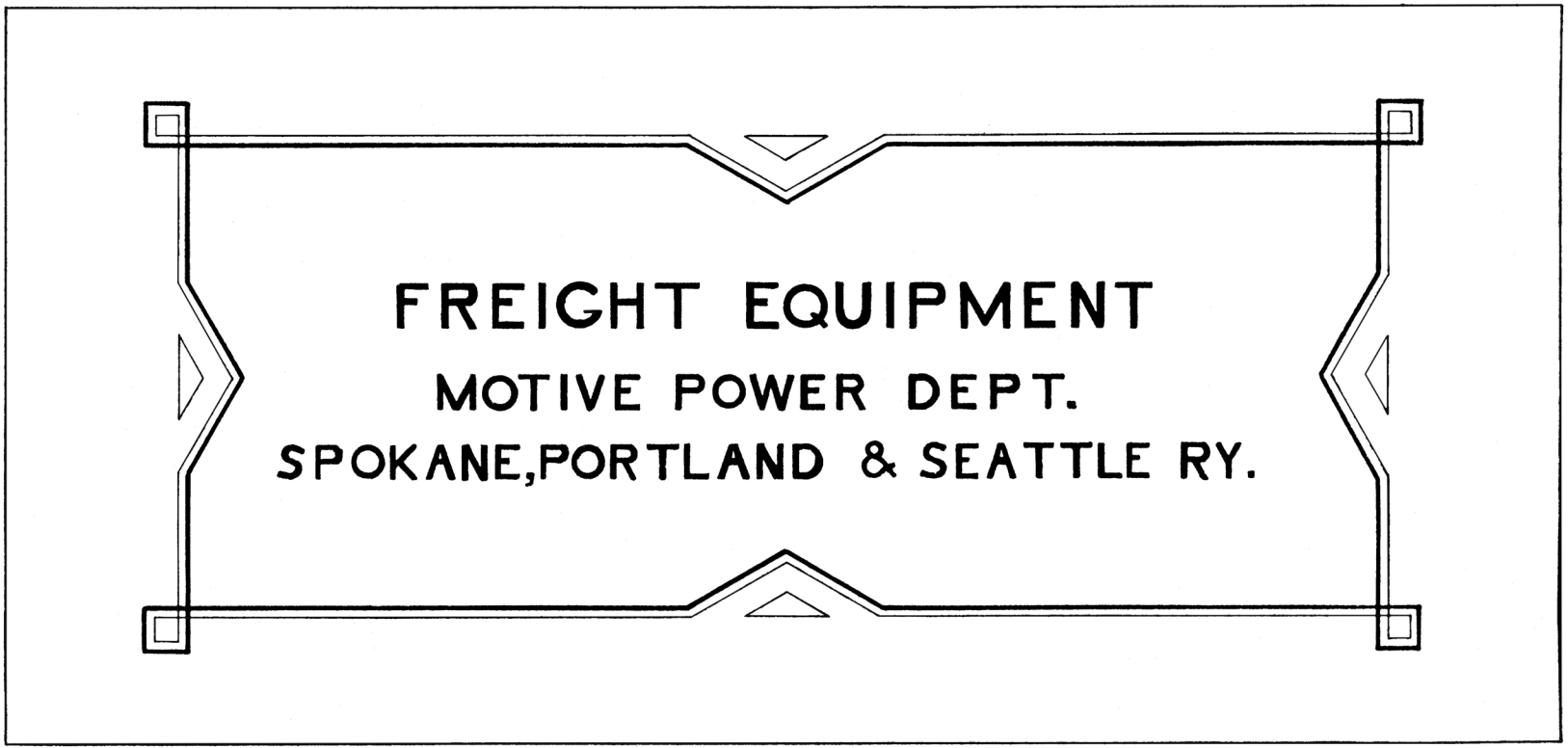

ALL-TIME FREIGHT EQUIPMENT DIAGRAM BOOK

COMPILED BY PAUL T. HOBBS

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SPOKANE, PORTLAND & SEATTLE RAILWAY

ALL-TIME FREIGHT CAR EQUIPMENT DIAGRAM BOOK

By Paul T. Hobbs

This is a collection of 75 Freight Car equipment diagrams, representing most of the freight car fleet of the Spokane, Portland & Seattle Railway; the Oregon Trunk Railway; the Oregon Electric Railway; the United Railways Company; the Portland, Astoria & Pacific Railroad; and the Gales Creek and Wilson River Railroad from 1908 through 1970.

Diagrams representing the Columbia River and Northern Railway's 69 freight cars have not been located. They were about 20-years old in 1908, when the SP&S purchased the line. Some of the cars immediately went into outfit service. Others were rebuilt into cabooses.

The Astoria and Columbia River Railroad's fleet of 197 cars, in four groups, was renumbered following acquisition in 1911, and are shown here as the SP&S.

The diagrams are presented in strict numerical order. They represent 97% of the all-time freight car fleet of approximately 6500 cars.

A few diagrams are missing, and are detailed below.

The oldest cars presented date from 1889, the newest at 1970. We have an evolution of both the technology of car building, and of the diagrams themselves. The cars grew from all-wood 30-foot, 20-ton capacity to 100-ton, 60-foot steel monsters.

The diagrams were hand-drawn until the early 1960's, when stencil lettering became the norm.

We are indebted to Ed Austin, Ralph L. Barger, Ronald G. Peterson and the Pacific Northwest Chapter, National Railway Historical Society for generously sharing their collections. They represent the contents of diagram books dated 1925, 1941, 1959 and 1970. The PNWC materials were individual diagrams in files discussing equipment, sometimes including a diagram from the former owning railroad.

Equipment diagrams are not scale drawings. They are impressions of what the car looks like, and provide a record of the capacity, dimensions and ancillary items. Some details are of interest to the Traffic Department. Others are useful to car-men for maintenance and repair purposes. It is worth noting on some of the large orders for steel box cars, the division of specifications among several manufacturers for such items as doors, roof walks, power hand-brake mechanisms.

Each diagram has been scanned from the photocopy, now in my own collection, from these sources. Where the diagram is from 1941 or earlier the blueprint has been inverted to provide a black image on a white background. Blueprints are made by a photographic process (Cyanotype). The resulting image takes the background color of the paper, the rest of the page becoming a Prussian blue– which turns black or gray via a photocopier. It was a relatively inexpensive means of printing small quantities of many pages.

The condition of the diagrams varied considerably. Several were a simple scan and minor tweak. Others required major clean up, removing excess marks, and/or reinstating lines and repairing individual characters. Some needed up to five hours of processing. If, in the end, you cannot tell where I have been, the exercise has probably been successful. The object was to retain the character of the original, achieve a consistent result, and provide readable lettering and numbers. In this it was not my role to correct spelling– one draughtsman could not spell 'height', another diagram has 'steal' instead of the metal, yet another has the flanges on the wrong side of the wheels.

For some diagrams a choice was available, the one chosen usually representing the earlier date and the largest number of cars in service.

The 'restoration' remains somewhat fuzzy. This is deliberate. The original prints were just this way. It was the nature of the printing process used at the time. To test the process I scanned an original diagram print of a diesel locomotive, from my own collection, and ended up with similar results.

At the left of most diagrams is evidence of the holes in the originals– needed as part of the placing of the diagrams into screw-stud or split-pin folders.

Diagrams from earlier years did not have lined borders. The edge shown here represents the boundaries of the original page.

The scans were made at 600dpi on a Microtek ScanMaker X-6 in full color. They were processed in Corel Photopaint 7, and converted to grayscale. After the clean up they were exported as .eps files. Adobe Acrobat Distiller 4 converted them into Acrobat .pdf files.

Page numbers on the diagrams are original. Over the years the diagram books went through several radical renumberings. Thus it is not unusual, in this presentation, for consecutive diagrams to have significantly different page numbers. Indeed, the cars may not have been in service at the same time. The 1941 book included both revenue and outfit cars, accounting for many notations of X- numbers on revenue freight car diagrams. After World War II the Locomotive, Passenger, Freight and Outfit diagrams were all in separate books.

A few diagrams are of outfit cars. Revenue freight car diagrams were not available. If you have Ronald G. Peterson's book "Maintenance-of-Way Equipment of the Spokane, Portland and Seattle Railway" of Outfit car diagrams, it is possible that X-60 may have been built on a CR&N flat car. Its dimensions do not relate to any from the A&CR. However, wooden cars could be readily changed to a different configuration. An example is the L-2, a Lidgerwood Unloader - in the same book, rebuilt from A&CR 331 (others became the SP&S 31150 series of flat cars). The only similar characteristics are the trucks. Dimensions of cars with steel underframes did not change nearly so much.

Diagrams in later years show the dates of revision on the bottom left of the page. In many instances the copy on hand is missing some of the digits, notably the month. The missing information has not been located. For some the information was clear on another copy and has been reinstated on the version used.

For several car groups we present more than one diagram. Within one series of woodchip cars there may be different rack designs, or a replacement in later years with another design. Some of the second-hand gondolas were used for a time before they were equipped with racks. A group of tank cars was renumbered in later years. There are numerous examples of cars built, or purchased, as one car type, then later rebuilt into another, and assigned a new number series.

Cars for which no diagram has been located.

The SP&S family cars for which no diagram has been located is listed below.

With no means of proof either way it is interesting to note the similar descriptions of certain CR&N and OE cars. Were some CR&N cars transferred to the OE?

It is possible that for cars 31550 and 33000–33004 the diagram was not drawn. They were in service on the SP&S for less than two years. For others, say the 39800–39818 series, we have many pages from an appropriate era diagram book. The book was designed to be kept up to date by the insertion and removal of pages as necessary. Thus, for this group, the book has been updated after the cars were dismantled in 1958, after just six-years service.

For others, particularly the 33400–33460 series, we have not had access to books or individual diagrams for the period concerned– if they still exist.

Roster Numbers	**Description**	**Count**
GC&WR 1, 2	Flat Car 34' 60M WOOD	2 cars
CR&N 101–108	Box Car 34' 40M WOOD	5 cars
URC 101-108	Flat Car 36' 50M WOOD	8 cars
CR&N 111–120	Box Car 27' 40M WOOD	8 cars
URC 200–201	Box Car 39' 60M WOOD	2 cars
CR&N 201–236	Flat Car 33' 40M WOOD	29 cars
OE 250–256	Box Car 27' 40M WOOD	7 cars
OE 300–319	Flat Car 34' 60M WOOD	20 cars
OE 350–357	Flat Car 34' 50M WOOD	8 cars
OE 360–367	Flat Car 36' 50M WOOD	8 cars
OE 370–373	Flat Car 36' 60M WOOD	4 cars
OE 380–396	Flat Car 34' 40M WOOD	17 cars
OE 400–401	Stock Car 36' 80M WOOD	2 cars
OE 500–503	Gondola Hart Convertible	4 cars
31250	Flat Car 37' 80M WOOD	1 car
31550	Flat Car Log 41' 70M WOOD	1 car
33000–33004	Flat Car Log Skel 42' 70M WOOD	5 cars
33400–33460	Flat Car Skeleton 43' 100M	61 cars
38500	Tank Car Coy Svc 36' STL	1 car
39800–39818	Pulpwood 40' 100M SUF	19 cars
	Total:	**212 cars**

The following is adapted, and updated with more recently acquired material, from an article by this author, which first appeared in "The Northwest's Own Railway" issue 1993, #2, the quarterly magazine of the Spokane, Portland & Seattle Railway Historical Society.

SERVICE PROFILES
SPOKANE, PORTLAND AND SEATTLE RAILWAY
FREIGHT EQUIPMENT

The development of the attached profile was sourced primarily from Official Railway Equipment Registers, many of which were obtained from the A. C. Kalmbach Memorial Library, at the NMRA headquarters in Chattanooga, Tennessee. Others were from the collections of Ed Austin and Ralph L. Barger, plus a few from my own collection.

Some anomalies should be clarified. The Register for 1917 included the Pacific and Eastern Railway for 7 freight cars and the Spokane and Inland Empire Railway for 393 cars. They were strategic subsidiaries of SP&S (of more interest to GN plans). The P&E was sold and the property of the S&IE became a Great Northern subsidiary in 1920. Neither company's cars are shown here. A number of the 31000 series flat cars were sold in 1920 to Mr. M. D. Olds, the purchaser of the P&E.

The term 'revenue' is used somewhat loosely for the early years and includes all freight cars. Some cars were listed under work equipment, but with revenue numbers. Including these allows such items as the tank cars, OE 500 gondolas (in service from the Albany Gravel Pit until sold to Burke Machinery in 1929) and all 1000 (only 30 revenue from 1917) and 2000 (11 were outfit cars in 1917) series cars to be shown. Non Revenue cars were not listed in Registers after 1930.
There is evidence to suggest that a few cars were designated non-revenue at times, known by X plus number (the X may not have been applied to the car, X-10109 is an example in the 1940s). The 32002, a flat car, had Mud Dozer X-22 built on it, but the car retained its original number. Maybe the X-22 could be removed when not in use and the car returned to service.

A few cars served very short periods. Several log cars from Northern Pacific, acquired in 1945, numbered 33000-33004, and one, 31550, which was for some reason numbered alone. These cars are recorded as dismantled shortly after purchase. They were acquired with the steel-underframe 33100 series, their NP numbers indicate they had wood underframes.
Three cars were acquired from the Gales Creek & Wilson River, GCWR 1, 2, 1300, all becoming SP&S outfit cars in 1926.

Eras of Equipment
In broad terms the freight equipment of the SP&S can be divided into two distinct periods. Many cars on the roster, before World War II, had been inherited from acquired railways. All were retired prior to, or during the early 1940s. Of cars owned before 1938, only the 10000 series boxcars, 32005 series flat cars, and company service tank cars in the 38000-38060 groups survived to post war service. The tank cars posed a minor problem in that they disappear from the Registers after 1930. The cars reappear on the Registers in 1953 as revenue cars, the 38600 series disappear again until 1962. The 38000-38009 were owned by Oregon Trunk and may have been the only cars ever lettered OT. The OT also owned three steam locomotives.

At times many of the flat cars were equipped with wood racks or sawdust racks, usually owned by the consignor or consignee. The first of these, the 31300-31315 series, appear in 1924, equipped with Wood Racks, but remain designated FM. The 1950 Register shows several groups of flat cars equipped with racks for Sawdust shipments, the cars reclassified LP. These include 31600 s, 31700 s, 32005 s, 32100 s, 32200 s, OE 851 s. There were 118 cars with Sawdust racks and 221 as flat cars in these series. The GS gondolas were initially termed Gondolas despite the racks, but designated LP. The 1962 Register is the first to use the term Woodchip (the terms Sawdust and Pulpwood are not used again), by which time only 4 flat cars remained in this service. From the 1965 Register the LP cars are redesignated GSS. The racks had been removed from all remaining flat cars. Except for the 31300 and 31500 cars equipped with wood racks for 4' wood, the equipment diagrams do not show the racks on the flat cars.

There are several groups where I do not know the car builder and one where there is confused data. This applies to the 2000 series boxcars. Retirement records show Barney and Smith as the builder. The Register for 1908 for A&CR says all cars in interchange service are built by Ensign (true for their 100 series flat cars [SP&S 31000 s]).

The growth of business in the Pacific Northwest following World War II, and a general shortage of boxcars nationwide at the time saw a dramatic change, and increase, in the rolling stock of the SP&S. Five orders of 500 boxcars each provided a pool of cars for growing traffic and reduced

dependence on parent line cars, while simultaneously reducing per diem charges. The 1946 group (11000 series) were built by Pullman-Standard, the others were built equally by Northern Pacific at Brainerd, Minnesota (12000, 12500 series), and Great Northern at St. Cloud, Minnesota (13000, 14000 series).

The Woodchip Business

Also post war was the growth of the woodchip business for the paper and fibreboard industries. Many flat cars were equipped with racks for carrying Sawdust. Following this was the conversion of half the surviving 10000 series boxcars into 142 woodchip cars (39000 s), starting December 1950, serving the Crown Zellerbach plant at Camas. The wood came from lumber mills in the Willamette Valley and other places, including the Goldendale Branch and the Oregon Trunk. Conversion was achieved by removing the roofs, sealing the doors and installing height extension sheets. Crown Zellerbach was the largest customer for woodchips. For the business of Longview Fibre Company the 22600 series of gondolas was acquired from Great Northern in 1951 for transporting chips from Associated Plywood Mills of Eugene, Oregon to Longview, Washington. Willamette National, of Foster, Oregon, was also in the business. Requirements at LF and WN facilities were for gravity unloading - necessitating hopper or drop doors. For these customers the first of the second hand General Service Gondolas were acquired. As the 39000 series were retired, the Crown Zellerbach business was changed to GS Gondolas, with the doors covered by a wood floor, CZ continuing to unload the chips from the top of the cars, probably by vacuum.

The GS Gondola acquisitions of the 1950s were first satisfied by former NP and GN composite cars. As this source was exhausted, all steel cars were acquired from GN, NP, UP and finally D&RGW in 1964. Correspondence indicates CB&Q GS gondolas were also considered. The most unusual group was the 27 Caswell Dump Cars acquired from the Santa Fe (22800-22826). Register listings frequently show cars as SUF when the gondola is actually all steel. My listing shows STL for all steel gondola and SUF for composite gondolas - both had wooden extensions. The 22830-22855 series had extensions made of special full-length sheets of plywood rather than 2 x 10 timbers. The Douglas Fir Plywood Association advertised this achievement as an industry breakthrough. It is interesting that later racks were again made of timber, indicating that plywood may have been less than successful in this application. Correspondence indicates that the scarf joints between the plywood sheets were prone to failure.

The Tillamook Burn (the 1945 one– there were three others in 1933, 1939 and 1951) provided a short-term bonanza in logging business on the Glenwood Branch in the mid 1940s. This traffic was served by obtaining log cars from Parent lines and even disconnects (181½ sets) from Consolidated Timber. The disconnects were not renumbered, nor listed in Registers, by SP&S, 14 sets were sold to Edward Hines Lumber Co at Westfir in 1948 and most of the balance sold to metal dealers in 1949 and 1950. When the clearing of the burn traffic diminished, 75 of the 266 cars (33100 s) from the NP were resold to their former owner in December 1952. Similarly all 61 ex GN cars in the 33400 series were sold to Wright Lumber Co, New Westminster, BC in August 1956.

With the arrival of Diesel locomotives the railroad purchased, in 1949, the 38600 series of 50’ tank cars. Ten were used transporting diesel (38600-38609) and ten were used for heating fuel (38610-38619). The 38602 was modified by installing a pump, reel and meter, allowing direct delivery of stove oil to depots, roundhouses, and other structures with heating systems. Fuel was loaded at the Shell facility near Willbridge. Following the retirement of the steam locomotives in the 1950s the earlier 38000-38060 cars were retired to outfit service, except for 6 – renumbered 38000-38005, which remained until 1969.

Conversions at the Vancouver Shops

Over the years the Vancouver Shops converted many cars from one purpose to another. The first big efforts used the 1000 series Dirt cars, many becoming flatcars (31300 and 31500 series) and some stock cars (33200 s) for use on the OT, replacing hired Northern Pacific cars.

Several foreign cars wrecked on SP&S were rebuilt into revenue SP&S cars, some added to existing series such as cars 31190, 31191, 31315, 38059, 38060; and others as individual numbers 31250, stock car 33100 and a tank car 38500 - whose acquisition remains a mystery.

Another source of conversions was the Hart Convertible gondolas of the 20000 series, acquired from NP in 1945. Many were converted to Pulpwood cars (39800-39818) and log flats (39819-39826) in service from the NP Yacolt Branch to Rafton for Harbor Plywood Co, and chip cars (39850-39869) for Fir-Tex Insulating Board Company at St Helens.

Many of the wooden extensions for Woodchip Gondolas were made at Vancouver, usually at customer expense.

In the late 1950s Kaiser Gypsum began shipping large size wallboard from St. Helens requiring Bulkhead flat cars. A total of 40 34000 series 50' flat cars were converted over 12 years into 35000-35039 and used in assigned service.

Further conversions of Boxcars (10000 s) and Gondolas (23000 s) resulted in the final groups of 40' flat cars 32300 s and 36000 s respectively.

A few cars were modified for specific traffic.

- Four steel boxcars (11055, 11130, 11270, 11441) had hatches installed for service with Ralston Purina at Spokane for shipments to Prineville (on the City of Prineville Railway), Rainier and Gaston (on SP south of Forest Grove).
- The last 10000 s Boxcars were used for dry ice shipments for the Gas Ice Corporation, probably between the plant at Klickitat Springs and Portland (10019, 10078, 10128, 10155, 10218).
- Fifteen 11000 s (11036, 11043, 11044, 11089, 11230, 11231, 11278, 11282, 11285, 11296, 11312, 11324, 11399, 11433, 11463) and 7 12000 s (12039, 12125, 12181, 12207, 12336, 12356, 12390) boxcars were modified for green veneer traffic by removing the doors and installing stakes. This appears first in the BN listing of 1972 and may be a post merger modification.

Three series of cars were renumbered in kind.

- When the logging on the Glenwood branch diminished and many of the 33100-33365 series were sold or dismantled, the remaining cars were consolidated into the 33100-33199 series.
- Another example was several of the 22830 series where numbers were swapped to group the woodchip cars together and the gondolas together. One year after renumbering, the remaining gondolas were equipped as woodchip cars.
- The third group was the 38000 series tank cars, where 6 cars were renumbered 38000-38005, in 1956, as the balance became outfit cars.

The last orders for new rolling stock included the 1965 purchase of 70 jumbo woodchip cars (9000 s) and the 1970 318100 series 50' boxcars. The latter were delivered at merger time, and with BN series numbers. Of the 500 ordered, 300 were painted for the SP&S in the unusual green with yellow lettering, and 200 in Burlington Northern colors. All were built by Gunderson Brothers at Portland.

Numbering Practices

The company's numbering practices for freight cars were consistent over the years, following the initial orders for 1000 s Dirt cars, the 2000 s boxcars ex A&CR, and the 3000 s boxcars. The 10000 were boxcars, 20000 gondolas, 30000 flat cars, 38000 tank cars, 39000 Pulpwood cars and 9000 Jumbo Woodchip cars. The early United Railways Company (URC) and Oregon Electric (OE) cars were listed separately to SP&S cars. Astoria & Columbia River (A&CR) and Columbia River & Northern (CR&N) cars were renumbered to SP&S, most of the CR&N cars becoming outfit cars or cabooses. Excluding the 3 instances of renumbering in kind mentioned above, most cars used a unique number in revenue service. The inevitable exception is the 2000, where SOO 17704 boxcar [wrecked at Fallbridge in January 1918] was rebuilt and numbered 2000, filling a vacated number. The numbers of all 11 stock cars were later occupied by log cars. There were several instances where cars were renumbered to MOW equipment and later returned to revenue, usually with their former number.

By extending the table to a BN listing of 1972 we see how many cars survived in revenue service after the merger. Forty-six percent of the cars shown in 1968 had been retired by 1972. By October 1992 the Burlington Northern listing shows precisely 10 SP&S cars still in revenue service, 3 x 34000, 36006, 6 x 38600. Of the 500 318100 series built in 1970, 293 were in service, all lettered BN.

Uses for the Service Profile

The table provides a condensed history of the company's freight equipment. For the modeler it offers a basis for selecting proportions of equipment to use for the period modeled. A realistic target could be 1% of the company's freight cars. For an example 1968 that would be 34 cars made up of (say) 17 x 40' steel boxcars, 4 x 50' steel boxcars, 2 gondolas, 4 woodchip gondolas, 2 50' flatcars, 1 each jumbo woodchip car, tank car, bulkhead flatcar, 40' flatcar, ballast hopper. Weightings could be applied depending on the district modeled, possibly reducing boxcars - many in interchange, in favor of more woodchip or flat cars. For those of us modeling an extended period, the table shows which cars would have been in use together at any date.

SERVICE PROFILES - SPOKANE, PORTLAND AND SEATTLE RAILWAY FREIGHT CARS IN REVENUE SERVICE 1908 - 1972

SERIES \/			CAR TYPE	YEAR 19xx>	09	13	17	22	27	30	35	39	45	50	53	58	62	65	68	72	BUILDER/DATE	EX/DATE (REMARKS)
101-	108	(CR)	Box Car 34' 40M WOOD		5																	
101-	108	(UR)	Flat Car 36' 50M WOOD			8	8	7	7	2												
109-	112	(UR)	Flat Car 34' 40M WOOD			4	4	2														
111-	120	(CR)	Box Car 27' 40M WOOD		8																	
200-	201	(UR)	Box Car 39' 60M WOOD			2	2	2														
200-	224	(OE)	Box Car 36' 60M WOOD		25	25	23	22													CCE 1908	
201-	236	(CR)	Flat Car 27' 40M WOOD		29	2																
250-	256	(OE)	Box Car 27' 40M WOOD		7																	
260-	269	(OE)	Box Car 39' 80M WOOD			10	10	10	5	5	1	1										
300-	319	(OE)	Flat Car 34' 60M WOOD		20	20	18	14	6	2											BUILT 1908	
320-	336	(OE)	Flat Car 36' 60M WOOD			15	17	17	9	3	1											
350-	357	(OE)	Flat Car 34' 50M WOOD		8	7	7	6	1													
360-	367	(OE)	Flat Car 36' 50M WOOD		7	8	7	6	1													
370-	373	(OE)	Flat Car 36' 60M WOOD		3	4	4	4	1													
380-	396	(OE)	Flat Car 34' 40M WOOD			17	17	9														
400-	401	(OE)	Stock Car 36' 80M WOOD		2	2	2	2														
500-	503	(OE)	Gondola Hart Conv 36' 80M WOOD			4	4	4														
800-	809	(OE)	Flat Car 41' 80M WOOD				10	10	10	9	7	3			1						BUILT 1911	
851-	872	(OE)	Flat Car 41' 80M SCS									21	21	19	19	7					GN/NP 1938	(r/b from box cars)
1000-	1149		Dirt Car 40' 80M WOOD		150	146	132	129	104	59	30	30									H&B 1909	
2000-	2047		Box Car 34' 60M WOOD			47	39														B&S 1898	A&CR 1000 s 1911
3000-	3299		Box Car 40' 80M WOOD			298	298	267	214	180	150	42									H&B 1910	
9000-	9069		Woodchip Car 61' 200M COMP																70	67	Gunderson 1965	
10000-	10299		Box Car 40' 80M SUF					300	300	300	298	296	287	279	128	43	22	15	4		PCF 1919	
11000-	11499		Box Car 42' 100M STL											497	495	494	480	476	461	273	Pullman-Std 1946	
12000-	12499		Box Car 42' 100M STL											500	500	493	474	461	443	250	NP 1948	
12500-	12999		Box Car 42' 100M STL												500	496	492	492	489	167	NP 1953	
13000-	13499		Box Car 42' 100M STL											500	499	495	483	476	468	181	GN 1949	
14000-	14499		Box Car 50' DD 100M STL													499	490	490	484	154	GN 1957	
20000-	20062		Ballast Hart CONV 40' 100M SUF										63	60	54	12	4	2			ACF 1909+	NP 86000 s 1945
21000-	21024		Ballast Hart SEL SVC 40' 140M STL											25	25	25	25	25	25	25	ACF 1946	
22000-	22099		Gondola 40' 100M DROP STL											100	100	85	60	28	28	25	Pullman-Std 1948	
22400-	22466		Woodchip Gon 42' 100M DROP STL															75	67	55	PSCC 1947	DRGW 46000 s 1964
22500-	22557		Woodchip Gon 40' 100M DROP STL														56	55	54	3	PSCC 1918	GN 76000 s 1961
22600-	22699	LF	Woodchip Gon 40' 100M DROP SUF												100	100	100	98	98	26	PSCC 1929	GN 74000 s 1951
22700-	22713	LF	Woodchip Gon 40' 100M DROP SUF													14	14	14	14		PSCC 1929	GN 74000 s 1954
22714-	22724	LF	Woodchip Gon 40' 100M DROP STL													11	11	11	11		WSCF 1918	GN 76000 s 1954
22725-	22744	CZ	Woodchip Gon 41' 100M DROP SUF													20	20	20	20		Ryan 1925	NP 54000 s 1954
22745-	22769	LF	Woodchip Gon 41' 100M DROP SUF													25	25	25	25		Ryan 1925	NP 54000 s 1954
22770-	22794		Woodchip Gon 40' 100M DROP STL													25	25	25	25		WSCF 1918	GN 76000 s 1955
22800-	22826	CZ	Woodchip Gon 40' 100M DROP SUF													27	27	27	17		ACF 1921+	ATSF 171000 s+ 1957
22830-	22880	3C	Woodchip Gon 41' 100M DROP STL													10	51	49	49	1	Pullman/Ralston 1920	UP 62000 s 1957+
SERIES /		**/\ (Owner) Assignments**		**YEAR 19xx>**	**09**	**13**	**17**	**22**	**27**	**30**	**35**	**39**	**45**	**50**	**53**	**58**	**62**	**65**	**68**	**72**		

SERVICE PROFILES - SPOKANE, PORTLAND AND SEATTLE RAILWAY FREIGHT CARS IN REVENUE SERVICE 1908 - 1972

SERIES \/			CAR TYPE	YEAR 19xx>	09	13	17	22	27	30	35	39	45	50	53	58	62	65	68	72	BUILDER/DATE	EX/DATE (REMARKS)
22881-	22895		Woodchip Gon 40' 100M DROP STL													15	15	15	15		WSCF 1918	GN 76000 s 1957
22900-	22971	CZ	Woodchip Gon 40' 100M DROP STL													15	40	72	72	72		r/b 1956+ from 22000 s
23000-	23199		Gondola 41' 140M STL												200	200	126	124	124	21	ACF 1952	
23500-	23575	CZ	Woodchip Gon 41' 140M STL														74	76	76	74		r/b 1960+ from 23000 s
30000-	30059	(UR)	Flat Car Log 43' 80M WOOD						60	60	59	59	54								Magor 1924	(Ordered by PA&P)
30500-	30587	(OE)	Flat Car 42' 80M STL										88	88	87	86					GN 1924	GN 68900 s 1941
31000-	31080		Flat Car 36' 60M WOOD			77	76	48	12	5	1	1									Ensign 1898	A&CR 100 s 1911
31100-	31114		Flat Car 34' 50M WOOD			15	14	9													Pullman 1889	A&CR 76 s 1911
31150-	31191		Flat Car 41' 70M WOOD			40	42	36	27	27	24	19									SBTF 1904	A&CR 300 s 1911
31250-			Flat Car 37' 80M WOOD				1	1													r/b 1916 from wrk ERIE 111589	
31300-	31315		Flat Car 38' 80M WOOD						16	15	12	11										r/b 1924 from 1000 s
31500-	31544		Flat Car 40' 80M WOOD							39	37	42										r/b 1928+ from 1000 s
31550-			Flat Car Log 41' 70M WOOD										1								NP 1925?	NP 120402 1945
31600-	31696		Flat Car 41' 80M SCS										88	77	64	34	1					GN 62000 s 1945
31700-	31823		Flat Car 41' 100M SUF										115	120	103	25	4	4				GN 68000 s 1945
32000-	32004		Flat Car 41' 80M WOOD[SUF]			3	4	4	3	4	3	3									VANC 1912	
32005-	32054		Flat Car 41' 80M SUF						50	49	49	49	48	48	48	49	48	48	31		ACF 1924	
32055-			Flat Car 41' 80M WOOD						1	1											VANC 1912	X-19 1924, exx 32003
32100-	32139		Flat Car 40' 80M SCS									40	39	35	35	23	3	2				GN 62000 s 1938
32200-	32239		Flat Car 41' 80M SUF									40	40	40	40	39	24	2			SSCC 1903	NP 69000 s 1938
32300-	32349		Flat Car 41' 80M SUF												7	49	39	27	10			r/b 1953 from 10000 s
33000-	33004		Flat Car Log Skel 42' 70M WOOD										3								NP 1927	NP121000 s 1945
33100-			Stock Car 36' 80M WOOD					1	1	1	1										r/b 1918 from wrk box car NP 15062	
33100-	33365		Flat Car Log Skel 41' 80M SUF										266	266	265	100					NP 1926+	NP 121000 s 1945
33200-	33209		Stock Car 39' 80M WOOD				10	10	10	10	10											r/b 1915/16 from 1000 s
33400-	33460		Flat Car Skel 43' 100M SUF										61	61	61							GN 69000 s 1945
33500-	33501		Flat Car 42' 80M STL											2	2	2					GN 1924	GN 68900 s 1945
34000-	34199		Flat Car 52' 100M STL												200	199	173	166	165	117	PCF 1951	
35000-	35039	KG	Flat Car Bulkhead 48' STL														25	30	30	24		r/b 1957-1969 from 34000 s
36000-	36044		Flat Car 41' 140M STL																	42		r/b 1969 from 23000 s
38000-	38009	(OT)	Tank Car 37' 12500G Coy Svc STL			10	10	10	10	10	*	*	*	*	8						PSCC 1911	
38000-	38005		Tank Car 37' 12500G Coy Svc STL													6	6	6	6		PSCC 1911	re# from 38000 s 1956
38010-	38029		Tank Car 37' 12500G Coy Svc STL			20	20	20	20	20	*	*	*	*	18						PSCC 1911	
38050-	38058		Tank Car 38' 10000G Coy Svc STL						9	9	*	*	*	*	9						Built 1907	Acquired <>1923
38059-	38060		Tank Car 35' 10000G Coy Svc STL						2	2	*	*	*	*	2							r/b 1926 from UTLX wrk
38500-			Tank Car 36' 7391G Coy Svc STL												1							(acquisition unknown)
38600-	38619		Tank Car 48' 16000G Coy Svc STL											*	20	*	20	20	20	*	GATC 1949	
39000-	39141	CZ	Pulpwood 40' 80M SUF												140	140	72	20				r/b 1951/2 from 10000 s
39800-	39818	HP	Pulpwood 40' 100M SUF												19	18						r/b 1952 from 20000 s
39819-	39826	HP	Flat Car Log 40' 100M SUF													8	5					r/b 1953 from 20000 s
39850-	39869	FT	Woodchip 40' 100M SUF													20	17	17				r/b 1953 from 20000 s
318100-	318399		Box Car 50' DD 154M STL																	274	Gunderson 1970	(plus 200 delivered to BN)
SERIES /		**/\ (Owner) Assignments**		**YEAR 19xx>**	**09**	**13**	**17**	**22**	**27**	**30**	**35**	**39**	**45**	**50**	**53**	**58**	**62**	**65**	**68**	**72**		
				Total for year>	259	784	779	950	879	812	683	657	1174	2717	3750	3909	3551	3493	3401	1851		

ABBREVIATIONS AND TERMS

BUILDERS

ACF	American Car & Foundry, St. Louis, Missouri
B&S	Barney & Smith Car Co., Dayton, Ohio
BUILT	Builder Unknown, Date Known
CCE	Chicago Car Equipment, Chicago, Illinois
Ensign	Ensign Car Manufacturing Co., Huntington, West Virginia
GATC	General American Transportation Co.
GN	Great Northern Railway, St. Cloud, Minnesota
Gunderson	Gunderson Bros, Portland, Oregon
H&B	Haskell & Barker, Michigan City, Indiana
Magor	Magor Car Corporation, Clifton, New Jersey
NP	Northern Pacific Railway, Brainerd, Minnesota
PCF	Pacific Car & Foundry, Renton or Portland
PSCC	Pressed Steel Car Co.
Ralston	Ralston Steel Car Company
Pullman	Pullman (Standard) Car Manufacturing Co., Butler, Pennsylvania (and other)
RYAN	Ryan Car Company, Hegewisch, Illinois
SBTF	South Baltimore Tool, Car & Foundry Co., Baltimore, Maryland
SSCC	Standard Steel Car Co., Pittsburgh, Pennsylvania
VANC	SP&S Shops, Vancouver, Washington
WSCF	Western Steel Car & Foundry, Chicago, Illinois

SP&S SUBSIDIARIES AND PREDECESSORS

A&CR	Astoria and Columbia River Railroad
CR&N	Columbia River and Northern Railway
GC&WR	Gales Creek & Wilson River Railroad
OE	Oregon Electric Railway
OT	Oregon Trunk Railway
PA&P	Portland, Astoria & Pacific Railroad
URC	United Railways Company

OTHER RAILROADS

ATSF	Atchison, Topeka & Santa Fe Railway
DRGW	Denver & Rio Grande Western Railway
ERIE	Erie Railroad Company
GN	Great Northern Railway
NP	Northern Pacific Railway
UP	Union Pacific Railroad
UTLX	Union Tank Car Leasing Company

MISCELLANEOUS

##M	load capacity in 1000 pounds
*	tank cars not on Official Railway Equipment Register at date.
+	first of several (years), or series of cars
COMP	composite steel and wood construction
CONV	convertible from gondola to hopper
Coy Svc	company service
DD	double door (all other box cars have single door)
DROP	gondola equipped with 16 drop doors
Log	log car equipped with log bunks
r/b	rebuilt at Vancouver shops from car or series shown
re#	renumbered from
s	series of cars
SCS	steel center sills
SEL SVC	selective service - hopper doors adjustable for directed delivery of load
Skel	skeleton frame between bolsters (log car)
STL	all steel construction
SUF	steel underframe
WOOD	all wood construction
WRK	wrecked car rebuilt as SP&S

ASSIGNED CARS

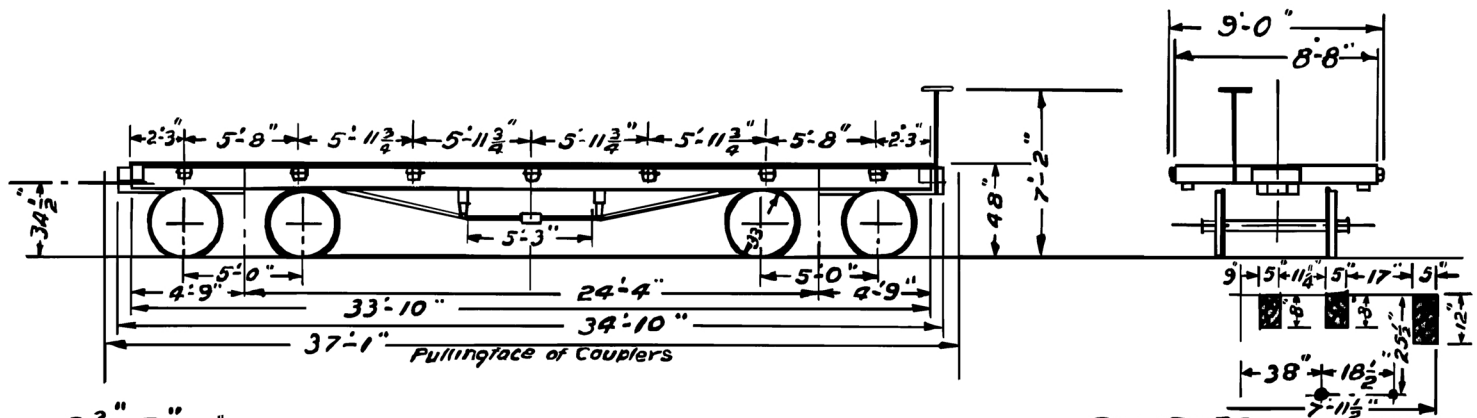
CZ	ASSIGNED to Crown Zellerbach Corp., Camas, Washington
FT	ASSIGNED to FIR-TEX Insulating Board Co., St. Helens, Oregon
HP	ASSIGNED to Harbor Plywood Co.
KG	ASSIGNED to Kaiser Gypsum Co., St. Helens, Oregon
LF	ASSIGNED to Longview Fibre Co., Longview, Washington
WN	ASSIGNED to Willamette National Corp., Foster, Oregon
3C	ASSIGNED to CZ x 20, LF x 25, WN x 6

LIST OF DIAGRAMS - DESCRIPTION AS ON DIAGRAM

Series	Description	Diagram Date
URC 109 - 112	Flat Car 34' 40M WOOD	1920
OE 200 - 224	Box Car 36' 60M WOOD	1924
OE 260 - 269	Box Car 40' 80M WOOD	1941
OE 320 - 334	Flat Car 36' 60M WOOD	1929
OE 800 - 809	Flat Car 41' 80M WOOD	1941
OE 851 - 861	Flat Car 41' 80M WOOD	1938
OE 862 - 872	Flat Car 41' 80M WOOD	1938
1000 - 1149	Ballast Car 40' 80M WOOD	1926
GC&WR 1300	Box Car 34' 40M WOOD	1925
2000 - 2047	Box Car 34' 60M WOOD	1913
2000	Box Car 34' 60M WOOD	1918
3000 - 3299	Box Car 40' 80M WOOD	1937
9000 - 9069	Woodchip Car 61' 200M COMPOSITE	1965
10000 - 10299	Box Car 40' 80M SUF	1953
11000 - 11499	Box Car 40' 100M STEEL	1963
12000 - 12499	Box Car 40' 100M STEEL	1953
12500 - 12999	Box Car 40' 100M STEEL	1954
13000 - 13499	Box Car 40' 100M STEEL	1955
14000 - 14499	Box Car 50' 100M STEEL	1963
20000 - 20062	Hart Convertible Car 40' SUF	1959
21000 - 21024	Rodger Selective Hopper Car 41' STEEL	1963
22000 - 22099	Gondola Car 40' 100M STEEL	1956
22400 - 22440	Gondola Car 40' 100M STEEL (Woodchip)	1965
22411 - 22474	Gondola Car 40' 100M STEEL	1965
22500 - 22557	Gondola Car 40' 100M STEEL	1961
22500 - 22536	Gondola Car 40' 100M STEEL (Woodchip)	1963
22537 - 22557	Gondola Car 40' 100M STEEL (Woodchip)	1963
22600 - 22699	Gondola Car 40' 100M COMPOSITE (Woodchip)	1955
22600 - 22698	Gondola Car 40' 100M COMPOSITE (Woodchip)	1965
22700 - 22713	Gondola Car 40' 100M COMPOSITE (Woodchip)	1965
22714 - 22724	Gondola Car 40' 100M STEEL (Woodchip)	1965
22725 - 22744	Gondola Car 40' 100M COMPOSITE (Woodchip)	1965
22745 - 22769	Gondola Car 40' 100M COMPOSITE (Woodchip)	1965
22770 - 22794	Gondola Car 40' 100M STEEL (Woodchip)	1955
22800 - 22826	Gondola Car 40' 100M COMPOSITE (Woodchip)	1965
22830 - 22833	Gondola Car 40' 100M COMPOSITE (Woodchip)	1965
22835 - 22859	Gondola Car 40' 100M COMPOSITE (Woodchip)	1965
22860 - 22880	Gondola Car 40' 100M COMPOSITE (Woodchip)	See 22830
22881 - 22895	Gondola Car 40' 100M STEEL (Woodchip)	1957
22900 - 22939	Gondola Car 40' 100M STEEL (Woodchip)	1965
22940 - 22971	Gondola Car 40' 100M STEEL (Woodchip)	1963
23000 - 23199	Gondola Car 41' 140M STEEL	1952
23500 - 23573	Gondola Car 40' 100M STEEL (Woodchip)	1962
23574 - 23575	Gondola Car 40' 100M STEEL (Woodchip)	1963
URC 30000 - 30059	Skeleton Log Cars 42' 80M WOOD	1924
OE 30500 - 30587	Skeleton Log Cars 42' 80M SUF	1961
31000 - 31080	Flat Car 36' 60M WOOD	1940
31100 - 31114	Flat Car 34' 50M WOOD	1920
31150 - 31191	Flat Car 41' 70M WOOD	1925
31300 - 31314	Wood Rack 40' 80M WOOD	1926
31500 - 31539	Wood Rack 40' 80M WOOD	See 31300
31600 - 31699	Flat Car 40' 80M WOOD	See 32100
31700 - 31823	Flat Car 41' 100M SUF	1963
32000 - 32004	Flat Car 41' 80M WOOD	1931
32005 - 32054	Flat Car 41' 80M SUF	1924
32055	Flat Car 41' 80M WOOD	1932
32100 - 32139	Flat Car 40' 80M WOOD	1959
32200 - 32239	Flat Car 41' 80M SUF	1963
32300 - 32349	Flat Car 41' 80M SUF	1965
33100	Stock Car 38' 80M Wood	1918
33100 - 33365	Skeleton Log Flat Cars 42' 80M SUF	1961
33200 - 33209	Stock Car 40' 80M WOOD	1937
33500 - 33501	Skeleton Log Cars 42' SUF	See OE 30500
34000 - 34199	Flat Car 52' 100M STEEL	1963
35000 - 35014	Bulkhead Car 48' 100M STEEL	1959
35015 - 35024	Bulkhead Car 48' 100M STEEL	1961
35025 - 35029	Bulkhead Car 48' 100M STEEL	1970
35030 - 35039	Bulkhead Car 48' 100M STEEL	1970
36000 - 36044	Flat Car 41' 140M STEEL	1976
OT 38000 - 38009	Tank Car 37' 12500G 100M STEEL	1926
38010 - 38029	Tank Car 37' 12500G 100M STEEL	See OT 38000
38000 - 38005	Tank Car 37' 12500G 100M STEEL	1963
38050 - 38058	Tank Car 38' 12000G 100M STEEL	1927
38059	Tank Car 34' 10000G 80M STEEL	1927
38060	Tank Car 34' 10000G 80M STEEL	1927
38600 - 38619	Tank Car 48' 16000G 140M STEEL	1963
39000 - 39141	Wood Chip Car 40' 80M SUF	1961
39820 - 39826	Log Flat Cars 42' 100M SUF	1959
39850 - 39869	Wood Chip Car 40' 100M SUF	1963
318100 - 318599	Box Car 50' 154M STEEL	1970

34'FT. FLAT CAR X-126, X-127
CAPACITY 40000 LBS.

BUILT BY-
BOUGHT FROM UNITED RY.
OLD NO. 109. & 112



JOURNALS -	3¾" x 7"	END SILLS -	6" x 10"			BOLSTERS -	WOOD
COUPLERS -	5" x 5"	SIDE " -	5" x 12"	DRAFT SILLS -	6" x 8"	TRUCKS -	ARCHBAR TYPE
DRAFT GEAR -	TANDEM	CENTER " -	5" x 8"	NEEDLE BEAMS -	5" x 12"	WEIGHT - BODY -	
AIR BRAKE -	N.Y.	INTER " -	5" x 8"	TRUSS RODS -	4 - 1⅛"	" TRUCKS -	
CYLINDER -	8" x 12"					" TOTAL -	21,670 LB

E.H.B.

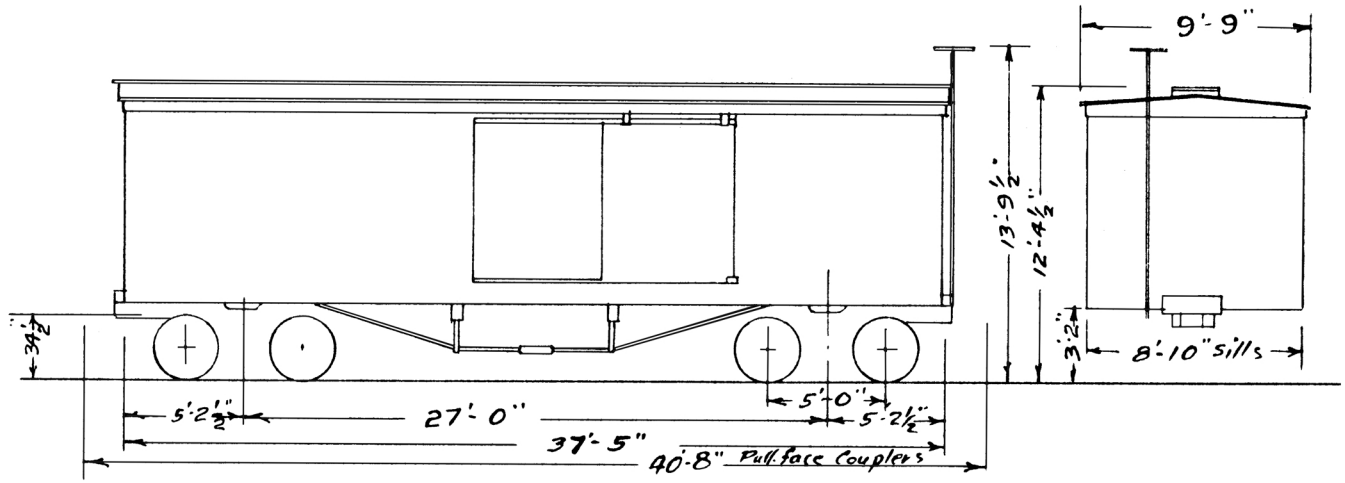
SPOKANE, PORTLAND & SEATTLE RAILWAY
URC 109 -112 FLAT CARS, 1920 DIAGRAM.
Scanned and inverted from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, December 26, 2003.

Builder and date not known.
URC 109 to X-126 June 28, 1920. Dismantled March 15, 1929.
URC 112 to X-127 June 28, 1920. Retired September 9, 1925.

36 FT. BOX CAR
CAP'Y 60,000 LBS.

BUILT.

O.E. X-216



WEIGHT-	22000#	COUPLERS -	SHARON
JOURNALS-	4½"X 8"	DRAFT GEAR-	TANDEM SPRING
CUBIC CAP'Y-		TRUCKS-	ARCH BAR
AIR BRAKE-	10" CYL.		

SPOKANE, PORTLAND & SEATTLE RAILWAY
OE 200 - 224 BOX CARS, 1924 DIAGRAM.
Scanned and inverted from copy from the collection of Ed Austin.
Paul T. Hobbs, December 22, 2003

Built by Chicago Car Equipment 1908.

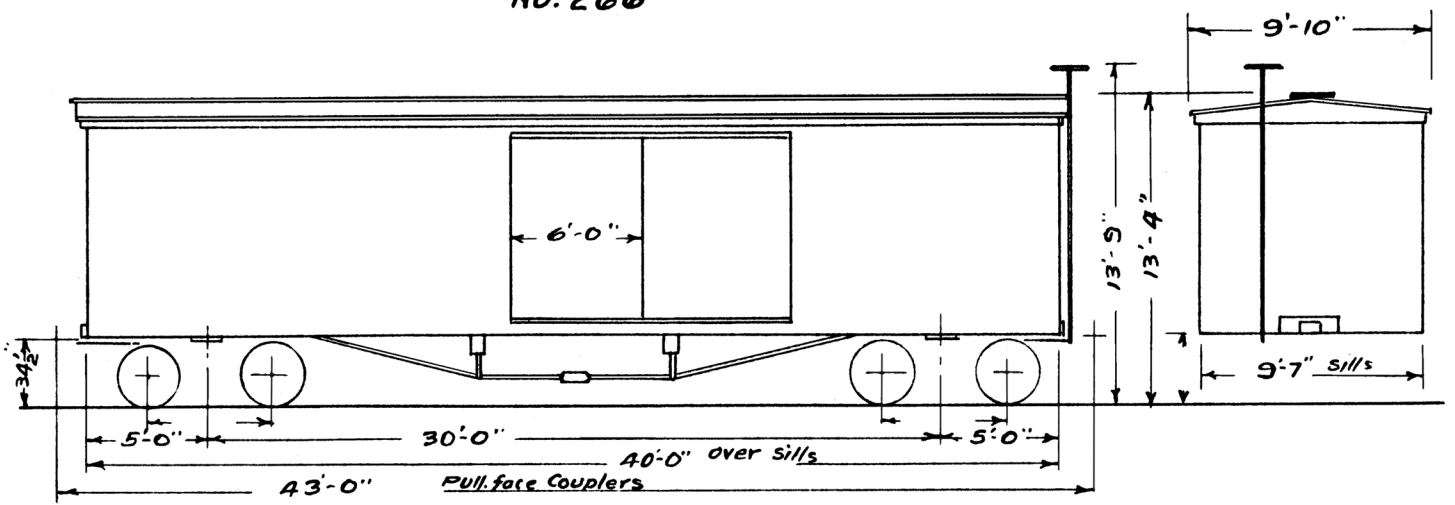
This car OE 221 to X-216 November 1, 1924.

40 FT. BOX CAR

BUILT 1910

80000 LBS. CAP'Y.

NO. 266



WEIGHT -	33800 #	COUPLERS -	5"X5"	BRAKE BEAMS -	METAL	INSIDE LENGTH -	39'-4"
JOURNALS -	5X9"	DRAFT GEAR -	TWIN SPRING	UNDERFRAME -	WOOD	" WIDTH -	8'-6"
AIR BRAKE -	W.A.B.	TRUCK -	ARCH BAR	HAND BRAKE -		" HEIGHT -	8'-0"
F-8 TRIPLE -	10" CYL.	"	BOLSTER - CAST STEEL				

EHB 4-22-41

SPOKANE, PORTLAND & SEATTLE RAILWAY
OE 260 - 269 BOX CARS, 1941 DIAGRAM.
Scanned and inverted from copy from the collection of Ed Austin.
Paul T. Hobbs, December 31, 2003.

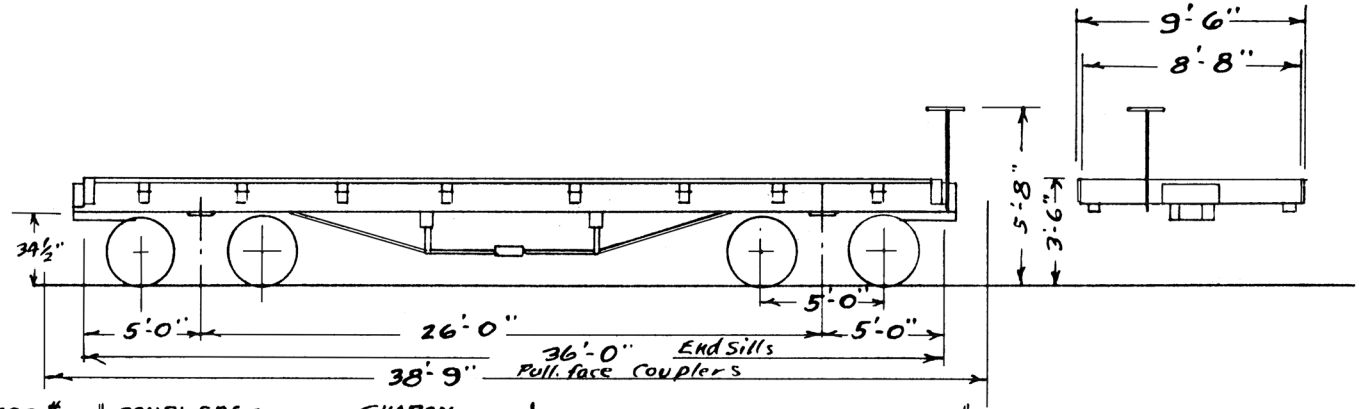
OE 266 Dismantled May 12, 1944. Body set-out as shed in Albany Yard.

Others this series dismantled or to Outfit service between 1924 and 1932.

36 FT. FLAT CAR
CAP'Y 60,000 LBS.

BUILT

O.E. NO. X-215



WEIGHT-	23000 #	COUPLERS -	SHARON
JOURNAL-	4¼"X8"	DRAFT GEAR -	TANDEM SPRING
AIR BRAKE-		TRUCKS -	ARCH BAR
CYL.-	10" CYL.	ALL WOOD CONSTRUCTION	

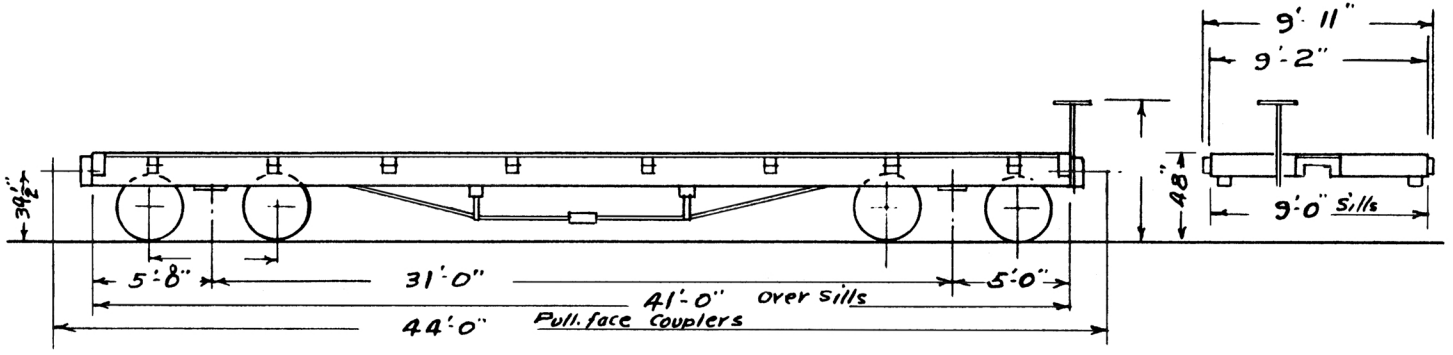
SPOKANE, PORTLAND & SEATTLE RAILWAY
OE 320 - 334 FLAT CARS, 1929 DIAGRAM.
Scanned and inverted from copy from the collection of Ed Austin.
Paul T. Hobbs, December 22, 2003

41 FT. FLAT CAR

BUILT 1911

80,000 LBS CAPY

NO. 800 TO 804



WEIGHT -	AVERAGE 27100#	COUPLERS -	SHARON	BRAKE BEAMS -	METAL
JOURNALS -	5"x9"	DRAFT GEAR -	TANDEM SPRING	HAND BRAKE -	
AIR BRAKE -	W.A.B.	TRUCK -	ARCH BAR	UNDERFRAME -	WOOD
K TRIPLE -	8" CYL.	" BOLSTER -	CAST STEEL		

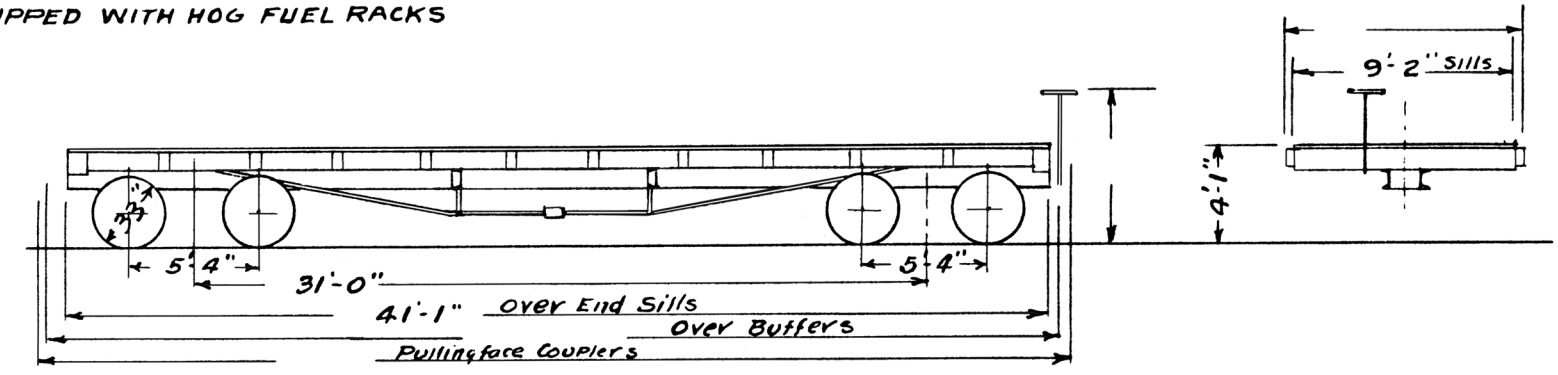
EHB. 4-22-41

SPOKANE, PORTLAND & SEATTLE RAILWAY
OE 800 - 809 FLAT CARS, 1941 DIAGRAM.
Scanned and inverted from copy from the collection of Ed Austin.
Paul T. Hobbs, December 26, 2003.

PURCHASED FROM N.P.RY. 2-1938

O.E.RY. NO. 851 TO 861
80 M CAP'Y.

EQUIPPED WITH HOG FUEL RACKS



WEIGHT - AVERAGE 30000* " WITH RACK 35500 JOURNALS - 5"X9" AIR BRAKE K-2 TRIPLE - 10" CYL.	COUPLERS - AAR D " SHANK - 5X7" DRAFT GEAR MINER FRICT. TRUCK SIDES - ANDREWS " BOLSTER - CAST STEEL	BRAKE BEAMS - HAND BRAKE - UNDERFRAME - WOOD CENTER SILLS - STEEL WITH TRUSS RODS	END SILL - WOOD

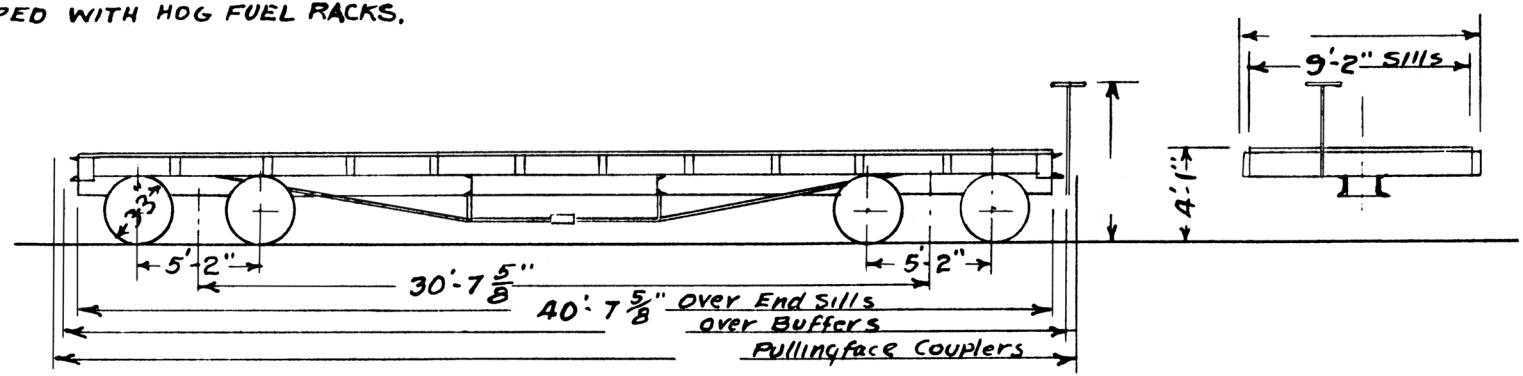
SPOKANE, PORTLAND & SEATTLE RAILWAY
OE 851 - 861 FLAT CARS, 1938 DIAGRAM.
Scanned and inverted from copy from the collection of Ed Austin.
Paul T. Hobbs, December 24, 2003.

Rebuilt by Northern Pacific Railway from NP box cars.

PURCHASED FROM G.N.RY 2-1938

O.E.RY. NO. 862 to 872
80 M. CAPY.

EQUIPPED WITH HOG FUEL RACKS.



WT. AVERAGE - 36500*	COUPLERS - AAR-D	BRAKE BEAM -	END SILL - WOOD WITH
" WITH RACK - 41000*	" SHANK - 6"X8"	HAND BRAKE -	STEEL CHANNEL
JOURNALS - 5"X9"	DRAFT GEAR - CARDWELL	UNDERFRAME - WOOD	
AIR BRAKE -	TRUCK SIDES - ANDREWS	CENTER SILLS - STEEL	
K-2 TRIPLE, 10" CYL.	" BOLSTERS - H & BARKER	WITH COVER PLATE	

Rebuilt by Great Northern from GN box cars.

SPOKANE, PORTLAND & SEATTLE RAILWAY
OE 862 - 872 FLAT CARS, 1938 DIAGRAM.
Scanned and inverted from copy from the collection of Ed Austin.
Paul T. Hobbs, December 24, 2003.

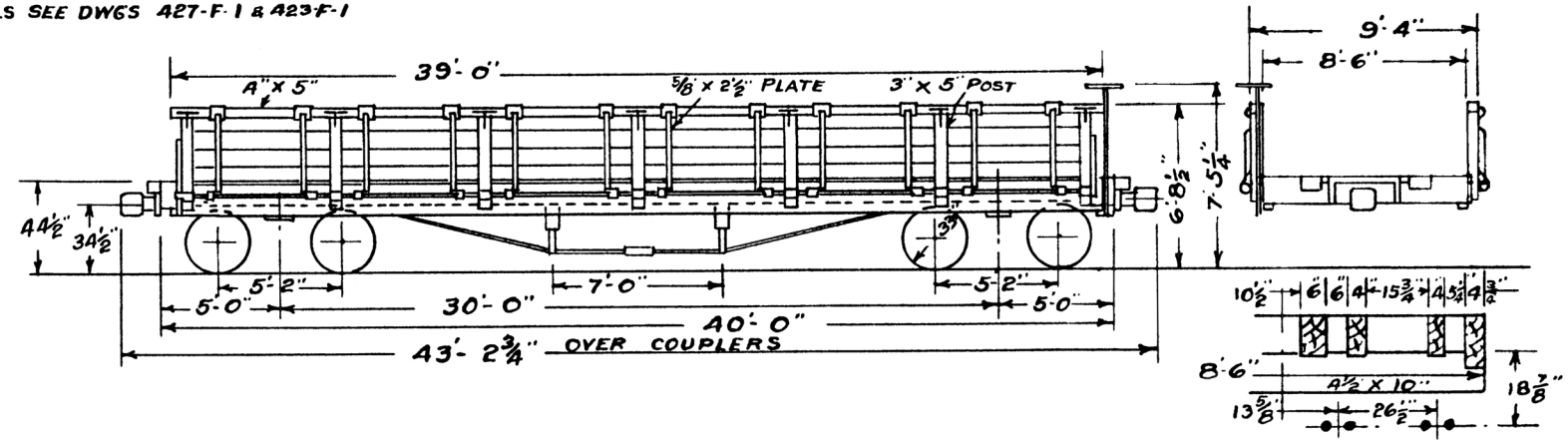
40 FT. BALLAST CAR
CAPACITY 80000 LBS.

BUILT BY H.&B. 1909.

NOS. 1000 - 1149

X-102
X-104
X-109
X-113

FOR DETAILS SEE DWGS 427-F-1 & 423-F-1



JOURNALS - 5"X 9"	END SILLS - 8"X 12¾"	LOCKING LEVER - 5/8"X 2"X 2'-9"	BOLSTERS - METAL
COUPLERS - 5"X 7"	SIDE " - 4¾"X 13¾"	" SHAFT - 1½"X 38'-11"	TRUCKS -
DRAFT GEAR - W.& P.	CENTER " - 6"X 10"	NEEDLE BEAMS - 4½"X 10"	WEIGHT - TOTAL 30,200 LBS
AIR BRAKE - N.Y.	INTER " - 4"X 10"	TRUSS RODS - 8 - 1¼"	
CYLINDER - 10"			

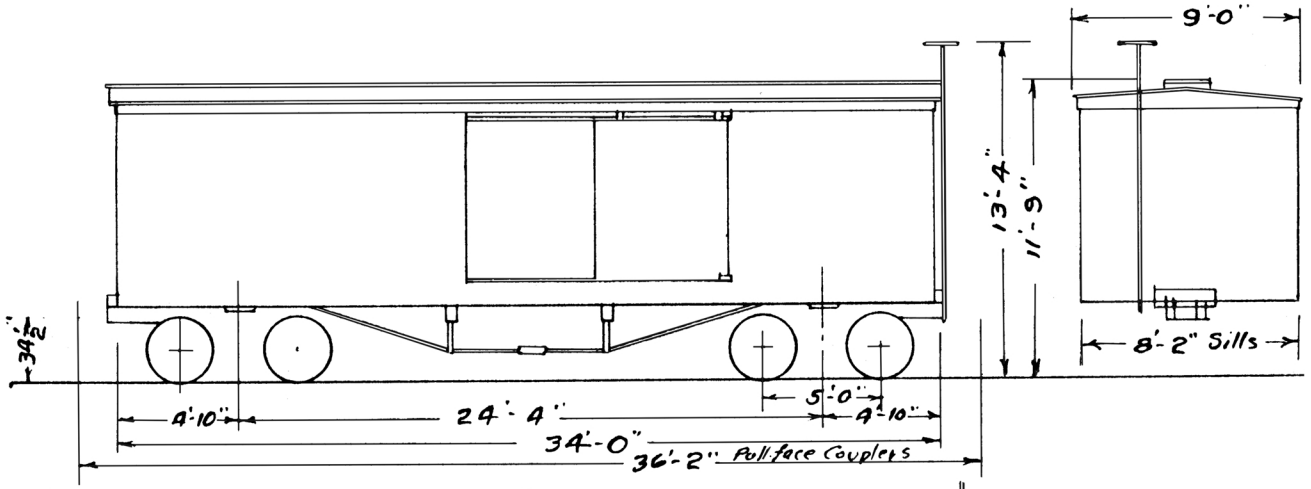
TRACED BY E.N.B 7-7-26

SPOKANE, PORTLAND & SEATTLE RAILWAY
1000 - 1149 BALLAST CARS, 1926 DIAGRAM.
Scanned and inverted from copy from the collection of Ed Austin.
Restored by Paul T. Hobbs, December 18, 2003.

34 FT. BOX CAR
CAP'Y 40,000 LBS.

BUILT.

G. C. X-247



JOURNALS -	3¾" X 7"	COUPLERS -	
CUBIC CAP'Y -		DRAFT GEAR -	DOUBLE SPRING
AIR BRAKE -	F-36 8X12" CYL	TRUCKS -	ARCH BAR
WEIGHT -	27700 #		

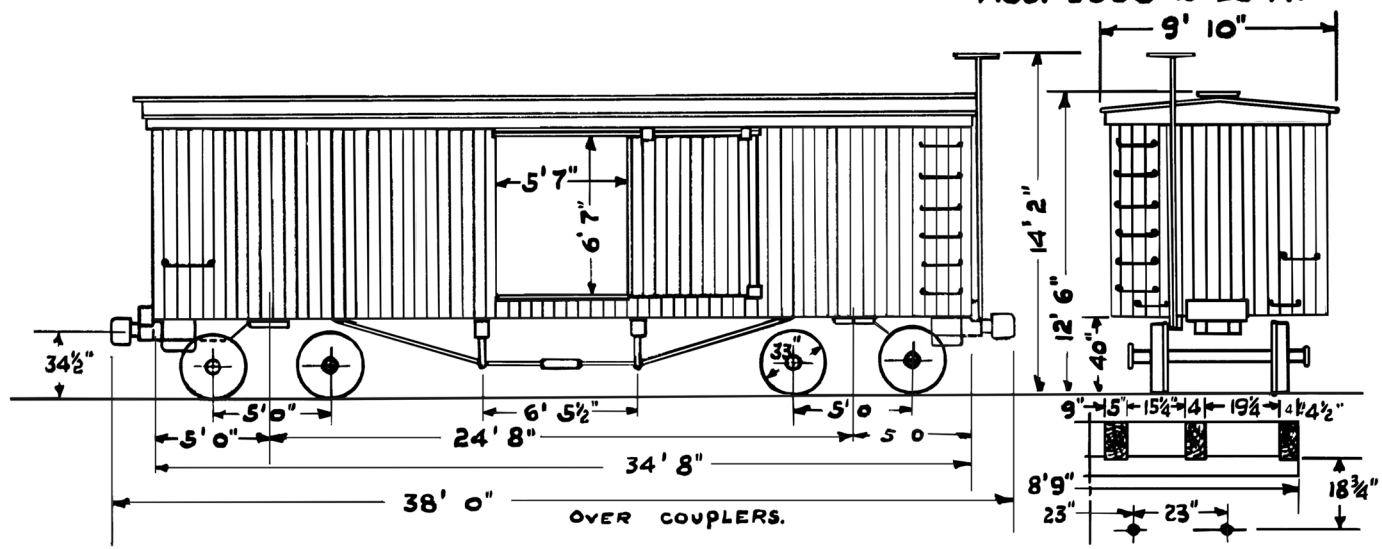
SPOKANE, PORTLAND & SEATTLE RAILWAY
GC&WR 1300 BOX CAR, 1925 DIAGRAM.
Scanned and inverted from diagram from the collection of Ed Austin.
Paul T. Hobbs, December 24, 2003.

Built by Barney & Smith Car Co. 1897.
Reportedly former United Railways Company car, but dimensions differ from ORER listings.
To X-247 August 21, 1926.
Retired September 23, 1941.
Body to Glenwood for Inspector.

34 FT. BOX CAR.
CAPACITY 60000 LBS.

OLD A. & C. R. #1000 To 1049.

Nos. 2000 to 2047.



JOURNALS:	4¼" x 8".	END SILLS:	6¾" x 9".	LENGTH INSIDE	34' 0".	BOLSTERS:	Wood.
COUPLERS:	5" x 5".	CENTER " :	5" x 9".	WIDTH "	8' 3".	TRUCKS:	See Page 154.
DRAFT GEAR:	Miner Tandem	SIDE " :	4½" x 9".	HEIGHT "	7' 6".	WEIGHT BODY:	
AIR BRAKE:	N.Y.	INTER " :	4" x 9".	NEEDLE BEAMS	4" x 8".	" TRUCKS:	
CYLINDER :	8".	DRAFT " :	6" x 8".	TRUSS RODS	4 - 1⅛".	" TOTAL:	28500 Lbs.

SRd. 8-19-13.

SPOKANE, PORTLAND & SEATTLE RAILWAY
2000 - 2047 BOX CARS, 1913 DIAGRAM.
Scanned and inverted from copy from the collection of Pacific Northwest Chapter, NRHS.
Restored by Paul T. Hobbs, January 1, 2004.

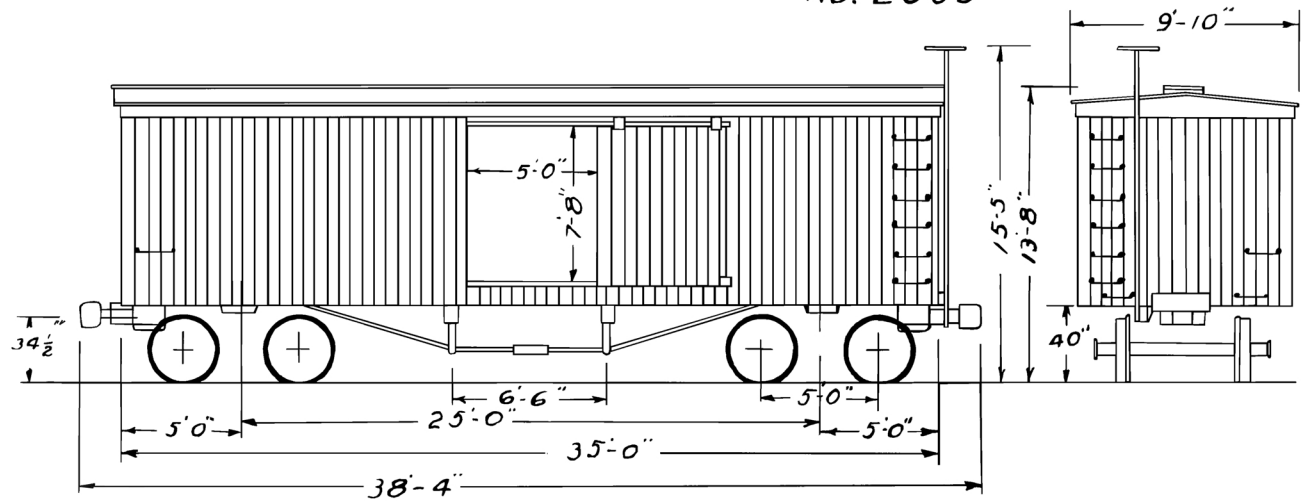
Built by Barney & Smith Car Co, 1898 for A&CR RR.
To SP&S 1911.
To outfit 1917 - 1922.

34 FT BOX CAR
CAP. 60,000 LBS.

178

REBUILT FROM 900 LINE SALVAGE
MAR 5 1918

No. 2000



JOURNALS –	4¼ x 8"	END SILLS -	7"X9"	LENGTH INSIDE -	34'-0"	BOLSTERS -	METAL
COUPLERS -	5 x 5"	CENTER " -	5"X9"	WIDTH " -	8'-5"	TRUCKS -	
AIR BRAKE -	WEST	SIDE " -	5"X9"	HEIGHT " -	8'-4"	WEIGHT -	30500 LBS
CYLINDER -	8"	INTER " -	5"X9"	NEEDLE BEAMS -	4"X7½"		
DRAFT GEAR-		DRAFT " -	6"X9½"	TRUSS RODS -	4 - 1⅛"		

Traced E.H.B.

SPOKANE, PORTLAND & SEATTLE RAILWAY
2000 BOX CAR, 1918 DIAGRAM.
Scanned and inverted from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, January 5, 2004.

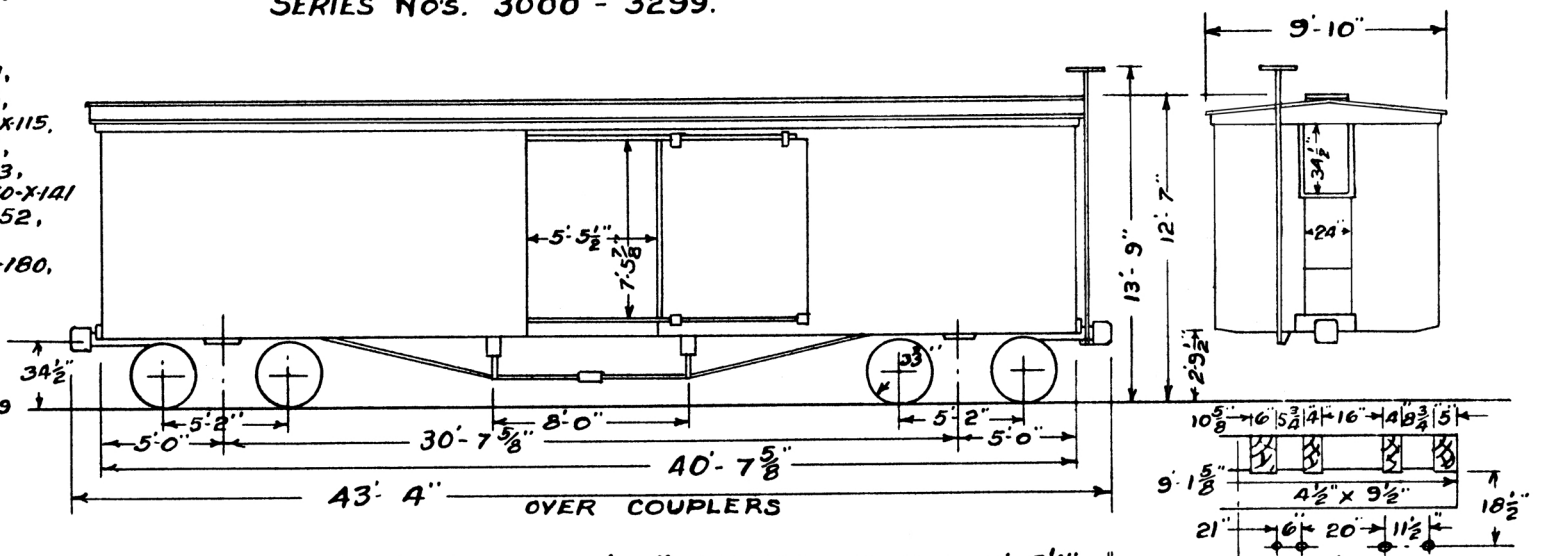
Builder and date not known.
SOO 17704 Destroyed/Accident at Fallbridge January 7, 1918.
Rebuilt at Vancouver as SP&S 2000 February 17, 1918.
To X-179 January 4, 1922.
Dismantled November 18, 1929.

40 FT. BOX CAR.
CAPACITY 80000 LBS.

Built by H.&B. 1910.

SERIES Nos. 3000 - 3299.

X-80, X-82 - X-84,
X-101, X-105 - X-108,
X-111 - X-112, X-114 - X-115,
X-117 - X-119, X-121,
X-125 - X-131, X-133,
X-135 - X-137, X-140 - X-141
X-145, X-150, X-152,
X-155 - X-159,
X-161 - X-175, X-180,
X-270 - X-271,
X-277 - X-281,
X-288, X-293,
X-297,
X-177 - X-178,
X-182 - X-197, X-199
X-250 - X-268,



JOURNALS	5" X 9"
COUPLERS	5" X 7"
DRAFT GEAR	FARLOW.
AIR BRAKE	N.Y.
CYLINDER	10"

LENGTH INSIDE	40'-0"
WIDTH "	8'-7"
END SILLS	8" X 11¾"
SIDE "	5" X 9"
CENTER "	6" X 9"
INTER "	4" X 9"

HEIGHT INSIDE	7'-9½"
SIDE DOOR	5'-5½" X 7'-5⅞"
END "	24" X 34½"
ROOFING	P.& M.
NEEDLE BEAMS	4½" X 9½"
TRUSS RODS	8 - 1⅛"

BOLSTERS - METAL
TRUCKS -
WEIGHT BODY -
" TRUCKS -
" TOTAL - 34,800 LBS.

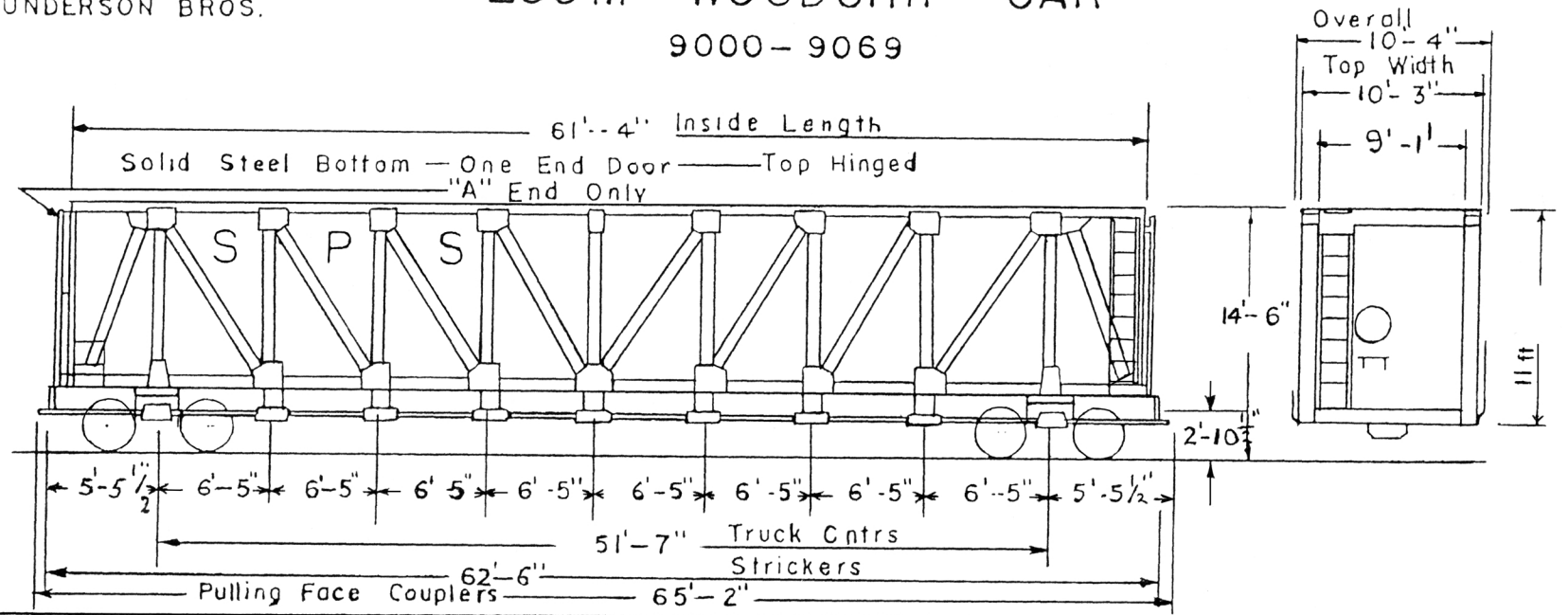
Rev. 11-27-37
TRACED BY E.H.B.
7/1/26

SPOKANE, PORTLAND & SEATTLE RAILWAY
3000 - 3299 BOX CARS, 1937 DIAGRAM.
Scanned and inverted from copy from the collection of Ed Austin.
Restored by Paul T. Hobbs, December 14, 2003.

BUILT 8-1965
GUNDERSON BROS.

200M WOODCHIP CAR

9000-9069



Ave. Lt. Wt. 66,600 lbs.	Air Brakes NY-ABC-1	Journals — 6 1/2" X 12" A.P. —	Brake Regulator - [illegible]
Cu. Capacity 6142 Cu. Ft.	Brake Shoes - High Friction Composition	Timken Roller Bearing	Peacock
Draft Gear - Cardwell - Westinghouse R-5[illegible]	Hand Brake - Universal -	Truck - R.B. Pedestal Type	Door — 9'-1" X 10' Opening
[illegible]-5-65 Wheels - 36" - [illegible]	Equipco [illegible] 66	A.S.F. Ride Control	
		Spring Travel 2 1/2	

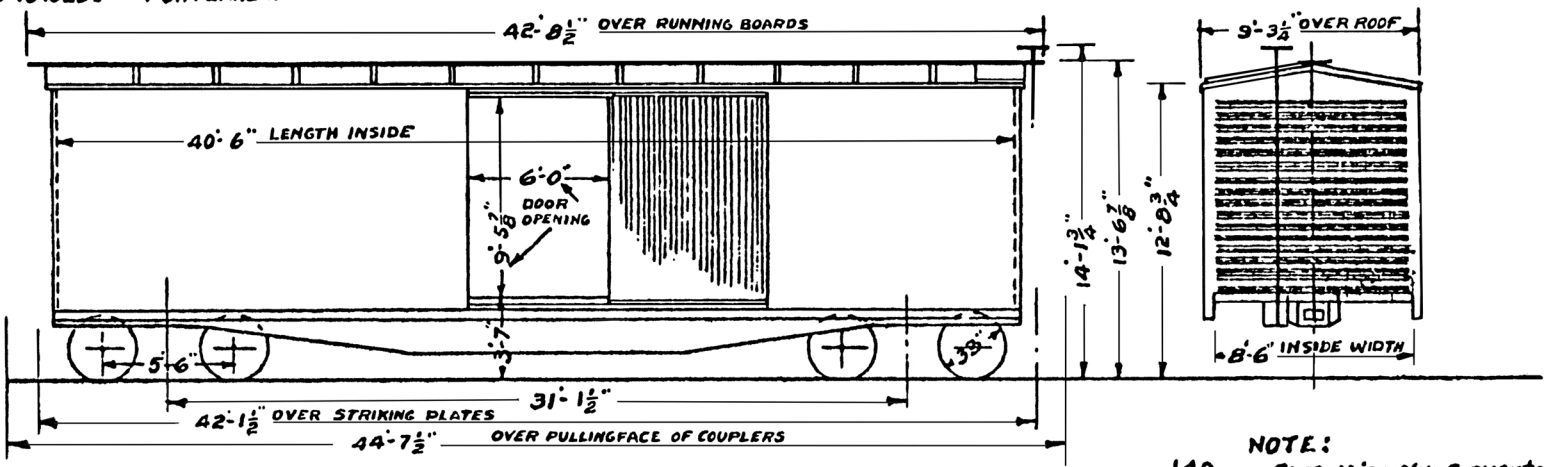
SPOKANE, PORTLAND & SEATTLE RAILWAY
9000 - 9069 WOODCHIP CARS, 1965 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, September 3, 2003.

80 M CAP'Y DOUBLE SHEATHED BOX CARS USRA TYPE - STEEL UNDERFRAME

Nos 10000 TO 10299

1

BUILDER - PAC. CAR & FDRY - 1919
10000 TO 10172 AT RENTON WKS
10180 TO 10299 " PORTLAND "



NOTE:
140 Cars Misc Nos converted to Chip Service
Nos 39000 - 39139

3-9-53
5-6-52
2-4-52
4-51
12-50
12-41

WT AVERAGE 43600 LBS.
JOURNALS - 5"x9"
CUBIC CAP'Y 3098 CU. FT.
AIR BRAKE - N.Y. ~~K.C.1012~~ AB
TRIPLE VALVE - ~~K-2~~ AB
COUPLERS A R A TYPE ~~D~~ E

COUPLER SHANK - 6¼"x8" BUTT 6"
DRAFT GEAR - SESSION TYPE K
CAR ENDS - MURPHY STEEL
ROOF - NATIONAL FLEXIBLE STEEL
ROOF MFG - CLEVELAND CAR ROOF CO
END DOORS - NONE

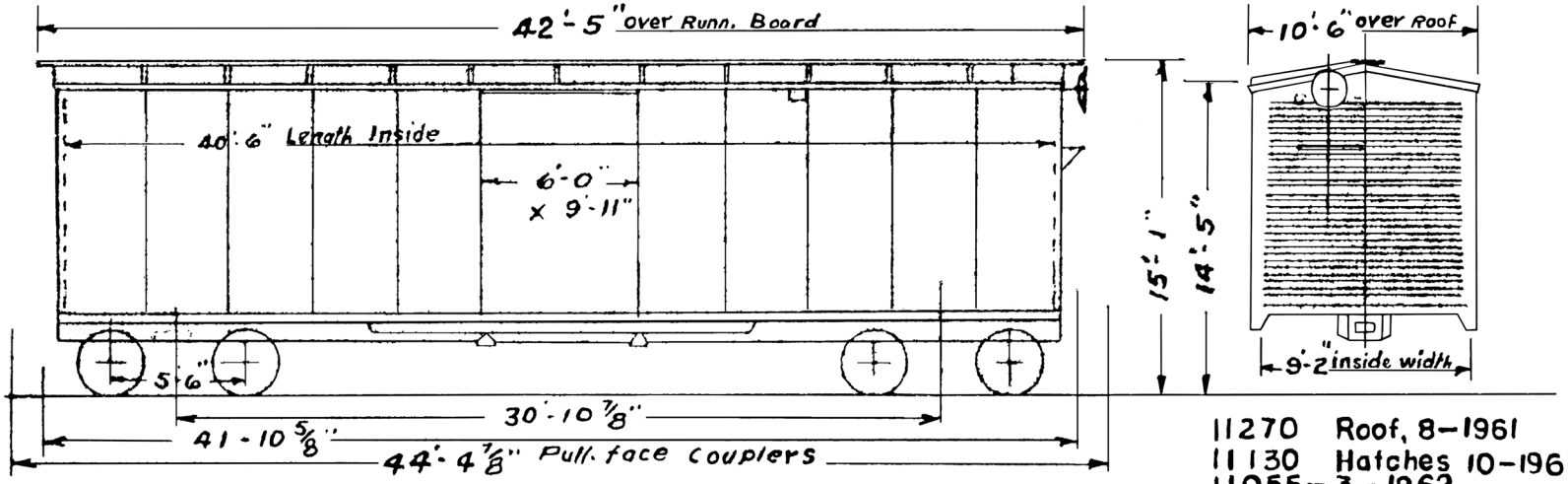
TRUCK SIDE FRAMES - IMPROVED TYPE ANDREWS CAST STEEL
TRUCK BOLSTER - STEEL - BUCKEYE
BRAKE BEAMS - ~~#2 ARA~~ 15
BRAKING POWER 60% AT 50 LBS
COUPLER RELEASE ~~CARMER~~

TRUCK SIDE BEARINGS - WINE
UNDERFRAME - BOX GIRDER TYPE
WHEELS - 700 LB - CAST IRON
NOTE - A.B. BRAKES

SPOKANE, PORTLAND & SEATTLE RAILWAY
10000 - 10299 BOX CARS, 1953 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, December 13, 2003.

100 M CAP'Y ALL STEEL BOX CARS LINED
NOS 11000 TO 11499

BUILT BY-PULL. STD. C. CO.
JAN. 1946



11270 Roof, 8-1961
11130 Hatches 10-1961
11055- 3- 1962
11441 -3 -1962

8-63
5-6-52
6-1951
JAN. 1946

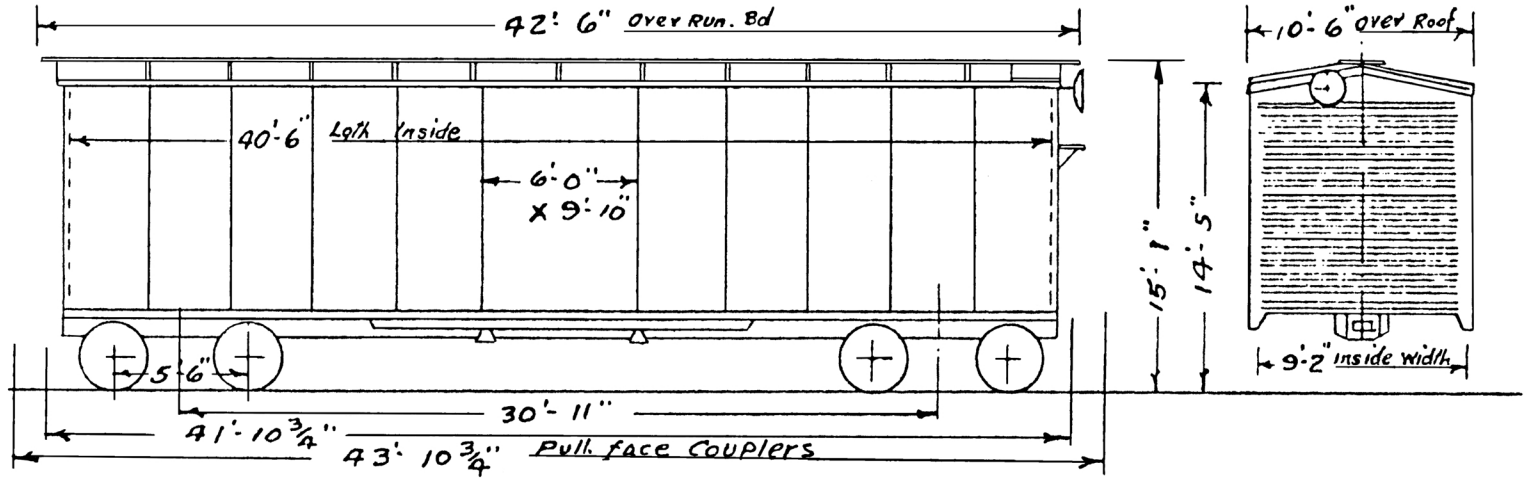
WEIGHT AVE - 45300 #	DRAFT GEAR-MINER-11000-11249	TRUCK-BARBER-STABILIZED	HAND BRAKE-AJAX-POWER
JOURNALS - 5½" X 10"	" " -WAUGH-GOULD-11250-11374	" RIDE CONTROL-	BRK ADJUSTER-UNIVERSAL
CUBIC CAP'Y - 3915 CU.FT.	" " -PEERLESS-11375-11499	" SIDES-UNIT TYPE	DEFECT CARD HOLDER-APEX
AIR BRAKE-WEST.-A B" TYPE	SIDE DOOR SUPERIOR-11000-11249	WHEELS-1-W WROT STEEL	RUNN. BD-APEX-NO. 11000-11124
COUPLERS TYPE "E"	" " -CAMEL- 11250-11499	CAR ENDS-DREADNAUGHT STEEL	BLAW KNOX-11125-11249
YOKE C.S. KEY TYPE	Spring Travel - 2½"	ROOF-MURPHY-IMPROVED-METAL	MORTON- 11250-11374
			GYPSUM- 11375-11499

SPOKANE, PORTLAND & SEATTLE RAILWAY
11000 - 11499 BOX CARS, 1963 DIAGRAM.
Scanned from copy from the collection of Ronald G. Peterson.
Restored by Paul T. Hobbs, December 9, 2003.

100 M CAP'Y ALL STEEL BOX CARS LINED.

NO.S 12000 TO 12499 INC.

BUILT BY- N.P. RY.
NOV. 1948



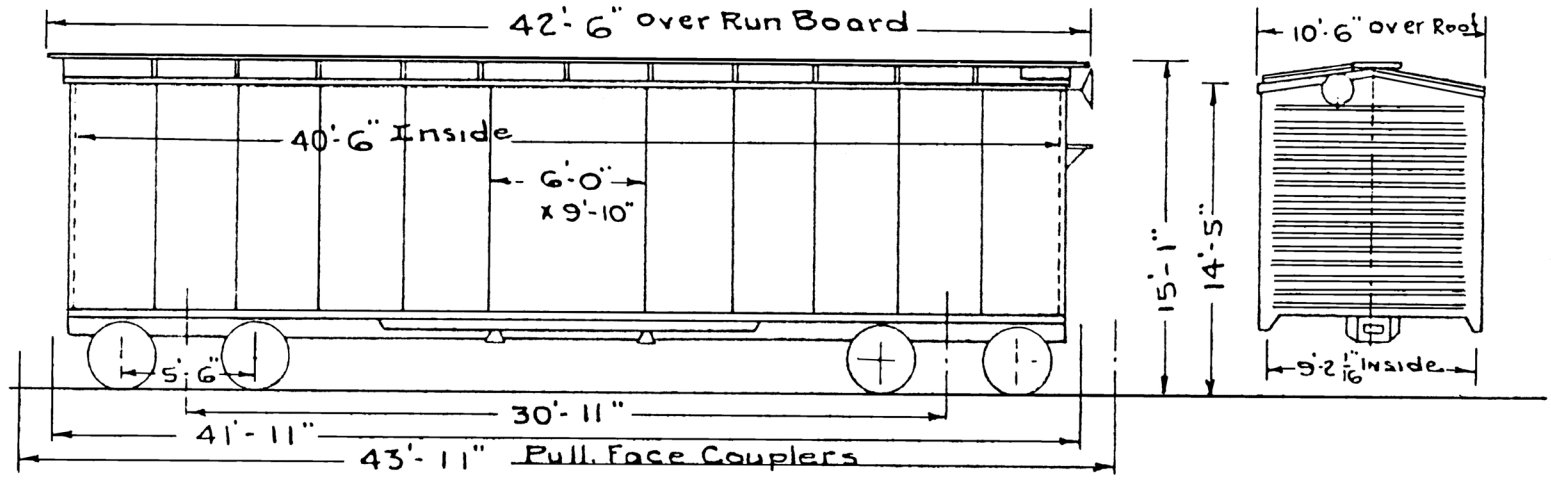
WEIGHT AVE.- 45700 #	DRAFT GEAR- MINER A-22XL	TRUCK- ASF UNIT	HAND BRAKE- AJAX- POWER
JOURNALS - 5½" X 10"		" SPRING TRAVEL 3 11/16"	BRK ADJUSTER-
CUBIC CAP'Y - 3915 CU.FT.		"	DEFECT CARD HOLDER- APEX
AIR BRAKE- West. "AB" TYPE	SIDE DOOR- CAMEL	WHEELS- CAST IRON	RUNN BD- GYPSUM - METAL
COUPLERS - TYPE "E"		CAR ENDS- DREADNAUGHT- STEEL	
YOKE C.S. - KEY TYPE		ROOF- MURPHY- IMPROVED- METAL	

3 2 53
5-6 52
6-1951
12-1948

SPOKANE, PORTLAND & SEATTLE RAILWAY
12000 - 12499 BOX CARS, 1953 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, December 3, 2003.

100M CAP'Y ALL STEEL BOX CARS LINED
Nº 12500-12999 inc.

BUILT BY NPRY
OCT 1953



WEIGHT AVE. 47900#	DRAFT GEAR-MINER A-22-XL	TRUCK-ASF-12500-12749	FIBER GLASS END-INSULATION
JOURNALS - 5½" x 10"	SIDE DOOR - CAMEL	" -BUCKEYE 12750-12999	RUN. BD.-KERRIGAN MTL
CUBIC CAP'Y - 3915 CU. FT.	UNION METAL FLOOR PROT.	" SPRG. TRAVEL-3 1/16"	
AIR BRAKE - NY "AB"	CAR ENDS-DREADNAUGHT S.	HD. BRK. 12500-12749 - AJAX	
COUPLERS- TYPE "E"	ROOF - MURPHY IMPROVED	" " 12750-12999 UNIV.	
YOKE- Y-40 C.S. KEY TYPE	WHEELS -33" C.I.	DEFECT CARD HOLDER-APEX	

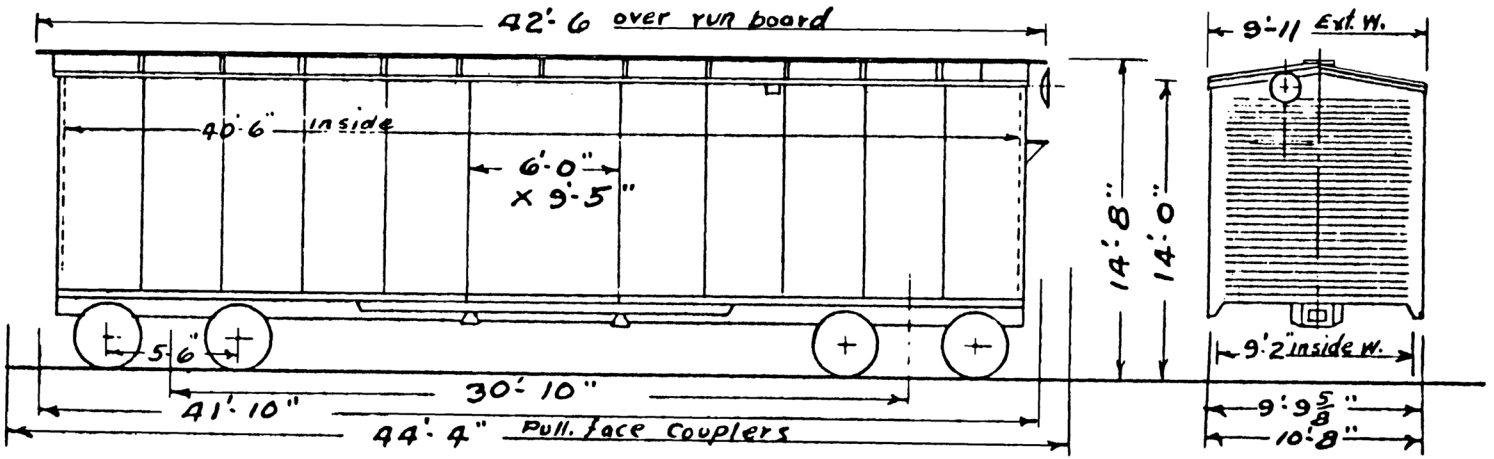
2-18-54

SPOKANE, PORTLAND & SEATTLE RAILWAY
12500 - 12999 BOX CARS, 1954 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, December 1, 2003.

100M CAPY ALL STEEL BOX CARS LINED.

BUILT BY - C.N. 18000-18499
JULY 1949

NO'S 13000 TO 13499
HIGH TENSILE STEEL



WEIGHT AVE. - 42500 *
JOURNALS - 5½" X 10"
CUBIC CAPY - 3712 CU.FT.
AIR BRAKE - N.Y. - "A B" TYPE
COUPLERS - TYPE - SWIVEL
YOKE C.S. SWIVEL

DRAFT GEAR - NATIONAL - 200 CARS
" " - CARDWELL - WEST. 100 "
" " - PEERLESS - 200 "
SIDE DOOR - YOUNGSTOWN - CAMEL

TRUCK - ASF - A - 3 3 1/16" SPG. NT.
RIDE CONT. UNIT TYPE
HI. TEN. STEEL
WHEELS - C.I. 33"
CAR ENDS - DREADNAUGHT STEEL
ROOF - MURPHY - IMPROVED METAL

HAND BRK - AJAX - 13000 - 13249
HAND BRK - SUPERIOR - 13250 - 13499
BRK ADJUSTER - UNIVERSAL
DEFECT CARD HOLDER - "APEX"
RUNN. BD. - VS GYPSOM

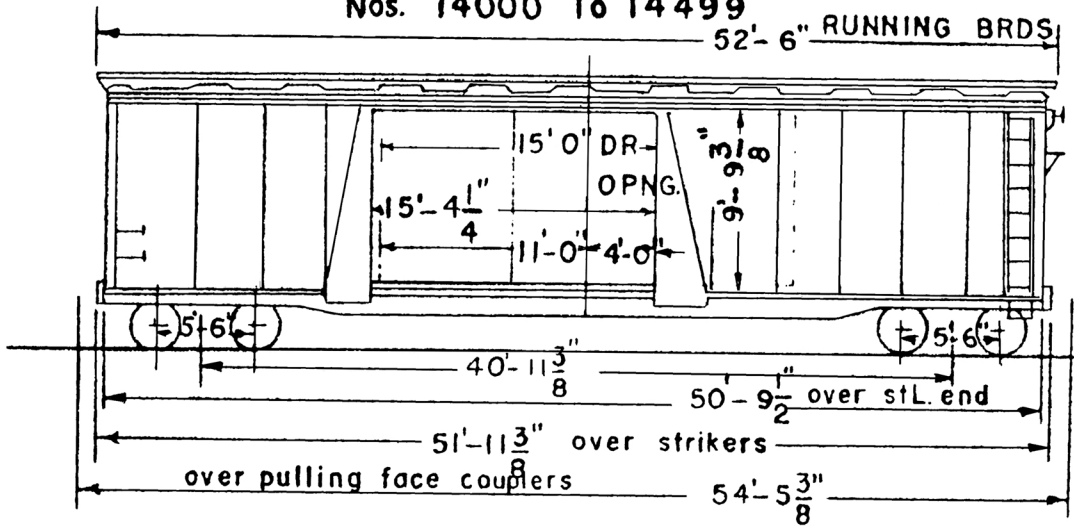
12-9-55
5-6-52
6 1951
8-1949

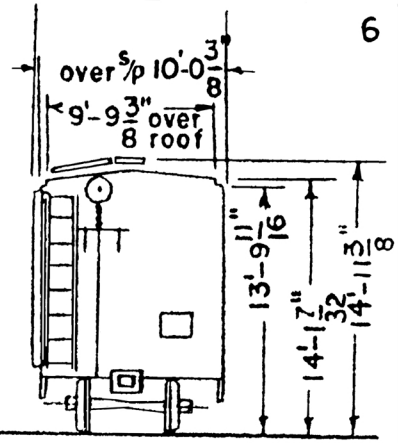
SPOKANE, PORTLAND & SEATTLE RAILWAY
13000 - 13499 BOX CARS, 1955 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, November 30, 2003.

BUILT BY GN. RY.
MAY- JULY 1957

100M CAPY ALL STEEL BOX CAR

Nos. 14000 To 14499





Weight Ave.	57,150 lbs.	Yoke 24 5/8" C.S. Key Type	Truck – ASF 300	Lubricators – 250 Redipack
Lenght (Inside)	50'-6"	Draft Gear 250 M – FR.16	" " Symington Gould 100	" " – 250 Miller
Width (Inside)	9'-4"	" " 250 N – MF.400	" " Scullin – 100	Unit Brk. Beams ASF No.
Height (Inside)	10'-6"	Side Door – Youngstown	Spring Travel – 3 1/16"	" " " 18 Cert. 54
Cubic Capacity	4953 Cu.Ft	Nailable Steel Flooring	Hand Brake – Universal	Coupler E – 60 (B)
Journals –	5 1/2 X 10	Car Ends – Dreadnaught	Defect Card Holder –	
Air Brake –	N.Y. "AB"	Roof Std. Ry Equipment	Running Bd. – Apex. Tri-Lok.	
Couplers –	Type "E"	Wheels – 300 I.W. – 200 Eqs Cs	Universal Brake Adjuster	

8-23-63
6-5-57

SPOKANE, PORTLAND & SEATTLE RAILWAY
14000 - 14499 BOX CARS, 1963 DIAGRAM.
Scanned from copy from the collection of Ronald G. Peterson.
Restored by Paul T. Hobbs, November 29, 2003.

HART CONVERTIBLE CAR

CAP'Y 100,000 LBS - STEEL UNDERFRAME

BLT. BY AMER. CAR & FDRY CO. FOR RODGER BALLAST CAR Co.

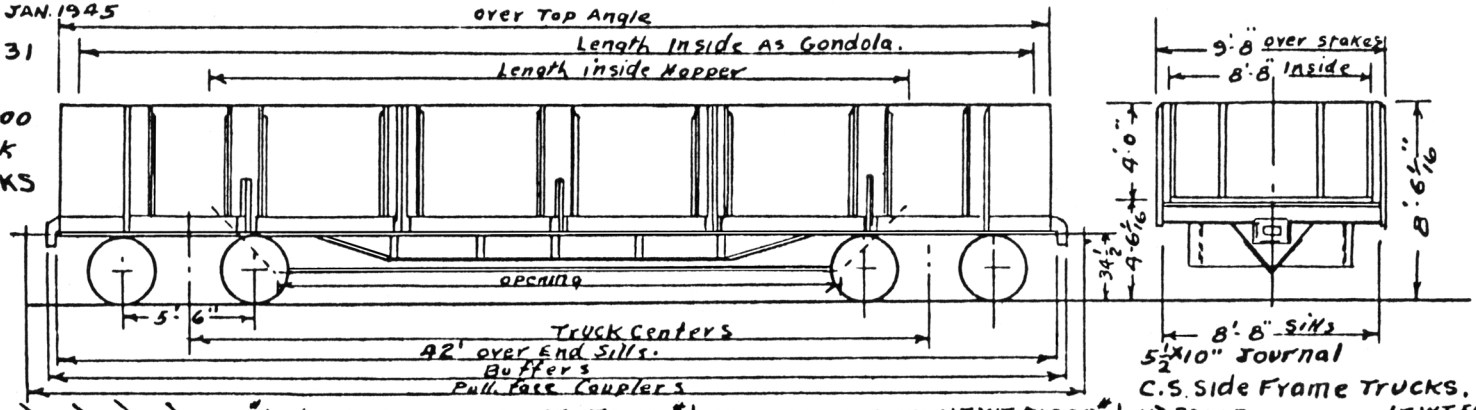
NOS. 20005 – 20020 Inc.

No. 20000-~~20004~~ BLT. 1909
No. 20003-20022 " 1920
No. 20023-20037 " 1923
No. 20038-20062 " 1927
PUR FROM N.P. JAN. 1945
NP NO. 85728
-86931

20039 Nos 8000
Cal. water Tank
N.Y. "AB" BRKS

)

)59
L-9-55
-7-54
-8-53
-6-52
1-50
9-46
Jan. 1945



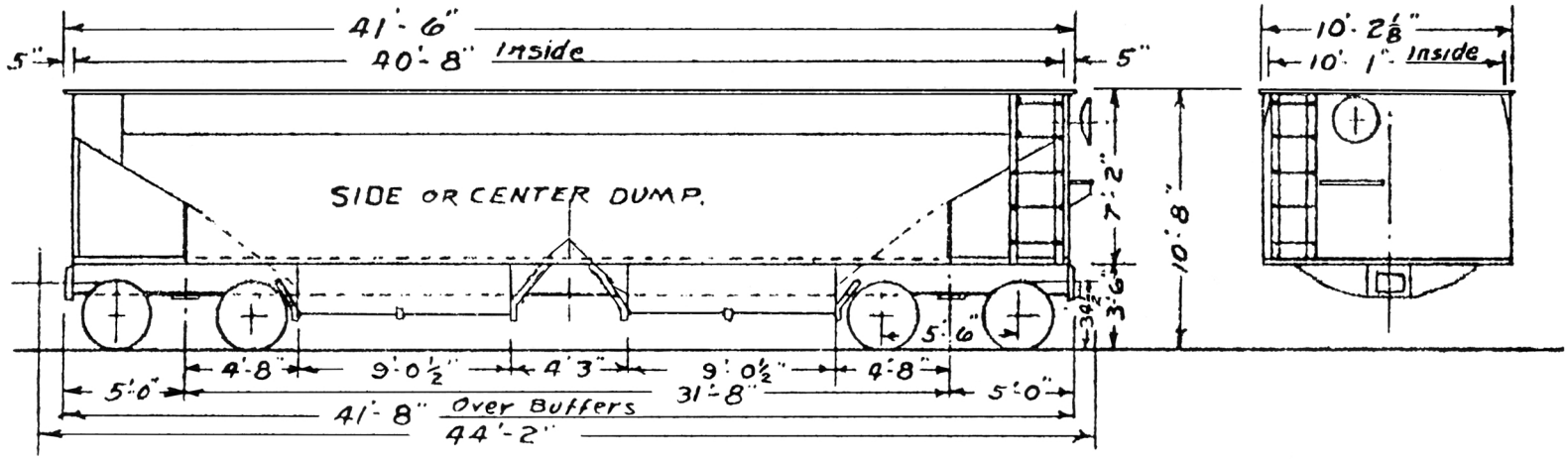
NO. 20000 LT. WT. 74500#		NO. 20005 TO 20020 LT. WT. 50000#		NO. 20021 TO 20035 LT. WT. 51200#		NO. 20036 LT. WT. 50600#	
OVER TOP ANGLE LENGTH	41'-6"	OVER TOP ANGLE LENGTH	41'-5"	OVER TOP ANGLE LENGTH	41'-5"	OVER TOP ANGLE LENGTH	41'-5
INSIDE AS GON. "	39'-11"	INSIDE AS GON. "	40'-0"	INSIDE AS GON. "	40'-0"	INSIDE AS GON. "	40'-0
" HOPPER TOP "	30'-0 1/4	" HOPPER TOP "	29'-3"	" HOPPER TOP "	28'-8 1/4"	" HOPPER TOP "	28'-8 1/2
" " BOT. "	25'-0"	" " BOT. "	23'-7"	" " BOT. "	23'-0 1/4"	" " BOT. "	23'-0 1/4
TRUCK CENTERS "	32'-8"	TRUCK CENTERS "	31'-0"	TRUCK CENTERS "	31'-0"	TRUCK CENTERS "	31'-0
BUFFERS "	42'-2 1/2"	BUFFERS "	42'-8 1/8"	BUFFERS "	42'-8 1/4"	BUFFERS "	42'-8 1/8
PULLINGFACE COUPLERS "	44'-6 1/2"	PULLINGFACE COUPLERS "	45'-2 1/8"	PULLINGFACE COUPLERS "	45'-2 1/8"	PULLINGFACE COUPLERS	45'-2 1/8
CAP'Y AS GON.	AS HOPPER	CAP'Y AS GON.	AS HOPPER	CAP'Y AS GON.	AS HOPPER	CAP'Y AS GON.	AS HOPPER
1329 CU. FT. LEVEL	1079 CU. FT.	1423 CU. FT. LEVEL	1134 CU. FT.	1423 C.U. FT. LEVEL	1111 CU. FT.	1423 CU. FT. LEVEL	1123 CU. FT.
401 " " 30° HEAP	294 " "	402 " " 30° HEAP	285 " "	402 " " 30° HEAP	279 " "	402 " " 30° HEAP	279 " "
1730 " " TOTAL	1373 " "	1825 " " TOTAL	1419 " "	1825 " " TOTAL	1390 " "	1825 " " TOTAL	1402 " "

SPOKANE, PORTLAND & SEATTLE RAILWAY
20000 - 20062 HART CONVERTIBLE CARS, 1959 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, November 24, 2003.

BUILT- AMER. CAR & FDRY Co.
Feb. 1946

RODGER SELECTIVE HOPPER CAR
CAP'Y 140,000 LBS. ALL STEEL
Nos 21000-21024

8



WEIGHT LT-AVE. 56300#	DRAFT GEAR- FRICTION	TRUCK- UNIT TYPE S-2	BRAKE-AIR- "AB" WAB.
CAP'Y -LEVEL- 2505 CU.FT.	-MINER- A-22 X B	BARBER STABILIZED	" -HAND-UNIVERSAL
" -10" HEAP- 2820 " "	COUPLER TYPE 'E' HORIZ. KEY	JOURNAL- 6 X 11	POWER TYPE.
	CAST STEEL YOKE		BRK. ADJUSTER- UNIVERSAL

8-28-63
-6-52

SPOKANE, PORTLAND & SEATTLE RAILWAY
21000 - 21024 HOPPER CARS, 1963 DIAGRAM.
Scanned from copy from the collection of Ronald G. Peterson.
Restored by Paul T. Hobbs, November 24, 2003.

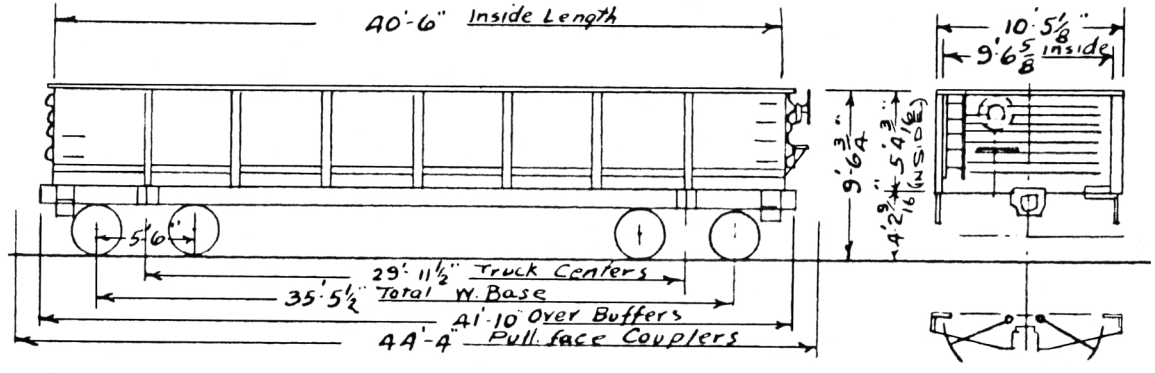
Bit by · PULL. STD. 8-1949

40'-6" GONDOLA CARS
NO. 22000 - 22096

(All Welded)
Cor-Ten Steel

8

Lt. Wt. Trucks Only 142200 #



WEIGHT - LT. - AVE. 42500 #	DRAFT GEAR · NAT. M-17A	TRUCK · UNIT - SPG. PLANKLESS	BRAKE N.Y. "AB" 10" CYL.
CAPY · LEVEL - 2048 CU. FT.	COUPLER · TYPE · SWIVEL BUTT	A.S.F. A-3	" - HAND - UNIVERSAL
" - 10" HEAP · 2410 " "	" - YOKE C. STEEL	2½" SPG. TRAVEL	BRK. ADJ. UNIVERSAL
DROP DOORS (16)		JOURNAL - 5½" X 10"	

9-27-56
3-24-55
5-6-52
3-3-52
AUG. 1949

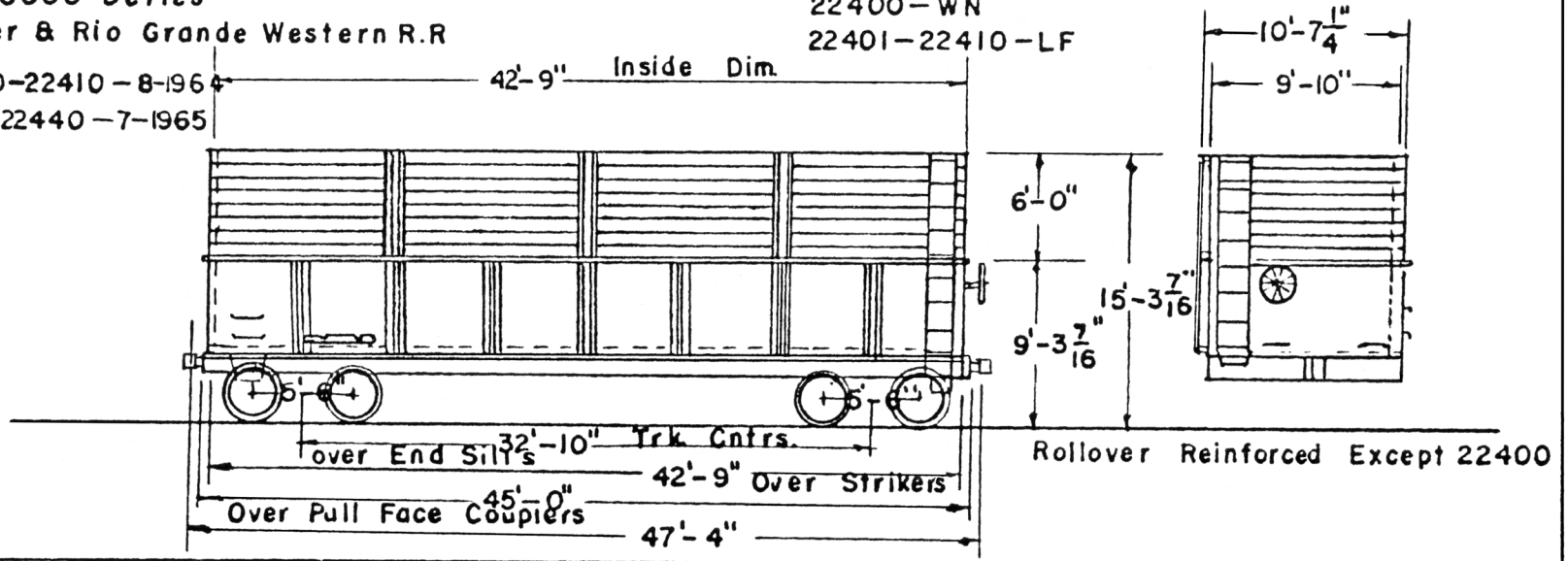
SPOKANE, PORTLAND & SEATTLE RAILWAY
22000 - 22099 GONDOLA CARS, 1956 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, November 22, 2003.

100M ALL STEEL GONDOLA 22400-22440

10

Blt. By Pressed Steel Co.
Year 1947-1948
Old 46000 Series
Denver & Rio Grande Western R.R
22400-22410 - 8-1964
22411-22440 - 7-1965

22400-WN
22401-22410-LF

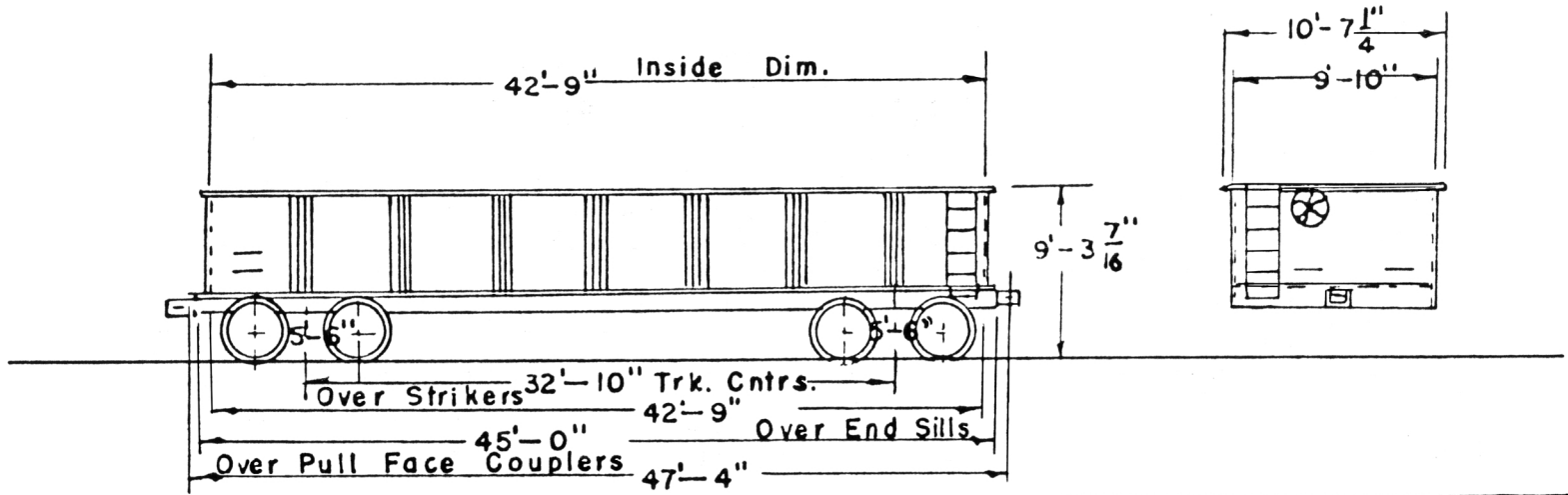


	Wt. Ave. Gond. 50,300	Draft Gear - Duryea	As Gondola	As Woodchip
	Wt. Ave. Woodchip 53600	Wheels - 33"	Length Inside 42'-9"	Length Inside 42'-5"
	Truck Type A.S.F. R.C.	Brake A.B.	Width Inside 9'-10"	Width 9'-9"
8-26-65	Drop Doors - 16	Truck Bolster C.S.	Depth Inside 5'-0"	Height 11'-0"
6-18-64	Side Bearings - Stucki	Journal Size 5 1/2 x 10"	Cubic Capy-Level 2100	Cubic Cap. Level 4549
	Coupler Type AAR-E	Handbrake Adlax		

SPOKANE, PORTLAND & SEATTLE RAILWAY
22400 - 22440 WOODCHIP CARS, 1965 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, August 21, 2003.

BLT. By Pressed Steel Co.
Year 1947 — 1948
Old D R & G W 46000 Series

100 M ALL STEEL GONDOLA 22411 — 22474



Wt. Ave. Gond. 50,300	Draft Gear — Duryea	Brake — A.B.	Journal Size 5 1/2 X 10"
Truck Type A.S.F.R.C.	Wheels — 33"	Truck Bolster C.S.	Handbrake — Adjax
Drop Doors — 16	Side Bearings — Stucki	Coupler Type A.A.R. E	Cubic Cap. -- Level 2100
			Length Inside 42'-9"
			Width " 9'-10"
			Depth " 5'-0"

2-17-65

SPOKANE, PORTLAND & SEATTLE RAILWAY
22411 - 22474 GONDOLA CARS, 1965 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, November 22, 2003.

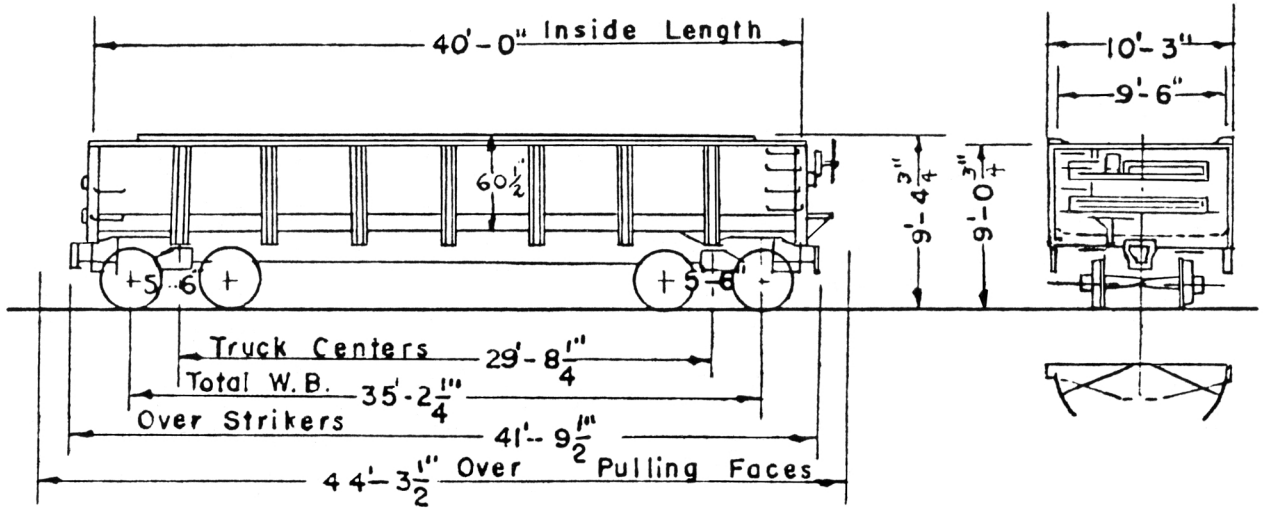
In February 1965 this diagram was drawn at the time of ordering the cars.
Of the 75 cars ordered, only 67 were delivered.
Later in the year this diagram was updated for cars numbered 22441 - 22466.

Built By P.S. Car Co. 1918 – 1922
Purchased From G.N.R.Y. 1961

40' GONDOLA CAR

Nos. 22500-22557

8A



Weight — 47500#	Yokes — C.S.	Kind Of Truck — Bett-C.S.	Cubic Cap. L.F. 1908 C.F.
Capacity — Nom. 100000	Release — Type B-Imperial	Journal Size — 5½" x 10"	Drop Doors (16)
Draft Gear — L-25-Cardwell	Air Brake — AB — 10" x 12"	Length (Inside) — 40'-0"	Door Openings - - - -
Coupler-AAR-Type D 6x8	Handbrake — Ajax - - -	Width (Inside) — 9'-6¾"	3'-11¾" x 4'-3¾"
Centering Device - DuWell	Universal — Power	Height (Inside) — 5'-0½"	Creep Shaft Device P.S.C.C.

4-18-61

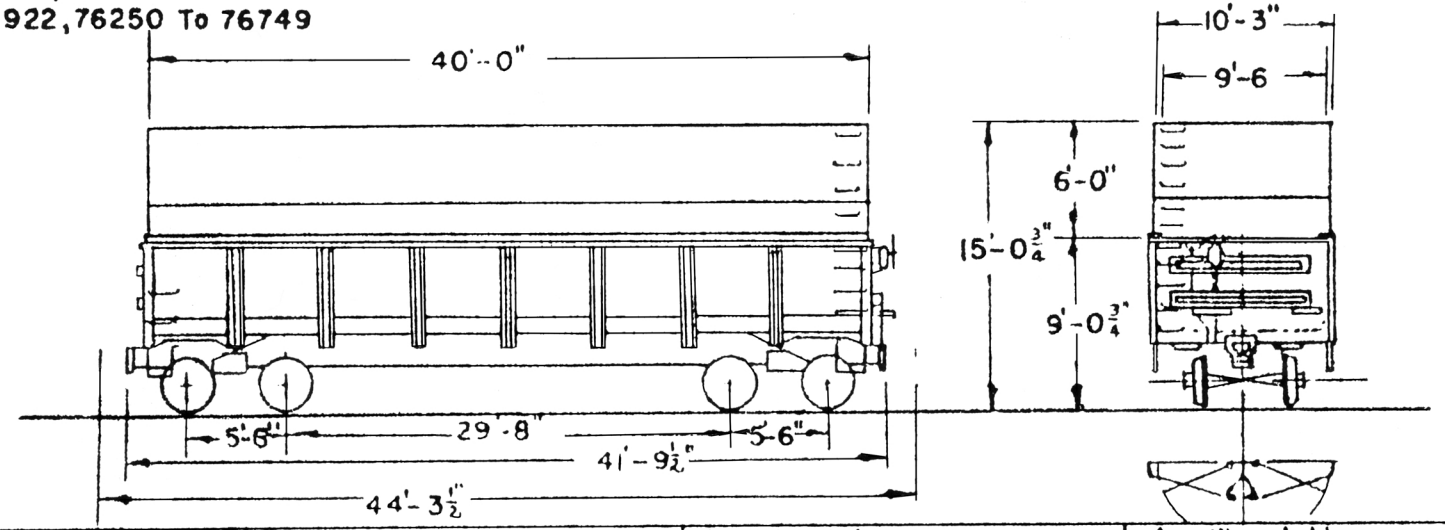
SPOKANE, PORTLAND & SEATTLE RAILWAY
22500 - 22557 GONDOLA CARS, 1961 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, November 21, 2003.

Diagram of cars as gondolas, before conversion to woodchip cars.

Built By W.S. Car & F.Co. 1918
" " P.S. Car Co. 1922
Cars Blt 1918, 76000 To 76249
" " 1922, 76250 To 76749

100M ALL STEEL GONDOLA 22500 - 22536

12



Wt. Lt. Ave. Gondola 47,500	Truck Unit Bettendorf C S	As Gondola	As Woodchip
Wt. Lt. Ave. Woodchip 52500	Truck Bolster - Plate	Length Inside 40'-0"	Length Inside 39'-8"
Drop Doors 16	Journal Size 5½" x 10"	Width 9'-6¾"	Width " 9'-5"
Draft Gear L-25 Cardwell	Brake AB 10" x 12"	Height 5'-0½"	Height " 10'-9"
Coupler Type A.A.R. D	Handbrake, Ajax	Cubic Capacity-Level 1908 C.F.	Cubic Cap. Level 4015 C.F.
Wheels 33"			

8-28-63
7-21-61

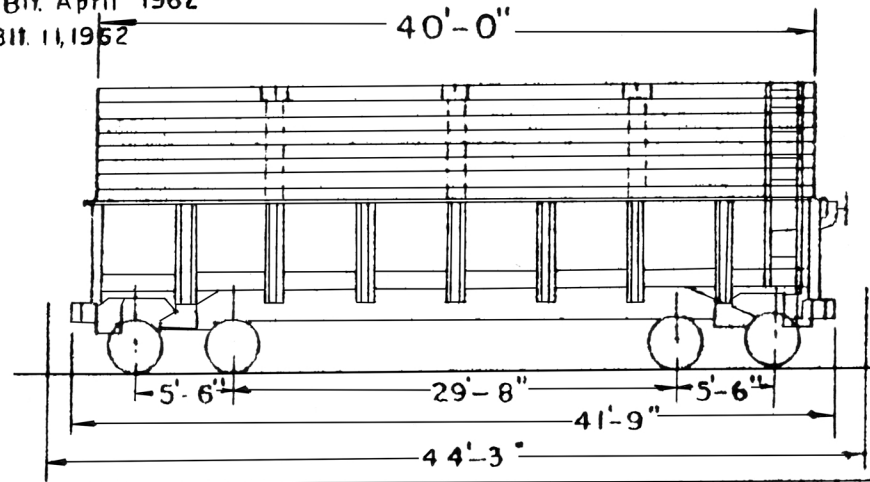
SPOKANE, PORTLAND & SEATTLE RAILWAY
22500 - 22536 WOODCHIP CARS, 1963 DIAGRAM.
Scanned from copy from the collection of Ronald G. Peterson.
Restored by Paul T. Hobbs, August 10, 2003.

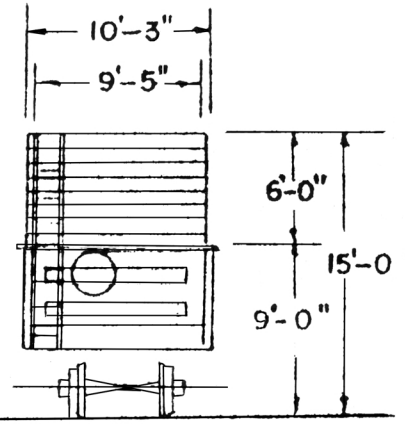
Built By W.S. Car & F. Co. 1918
" " P.S. Car Co. 1922
Cars Blt. 1918, 76000 To 76249
" " 1922, 76250 To 76749
22537 - 22550 – Blt. April 1962
22551 - 22557 - Blt. 11, 1962

100M ALL STEEL GONDOLA

22537 – 22557 12A

22555 – Plywood Sides





Wt Lt. Ave. gon 47,500	Truck – Bettendorf C.S.	As Gondola	As Woodchip
Wt. Lt. Ave Chipcar 51 250	Truck Bolster – Plate	Length Inside 40'-0"	Length Inside 39'-8"
Drop Doors 16	Journal Size 5 X 10"	Width " 9'-6	Width " 9'-5"
Draft Gear-L-25 Cardwell	Brake AB 10"x12"	Height 5'-0"	Height " 10'-9"
Coupler Type AAR. D	Handbrake, Ajax	Cubic Cap–Level 1908	Cubic Cap. Level 4015
Wheels 33"			

★ 2 5 -63

SPOKANE, PORTLAND & SEATTLE RAILWAY
22537 - 22557 WOODCHIP CARS, 1963 DIAGRAM.
Scanned from copy from the collection of Ronald G. Peterson.
Restored by Paul T. Hobbs, August 12, 2003.

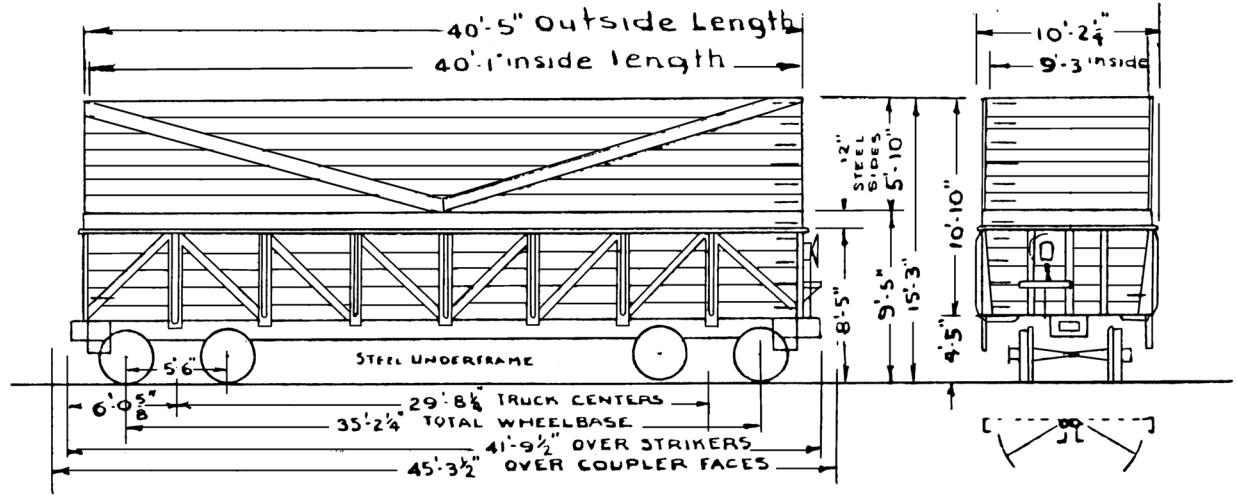
14

9

BUILT BY PRESSED STEEL CAR CO
BUILT - 1929 CONVERTED 1951
OLD GN 74000 SER

100 M. COMPOSITE GONDOLA

22600 - 22699



WT. LT. AVE. GON. 48,200#	TRUCK BOLSTER DALMAN C.S.	AS GONDOLAS	AS WOOD CHIP CARS
" " WOOD CHIP 52600#	KIND OF TRUCK ANDREWS	LENGH (INSIDE) 40'-0"	LENGH (INSIDE) - 40'-1"
DRAFT GEAR A-22-XB MINER	JOURNAL 5½"x10", WHEELS-33"	WIDTH (") 9'-3"	WIDTH (") - 9'-3"
COUPLER AAR TYPE D 6"x8"	SNUBBERS	HEIGHT (") 5'-2"	HEIGHT (") - 10'-10
" C.S. YOKE, RELEASE "D" IMP.	BRK BEAMS Nº 2 PLUS	CU. CAP. LEVEL FULL 1892 ft³	CUBIC CAP L.F. - 4016 CU
AIR BRK. WAB "AB" 10" X 12"	BRK-BEAM SUPPORT CPECO	STEEL FRAME - WOOD LINED	
HANDBRAKE AJAX POWER	CREEP SHAFT DEVICE P.S.C.Co	DROP DOORS (16) 4'-2½ x 2'-0"	

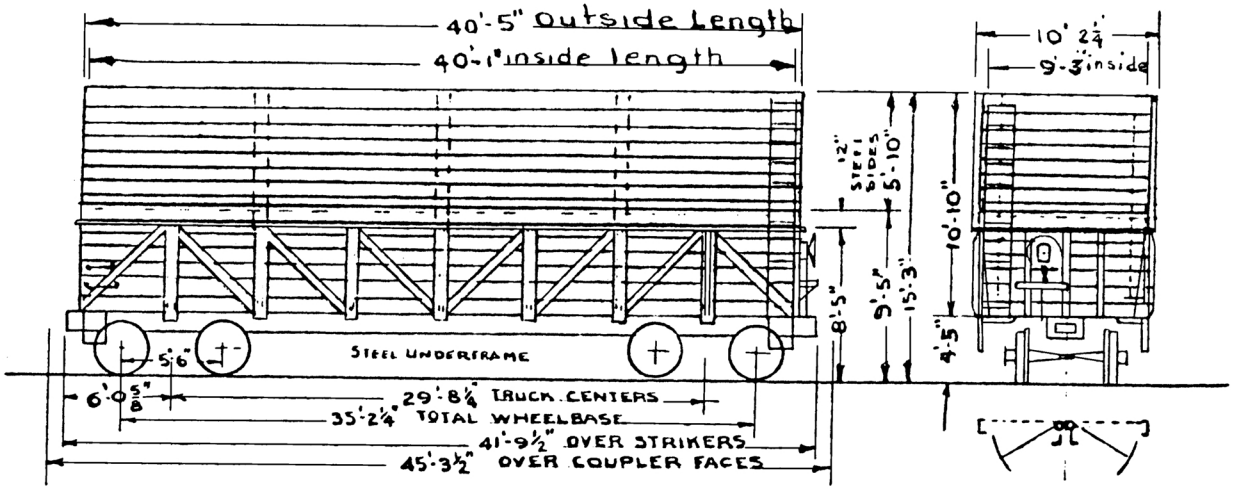
12-9-55
2-10-54
5-6-52
10-8-51
CGB 5-28-51

SPOKANE, PORTLAND & SEATTLE RAILWAY
22600 - 22699 WOODCHIP CARS, 1955 DIAGRAM
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, September 16, 2002.

BUILT BY PRESSED STEEL CAR CO.
BUILT - 1929 CONVERTED 1951
OLD GN 74000 SER.
Rebuilt 1963

100 M. COMPOSITE GONDOLA

22600 - 22698



·17-65
-28-63
Rev. 8-23-63
12-9-55
2-10-54
5-6-52
10-8-51
CLB 5-28-51

WT. LT. AVE. GON. 48,200#
" " " WOOD CHIP 49,500
DRAFT GEAR A-22-XB MINER
COUPLER AAR Type 2-60 6x8
" C.S. YOKE, RELEASE "D" IMP.
AIR BRK. WAB "AB" 10" X 12"
HANDBRAKE AJAX POWER

TRUCK BOLSTER DALMAN C.S.
KIND OF TRUCK ANDREWS
JOURNAL 5½"x10", WHEELS-33"
SNUBBERS
BRK BEAMS No 2 PLUS
BRK BEAM SUPPORT CRECO
CREEP SHAFT DEVICE P.S.C.Co

AS GONDOLAS
LENGH (INSIDE) 40'-0"
WIDTH (") 9'-3"
HEIGHT (") 5'-2"
CU. CAP. LEVEL FULL 1892 ft³
STEEL FRAME - WOOD LINED
DROP DOORS (16) 4'-2½ x 2'-0"

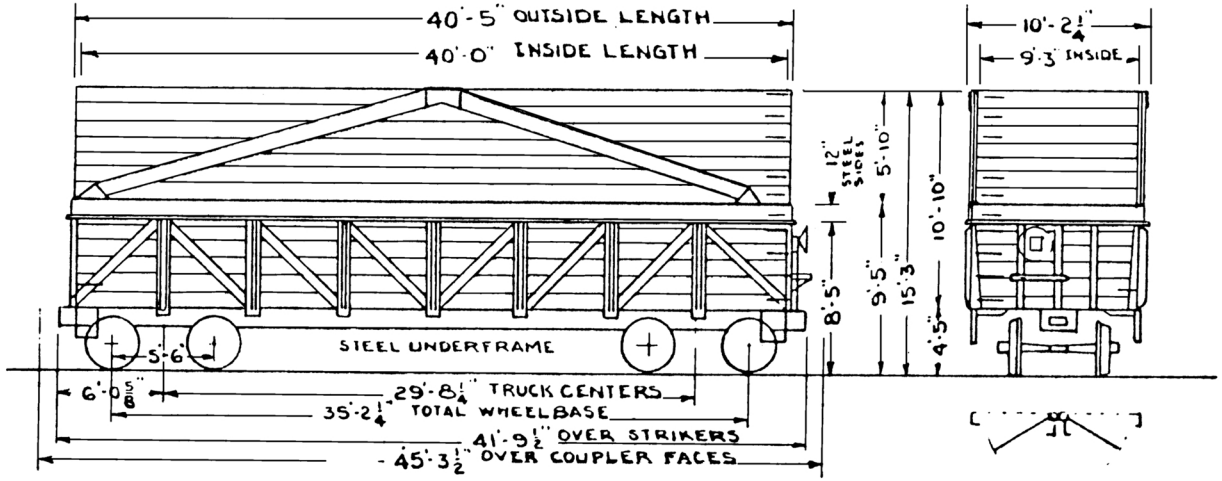
AS WOOD CHIP CARS
LENGH (INSIDE) - 40'-1"
WIDTH (") - 9'-3"
HEIGHT (") - 10'-10"
CUBIC CAP. L.F. - 4016 CU FT

SPOKANE, PORTLAND & SEATTLE RAILWAY
22600 - 22698 WOODCHIP CARS, 1965 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, September 19, 2002.

BUILT BY PRESSED STEEL CAR CO
BUILT - 1929
OLD GN 74000 SER
Converted 1-1954

100 M. COMPOSITE GONDOLA

22700 - 22713

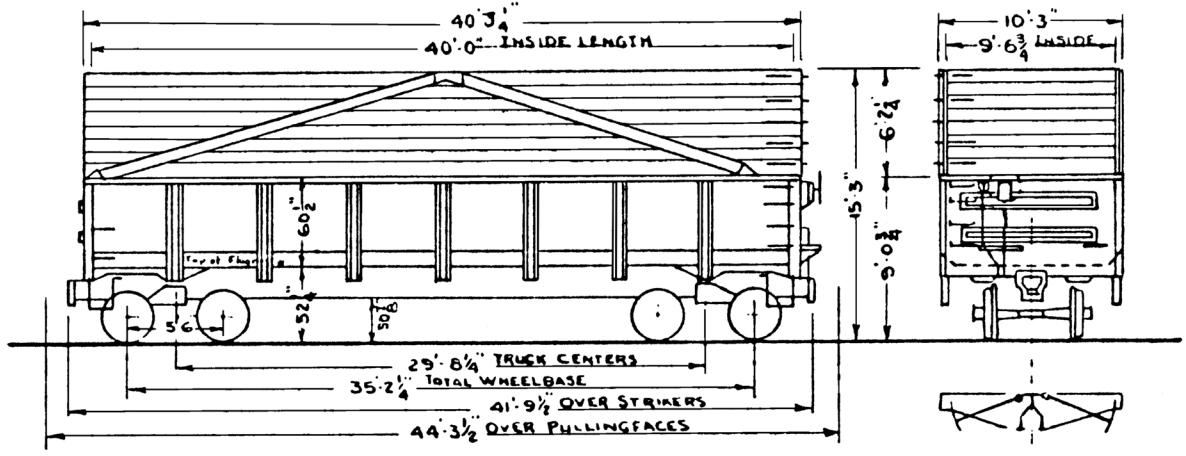


	WT. LT. AVE. GON. 46500# " " " WOOD CHIP 50900# DRAFT GEAR-A-22-XB MINER COUPLER-AAR TYPE D 6"x8"	TRUCK BOLSTER-DALMAN C.S. KIND OF TRUCK ANDREWS JOURNAL-5½"x10", WHEELS - 33"	AS GONDOLAS LENGTH (INSIDE) 40'-0" WIDTH (") 9'-3"	AS WOOD CHIP CARS LENGTH (INSIDE) - 40'-0" WIDTH (") - 9'-3"
6-26-65	" C.S. YOKE, RELEASE "D" IMP.	BRK. BEAMS No 2 PLUS	HEIGHT (") 5'-2"	HEIGHT (") - 10'-10"
8-28-63	AIR BRK-WAB "AB" 10"x12"	BRK BEAM SUPPORT-CRECO	CU. CAP. LEVEL FULL 1892 ft³	CUBIC CAPY. L.F. 4008 CU.FT.
4-12-61	HANDBRAKE-AJAX POWER	CREEP SHAFT DEVICE P.S.C. Co.	STEEL FRAME-WOOD LINED	Rollover Reinforced
2-10-54			DROP DOORS (16) 4'-2½"x2'-0"	

SPOKANE, PORTLAND & SEATTLE RAILWAY
22700 - 22713 WOODCHIP CARS, 1965 DIAGRAM
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, September 18, 2002.

BUILT BY W.S. CAR & F. CO.
BUILT 1918 - CONV. 1-54
OLD GN 76000 SER.

100M ALL STEEL GONDOLA 22714 - 22724



8-26-65
8-28-63
5-24-55
2-11-54

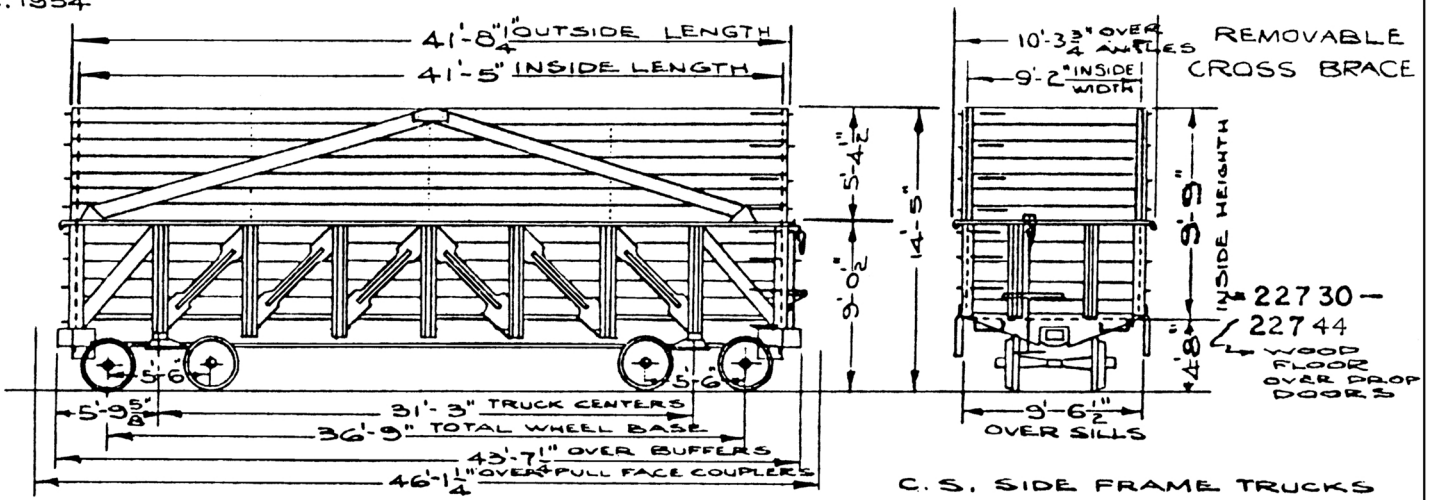
WT. LT. AVE. GON. 47,500# " " " WOODCHIP 51950 DRAFT GEAR - L-25 CARDWELL CPLR. - 6" x 8" AAR TYPE D " C.S. YOKE - RELEASE "B" IMP. AIR BRAKE - WAB "AB" 10" x 12"	HAND BRK - AJAX - POWER TRUCK - C.S. BETT. JOURNAL - 5½" x 10" BRK BEAMS - Nº 2 PLUS " " SUPPORT - 3 RD PT CRECO	AS GONDOLA LENGTH (INSIDE) - 40'-0" WIDTH (") - 9'-6¾" HEIGHT (") - 5'-0½" CU. CAPY. LEVEL FULL 1908	AS WOOD CHIP CAR LENGTH (INSIDE) - 40'-0" WIDTH (") - 9'-4" HEIGHT (") 10'-10" CU. CAPY. L.F. 4044 CU. FT. Rollover Reinforced

SPOKANE, PORTLAND & SEATTLE RAILWAY
22714 - 22724 WOODCHIP CARS, 1965 DIAGRAM
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, September 22, 2002.

BUILT BY RYAN CAR CO.
HEGEWISCH, ILL 1925
OLD NP 54000 SER.
CONVERTED DEC. 1954

100 M. COMPOSITE GONDOLA

22725 - 22744



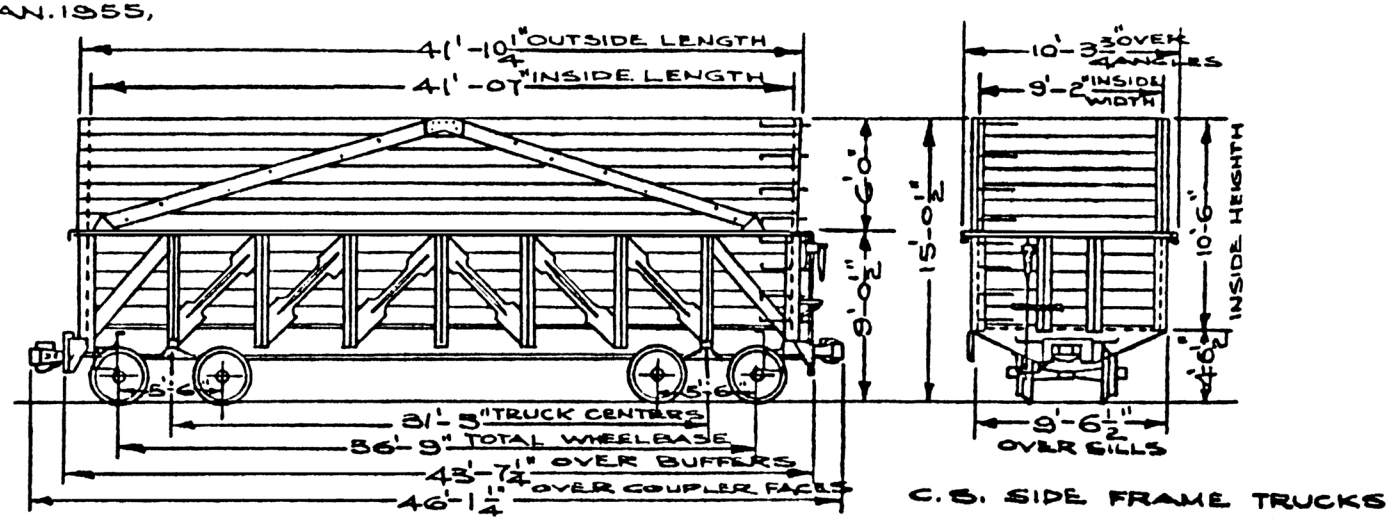
2-17-65 8-28-63 7 JAN.'55	WT LT AVE. GON. 46,400# " " "WOOD CHIP 53,255# DRAFT GEAR- FRICTION COUPLER- "E" TYPE AIR BRAKE - WAB "AB" 10" HANDBRAKE- MINER LEVER	TRUCK BOLSTER- CAST STEEL KIND OF TRUCK - BETTENDORF JOURNALS - 5 1/2" x 10" WHEELS - 33" CAST IRON BRK. BEAMS - BRK. BEAM SUPPORT - 3 PT	AS GONDOLAS LENGTH (INSIDE) - 41'-6" WIDTH (") - 9'-2" HEIGHTH (") - 4'-8" CU. CAP. LEVEL FULL 1775 ft STEEL FRAME WOOD LINED DROP DOORS (16)	AS WOOD CHIP CARS LENGTH (INSIDE) - 41'-5" WIDTH (") - 9'-2" HEIGHTH (") - 9'-9" CUBIC CAPY L.F. 3702 FT

SPOKANE, PORTLAND & SEATTLE RAILWAY
22725 - 22744 WOODCHIP CARS, 1965 DIAGRAM
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, September 23, 2002.

BUILT BY RYAN CAR CO.
HEGEWISCH, ILL. 1925
OLD NP 54000 SER.
CONVERTED JAN. 1955,
MARCH 1955.

100 M. COMPOSITE GONDOLA

22745 - 22769



C.S. SIDE FRAME TRUCKS

8-26-65
8-28-63
31 JAN. '55
12 JAN. '55

WT LT AVE. GON. 46,400#
" " WOOD CHIP 51,480#
DRAFT GEAR - FRICTION
COUPLER - "E" TYPE
AIR BRAKE - WAB "AB" - 10"
HANDBRAKE - MINER LEVER

TRUCK BOLSTER - CAST STEEL
KIND OF TRUCK - BETTENDORF
JOURNALS - 5 1/2" x 10"
WHEELS - 33" CAST IRON
BRK. BEAMS -
BRK. BEAM SUPPORT - 3PT.

AS GONDOLAS
LENGTH (INSIDE) - 41'-6"
WIDTH (") - 9'-2"
HEIGHTH (") - 4'-8"
CU. CAR LEVEL FULL 1775 ft.
STEEL FRAME, WOOD LINED
DROP DOORS (16)

AS WOODCHIP CARS
LENGTH (INSIDE) - 41'-07"
WIDTH (") - 9'-02"
HEIGHTH (") 10'-06"
CUBIC CAPY - L.F. 4002 ft.^{3}
Rollover Reinforced

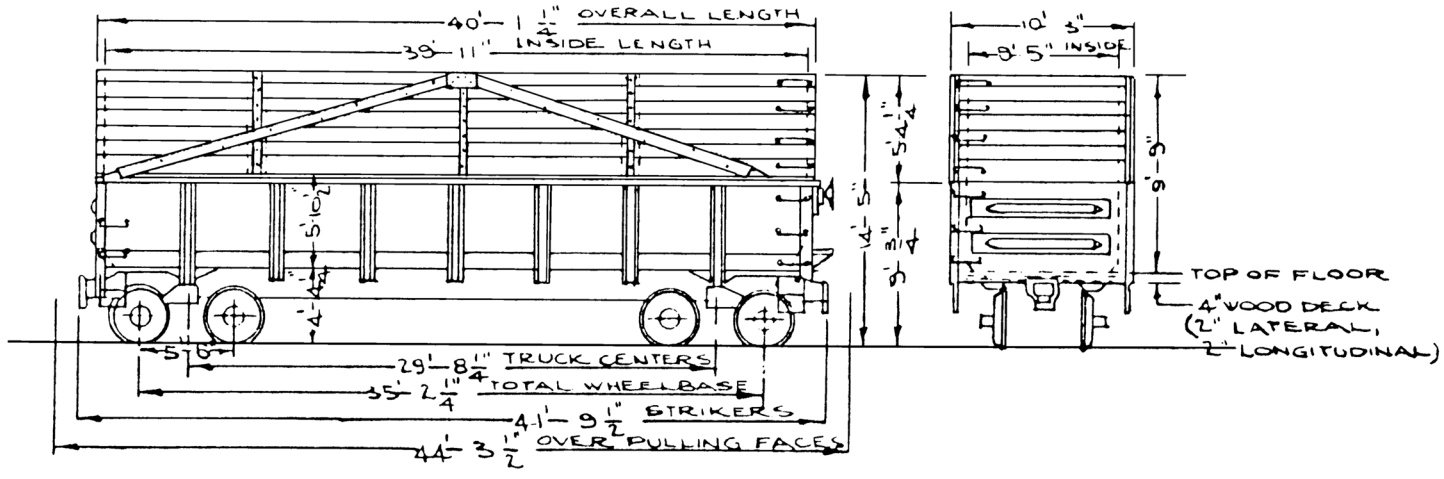
SPOKANE, PORTLAND & SEATTLE RAILWAY
22745 - 22769 WOODCHIP CARS, 1965 DIAGRAM
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, September 25, 2002.

BUILT BY W.S. CAR & FDRY CO.
BUILT 1918 - CONV. 12-1955
OLD GN 76000 SERIES

100M ALL STEEL GONDOLA

22770 - 22794

9E



WT. LT. AVE. GON. 47,500#	HAND BRAKE - AJAX - POWER		AS GONDOLA	AS WOOD CHIP CAR
" " " WOODCHIP 52,800	TRUCK - C.S. BETT.		LENGTH - INSIDE - 40'-0"	LENGTH - INSIDE - 39'-11"
DRAFT GEAR - L25 CARDWELL	JOURNAL - 5 1/2" X 10"		WIDTH - " 9'-6 3/4"	WIDTH - " 9'-5"
CPLR - 6" X 8" AAR TYPE D.E	BRK BEAMS - NO. 2 PLUS		HEIGHTH - " 5'-1/2"	HEIGHTH - " 9'-9"
" C.S. YOKE - RELEASE "B" IMP.	" " SUPPORT - 3RD PT.		CU. CAPY. LEVEL FULL 1908	CU. CAPY. LEVEL FULL 3665 FT
AIR BRAKE - W.A.B "AB" 10" x 12"	WHEELS - 33" 1W	CRECO		

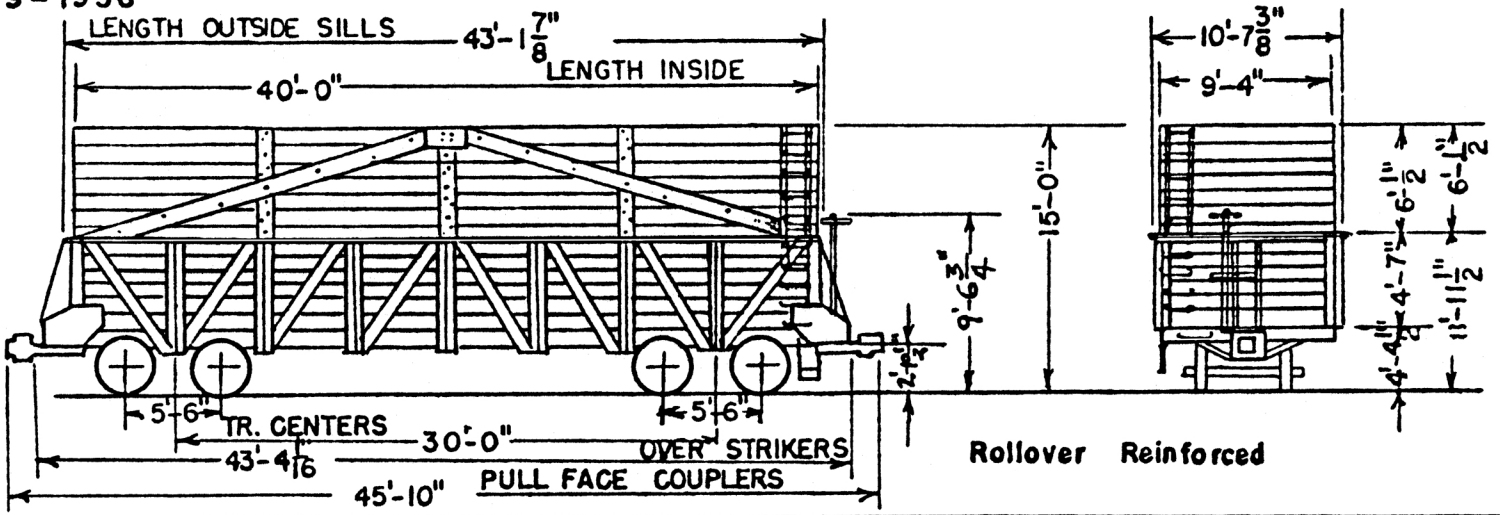
12-9-55

SPOKANE, PORTLAND & SEATTLE RAILWAY
22770 - 22794 WOODCHIP CARS, 1955 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, August 4, 2003.

BUILT BY A.C.&F. CO. 1918-1926
PUR. FROM AT&SF 7-1956
OLD CASWELL DUMP CARS
CONVERTED 9-1956

100M COMPOSITE GONDOLA

22800-22826



	WT. LT. AVE. GON. 46,900	TRUCK UNIT- ANDREWS	AS GONDOLA	AS WOODCHIP CAR
	" " WOODCHIP 49,660	TRUCK WEIGHT- 80001bs.	LENGTH INSIDE- 40'-0"	LENGTH INSIDE- 40'-0"
8-26-65	DROP DOORS 16		WIDTH — 9'-4"	WIDTH — 9'-4"
8-28-63	DRAFT GEAR NAT. M-17	JOURNAL— 5½X10	HEIGTH — 4'-7"	HEIGTH— 10'-8"
6-1-61	COUPLER TYPE — E-60	BRAKE — AB	CU.CAPACITY LEVEL- 1710	CU.CAPACITY LEVEL 3982
1-25-57		BRAKE-HAND		

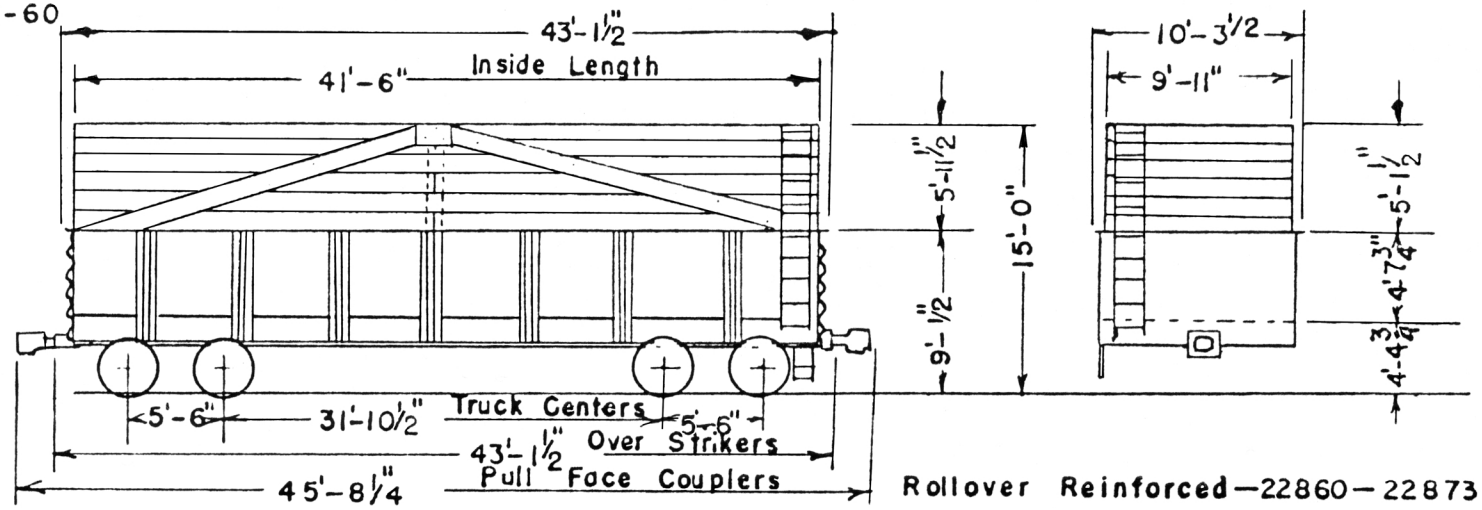
SPOKANE, PORTLAND & SEATTLE RAILWAY
22800 - 22826 WOODCHIP CARS, 1965 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, August 15, 2003.

Built – 1920 – 1921
Purch. From U.P. 11 – 1956
CHIP CARS BUILT JAN. 1957
22860-22875 1-60

100M COMPOSITE GONDOLA

22830 – 22833
22860 – 22880

15 A

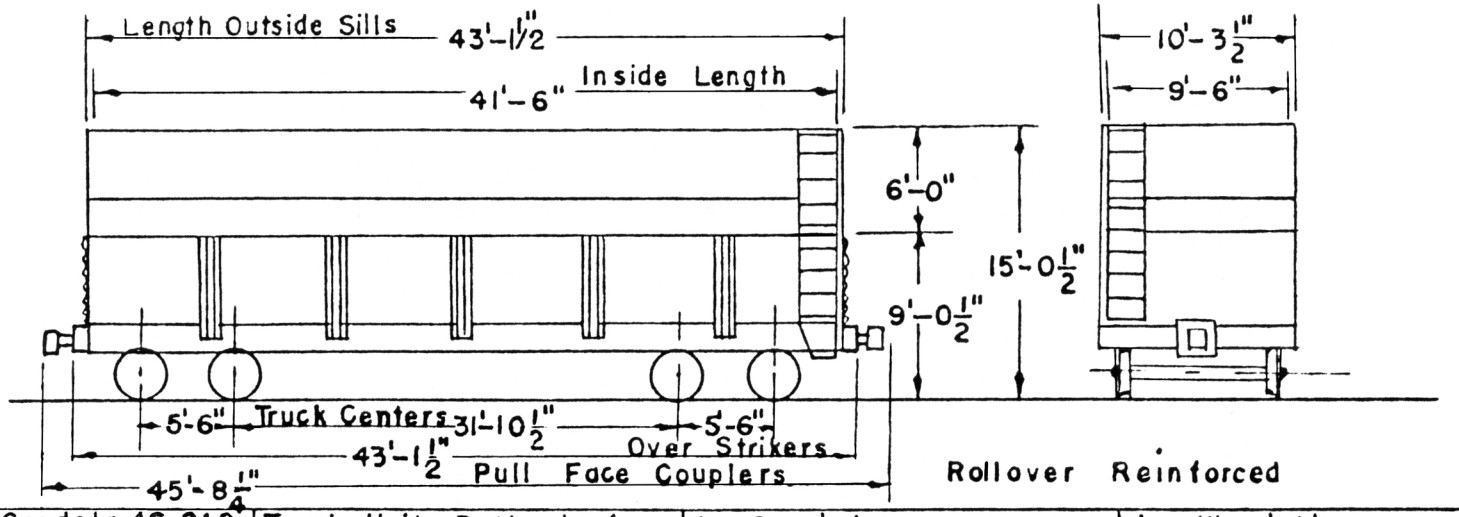


8-[illegible]-65 2-17-65 8-28-63 4-12-61 5-16-58 1-24-57	Wt. Lt. Ave. Gondola 46,210	Truck Unit – Bettendorf	As Gondola	As Woodchip
	Wt. Lt. " Woodchip 52,800	Truck Weight –	Length Inside – 41'-6"	Length Inside – 41'-5"
	Drop Doors – 16	Journal – 5½ X 10	Width – 9'-6"	Width – 9'-4"
	Draft Gear – Nat. Miner	Brake – AB	Heigth – 4'-7¾"	Heigth 10'-7"
	Coupler Type D & E	Handbrake – Power	Cu. Capacity Level 1776	Cu. Capacity 4091 Cu. Ft.
	Wheels – C.I.			

SPOKANE, PORTLAND & SEATTLE RAILWAY
22830 - 22833, 22860 - 22880 WOODCHIP CARS, 1965 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, August 18, 2003.

Built-1920–1921
Purch. From U.P. 11–1956
Chip Cars Built Oct. 1959

100M COMPOSITE GONDOLA 22835–22859 15B



Wt. Lt. Ave Gondola 46,210	Truck Unit–Bettendorf	As Gondola	As Woodchip
Wt. Lt. " Woodchip 49,200	Truck Weight	Length Inside 41'-6"	Length Inside 41'-4"
Drop Doors – 16	Journal 5½X10"	Width " 9'-6"	Width " 9'-5"
Draft Gears – Nat. Miner	Brake – AB	Heigth 4'-7¾"	Heigth 10'-7"
Coupler Type D & E	Handbrake — Power	Cu. Capacity Level 1776	Cu. Capacity 4119 Cu. Ft.
Wheels – C.I.			

8-26-65
8-28-63
3-6-61
10-8-59

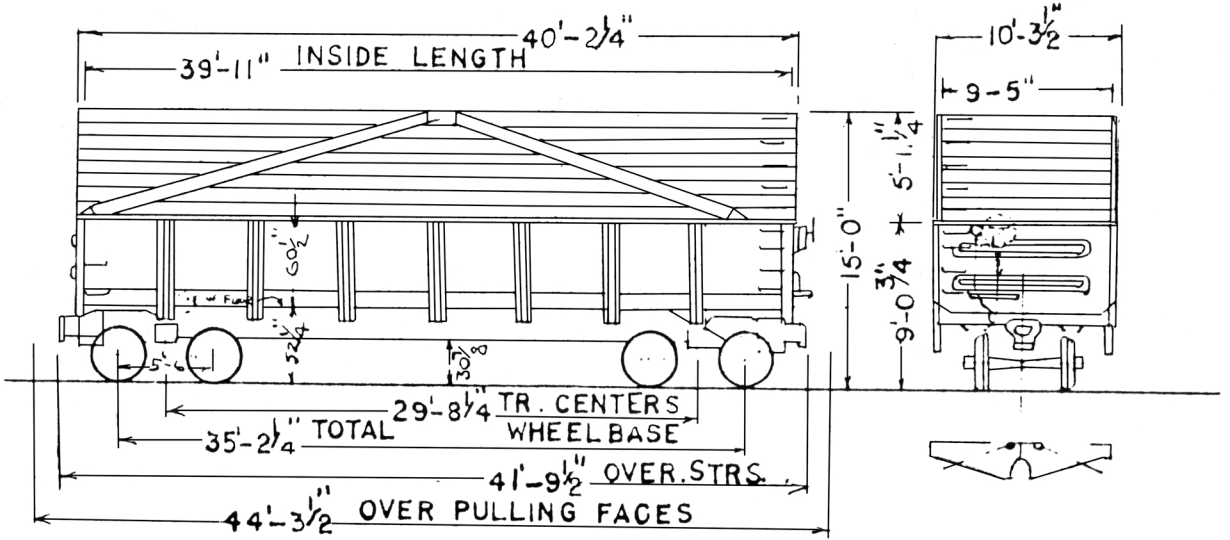
SPOKANE, PORTLAND & SEATTLE RAILWAY
22835 - 22859 WOODCHIP CARS, 1965 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, August 16, 2003.

BUILT BY W.S. CAR & F. CO
BUILT 1918 - CONV. 3-57
OLD GN 76000 SER.

100M ALL STEEL GONDOLA

22881 - 22895

9H



WT. LT. AVE. GON. 47500#	HAND BRK. AJAX - POWER	AS GONDOLA	AS WOODCHIP CAR	
" " " WOODCHIP 50,670	TRUCK - C. S. BETT.	LENGTH (INSIDE) — 40'-0"	LENGTH (INSIDE)	39'-11"
DRAFT GEAR L-25 CARDWEL	JOURNAL - 5½"X10"	WIDTH " 9'-6¾	WIDTH "	9'-5"
CPLR. - 6"X8" AAR TYPE "D"	BRK BEAMS — No. 2 PLUS	HEIGHT " 5'-0½	HEIGHT "	10'-8"
" G.S. YOKE RELEASE "B" IMP	" SUPPORT 3RD PT	CU. CAPY. LEVEL FULL 1908	CU. CAPY L.F.	4009 CU. FT
AIR BRAKE - WAB "AB" 10"x12"	CRECO			

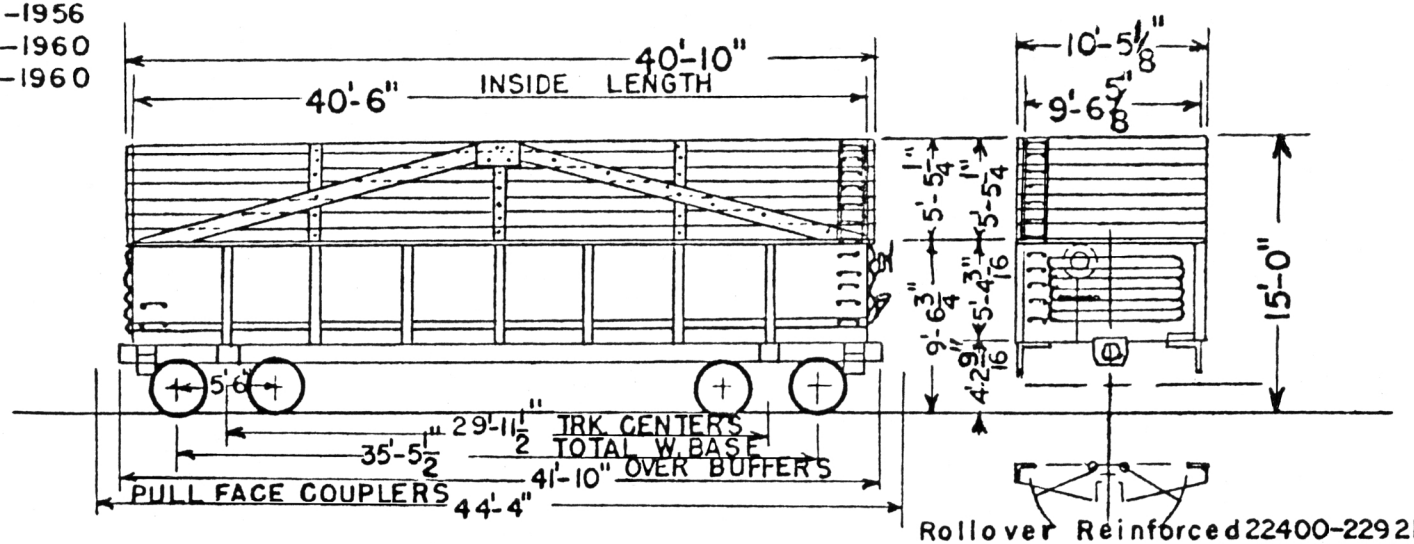
3-21-57

SPOKANE, PORTLAND & SEATTLE RAILWAY
22881 - 22895 WOODCHIP CARS, 1957 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, August 7, 2003.

BUILT BY PULLMAN STD. 8-1949
OLD SP&S 22,000
Converted.
22900 - 22914 - 8-1956
22915 - 22929 2-1960
22930 - 22939 7-1960

100M ALL STEEL GONDOLA

22900-22939



Rollover Reinforced 22400-22921

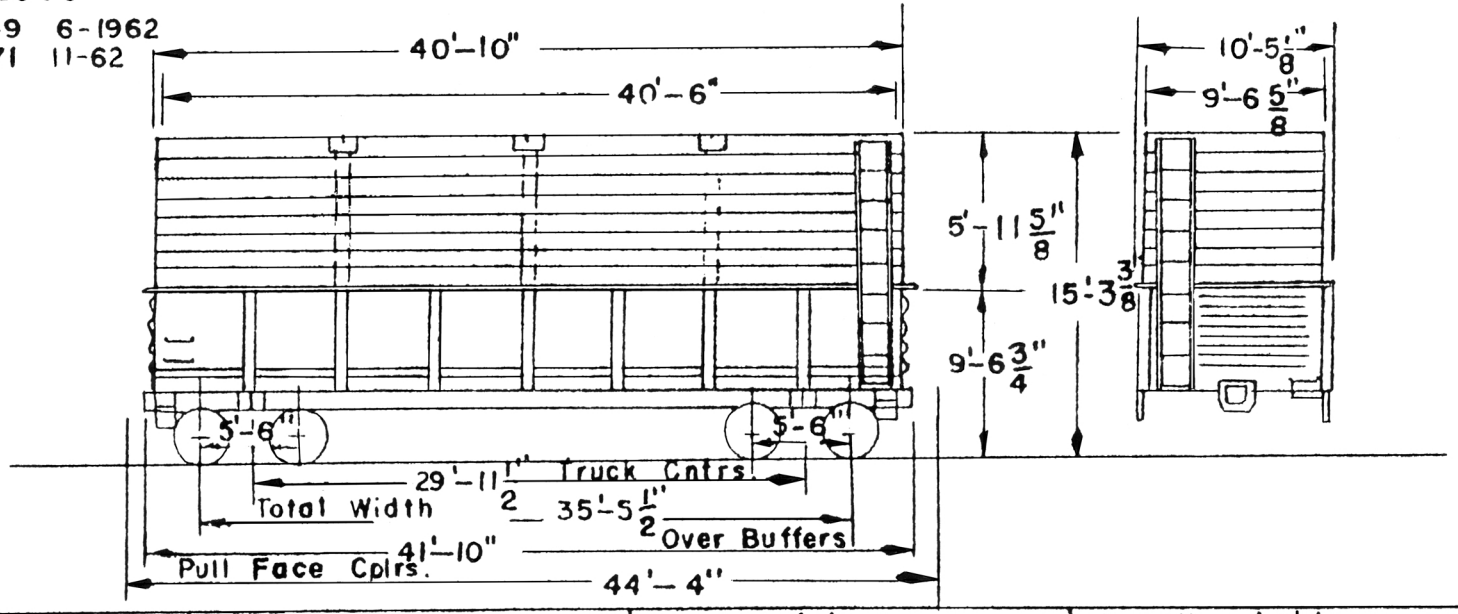
8-[illegible]-65	WT. LT. AVE. GON. 42,500	TRUCK UNIT- SPR. PLANKLES	AS GONDOLA	AS WOODCHIP CAR
8-28-63	" " WOODCHIP 46,830	ASF A-3	LENGTH INSIDE 40'-6"	LENGTH INSIDE 40'-6"
APR 12, 1961	DROP DOORS 16	2 1/2" SPRING TRAVEL	WIDTH 9'-6 5/8	WIDTH 9'-6"
JAN. 25, 1957	DRAFT GEAR NAT. M-17A	JOURNAL 5 1/2 X 10	HEIGTH 5-4 3/16	HEIGTH 10'-9"
AUG. 10, 1956	COUPLER TYPE SWIVEL BT	BRAKE N.Y.A.B.	CU. CAPACITY LEVEL 2048	CU. CAP. LEVEL 4136
	" YOKE C- STEEL	BRAKE HAND-UNIVERSAL	CU. CAP. 10" HEAP 2410	

SPOKANE, PORTLAND & SEATTLE RAILWAY
22900 - 22939 WOODCHIP CARS, 1965 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, August 26, 2003.

Built By Pull Std.
Old SP&S 22000
Conv. 22940-49 6-1962
Conv. 22950-71 11-62

100M ALL STEEL GONDOLA

22940-22971 16A

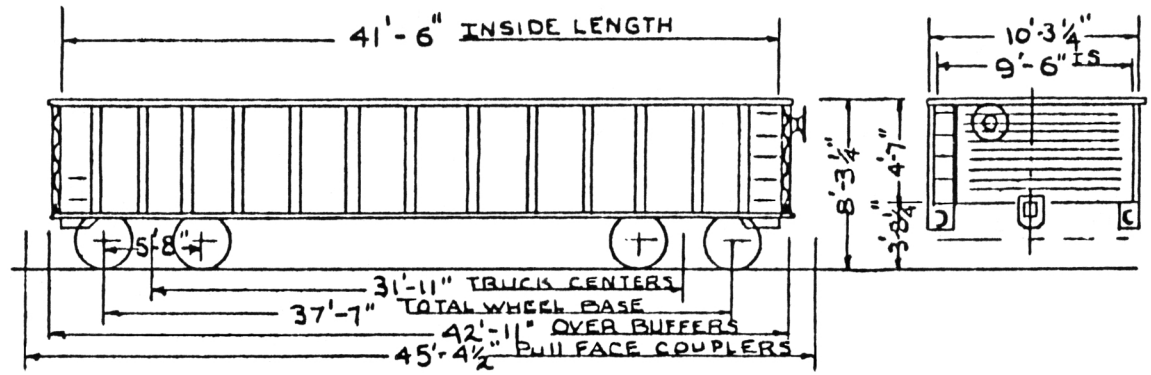


Wt. Ave Con. 42,500lbs	Truck Unit-Spring Plankles	As Gondola	As Woodchip
" " Woodchip 46,800	ASF A-3	Length Inside 40'-6"	Length Inside 40'-6"
Drop Doors 16	2 1/2" Spring Travel	Width Inside 9'-6 5/8"	Width Inside 9'-6"
Draft Gear-Nat. M-17A	Journal 5 1/2" X 10"	Heigth 5'-4 3/16"	Heigth 10'-11"
8-28-63 Coupler Type Swivel Butt	Brake N.Y.A.B.	Cu. Cap. Level 2048	Cu. Cap. Level 4200 C.Ft.
Jan. 21-63 " " Yoke C. Steel	Brake Hand -- Universal	Cu. Cap. 10" Heap 2410	

SPOKANE, PORTLAND & SEATTLE RAILWAY
22940 - 22971 WOODCHIP CARS, 1963 DIAGRAM.
Scanned from copy from the collection of Ronald G. Peterson.
Restored by Paul T. Hobbs, September 1, 2003.

BLT. BY A.C. & F. Co.
1952

41'-6" GONDOLA CARS
NO.'S 23,000 TO 23199 INC



8-15-52
5-6-52
2-4-52
9-26-51
1-15-51. CGB

WEIGHT- 49,200#
CAP'Y-LEVEL 1807 CU. FT.
WHEELS 33" IWW STEEL

DRAFT GEAR-MINER A22XL
COUPLER-AAR TYPE "E"
YOKE-VERTICAL
PLANE TYPE

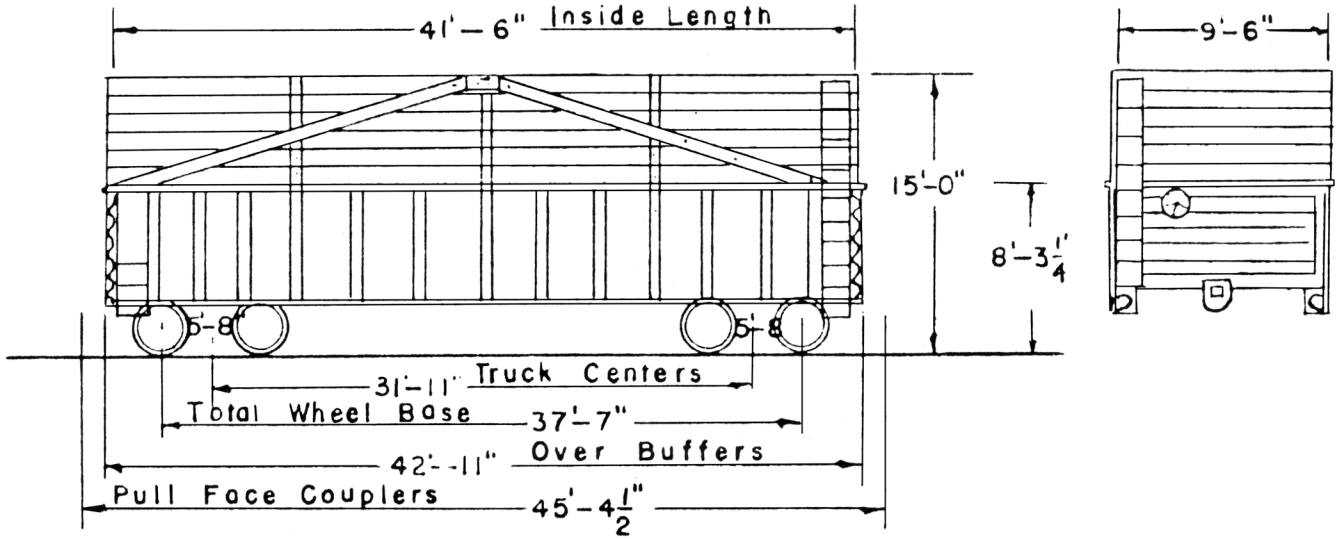
TRUCK-SPG PLANKLESS
A.S.F. A-3
2½ SPG. TRAVEL
JOURNAL 6" X 11"

BRAKE NY "AB" 10"CYL.
" HAND-MINER
NONE SPIN
BEAMS AAR 18

SPOKANE, PORTLAND & SEATTLE RAILWAY
23000 - 23199 GONDOLA CARS, 1952 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, November 20, 2003.

Built By A.C.&F. Co. 1952
Old SP&S 23000
Chip Cars Built Aug - Nov. 1960

100M ALL STEEL GONDOLA 23500-23573 10A



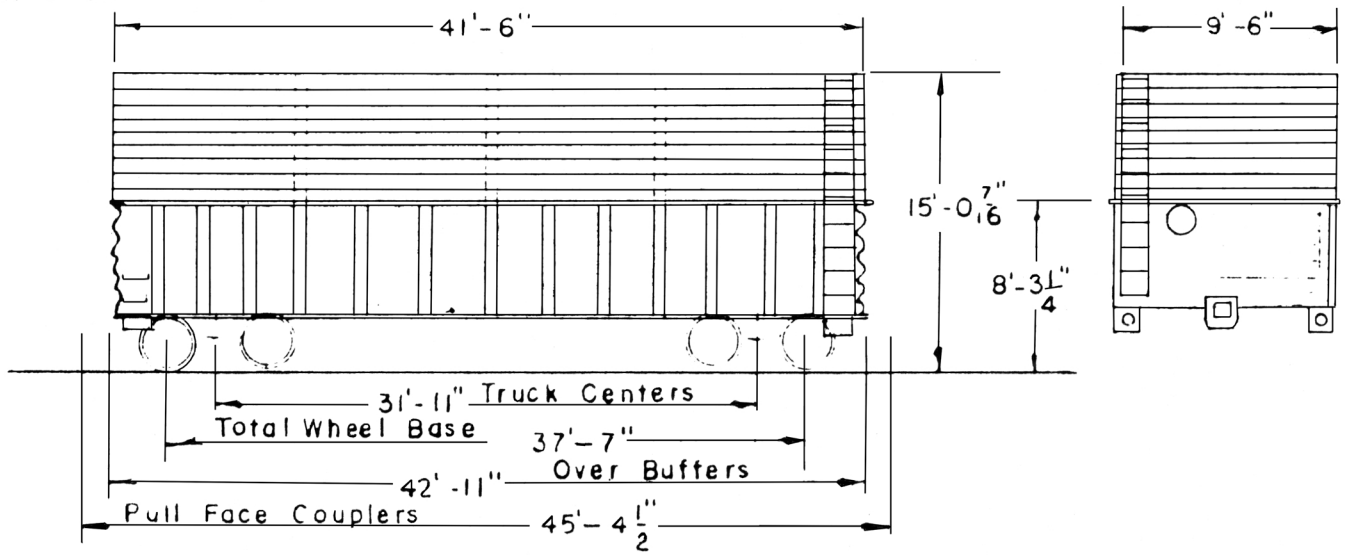
Wt. Lt. Ave. Gon. 49,200	Truck Unit SPG Plankless	As Gondola	As Woodchip Car
" " Woodchip 54,000	ASF. A-3	Length Inside 41'-6"	Length Inside 41'-6"
	2 1/2 S.P.G. Travel	Width 9-6"	Width 9-6"
Draft Gear Miner A 22 XL	Journal - 6x11	Heigth 8'-8 1/4"	Heigth 15'-0"
Coupler Type AAR Type E	Brake -- N.Y. AB 10" Cyl.	Cu. Capacity Level 1807	Cu. Cap. Level 4359
	Brake Hand - AAR Spin Type	Cu. Cap. 10" Heap	

Rev 4-12-62
Rev. 9-11-60

SPOKANE, PORTLAND & SEATTLE RAILWAY
23500 - 23573 WOODCHIP CARS, 1962 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, September 6, 2003.

Built By A C & F CO 1952
Old SP & S 23000
Chip Cars Built 1-63

100M ALL STEEL CONDOLA 23574-23575 18A



Wt Lt Ave Con 49,200	Truck Units SPG. Plankless	As Condola	As Woodchip Car
" " Woodchip 54,100	ASF. A-3	Length Inside 41'-6"	Length Inside 41'-6"
	2 1/2" SPG. Travel	Width 9'-6"	Width 9'-4"
Draft Gear Miner A22XL	Journal - 6x11	Height 4'-7"	Height 11'-3
Coupler Type AAR Type E	Brake - N.Y. A.B. 10" Cyl.	Cu. Capacity Level 1807	Cu. Cap. Level 4358
8-27-63	Brake Hand - AAR Spin Type	Cu. Cap. 10" Heap	

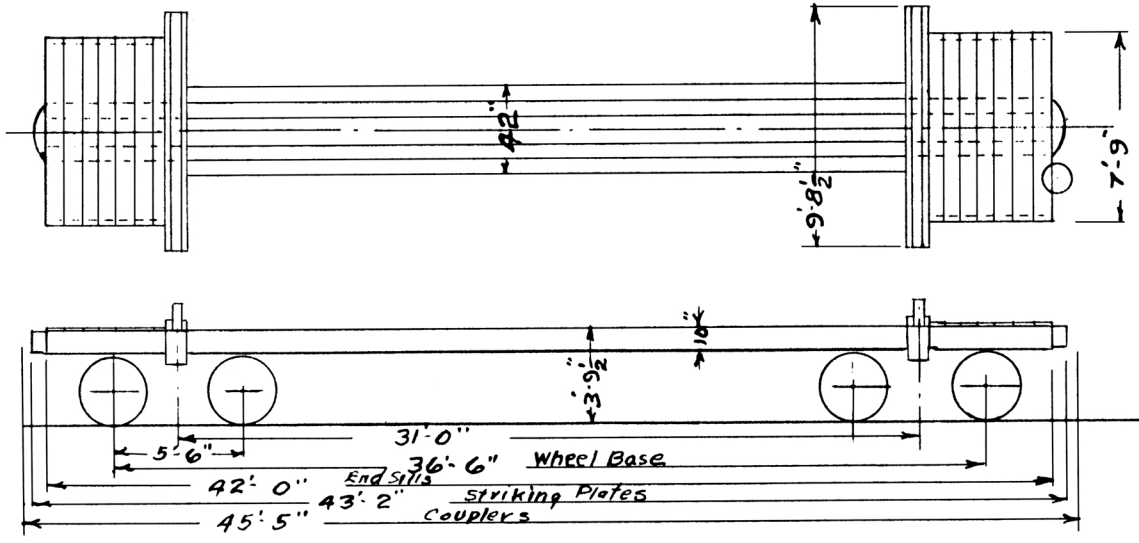
SPOKANE, PORTLAND & SEATTLE RAILWAY
23574 - 23575 WOODCHIP CARS, 1963 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, September 8, 2003.

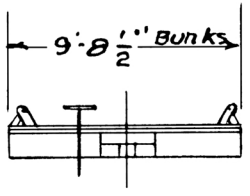
BUILT · MACOR CAR CORP.
AUG. 1924

SKELETON LOG CARS URYs NO. 30000 to 30059

EXCEPT 30004

CAP'Y 80M WOOD UNDERFRAME





WEIGHT - 26700 #	BOLSTERS - CAST STEEL	SILLS - CENTER 13½" X 10"	LOG BUNKS - GERLINGER
DRAFT GEAR - TANDEM SPRING	TRUCKS - ANDREWS. C. S.	" - INTER 7¼" X 10"	BRAKE SHAFT - FEASABLE
COUPLERS - TYPE "D" "B" END	WHEELS - 33" C. I.	" - SIDE 7" X 10" #	- TURN DOWN
" SHARON "A" END	JOURNALS - 5" X 9"	" - END 10" CHANNEL 15.3	

SPOKANE, PORTLAND & SEATTLE RAILWAY
URC 30000 - 30059 SKELETON LOG CARS, 1924 DIAGRAM.
Scanned and inverted from copy from the collection of Ed Austin.
Paul T. Hobbs, November 20, 2003.

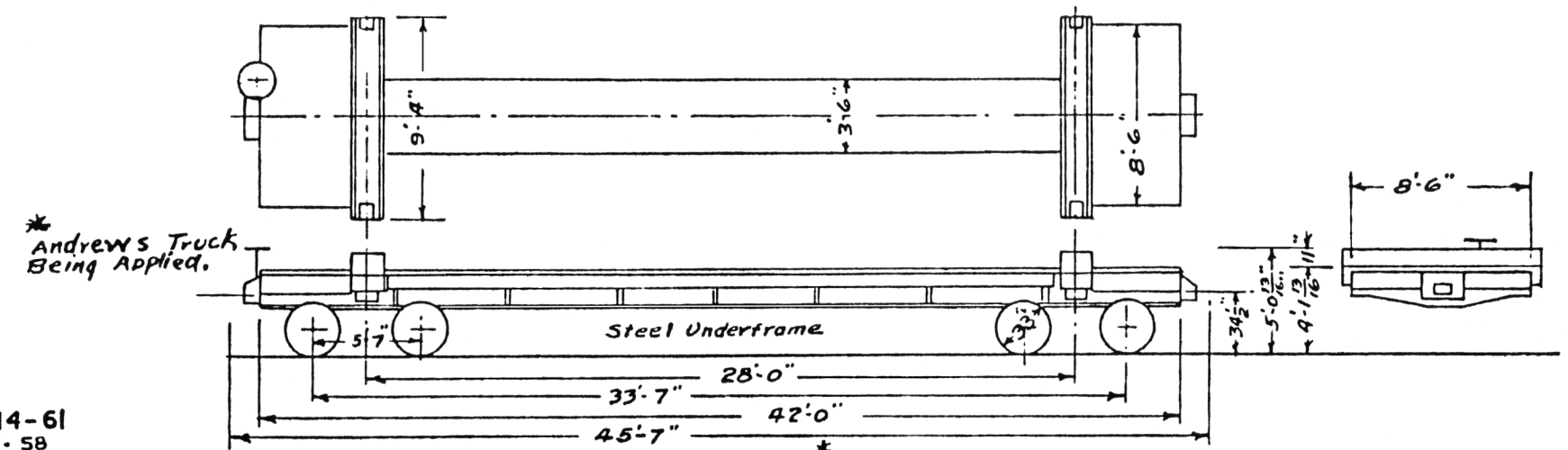
Purchased by Portland, Astoria & Pacific Railroad
AFE # 7
of Zimmerman, Wells, Brown - equipment brokers.

BUILT- BY G.N. RY. 1924
PUR. FROM G.N. 2-1941
33500, 33501 PUR. GN. 1-1945

SKELETON LOG CARS
CAP'Y 80 M.

O.E.R.Y. No. 30504-30587
SP&S NO. 33500-33501

18



* Andrews Truck Being Applied.

14-61
8-8-58
3-30-55
3-11-53
3-10-53
5-6-52
9-1951
6-1946
ENB 2-1941

WEIGHT - 31000 *	BOLSTERS - BUILT UP	SILLS - STEEL	LOG BUNKS - RAINIER
DRAFT GEAR - FARLOW CLASS. G	TRUCKS - ARCH BAR	BRAKE - NY-AB	HAND BRAKE - URECO.
COUPLER -	WHEELS - 33" C. I.	AIR BRK. CYL. 10"X12"	BUNKS MADE BY - PAC. C. & F. CO.
	JOURNALS - 5 X 9"		

SPOKANE, PORTLAND & SEATTLE RAILWAY
OE 30500 - 30587 SKELETON LOG CARS, 1961 DIAGRAM.
33500 - 33501 SKELETON LOG CARS, 1961 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, November 17, 2003.

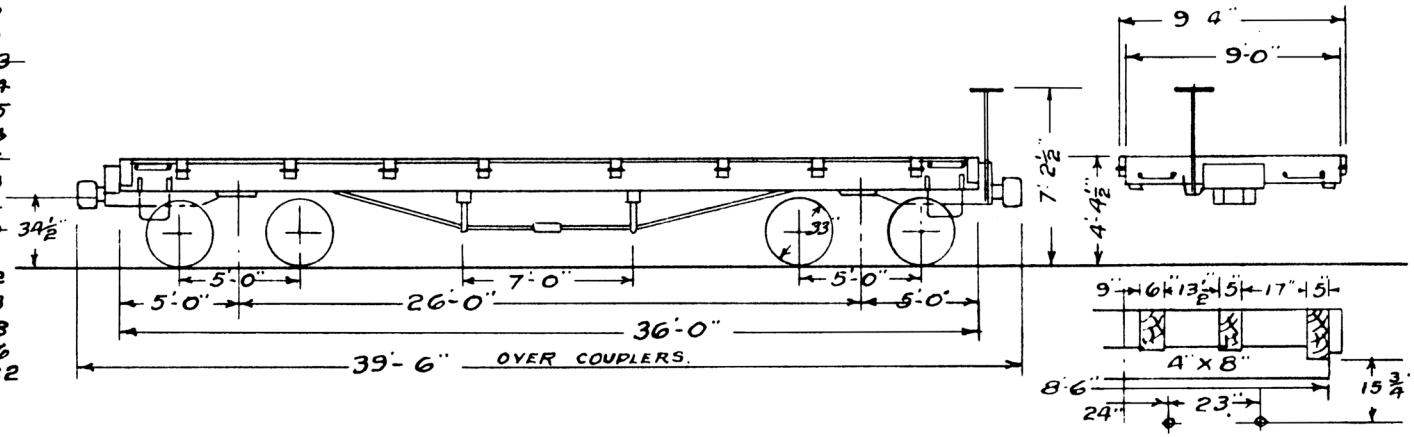
36 FT. FLAT CAR
CAPACITY 60000 LBS.

OLD A & C. R. 100 - 182.

NOS. 31000 - 31080

NO. 31003	CHANGED TO X-269	
" 31009	" " X- 88	
" 31010	" " X-270	
" 31020	" " X-271	
" 31024	" " X-272	
" 31033	" " X- 90	
~~" 31036~~	~~" " X-273~~	
" 31041	" " X-274	
" 31042	" " X-275	
~~" 31045~~	~~" " X-276~~	
~~" 31050~~	~~" " X-277~~	
" 31054	" " X-278	
~~" 31065~~	~~" " X-279~~	
~~" 31070~~	~~" " X-280~~	
" 31072	" " X-281	
" 31076	" " X-282	
" 31077	" " X-283	
" 31023	" " X-138	
" 31068	" " X-276	
" 31076	" " X-282	

NO. 31018	CHANGED TO X-94	
NO. 31080	" " X-129	
NO. 31055	" " X- 32	



JOURNALS - 4¼" X 8"	END SILLS - 6" X 10½"		BOLSTERS - METAL
COUPLERS - 5" X 5"	SIDE " - 5" X 12"	DRAFT SILLS - 6" X 8"	TRUCKS -
DRAFT GEAR - MINER TANDEM	CENTER " - 6" X 9"	NEEDLE BEAMS - 4" X 8"	WEIGHT TOTAL 22600 LBS.
AIR BRAKE - WEST.	INTER " - 5" X 9"	TRUSS RODS - 4 - 1¼"	
CYLINDER - 8"			

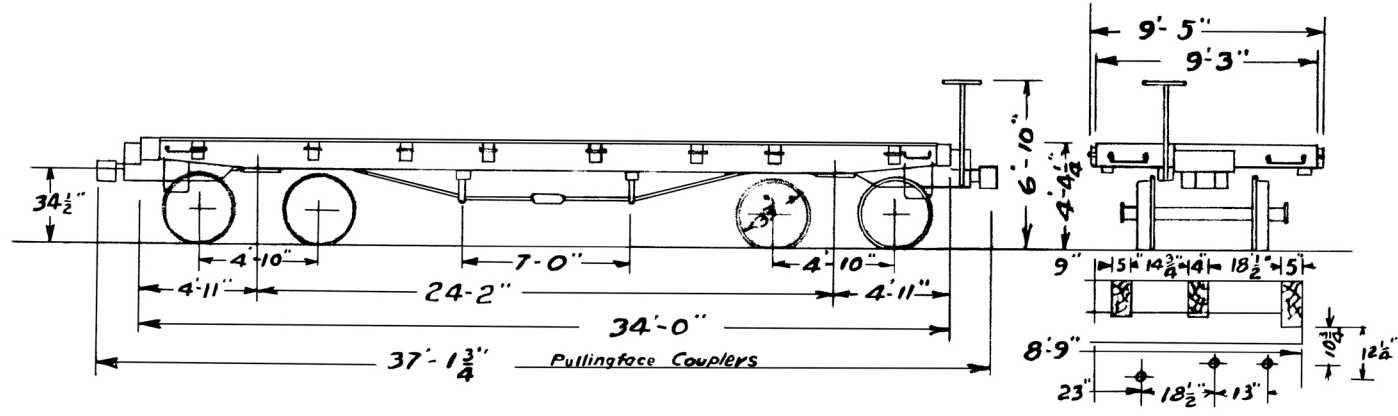
SPOKANE, PORTLAND & SEATTLE RAILWAY
31000 - 31080 FLAT CARS, 1940 DIAGRAM.
Scanned and inverted from copy from the collection of Ed Austin.
Paul T. Hobbs, November 17, 2003.

Built September, 1898 by Ensign Manufacturing Company for Astoria & Columbia River Railroad.

34 FT FLAT CAR
CAPACITY 50,000 LBS.

OLD A & C. R # 76 To 99

Nos. 31100 to 31114.



JOURNALS -	4" X 7"	END SILLS -	8" X 9"			BOLSTERS - WOOD.	
COUPLERS -	5" X 5"	CENTER " -	5" X 9"	DRAFT SILLS	5" X 9"	TRUCKS - SEE PAGE 161	
DRAFT GEAR -	MINER TANDEM	SIDE " -	5" X 11½"	NEEDLE BEAMS -	4" X 7½"	WEIGHT BODY -	
AIR BRAKE -	N.Y.	INTER " -	4¾" X 9"	TRUSS RODS -	6 - 1⅛"	" TRUCKS -	
CYLINDER -	8"					" TOTAL -	19350 LBS

EHB 10-20

SPOKANE, PORTLAND & SEATTLE RAILWAY
31100 - 31114 FLAT CARS, 1920 DIAGRAM.
Scanned and inverted from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, November 17, 2003.

Built by Pullman 1889
Original Astoria & South Coast Railway Company equipment.

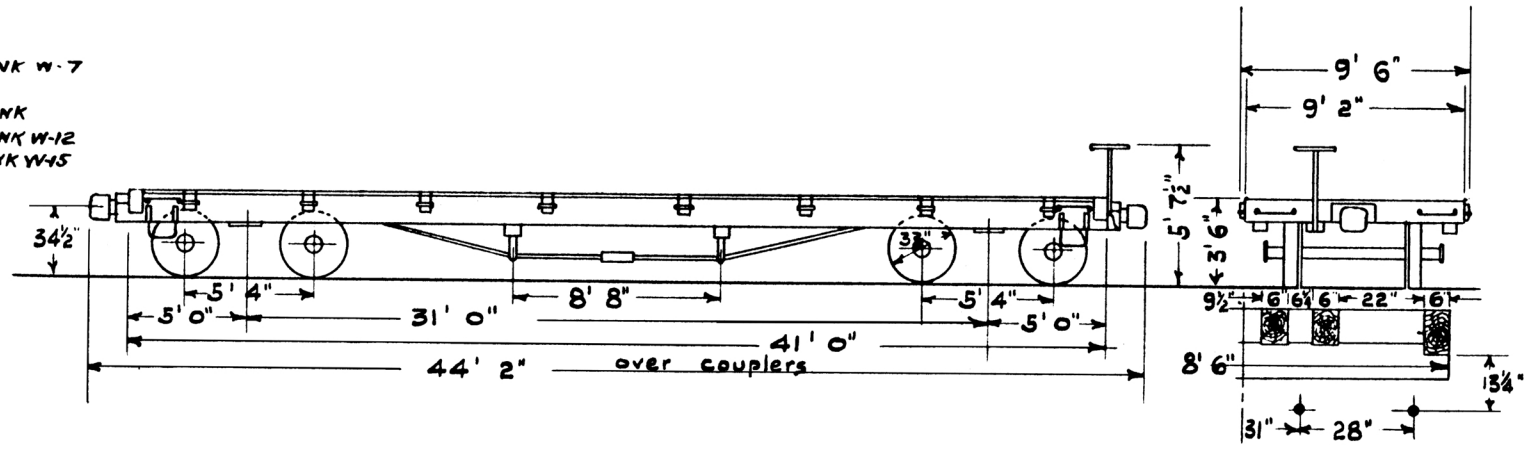
41 FT. FLAT CAR.
CAPACITY 70000 LBS.

NOS. 31150 to 31189 OLD A.&C.R. 300 to 339.
BUILT BY SO. BALTIMORE TOOL, CAR & F'DY. CO

NO. 31190 BUILT AT VANCOUVER SHOPS. 6-12.
" 31191 " " " " 6-12.

SERIES Nos. 31150 to 31191.

X-13, X-28
X-85
X-89 HAS TANK W-7
X-90
X-92 HAS TANK
X-95 HAS TANK W-12
X-98 HAS TANK W-15
X-289



JOURNALS:	4½" x 8".	END SILLS:	6" x 11".			BOLSTERS: Metal.
COUPLERS:	5" x 5".	SIDE " :	6" x 13½".			TRUCKS: See Page 158.
DRAFT GEAR:	Miner Tandem.	CENTER " :	6" x 9".	NEEDLE BEAMS:	5" x 9".	WEIGHT BODY:
AIR BRAKE:	N.Y.	INTER " :	6" x 9".	TRUSS RODS:	4 - 1½".	" TRUCKS:
CYLINDER:	8".					" TOTAL: 28.000 Lbs

7-30-13.

SPOKANE, PORTLAND & SEATTLE RAILWAY
31150 - 31191 FLAT CARS, 1913 DIAGRAM - NOTES THRU 1925.
Scanned and inverted from copy from the collection of Ed Austin.
Paul T. Hobbs, November 10, 2003.

REBUILT FROM
DIRT CARS 1000 SERIES

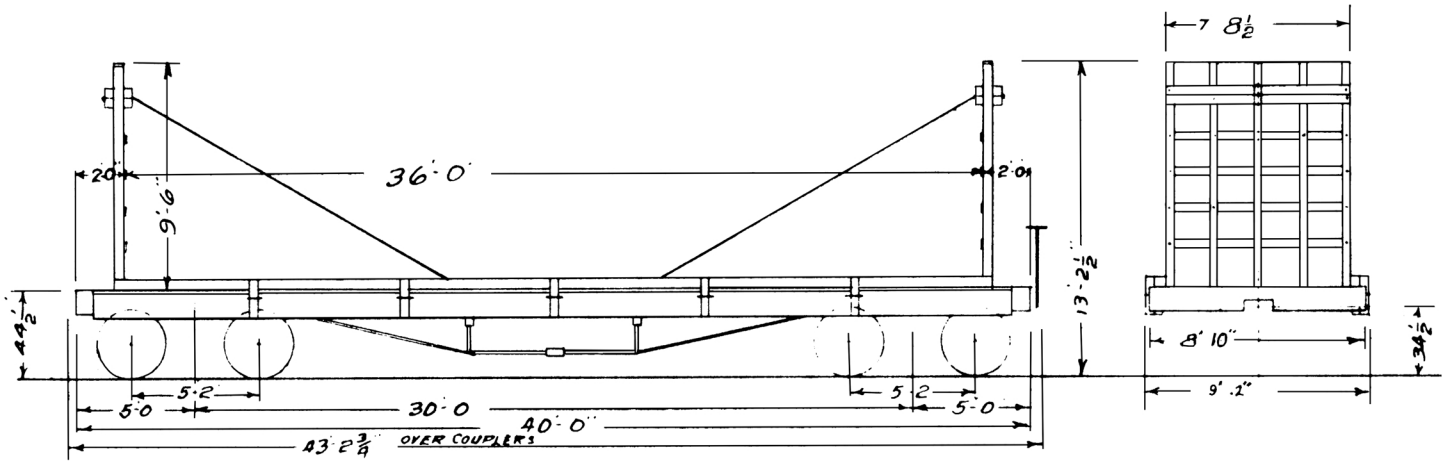
40 FT. WOOD RACK

CAPY. 80,000 LBs OR 21 CORDS OF 4 FT WOOD.

26

NOS 31300 31314
NOS 31500 - 31539

X-91 HAS TANK
X-93 " " W-8



JOURNALS		5"X9"				END SILLS	-	8"X12¾"	
COUPLERS	-	5"X7"	SIDE SILLS	-	4¾"X13¾"	NEEDLE BEAMS	-	4½"X10"	
DRAFT GEAR	-	W.& P.	CENTER "	-	6"X10"	TRUSS RODS	-	8-1¼"	WEIGHT - 28700
AIR BRAKE	-	N.Y.	INTER. "	-	4"X10"				
CYLINDER	-	10"							

TRACED EKB 12 26

SPOKANE, PORTLAND & SEATTLE RAILWAY
31300 - 31314 WOOD RACK CARS, 1926 DIAGRAM.
31500 - 31544 WOOD RACK CARS, 1926 DIAGRAM.
Scanned and inverted from copy from the collection of Ed Austin.
Restored by Paul T. Hobbs, November 10, 2003.

31315 ex GN 62291 built from salvage October 10, 1925.

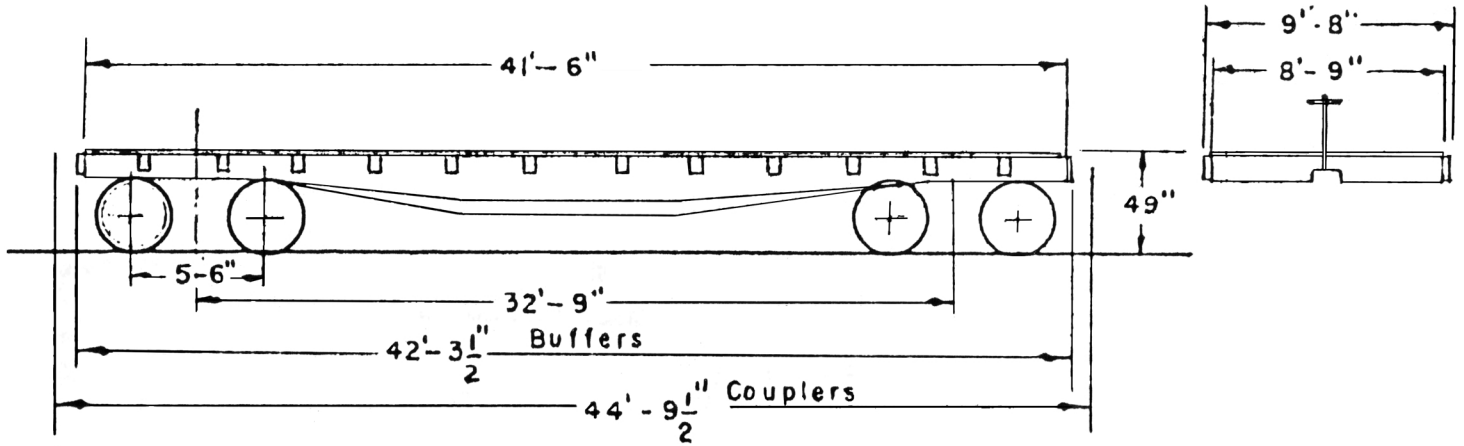
31540 - 31544 converted in 1935.

Purchased From G.N. RY 1-1945
G.N. No. 68314 To 68924

Steel Underframe Flat Cars

Capacity 100,000#

31724, 31740,
31782, 31818



Weight — 37,600	Trucks — Arch Bar	Air Brake — N.Y. 10" x 12" Cyl.
Draft Gear — Cardwell & Farlow	Journal — 5½" x 10"	N.Y. "AB" Applied
Coupler "D" 5x7 — 6½" Butt		

8-28-63
4-12-61

SPOKANE, PORTLAND & SEATTLE RAILWAY
31700 - 31823 FLAT CARS, 1963 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, November 6, 2003.

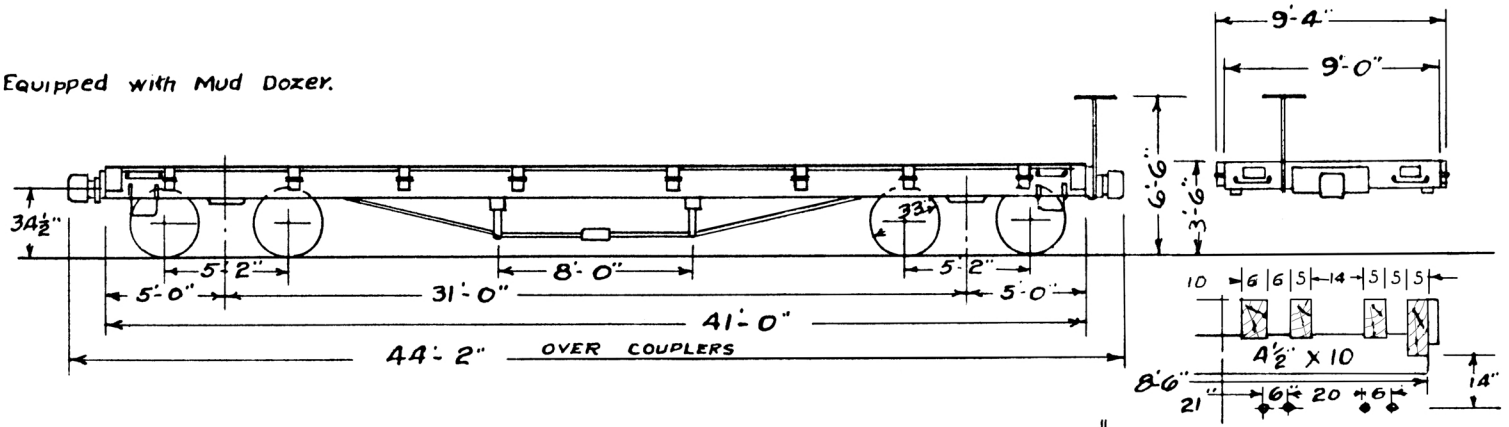
41 FT. FLAT CAR
CAPACITY 80,000 LBS.

NOS. 32000 - 32002 & 32004

Built at Vancouver Shops.

32000,	11-12	
32001.	3-13	
32002.	5-13	CHANGED TO X-22
32003,	3-27	" " " X-29
32004,	6-12	" " X-12

32002, Equipped with Mud Dozer.



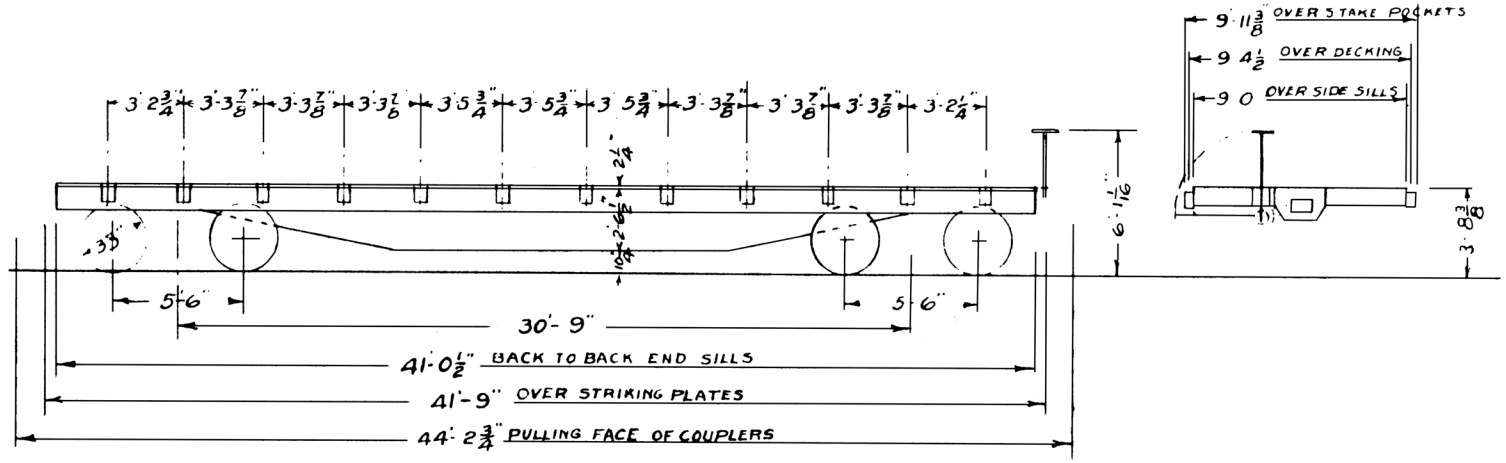
JOURNALS -	5"X9"	END SILLS -	8"X12"		BOLSTERS - METAL.
COUPLERS -	5"X7"	SIDE " -	5"X14"		TRUCKS -
DRAFT GEAR -	W. & P.	CENTER " -	6"X9"	NEEDLE BEAMS - 4½"X10"	WEIGHT BODY -
AIR BRAKE -	N.Y.	INTER " -	5"X9"	TRUSS RODS - 8 - 1¼"	" TRUCKS -
CYLINDER -	10"				" TOTAL

SPOKANE, PORTLAND & SEATTLE RAILWAY
32000 - 32004 FLAT CARS, 1931 DIAGRAM.
Scanned and inverted from copy from the collection of Ed Austin.
Restored by Paul T. Hobbs, November 8, 2003.

32000 to X-95	February 27, 1940
32001 to Dismantled	March 26, 1943
32002 to X-22	April 7, 1917 Dismantled March 26, 1943.
32003 to X-19	November 8, 1916
OWR&N 13500 to	32003 November 28, 1916
32003 to X-29	March 23, 1927
32004 to X-12	August 23, 1930

80 M CAP'Y STEEL UNDERFRAME FLAT CAR
Nos 32005 TO 32054

BUILDER - AMERICAN CAR & FDRY CO · 1924
ST. LOUIS MO.

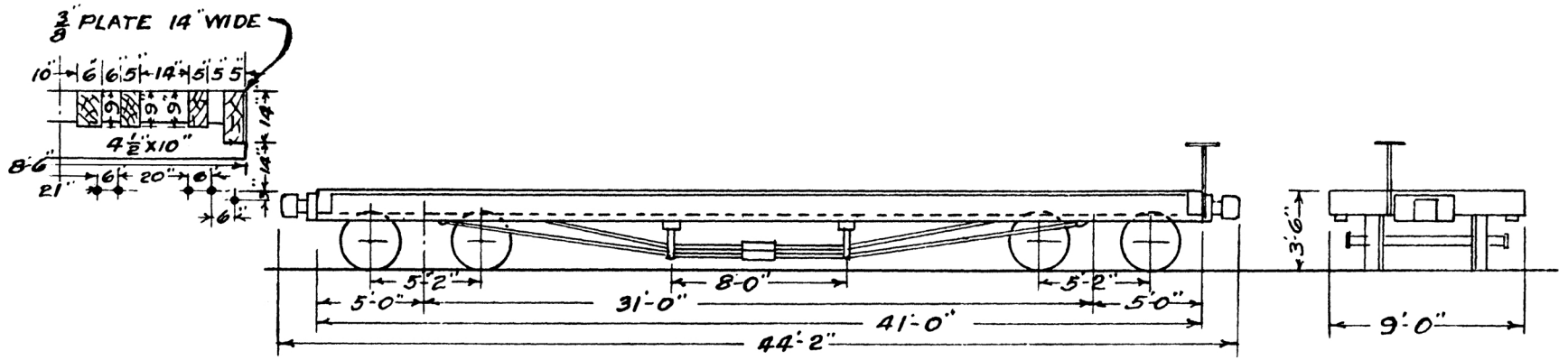


WT AVERAGE - 33800 LBS	DRAFT GEAR - WESTINGHOUSE D-4	TRUCK SIDE BEARINGS - MINER
JOURNALS - 5"x9"	COUPLER YOKES - CAST STEEL	BRAKE BEAMS A.R.A. #2 AJAX
AIR BRAKE - N Y K C 1012	COUPLER RELEASE - RELIABLE	HAND BRAKE FEASIBLE DROP MFG
TRIPLE VALVE K-2	TRUCK SIDE FRAMES - IMPROVED	BY NATIONAL RY APPLIANCE CO
COUPLERS A R A TYPE D	TYPE ANDREWS CAST STEEL	UNDERFRAME - BOX GIRDER TYPE
COUPLER SHANK 6"x8" BUTT 6"	TRUCK BOLSTERS - CAST STEEL	SIDE SILLS - 12 25# CHANNEL

SPOKANE, PORTLAND & SEATTLE RAILWAY
32005 - 32054 FLAT CARS, 1924 DIAGRAM.
Scanned and inverted from copy from the collection of Ed Austin.
Restored by Paul T. Hobbs, November 7, 2003.

BUILT VANC. 8-28-12

41 FT. FLAT CAR
CAPY. 80000 LB.
NO. 32055 CHANGED TO X-142



JOURNALS -	5"X9"	TRUSS RODS -	10- 1¼"	WT. -	
COUPLERS -	5"X7"	BOLSTERS -	METAL		
AIR BRAKE- N.Y. CYL. 10"					

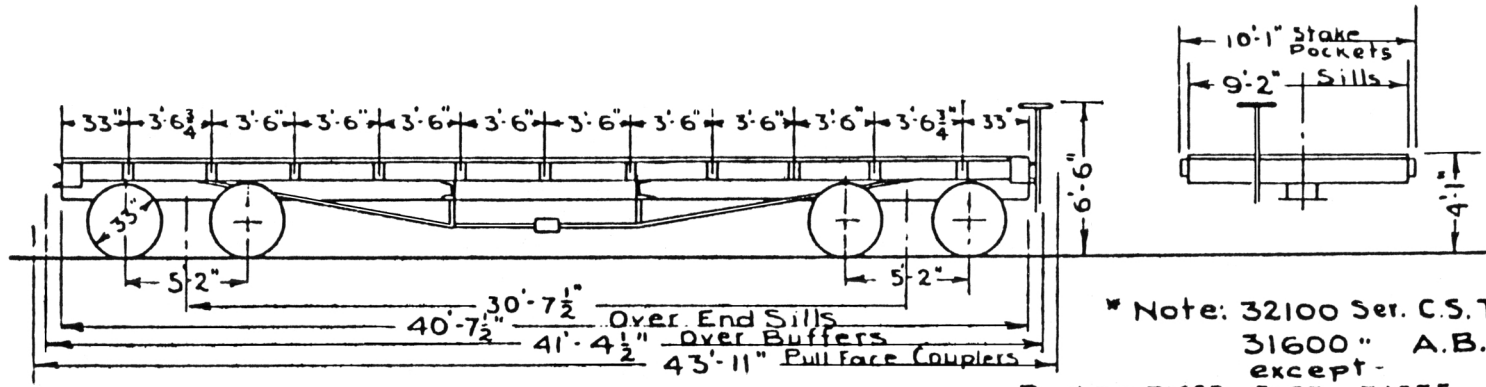
SPOKANE, PORTLAND & SEATTLE RAILWAY
32055 FLAT CAR, 1932 DIAGRAM.
Scanned from copy from the collection of Ed Austin.
Paul T. Hobbs, November 6, 2003.

Built as 32003	**August 28, 1912**
To X-19	**November 8, 1916 - with Ditcher D-1.**
To 32055	**October 22, 1924**
To X-142	**July 7, 1932**

80 M CAP'Y FLAT CARS

11

PURCHASED FROM GNRY 6-1938 NO. 32102 TO 32135
GNRY 1-1945 31601 TO 31693



* Note: 32100 Ser. C.S. Truck
31600 " A.B. "
except -
Bett. Trk 31628, 31631 31635
31629 31632 31639
31630 31638 31642

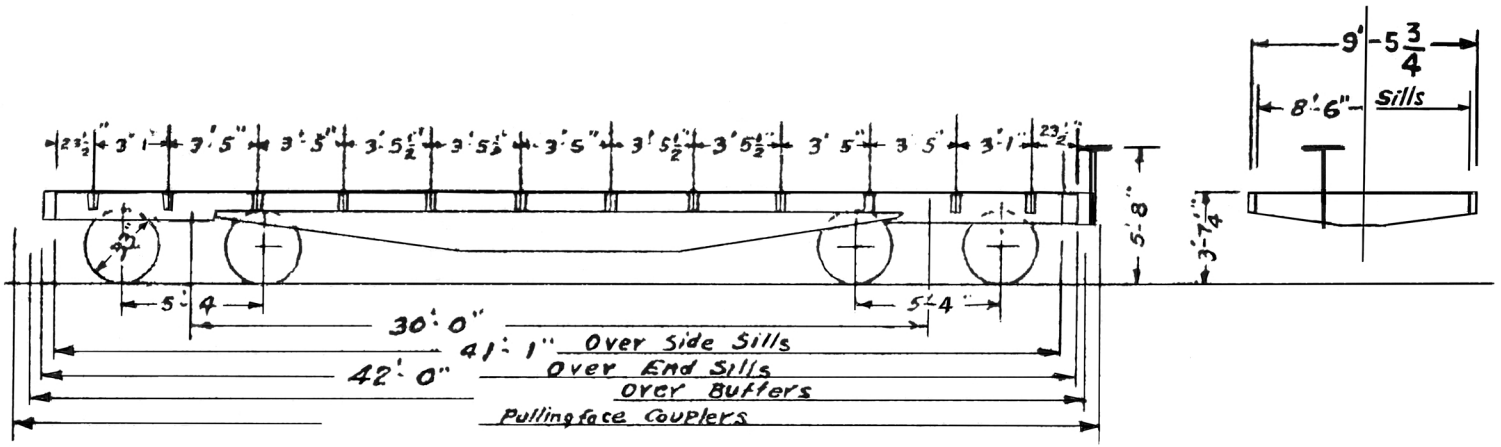
6-24-59
12-9-55
3-2-54
3-10 53
9-4-52
5-2-52

WT. AVERAGE - 32200*	COUPLERS - TYPE D	BRK. BEAMS - NO. 15	STEEL CROSS TIES & 8-1½" TRUSS RODS
JOURNALS - 5" X 9"	" SHANK - 6" x 8"	HAND BRK. - DROP TYPE	BODY BOLSTER - CAST STEEL
AIR BRAKE - NY "AB"	DRAFT GEAR -	UNDERFRAME - WOOD	END SILL - WOOD WITH 2½"
CYLINDER -	*TRUCK SIDE - BETT. C.S.	CENTER SILLS ¾" x 3" x 10"	x 8" STEEL CHANNEL
	" BOLSTERS STEEL	STEEL CHANNEL WITH COVER PLATE	

SPOKANE, PORTLAND & SEATTLE RAILWAY
31600 - 31699 FLAT CARS, 1959 DIAGRAM
32100 - 32139 FLAT CARS, 1959 DIAGRAM
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, November 3, 2003.

80 M FLAT CARS

PURCHASED FROM N.P.RY. JULY 1938 Nos. 32200 To 32239
BUILT 1903 STD. S. CAR CO.
OLD NP 69000 SER.



WT. - AVERAGE - 10600#	COUPLERS -	BODY - BOLSTERS - STEEL
" WITH RACK - 16100#	" SHANK - Type "D"	
AIR BRAKE - N.Y. "AB"	DRAFT GEAR -	BRAKE BEAMS -
8-28-63 TRIPLE -	TRUCK SIDES - ANDREWS	HAND BRAKE - DROP TYPE
1-24-61 JOURNALS - 5"x 9"	" BOLSTERS -	UNDERFRAME - STEEL

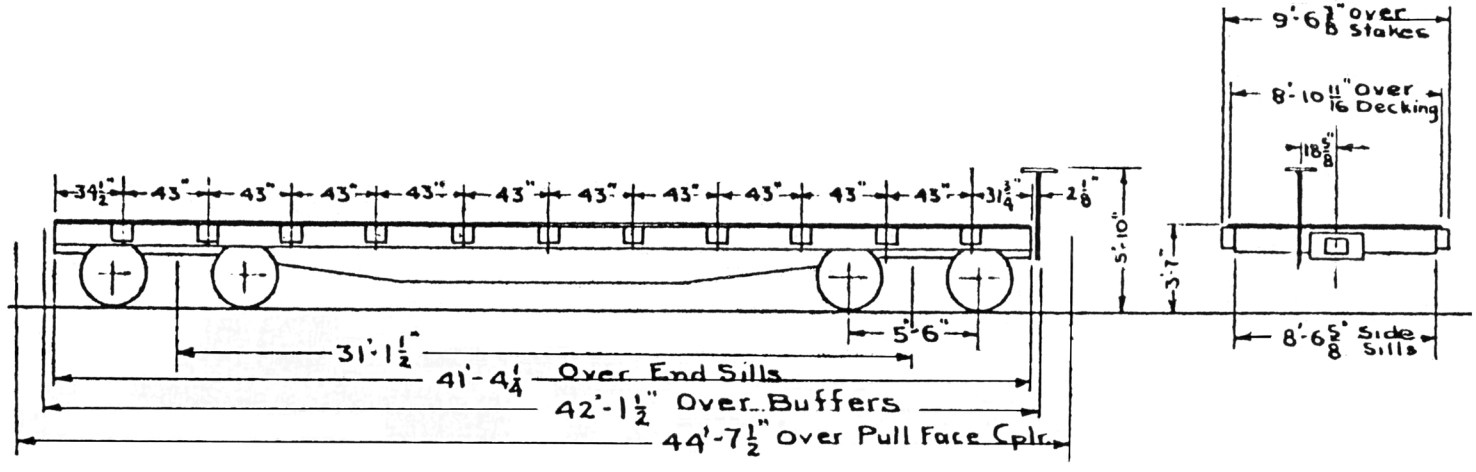
SPOKANE, PORTLAND & SEATTLE RAILWAY
32200 - 32239 FLAT CARS, 1963 DIAGRAM.
Scanned from copy from the collection of Ronald G. Peterson.
Restored by Paul T. Hobbs, November 3, 2003.

CONVERTED 1952
OLD SERIES 10000

80.M FLAT CARS

25

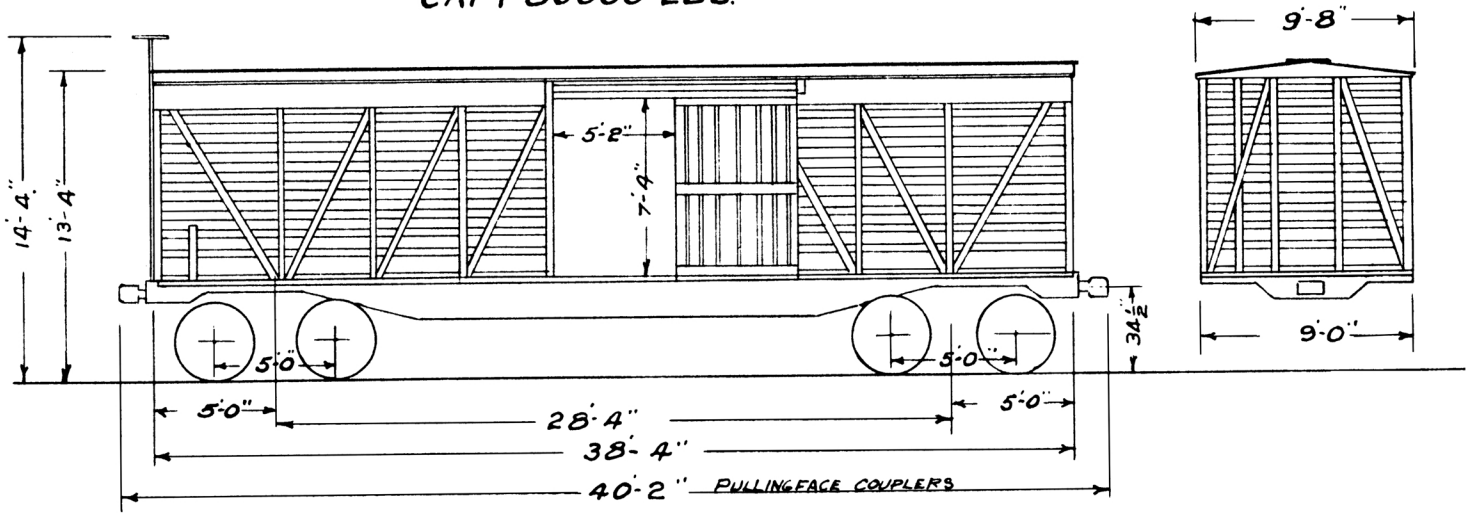
32302–32349



	WT.- LT. 31100 lbs.	DRAFT GEAR - MINER XB-22	TRUCK BOLSTER- STEEL
	CAPACITY 80000 lbs.	TRUCK SIDE FRAMES- C.S.	BUCKEYE
2-17-65	JOURNALS- 5X9	ANDREWS IMPROVED TYPE	BRAKE BEAMS- NO. 15
8-28-63	AIR BRAKE- NY-AB	TRUCK SIDE BEARING-WINE	WHEELS- 700 C.I.
3-2-54	COUPLERS- AAR TYPE E	UNDERFRAME-BOX GIRDER	
9-52	COUPLER SHANK- 6¼"x8" BUTT 6"		

SPOKANE, PORTLAND & SEATTLE RAILWAY
32300 - 32349 FLAT CARS, 1965 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, October 28, 2003.

STOCK CAR #33100
CAPY 80000 LBS.



JOURNALS -	5"X 9"	END SILLS -	STEEL	LENGTH INSIDE -	36'-4"		
COUPLERS -	5"X5"	CENTER " -	"	WIDTH " -	8'-5"		
DRAFT GEAR-	MINER TANDEM	SIDE " -	"	HEIGHT " -	7'-8"		
AIR BRAKE -	WEST.			BOLSTERS -	METAL		
CYLINDER -	8"			TRUCKS -		WEIGHT -	34,500 LBS.

SPOKANE, PORTLAND & SEATTLE RAILWAY
33100 STOCK CAR, 1918 DIAGRAM.
Scanned and inverted from copy from the collection of Ed Austin.
Restored by Paul T. Hobbs, October 28, 2003.

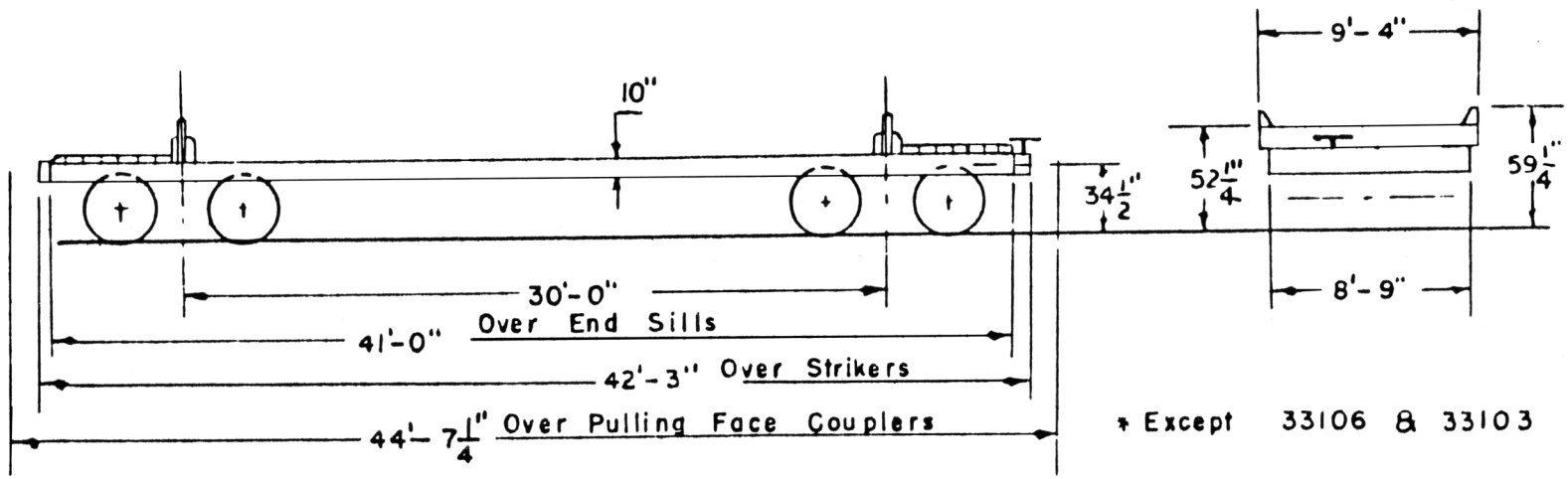
Built from salvage of NP 15062, a boxcar damaged at Butler on January 15, 1915.

Purchased From N P RY. 1-1945
N.P. 121350 To 122132
N.P. 122203 To 124672

Skeleton Log Flat Cars

80 M. Capy Steel Underframe *

Nos. 33100 To 33199



* Except 33106 & 33103

Weight Lt. 28,400#	Trucks — Cast Steel Arch Bar	Air Brake N.Y. "AB"
	Journals — 5"x 9"	

Rev. 4-13-61

SPOKANE, PORTLAND & SEATTLE RAILWAY
33100 - 33199 SKELETON LOG FLAT CARS, 1961 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, October 27, 2003.

Original purchase in 1945 was 33100 - 33365.
Dispositions and number consolidation in 1953 to 33100 - 33199.

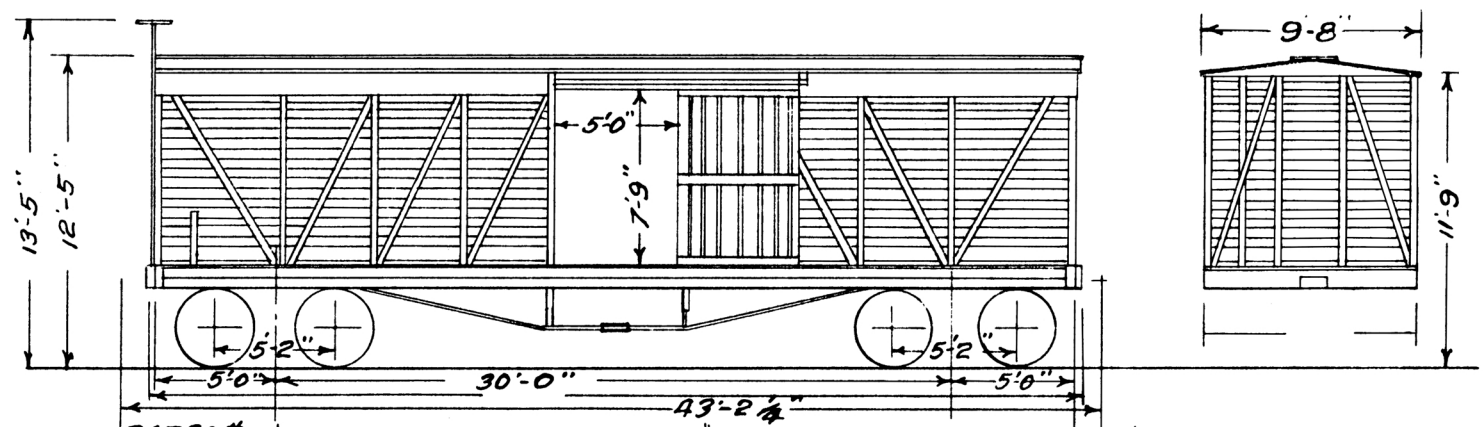
BUILT JUNE 1915

40' STOCK CAR
80M CAPY

38

NO. 33201, 33205 & 33208

33205 HAS DOUBLE DECK.
ALL OTHERS SINGLE DECK.



WEIGHT -	36780 #		
LENGTH INSIDE -	39'-5"	BOLSTERS - BODY STEEL	TRUCKS - ARCH BAR
WIDTH INSIDE -	8'-7 1/2"	BOLSTERS - TRUCK STEEL	COUPLERS - 5X6"
HEIGHT INSIDE -	7'-8 1/4"	JOURNALS - 5X9"	

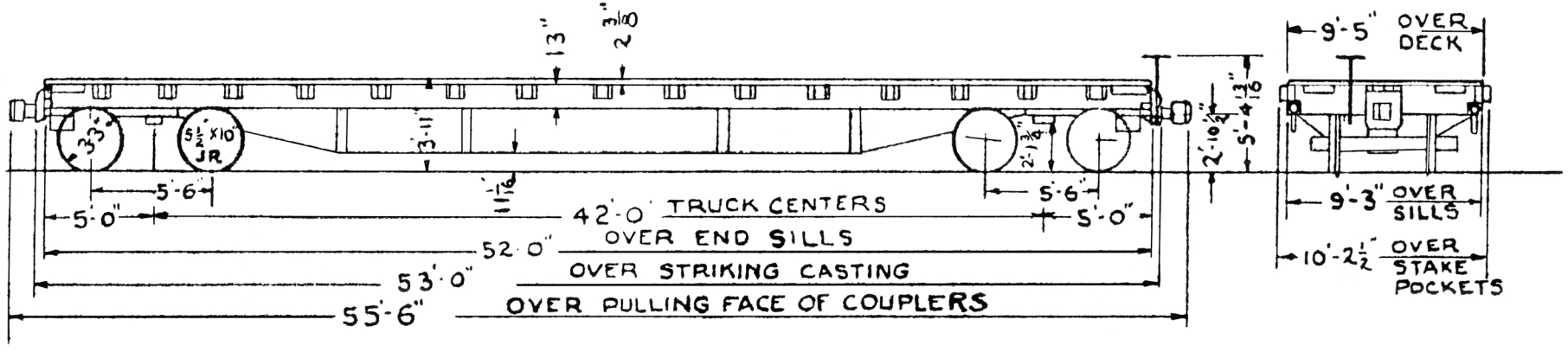
SPOKANE, PORTLAND & SEATTLE RAILWAY
33200 - 33209 STOCK CARS, 1937 DIAGRAM.
Scanned and inverted from copy from the collection of Ed Austin.
Restored by Paul T. Hobbs, October 26, 2003.

These cars converted from 1000 series Dirt Cars in 1915.

BLT. BY P.C.&F. Co.
1951

52' FLAT CAR
CAPY. 100,000 LBS ALL STEEL

NO 34,000 TO 34199



	WEIGHT AVE 46,600*	COUPLER TYPE E	TRUCK ASF A-3	HAND BRK. SUPERIOR
6-28-63	JOURNALS 5½" x 10"	YOKE-HORZ KEY TYPE	WHEELS 1WWROT, STEEL	
3-11-53	AIR BRAKE NYAB"	DRAFT GEAR MINER 22XL	SPRING TRAVEL 3"1/16"	
9-18-51		CONTROLLED RELEASE VALV		
-15-51 C.B	TRIPLE VALVE			

SPOKANE, PORTLAND & SEATTLE RAILWAY
34000 - 34199 FLAT CARS, 1963 DIAGRAM.
Scanned from copy from the collection of Ronald G. Peterson.
Restored by Paul T. Hobbs, October 26, 2003.

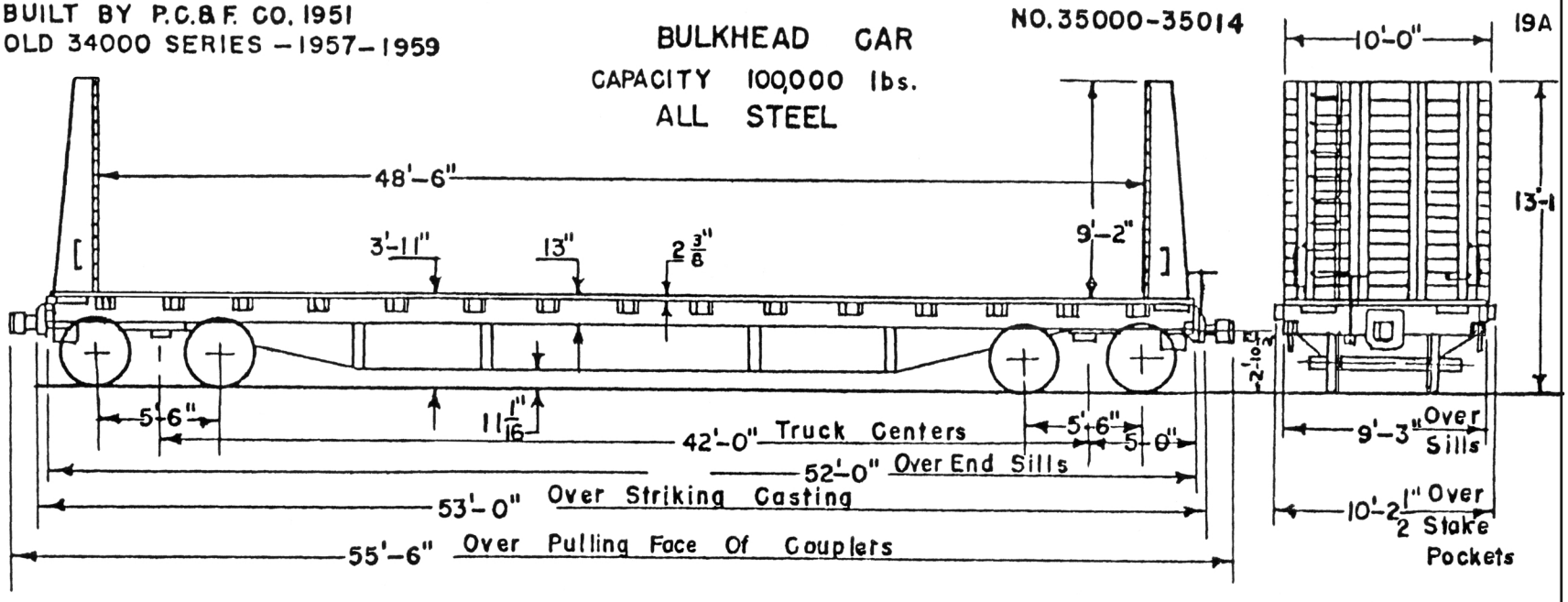
BUILT BY P.C.B.F. CO. 1951
OLD 34000 SERIES – 1957–1959

BULKHEAD CAR

CAPACITY 100,000 lbs.
ALL STEEL

NO. 35000-35014

19A



Weight Ave. – 52,470 lbs.	COUPLER – Type E	Truck – ASF A-3	
Journals – 5 1/2 X 10	Yoke – Horiz. Key Type	Wheels-I Wear Wrot Steel	
Air Brake – NY "AB"	Draft Gear – Miner 22 XL	Spring Travel – 3 11/16	
	Controlled Release Valve	Hand Brake – Superior	

6-24-59
MAY 16, 1958

SPOKANE, PORTLAND & SEATTLE RAILWAY
35000 - 35014 BULKHEAD CAR, 1959 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, January 8, 2004.

Diagram shows original bulkhead installation.
In 1962 the bulkheads were increased 10" to 10' 0".
Diagrams dated May 11, 1962 show the change.

Built By P.C. & F. Co. 1951

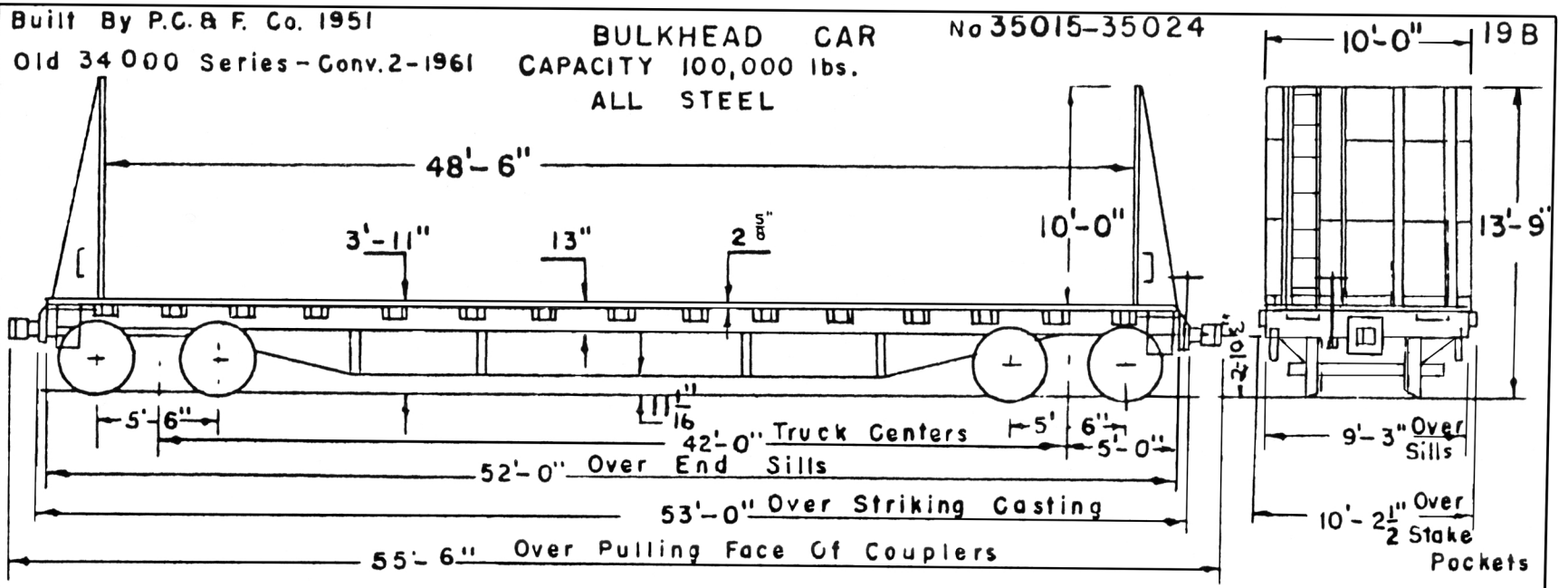
Old 34 000 Series – Conv. 2–1961

BULKHEAD CAR

CAPACITY 100,000 lbs.

ALL STEEL

No 35015–35024



Weight Ave. 50,000 lbs.	Coupler Type E	Truck ASF–A–3	
Journals 5½ x 10	Yoke – Horiz. Key Type	Wheels – 1 Wear WI Steel	
Air Brake – 2 NY "AB"	Draft Gear – Miner 22 X L	Spring Travel 3/16"	
	Controlled Release Valve		

-6-61

SPOKANE, PORTLAND & SEATTLE RAILWAY
35015 - 35024 BULKHEAD CARS, 1961 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, October 23, 2003.

Built By P.C. & F. Co. 1951
Old 34000 Series—Conv. 4-1963

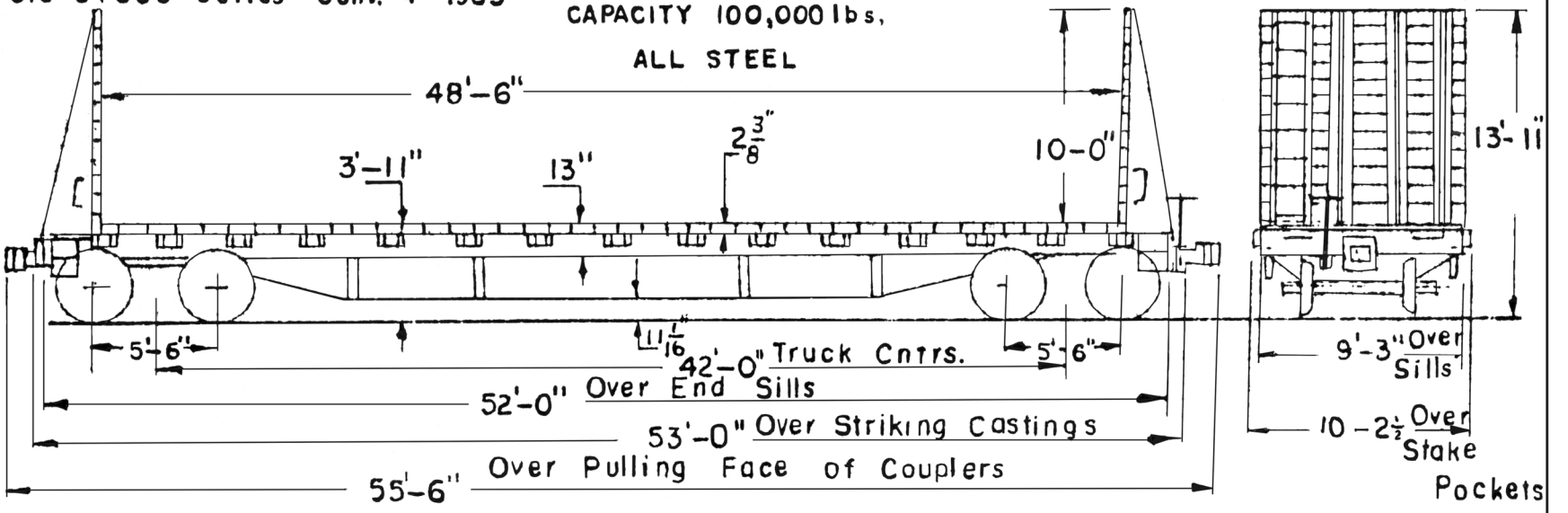
BULKHEAD CAR

Nos, 35025-35029

278

CAPACITY 100,000 lbs.

ALL STEEL



Weight Ave. 52,000	Coupler Type E	Truck ASF—A-3	
Journals 5½ x 10"	Yoke - Horiz key Type	Wheels - 1 Wear Wrot Steel	
Air Brake N.Y.AB	Draft Gear - Miner 22 XL	Spring Travel	
	Controlled Release Valve		

-70
-65
4-22-63

SPOKANE, PORTLAND & SEATTLE RAILWAY
35025 - 35029 BULKHEAD CARS, 1970 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, January 17, 2004.

Built BY P.C. & F. Co. 1951

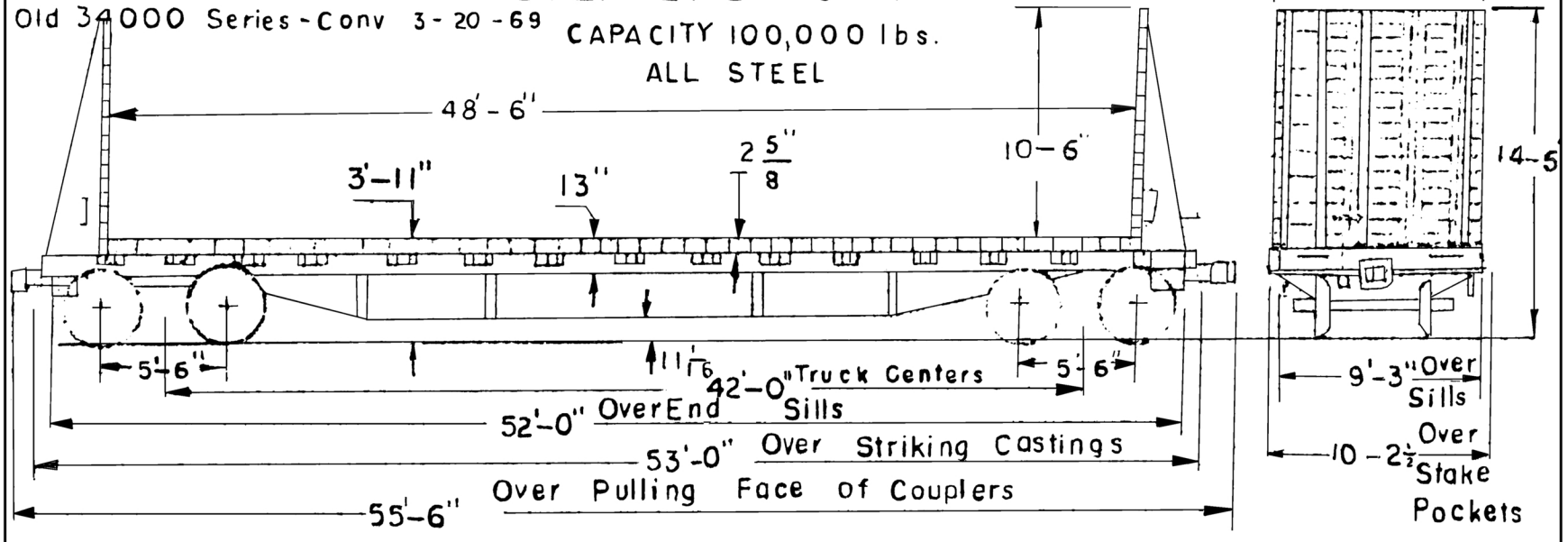
BULKHEAD CAR

Nos 35030--35039

Old 34000 Series - Conv 3-20-69

CAPACITY 100,000 lbs.

ALL STEEL



Weight Ave. 53,500 lbs	Coupler Type E	Truck ASF A-3	
Journals 5½ x 10"	Yoke - Horiz Key Type	Wheels - 1 Wear W Steel	
Air Brake N.Y.A.B.	Draft Gear Miner 22XL	Spring Travel	
	Controlled Release Valve		

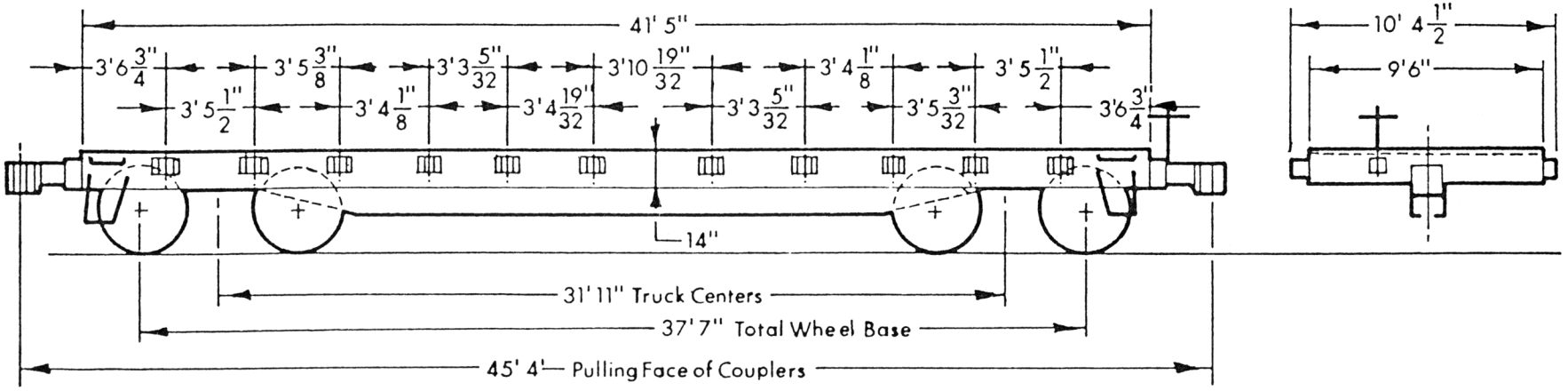
70

-69

SPOKANE, PORTLAND & SEATTLE RAILWAY
35030 - 35039 BULKHEAD CAR, 1970 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, January 22, 2004.

41' 5" FLAT CAR - ALL STEEL No. 36000-36044

45 Cars Converted From No. 23000 Series
Capacity 140,000 lbs.



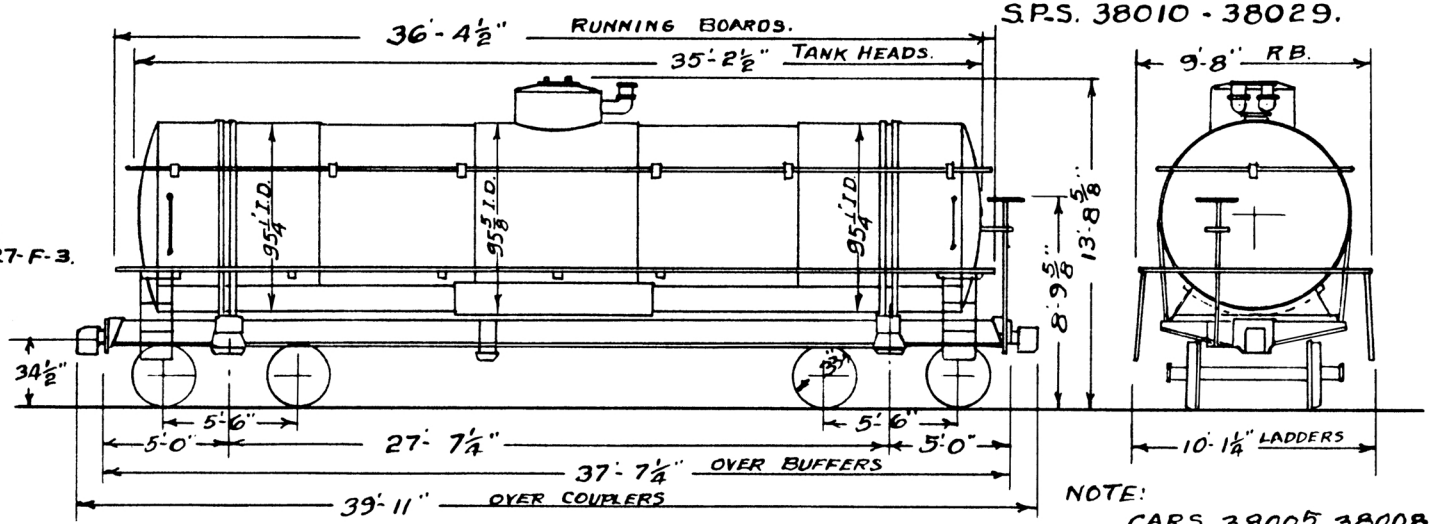
Weight - 40,800 lbs.
Brake - NY "AB"
Truck - ASF A-3

SPOKANE, PORTLAND & SEATTLE RAILWAY
36000 - 36044 FLAT CARS, 1970 DIAGRAM.
Scanned from page in Northwestern Prototype Modeler January-February 1976.
This is not a company diagram, but a redraw.
Company diagram not found by this researcher.
Paul T. Hobbs, October 26, 2003.

12500 GAL. TANK CAR
CAPACITY 100000 LBS.

BUILT BY PRESSD STEEL CAR CO. 1911

Nos. O.T. 38000-38009.
S.P.S. 38010-38029.



FOR DETAILS SEE DWG. 427-F-3.

NOTE:
CARS 38005, 38008 & 38014 DESTROYED.

SHEETS:- ONE CENTER BOTTOM ½"
TWO END BOTTOM ⅜"
FIVE CIRCULAR 11/32
TANK HEADS 5/16"

JOURNALS - 5½" X 10"
COUPLERS - 5" X 7"
DRAFT GEAR - FARLOW
AIR BRAKE - N.Y.
CYLINDER - 10"

BOLSTERS - METAL
TRUCKS - ARCH BAR
WEIGHT TOTAL - 42400 LBS

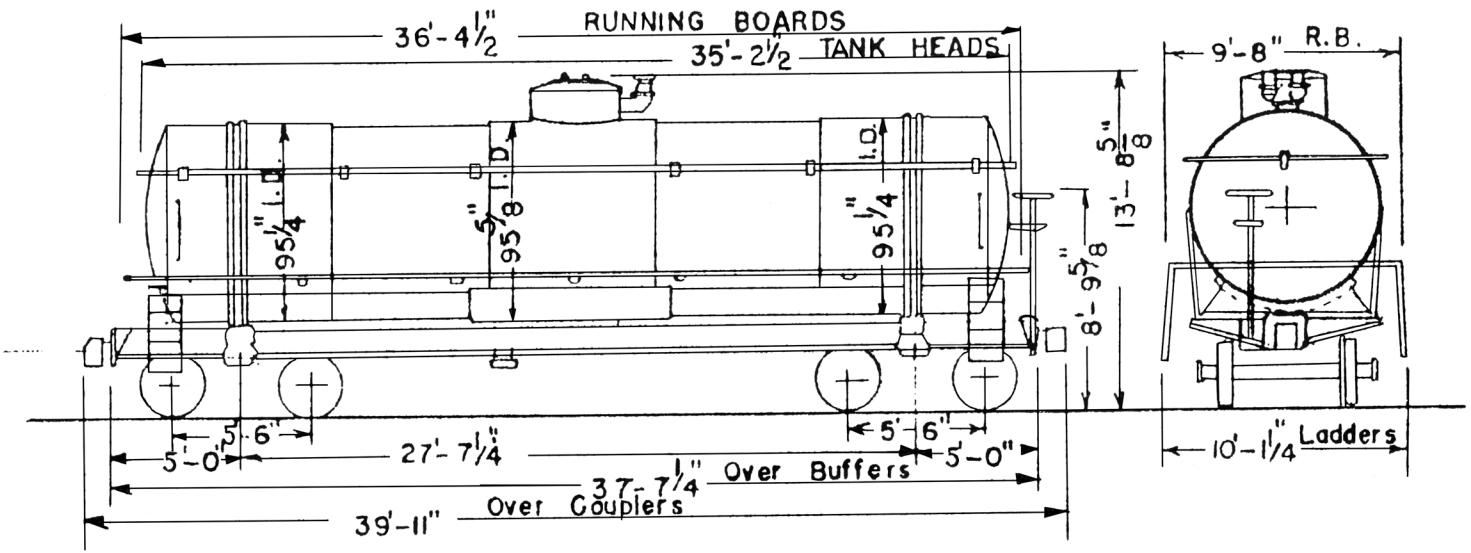
TRACED 5-3-26

SPOKANE, PORTLAND & SEATTLE RAILWAY
OT 38000 - 38009, SP&S 38010 - 38029 TANK CARS, 1926 DIAGRAM.
Scanned and inverted from copy from the collection of Ed Austin.
Paul T. Hobbs October 19, 2003

BUILT BY PRESSED STEEL CAR CO. 1911.

12500 GAL. TANK CAR
CAPACITY 100000 LBS.

SP&S 38000-38005



SHEETS-ONE CENTER BOT 1/2"	TANK WEIGHT 15,000 LBS	JOURNALS – 5 1/2" X 10"	BOLSTER – METAL
TWO END BOT. 3/8"		COUPLERS – 5" X 7"	TRUCKS – BETT. CAST STEEL
FIVE CIRC. 11/32"		DRAFT GEAR – FARLOW	WEIGHT TOTAL – 42400 IBS
TANK HEADS 3/16"		AIR BRAKE – N.Y. "AB"	
LIGHT WT. 42,400 IBS.		CYLINDER – 10"	

8-28-63
1-25-57

SPOKANE, PORTLAND & SEATTLE RAILWAY
38000 - 38005 TANK CARS, 1963 DIAGRAM.
Scanned from copy from the collection of Ronald G. Peterson.
Restored by Paul T. Hobbs, October 17, 2003.

Cars renumbered in 1956 from same series as follows:

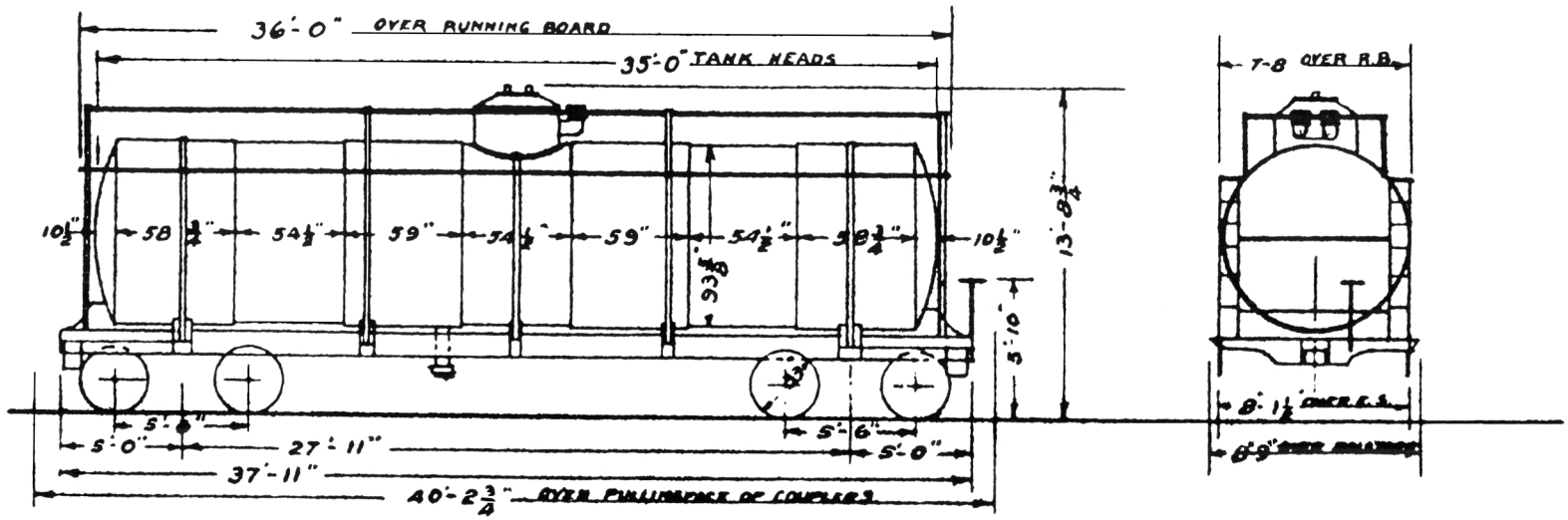
38000 from 38011	**38003 from 38018**
38001 from 38012	**38004 from 38024**
38002 from 38017	**38005 from 38028**

12000 GAL. TANK CAR STEEL UNDERFRAME

49

BUILDER -
BUILT 1907

CAPY 100,000
Nos 38050-38058



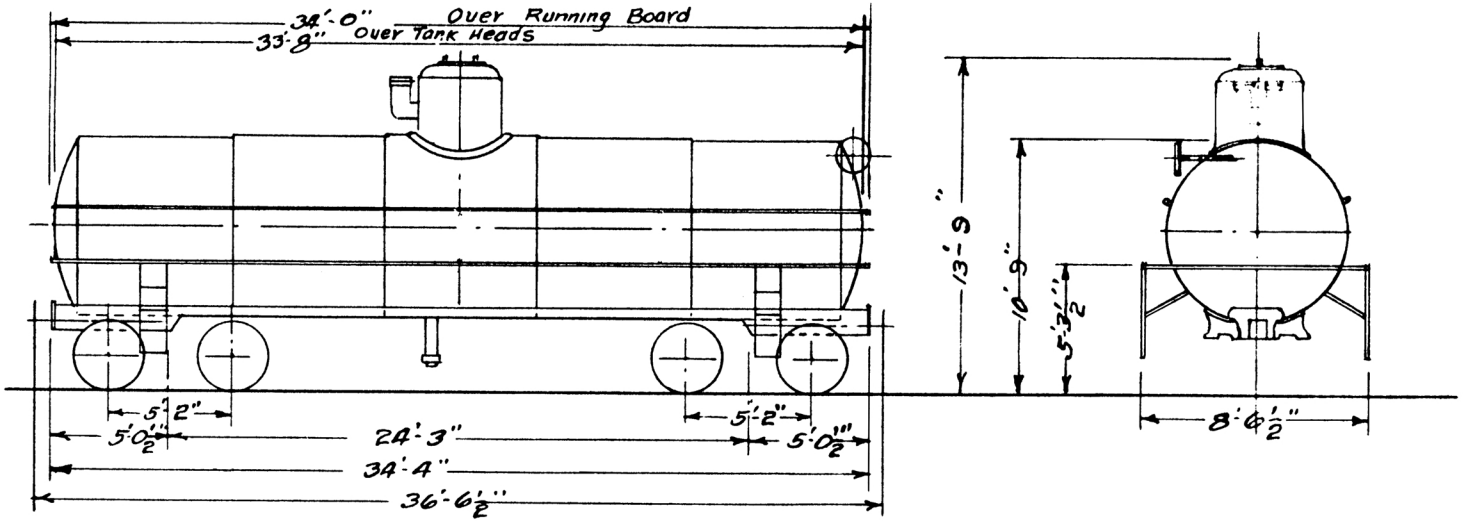
WT. AVERAGE -	45,380 LB	BOLSTERS -	STEEL
JOURNALS -	5½" X 10"	TRUCKS -	ARCH BAR
AIR BRAKE -		BRAKE BEAMS -	No 2
TRIPLE VALVE -	K-2 OR H-2	WHEELS -	33" DAVIS STEEL
COUPLERS -	5" X 7"		
DRAFT GEAR -	CARDWELL		

SPOKANE, PORTLAND & SEATTLE RAILWAY
38050 - 38058 TANK CARS, 1927 DIAGRAM.
Scanned and inverted from copy from the collection of Ronald G. Peterson.
Restored by Paul T. Hobbs, October 8, 2003.

10000 GAL. TANK CAR
CAPY 80000 LBS.
NO. 38059

50

BUILDER - UNKNOWN
DATE - 6-12-03
REBUILT FROM UTLX-56912
1-8-27

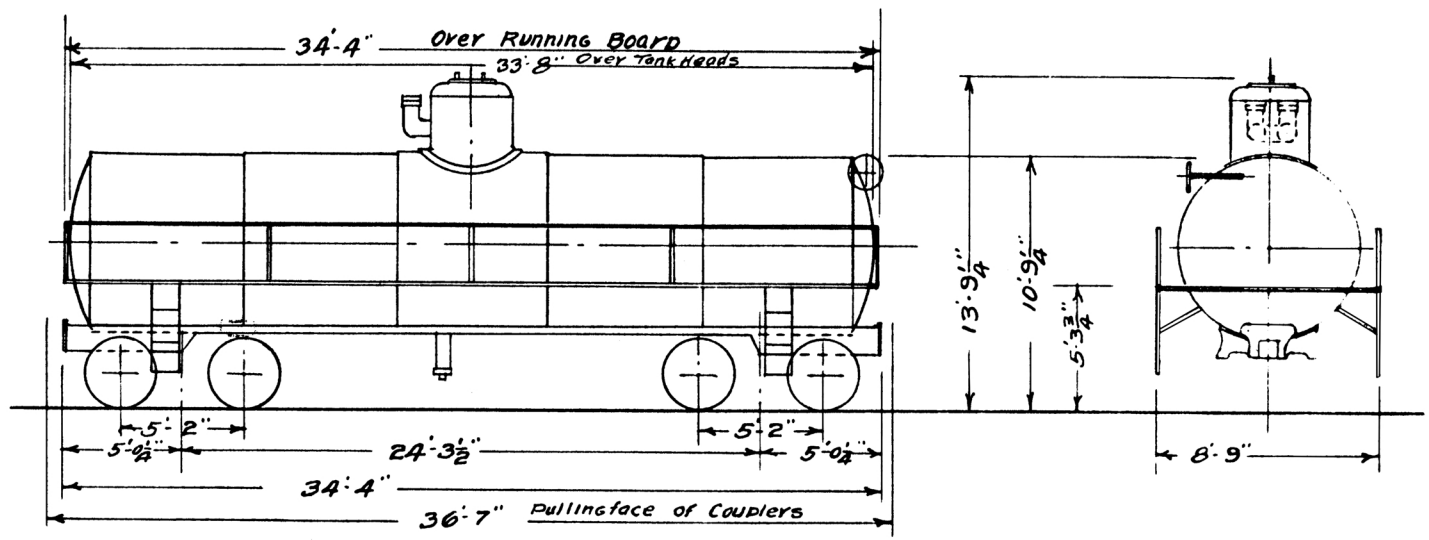


WT. AVERAGE - 43200 LBS	TRIPLE VALVE - F-36	BOLSTERS - CAST IRON	WHEELS - 33"
JOURNALS - 5"X9"	COUPLERS - 5X7 "D" TYPE	TRUCKS - ARCH BAR	STENCILED CAPY-10135 GAL
AIR BRAKE - W.A.B. 8" CYL.	DRAFT GEAR - CARDWELL	BRAKE BEAMS - NO. 2	HAS STEAM COILS

SPOKANE, PORTLAND & SEATTLE RAILWAY
38059 TANK CAR, 1927 DIAGRAM.
Scanned and inverted from copy from the collection of Ed Austin.
Paul T. Hobbs, September 29, 2003.

BUILDER
DATE - 8-23-07
REBUILT FROM UTLX 2793
1-8-27

10000 GAL. TANK CAR
CAPY 80000 LBS.
NO. 38060



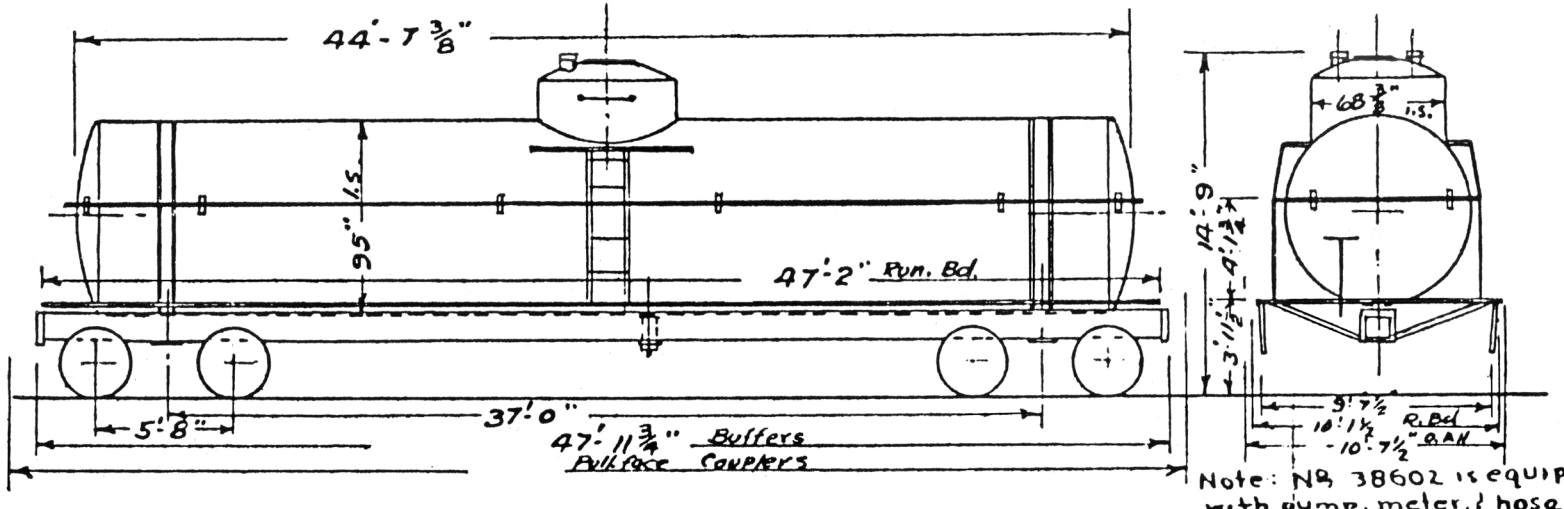
WT. AVERAGE - 40,100 LB.	TRIPLE VALVE - F-36	BOLSTERS - CAST	WHEELS - 33"
JOURNALS - 5"X9"	COUPLERS - 5"X7"	TRUCKS - ARCH BAR	STENCILED CAPY 10178 GAL.
AIR BRAKE - W.A.B. 8" CYL.	DRAFT GEAR - CARDWELL	BRAKE BEAMS - NO. 2	HAS STEAM COILS

SPOKANE, PORTLAND & SEATTLE RAILWAY
38060 TANK CAR, 1927 DIAGRAM.
Scanned and inverted from copy from the collection of Ed Austin.
Paul T. Hobbs, September 29, 2003.

Blt. CAT.C.
Sept. 1949

16000 GAL. TANK CARS
CAPACITY 140,000 LBS.
AAR CLASS 103-W

Nos 38600 to 38619 inc



Note: No 38602 is equipped with pump, meter, & hose reel for stove oil - supply train

	WEIGHT - AVE - 63000#	DRAFT - GEAR-MINER A-22-XL	DOME 5/16 THICK	HEATER - COILS
	TRUCK A.S.F. A-3- RIDE CONTROL	COUPLER- TYPE BOT. OPR "E"	AIR BRK-W. "AB" 10" CYL.	8 - LINES WELDED 2" DIA.
8-28-63	SPRING PLANKLESS	YOKE - CAST STEEL-VERT.	ALL-WELDED- CONSTRUCTION	X 42 FT. LONG.
5-6-52	140,000 CAP'Y - 6X11 JRL.	SHELL - 3/8" THICK	SAFETY VALVE-TWO AAR 5"	ROLLER BRGS. 38610, 38611
2-4-52				
4-5-51	1. W. WHEELS 33"	HEADS - 1/2" "	OUTLET - ONE - 6"	

SPOKANE, PORTLAND & SEATTLE RAILWAY
38600 - 38619 TANK CARS, 1963 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, September 8, 2003.

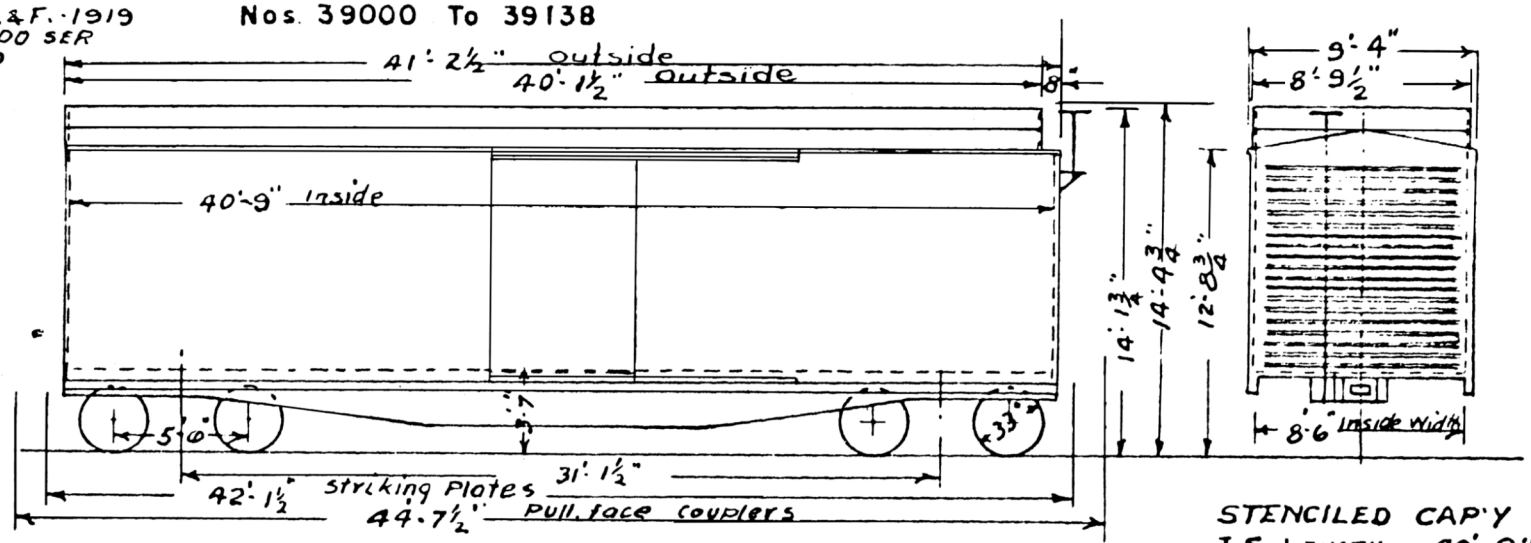
80M CAP'Y WOOD CHIP CAR

STEEL UNDERFRAME

26

BUILT- P.C.&F.-1919
OLD NO. 10000 SER
CONVERTED
DEC. 1950

Nos. 39000 To 39138



4-14-61
6-24-59
12-9-55
3-1-53
5-1-52
5-6-52
4-24-52
2-4-52
10-26-51
10-8-51
4-51
12-50

WT. AVE.	45,150 LBS	COUPLER SHANK 6½x8" BUTT 6"	TRUCK SIDE FRAMES - C. S. ANDREWS
JOURNALS.	5X9"	DRAFT GEAR-MINER - A22XB	TRUCK BOLSTER- C. S.
CUBIC CAPY	3695	CAR ENDS- MURPHY STEEL	WHEELS- 700# C.I.
AIR BRAKE-	N.Y. AB		
COUPLERS	AAR TYPE E		

STENCILED CAP'Y

I.S. LENGTH	40'-9"
I.S. HEIGHT	10'-8"
I.S. WIDTH	8'-6"
C.U. FT.	3695

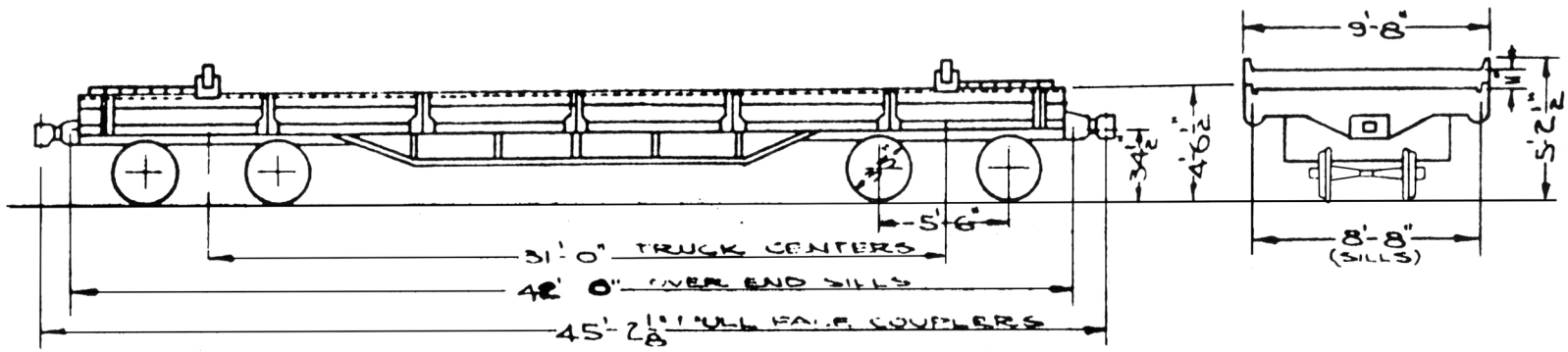
SPOKANE, PORTLAND & SEATTLE RAILWAY
39000 - 39141 WOOD CHIP CARS, 1961 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, November 7, 2001.

CONVERTED FROM HART
BALLAST CARS VAN. WASH.
1952 OLD SERIES 20000
BUILT 1927 (20038-20062)
BUILT 1920 (20003-20022)
BUILT 1923 (20023-20037)
(PUR. FROM NP 1945 NP 85728-86931)

LOG FLAT CARS

STEEL UNDERFRAME

NO. 39820-39826
★
⊙ 39824



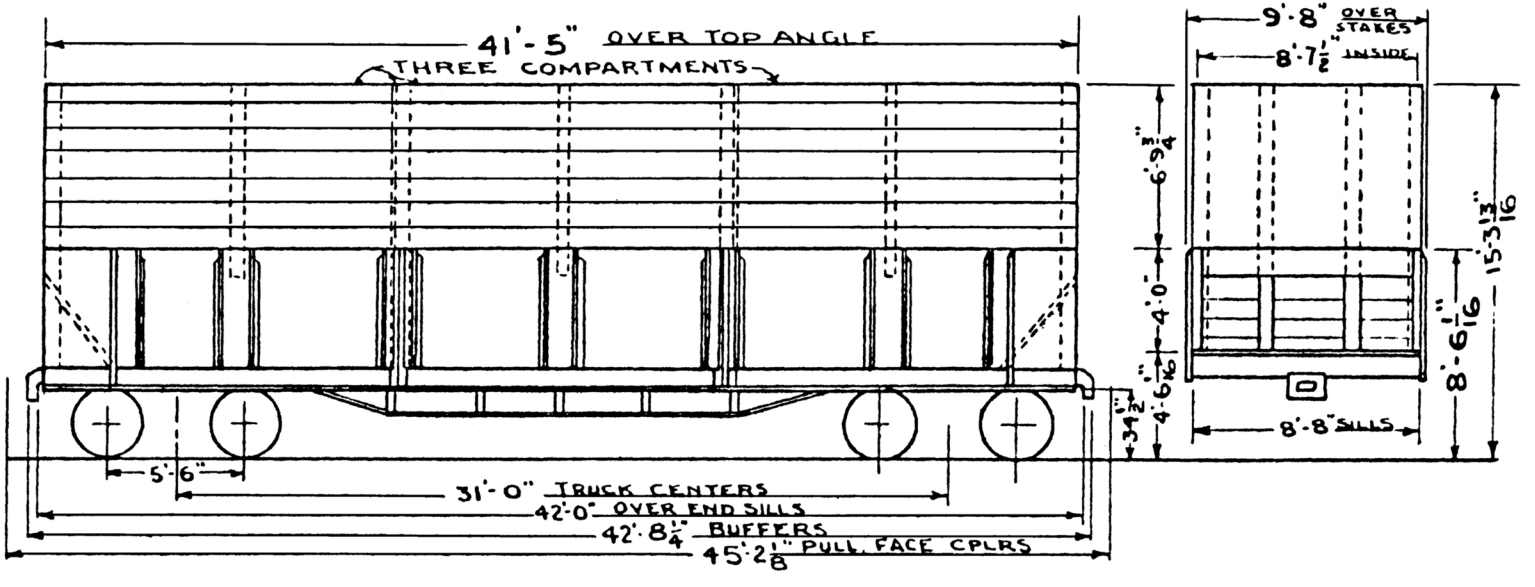
NO.	DAY	YR.	REVISIONS
7	28	53	

WEIGHT - LT.	43,900 LBS	TRUCKS - C.S. SIDE FRAME
CAPACITY -	100,000 "	BRAKES - N.Y. "AB"
		JOURNAL - 5½" x 10"
6-24-59		WHEELS - 33"
9-27-56		

SPOKANE, PORTLAND & SEATTLE RAILWAY
39820 - 39826 LOG FLAT CARS, 1959 DIAGRAM.
Scanned from copy from the collection of Ronald G. Peterson.
Restored by Paul T. Hobbs, October 8, 2003.

CONVERTED FROM HART
BALLAST CAR 20000
VANC. WN. 2-1953

WOOD CHIP CAR
STEEL UNDERFRAME
Nº 39851 -39869



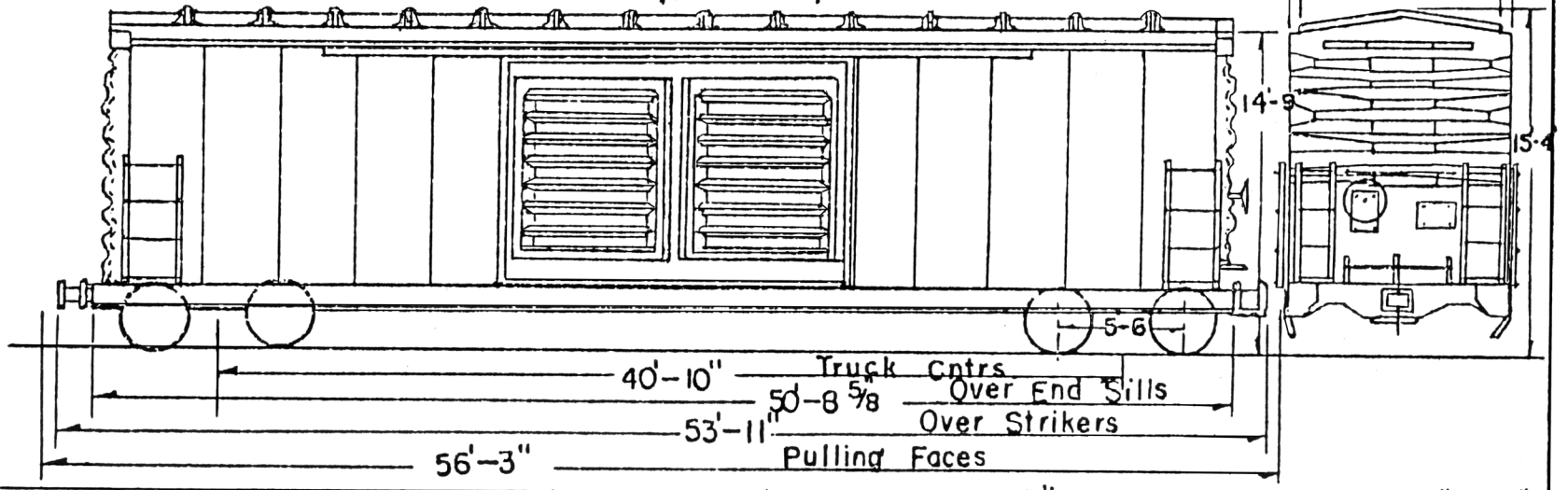
8-27-63	WEIGHT - LT.	57,400#	TRUCKS - C.S. SIDE FRAME	STENCILED CAP'Y.	
12-9-55	CAPACITY	100,000 #	BRAKES - NY-AB	I.S. LENGTH -	40'-6"
3-2-54	"	3737 CU. FT.	JOURNAL - 5½" x 10"	I.S. HEIGHT	10'-9"
3-20-53	"	18 UNITS	WHEELS - 33"	I.S. WIDTH	8'-7"
3-9-53				CU. FT.	3737 Cu. Ft.

SPOKANE, PORTLAND & SEATTLE RAILWAY.
39850 - 39869 WOODCHIP CARS, 1963 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, February 12, 2002.

Blt. By Gunderson Bros.
Date-Mar. 1970.

154M CAP'Y ALL STEEL BOX CAR

Nos. 318,100 — 318,599



Wt. Ave. — 64000#	Coupler-Type "E" BE60B-H	Spring Travel 3 11/16" D5	Car Ends-Stanray 1/4" Blm 3/16"
Length Inside — 50'-7"	Draft Gear-Freightmaster-10"	Handbrake — Miner	Roof-Stanray "X" Panel Riveted
Width Inside — 9'-4"	Side Door — 200 Superior	Slack Adjuster—Nat. Elc.	Brake Beams — # 18 Unit
Heigth Inside — 11'-0"	Side Door-300 Camel	Roller Bearings-300 Tmkn	Clearance — Plate "C"
Cubic Capacity-5234	Flooring—Timca—Deck	Roller Bearings-200 Brenco	
Journals — 6"X11" R.B.	Wheels — 2 W	4 Car—Pac-Belt Rails Entire S	
Brake — N.Y. "ABD"	Truck-ASF-Ride Control	Brake Shoes-2" Hi Frict. Comp.	

2-5-70

SPOKANE, PORTLAND & SEATTLE RAILWAY
318100 - 318599 BOXCARS, 1970 DIAGRAM.
Scanned from copy from the collection of Ralph L. Barger.
Restored by Paul T. Hobbs, September 28, 2003.