

PASSENGER CAR DIAGRAMS S.P.& S.RY.

By:- Paul T. Hobbs

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No

A compiled, all-time diagram book,
containing Spokane, Portland & Seattle Railway
and related Passenger Car diagrams,
during the period 1908 - 1970



SPOKANE, PORTLAND & SEATTLE RAILWAY

ALL-TIME PASSENGER CAR EQUIPMENT DIAGRAM BOOK

By Paul T. Hobbs

This collection of passenger car equipment diagrams represents most of the fleet of the Spokane, Portland & Seattle Railway from 1908 through 1970.

The oldest car was built in 1878; the newest was built in 1960 and several were purchased second-hand in 1967. Between them we have the evolution of car building technology, and of the diagrams themselves.

Thanks to Ed Austin, Ralph L. Barger, Ronald G. Peterson, Lorenz P. Schrenk, the Minnesota Historical Society and the Pacific Northwest Chapter, National Railway Historical Society for generously sharing their collections; and to PNR/NMRA for a publication of late (1970) diagrams in 1980. Many of the PNWC materials were individual diagrams in files discussing equipment, sometimes including a diagram from the former owning railroad. I thank Larry Rice and Alan Scott for proof reading this narrative, for consistency, and American English.

The diagrams are presented in strict numerical/date order. They represent most of the all-time fleet of 178 cars. A few numbers are occupied up to three times due to rebuilds and subsequent renumbering. Conversely, some cars were assigned more than one number during their service lives. Possibly the record of numbers for one car was the first Official Car, with four owner/number combinations on GN before arriving on the property, then several numbers during its SP&S career. Three Great Northern cars, assigned to the SP&S for some years from February 1947, are included. Outfit car diagrams complete the picture, some as substitute for an unavailable passenger diagram. Several are of cars which had not served SP&S in revenue operations. See Ronald G. Peterson's diagram book of SP&S maintenance of way equipment for a comprehensive presentation.

Equipment diagrams are not scale drawings. They are impressions of what the car looked like, and provide a record of the capacity, dimensions and ancillary equipment items. The details are of interest to the car-men for maintenance and repair purposes, and sales and marketing for operational uses.

Each diagram has been scanned from the photocopy, now in my own collection, from the noted source. 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. The blue turns black or gray when photocopied. It was a relatively inexpensive means of printing small quantities of many pages.

The condition of the diagrams varied considerably. Several took a simple scan and minor adjustment. Others required major clean up, removing excess marks, and/or reinstating lines and repairing individual characters. Some occupied many 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. In this it was not my role to correct spelling! For some diagrams a choice was available, the one selected usually representing the earlier date.

The 'restoration' remains somewhat fuzzy. This is deliberate. The original prints were just this way. It was the nature of the printing methods used at the time.

At the left of many diagrams is evidence of the holes in the originals – needed for placing them into screw-stud or split-pin folders. Some diagrams from earlier years did not have lined borders. The edge shown represents the boundaries of the original page.

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. After World War II the locomotive, passenger, freight and outfit diagrams were all in separate books.

Diagrams in later years show the dates of revision at 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.

Scans were made at 600dpi on a Microtek ScanMaker X-6 (later I320) in full color. They were processed in Corel Photopaint 7 (later 12) and converted to grayscale. Adobe Acrobat Distiller 5 converted them into .pdf. All are on the CD version, with much additional data.

The SP&S Passenger business - an overview

The Beginning 1908

As construction neared completion passenger schedules were inaugurated from Pasco to the end of track. Initially, from December 15, 1907 service was from Pasco to Cliffs, then to Lyle from January 13, 1908. From Lyle passengers continued on the Dalles, Portland and Astoria Navigation Company's riverboats

(an SP&S property at the time) downstream to Vancouver and Portland. The SP&S celebrated completion of the line from Pasco to Vancouver with a grand golden spike ceremony at Sheridan's Point on Wednesday, March 11, 1908.

Immediately the railroad inaugurated daily Trains 1 and 2 between Vancouver and Pasco. Train 2 departed Vancouver at 9:00 a.m. arriving Pasco at 5:00 p.m. Train 1 left Pasco at 11:00 a.m. and reached Vancouver at 7:00 p.m. Stops of 40 minutes were made by both trains for meals, No. 2 at Bingen and No. 1 at Coolidge. They used Northern Pacific 4-4-0 locomotives and four-car trains made up of NP and Astoria and Columbia River Railroad cars. Because of the state of the new track, the schedules were quickly lengthened to allow for slower running. In time the track settled and the faster schedules were resumed.

The Columbia River and Northern Railway, which had built a line between Lyle and Goldendale in 1903, was taken over by the SP&S operating department on March 16, 1908. On that date the schedule was adjusted to meet the SP&S trains. Connections formerly had been with the DP&AN boats. Residents of Goldendale traveling to/from Pasco and east went by road the short distance to Fallbridge. Two passenger cars were acquired with the purchase.

In November 1908 the bridges between Vancouver and Portland were completed and opened for service. This coincided with delivery of the first 29 passenger cars ordered from Pullman. The company was able to inaugurate Portland - Pasco service with daily trains of this handsome equipment. Connection was made at Pasco onto NP trains for Spokane and east. Even at this stage the SP&S could better the times of the Oregon Railroad and Navigation Company, which had a more circuitous route between Portland and Spokane.

From May 3, 1909 the SP&S was completed to Spokane and additional equipment, identical to the 1908 cars, provided for twice-daily service between Portland and Spokane using the Northern Pacific from Marshall to Spokane. For the next year connection with Great Northern trains was accomplished via a track between the NP and GN stations. From March 1910 the line to Fort Wright Junction, just west of Spokane, had been completed allowing SP&S trains direct access to the Great Northern station and onward to Hillyard. From then on the twice-daily trains served one depot each, one stopping at the NP station, the other at the GN station. For a short period in 1910 the Great Northern ran a dedicated Portland train from St. Paul called "The Oregonian". Evidently it was not successful as it was withdrawn and service continued using the connections and through cars established with its St. Paul to Seattle trains at Spokane.

Local service was inaugurated between Portland and Fallbridge on a twice-daily schedule. One morning train departed Portland eastbound for Lyle and another left Fallbridge westbound for Portland. Each returned in the afternoon. Connections were made to Goldendale at Lyle, also twice each day.

The first passenger locomotives were ten C-1 class 4-4-2s, numbered 600-609, and delivered in February and March 1909. They were identical to the GN K-1 class, built about the same time. For heavier trains ten D-1 class 4-6-0s, numbered 100-109, were purchased near-new from the Great Northern (GN class E-14) in August 1910. All were converted to burn oil late in 1910.

The Astoria and Columbia River Railroad, completed between Goble and Seaside in 1898, had been owned by the Hill interests since 1907, although it was not merged into the SP&S until February 1911. The A&CR was operating two round-trips daily between Portland and Seaside and two trains each way daily between Portland and Rainier. Additional short runs operated from Astoria to Seaside and from Astoria to Fort Stevens via Warrenton.

From February 1911 the A&CR was consolidated into the SP&S, contributing 25 passenger cars. As a part of the merger, the direction of running was reversed. Former A&CR even-numbered trains traveling northbound from Portland became westbound, odd-numbered trains on the SP&S. They continued to use the same 20-series schedule numbers. Another change was the terminal at Portland as the A&CR had used Union Station on Northern Pacific rights. With the change to SP&S ownership the trains now ran from the SP&S Hoyt Street Station.

Hoyt Street Station was a rather late development. Throughout the construction of the SP&S the Northern Pacific Terminal Railroad Company, owners of Portland Union Station, had been most co-operative with the company with regard to trackage access to the new SP&S facilities north of Portland station. But when it came time to operate passenger trains, the NPT Company, owned 40% by the NP, 40% by the UP and 20% by the SP, declined to grant the SP&S use of the depot as a tenant. SP and UP would not sell any NPT stock, so the NP shareholding was outvoted by those of the "Harriman" lines. Thus the SP&S converted the north end of its east freight house for passenger service and operated from there. The situation continued until September 1, 1920 when Trains 1-2 and 3-4 were allowed to operate from Union Station, with all trains reaching Union Station from June 12, 1922. When the Great Northern gained trackage rights on the NP from Seattle to Portland in 1910, it, too, ran from Hoyt Street for a similar period.

In 1911 construction of the Oregon Trunk Railway had progressed to the stage that passenger service could be inaugurated. From March 1 the ferry "Norma" carried passengers from Clarke, 1.5 miles east of Fallbridge, to Moody on the Oregon side of the river. A train met the ferry at the dock and then went down the Trunk to the end of track, initially at Metolius, then from April 23 to Opal City and finally into Bend on November 1. From January 7, 1912 trains began using the Oregon Trunk bridge crossing of the Columbia River. Initial operations were by the construction department, with the job turned over to the operating department from July 1, 1912.

Early schedules on the Oregon Trunk operated in daylight. From June 22, 1913 the OT changed to night schedules with sleeping cars connecting to Portland at Fallbridge. Passenger service, albeit with mixed-trains from 1940, continued until May 1, 1971, when the line failed to be inked onto Amtrak's skeletal start-up map. Daytime schedules were provided by the competing Deschutes Railway of the O-W RR&N until May 31, 1931, when the train was replaced by buses operated by Union Pacific Stages.

The SP&S was running an average of 34 passenger trains per day through most of the 1910 decade. The Spokane and Bend schedules required a train of equipment in each direction. The other trains completed a round-trip each day, with some short runs doing two or three trips. This required a total of fifteen separate train sets and at least 15 locomotives per day. For many of these trips the consist was one locomotive, a baggage car and a coach.

1916 Example of Train sets/schedules

Trains	Equipment	Route
1-2	two trainsets	Portland - Spokane
3-4	two trainsets	Portland - Spokane
103-104	two trainsets	Fallbridge - Bend
5-8	one trainset	Fallbridge - Portland
6-7	one trainset	Portland - Lyle
21-24	one trainset	Portland - Holladay
31-32	one trainset	Portland - Holladay
22-23	one trainset	Holladay - Portland
26-25, 28-27	one motor car	Rainier - Portland
35-36	one trainset	Astoria - Holladay (+two trips)
57-56,55-58	one trainset	Goldendale - Lyle
35-36,89-90,85-92	one trainset	Warrenton - Fort Stevens

Passenger counts reached an all-time peak in the war year of 1918 at 1,200,306 passengers, carried 78,066,664 miles or an average of 65.04 miles (equivalent of Portland to Cooks or Marshland) per passenger, utilizing 920,935 train miles.

The next peak in passenger service would be in 1944, another war year, when 562,495 passengers were carried 130,190,832 miles, or an average of 231 miles (equivalent of Portland to Pasco), utilizing 758,158 train miles.

Changes to equipment in the 1910-1920 period included the all-time apex of the passenger fleet at 121 cars, following delivery of the all-steel cars in 1915. Former Astoria and Columbia River short cars were gradually retired to outfit service from this time. Economies were initiated with the conversion of some coaches to combination smoker-coach, eliminating the need for two cars on lightly traveled

trains. The purchase of gas-electric cars from 1915 allowed economies on the short Portland - Rainier runs and later on the day train to Lyle.

The USRA (United States Railroad Administration) era, from January 1918 through May 1920, brought many changes due to the requirement to conserve the nation's resources for the war effort. The USRA eliminated competitive service between city pairs. On the Portland - Spokane route the SP&S retained the day train and the O-W RR&N operated the night run. The Northern Pacific became the designated operator between Portland and Chicago and ran a through train from Portland Union Station via Pasco and Spokane. For the duration the Great Northern provided local service on its lines, without through cars to Portland. The Seattle - Chicago trains were operated by the Milwaukee Road.

The 1920s

Return to normal operations from June 1920 saw a number of equipment changes. Pullman had introduced all-steel cars into its lines and the all-wood cars were soon retired. SP&S part-ownership of three cars reverted to Pullman in 1922. Ten-Section observations and 12-1 sleepers featured on Trains 1-2 in local service.

Completion and acquisition of the Portland, Astoria & Pacific Railway to Keasey added local trains, with twice-daily schedules from January 1924. Several short coaches were converted to baggage-coach combines for this and other service.

There was a dramatic rise in automobile ownership and the building of highways. Nearby US-30 was the first highway to be paved from end to end (Astoria, Oregon to Atlantic City, New Jersey). By 1929 the impact of the private car and the bus had caused many of the short runs on the Astoria Line to be eliminated. Remaining were twice-daily round-trips between Portland and Seaside. Elsewhere there was a local to Wishram (renamed from Fallbridge in 1926), the two to Keasey, and one between Lyle and Goldendale.

In 1927 a program of rebuilding D-1 class 4-6-0s into H-1 class 4-6-2s 620-625, provided adequate power for the heavier steel trains. The work was done by the Great Northern, which also rebuilt identical locomotives into its class H-7.

From June 11, 1929 the NP made Pasco the through-car connection for all trains, eliminating a confusing situation (one transfer at Spokane, another at Pasco).

The 1930s

It was the decade of the Great Depression. Despite steep ridership declines the company attempted to maintain effective schedules. Economies were achieved by operating fewer cars on the trains, reducing the Bend sleeper to three times a week in each direction, eliminating the second premier trains between Portland and Spokane. Yet this was the period when Trains 1-2 ran the most luxurious observations ever. They were from the Empire Builder and North Coast Limited

pools, providing a complete car of lounge space. Day locals 3-4 enjoyed equally luxurious Pullman buffet-library-parlor cars for a few years.

In response to changes on the GN and NP, from November 9, 1930, premier Trains 3-4 were eliminated and Trains 1-2 rescheduled to handle connections with both the GN and NP premier trains. Day locals, old Trains 5-6, were renumbered 3-4 and continued to operate between Portland and Spokane.

The decade was also one of great innovation. Streamlined, diesel-powered trains were star players on several railroads from 1934. Existing first-line passenger cars, including a diner, several rebuilt coaches and through Pullman cars, were equipped with air-conditioning about the same time. The SP&S received its finest steam passenger locomotive power, the E-1 class 4-8-4s 700-702, in May 1938.

The 1940s

The decade of the 1940s was the most volatile in the entire history of the SP&S. It began with implementation of economies discussed many times in previous years. The second daily train between Seaside and Portland was eliminated; the day train from Portland to Spokane was reduced to Pasco with a connection to NP's day train to Spokane NP Station; the Bend sleeper was discontinued. Eight section-Buffet-Lounge cars replaced sleepers and observation-lounge cars on Trains 1-2.

The all-wood passenger cars had reached the end of their economic lives. Forty cars were retired to outfit service in 1940. This ended summer excursion trains to the Oregon coast as there was no longer extra equipment. The 258 was retained on the Goldendale Branch mixed until 1947.

US participation in World War II commenced in December 1941. Unlike World War I, it had a Pacific theater of combat. The SP&S-served ports of Astoria, Portland and Vancouver became vital embarkation and supply facilities. Vancouver and Portland shipyards attracted large numbers of workers as they built Liberty ships, CVE aircraft carriers and other vessels. Army barracks, air stations and prisoner of war camps required troop trains on a regular basis. The SP&S participated in 881 special troop train movements plus trains for ship crews.

At the same time restrictions were placed on tires and gasoline, limiting the availability of private automobiles. For a period commuter trains were operated from Portland to Vancouver using former PRR coaches, borrowed from its electric suburban lines at New York and Philadelphia. Trains 1-2 became longer and heavier and continually ran late. For two years they were operated in two sections to Pasco, the first continuing to Spokane with GN connections, the second had the NP connections for Pasco.

The SP&S achieved its all-time record passenger miles in 1944. The passenger count was not as high as the record of 1918, but they were carried much further.

Further restrictions were placed on civilian sleeping car travel in July 1945, when all overnight sleepers were withdrawn for runs of less than 400 miles. On the SP&S that included the Portland - Spokane local sleeper-lounge cars. The need was to move entire armies, no longer required in Europe, across the United States and into the Pacific theater. The atomic bombs prompting Japan's surrender in August led to several months of high traffic with the troops coming home. Facilities and schedules returned to normal from January 18, 1946.

The parent lines caught up with California and other markets by purchasing new passenger trains. The streamlined Empire Builder was inaugurated on February 23, 1947 with a new connecting train SP&S 1-2 to Portland (existing train pairs 1-2 and 3-4 became 3-4 and 5-6 respectively). The North Coast Limited gradually changed over to new cars during 1946 and 1947. The SP&S' first streamlined car was coach 300, operating in the North Coast Limited.

Eighteen Pullman tourist-sleepers were purchased and converted to head-end cars, replacing similar wood-bodied, steel-underframe cars. The latter were retired to outfit service. Several other cars were also retired to outfit service.

Passenger diesel locomotives entered service. F-3AA set 800 arrived in July 1947, replacing Pacifics on Trains 1-2. In July 1948 E-7A 750 took over this train. The F-3s, now renumbered 800 and 801, replaced steam on Trains 5-6. In November 1948, F-3A 802 arrived and steam was retired from the Astoria Line train. This left the 4-8-4s with Trains 3-4 until F-7As 803-807 arrived in June 1953. Also in 1953, higher capacity steam-heat generators were installed in the F-3s. The removed smaller steam-heat units were installed in RS-2s 60-62. Then in 1956, four of the new GP-9s (150-153) were purchased with steam-heat equipment as back-up for the fleet and as excursion power.

The 1950s

Nineteen-fifty featured the delivery of the long-delayed order for streamlined equipment. This was the first major purchase of passenger cars since 1915. Several of them quickly replaced Great Northern-owned cars on Trains 1-2 and streamlined coaches supplanted the heavyweights on Trains 3-4.

Patronage to Astoria and Seaside had been declining for years. Service was discontinued on January 15, 1952. From then on the entire passenger service was on the mainline to Pasco and Spokane, plus the overnight Oregon Trunk Mixed between Wishram and Bend. From October 1955 the OT trains received Baggage-Coaches 272 and 273 (converted from coaches of those numbers), also serving as the caboose, plus Coach 274 for extra capacity and protection.

On November 16, 1952 the NP finally sped up the schedule of the North Coast Limited. NP through cars to Portland now connected with SP&S 1-2, which required more locomotive power and a change of name on local "Empire Builder"

cars to “Spokane Portland & Seattle” letterboards. Diner 405’s parlor section was eliminated in favor of more tables to seat and feed sixteen extra passengers.

In 1954 and 1955 dome cars were introduced. Trains 1-2 featured domes from the North Coast Limited and the Empire Builder. There were three dome cars daily, a 46-seat dome-coach each from the Empire Builder and the North Coast Limited, plus a dome-sleeper from the latter train. In 1959 the dome-sleeper was transferred to the Seattle section of the North Coast Limited, excepting some summer service to Portland through 1961. SP&S dome-sleeper 306 was then leased to the NP.

From July 15, 1956 local Trains 5-6 were rescheduled so that one set of equipment operated the round-trip between Portland and Pasco. Further decline in the traffic for this train saw it dropped from the timetable after September 30, 1959.

The late 1950s was a time of growth in the RPO business. This was a result of reduced Union Pacific service to Spokane. It meant rebuilding three existing cars into 60’ mail-apartment cars 40-42 for Trains 3-4; borrowing GN 58, a 30’ RPO, for 5-6; and purchase of new RPO-Baggage No. 31 with a 30’ apartment for 1-2.

The 1960s

This was a period of general decline in the railroad passenger business. Nationally sleeping car passengers had halved by 1965 from the 1959 count of 9,170,047. The impact of the jet airliner and the interstate highway was being felt. Coach traffic held up quite well.

Scheduled services remained much the same, with four trains daily between Portland and Spokane and two between Wishram and Bend. By now the regular customer on the Oregon Trunk Mixed was the sportsman traveling to remote parts of the Deschutes River canyon for hunting, fishing and canoeing.

From 1966 the company purchased five second-hand streamlined cars from the Missouri-Kansas-Texas Railroad at a good price. They replaced the remaining heavyweight diner and coaches on main line trains and the RPO provided protection for the existing streamlined RPO.

In 1968 the Northern Pacific improved the schedules of its Trains 1-2, the “Mainstreeter”. With no change to SP&S schedules there were no longer convenient connections between the Mainstreeter and Portland.

Other changes in this decade concerned color. The SP&S introduced its “broad band” scheme with the delivery of the C-424 diesels in 1964. The locomotive fleet was gradually repainted. Passenger cars received a similar scheme, but the project was by no means complete before the Burlington Northern merger. The Great Northern added to the color variety in 1967 when it introduced the “Big Sky Blue” scheme.

The 1970s

The Burlington Northern merger finally took effect on March 3, 1970. Passenger service on the former SP&S lines remained as before, but with new train numbers. The trains became even more colorful with the introduction of BN's own green and white livery and occasional through cars in Burlington stainless. Meal service was reduced to cafeteria style with GN 1045, a diner-coach, replacing the SP&S diner on BN trains 21 and 22. Trains 23 and 24, with late night schedules, did not require a diner. OT mixed trains, BN 1269, 1264 (and 1268 – Saturday only), appeared only in employee timetables, continuing to operate for the knowledgeable.

On May 1, 1971 Amtrak commenced operations, replacing most railroad passenger schedules. From that date passenger service on former SP&S lines was eliminated.

The Present Day

From October 25, 1981 passenger service was restored with Amtrak 27-28 running between Spokane and Portland on former SP&S tracks west from Pasco. The train features the newly introduced Superliner equipment. Usually the train consists of a café-lounge, coach-baggage, coach and sleeper with an F40PH, or more recently, a P42 locomotive. The cars run through, via Spokane, becoming the rear part of Amtrak 7-8 between Seattle and Chicago.

Cars for which no diagram has been located

The SP&S family cars for which no diagram has been located are listed below. Some are partially represented by a diagram of the rebuilt or outfit status.

Roster Numbers	Description	Count
B-1	Official Car (diagram as 22 and 99)	1
Goldendale, Willamette	Sleeper-Observation	2
Stevenson	16 Section Sleeper	1
31-33	Mail & Baggage (outfit diagram as 80-82)	3
34-36	Mail & Baggage (diagram as 92-94)	3
57-59	Coach-Baggage	3*
58	Coach-Baggage	1
80-82	Baggage	3*
155-156	Coach	2*
251-252	62-Seat Coach (diagram as 157-158)	2
300	56-Seat Coach (NP diagram)	1
350	48-Seat Coach [1947 Empire Builder]	1
350	48-Seat Coach [1951 Empire Builder]	1
500	Observation/Business	1*
570-572	Parlor Cars (notional diagram from 99)	3
1103	Gasoline Rail Car	1

* = Outfit Diagram provided

SERVICE PROFILE - - SPOKANE, PORTLAND AND SEATTLE RAILWAY PASSENGER CARS 1908-1970

SERIES	Builder + Year	Car Type	Acquired From	Disposed To	09	12	16	20	25	30	35	40	45	50	55	60	65	70
Pullman	P2354 3637 1908	Sleeper Observation Wood	New	Pullman	2	2	2	2			Goldendale, Willamette							
Pullman	P2355 3638 1908	Sleeper 16S Wood	New	Pullman	1	1	1	1			Stevenson							
Pullman	P3989T 6274 1929	Sleeper-Buffer-Lounge Steel	Des Moines Club, Omaha Club	Dismantled, 41		Mount Adams, Mount Jefferson								2	2	2		
1-2	Pullman & B&S/GN	Heater Car Steel	GN 5, GN 7	BN														2
B-2	B&S 1898	Business Car Wood	A&CR 32	Outfit	1	1	1	1	1	1	1	1						
22	B&S 1883/GN 1910	Business Car Wood	GN 8301	B-1 > 99	1													
25-30	P2360 3643 1908/9	Mail & Baggage Wood	New	2 Destroyed, 5 Outfit	6	5	5	5	5	5	5	5	5	2				
31-33	B&S 1898	Mail & Baggage Wood	A&CR 22-24	80-82	3													
31	SLCC 1960	Mail & Baggage S/L	New	BN													1	1
32	P7536 6717 1947	Mail & Baggage S/L	M-K-T 1000	BN														1
34-37	AC&F 1911	Mail & Baggage Wood	New	92, 93, 94, Outfit		4	4	4	4	1	1	1	1	1				
40-42	B&S 1916	Mail & Baggage Steel	New	52, 50, 51			3	3	3	3	3	3	3	3	1	1		
41-43	Pullman/Vanc 1960	Mail & Baggage Steel	Mount Jefferson, 48, 49	BN												1	3	3
43	B&S 1914	Mail & Baggage Steel	GN 186	58						1	1	1	1	1				
44	PSCC 1918	Mail & Baggage Steel	GN 187	59						1	1	1	1	1				
45-49	P Tourist/Vanc	Mail & Baggage Steel	R/B Pullman cars	BN, BN, 76, 42, 43										5	5	4	3	2
50-52	Pullman/Vanc 1939	Baggage & Express SUF	400-402	Outfit							2	3	2					
50-52	B&S/Vanc 1952	Mail Storage Steel	40-42	BN											2	2	3	3
51	Crosin 1878	Baggage & Smoker Wood	CR&N 51	Destroyed	1	1	1	1	1	1								
52	B&S/Vanc 1917	Baggage & Smoker Wood	155	Destroyed				1	1	1	1							
53-54	B&S/Vanc 1946	Mail Storage SUF	109, 111	Outfit									2					
55-57	P Tourist/Vanc 1950	Mail Storage Steel	R/B Pullman cars	BN									3	3	3	3	3	3
57	Pullman/Vanc 1923	Baggage & Smoker Wood	157	Dismantled					1	1	1							
58	Pullman/Vanc 1923	Baggage & Smoker Wood	158	Outfit					1									
58	B&S/Vanc 1929	Baggage & Smoker Wood	260	Dismantled						1	1							
58	B&S/Vanc 1958	Mail Storage Steel	43	BN											1	1	1	1
59	Pullman/Vanc 1923	Baggage & Smoker Wood	250	Outfit					1									
59	PSCC/Vanc 1953	Mail Storage Steel	44	BN											1	1	1	1
60-69	P Tourist 1948/9	Baggage & Express Steel	R/B Pullman cars	BN									10	10	10	10	10	10
65-71	P2361 3644 1908/9	Baggage & Express Wood	New	Outfit	7	6	6	6	5	5	5	5						
75	P7598 6869 1950	Baggage Dormitory S/L	New	BN										1	1	1	1	1
76	Pullman/Vanc 1966	Baggage Dormitory Steel	47	BN														1
80-82	B&S/Vanc 1912	Baggage & Express Wood	31-33	Outfit		3	3	2	1									
83-84	B&S 1898	Baggage & Express Wood	A&CR 20-21	Outfit		2	2	2	2	2	2	2						
85-87	AC&F 1911	Baggage & Express Wood	New	Outfit		3	3	2	2	2	2	2						
88-89	B&S 1906	Baggage & Express Wood	NP 361, 363	Outfit		2	2	2	2	2	2	2						
90-91	B&S 1916	Baggage & Express Steel	New	BN			2	2	2	2	2	2	2	2	2	2	2	2
92-94	AC&F/Vanc 1929	Baggage & Express SUF	34-36	Outfit						3	3	3	3	2				
98	B&S/Vanc 1927	Business Car SUF	99	Outfit						1	1	1						
99	B&S/Vanc 1911	Business Car Wood	B-1 exx 22	98		1	1	1	1									
99	B&S/Vanc 1927	Business Car Steel	572	BN						1	1	1	1	1	1	1	1	1

SERIES	Builder + Year	Car Type	Acquired From	Disposed To	09	12	16	20	25	30	35	40	45	50	55	60	65	70
100-107	P2359 3642 1908/9	Coach Wood	New	Outfit	8	8	8	8	8	8	8	8						
108-112	B&S 1912	Smoker SUF	New	53, 54, 1 Wrk, 2 Outfit		5	5	5	5	5	5	5	4					
111	Pullman/Vanc 1959	Instruction Car	406	BN-3											1		1	1
120-122	B&S 1909	Coach Wood	NP 755, 757, 767	Outfit		3	3	3	3	3	3	3						
150	PCW 1887	Coach Wood	CR&N 57	Outfit	1	1	1	1										
151-158	B&S 1898	Coach Wood	A&CR	Outfit		8	7	5										
170-172	B&S 1916	Coach Steel	New	558, 559, Outfit			3	3	3	3	3	1	1	1				
200-210	P2358 3641 1908/9	Coach Wood	New	Outfit	11	11	11	11	11	11	11	11						
211-222	B&S 1912	Coach SUF	New	Outfit		12	12	12	12	12	12	12	12	1				
250-260	B&S 1898	Coach Wood	A&CR	Outfit		11	9	9	8	2	2	2	1					
270-278	B&S 1916	Coach Steel	New	Outfit			9	9	9	9	9	9	9	9	7	7	7	5
279-280	B&S/Vanc 1951/2	Coach Steel	558, 559	Outfit											2	2	2	1
285	B&S/NP 1942	Coach Steel	NP 1285	Outfit										1				
300	P7509 6739 1947	Coach S/L	New	NP 597										1				
301-305	P7510 6868 1950	Coach S/L	New	BN										5	5	5	5	5
306	B9535 9669 1954	Sleeper Dome 4-4-4	New	BN											1	1	1	1
307-309	P7537 6768 1947	Coach S/L	M-K-T 1200, 1201, 1301	BN														3
350	P7496 6821 1950	Coach S/L	New	GN 1135										1				
350	P7628 6880 1950	Coach S/L	New	GN 1232										1	1			
366	P4119 6781 1948	Sleeper 8-6-3-1	New	BN		Portland								1	1	1	1	1
400-402	P2356 3639 1908	Diner Wood	New	52, 50, 51	3	3	3	3	3	3	3	1						
403	B&S 1912	Diner SUF	New	Outfit		1	1	1	1	1	1	1	1					
404	P7042C 6303 1929	Diner Steel	New	Outfit						1	1	1	1	1	1	1	1	
405	P7599 6870 1950	Diner S/L	New	BN		Columbia								1	1	1	1	1
406	P2860 4317 1915	Diner Steel	NP 1677	111										1	1			
406	P7540 6768 1948	Diner S/L	M-K-T 1100	BN		Willamette												1
500	B&S 1898	Observation/Business Wood	A&CR 30	Outfit		1	1	1										
550-553	P2357 3640 1908/9	Parlor Observation Wood	New	Outfit	4	4	4	4	4	4	4	4						
554-557	B&S 1912	Parlor Observation SUF	New	Outfit		4	4	4	4	4	4	4	4					
558-559	B&S/Vanc 1939	Café Reserved Seat Coach	170, 171	279, 280								2	2	2				
559	B9646 3480 1954	Dome Coach	New	BN > Amtrak											1	1	1	1
570-572	B&S 1916	Parlor Steel	New	2 > CB&Q, 99			3	3	3	2								
600-601	P4163 6829 1950	Sleeper-Buffer-Lounge	New	BN		Mount Hood, Mount St. Helens								2	2	2	2	2
700	P4107 6828 1950	Sleeper 4-8-4	New	BN		Indian Pass								1	1	1	1	1
701	P4180 6877 1950	Sleeper 6-5-2	New	BN		Wapinitia Pass								1	1	1	1	1
702	P4181A 6889 1950	Sleeper 7-3-1-4	New	BN		Snake River								1	1	1	1	1
1101	GE 1915	Gas-Electric Motor Car	New	Outfit			1	1	1	1	1	1						
1102	GE/Wason 1912	Gas-Electric Motor Car	Dan Patch 8	Sold				1										
1103	Mack 1922	Gasoline Rail Car	New	Sold					1	1								
1332	B9646 155 1955	Dome Coach	New	BN > Amtrak											1	1	1	1
Totals >>>					41	95	113	111	101	96	92	97	55	69	56	55	55	58

SPOKANE, PORTLAND AND SEATTLE RAILWAY PASSENGER CAR ROSTER

Pass8a.xls	April 6, 2007				(c) 2007 Paul T. Hobbs					
NEW	BUILDER	EX(RR/BLDR)	AFE	ACQUIRED	SP&S	DESCRIPTION	Name/Construction	TO	AFE	DISPOSED
08/10	P2354 3637	PULL/SP&SASSN		08/10	PULLMAN	6 Sect. 3 Cpt. Obs WOOD	GOLDENDALE	PULLMAN		23/02/28
08/10	P2355 3638	PULL/SP&SASSN		08/10	PULLMAN	16 Sect. WOOD	STEVENSON	PULLMAN		23/02/28
08/10	P2354 3637	PULL/SP&SASSN		08/10	PULLMAN	6 Sect. 3 Cpt. Obs WOOD	WILLAMETTE	PULLMAN		23/02/28
						above 3 Pullman cars owned 50% SP&S, 50% NP/PULLMAN operated thru 22!08!31				
06/04	P2176 3355	PULLMAN		20/	PULLMAN	10 Sect. Lib. Obs SUF	GREENSBORO	PULLMAN		30/
06/04	P2176 3355	PULLMAN		20/	PULLMAN	10 Sect. Lib. Obs SUF	SPARTANBURG	PULLMAN		30/
						above 2 Pullman cars formerly in Southern Ry svc, assigned 1-2 Portland-Spokane				
04!08!27	P1581K 3118	PULLMAN		20/	PULLMAN	12 Sect. 1 Dr SUF	SAHWA	PULLMAN		30/
07!06!11	P2271A 3458	PULLMAN		20/	PULLMAN	12 Sect. 1 Dr SUF	CLATSOP	PULLMAN		30/
						above 2 Pullman cars assigned Portland-Spokane. Both dismantled Pullman 1933				
07/06	P2247 3459	PULL/NPASSN		20/	PULLMAN	16 Sect. SUF	MISSOULA	PULLMAN		37/<
07/06	P2247 3459	PULL/NPASSN		20/	PULLMAN	16 Sect. SUF	POKEGAMA	PULLMAN		37/<
						above 2 Pullman cars assigned Portland-Bend				
30/07	P4002 6364	PULLMAN		30/	PULLMAN	12 Ch.Dr.Buf.Lng.SunR STEEL	ORIENTAL	NYNH&H2083		45/12
30/07	P4002 6364	PULLMAN		30/	PULLMAN	12 Ch.Dr.Buf.Lng.SunR STEEL	WESTWARD HO	NYNH&H2080		45/12
						above 2 Pullman cars assigned SP&S online service				
13/05	P2410 4149	PULLMAN		30/	PULLMAN	12 Sect. 1 Dr STEEL	CLAYMORE	PULLMAN		40!11!14
						GN Contract car in Portland-Spokane service. Returned to Pullman pool				
11/12	P2410 3866	PULLMAN		30/	PULLMAN	12 Sect. 1 Dr STEEL	ELDON	PULLMAN		40!11!13
						NP Contract car in Portland-Spokane service. Returned to Pullman pool				
29/08	P3989T 6274	PULLMAN		40!11!12	PULLMAN	8 Sect. Buf. Obs	DES MOINES CLUB	Mount Adams	6-2269	49/05/05
						formerly in CRI&P svc. NP contract car in Portland-Spokane service				
29/08	P3989T 6274	PULLMAN		40!11!12	PULLMAN	8 Sect. Buf. Obs STEEL	OMAHA CLUB	Mount Jefferson	6-2269	49/05/05
						formerly in CRI&P svc. GN contract car in Portland-Spokane service				
29/08	P3989T 6274	Des Moines Club	6-2269	49/05/05	PULLMAN	8 Sect. Buf. Obs STEEL	MOUNT ADAMS	Dismantled	S76-61	63/01/24
						former DES MOINES CLUB bought from NP				
29/08	P3989T 6274	Omaha Club	6-2269	49/05/05	PULLMAN	8 Sect. Buf. Obs	MOUNT JEFFERSON	41 {2}	6-2578	61!11!03
						former OMAHA CLUB bought from GN				
83!03!29	B&S	22		11/07<<	B-1	BUSINESS CAR 75'	WOOD	99 {1}	6-51	11!11!27
						Date to B-1 unknown. re# 99 during rebuilding and applying electric light.				
05/09/19	P2084D 3207	GN 5	S69-69	69/-10	1	HEATER CAR	STEEL	BN	Y-72-17	74/04
						GN 1001; to 5 1929. Dismantled 74!04!12				
98/01	B&S	A&CR 32		11/02/28	B-2	BUSINESS CAR 63'	WOOD	X-410	6-1952	40!04!09
13!11!02	AC&F	GN 7	S69-69	69/-10	2	HEATER CAR	STEEL	BN/SFS	Y-72-17	74/
						GN 91; to 20 26!11; to 201 28!10; to 7 43!01!26. Sold J Simon & Sons 74!08!09				
83!03!29	B&S	GN 8301		10!10!21	22	BUSINESS CAR 75'	WOOD	B-1		11/07<<
						SPM&M 213 NORTHCOTE, to GN 213 90!04, 905 1900!01, 8301 07!07, then SP&S 22...				
08/11	P2360 3643	PULLMAN		08/11	25	M 30' & BAGGAGE 70'	WOOD [SUF]	X-492	6-2267	49!05!18
						6-69 convert mail from 40' to 30' 13!02!18				
08/11	P2360 3643	PULLMAN		08/11	26	MAIL & BAGGAGE 70'	WOOD	D/W SP&S		10!04!09
						destroyed in wreck Train 3 Hangman Creek, WA/date				

<u>NEW</u>	<u>BUILDER</u>	<u>EX(RR/BLDR)</u>	<u>AFE</u>	<u>ACQUIRED</u>	<u>SP&S</u>	<u>DESCRIPTION</u>	<u>Name/Construction</u>	<u>TO</u>	<u>AFE</u>	<u>DISPOSED</u>
08/11	P2361 3644	65 {1}	6-73	12!06!17	26	M 30' & BAGGAGE 70'	WOOD [SUF]	X-493	6-2267	49!05!18
08/11	P2360 3643	PULLMAN		08/11	27	M 30' & BAGGAGE 70'	WOOD [SUF]	X-499	6-2284	50!06!28
						6-69 convert mail from 40' to 30' 13!02!18				
08/11	P2360 3643	PULLMAN		08/11	28	M 15' & BAGGAGE 70'	WOOD [SUF]	X-495	6-2278	49!10!18
						6-69 convert mail from 40' to 30' 13!02!18				
08/11	P2360 3643	PULLMAN		08/11	29	MAIL & BAGGAGE 70'	WOOD	D/D SP&S		09!10!05
						destroyed in derailment, Train 4 Fountain, WA/date				
09/06	P2408 3698	PULLMAN		09/06	30	M 30' & BAGGAGE 70'	WOOD [SUF]	X-500	6-2284	51!03!31
98/05	B&S	A&CR 22		11!08!17	31	MAIL & BAGGAGE 50'	WOOD	80	6-73	12!10!19
60/12	SLCC 1809	ST LOUIS	6-2551	61!01!06	31	MAIL 30' & BAGGAGE 85'	S/L	BN/SFS	Y-72-17	78/08
						Arr Portland/date. info Streamlined Cars V3 P69. Item 3166. Sold Smith Bros.				
98/05	B&S	A&CR 23		11!08!24	32	MAIL & BAGGAGE 50'	WOOD	81	6-73	12!07!27
47/10	P7536 6717	MKT 1000	S66-65	66/01/18	32	MAIL 30' & BAGGAGE 73'	S/L	BN/SFS	Y-72-17	81/05
						SFS 81!05 Luria Bros.				
98/05	B&S	A&CR 24		11!09!19	33	MAIL & BAGGAGE 50'	WOOD	82	6-73	12!07!03
11/06	AC&F	AC&F		11/06	34	MAIL & BAGGAGE 70'	WOOD [SUF]	92	6-1576	29!07!06
11/06	AC&F	AC&F		11/06	35	MAIL & BAGGAGE 70'	WOOD [SUF]	93	6-1576	29!09!30
11/06	AC&F	AC&F		11/06	36	MAIL & BAGGAGE 70'	WOOD [SUF]	94	6-1576	30!07!31
11/06	AC&F	AC&F		11/06	37	M 15' & BAGGAGE 70'	WOOD [SUF]	X-501	6-2284	51!03!27
15/	B&S	B&S	6-175	15!06!21	40	MAIL 30' & EXPRESS 70'	STEEL	52 {3}	6-2578	60!09!12
15/	B&S	B&S	6-175	15!06!20	41	MAIL 30' & EXPRESS 70'	STEEL	50 {2}		52!11!28
29/08	P3989T 6274	Mt Jefferson	6-2578	61!11!03	41	MAIL 60' & BAGGAGE 80'	STEEL	BN 1933		70!03!03
						Y-75-41 to BN 976130 75!11				
15/	B&S	B&S	6-175	15!06!20	42	MAIL 30' & EXPRESS 70'	STEEL	51 {3}		52!11!28
11/07	P2410 3913	48	6-2578	61!01!24	42	MAIL 60' & BAGGAGE 80'	STEEL	BN 1934		70!03!03
						Y-75-41 to BN 976131 75!11. On Lewis & Clark Ry. as 142 in 1992				
14/06/12	B&S	GN 186	6-1446	28!09!15	43	MAIL 30' & BAGGAGE 60'	STEEL	58 {3}		51/
						GN 21, to 186 27!09!27. purchase price \$24000 fob Spokane {GNRHS ref sht 127}				
17/09	P2410F 4515	49	6-2578	60!07!18	43	MAIL 60' & BAGGAGE 80'	STEEL	BN 1935		70!03!03
						Y-76-28 to BN 976128 75!11				
18!07!06	PSCC	GN 187	6-1552	29!06!13	44	MAIL 30' & BAGGAGE 60'	STEEL	59 {2}		53/09
						GN 22, to 187 27!09!06. received Vanc/date, \$25000 {GNRHS ref sht 111}				
11/	P2410 3866	TC 1251	6-2235	48!12!06	45	MAIL 30' & BAGGAGE 80'	STEEL	BN 2341		70!03!03
						(ELSWICK) Y-76-28 to BN 976125 76!12.				
17/07	P2410F 4503	TC 1391	6-2235	48!12!15	46	MAIL 30' & BAGGAGE 80'	STEEL	BN 2342		70!03!03
						(PAMPANGA) Y-72-17 donated by BN to Bend, OR.				
17/07	P2410F 4503	TC 2010	6-2235	48!12!13	47	MAIL 30' & BAGGAGE 80'	STEEL	76		66/05
						(RILLITO)				
11/07	P2410 3913	TC 1576	6-2259	50!08!15	48	MAIL 30' & BAGGAGE 80'	STEEL	42 {2}	6-2578	61!01!24
						(PALMERTON) converted to 60' mail apartment and re#/date				
17/09	P2410F 4515	TC 1864	6-2259	50!06!12	49	MAIL 30' & BAGGAGE 80'	STEEL	43 {2}	6-2578	60!07!18
						(PATUXENT) converted to 60' mail apartment and re#/date				
08/10	P2356 3639	401	6-1935	39!12!07	50	BAGGAGE 79'	SUF	X-510	6-2357	52!10!01
						into vanc shop as 401 39!08!21 out as 50 39!12!07				

<u>NEW</u>	<u>BUILDER</u>	<u>EX(RR/BLDR)</u>	<u>AFE</u>	<u>ACQUIRED</u>	<u>SP&S</u>	<u>DESCRIPTION</u>	<u>Name/Construction</u>	<u>TO</u>	<u>AFE</u>	<u>DISPOSED</u>
16/02/11	B&S	41 {1}		52/11/28	50	MAIL STORAGE 70'	STEEL	BN [Donated]		70/03/03
78/	CROSSEN	CR&N 50?		08/03/30	51	Y-72-17 donated by BN to Gulf Coast Chapter NRHS 73/04 BAGGAGE & SMOKER 55'	WOOD	D/F SP&S	6-1746	32!01!09
08/10	P2356 3639	402	6-1935	39!12!15	51	baggage comp't enlarged from 17'10" to 26'9" 16!08!26. destroyed (interior) by fire Vanc/date BAGGAGE 79'	SUF	X-489	6-2257	48!09!29
16/02/11	B&S	42 {1}		52/11/28	51	into Vanc shop as 402 39!08!21 out as 51 39!12!15 MAIL STORAGE 70'	STEEL	BN 976129	Y-72-17	78!06
98/01	B&S	155	6-413	17/03/26	52	BAGGAGE & SMOKER 57'	WOOD	D/W SP&S	6-1868	36!11!12
08/10	P2356 3639	400	6-1981	41!04!11	52	wrecked in derailment North Bonneville/date BAGGAGE 79'	SUF	X-511	6-2357	52!10!02
16/02/11	B&S	40	6-2578	60!09!12	52	MAIL STORAGE 70'	STEEL	BN 976136	Y-75-41	75!11
12/03/08	B&S	109	6-2187	46!10!18	53	BAGGAGE 78' one door	SUF	X-508	6-2357	52!04!15
12/03/08	B&S	111 {1}	6-2187	46!12!31	54	BAGGAGE 78' one door	SUF	X-512	6-2357	52!10!01
20/09	P2410F 4574	TC 1211	6-2295	50!10!05	55	MAIL STORAGE 80' one door	STEEL	BN 976137	Y-75-41	75!11
11/03	P2410 3881	TC 1317	6-2295	50!10!23	56	(CASPAR) Donated to PNWC, Portland, there in 1997. MAIL STORAGE 80' one door	STEEL	BN 976164	Y-78-4	79!05
96/	PULLMAN	157	6-1046	23/04/25	57	(GRATWICK) BAGGAGE/SMOKER/COACH 58'	WOOD	Dismantled	6-1826	36!10!29
15/06	P2410B 4319	TC 1431	6-2295	50!11!21	57	dismantled Vanc/date. was in Pasco in decayed condition MAIL STORAGE 80' one door	STEEL	BN Donated	Y-72-17	73/02
96/	PULLMAN	158	6-1045	23/04/25	58	(SAKANA) Donated by BN to Bend, OR BAGGAGE/SMOKER/COACH 58'	WOOD	X-412	6-1392	27!12!27
98/01	B&S	260	6-1528	29!03!29	58	BAGGAGE/SMOKER/COACH 62'	WOOD	Dismantled		39/08/17
14/06/12	B&S	43 {1}		51/	58	58 for use behind gas electric. MAIL STORAGE 60'	STEEL	BN/SFS	Y-72-17	80!01
96/06	PULLMAN	250	6-1045	23/04/25	59	SFS 80!01 Hillis Bros. BAGGAGE/SMOKER/COACH 59'	WOOD	X-413	6-1392	27!12!27
18!07!06	PSCC	44		53/09	59	MAIL STORAGE 60'	STEEL	BN Donated	Y-72-17	72/07
18/08	P2410F 4540	TC 1766	6-2234	48!04!30	60	Donated by BN to Andy's Diner, Eugene, Oregon BAGGAGE 80' two door	STEEL	BN 976093	Y-75-41	75/11
20/09	P2410F 4574	TC 1820	6-2234	49!01!28	61	(KENOSHA) BAGGAGE 80' two door	STEEL	BN/SFS	Y-72-17	73!01
21/04	P2410F 4612	TC 2185	6-2234	49!02!25	62	(FORMOSA) SFS Luria Bros. BAGGAGE 80' two door	STEEL	BN 976094	Y-74-8	74/02
20/06	P2410F 4565	TC 1931	6-2234	49!04!08	63	(GLENSHANE) BAGGAGE 80' two door	STEEL	BN/SFS	Y-72-17	73!01
20/12	P2410F 4591	TC 1982	6-2234	49!05!21	64	(EDMORE) SFS Luria Bros. BAGGAGE 80' two door	STEEL	BN/SFS	Y-72-17	79!07
08/11	P2361 3644	PULLMAN		08/11	65	(SYCAMORE) SFS Luria Bros. BAGGAGE 70'10"	WOOD	26 {2}	6-73	12!06!17
21/12	P2411C 4624	TC 1061	6-2234	49!09!23	65	rebuilt to M&B 26 with 25' mail apartment BAGGAGE 80' two door	STEEL	BN Donated	Y-72-17	78/05
						(STORY) Donated by BN to Minnesota Fair Museum				

<u>NEW</u>	<u>BUILDER</u>	<u>EX(RR/BLDR)</u>	<u>AFE</u>	<u>ACQUIRED</u>	<u>SP&S</u>	<u>DESCRIPTION</u>	<u>Name/Construction</u>	<u>TO</u>	<u>AFE</u>	<u>DISPOSED</u>
08/11	P2361 3644	PULLMAN		08/11	66	BAGGAGE 70'10" wrecked, derailment, Avon/date	WOOD	D/A SP&S	6-1153	24!07!10
23/04	P2410H 4647	TC 1926	6-2234	48!08!04	66	BAGGAGE 80' two door (BRAY) OT service, stove & steam heat coils. Sold Lake Superior Trans. Club.	STEEL	BN Sold	Y-72-17	70/03/03
08/11	P2361 3644	PULLMAN		08/11	67	BAGGAGE 70'10"	WOOD	X-414	6-1952	40!05!21
17/10	P2410F 4525	TC 2018	6-2234	48!09!18	67	BAGGAGE 80' two door (HEDRICK) SFS Luria Bros.	STEEL	BN/SFS	Y-72-17	81!05
08/11	P2361 3644	PULLMAN		08/11	68	BAGGAGE 70'10"	WOOD	X-415	6-1952	40!09!16?
15/02	P2410B 4311	TC 1932	6-2234	48!10!10	68	BAGGAGE 80' two door (GILMORE) SFS Smith Bros.	STEEL	BN/SFS	Y-72-17	80!01
08/11	P2361 3644	PULLMAN		08/11	69	BAGGAGE 70'10"	WOOD	X-416	6-1952	40!06!04?
21/12	P2411C 4624	TC 1054	6-2270	49!11!16	69	BAGGAGE 80' two door (GILDER)	STEEL	BN 976086	Y-72-17	73/07
09/06	P2361 3697	PULLMAN		09/06	70	BAGGAGE [DYNAMO] 70'10"	WOOD	X-417	6-1952	40!10!11
09/06	P2361 3697	PULLMAN		09/06	71	BAGGAGE 70'10"	WOOD	X-418	6-1952	40!10!09
50/05	P7598 6869	PULLMAN	6-2199	50/06	75	DORMITORY - BAGGAGE 85' SFS Smith Bros.	S/L	BN 711/SFS	Y-72-17	81!03
17/07	P2410F 4503	47		66/05	76	BAGGAGE - DORMITORY 80' Donated to PNWC NRHS. Used with SP4449 in Bicentennial. Now Museum car PNWC	STEEL	BN Donated	Y-72-17	72/07
98/05	B&S	31 {1}	6-73	12!10!19	80	BAGGAGE 50' 2 door	WOOD	X-26	6-812	20/05/06
98/05	B&S	32 {1}	6-73	12!07!27	81	BAGGAGE 50' 2 door	WOOD	X-291	6-1179	25!04!04
98/05	B&S	33	6-73	12!07!03	82	BAGGAGE 50' 2 door	WOOD	X-24	6-740	19/10/15
96/01	P135-H 2151	A&CR 20		11/	83	BAGGAGE EXPRESS 49' 2 door	WOOD	X-419	6-1952	40!07!15
98/05	B&S	A&CR 21		11/	84	BAGGAGE EXPRESS 49' 2 door	WOOD	X-420	6-1952	40!07!15
11/07	AC&F	AC&F		11/07	85	(DYNAMO) BAGGAGE 70'	WOOD	X-440	6-1952	40!10!11
11/07	AC&F	AC&F		11!08!19	86	DYNAMO BAGGAGE 70' Destroyed by fire	WOOD	D/F SP&S		16/09/09
11/07	AC&F	AC&F		11/07	87	(DYNAMO) BAGGAGE 70'	WOOD	X-441	6-1952	40!10!11
06/06	B&S	NP 361		11/05	88	(DYNAMO) BAGGAGE 70' 1 door	WOOD	X-442	6-1952	40!08!30
06/06	B&S	NP 363		11/05	89	(DYNAMO) BAGGAGE 70' 1 door	WOOD	X-443	6-1952	40!08!30
15/	B&S	B&S	6-175	15!06!15	90	(DYNAMO) BAGGAGE 70' Donated to Eugene, OR as Diner.	STEEL	BN Donated	Y-72-17	72!07
15/	B&S	B&S	6-175	15!06!14	91	(DYNAMO) BAGGAGE 70'	STEEL	BN 976124	Y-75-41	75/11
11/06	AC&F	34	6-1576	29!07!06	92	(DYNAMO) BAGGAGE 70'	SUF	X-509	6-2357	52!04!07
11/06	AC&F	35	6-1576	29!09!30	93	(DYNAMO) BAGGAGE 70'	SUF	X-506	6-2352	52!04!07
11/06	AC&F	36	6-1576	30!07!31	94	(DYNAMO) BAGGAGE 70'	SUF	X-490	6-2257	48/12/06
83!03!29	B&S	99 {1}		27!01!10	98	BUSINESS CAR 75' 6-1850 generator to 93 36!09!15	SUF	X-401	6-1952	40!03!28
83!03!29	B&S	B-1	6-51	11!11!27	99	BUSINESS CAR 75' re# USRA 121 during WW I	WOOD [SUF]	98	6-1287	27!01!10
15/	B&S	572	6-1287	27!04!17	99	BUSINESS CAR 80' [AC] Completed 27!05!21; 6-2215 A/C + tub & shower 48!06!30 \$17,878.77. Modernized 59/05. SFS Purdy. At Moses Lake in 2002	STEEL	BN/SFS		70!

<u>NEW</u>	<u>BUILDER</u>	<u>EX(RR/BLDR)</u>	<u>AFE</u>	<u>ACQUIRED</u>	<u>SP&S</u>	<u>DESCRIPTION</u>	<u>Name/Construction</u>	<u>TO</u>	<u>AFE</u>	<u>DISPOSED</u>
08/11	P2359 3642	PULLMAN		08/11	100	COACH/SMOKER 80 SEAT 77'	WOOD	X-444	6-1952	40!06!05
08/11	P2359 3642	PULLMAN		08/11	101	COACH/SMOKER 80 SEAT 77'	WOOD	X-445	6-1952	40!10!16
08/11	P2359 3642	PULLMAN		08/11	102	COACH/SMOKER 80 SEAT 77'	WOOD	X-446	6-1952	40!10!16
08/11	P2359 3642	PULLMAN		08/11	103	COACH/SMOKER 80 SEAT 77'	WOOD	X-447	6-1952	40!10!16
08/11	P2359 3642	PULLMAN		08/11	104	COACH/SMOKER 80 SEAT 77'	WOOD	X-448	6-1952	40!10!12
09/06	P2359 3696	PULLMAN		09/06	105	COACH/SMOKER 80 SEAT 77'	WOOD	X-449	6-1952	40!10!16
09/06	P2359 3696	PULLMAN		09/06	106	COACH/SMOKER 80 SEAT 77'	WOOD	X-450	6-1952	40!07!26
09/06	P2359 3696	PULLMAN		09/06	107	COACH/SMOKER 80 SEAT 77'	WOOD	X-451	6-1952	40!07!26
12/03/08	B&S	B&S	6-64	12!08!05	108	COACH SECOND CLASS 77'	SUF	X-478	6-2187	46!05!17
						108-112 received Spokane 12!08!05 \$10026.66 ea. fob Dayton				
12/03/08	B&S	B&S	6-64	12!08!05	109	COACH SECOND CLASS 77'	SUF	53	6-2187	46!10!18
12/03/08	B&S	B&S	6-64	12!08!05	110	COACH SECOND CLASS 77'	SUF	X-476	6-2124	45!03!19
12/03/08	B&S	B&S	6-64	12!08!05	111	COACH SECOND CLASS 77'	SUF	54	6-2187	46!12!31
15/	P2860 4317	406 {1}	6-2509	59/04	111	INSTRUCTION CAR 77'	STEEL	BN B-3		70!03!03
12/03/08	B&S	B&S	6-64	12!08!05	112	COACH SECOND CLASS 77'	SUF	D/W SP&S	6-2031	42!10!02
						Damaged beyond repair, derailment, Yellepit, WA				
09/04	B&S	NP 755		11/	120	COACH/SMOKER 80 SEAT 78'	WOOD	X-452	6-1952	40!06!04
09/04	B&S	NP 757		11/	121	COACH/SMOKER 80 SEAT 78'	WOOD	X-453	6-1952	40!06!04
09/05	B&S	NP 767		11/	122	COACH/SMOKER 80 SEAT 78'	WOOD	X-454	6-1952	40!06!04
87/?	PCW?	CR&N 76 {57?}		08/12	150	COACH 66 SEAT 58'	WOOD	X-157	6-917	21!03!01
						Possibly Pullman Plan 320 Lot 1302 built for Cairo, Vincennes & Chicago				
98/01	B&S	A&CR 4		11!02!24	151	COACH 62 SEAT 58'	WOOD	X-165	6-917	21!03!01
98/01	B&S	A&CR 5		11!07!08	152	COACH 62 SEAT 58'	WOOD	X-166	6-917	21!03!01
98/01	B&S	A&CR 6		12!03!13	153	COACH 62 SEAT 58'	WOOD	D/F OE	6-129	13!02!28
						Destroyed by fire, Independence, OR, while temporary depot on OE				
98/01	B&S	A&CR 7		11!07!28	154	COACH 62 SEAT 58'	WOOD	X-105	6-823	20!07!15
98/01	B&S	A&CR 17		11!02!24	155	COACH 58?SEAT 57'	WOOD	52 {1}	6-413	17!03!26
98/01	B&S	A&CR 19		11!02!24	156	COACH 58?SEAT 57'	WOOD	X-180	6-689	19!11!06
96/06	P864-M 2150	251		15!06!30	157	COACH 62 SEAT 58' [CB]	WOOD	57 {1}	6-1045	23!04!25
						6-471 proposed to convert to passenger/baggage #53 17/05/11, but canceled				
96/06	P864-M 2150	252		15!07!03	158	COACH 62 SEAT 58'	WOOD	58 {1}	6-1045	23!04!25
15/	B&S	B&S	6-175	15!06!04	170	COACH 2ND CLASS 86S 80'	STEEL	558	6-1920	38!11!21
15/	B&S	B&S	6-175	15!06!04	171	COACH 2ND CLASS 86S 80'	STEEL	559	6-1920	38!11!27
15/	B&S	B&S	6-175	15!06!04	172	COACH 2ND CLASS 86S 80'	STEEL	X-505	6-2341	52!11!21
						On Lewis & Clark Railway as 172 in 1992				
08/10	P2358 3641	PULLMAN		08/10	200	COACH 80 SEAT 77'	WOOD	X-455	6-1952	40!07!26
08/10	P2358 3641	PULLMAN		08/10	201	COACH 80 SEAT 77'	WOOD	X-456	6-1952	40!10!12
08/10	P2358 3641	PULLMAN		08/10	202	COACH 80 SEAT 77'	WOOD	X-457	6-1952	40!07!26
08/10	P2358 3641	PULLMAN		08/10	203	COACH 80 SEAT 77'	WOOD	X-458	6-1952	40!07!26
08/10	P2358 3641	PULLMAN		08/10	204	COACH 80 SEAT 77'	WOOD	X-459	6-1952	40!10!16
08/10	P2358 3641	PULLMAN		08/10	205	COACH 80 SEAT 77'	WOOD	X-460	6-1952	40!07!26
09/06	P2358 3695	PULLMAN		09/06	206	COACH 80 SEAT 77'	WOOD	X-461	6-1952	40!07!26
09/06	P2358 3695	PULLMAN		09/06	207	COACH 80 SEAT 77'	WOOD	X-462	6-1952	40!10!12
09/06	P2358 3695	PULLMAN		09/06	208	COACH 80 SEAT 77'	WOOD	X-463	6-1952	40!05!14
09/06	P2358 3695	PULLMAN		09/06	209	COACH 80 SEAT 77'	WOOD	X-464	6-1952	40!07!15

<u>NEW</u>	<u>BUILDER</u>	<u>EX(RR/BLDR)</u>	<u>AFE</u>	<u>ACQUIRED</u>	<u>SP&S</u>	<u>DESCRIPTION</u>	<u>Name/Construction</u>	<u>TO</u>	<u>AFE</u>	<u>DISPOSED</u>
09/06	P2358 3695	PULLMAN		09/06	210	6-144 converted to smoker for OT service 13!12!22				
12/03/08	B&S	B&S	6-64	12/08!09	211	COACH 80 SEAT 77'	WOOD	X-465	6-1952	40!05!13
						COACH FIRST CLASS 84S 77'	SUF	X-483	6-2214	47!07!10
						211-218 received Spokane 12!08!09 \$10501.67 ea. fob Dayton				
12/03/08	B&S	B&S	6-64	12/08!09	212	COACH FIRST CLASS 84S 77'	SUF	X-484	6-2214	47!08!09
12/03/08	B&S	B&S	6-64	12/08!09	213	COACH FIRST CLASS 84S 77'	SUF	X-485	6-2214	47!07!17
12/03/08	B&S	B&S	6-64	12/08!09	214	COACH FIRST CLASS 84S 77'	SUF	X-481	6-2197	46!11!13
12/03/08	B&S	B&S	6-64	12/08!09	215	COACH FIRST CLASS 84S 77'	SUF	X-486	6-2214	47!07!17
12/03/08	B&S	B&S	6-64	12/08!09	216	COACH FIRST CLASS 84S 77'	SUF	X-496	6-2278	50!04!12
12/03/08	B&S	B&S	6-64	12/08!09	217	COACH FIRST CLASS 84S 77'	SUF	X-480	6-2194	46!12!31
12/03/08	B&S	B&S	6-64	12/08!09	218	COACH FIRST CLASS 84S 77'	SUF	X-494	6-2278	49!10!18
12/03/08	B&S	B&S	6-64	12/08!16	219	COACH FIRST CLASS 84S 77'	SUF	X-491	6-2267	49/03/09
						219-222 received Spokane 12!08!16 \$10501.67 ea. fob Dayton				
12/03/08	B&S	B&S	6-64	12/08!16	220	COACH FIRST CLASS 84S 77'	SUF	X-497	6-2278	49!12!09
12/03/08	B&S	B&S	6-64	12/08!16	221	COACH FIRST CLASS 84S 77'	SUF	X-477	6-2161	46!04!12
12/03/08	B&S	B&S	6-64	12/08!16	222	COACH FIRST CLASS 84S 77'	SUF	X-482	6-2197	46!11!25
96/06	P864-M 2150	A&CR 1		11/02/24	250	COACH 62 SEAT 59'	WOOD	59 {1}	6-1045	23/04/25
96/06	P864-M 2150	A&CR 2		11/02/24	251	COACH 60 SEAT 58'	WOOD	157		15!06!30
96/06	P864-M 2150	A&CR 3		11/02/24	252	COACH 60 SEAT 58'	WOOD	158		15!07!03
98/01	B&S	A&CR 8		11/02/24	253	COACH 60 SEAT 58'	WOOD	X-298	6-1307	26!11!22
98/01	B&S	A&CR 9		11/02/24	254	COACH 60 SEAT 58'	WOOD	X-299	6-1307	26!11!02
98/01	B&S	A&CR 10		11/02/24	255	COACH 60 SEAT 58'	WOOD	X-127	6-1323	27!02!11
98/01	B&S	A&CR 11		11/02/24	256	COACH 60 SEAT 58'	WOOD	X-292	6-1179	25!04!01
98/01	B&S	A&CR 12		11/02/24	257	COACH 60 SEAT 58'	WOOD	X-400	6-1347	27!11!21
98/01	B&S	A&CR 13		11/02/24	258	COACH 60 SEAT 58' [CB]	WOOD	RETIRED	6-2216	47!09!27
98/01	B&S	A&CR 14		11/02/24	259	COACH 60 SEAT 58'	WOOD	X-466	6-1952	40!04!05
98/01	B&S	A&CR 31	6-54	12!07!29	260	COACH F/CLASS 56 SEAT 62'	WOOD	58 {2}	6-1528	29!03!29
						A&CR 31 d/f Vanc yard 11!11!17. 260 equipped with electric light on rebuilding.				
						On Rainier locals 1912. On S&IE 1913.				
15/	B&S	B&S	6-175	15!05!15	270	COACH FIRST CLASS 80'	STEEL	X-513	6-2399	53!05!28
15/	B&S	B&S	6-175	15!05!15	271	COACH FIRST CLASS 80'	STEEL	X-514	6-2399	53!05!08
15/	B&S	B&S	6-175	15!05!15	272	COACH FIRST CLASS 80'[CB]	STEEL	BN 980		70/03/03
						6-2443 converted to combine. first svc 55!10!05. Y-72-17 Donated PSRHA 72/12, in service 1992				
15/	B&S	B&S	6-175	15!05!15	273	COACH FIRST CLASS 80'[CB]	STEEL	BN 981		70/03/03
						6-2443 converted to combine. first svc 56!02!03. Y-72-17 Donated PSRHA 72/12. At Astoria 2001				
15/	B&S	B&S	6-175	15!05!15	274	COACH FIRST CLASS 80'	STEEL	BN [Donated]	Y-72-17	72/07
						Donated to Puget Sound Railway Historical Association				
15/	B&S	B&S	6-175	15!06!04	275	COACH FIRST CLASS 80'[AC]	STEEL	BN [Donated]	Y-72-17	72/07
						r/b + AC 49/07. Donated to Puget Sound Railway Historical Association.				
15/	B&S	B&S	6-175	15!06!04	276	COACH FIRST CLASS 80'[AC]	STEEL	BN [Donated]	Y-72-17	72/07
						r/b + AC 49/07. Donated to Puget Sound Railway Historical Association.				

<u>NEW</u>	<u>BUILDER</u>	<u>EX(RR/BLDR)</u>	<u>AFE</u>	<u>ACQUIRED</u>	<u>SP&S</u>	<u>DESCRIPTION</u>	<u>Name/Construction</u>	<u>TO</u>	<u>AFE</u>	<u>DISPOSED</u>
15/	B&S	B&S	6-175	15!06!04	277	COACH FIRST CLASS 80'[AC] AC 35/06 GN Ry. Used as caboose Port-Astoria from 68!09!09	STEEL	RETIRED	S45-67	68!12!31
15/	B&S	B&S	6-175	15!06!04	278	COACH FIRST CLASS 80'[AC] AC 35/06 GN Ry. Used as caboose Port-Astoria from 68!09!10	STEEL	RETIRED	S45-67	68!12!31
15/	B&S	558	6-2310	51!08!16	279	COACH 66 SEAT 80' AC	STEEL	RETIRED	S45-67	68!02!28
15/	B&S	559	6-2310	52!10!20	280	COACH 66 SEAT 80' AC	STEEL	RETIRED BN		70/
10/	B&S	NP 1285	6-2225	47!10!31	285	COACH 84 SEAT 81' AC NP 1743 Obs; to NP 1704 Buff-Obs 1922; to NP 1285 42!11. Cost \$11395.66. For service trains 21/22 Portland - Seaside.	STEEL	X-515	6-2399	53!05!11
47/01	P7509 6739	PULLMAN	6-2199	47/01	300	COACH 56 SEAT 85' {NCL} Changed ownership, departed Portland/date	S/L	NP 597	6-2430	54!10!01
50/01	P7510 6868	PULLMAN	6-2199	50/01	301	COACH 56 SEAT 85'	S/L	BN 5671		70/03/03
50/01	P7510 6868	PULLMAN	6-2199	50/01	302	COACH 56 SEAT 85'	S/L	BN 5672		70/03/03
50/01	P7510 6868	PULLMAN	6-2199	50/01	303	COACH 56 SEAT 85' BN series 5671-5675, this car 1045, reason unknown (5673)	S/L	BN 1045		70/03/03
50/01	P7510 6868	PULLMAN	6-2199	50/01	304	COACH 56 SEAT 85'	S/L	BN 5674		70/03/03
50/01	P7510 6868	PULLMAN	6-2199	50/01	305	COACH 56 SEAT 85'	S/L	BN 5675		70/03/03
54/	B9535 9669	BUDD	6-2425	54!12!04	306	SLEEPER 4-4-4 DOME 85' {NCL} Arrived Portland/date. Y-72-18 Retired 71!12. To Amtrak 9211; to PV "California" 1987	S/L	BN 1440		70/03/03
47/11	P7537 6768	MKT 1200	S45-67	67!10!06	307	COACH 58 SEAT 85' Y-72-17 SFS Luria Bros 81!05	S/L	BN 5800		70/03/03
47/11	P7537 6768	MKT 1201	S45-67	67!12!15	308	COACH 58 SEAT 85' Y-72-17 Sold John Palmer 82!01	S/L	BN 5801		70/03/03
55/07	P7648 6965	MKT 1301	S45-67	68!01!29	309	COACH 61 SEAT 85' Y-72-18 Retired 71!12. To Amtrak 3926 1971, To Lake Shore Railroad Historical Society 1977.	S/L	BN 6018		70/03/03
50/02	P7496 6821	PULLMAN	6-2199	50!02!25	350	COACH 48 SEAT 85' {EB} Received/date. first service #2 50!02!26; to BN 4815; to NJDOT 102. At B&O RR Museum 1997	S/L	GN 1135		50/10
50/10	P7628 6880	PULLMAN		50!10!31	350	COACH 48 SEAT 85' {EB} Changed ownership/date. To BN 4833	S/L	GN 1232	6-2449	55!06!30
48/09	P4119 6781	PULLMAN	6-2199	48/09	366	SLEEPER 8-6-1-3 {NCL} 74/3068 to BN 968219 76!12	S/L	BN 1406		70/03/03
08/10	P2356 3639	PULLMAN		08/10	400	DINER 36 SEAT 80'	WOOD [SUF]	52 {2}	6-1981	41!04!11
08/10	P2356 3639	PULLMAN		08/10	401	DINER 36 SEAT 80' Into Vanc shop as 401 39!08!21 out as 50 39!12!07	WOOD [SUF]	50 {1}	6-1935	39!12!07
08/10	P2356 3639	PULLMAN		08/10	402	DINER 36 SEAT 80' Into Vanc shop as 402 39!08!21 out as 51 39!12!15	WOOD [SUF]	51 {2}	6-1935	39!12!15
12/03/08	B&S	B&S	6-63	12!08!31	403	DINER 30 SEAT 80' Received Spokane 12!08!31 \$15011.66 fob Dayton. Out of service 48!02!13 on arrival of 406	SUF	X-488	6-2240	48!03!04
29/07/19	P7042C 6303	PULLMAN	6-1583	30!07!20	404	DINER 36 SEAT 80' [AC] Received Train 3 29!12!13 Cost \$43,554.93 incl. equip \$54,751.63 AC 6-1921 39!05	STEEL	X-470	S37-65	66!06!16
50/05	P7599 6870	PULLMAN	6-2199	50/05	405	DINER/PARLOR 32[48] SEAT 85' 10 seat parlor. 6-2386 converted to full 48 seat diner 53!07!13. Y-72-17 Sold R Terry Wagenius, Richard Osterberg 80!02. At Alexandria, Minnesota 1997	S/L [COLUMBIA]	BN 1256		70/03/03

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15/	P2860 4317	NP 1677	6-2237	48!02!13	406	DINER 30 SEAT 80' AC Cost \$27,752.81. Was to become X-472; changed to 111, replacing X-491	STEEL	111 {2}	6-2509	59/04
48/01	P7540 6768	MKT 1100	S66-65	66/03	406	DINER 46 SEAT 85' (SAM HOUSTON) MKT. Y-72-17 Sold Luria Bros 80!01	S/L WILLAMETTE	BN 1257		70/03/03
98/01	B&S	A&CR 30		11/02/24	500	COACH 62' {WORK TRAIN SVC} Used exclusively in work train service since SP&S ownership. As B-500 for a time 1916>.	WOOD	X-167	6-1032	21!03!12
08/06	P2357 3640	PULLMAN		08/06	550	BUFFET-PARLOR-OBS 77'	WOOD	X-467	6-1952	40!07!15
08/06	P2357 3640	PULLMAN		08/06	551	BUFFET-PARLOR-OBS 77'	WOOD	X-468	6-1952	40!05!21
09/06	P2357 3699	PULLMAN		09/06	552	BUFFET-PARLOR-OBS 77'	WOOD	X-469	6-1952	40!06!10
09/06	P2357 3699	PULLMAN		09/06	553	BUFFET-PARLOR-OBS 77'	WOOD	X-470	6-1952	40!06!10
12/03/08	B&S	B&S	6-63	12!07!30	554	BUFFET-PARLOR-OBS 78' 554-557 received Spokane 12!07!30 \$13966.67 ea. fob Dayton	SUF	X-487	6-2214	47!09!05
12/03/08	B&S	B&S	6-63	12!07!30	555	BUFFET-PARLOR-OBS 78'	SUF	X-471	6-2131	45!04!16
12/03/08	B&S	B&S	6-63	12!07!30	556	BUFFET-PARLOR-OBS 78'	SUF	X-498	6-2280	50!09!28
12/03/08	B&S	B&S	6-63	12!07!30	557	BUFFET-PARLOR-OBS 78'	SUF	X-479	6-2194	46!12!31
16/02/11	B&S	170	6-1920	39!04!16	558	CAFE-RESERVED SEAT COACH AC first in service as 558 39!05!05	STEEL	279	6-2310	51!08!16
16/02/11	B&S	171	6-1920	39!04!25	559	CAFE-RESERVED SEAT COACH AC first in service as 559 39!05!04	STEEL	280	6-2310	52!10!20
54/	B9646 3480	BUDD	6-2425	54!08!31	559	COACH 46 SEAT DOME 85' {NCL} Shipped from factory/date. Y-72-18 Retired 71!12 To Amtk 9486, 9408 83!10, Alaska 523 99!11	S/L	BN 4626		70/03/03
15/	B&S	B&S	6-175	15!06!21	570	PARLOR-OBSERVATION 80' Left Port #2/date. CB&Q MISSISSIPPI; 43!05 chair 4811; 46!02 220 same name; 53!01 THE ROUND-UP; 1972 to Canadian National; 1994 to PV "Northern Lights"	STEEL	CB&Q	6-1798	34!02!10
15/	B&S	B&S	6-175	15!06!21	571	PARLOR-OBSERVATION 80' CB&Q RIVERVIEW. left Port #4/date fi	STEEL	CB&Q	6-1798	34!02!25
15/	B&S	B&S	6-175	15!06!21	572	PARLOR-OBSERVATION 80' Completed as 99 27!05!21	STEEL	99 {2}	6-1287	27!04!17
50/02	P4163 6829	PULLMAN	6-2199	50!02!27	600	SLEEPER 6-3 BUFFET-LNG 85' Originally to be named COLUMBIA. First svc 50!02!28. Y-72-17 Retired 72/07. To PNWC NRHS, Portland, OR 72!06!16	S/L	BN 1205		70/03/03
50/02	P4163 6829	PULLMAN	6-2199	50!03!02	601	SLEEPER 6-3 BUFFET-LNG 85' Originally to be named WILLAMETTE. First svc 50!03!03. Y-72-17 Retired 72!07 Privately owned at Spokane, Washington 1998	S/L	BN 1206		70/03/03
50/02	P4107 6828	PULLMAN	6-2199	50/02	700	SLEEPER 4-8-4 85' {EB} 6-2597 equip with Budd Disc Brakes 1961. Y72-17 to BN 968242 78!09	S/L	BN 1169		70/03/03
51/11	P4180 6877	PULLMAN	6-2300	50!11!10	701	SLEEPER 6-5-2 85' {EB} 6-2597 equip with Budd Disc Brakes 1961. Y-72-17 to BN 968212 75!12	S/L	BN 1385		70/03/03
50/12	P4181A 6889	PULLMAN	6-2300	50!12!28	702	SLEEPER 7-3-1-4 85' {EB} 6-2597 equip with Budd Disc Brakes 1961. 74/3068 to BN 968218 77!04 Donated to Wyoming Historical Society	S/L	BN 1266		70/03/03
15/	GE	GE	6-168	15!02!19	1101	GAS ELECTRIC MOTOR CAR 70' GE Type RE-70-8-21. Motor removed converted to outfit cook/diner	STEEL	X-475	6-2075	44!04!19

<u>NEW</u>	<u>BUILDER</u>	<u>EX(RR/BLDR)</u>	<u>AFE</u>	<u>ACQUIRED</u>	<u>SP&S</u>	<u>DESCRIPTION</u>	<u>Name/Construction</u>	<u>TO</u>	<u>AFE</u>	<u>DISPOSED</u>
12/	GE/Wason	Dan Patch 8	6-526	17!08!31	1102	GAS ELECTRIC MOTOR CAR 67'	STEEL	WARREN &OV	6-1152	24!09!10
						Sold to Warren & Ouachita Valley RR #1, Warren AR, del to SP/date				
22/02/10	Mack/Cumming	MACK	6-982	22/02/10	1103	MACK GASOLINE RAIL CAR 35'	STEEL	SE PORT LC	6-1807	34!08!09
						Sold to S.E. Portland Lumber Co./date \$750				
55/07	B9646 155	BUDD	6-2451	55!07!05	1332	COACH 46 SEAT DOME 85' {EB}	S/L	BN 4612		70/03/03
						Arrived Portland in service #1/date. To Amtrak 9472 73!05, Alaska 7072 84!04, VIA 520 87!11				

OUTFIT CARS - FORMER PASSENGER CARS

	Pullman	A&CR 15		05!	X-4	TOOL & BLOCKING COMBINE 56'	WOOD			42/<
						Former Pullman Palace car purchased by A&CR 1905.				
98/05	B&S	82	6-740	19/10/15	X-24	OUTFIT BAGGAGE 50'	WOOD	D/D SP&S	6-2031	42!08!06
98/05	B&S	81	6-740	19/10/15	X-25	OUTFIT BAGGAGE 50'	WOOD	Revenue. See X-291		20/<
98/05	B&S	80	6-812	20/05/06	X-26	OUTFIT BAGGAGE 50'	WOOD	D/A SP&S		24!07!17
98/01	B&S	154	6-823	20/07/15	X-105	B&B CAR 58'	WOOD	X-405		30/<
98/01	B&S	255	6-1323	27!02!11	X-127	OUTFIT COACH 51'	WOOD	X-409		30/<
87/	PCW?	150	6-917	21/03/01	X-157	OUTFIT COACH 51'	WOOD	X-402		30/<
98/01	B&S	151	6-917	21/03/01	X-165	OUTFIT COACH 51'	WOOD	X-403		30/<
98/01	B&S	152	6-917	21/03/01	X-166	OUTFIT COACH 51'	WOOD	X-404		30/<
98/01	B&S	500	6-1032	21/03/12	X-167	OUTFIT COACH 62'	WOOD	X-411		30/<
98/01	B&S	156	6-689	19!11!06	X-180	DITCHER COACH 57'	WOOD	X-406		30/<
98/05	B&S	81	6-1179	25!04!04	X-291	OUTFIT BAGGAGE	WOOD	X-401		30/<
98/01	B&S	256	6-1179	25!04!01	X-292	OUTFIT COACH 58'	WOOD	X-410		30/<
98/01	B&S	253	6-1307	26!11!22	X-298	OUTFIT COACH 58'	WOOD	X-407		30/<
98/01	B&S	254	6-1307	26!11!02	X-299	OUTFIT COACH 58'	WOOD	X-408		30/<
98/01	B&S	257	6-1347	27!11!21	X-400	OUTFIT COACH 58'	WOOD	Dismantled	6-2366	52!12!31
98/	B&S	X-291		30/<	X-401	OUTFIT BAGGAGE	WOOD			40/<
83/03	B&S	98	6-1952	40!03!28	X-401	OUTFIT (EX BUSINESS CAR)	SUF	D/F SP&S	6-2087	44!12!30
87/	PCW?	X-157		30/<	X-402	OUTFIT COACH 58'	WOOD	Dismantled	6-2335	51!12!05
98/01	B&S	X-165		30/<	X-403	OUTFIT COACH 58'	WOOD	RETIRED	6-2358	52!05!15
98/01	B&S	X-166		30/<	X-404	OUTFIT COACH 58'	WOOD	Dismantled	6-2366	52!11!14
98/01	B&S	X-105		30/<	X-405	OUTFIT COACH 58'	WOOD	Dismantled	6-2428	55!02!28
98/01	B&S	X-180		30/<	X-406	OUTFIT COACH 57'	WOOD	RETIRED	6-2358	52!05!15
98/01	B&S	X-298		30/<	X-407	OUTFIT COACH 58'	WOOD	RETIRED	6-2352	52!02!27
98/01	B&S	X-299		30/<	X-408	OUTFIT COACH 58'	WOOD	Dismantled	6-2335	51!12!12
98/01	B&S	X-127		30/<	X-409	OUTFIT COACH 58'	WOOD	RETIRED	6-2209	47!05!09
98/01	B&S	X-292		30/<	X-410	OUTFIT COACH 58'	WOOD	D/D SP&S	6-1836	36!02!13
98/01	B&S	B-2	6-1952	40!04!09	X-410	OUTFIT (EX BUSINESS CAR) 63'	WOOD	RETIRED	6-2341	52!11!26
98/01	B&S	X-167		30/<	X-411	OUTFIT COACH 62'	WOOD	RETIRED	6-2352	52!03!20
96/	PULLMAN	58	6-1392	27!12!27	X-412	OUTFIT BAGG/COACH 58'	WOOD	Dismantled	6-2251	48!11!30
96/06	PULLMAN	59	6-1392	27!12!27	X-413	OUTFIT BAGG/COACH 58'	WOOD	RETIRED	6-2341	52!01!17
08/11	P2361 3644	67	6-1952	40!05!21	X-414	OUTFIT BAGGAGE 71'	WOOD	Dismantled	6-2428	55!01!28
08/11	P2361 3644	68	6-1952	40!06!04	X-415	OUTFIT BAGGAGE 71'	WOOD	BN		70/03/03
08/11	P2361 3644	69	6-1952	40!09!16	X-416	OUTFIT BAGGAGE 71'	WOOD	BN		70/03/03
09/06	P2361 3697	70	6-1952	40!10!11	X-417	OUTFIT BAGGAGE 71'	WOOD	Dismantled	S28-62	62!08!24
09/06	P2361 3697	71	6-1952	40!10!09	X-418	OUTFIT BAGGAGE 71'	WOOD	SOLD	S10-69	69/04

<u>NEW</u>	<u>BUILDER</u>	<u>EX(RR/BLDR)</u>	<u>AFE</u>	<u>ACQUIRED</u>	<u>SP&S</u>	<u>DESCRIPTION</u>	<u>Name/Construction</u>	<u>TO</u>	<u>AFE</u>	<u>DISPOSED</u>
98/05	B&S	83	6-1952	40!07!15	X-419	OUTFIT BAGGAGE 5'	WOOD	RETIRED	6-2352	52!01!22
98/05	B&S	84	6-1952	40!07!15	X-420	OUTFIT BAGGAGE 5'	WOOD	Dismantled	6-2428	55!04!29
		SLSF 314	6-2087	44/03/20	X-421	OUTFIT BAGGAGE 70'	SUF	BN		70/03/03
						Rebuilt from SLSF baggage car wrecked Eavan, WA 42!03!22				
11/07	AC&F	85	6-1952	40!10!11	X-440	OUTFIT BAGGAGE 70'	WOOD	RETIRED	6-2341	52!10!27
11/07	AC&F	87	6-1952	40!10!11	X-441	OUTFIT BAGGAGE 70'	WOOD	Dismantled	6-2399	53!01!16
06/06	B&S	88	6-1952	40!08!30	X-442	OUTFIT BAGGAGE 70'	WOOD	Dismantled	6-2352	52!01!07
06/06	B&S	89	6-1952	40!08!30	X-443	OUTFIT BAGGAGE 70'	WOOD	Dismantled	6-2503	55!06!16
08/11	P2359 3642	100	6-1952	40!06!05	X-444	OUTFIT COACH 77'	WOOD	Dismantled	6-2428	55!04!29
08/11	P2359 3642	101	6-1952	40!10!16	X-445	OUTFIT BUNK 77'	WOOD	Dismantled	6-2593	60!12!30
08/11	P2359 3642	102	6-1952	40!10!16	X-446	OUTFIT COACH 77'	WOOD	Dismantled	6-2428	54!11!19
08/11	P2359 3642	103	6-1952	40!10!16	X-447	OUTFIT COACH 77'	WOOD	SOLD	S10-69	69/04
08/11	P2359 3642	104	6-1952	40!10!12	X-448	OUTFIT COACH 77'	WOOD	D/F SP&S	6-2116	44!11!12
09/06	P2359 3936	105	6-1952	40!10!16	X-449	OUTFIT BUNK 77'	WOOD	Dismantled	6-2593	60!12!23
09/06	P2359 3936	106	6-1952	40!07!26	X-450	OUTFIT COACH 77'	WOOD	Dismantled	6-2428	54!12!07
09/06	P2359 3936	107	6-1952	40!07!26	X-451	OUTFIT COACH 77'	WOOD	Dismantled	6-2357	52!04!18
09/04	B&S	120	6-1952	40!06!04	X-452	OUTFIT COACH 78'	WOOD	Dismantled	6-2482	56!11!01
09/04	B&S	121	6-1952	40!06!04	X-453	OUTFIT COACH 78'	WOOD	Dismantled	S11-64	64!12!16
09/05	B&S	122	6-1952	40!06!04	X-454	OUTFIT COACH 78'	WOOD	D/FSP&S	6-2123	45!02!15
08/10	P2358 3641	200	6-1952	40!07!26	X-455	OUTFIT COACH 77'	WOOD	Dismantled	6-2428	54!12!07
08/10	P2358 3641	201	6-1952	40!10!12	X-456	OUTFIT DINER 77'	WOOD	Dismantled	6-2593	61!04!06
08/10	P2358 3641	202	6-1952	40!07!26	X-457	OUTFIT COACH 77'	WOOD	Dismantled	S20-66	66!07!26
08/10	P2358 3641	203	6-1952	40!07!26	X-458	OUTFIT COACH 77'	WOOD	Dismantled	6-2541	58!10!13
08/10	P2358 3641	204	6-1952	40!10!16	X-459	OUTFIT COACH 77'	WOOD	D/F SP&S	6-2116	44!09!14
08/10	P2358 3641	205	6-1952	40!07!26	X-460	OUTFIT SHOWER CAR 77'	WOOD	Dismantled	6-2593	60!11!10
09/06	P2358 3695	206	6-1952	40!07!26	X-461	OUTFIT DINER 77'	WOOD	Dismantled	6-2593	60!12!30
09/06	P2358 3695	207	6-1952	40!10!12	X-462	OUTFIT COACH 77'	WOOD	Dismantled	6-2428	55!01!28
09/06	P2358 3695	208	6-1952	40!05!14	X-463	OUTFIT COACH 77'	WOOD	SOLD		69/07
09/06	P2358 3695	209	6-1952	40!07!15	X-464	OUTFIT COACH 77'	WOOD	Dismantled	6-2428	55!02!28
09/06	P2358 3695	210	6-1952	40!05!13	X-465	OUTFIT COACH 77'	WOOD	BN		70/03/03
98/01	B&S	259	6-1952	40!04!05	X-466	OUTFIT COACH 58'	WOOD	Dismantled	6-2024	42/03
08/06	P2357 3640	550	6-1952	40!07!15	X-467	OUTFIT COACH (OBS) 77'	WOOD	RETIRED	6-2341	52!02!27
08/06	P2357 3640	551	6-1952	40!05!21	X-468	OUTFIT COACH (OBS) 77'	WOOD	Dismantled	6-2428	54!11!19
09/06	P2357 3699	552	6-1952	40!06!10	X-469	OUTFIT KITCHEN/DINER 77'	WOOD	Dismantled	6-2593	61!01!30
09/06	P2357 3699	553	6-1952	40!06!10	X-470	OUTFIT KITCHEN/DINER 77'	WOOD	Dismantled	6-2428	55!10!19
29/07/19	P7042C 6303	404	S37-65	66!01!16	X-470	OUTFIT KITCHEN-DINER 80'	STEEL	BN		70/03/03
12/03/08	B&S	555	6-2131	45!04!16	X-471	OUTFIT KIT/DIN/COMM 77'	SUF	BN		70/03/03
15/	P2860 4317	406	6-2509	Cancelled	X-472	OUTFIT DINER 80'	STEEL	Converted instead to Instruction Car 111		
15/	GE	1101	6-2075	44/01/18	X-475	OUTFIT KITCHEN/DINER	STEEL	Dismantled	6-2419	54!07!09
12/03/08	B&S	110	6-2124	45/03/19	X-476	OUTFIT COACH 77'	SUF	SOLD	S10-69	69/04
12/03/08	B&S	221	6-2161	46!04!12	X-477	OUTFIT KIT/DIN/BUNK 77'	SUF	BN		70/03/03
12/03/08	B&S	108	6-2187	46!05!17	X-478	OUTFIT COACH 77'	SUF	BN		70/03/03
12/03/08	B&S	557	6-2194	46!12!31	X-479	OUTFIT BUNK 77'	SUF	Dismantled	S20-66	66!07!26
12/03/08	B&S	217	6-2194	46!12!31	X-480	OUTFIT DINER 77'	SUF	BN		70/03/03
12/03/08	B&S	214	6-2197	46!11!13	X-481	OUTFIT BUNK 77'	SUF	BN		70/03/03

<u>NEW</u>	<u>BUILDER</u>	<u>EX(RR/BLDR)</u>	<u>AFE</u>	<u>ACQUIRED</u>	<u>SP&S</u>	<u>DESCRIPTION</u>	<u>Name/Construction</u>	<u>TO</u>	<u>AFE</u>	<u>DISPOSED</u>
12/03/08	B&S	222	6-2197	46!11!25	X-482	OUTFIT KITCHEN-DINER 77'	SUF	BN		70/03/03
12/03/08	B&S	211	6-2214	47!07!10	X-483	OUTFIT BUNK 77'	SUF			68/<
12/03/08	B&S	212	6-2214	47!08!09	X-484	OUTFIT BUNK 77'	SUF	Dismantled	6-2357	52!04!18
12/03/08	B&S	213	6-2214	47!07!17	X-485	OUTFIT BUNK 77'	SUF	BN		70/03/03
12/03/08	B&S	215	6-2214	47!07!17	X-486	OUTFIT BUNK 77'	SUF	SOLD	S07/68	68/08/29
12/03/08	B&S	554	6-2214	47!09!05	X-487	OUTFIT BUNK 81'	SUF	BN		70/03/03
12/03/08	B&S	403	6-2240	48!03!04	X-488	OUTFIT COOK & MESS 80'	SUF	BN		70/03/03
08/10	P2356 3639	51	6-2257	48!09!29	X-489	OUTFIT BAGGAGE 80'	SUF	BN		70/03/03
11/06	AC&F	94	6-2257	49!01!21	X-490	OUTFIT BAGGAGE 70'	SUF	BN		70/03/03
12/03/08	B&S	219	6-2267	49/03/09	X-491	SAFETY INSTRUCTION CAR 77'	SUF	Dismantled	6-2593	61!03!27
08/11	P2360 3643	25	6-2267	49!05!18	X-492	OUTFIT BAGGAGE 70'	SUF	BN		70/03/03
08/11	P2360 3643	26	6-2267	49!05!18	X-493	OUTFIT BAGGAGE 70'	SUF	BN		70/03/03
12/03/08	B&S	218	6-2278	49/10/18	X-494	OUTFIT COACH 77'	SUF	BN		70/03/03
08/11	P2360 3643	28	6-2278	49!10!18	X-495	OUTFIT BAGGAGE 70'	SUF	BN		70/03/03
12/03/08	B&S	216	6-2278	50!04!12	X-496	OUTFIT COACH 77'	SUF	BN		70/03/03
12/03/08	B&S	220	6-2278	49!12!09	X-497	OUTFIT COACH 77'	SUF	BN		70/03/03
12/03/08	B&S	556	6-2280	50!09!28	X-498	OUTFIT COACH 81'	SUF	BN		70/03/03
08/11	P2360 3643	27	6-2284	50!06!28	X-499	OUTFIT BAGGAGE 70'	SUF	Dismantled	S37-65	66!08!18
09/06	P2408 3698	30	6-2284	51!03!31	X-500	OUTFIT SUPPLY CAR 70'	SUF	BN		70/03/03
11/06	AC&F	37	6-2284	51!03!27	X-501	OUTFIT SUPPLY/SHOWER 70'	SUF	BN		70/03/03
		US 755	6-2324	51!11!24	X-502	OUTFIT DINER 63'	STEEL	RETIRED		70/02/17
						X-502,3,4 purchased from US Army, former PRR MP54 cars, possibly same as US numbers.				
		US 756	6-2324	51!07!26	X-503	OUTFIT DINER 63'	STEEL	RETIRED		70/02/17
		US 758	6-2324	52!02!26	X-504	OUTFIT DINER 63'	STEEL	Dismantled	S37-65	66!02!04
15/	B&S	172	6-2341	52!11!21	X-505	OUTFIT KITCHEN-DINER-SLPR	STEEL	BN		70/03/03
11/06	AC&F	93	6-2352	52!04!07	X-506	OUTFIT CABLE CAR 70'	SUF	BN		70/03/03
12/03/08	B&S	53	6-2357	52!04!15	X-508	OUTFIT BAGGAGE 78'	SUF	BN		70/03/03
11/06	AC&F	92	6-2357	52!04!07	X-509	OUTFIT BAGGAGE 70'	SUF	BN		70/03/03
08/10	P2356 3639	50	6-2357	52!10!01	X-510	OUTFIT BAGGAGE 79'	SUF	BN		70/03/03
08/10	P2356 3639	52	6-2357	52!10!02	X-511	OUTFIT BAGGAGE 79'	SUF	BN		70/03/03
12/03/08	B&S	54	6-2357	52!10!01	X-512	OUTFIT BAGGAGE 78'	SUF	BN		70/03/03
15/	B&S	270	6-2399	53!05!28	X-513	OUTFIT BUNK 80'	STEEL	BN		70/03/03
15/	B&S	271	6-2399	53!05!08	X-514	OUTFIT BUNK 80'	STEEL	BN		70/03/03
10/	B&S	285	6-2399	53!05!11	X-515	OUTFIT BUNK 81'	STEEL	BN		70/03/03

<u>CAR NAMES IN SP&S OWNERSHIP</u> GOLDENDALE STEVENSON WILLAMETTE MOUNT ADAMS MOUNT JEFFERSON PORTLAND to 366 in 1953 32 GEO. B. ARMSTRONG 405 COLUMBIA 406 WILLAMETTE 600 MOUNT HOOD 601 MOUNT ST HELENS 700 INDIAN PASS 701 WAPINITIA PASS 702 SNAKE RIVER	<u>TERMS AND ABBREVIATIONS</u> YY/MM/DD date format YY!MM!DD exact date known A&CR Astoria & Columbia River RR AC&F American Car & Foundry B + plan + lot Budd Car Manufacturing Co. B&S Barney & Smith Car Co. CR&N Columbia River & Northern Railway CROSSEN Crossen Car Co. (Cobourg, Ontario) MKT Missouri-Kansas-Texas RR P + plan + lot Pullman (Standard) Car Mfg. Co. P&E Pacific & Eastern Railway Co. PCW Pullman Car Works (Detroit) PSCC Pressed Steel Car Co. S&IE Spokane & Inland Empire RR SLCC St. Louis Car Co. SLSF St. Louis San Francisco Railroad	<u>TERMS AND ABBREVIATIONS</u> () Previous name or feature [] Later modification or feature { } train name & colors, or multiple number id AC Air conditioning AFE Motive Power Department file reference CB Coach-Baggage D/A Destroyed Accident D/D Destroyed Derailment D/F Destroyed Fire D/W Destroyed Wreck PV Private varnish (privately owned car) RETIRED Further disposition not known S/L Streamlined lightweight (air conditioned) SFS Sold for scrap STEEL All steel (heavyweight) SUF Steel underframe TC # Pullman Tourist Car number WOOD All wood
<u>ACKNOWLEDGEMENTS and RESOURCES</u> A Century of Pullman Cars (2 Vol.) - Ralph L. Barger BN disposition data - Troyce Brooks Burlington Northern Annual 1973 - F. Hol Wagner Burlington Northern Passenger Cars - C. A. Rudisel GNRHS Reference Sheets 111, 127, 142, 238 Minnesota Historical Society, St. Paul, MN Northern Pacific Passenger Roster - Lorenz P. Schrenk Official Railway Equipment Registers - NMRA & CSRML Oregon Historical Society, Portland, OR Pacific Northwest Chapter, NRHS Library, Portland, OR Passenger Car Catalog - William Kratville Passenger Car Library Vol. 3 - W. David Randall Pullman Std Library Vol. 3 - W. David Randall & William M. Ross SP&SRHS "NWOR" Spring '88, 1994 #1, 1994 #3 Spokane Portland and Seattle Railway - C. Wood Streamliner Cars, Volumes 1, 3. - W. David Randall The Art of Brass (2 Vol.) - S. Kumata The North Bank Road - John Gaertner various publications - Robert J. Wayner		<u>AFE REFERENCES</u> nnnnn SP&S President's AFE file 6- SP&S Motive Power Department file Syy-nn SP&S President's file from 1960 Y-yy-nn Burlington Northern file number from 1970

LIST OF DIAGRAMS - DESCRIPTION AS ON DIAGRAM

Series Description	Diagram Date	Series Description	Diagram Date	Series Description	Diagram Date
1 Heater Car (GN Diagram)	1952	88-89 Baggage Cars	1926	309 Coach	1968
B-2 Business Car	1917	90-91 Baggage Cars	1941	366 Sleeping Car	1962
2 Heater Car (GN Diagram)	1952	92-94 Baggage Cars	1940	400-402 Dining Cars	1917
22 Official Car (GN Diagram)	1911	99 Business Car	1916	403 Dining Car	1917
25-30 Combination Mail & Baggage Cars	1947	99 Business Car	1947	404 Diner	1941
28,37 Combination Mail & Baggage Cars	1920	99 Business Car	1951	405 Diner	1962
31 Postal - Baggage Car	1962	99 Business Car	1962	406 Diner	1947
32 Mail & Baggage Car	1966	100-107 Combination Coach and Smoking Car	1917	406 Diner	1966
40-42 Combination Mail & Express Cars	1947	108-112 Smoking Cars	1945	500 Observation/Business (Outfit Diagram)	1924
41 Postal - Baggage Car	1965	111 Examination Car	1962	550-553 Buffet-Observation-Parlor Cars (Outfit)	1953
42,43 Postal - Baggage Cars	1965	120-122 Smokers	1917	554-556 Buffet-Observation-Parlor Cars	1936
43 Combination Mail & Baggage	1947	150 Coach	1917	557 Buffet-Observation-Parlor Cars	1947
44 Combination Mail & Baggage	1947	151,152,154 Smokers	1917	558-559 Café-Reserved Seat Coaches	1949
45-46 Mail & Baggage Cars	1965	155-156 Coaches (Outfit Diagram)	1925	559 Dome Coach	1955
50-52 Baggage Cars	1940	157-158 Coaches	1917	570-572 Parlor Cars (best guess)	
50-52 Mail Storage Cars	1962	172 Coach	1939	600-601 Lounge - Sleeping Car	1962
51 Combination Baggage & Smoker	1917	210 Passenger Coaches	1917	700 Sleeping Car	1963
52 Combination Baggage & Smoker	1917	216,218,219,220 Passenger Cars	1947	701 Sleeping Car	1963
53-54 Baggage Cars	1947	250 Coach	1917	702 Sleeping Car	1963
55-57 Mail Storage Cars	1962	253-259 Coaches	1917	1101 Gas Electric Car	1944
57-59 Combination Baggage & Smoker (Outfit)	1937	258 Coach	1922	1102 Gas Electric Motor Car	1923
58 Mail Storage Car	1962	260 Coach	1917	1332 Dome Coach	1955
59 Mail Storage Car	1962	270-276 Coaches	1937	Note 1 Lounge - Sleeping Cars	1949
60-69 Baggage Cars	1962	272-273 Baggage - Coaches	1962	X-4 Tool Car	1925
66-71 Baggage Cars	1916	275-276 Coaches	1962	X-421 Outfit Car	1952
70 Dynamo Baggage Car	1917	277-278 Coaches	1944	X-491 Instruction Car	1954
75 Dormitory Baggage Car	1962	280 Coach	1968	X-502-504 Outfit Cars	1952
76 Baggage - Dormitory Car	1966	285 Coach	1947	GN 262-265 Baggage Car (GN Diagram)	1952
80-82 Baggage Cars (Outfit Diagram)	1925	300 Deluxe Coach (NP Diagram of 588-597)	1963	GN 999 Coach (GN Diagram)	1952
83 Baggage Car	1926	301-305 Delux - Day Coach	1962	GN 1057 Café - Observation (GN Diagram)	1952
84 Baggage Car	1926	306 Dome Sleeper	1955		
85,87 Baggage Cars	1926	307-308 Coaches	1968	Note 1 Mount Adams, Mount Jefferson	

Notes Regarding Diagrams

Original diagrams, or copies acquired, were of various sizes.
All have been adjusted to fit the Letter page.
The original diagram is within the border in the top half of the page.

Diagrams from the 1940s and earlier have been inverted
from the original blue-print to black-on-white.
Historical and roster notes below each diagram are by this author.

1944			INDEX					
	DESCRIPTION	PAGE	CAR NO.	DESCRIPTION	PAGE	CAR NO.	DESCRIPTION	PAGE
			99	BUSINESS CAR - ALL STEEL	26	403	DINER - STEEL U.F.	51
						404	DINER - AIR COND ALL STEEL	52
9	CHEVROLET INSPECTION CAR	4						
25-27 & 30	MAIL & BAGGAGE - STEEL U.F.	5	108 - 112	SMOKERS - STEEL U.F.	29			
28 & 37	MAIL & BAGGAGE - STEEL U.F.	6				554 - 556	BUF - OBS, PARLOR - STEEL U.F.	55
						557	BUF - OBS, PARLOR - STEEL U.F.	56
40-42	MAIL & BAGGAGE - ALL STEEL	8				558-559	CAFÉ RES-SEAT-COACH - ALL STL	57
43	MAIL & BAGGAGE - ALL STEEL	9						
44	MAIL & BAGGAGE - ALL STEEL	10	172	COACH - ALL STEEL	34			
						1101	GAS ELECTRIC - COMB, ALL STL	61
			211 - 222	COACHES - STEEL U.F.	29			
50 - 51 - 52	BAGGAGE - MDSE STEEL U.F.	16						
			258	COACH SMOKER - ALL WOOD	42			
90 - 91	BAGGAGE - ALL STEEL	20						
92, 93 & 94	BAGGAGE - STEEL U.F.	21	270 - 276	COACH - SMOKER - ALL STEEL	46			
			277 - 278	COACH AIR COND - ALL STEEL	47			
			400	DINER TO BAG 52 STEEL U.F.	50			

1947			INDEX					
CAR NO.	DESCRIPTION	PAGE	CAR NO.	DESCRIPTION	PAGE	CAR NO.	DESCRIPTION	PAGE
9	CHEVROLET INSP. CAR	1						
25	MAIL & BAG. - STEEL U.F.	2						
26	MAIL & BAG. - STEEL U.F.	2						
27	MAIL & BAG. - STEEL U.F.	2	90	BAGGAGE - ALL STEEL	17			
28	MAIL & BAG. - STEEL U.F.	3	91	BAGGAGE - ALL STEEL	17			
30	MAIL & BAG. - STEEL U.F.	2	92	BAGGAGE - STEEL U.F.	18			
37	MAIL & BAG. - STEEL U.F.	3	93	BAGGAGE - STEEL U.F.	18			
40	MAIL & BAG. - ALL STEEL	4	94	BAGGAGE - STEEL U.F.	18			
41	MAIL & BAG. - ALL STEEL	4						
42	MAIL & BAG. - ALL STEEL	4						
43	MAIL & BAG. - ALL STEEL	5				403	DINER - STEEL U.F.	31
44	MAIL & BAG. - ALL STEEL	6				404	DINER - A.C. - ALL STEEL	32
			99	BUSINESS CAR - ALL STEEL	22			
			172	COACH - ALL STEEL	23			
			216,218,219,220	COACH - STEEL U.F.	24			
			270	COACH - ALL STEEL	25	556	BUF. OBS. PARLOR - STEEL U.F.	35
			271	COACH - ALL STEEL	25	558	CAFÉ-RES.SEAT.COACH A.C. ALL STEEL	36
50	BAG. - MDSE STEEL U.F.	10	272	COACH - ALL STEEL	25	559	CAFÉ-RES.SEAT.COACH A.C. ALL STEEL	36
51	BAG. - MDSE STEEL U.F.	10	273	COACH - ALL STEEL	25			
52	BAG. - MDSE STEEL U.F.	10	274	COACH - ALL STEEL	25			
53	BAG. - MDSE STEEL U.F.	11	275	COACH - ALL STEEL	25			
54	BAG. - MDSE STEEL U.F.	11	276	COACH - ALL STEEL	25			
			277	COACH - A.C. - ALL STEEL	26			
			278	COACH - A.C. - ALL STEEL	26			
			285	COACH - A.C. - STEEL U.F.	27			

1953			INDEX					
CAR NO.	DESCRIPTION	PAGE	CAR NO.	DESCRIPTION	PAGE	CAR NO.	DESCRIPTION	PAGE
40	MAIL & BAG. - STEEL	3	65	BAG. STEEL	12			
			66	BAG. STEEL	12	300	DELUXE D.N. COACH A.C. STEEL	28
			67	BAG. STEEL	12	301	DELUXE DAY COACH A.C. STEEL	29
			68	BAG. STEEL	12	302	DELUXE DAY COACH A.C. STEEL	29
			69	BAG. STEEL	12	303	DELUXE DAY COACH A.C. STEEL	29
						304	DELUXE DAY COACH A.C. STEEL	29
45	MAIL & BAG STEEL	7	75	BAG - DORM-A.C. STEEL	16	305	DELUXE DAY COACH A.C. STEEL	29
46	MAIL & BAG STEEL	7				350	DELUXE D.N. COACH A.C. STEEL	30
47	MAIL & BAG STEEL	7	90	BAG - STEEL	17			
48	MAIL & BAG STEEL	8	91	BAG - STEEL	17	404	DINER - A.C. STEEL	32
49	MAIL & BAG STEEL	8				405	DINER - A.C. STEEL	33
50	MAIL STORAGE STEEL	10	99	BUSINESS CAR - STEEL	22	406	DINER - A.C. STEEL	34
51	MAIL STORAGE STEEL	10						
55	MAIL STORAGE STEEL	11A						
56	MAIL STORAGE STEEL	11A	272	COACH STEEL	25		LOUNGE-SLEEPER - MT. ADAMS	36A
57	MAIL STORAGE STEEL	11A	273	COACH STEEL	25		LOUNGE-SLEEPER - MT. JEFFERSON	36A
58	MAIL STORAGE STEEL	11B	274	COACH STEEL	25		LOUNGE-SLEEPER - MT. HOOD	37
59	MAIL STORAGE STEEL	11C	275	COACH A.C. STEEL	25A		LOUNGE-SLEEPER - MT. ST. HELENS	37
60	BAG. STEEL	12	276	COACH A.C. STEEL	25A			
61	BAG. STEEL	12	277	COACH A.C. STEEL	26	700	SLEEPING CAR INDIAN PASS	38
62	BAG. STEEL	12	278	COACH A.C. STEEL	26	366	SLEEPING CAR	39
63	BAG. STEEL	12	279	COACH A.C. STEEL	26A	701	SLEEPING CAR WAPINITIA PASS	40
64	BAG. STEEL	12	280	COACH A.C. STEEL	26A	702	SLEEPING CAR SNAKE RIVER	41

1968			INDEX					
CAR NO.	DESCRIPTION	PAGE	CAR NO.	DESCRIPTION	PAGE	CAR NO.	DESCRIPTION	PAGE
31	MAIL & BAGGAGE	2	65	BAG	12			
32	MAIL & BAG	3	66	BAG	12			
41	MAIL & BAG	4	67	BAG	12	301	DELUXE DAY COACH A.C.	29
42	MAIL & BAG	5	68	BAG	12	302	DELUXE DAY COACH A.C.	29
43	MAIL & BAG	5	69	BAG	12	303	DELUXE DAY COACH A.C.	29
45	MAIL & BAG	7	75	BAG - DORM-A.C.	16	304	DELUXE DAY COACH A.C.	29
46	MAIL & BAG	7	76	BAG - DORM-A.C.	16A	305	DELUXE DAY COACH A.C.	29
			90	MAIL STORAGE	17	307-308	DELUXE COACH STAINLESS	30
			91	BAG STORAGE	18	309	DELUXE COACH STAINLESS	30A
						559	DOME COACH STAINLESS	31
50	MAIL STORAGE	10	99	BUSINESS CAR	22	1332	DOME COACH STAINLESS	31A
51	MAIL STORAGE	10						
52	MAIL STORAGE	10				405	DINER - A.C. COLUMBIA	33
						406	DINER - A.C. WILLAMETTE	34
55	MAIL STORAGE	11A	111	EXAMINATION CAR	23			
56	MAIL STORAGE	11A	272	COACH - BAG	25	306	DOME SLEEPER	36
57	MAIL STORAGE	11A	273	COACH - BAG	25	366	SLEEPING CAR - PORTLAND	39
58	MAIL STORAGE	11B	274	COACH	25A	600	LOUNGE-SLEEPER - MT. HOOD	37
59	MAIL STORAGE	11C	275	COACH A.C.	25B	601	LOUNGE-SLEEPER - MT. ST. HELENS	37
60	BAG 976093	12	276	COACH A.C.	25B	700	SLEEPING CAR INDIAN PASS	38
61	BAG	12				701	SLEEPING CAR WAPINITIA PASS	40
62	BAG 976094	12				702	SLEEPING CAR SNAKE RIVER	41
63	BAG	12						
64	BAG	12	280	COACH A.C.	26			

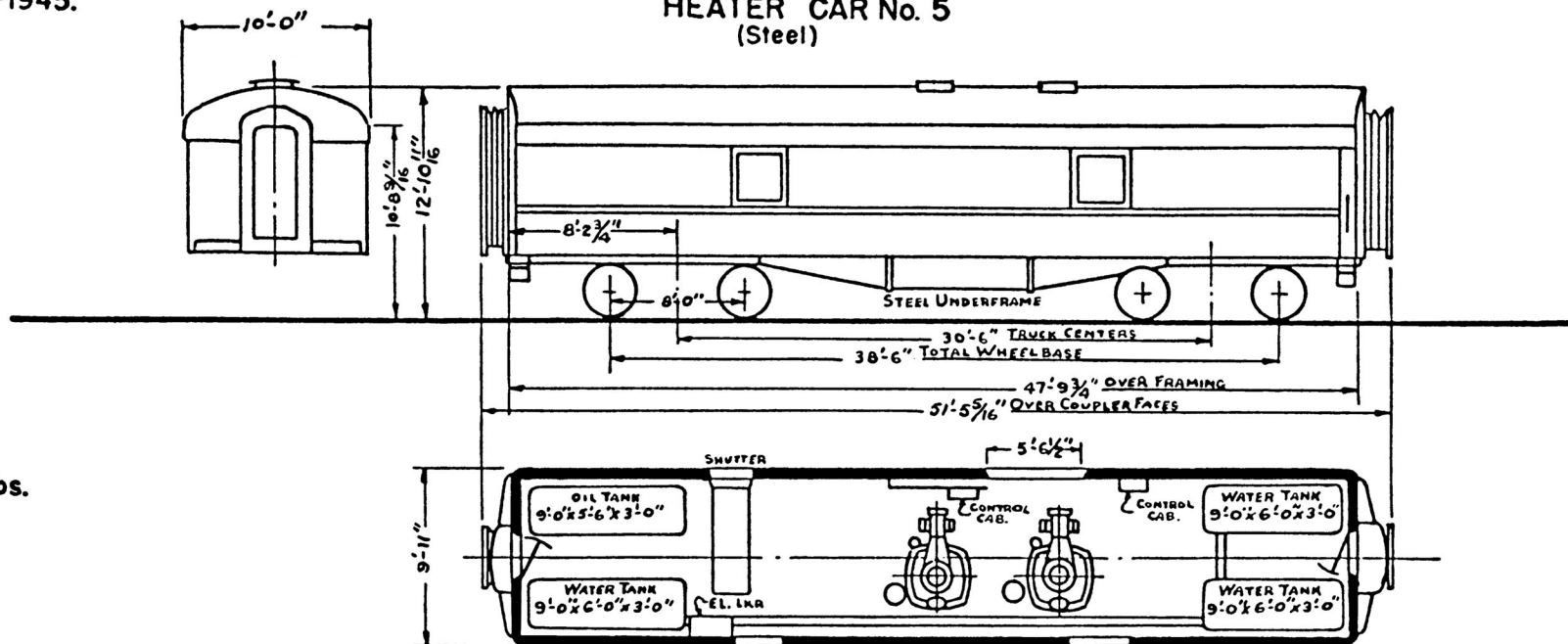
Built by G.N.Ry.-1929.
Altered by G.N.Ry.-1945.

HEATER CAR No. 5 (Steel)

3

Built from old
Diner No. 1001.

Lt.Wt. 136445Lbs.



AFE 71167

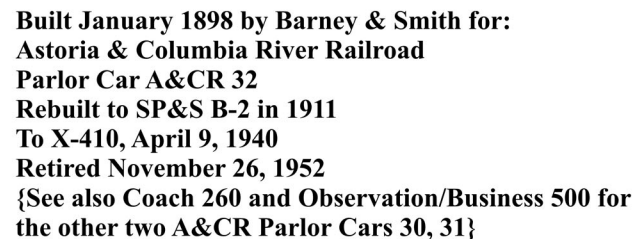
E.B.Colors

Weight _____ 175000Lbs.	Truck Centers _____ 30'-6"	Air Brake _____	Finish-Exterior _____ Painted Steel
Length Over Framing _____ 47'-9 3/4"	Wheelbase-Truck _____ 8'-0"	" " Cyl. _____ 18"x12"	" -Interior _____ "
" " Buffers _____ 51'-5 5/16"	" -Total _____ 38'-6"	" Compressor Type S-16 _____ West.	Lighting _____ Motor-Gen. _____ Electric
Width " Framing _____ 9'-11"	Wheels _____ Rolled Steel _____ 36"	Steam Gen. _____ 2-Vapor-Clarkson	Batteries _____ 25XSTVB _____ Philco
" " Crown Mldg. _____ 10'-0"	Journals _____ 6"x11"	Fuel Oil Copy. _____ 1100 Gals	Draft Gear _____ A-5-X _____ Miner
Handbrake _____ Wheel	Kind Of Truck _____ Cast Steel	Boiler Water Copy. _____ 3570 "	Coupler _____ Swivel Butt _____ 5"x7"
	Brakes _____ Clasp		

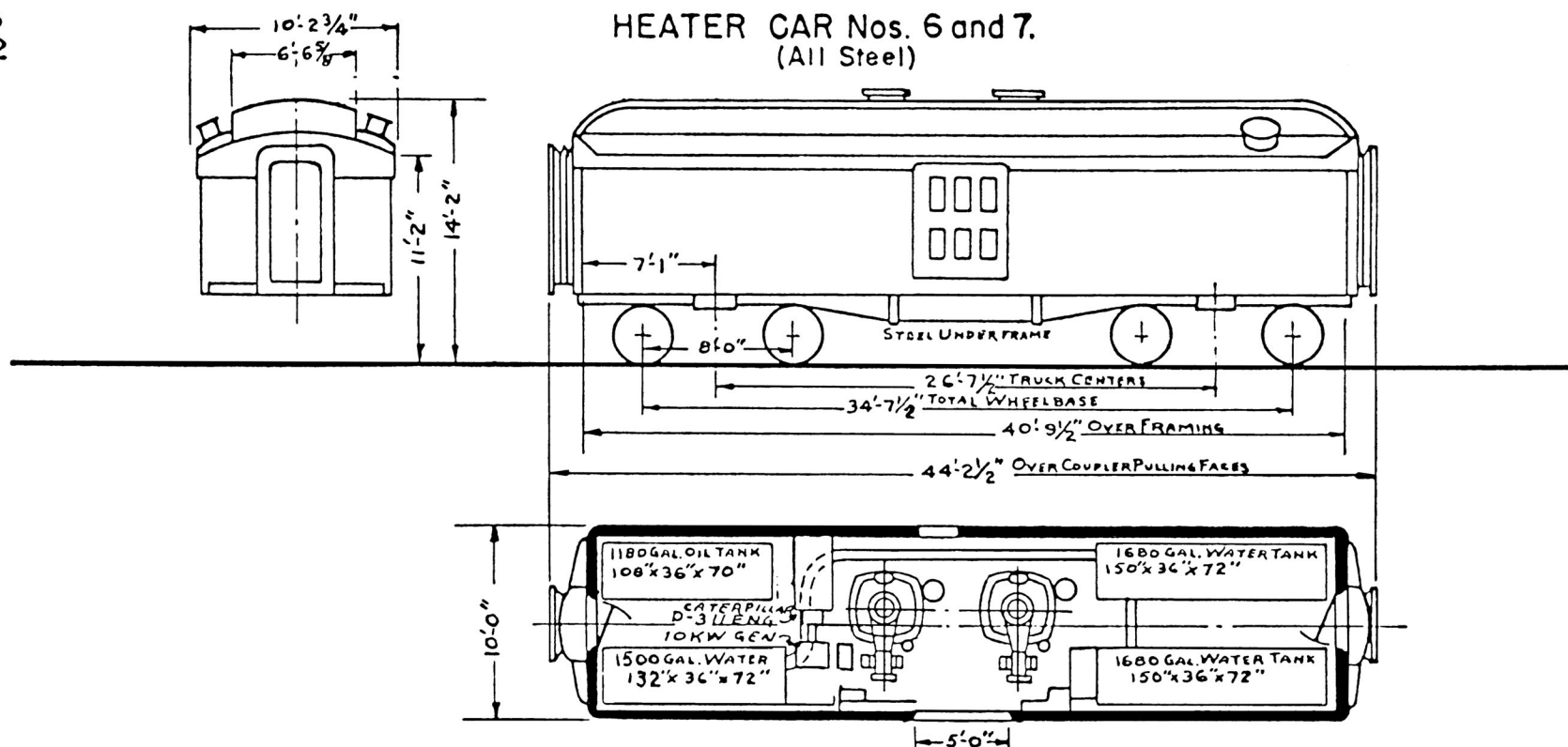
SPOKANE, PORTLAND & SEATTLE RAILWAY
1 HEATER CAR, 1952 GREAT NORTHERN DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, August 26, 2005

Built by Pullman to Plan 2084D Lot 3207 on September 19, 1905
GN 1001 Diner,
To GN 5 Heater Car 1929
To SP&S 1 October 1969
Dismantled April 12, 1974

4-1-49, 6-1-52, 8-1-52



Built by A.C.&F.-1913.
 Converted by G.N.Ry.-1943
 Diesel Gen. Applied - 1952



AFE 32887, 65755, 82870

Weight * _____ Lbs.	Truck Centers _____ 26'-7 1/2"	Air Brake _____	Finish-Exterior _____ Painted Steel
Length Over Framing _____ 40'-9 1/2"	Wheelbase-Truck _____ 8'-0"	" " Cyl. _____ 16"x12"	" -Interior _____ "
" " Buffers _____ 44'-2 1/2"	" -Total _____ 34'-7 1/2"	Steam Gen. _____ 2-Vapor-Clarkson	Lighting _____ 10 KW-Diesel _____ Electric
Width " Framing _____ 10'-0"	Wheels _____ Rolled Steel _____ 36 1/2"	Fuel Oil Cap'y. _____ 1180 Gals	Batteries _____ Gould
" " Crown Mldg. _____ 10'-2 3/4"	Journals _____ 6"x11"	Boiler Water Cap'y _____ 4860 "	Draft Gear _____ Farlow
Handbrake _____	Kind Of Truck _____ Cast Steel		Coupler _____ Short Shank _____ 5"x7"
	Brakes _____ Inside Hung		

SPOKANE, PORTLAND & SEATTLE RAILWAY
 2 HEATER CAR, 1952 GREAT NORTHERN DIAGRAM
 Scanned from copy from Ralph L. Barger.
 Restored by Paul T. Hobbs, August 26, 2005

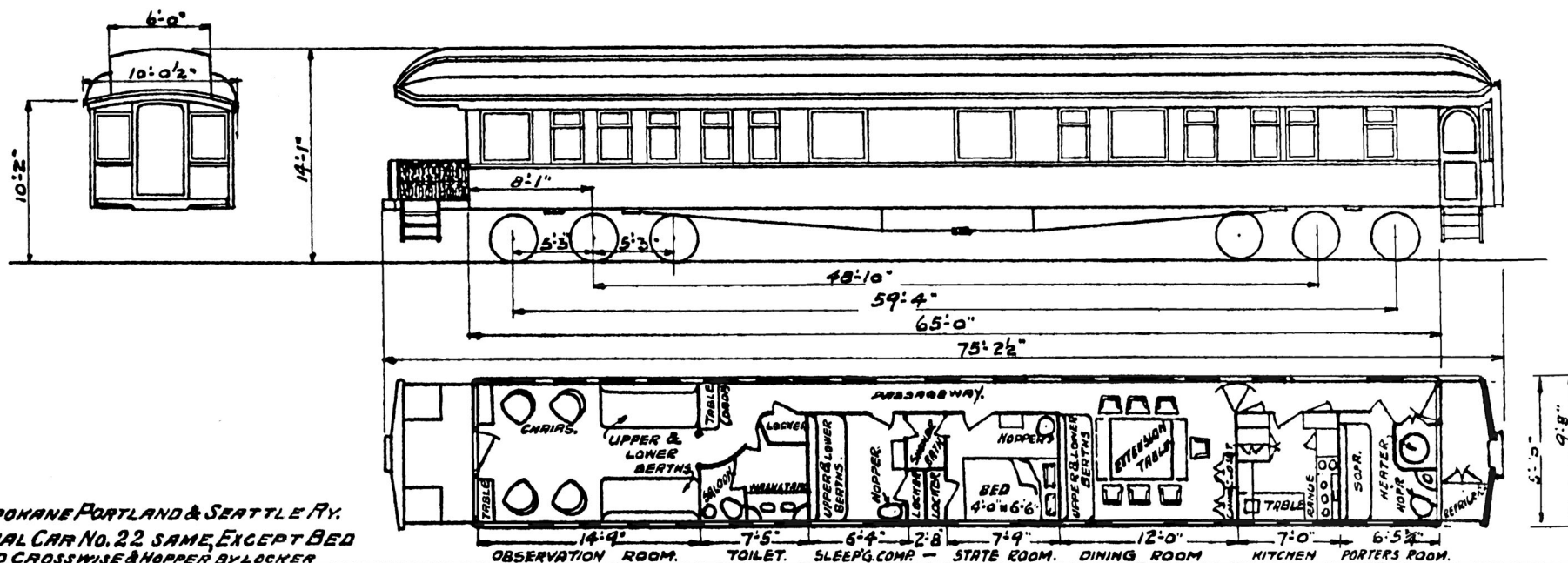
Built by American Car & Foundry November 2, 1913
 GN 91 Mail
 To GN 20 November 1926 Mail & Baggage
 To GN 201 October 1928 Baggage
 To GN 7 January 26, 1943 Heater Car
 To SP&S 2 October 1969
 Sold to J. Simon and Sons August 9, 1974

4-1-49, 6-1-52, 8-1-52.

REBUILT BY G.M.Ry. 1908. A25
 " " " 1910. S.P.&S. 22

OFFICIAL CAR No. A25,
 " " S.P.&S. 22

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NOTE: SPOKANE PORTLAND & SEATTLE RY.
 OFFICIAL CAR No. 22 SAME, EXCEPT BED
 TURNED CROSSWISE & HOPPER BY LOCKER

WEIGHT. A25 = 109,700 LBS.	TRANSOM CENTERS. 48'-10"	AIR BRAKES. (MAKER) NEW YORK CO.	FINISH EXTERIOR. GROOVED SHEATHING
LENGTH OVER FRAMING. 65'-0"	TOTAL WHEEL BASE. 59'-4"	AIR SIGNAL. (MAKER) NEW YORK CO.	FINISH INTERIOR. MAHOGANY.
LENGTH OVER BUFFERS. 75'-2 1/2"	TRUCK WHEEL BASE. 10'-6"	HEATER. (MAKER) BAKER.	HEADLING.
WIDTH OVER FRAMING. 9'-8"	WHEELS. STEEL TIRES, DIAM. 42"	HEATER PIPING. DIA. FT.	LIGHTING. GAS & ELECTRIC.
WIDTH OVER CROWN MLDG. 10'-0 1/2"	NUMBER OF WHEELS. 12		LAMPS. (GAS) 12 BKT, 2 CEN. - LT, 1 CEN.
	JOURNALS, SIZE. 4 1/2" x 8"		2 LT, 2 VEST. (ELEC) 25 INCAND (GLASS) 1/2 IN HIGHER

GREAT NORTHERN RAILWAY
 SP&S 22 OFFICIAL CAR, 1911 DIAGRAM
 Scanned and inverted from copy from GN 1911 Diagram Book,
 Robert J. Richter Collection
 Restored by Paul T. Hobbs, January 2, 2007

This was the second-earliest-built car in the SP&S fleet.
 It carried more different car numbers than any other - ten.

Built by Barney & Smith, March 29, 1883
 As St. P M & M 213 "NORTHCOTE" 14-Section Sleeping Car
 To GN 213, April 1890 [same name]
 To GN 905, January 1900 [same name]
 To GN 8301, July 1907 [same name]
 To SP&S 22, October 21, 1910, rebuilt by GN to Official Car
 To B-1, before July 1911
 To 99, November 27, 1911 - see diagram

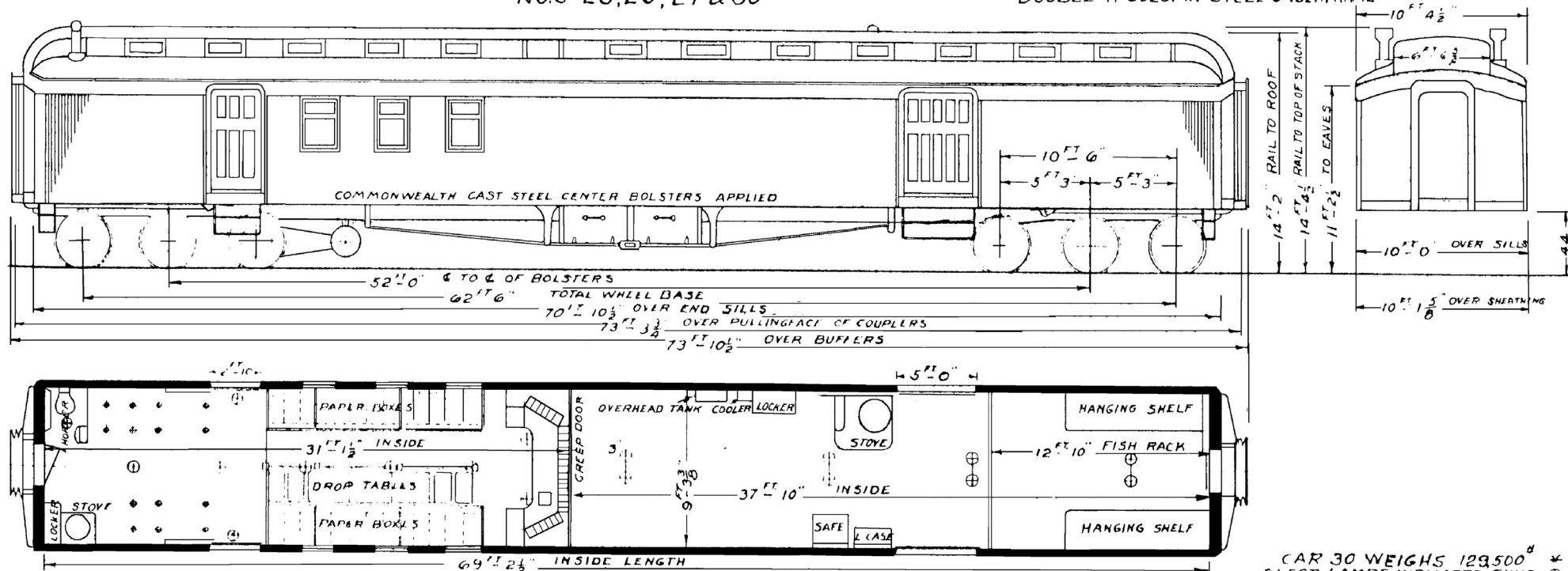
Service:
 Assigned to President

BUILT BY PULLMAN CO 1908, 1909
REBUILT STEEL UNDERFRAME APPLIED

COMB. MAIL & BAGGAGE CARS NO. 25, 26, 27 & 30

DOUBLE H COLUMN STEEL UNDERFRAME

PAGE 2

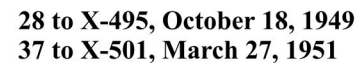


WEIGHT LBS. TOTAL -	* 127,000	JOURNALS -	5 X 9"	HEATERS -	2 STOVES & GOLD DIRECT SYSTEM	BATTERIES -	STANDARD SET
DRAFT GEAR -	TWIN SPRING	HOPPER -	FLUSH	FINISH INTERIOR -	PAINTED GRAY	LAMPS -	10 SINGLE, 4 DOUBLE
TRUCKS -	WOOD	AIR BRAKE -	N Y.	HEAD LINING -	CEILING, PAINTED GREY	64 V. 4 KW AXLE GEN. CAR 30 ONLY	
WHEELS -	36" STEEL	" " CYL. -	18" X 12"	LIGHTING -	ELECTRIC	HAS VAPOR 1136 METALIC STEAM CONNECTOR	

SPOKANE, PORTLAND & SEATTLE RAILWAY
25-27, 30 COMBINATION MAIL & BAGGAGE CARS, 1947 DIAGRAM
Scanned from copy from the MHS Collection.
Restored by Paul T. Hobbs, August 16, 1999

Built by Pullman Plan 2360 Lot 3643 August 1908; Cars 25 - 29
Built by Pullman Plan 2360 Lot 3698 June 1909; Car 30
Rebuilt in 1913 from 40' to 30' Mail Apartment
Steel underframe installed from April 1916

25 to X-492, May 18, 1949
26 Destroyed, Accident at Hangman Creek, WA., April 9, 1910
65 Rebuilt to 26(2) June 17, 1912
26 to X-493, May 18, 1949
27 to X-499, June 28, 1950
28 See other diagram
29 Destroyed, Derailment at Fountain, WA., October 5, 1909
30 to X-500, March 31, 1951



Technical drawing of a baggage car, showing side and plan views with dimensions.

Side View (Top): Labeled "ALUMINUM SUPERSTRUCTURE". Overall height is 13'-6".

Plan View (Bottom): Overall length is 85'-0" Over Buffers Coupled. Overall width is 10'-0".

Dimensions and Layout:

- Side view segments: 8'-3", 3'-2", 18'-8", 18'-5", 5'-0", 12'-0", 5'-0", 10'-11".
- Plan view segments: 8'-3", 3'-2", 18'-8", 18'-5", 5'-0", 12'-0", 5'-0", 10'-11".
- Plan view width segments: 9'-6" (main body), 10'-0" (total).
- Plan view labels: "BAGGAGE APARTMENT", "Over End Sills", "Over Buffers Coupled".

Wt Total 135,480 lbs.	Timken Roller Bearings 6"x11"	Hopper - Flush	
	Heating - Steam Manual Control	Windows - A & W Co.	Steam Cooker
Trucks - 6"x11" - Gen. Steel Casting Co	Brake Valve - NYAB 26-C	Utility - Ice Refrigerator	Coupler - Tightlock H-81
Brakes - Budd Disc Type	Lighting - Electric 250 Amp. Gen.	Brake - Hand Peacock - Nat. Bk. Co.	Yoche 1 - 65
Wheels - Cast Steel	10 KW		Draft Gear AM 6-18

Restored by Paul T. Hobbs, February 15, 2000

Similar to UP 5816 - 5820, excepting UP cars have single baggage door.

31 Sold for Scrap by BN, August 1978.

Service:

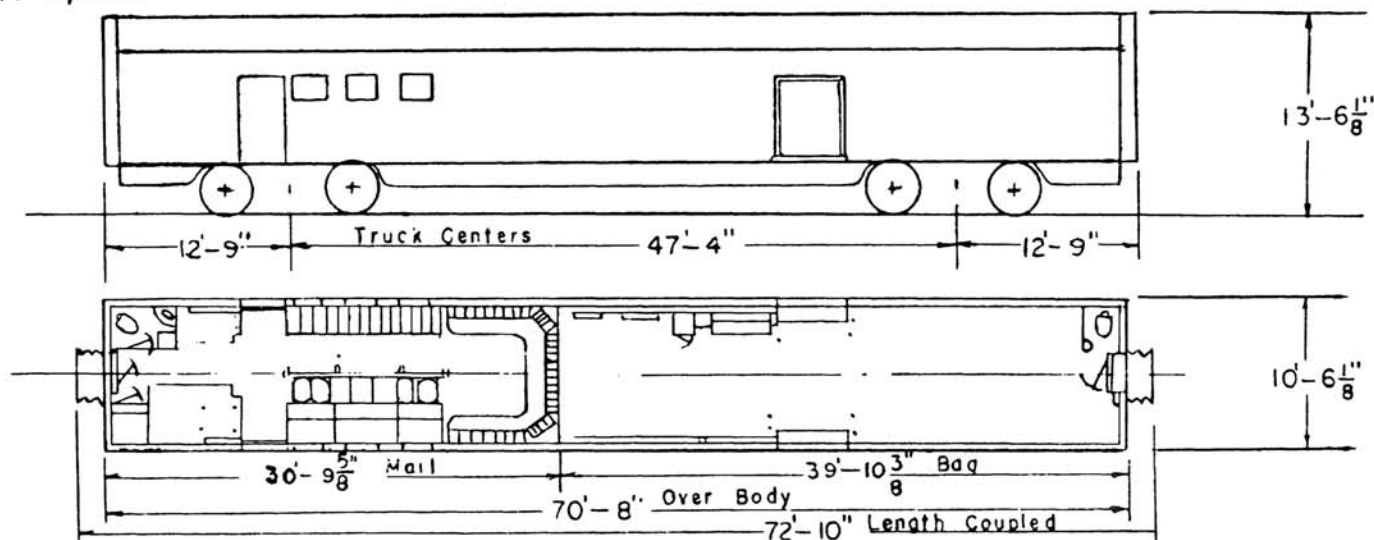
Trains 1-2 Portland - Spokane

62
62
1961
360

Built Oct. 1947
Purchased From MKT 3,1966.

MAIL & BAGGAGE CAR NO. 32

3



Wt. Total - 109,200 lbs.	Diaphragms - Pull. Std. With Susp. Rods	Buffer - Pull. Std. Side Stems & Colls	Spring - All Coil Pull. Spec. Bolster
Underframe - Fab. Steel, Corteen	Heating - Vapor, 1 1/2" Vulcan St. Fin. M. C.	Water System - Gravity Overhead Tks	Shock Absorbers - Houdaille V. Type
Bodyframe - Fab. Steel C.T. Welded	Cen. Drive, Axle Light Dayton 3V Belt	Hoppers, Duner	Side Bearings - Drews - Everlife.
Roof, Fab. St. Corteen Turtle Back Wld.	Upper Buffer, Fowler Improved Ball Ty.	Water Coolers - M.R. Lundy & Giesel	Truck Equalizer - Steel A.A.R. M-126 45D
Insulation - Johnsman Stone Felt Ty. M	Uncoupling Mech. A.A.R. No. 6	Truck Frame, 4W. C.S. Unit Brake	Locking Center Pin - Pull. Std. 4 Dia. 3 Pc
Window Sash - Adams & Westlake	Coupler Yoke - Type - Y-65	Journal Size - 6" X 11"	Air Brake N.Y.A.B. - A.A.R. D-22
Ventilators - Sturtevant Exh Fan	Coupler - Tight Lock "H" A.A.R. Std.	Journal Bearing - Hyatt - Roller	Truck Type - 4Whl Unit Clasp Br. A.S.F.
Outside Finish - Con Teen Stainless Stl.	Draft Gear - W.M. Twin 6 W.M. - 6D.P.	Wheels - 36" Dia. M.W. Rolled Stl.	Brake Control - A.P. Decelostat.

16-66

SPOKANE, PORTLAND & SEATTLE RAILWAY
32 MAIL & BAGGAGE CAR, 1966 DIAGRAM
Scanned from Passenger Car Diagrams S. P. & S. Ry, PNR/NMRA 1980.
Restored by Paul T. Hobbs, February 15, 2000

Built by Pullman-Standard Plan 7536 Lot 6717, October 1947
As M-K-T 1000 ANSON B. JONES
To SP&S 32 GEO. B. ARMSTRONG, January 18, 1966

32 Sold for Scrap by BN to Luria Bros., May 1981.

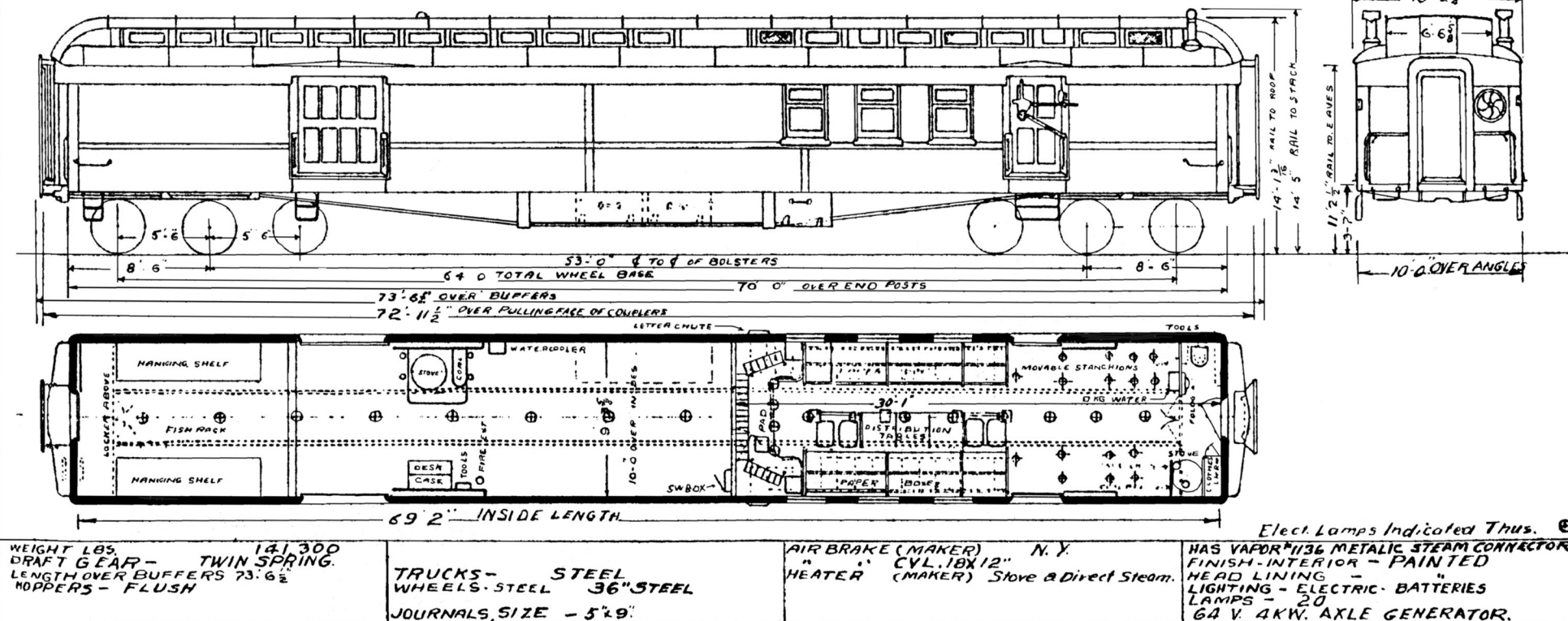
Service:
Protection for 31 on Trains 1-2 Portland - Spokane

BUILT BY BARNEY & SMITH CO. 1915

COMBINATION MAIL & EXPRESS CARS 40, 41, 42
ALL STEEL

DOUBLE GIRDER FISH BELLY TYPE UNDERFRAME

PAGE 4



SPOKANE, PORTLAND & SEATTLE RAILWAY
 40 - 42 COMBINATION MAIL & EXPRESS CARS, 1947 DIAGRAM
 Scanned from copy from the MHS Collection.
 Restored by Paul T. Hobbs, January 4, 2001

Built by Barney & Smith, June 1915

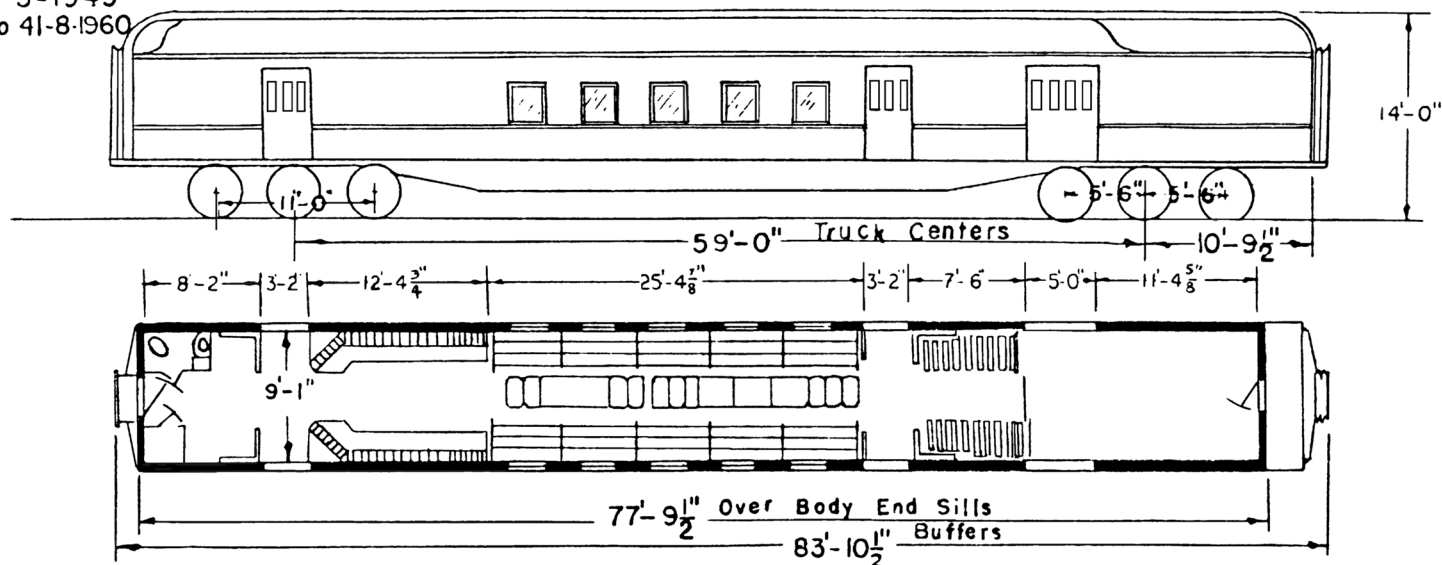
40 to 52(3), September 12, 1960
 41 to 50(2), November 28, 1952
 42 to 51(3), November 28, 1952

Purchased From G.N. 3-1949
 Built By Pull. Co. 8-1929
 Pullman Car Omaha Club To -
 Mt. Jeff. 5-1949
 Mt. Jeff. to 41-8-1960

POSTAL - BAGGAGE CAR No 41

ALL STEEL

4



Weight - Total	157,880	Timken Roller Bearings	Hopper - Flush	Batteries Exide E.G. 35
		Heating - Steam - Manual Cntrl. B. End	Windows - A & W Weather Type	Yoke - Quad Shear
Trucks -	2410	Therm. Control - Mail End	Utility E.A. Lundy - Elect.	
Wheels -	36"	Lighting - Electric 600 Amp.	Brake - Clasp	
Journals -	5 1/2 x 10" - Timken Roller Brg.	32 Volt 7.5 KW Gen.	Brake Valve - U-12	

19-65
 10-62
 31-62
 -1960

SPOKANE, PORTLAND & SEATTLE RAILWAY
 41 POSTAL - BAGGAGE CAR, 1965 DIAGRAM
 Scanned from "Passenger Car Diagrams S. P. & S. Ry", PNR/NMRA 1980.
 Restored by Paul T. Hobbs, May 26, 1999

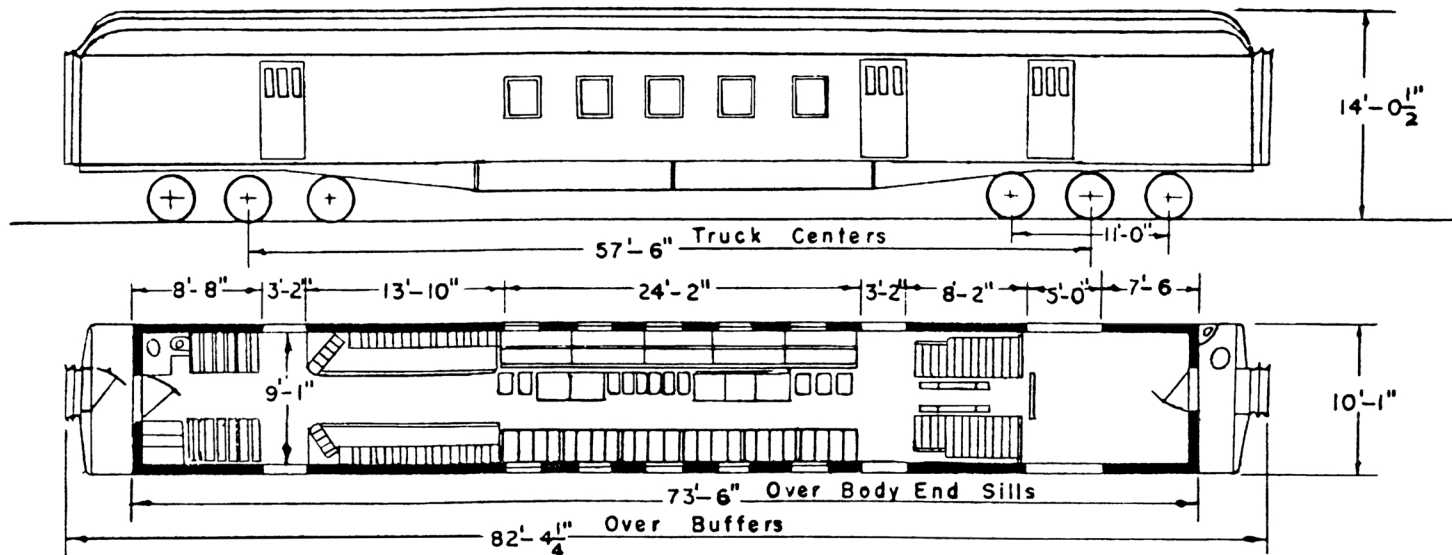
41 rebuilt from "Mount Jefferson" completed November 3, 1961
 to BN 976130 November 1975

Rebuilt Vanc. Shop
 Old 48 Converted 1-1961
 Old 49 Conv. 6-1961

POSTAL-BAGGAGE CARS NOS 42 & 43

ALL STEEL

5



1-19-65
 1-29-63
 1-10-62
 -31-62
 1-5-60

Weight Total- No. 42	152,810 lbs	Journals - 5 1/2" X 10" Timken Roller Br	Therm. Cont. Mail End-Manual "B" End	Batteries Exide EG-35
		Brake-Clasp	Hoppers-Flush	Windows-A & W Breather Type
Weight Total- No. 43		Air Brake	Lighting-Electric	Utility-Unit E.A. Lundy-Electric
Draft Gear	Friction	Heat-Vapor Fin. Rad.	Axle Gen. 10 KW. 32 Volt	
Trucks C.S. Pull	(2410-43)(1910-42)	Yoke-Quad Shear	Brake Valve - (42-L-3X43-U-12)	

SPOKANE, PORTLAND & SEATTLE RAILWAY
 42-43 POSTAL - BAGGAGE CAR, 1965 DIAGRAM
 Scanned from "Passenger Car Diagrams S. P. & S. Ry", PNR/NMRA 1980.
 Restored by Paul T. Hobbs, December 14, 1999

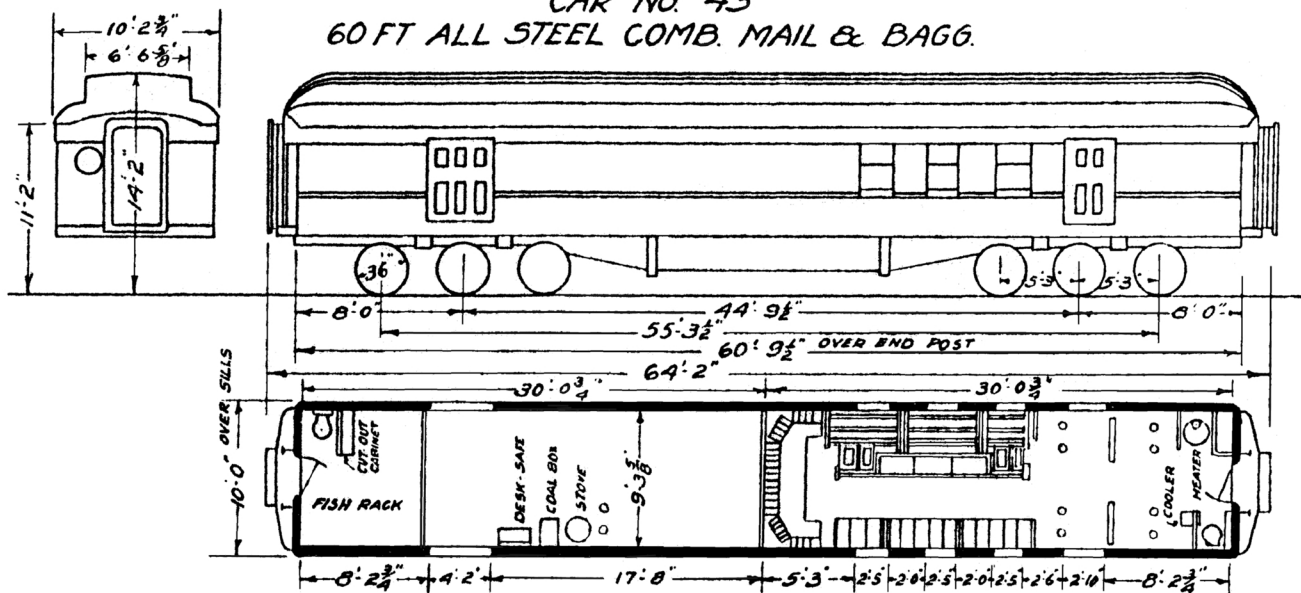
42 rebuilt from 48 completed January 24, 1961
 to BN 976131 November 1975
 On Lewis & Clark Railway as 142 in 1992

43 rebuilt from 49 completed July 18, 1960
 to BN 976128 November 1975

BUILDER B&S CO - 1914
 REBUILT GN RY. 1920
 PURCHASED BY SP&S 8-1928
 OLD GN RY NO 186

CAR NO. 43
 60 FT ALL STEEL COMB. MAIL & BAGG.

PAGE 5



PURCHASED UNDER A F E 5008
 TRACED FROM GN PRINT JAN. 10. 29

WT LBS.	135,800	TRUCK CENTERS	44' 9 1/2"	BRAKE CYL.	10 x 12	BODY BOLSTER	BUILT UP
LGTH OVER FRAMING	60' 9 1/2"	TOTAL WHEEL BASE	55' 3 1/2"	HEATING	VAPOR & BAKER HEATER	DRAFT GEAR	FARLOW
" " BUFFERS	64' 2"	TRUCK " "	10' 6"	LIGHTING - ELEC. AXLE GEN.	32 VOLTS	COUPLER	BOTTOM CUT
WIDTH " FRAMING	10' 0"	WHEEL - DIAM	36"	BATTERY	16 CELL	HAS VAPOR #1136	METALIC STEAM CONNECTOR
" " CROWN M'L'DG	10' 2 3/4"	JOURNALS	5 x 9				
TRUCK	CAST STEEL	AIR BRAKE					

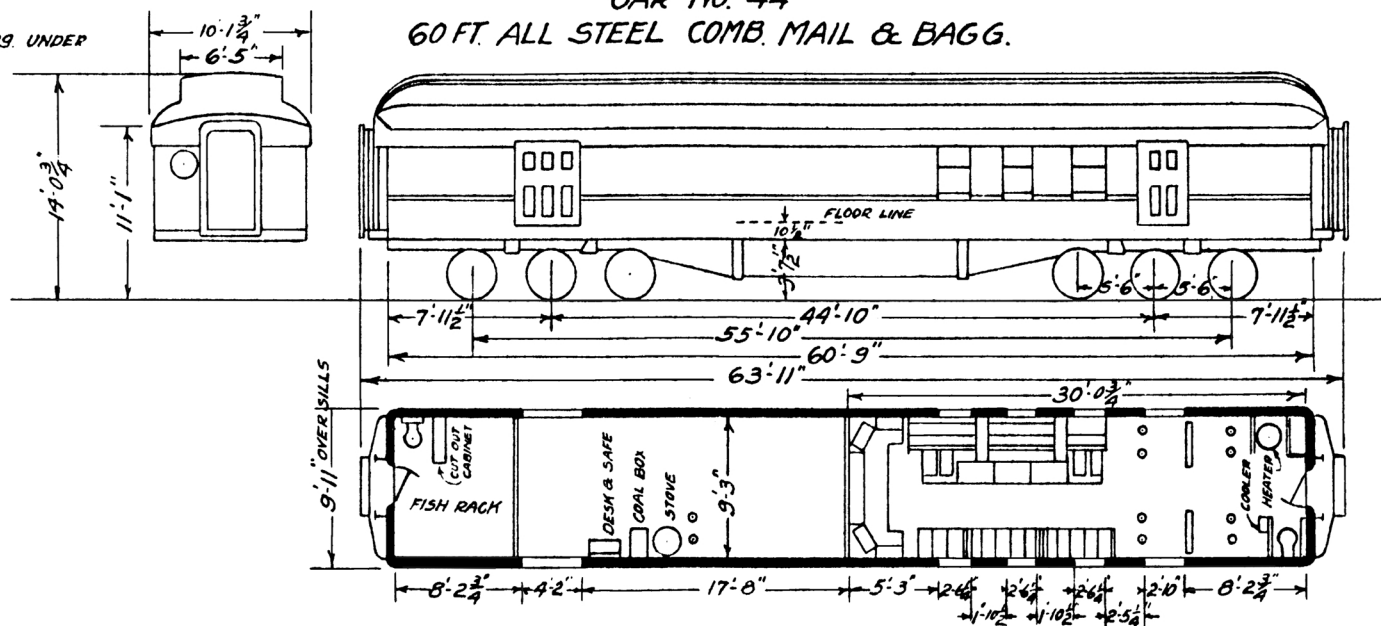
SPOKANE, PORTLAND & SEATTLE RAILWAY
 43 COMBINATION MAIL & BAGGAGE, 1947 DIAGRAM
 Scanned from copy from the MHS Collection.
 Restored by Paul T. Hobbs, January 4, 2001

Built by Barney & Smith as 60' RPO GN 21 June 1914
 to GN 186 September 27, 1927 (30' RPO)
 to SP&S 43 September 15, 1928
 to 58 (3) 1951

BUILDER. P.S.C. CO 1918
 REBUILT G.N.R.Y. 1927
 PURCHASED BY S.P.&S. 6-29 UNDER
 AFE 5216
 FORMERLY G.N.R.Y. CAR 187

CAR NO. 44
 60 FT. ALL STEEL COMB. MAIL & BAGG.

PAGE 6



WT LBS.	139,100	TRUCK CENTERS	44'-10"	BRAKE CYL.	18 x 12	BODY BOLSTER	STR STEEL
LGTH OVER FRAMING	60'-9"	TOTAL WHEEL BASE	55'-10"	HEATING	VAPOR & BAKER HEATER	DRAFT GEAR	FARLOW
" " COUPLER FACES	63'-11"	TRUCK " "	11'-0"	LIGHTING - ELEC.	AXLE GEN 32 VOLTS	COUPLER	
WIDTH " FRAMING	9'-11"	WHEEL - DIAM.	36"	BATTERY	16 CELL	HAS VAPOR #1136 METALIC STEAM CONNECTOR	
" " CROWN M'L'D'G	10'-1 3/4"	JOURNALS	5 x 9	OUTSIDE FINISH -	STEEL		
TRUCK	CAST STEEL	AIR BRAKE		INSIDE	" "		

SPOKANE, PORTLAND & SEATTLE RAILWAY
 44 COMBINATION MAIL & BAGGAGE, 1947 DIAGRAM
 Scanned from copy from the MHS Collection.
 Restored by Paul T. Hobbs, December 14, 1999

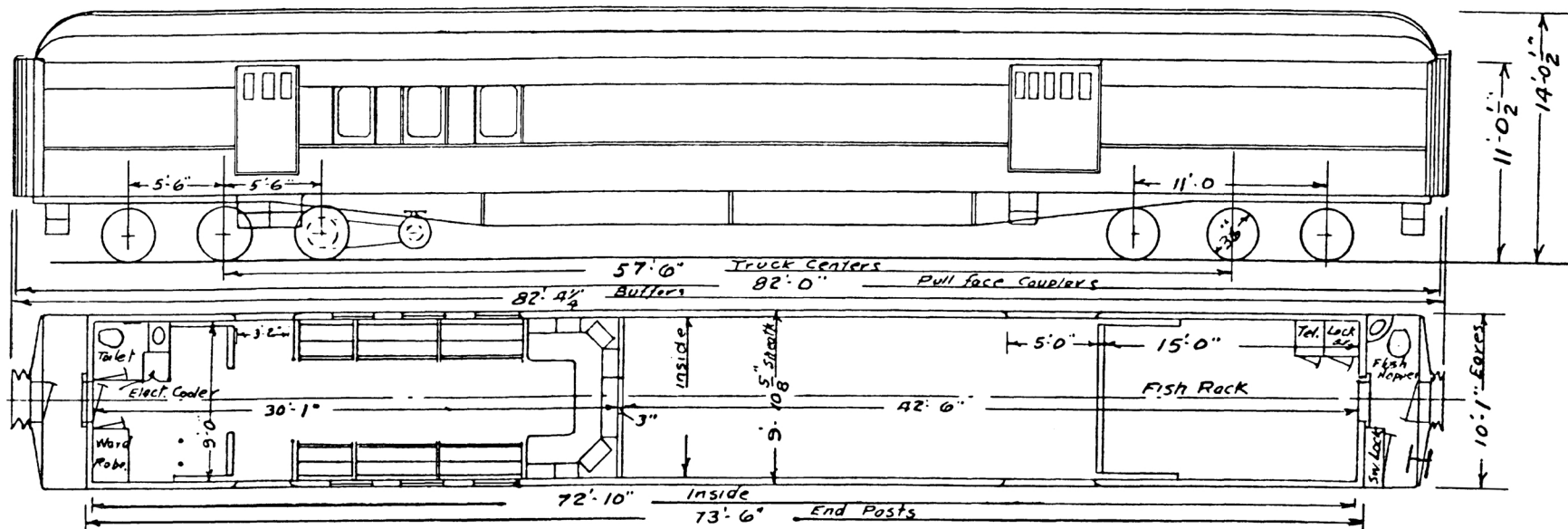
Built by Pressed Steel Car as 60' RPO GN 22 July 6, 1918
 to GN 187 September 6, 1927 (30' RPO)
 to SP&S 44 June 13, 1929
 to 59 (2) September 1953

BLT. VANC. SHOP 12-1948

73 FT. 6" M.&B. CARS
No. 45 To 46

ALL STEEL

7

16-66
31-62
-9-58
-8-55
2 1948

WEIGHT- TOTAL	155,700 #	JOURNALS - 52X10" ROLLER BRNG.	HOPPERS - FLUSH	WINDOWS - A & W BREATHING TYPE
DRAFT GEAR-	FRICTION	BRAKE - CLASP	LIGHTING - ELECT.	UTILITY UNIT - E.A. LUNDY
TRUCKS - C.S. PULL. 242	CAR 45	AIR BRAKE - (45-U-12X46, 47-L-3)	AXLE GEN. S K.W. 32 VOLT.	YOKE - QUAD SHEAR
" - " " 2410	" 46	HEAT - DIRECT STEAM - BAG. END.	BATTERIES - 600 AMP.	
		VAPOR-THERMO-FIN RAD. MAIL. APT.		

SPOKANE, PORTLAND & SEATTLE RAILWAY
45-46 MAIL & BAGGAGE CAR, 1965 DIAGRAM
and representing 47-49 as originally converted
Scanned from "Passenger Car Diagrams S. P. & S. Ry", PNR/NMRA 1980.
Restored by Paul T. Hobbs, December 14, 1999

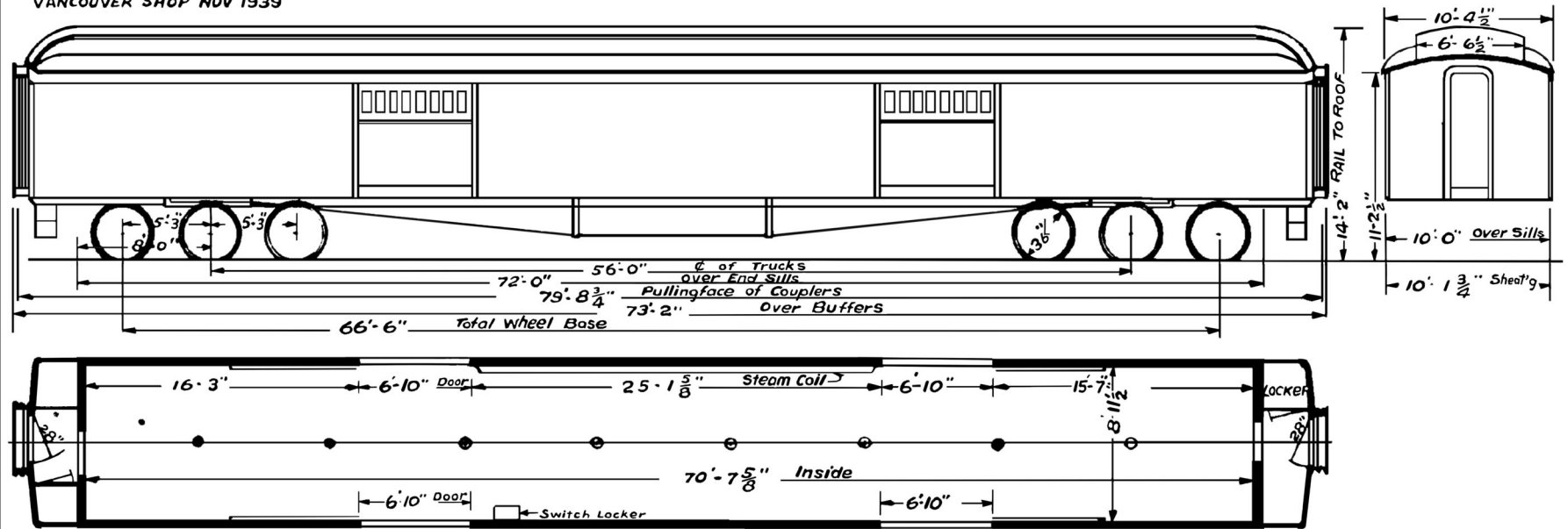
Built Pullman as 12-Section, 1 Drawing Room Sleeping cars
later rebuilt as Tourist cars
Pullman Tourist number SP&S to
ELSWICK 1251 45 BN 976125 December 1976
PAMPANGA 1391 46 Donated to Bend, Oregon 1972
RILLITO 2010 47 76 May 1966
PALMERTON 1576 48 42 (2) January 24, 1961
PATUXENT 1864 49 43 (2) July 18, 1960

BUILT - PULL. CO. 1908
REBUILT FROM DINERS 401,402
VANCOUVER SHOP NOV 1939

BAGGAGE CARS 50, 51 & 52

STEEL UNDERFRAME

16



WEIGHT TOTAL - 126,720 LBS	JOURNALS - NO. 50 - 5X9" NO. 51 - 5 1/2 X 10"	AIR BRAKE - WESTINGHOUSE	LIGHTS - ELECTRIC
DRAFT GEAR - FARLOW TWIN SPRING	HAND BRAKE - MINER	" " - CYL. 18" X 12"	EQUIPPED WITH BATTERY BOXES
TRUCKS - BUILT UP TYPE - WOOD FRAME	CAPY - 50,000 #	HEATER - DIRECT STEAM	STEAM HOSE - VAPOR #1136 METALIC
WHEELS - 36" STEEL	VENTILATORS - 4 EACH SIDE	HOPPER - NONE	

E.H.B. 12-1940

SPOKANE, PORTLAND & SEATTLE RAILWAY

50 - 52 BAGGAGE CARS, 1940 DIAGRAM

Scanned and inverted from 1944 Equipment Diagram Book.

Restored by Paul T. Hobbs, January 20, 2007

Built by Pullman Plan 2356, Lot 3639, October 1908

Rebuilt from Diners to Baggage cars at Vancouver Shops

401 to 50, December 7, 1939

50 to X-510, October 1, 1952

402 to 51, December 15, 1939

51 to X-489, September 29, 1948

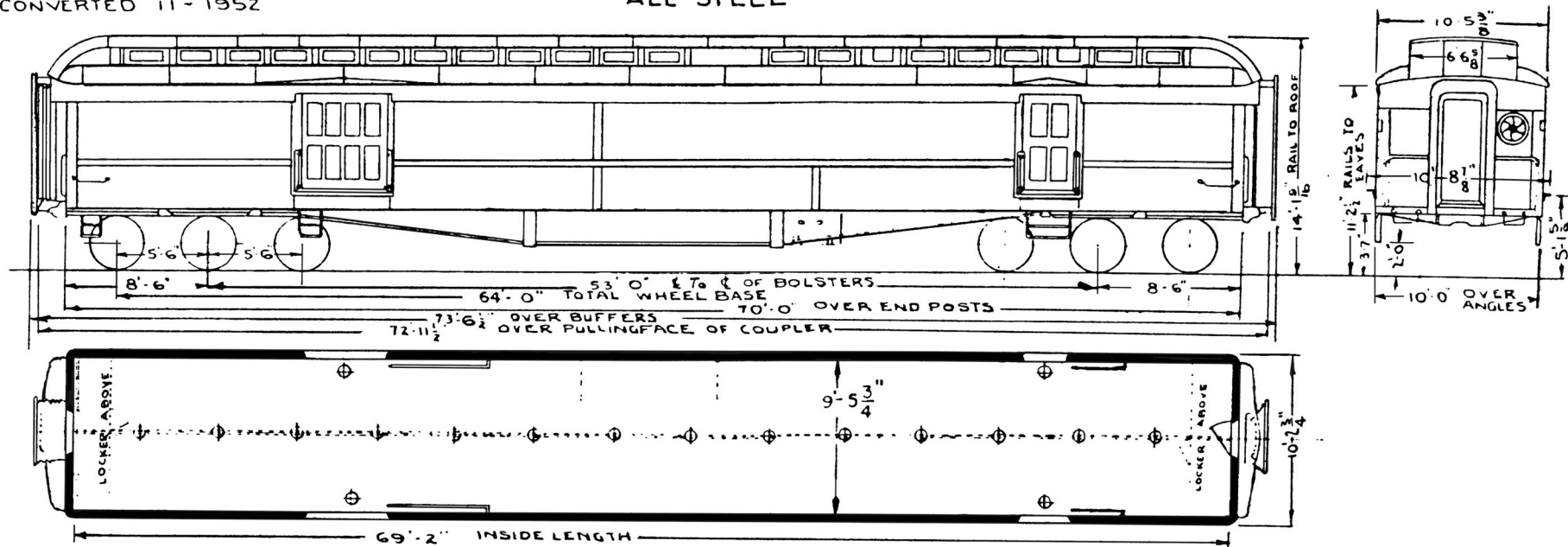
400 to 52, April 11, 1941

52 to X-511, October 2, 1952

BUILT BY BARNEY & SMITH CO. 1915
 OLD MAIL & EXPRESS CARS 41 & 42
 CONVERTED 11-1952

MAIL STORAGE CARS 50, 51, 52. ALL STEEL

10



-10-62
 -31-62
 -3-61
 2-9-55
 1-3-53
 -8-53

WEIGHT 185(50) 127,288 lbs. DRAFT GEAR TWIN SPRINGS TRUCKS (50-1910) (51-52-2410) WHEELS 36" STEEL	JOURNALS - 5"x9" AIR BRAKE - NY 18"x12" CYL. YOKE - FARLOW LINK COUPLER - SHARON 37"	LIGHTING - ELECTRIC - BATTERY 32VOLT 4 KW AXLE GENERATOR DRAFT GEAR - FARLOW LINK 'TS	DOUBLE GIRDER FISH BELLY TYPE UNDERFRAME 2" MET STEAM CONNECTOR SINGLE BRAKE.
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SPOKANE, PORTLAND & SEATTLE RAILWAY

50-52 MAIL STORAGE CARS, 1962 DIAGRAM

Scanned from "Passenger Car Diagrams S. P. & S. Ry", PNR/NMRA 1980.

Restored by Paul T. Hobbs, May 26, 1999

50 rebuilt from 41, completed November 28, 1952

Donated by BN to Gulf Coast Chapter, NRHS April 1973

51 rebuilt from 42, completed November 28, 1952

To BN 976129 June 1978

52 rebuilt from 40, completed September 12, 1960

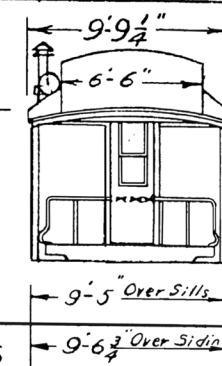
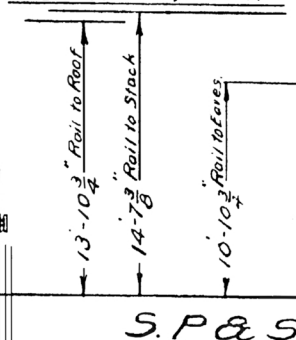
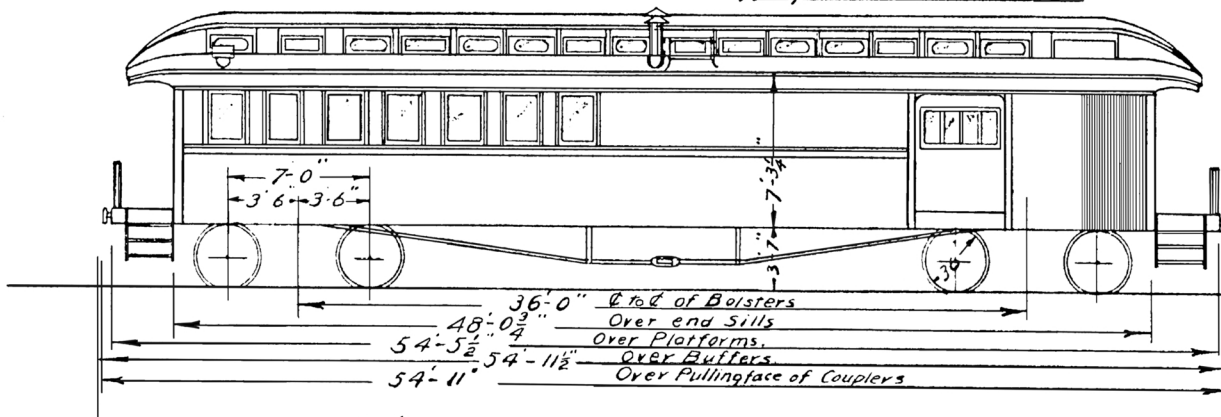
To BN 976136 November 1975

Built By _____

Comb Baggage & Smoker No 51

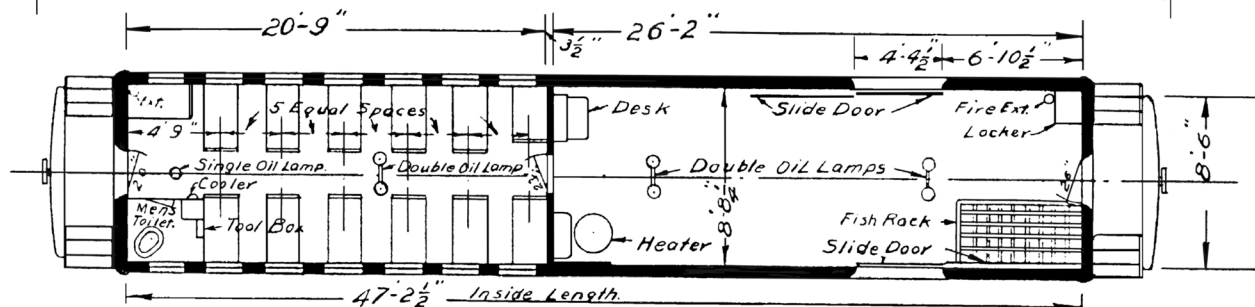
Underframe, Wood.

Page. _____



S.P.&S

1552
Oct-1-1917



Weight Lbs. Body	Trucks	Total	Total Wheel Base	Air Brake	New York.	Lighting- 3 Double and 1 Single Oil Lamps.
Draft Gear -	Twin Spring.		Trucks - C&C.T.R. 4 Wheel	" " Cyl. 14" x 12" Triple -		
Hopper -	Dry.		Wheels 33 Dia. Solid Steel	Heater 1	Baker.	
Int. Finish - Mahogany -	Bagg. End Painted		Journals Size 4 x 7	Deck Monitor.	Canvas.	
Upholstering -			Air Brake (Maker) West. Triple Valve			
Seating Capacity	26					

SPOKANE, PORTLAND & SEATTLE RAILWAY
51 COMBINATION BAGGAGE & SMOKER, 1917 DIAGRAM
Scanned and inverted from copy from the PNWC Collection.
Restored by Paul T. Hobbs, December 5, 1999

51 Built 1878 by Crossen Car Co., Cobourg, Ontario, Canada
May have been in service on Cairo, Vincennes & Chicago.
To CR&N 50 1903
To SP&S 51 1908
Interior destroyed by fire at Vancouver January 9, 1932.
Retired shortly thereafter.

Service: Goldendale Branch mixed trains.

E.H.B.

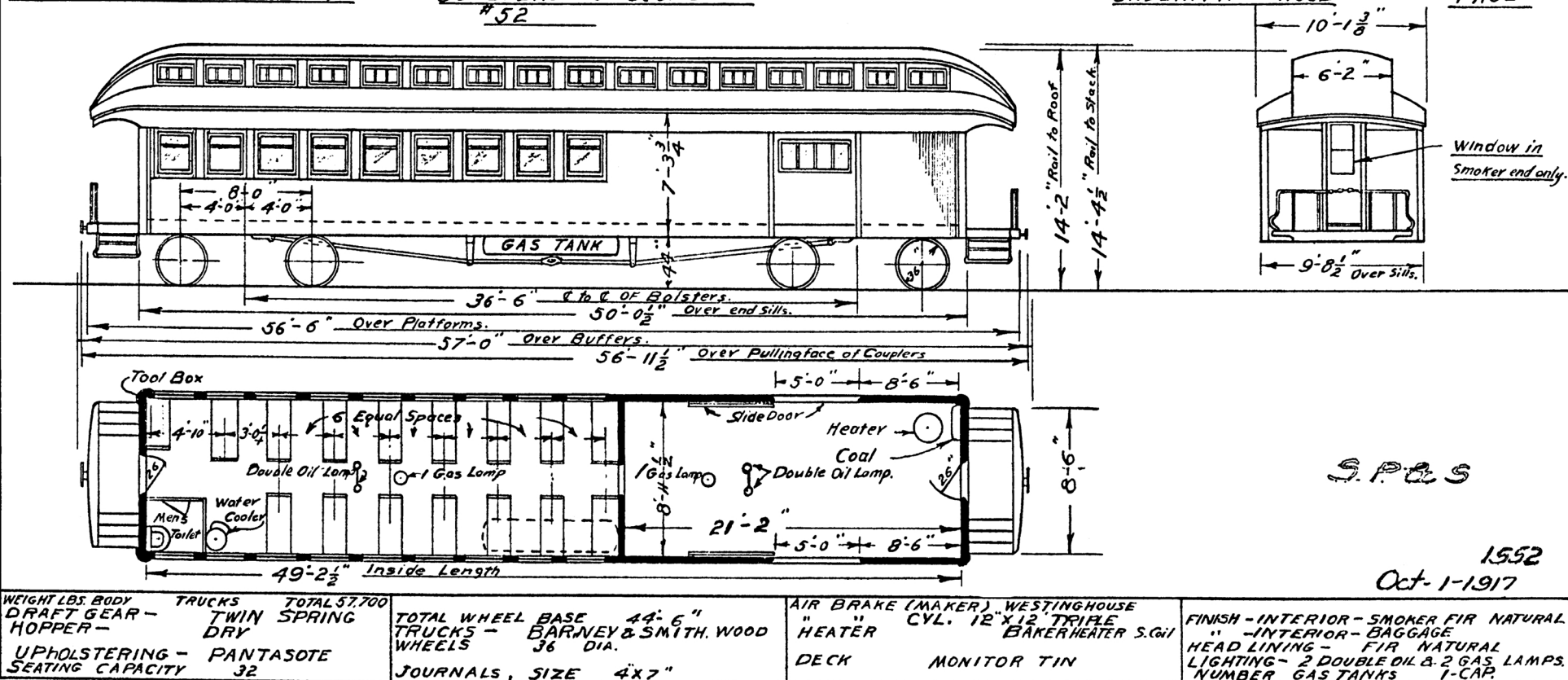
BUILT BY BARNEY & SMITH 1898.

COMB. BAGGAGE & SMOKER.

#52

UNDERFRAME WOOD

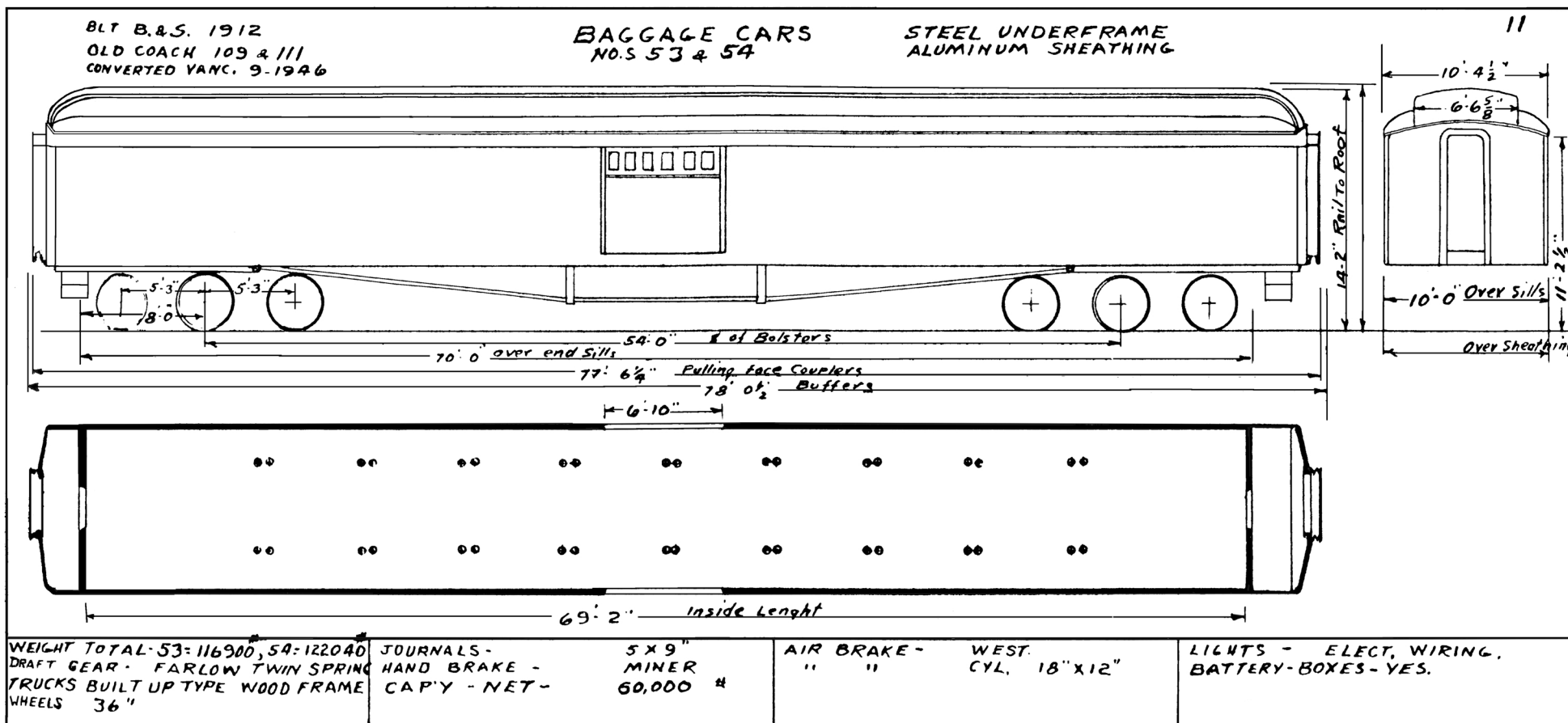
PAGE



SPOKANE, PORTLAND & SEATTLE RAILWAY
 52 COMBINATION BAGGAGE & SMOKER, 1917 DIAGRAM
 Scanned and inverted from copy from the PNWC Collection.
 Restored by Paul T. Hobbs, December 14, 1999

52 Built January 1898 by Barney & Smith Car Co., Dayton, Ohio
 as A&CR 17
 To SP&S 155 February 1911
 To 52 March 1917
 Destroyed in derailment, North Bonneville, November 12, 1936.

Service: Locals



SPOKANE, PORTLAND & SEATTLE RAILWAY
 53 - 54 BAGGAGE CARS, 1947 DIAGRAM
 Scanned from copy from the MHS Collection.
 Restored by Paul T. Hobbs, May 25, 1999

53 rebuilt from 109, completed October 18, 1946
 To X-508 April 15, 1952

54 rebuilt from 111, completed December 31, 1946
 To X-512 October 1, 1952

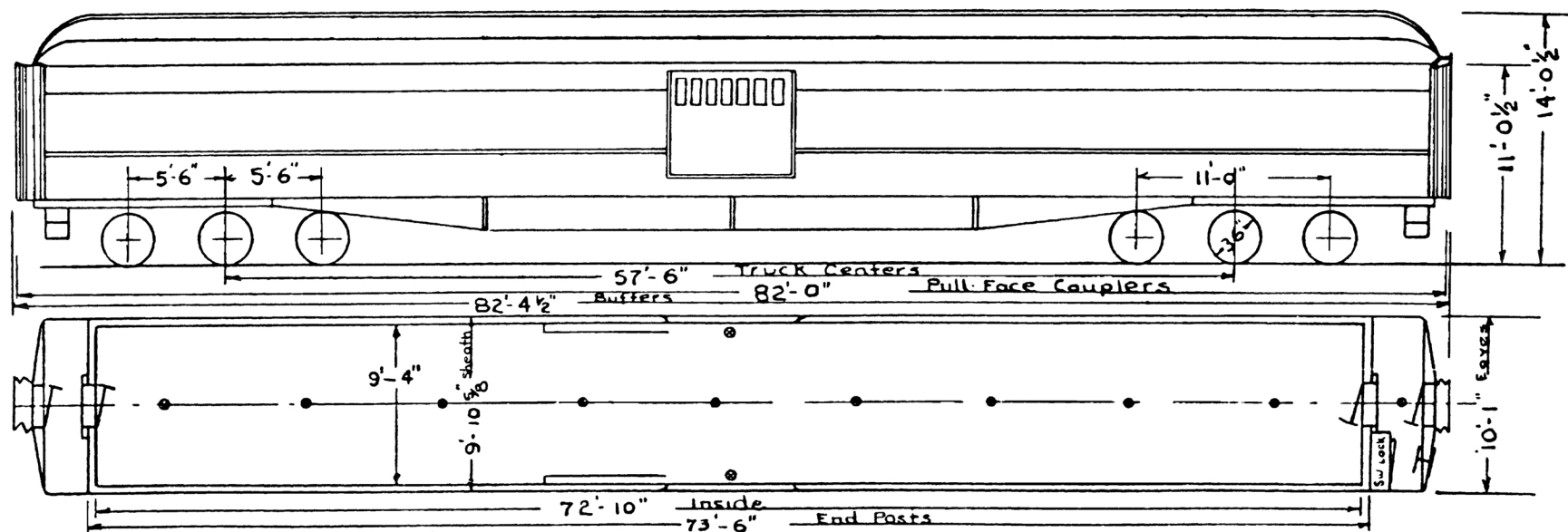
Service: Merchandise Cars

Built By Pullman Co.
Rebuilt-Vanc. Shop 1950

73 FT. 6 in. MAIL STORAGE CARS
No. 55 To 57 inc.

ALL STEEL

11A



9-10-62

1-31-62

7-3-61

8-9-58

1-4-51 CGB

Weight- Total- Car 55- 131,000 lbs	COUPLER & YOKE - QUAD SHEAR.	Brakes	Single	Light'g	Electric
- Car 56- 135,240 lbs	Trucks - 1910 Cast Steel	Air Brake (55,56-U-12)(57-L-3)		Batteries	600 Amp, 32 Volts
Car 57- 138,600 lbs	Journals 5 1/2 X 10 Timken Brgs.	Heat -	Direct Steam		

SPOKANE, PORTLAND & SEATTLE RAILWAY

55-57 MAIL STORAGE CARS, 1962 DIAGRAM

Scanned from "Passenger Car Diagrams S. P. & S. Ry", PNR/NMRA 1980.

Restored by Paul T. Hobbs, May 25, 1999

Built Pullman as 12-Section, 1 Drawing Room Sleeping cars
later rebuilt as Tourist cars

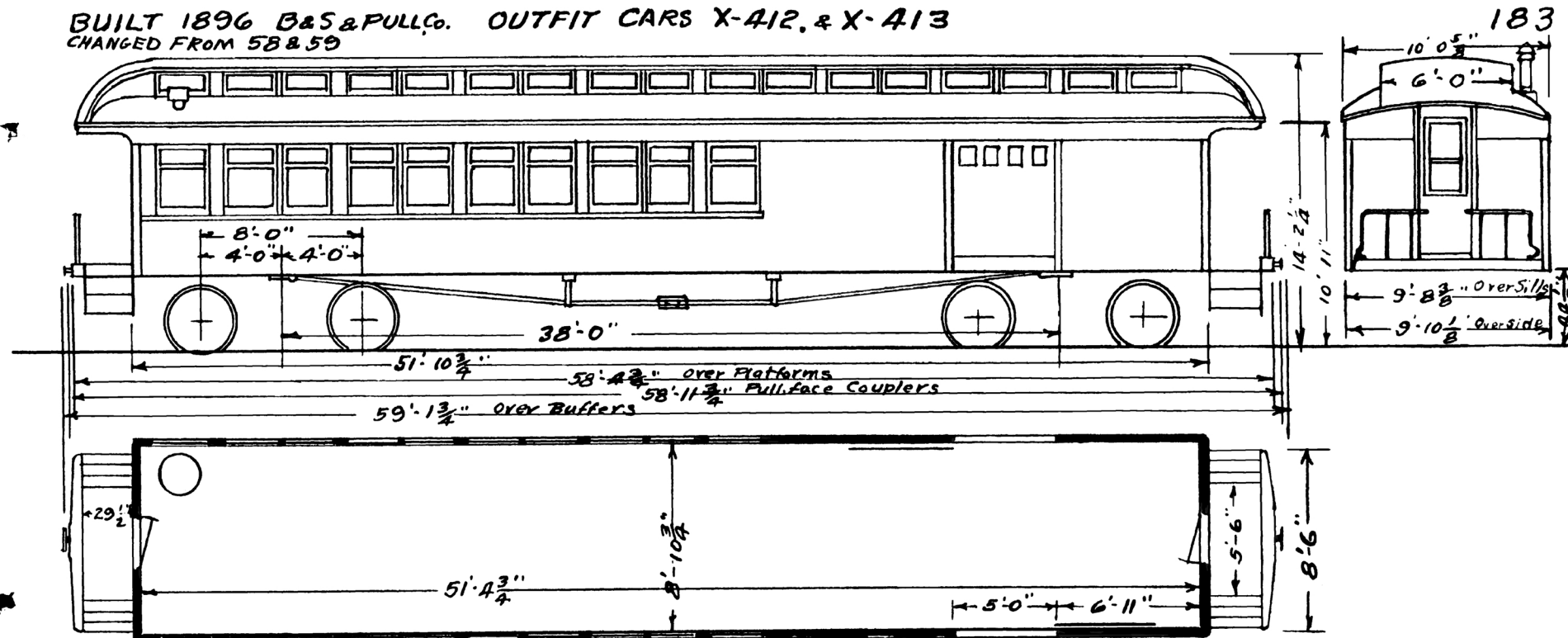
Pullman Tourist number SP&S to

CASPAR 1211 55 BN 976137 November 1975, to PNWC

GRATWICK 1317 56 BN 976164 May 1979

SAKANA 1431 57 Donated to Bend, Oregon February 1973

BUILT 1896 B&S & FULL CO. OUTFIT CARS X-412, & X-413
CHANGED FROM 58 & 59



WEIGHT -	33960 LBS	JOURNALS -	4 1/4 x 8"	HOPPER -	DRY	LIGHTING -	ELECT.
DRAFT GEAR -	TWIN SPRING	AIR BRAKE -	WEST,	UNDERFRAME -	WOOD		
TRUCKS -	WOOD	" " CYL -		TRUCKS -	WOOD		
WHEELS -	33"	HEATER -	BAKER	BOLSTERS -			

SPOKANE, PORTLAND & SEATTLE RAILWAY
57 - 59 BAGGAGE/SMOKER/COACH, 1937 (OUTFIT) DIAGRAM
Scanned from copy from Ed Austin.
Restored by Paul T. Hobbs, May 5, 1999

57 rebuilt from 157, completed April 25, 1923
Dismantled October 29, 1936.

58 rebuilt from 158, completed April 25, 1923
To X-412 December 27, 1927

58 rebuilt from 260, completed March 29, 1929
Dismantled August 17, 1939.

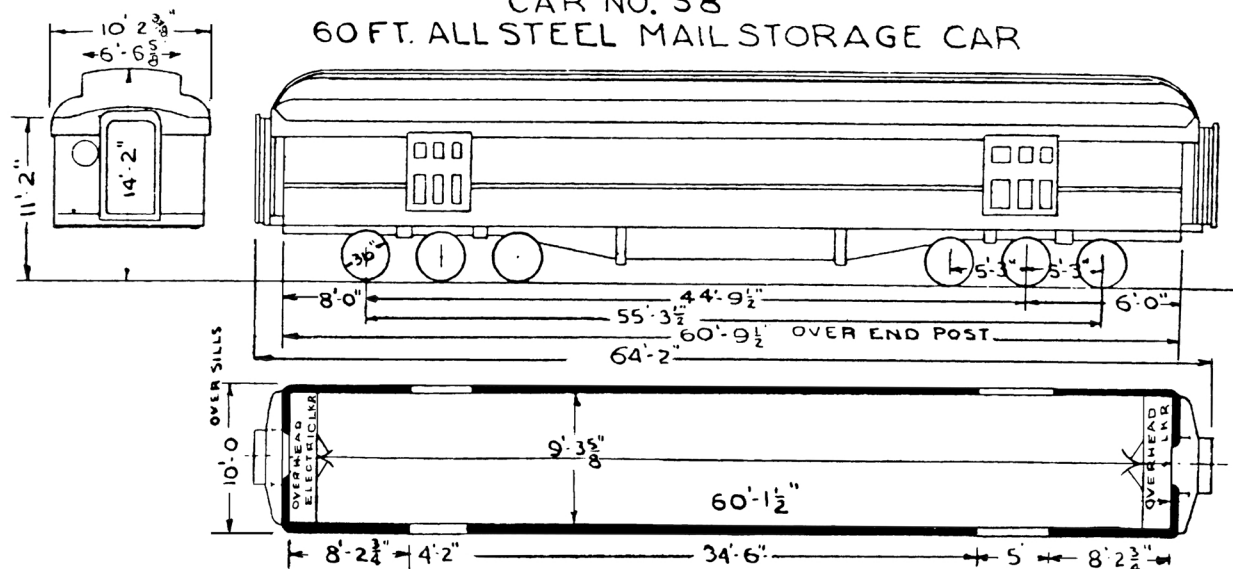
59 rebuilt from 250, completed April 25, 1923
To X-413 December 27, 1927

Service: Mixed Trains, Keasey Branch, Goldendale, Locals

BUILDER B & S CO. 1914
 REBUILT G. N. RY. 1920
 PURCHASED BY SP&S RY. 9 1928
 OLD G. N. RY. NO. 186
 CONVERTED M. S. 43-1951

CAR NO. 58 60 FT. ALL STEEL MAIL STORAGE CAR

118



PURCHASED UNDER AFE 5008
 TRACED FROM GN PRINT JAN 10, 29

1-62
 -67
 1-55
 1-54
 1-4-51
 28 31

WT LBS	121,000 #	TRUCK CENTER	44'-9 1/2"	BRAKE CYL.	18" X 12"	BODY BOLSTER - BUILT UP
LGTH OVER FRAMING	60'-9 1/2"	TOTAL WHEEL BASE	55'-9 1/2"	HEATING	DIRECT STEAM	DRAFT GEAR FARLOW T.S.
" " BUFFERS	64'-2"	TRUCK "	10'-6"	LIGHTING ELEC. AXLE GEN	32 V.	COUPLER BOTTOM CUT
WIDTH " FRAMING	10'-0"	WHEEL DIAM.	36"	BATTERY	16 CELL	HAS VAPOR 1136 METALLIC
" " CROWN M'DG	10'-2 3/4"	JOURNALS	5" X 9"	COUPLER-SHARON	31"	STEAM CONNECTION
TRUCKS 1910	CAST STEEL	AIR BRAKE	L-3	YOKE-FARLOW LINK		BRAKE - SINGLE

SPOKANE, PORTLAND & SEATTLE RAILWAY

58 MAIL STORAGE CAR, 1962 DIAGRAM

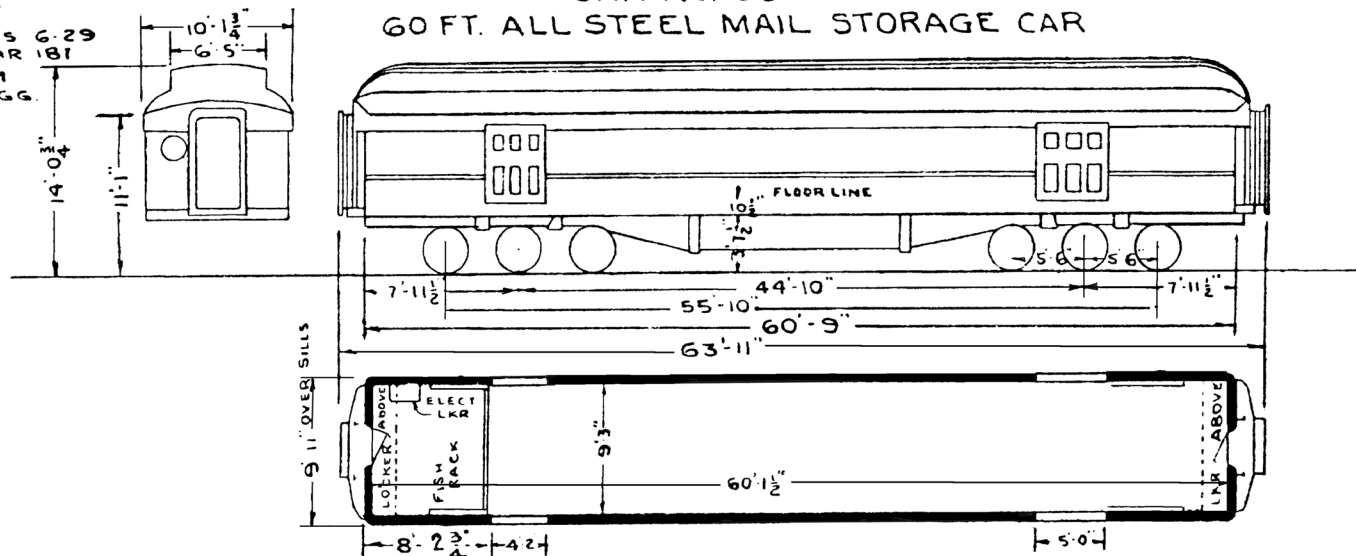
Scanned from "Passenger Car Diagrams S. P. & S. Ry", PNR/NMRA 1980.

Restored by Paul T. Hobbs, May 10, 1999

58 rebuilt from 43, completed in 1951

Sold for Scrap to Hillis Bros January 1980

BUILDER P.S.C. CO. 1918
 REBUILT G.N.R.Y. 1927
 PURCHASED BY SP&S 6-29
 FORMERLY G.N.R.Y. CAR 181
 CONVERTED FROM
 SP&S. MAIL & BAGG.
 CAR 44 - 9-53



WT LBS.	123200 ⁴	TRUCK CENTERS	44'-10"	BRAKE CYL.	18 x 12	BODY BOLSTER STR. STEEL.
LGTH. OVER FRAMING	60'-9"	TOTAL WHEEL BASE	55'-10"	LIGHTING - ELEC. AXLE GEN.	32 VOLTS	DRAFT GEAR FARLOWTS
" " COUPLER FACE	63'-11"	TRUCK " "	11'-0"	"	"	AIR BRAKE L-3
WIDTH " FRAMING	9'-11"	WHEEL DIAMETER	36"	BATTERY	16 CELL	COUPLER - SHARON 31"
" " CROWN M'DG	10'-1 3/4"	JOURNALS	5 x 9	HEATING - 2 COILS - VAPOR	"	YOKE - FARLOW LINK
TRUCK - 2410	CAST STEEL	BRAKE - CLASP	"	HAS VAPOR #1136 STEAM CONN	"	"

1-62
 -55
 1953
 953

SPOKANE, PORTLAND & SEATTLE RAILWAY
 59 MAIL STORAGE CAR, 1962 DIAGRAM
 Scanned from "Passenger Car Diagrams S. P. & S. Ry", PNR/NMRA 1980.
 Restored by Paul T. Hobbs, February 16, 2000

59 rebuilt from 44, completed September 1953
 Donated to Andy's Diner, Eugene, Oregon September 1972

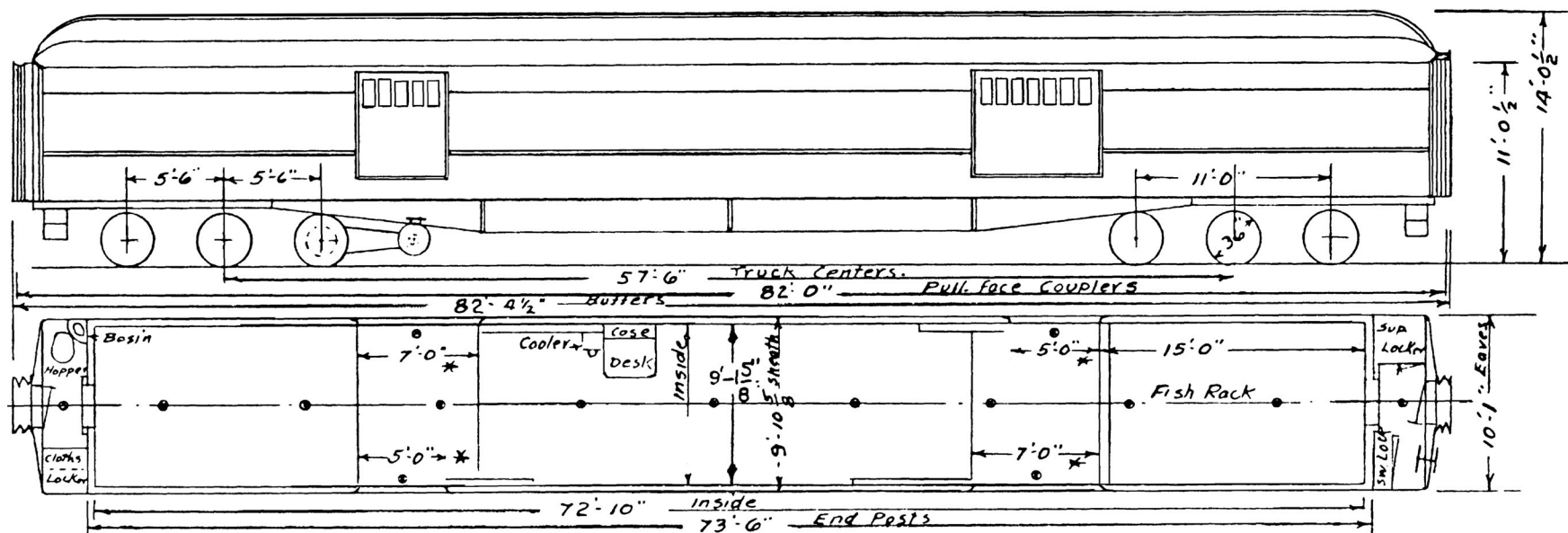
11C

BUILT BY PULL. CO.
REBUILT-VANC. SHOP 63- 1948
1949

73 FT. 6" BAGGAGE CARS
No. 60 to 69 inc. 60, 61

ALL STEEL

12



9-10-62
1-31-62
7-3-61
12-9-55
3-3-55
1-1950
11-1949
5-1948

WEIGHT - TOTAL - ave. 143,100#	BRAKES - CLASP TYPE (L-3)	HOPPER - FLUSH	* - 64, 65, 69 - HAVE 8' x 6' DOOR WIDTH
Coupler Q Yoke Quad Shear 2410	AIR BRAKE - 60, 68, 69 - U-12X67-68-	LIGHTING - ELECT.	60, 61, 62, 63 EQUIPPED WITH
TRUCKS - PULL. 242 CAST STEEL	HEAT. - DIRECT STEAM	AXLE GEN. 32 VOLT	TIMKEN ROLLER 5 1/2" x 10" BRG
JOURNALS - 5" x 9"	CARS NO. 66, 67 & 68 ALSO HAVE STOVE	BATTERIES - 600 AMP. 32 VOLT	

SPOKANE, PORTLAND & SEATTLE RAILWAY

60-69 BAGGAGE CARS, 1962 DIAGRAM

Scanned from "Passenger Car Diagrams S. P. & S. Ry", PNR/NMRA 1980.

Restored by Paul T. Hobbs, February 17, 2000

Built by Pullman as 12-Section, 1 Drawing-room Sleeping cars

Later rebuilt as Tourist Cars

Purchased and rebuilt at Vancouver to Baggage Cars 1949

	Tourist		
Pullman	Number	SP&S	To
KENOSHA	1766	60	BN 976093, November 1975
FORMOSA	1820	61	Sold for Scrap, Luria Bros, January 1973
GLENSHANE	2185	62	BN 976094, February 1974
EDMORE	1931	63	Sold for Scrap, Luria Bros, January 1973
SYCAMORE	1982	64	Sold for Scrap, Luria Bros, July 1979
STORY	1061	65	Donated to Minnesota Fair Museum, May 1978
BRAY	1926	66	Sold to Lake Superior Trans. Club, August 1977
HEDRICK	2018	67	Sold for Scrap, Luria Bros, May 1981
GILMORE	1932	68	Sold for Scrap, Smith Bros, January 1980
GILDER	1054	69	BN 976086, July 1973

Length over framing 70'
 Length over buffers 73'-1 1/2"
 Width over framing 10'
 Air brake maker Westinghouse
 Air signal maker

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 from document on hand.

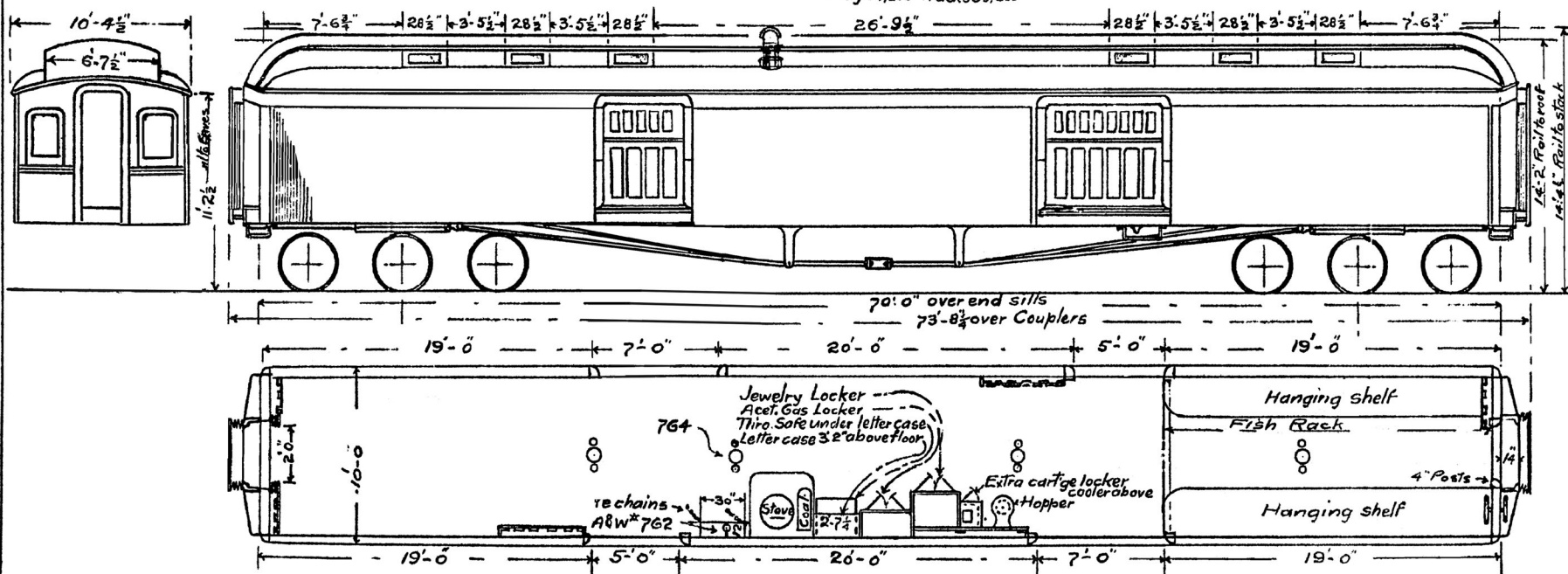
Steps 54'
 Base 64'-6"
 Base 10'-6"
 Wheels 12
 (69-1 1/4 x 8 Jour.)
 Std 6 Wheel, 5 x 9 Journals
 Wheels - 36 Steel - No 69-42" #71-37 1/2
 Total Wt. on Rails 103,800#
 Body 42,200 - Trucks 39,600

PAGE

Builder - The Pullman Co
 Built - 1908-1909
 Width over eaves - 10'-4 1/2"

Lights -
 Heater

SPOKANE PORTLAND & SEATTLE RAILWAY #65-67-68
 70' BAGGAGE CARS. 69-70-71



SPOKANE, PORTLAND & SEATTLE RAILWAY
 65-71 BAGGAGE CARS, 1916 DIAGRAM
 Scanned and inverted from copy from the PNWC Collection.
 Restored by Paul T. Hobbs, June 15, 2001

Built by Pullman Plan 2361 Lot 3644 November 1908; Cars 65 - 69
 Built by Pullman Plan 2361 Lot 3697 June 1909; Cars 70 - 71

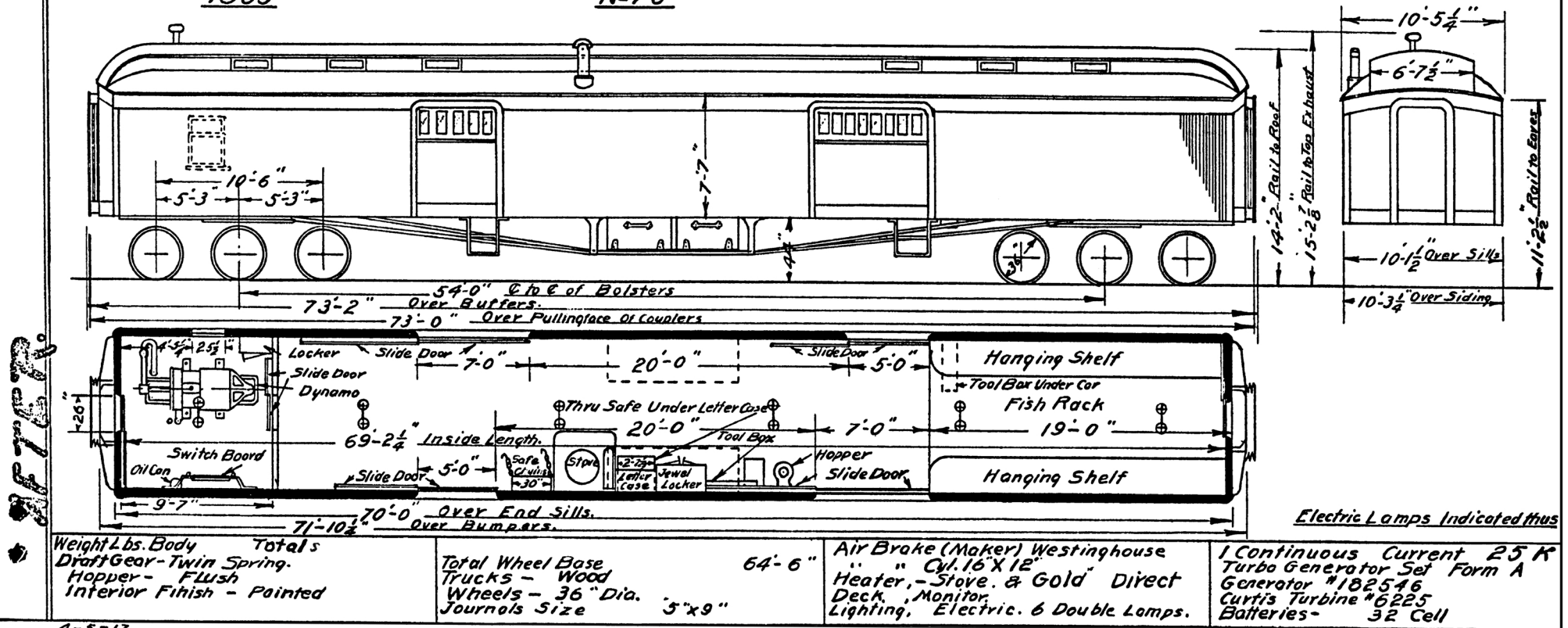
65 to 26(2), June 17, 1912
 66 Destroyed, Derailment at Avon, Oregon, July 10, 1924
 67 to X-414, May 21, 1940
 68 to X-415, September 16, 1940
 69 to X-416, June 4, 1940
 70 (see other diagram)
 71 to X-418, October 9, 1940

Built By The Pullman Co.
1909

70 Ft. Dynamo Baggage Car.
No 70

Underframe, Wood

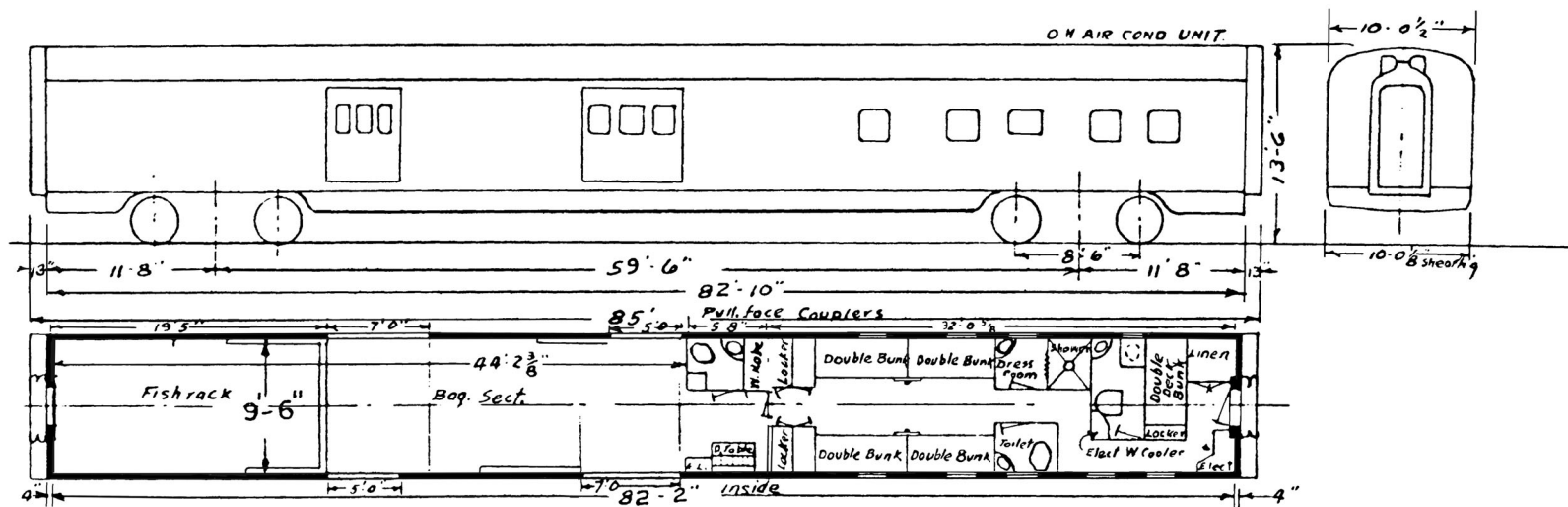
Page. 2



SPOKANE, PORTLAND & SEATTLE RAILWAY
70 DYNAMO BAGGAGE CAR, 1917 DIAGRAM
Scanned and inverted from copy from the PNWC Collection.
Restored by Paul T. Hobbs, December 14, 1999

Dynamo installed from fire-damaged 86 in September 1917
Dynamo transferred to 92 in July 1929.

70 to X-417 October 11, 1940



WEIGHT - TOTAL - 124,900 #	WHEELS - M.W. STEEL 36 1/2"	AIR BRK - D22 BR CONTROL VALVE	LIGHTING - AXLE GEN. 5KW "Y.B. DRIVE
" - TRUCKS - 39,575 #	TRUCK - Light Weight	" " CYL - 4-1/2" 12" X 10"	BATTERY - 16 CELL 32 VOLT 800 AMP.
	BRAKES - Clasp	AIR COND. - WAUKESHA	BUFFER - MINER B-18-X
	JOURNALS - TIMKEN R.B. 6X11 JRL	HEATING - VAPOR	COUPLER - TITE LOCK H-81
	WHEEL SLIP CONTROL - WAB DECELOSTAT	WATER - PRESS. SYSTEM	DRAFT GEAR - MINER A-4-XB
		SHOCK ABSORBER - MONROE	YOKE - Y-50

-31-62
-9-55

SPOKANE, PORTLAND & SEATTLE RAILWAY
75 DORMITORY-BAGGAGE CAR, 1962 DIAGRAM
Scanned from "Passenger Car Diagrams S. P. & S. Ry", PNR/NMRA 1980.
Restored by Paul T. Hobbs, February 17, 2000

Built by Pullman-Standard Plan 7598 Lot 6869, May 1950
To BN 711 (unlikely that number was applied to car)
Sold For Scrap, Smith Bros., March 1981

Service:
Trains 1-2, Portland - Spokane

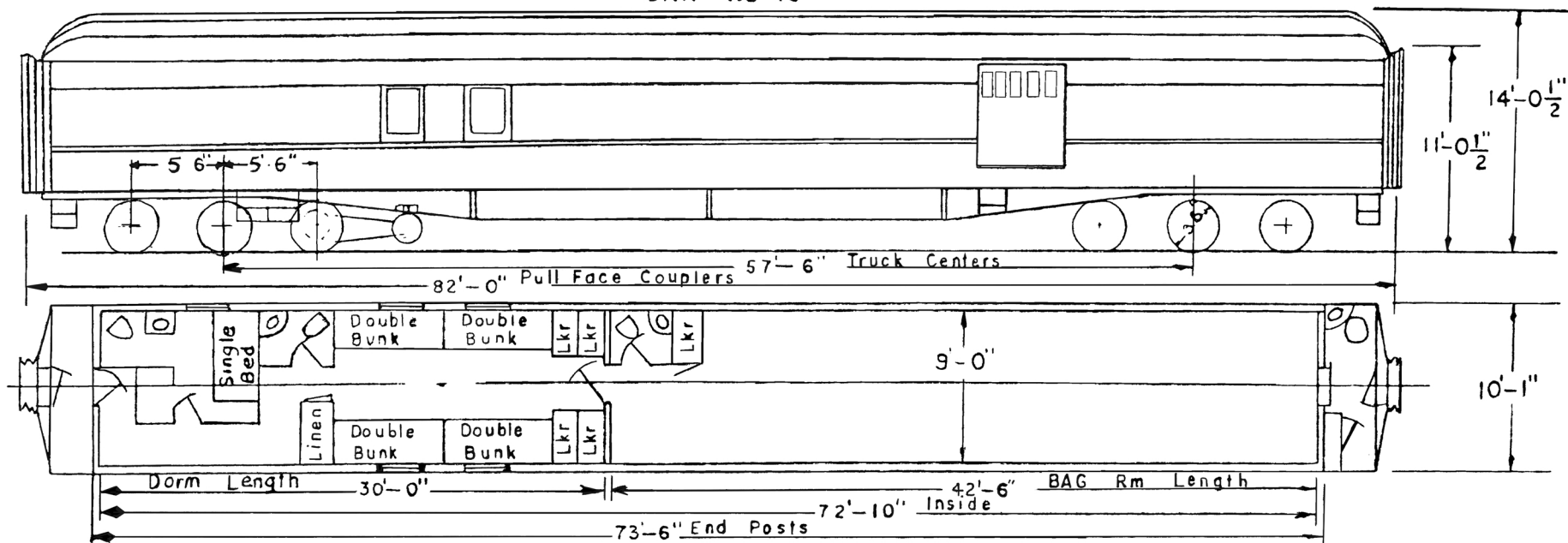
Operated with Baggage room Forward
In the 1960s some pictures show the car with Dormitory Forward

Rebuilt Vanc Shop 5-66
Old 47

BAGGAGE — DORMITORY — CAR

CAR NO 76

16A



Weight — Total 152,340 lbs.	Brake — Clasp	Hoppers — Flush	Windows — A & W Breather Type
Draft Gear — Friction	Air Brake — L-3	Lighting — Elect.	Utility Unit E. A. Lundy
Trucks — C S — 2410 — Pullman	Heat — Direct Steam — Bag. End.	Axle Gen. — 5 KW. 32V.	Yoke — Quad Shear
Journals — 5 1/2" x 10" — Timken R. Brg		Batteries — 600 Amp.	

SPOKANE, PORTLAND & SEATTLE RAILWAY

76 BAGGAGE - DORMITORY CAR, 1966 DIAGRAM

Scanned from "Passenger Car Diagrams S. P. & S. Ry", PNR/NMRA 1980.

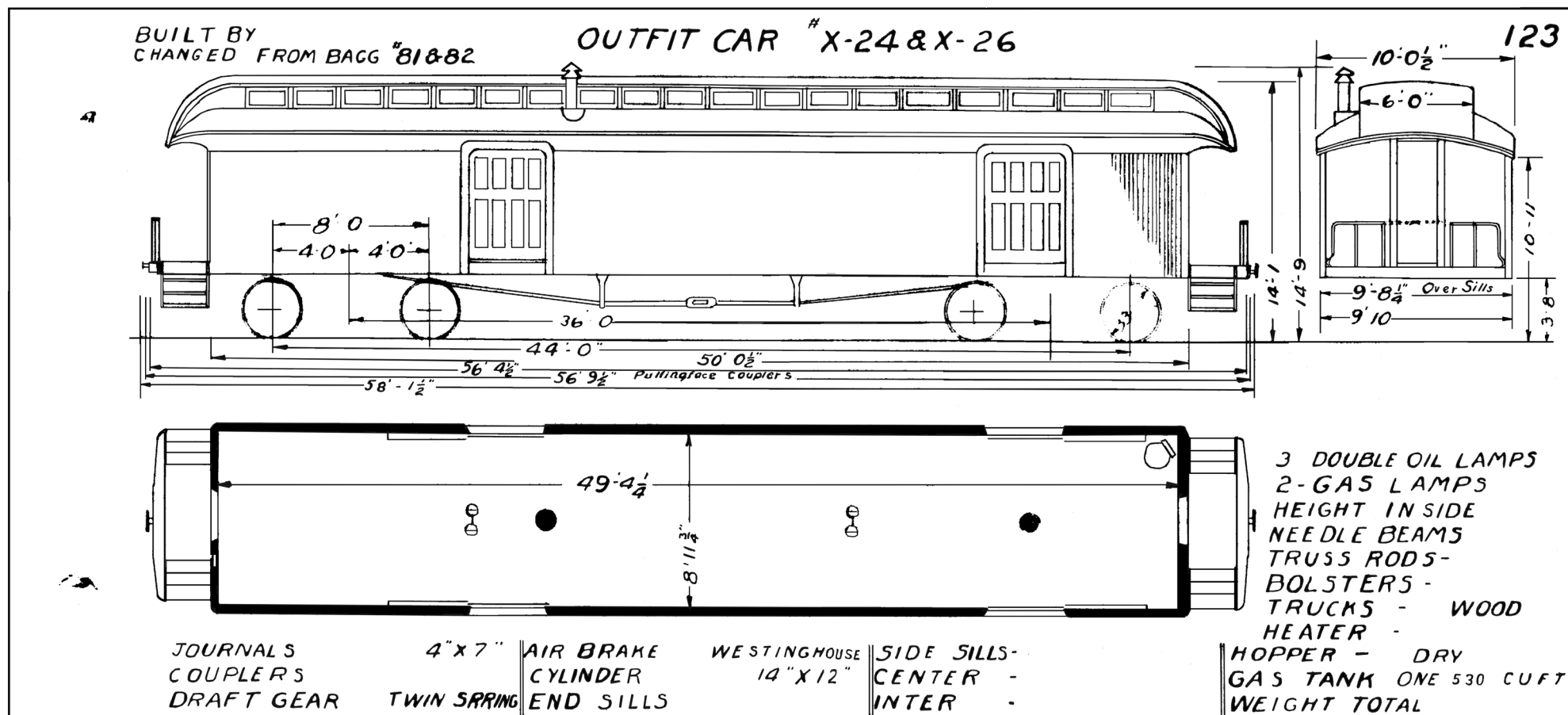
Restored by Paul T. Hobbs, August 21, 2004

76 rebuilt from 47, completed May 1966

Donated to Pacific Northwest Chapter, NRHS July 1972

Used with SP4449 on Bi-Centennial trips 1975-76 as tool car.

Service: Protection car for 75 on Trains 1-2



SPOKANE, PORTLAND & SEATTLE RAILWAY
 80-82 BAGGAGE CARS, 1925 DIAGRAM BOOK
 Diagram of cars in Outfit service.
 Scanned and inverted from copy from Ralph L. Barger.
 Restored by Paul T. Hobbs, June 3, 2004

Built May 1898 by Barney & Smith Car Co., Dayton, Ohio
 as A&CR 22-24 Mail & Baggage
 A&CR 22 to SP&S 31 August 17, 1911; to 80 October 19, 1912
 A&CR 23 to SP&S 32 August 24, 1911; to 81 July 27, 1912
 A&CR 24 to SP&S 33 September 19, 1911; to 82 July 3, 1912

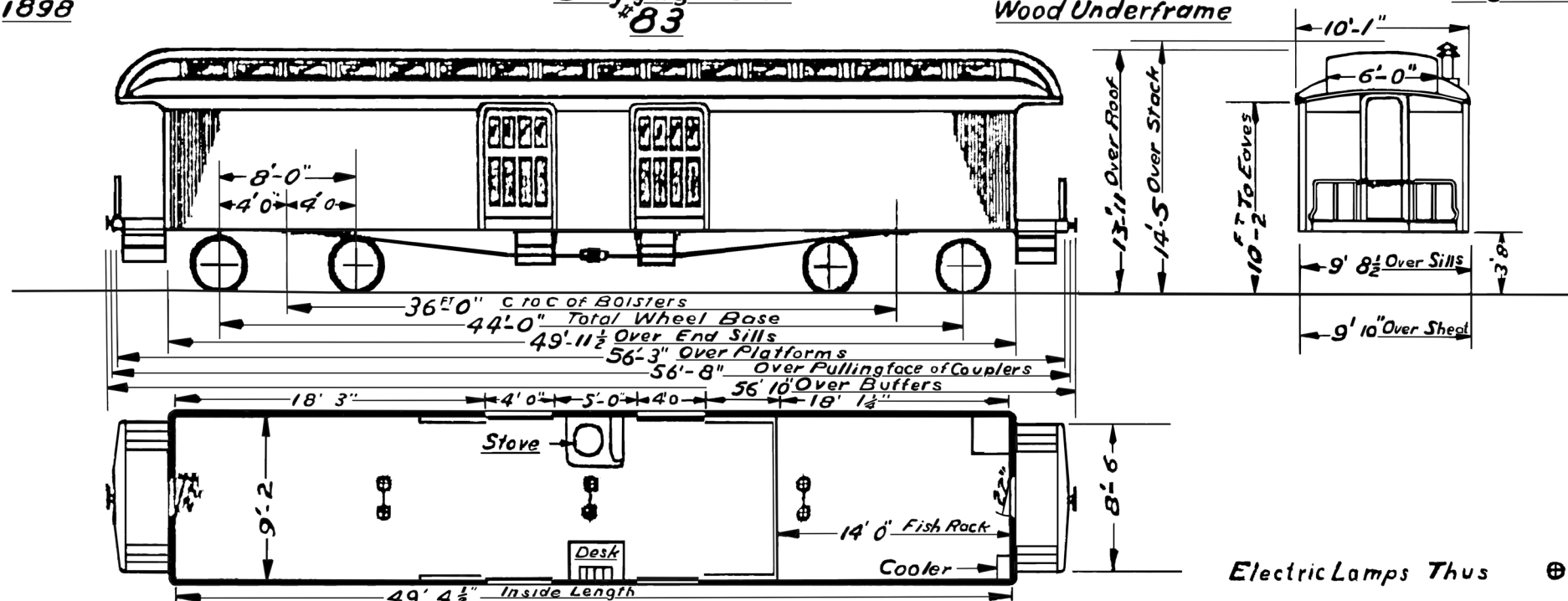
80 to X-26 May 6, 1920; Destroyed Accident July 17, 1924.
 81 to X-25 October 25, 1919; returned to revenue; X-291 April 4, 1925; Reno X-401 before 1930.
 82 to X-24 October 25, 1919; Destroyed Derailment August 6, 1942.

Built By Barney & Smith
1898

Baggage Car #83

Wood Underframe

Page 31



Electric Lamps Thus ⊕

Weight lbs	Total	55400 lbs	Journals	4 x 7"
Draft Gear	Wood	Twin Spring	Hopper	None
Truck	36" STEEL		Air Brake	Westinghouse
Wheels			Heater	Stove
			Finish Int	Painted Lavender
			Head Lining	Gray
			Lighting ELECTRIC	
			Lamp 3 Double	
			Battery Cell Box	

SPOKANE, PORTLAND & SEATTLE RAILWAY
83 BAGGAGE CAR, 1926 DIAGRAM
Scanned and inverted from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, August 31, 2004

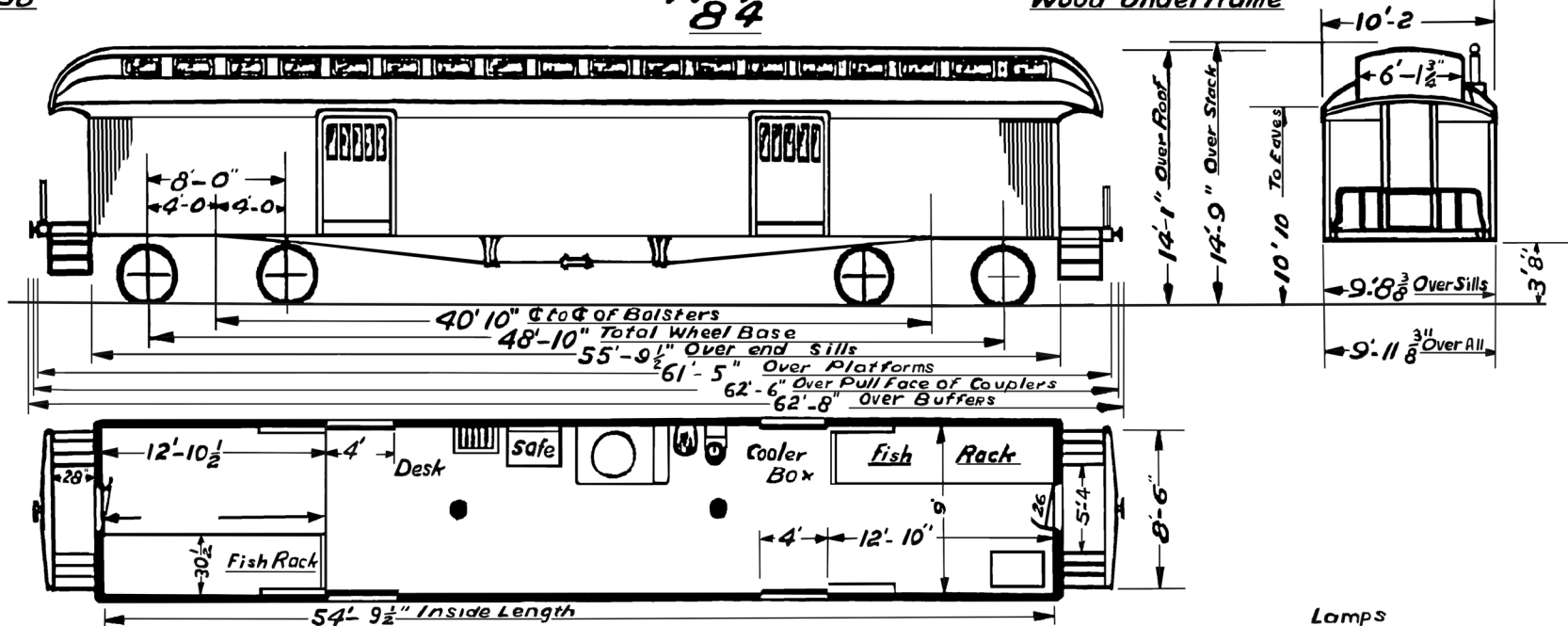
(Here is an example of a diagram in error.)
Built January 1896 by Pullman, Plan 135-H, Lot 2151
For Seashore Road Company
To A&CR 20 1897
To SP&S 83 1911
To X-419 July 15, 1940;
Retired January 22, 1952.

Built By _____
1898

Baggage Car 84

Wood Underframe

Page 32



Weight lbs Total	59,040	Journals	4x7	Finish Int	Painted Grey	Lamps	
Draft Gear	Twin Spring	Air Brake	Westinghouse	Head Lining		ELECTRIC	
Trucks	Wood	Heater Cyl	10"x12"			BATT BOX FOR 10 CELLS	
Wheels	36" Steel	Hopper	Baker Dry				

SPOKANE, PORTLAND & SEATTLE RAILWAY
84 BAGGAGE CAR, 1926 DIAGRAM
Scanned and inverted from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, September 9, 2004

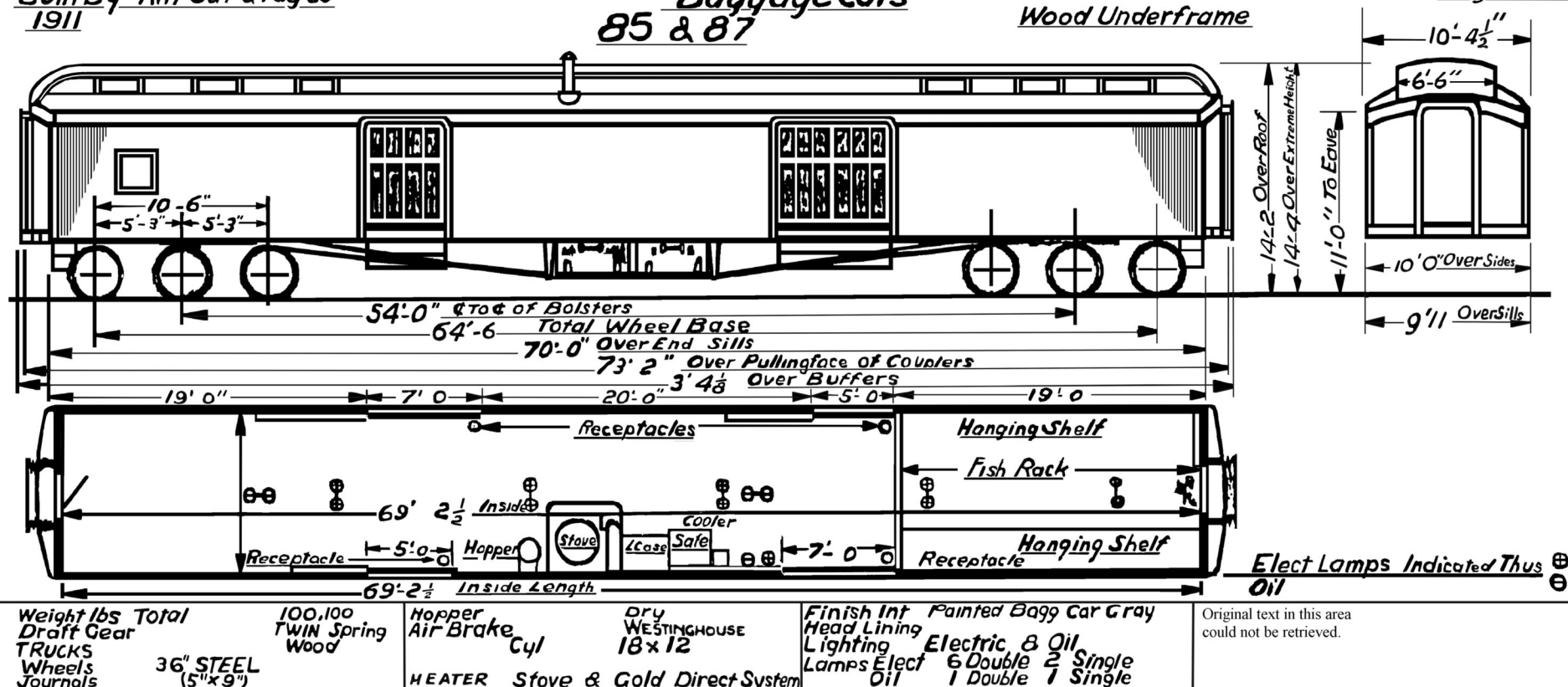
Built May 1898 by Barney & Smith
As A&CR 21
To SP&S 84 1911
To X-420 July 15, 1940;
Dismantled April 29, 1955.

Built By Am Car & Fdy Co
1911

Baggage Cars 85 & 87

Wood Underframe

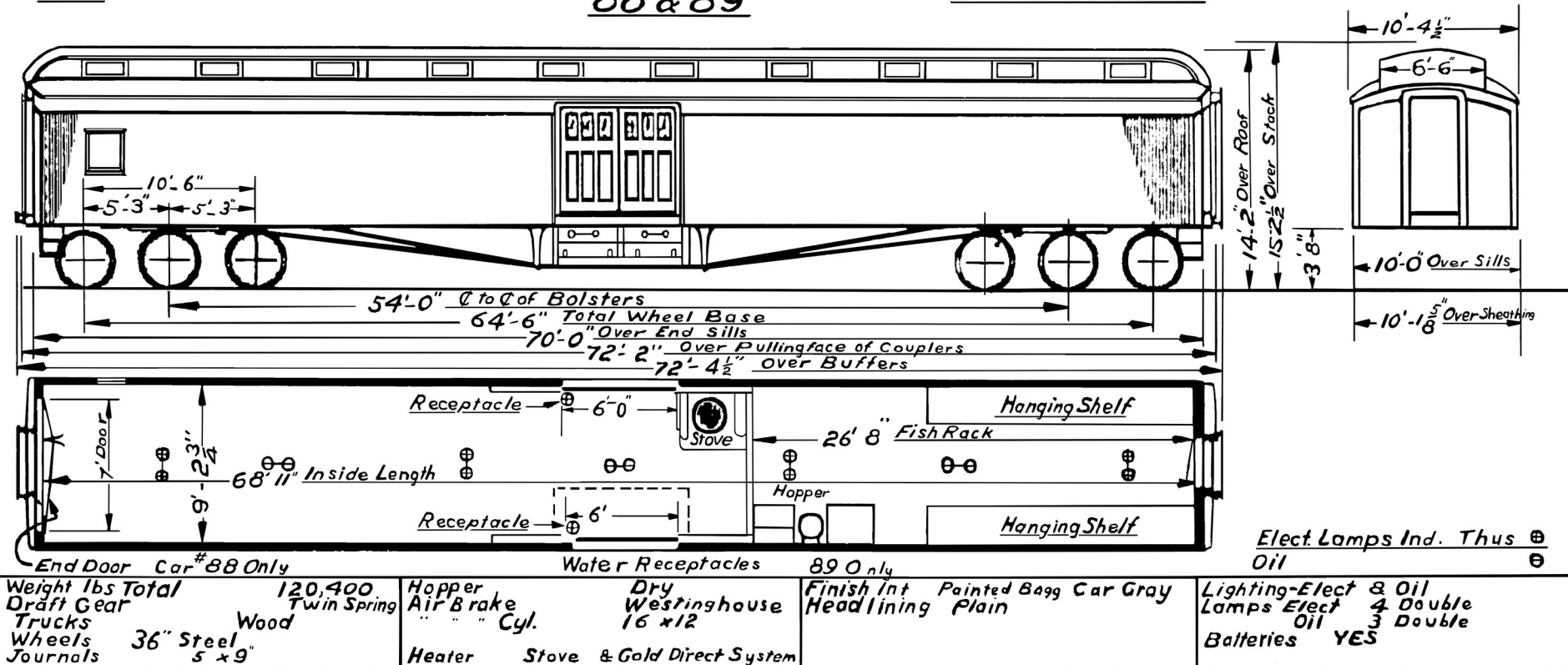
Page 33



SPOKANE, PORTLAND & SEATTLE RAILWAY
85-87 BAGGAGE CARS, 1926 DIAGRAM
Scanned and inverted from copy from Ralph L. Barger.
Diagram was extracted from very gray photocopy.
Restored by Paul T. Hobbs, May 19, 2006

Built by American Car & Foundry, July 1911
Delivered as Dynamo-Baggage cars.
85 Dynamo to 93 September 1929
85 to X-440 October 11, 1940
86 Destroyed by fire September 9, 1916
86 Dynamo to 70 September 1917
87 Dynamo to 94 July 1930
87 to X-441 October 11, 1940

Service: SP&S 1-2, 3-4, until 1929.
Extra capacity through 1940.



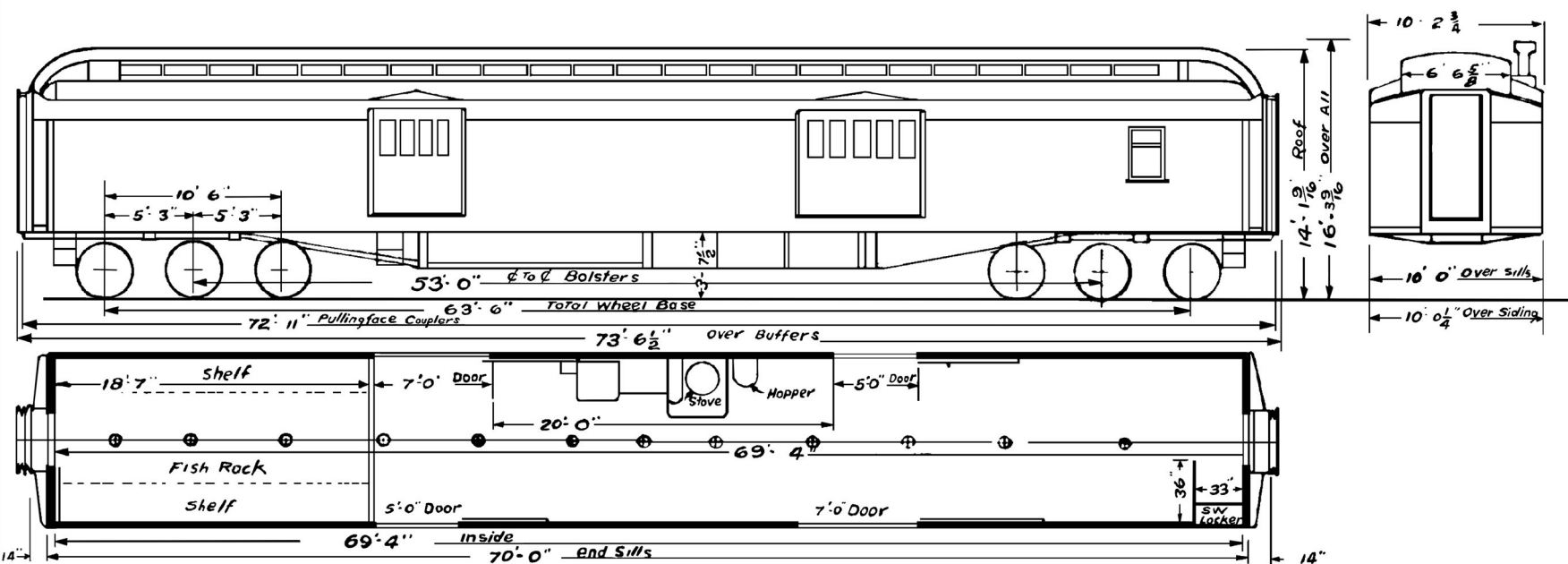
SPOKANE, PORTLAND & SEATTLE RAILWAY
88 - 89 BAGGAGE CARS, 1926 DIAGRAM
Scanned and inverted from copy from Ralph L. Barger.
Diagram was extracted from very gray photocopy.
Restored by Paul T. Hobbs, January 7, 2007

Built by Barney & Smith, June 1906
Among Northern Pacific 352 - 366 Baggage Cars.
Two cars sold to SP&S as Dynamo-Baggage cars.

NP 361 to SP&S 88, May 1911
88 Dynamo to 90, June 1915
Triple End Door installed at A end, August 1915
88 to X-442, August 30, 1940

NP 363 to SP&S 89, May 1911
89 Dynamo to 91, June 1915
89 to X-443, August 30, 1940

Service: SP&S 1-2, 3-4, until 1915.
Extra capacity and special service through 1940.



WEIGHT - TOTAL - 143,640[#]
 DRAFT GEAR - FARLOW TWIN SPRING
 TRUCKS - WOOD FRAME
 WHEELS - 36" STEEL
 JOURNALS - 5" X 9"

AIR BRAKE - N.Y.
 " " CYL. 18" X 12"
 HEATER - STOVE & DIRECT STEAM

FINISH INT. - PAINTED
 HEAD LINING - "
 HOPPER - DRY
 LIGHTING - ELECT.

AXLE GEN. - 32 VOLT
 BATTERY BOXES - YES

Traced 3-18-91
 EMB

SPOKANE, PORTLAND & SEATTLE RAILWAY
 90 - 91 BAGGAGE CARS, 1941 DIAGRAM
 Scanned and inverted from 1944 Equipment Diagram Book.
 Restored by Paul T. Hobbs, January 3, 2007

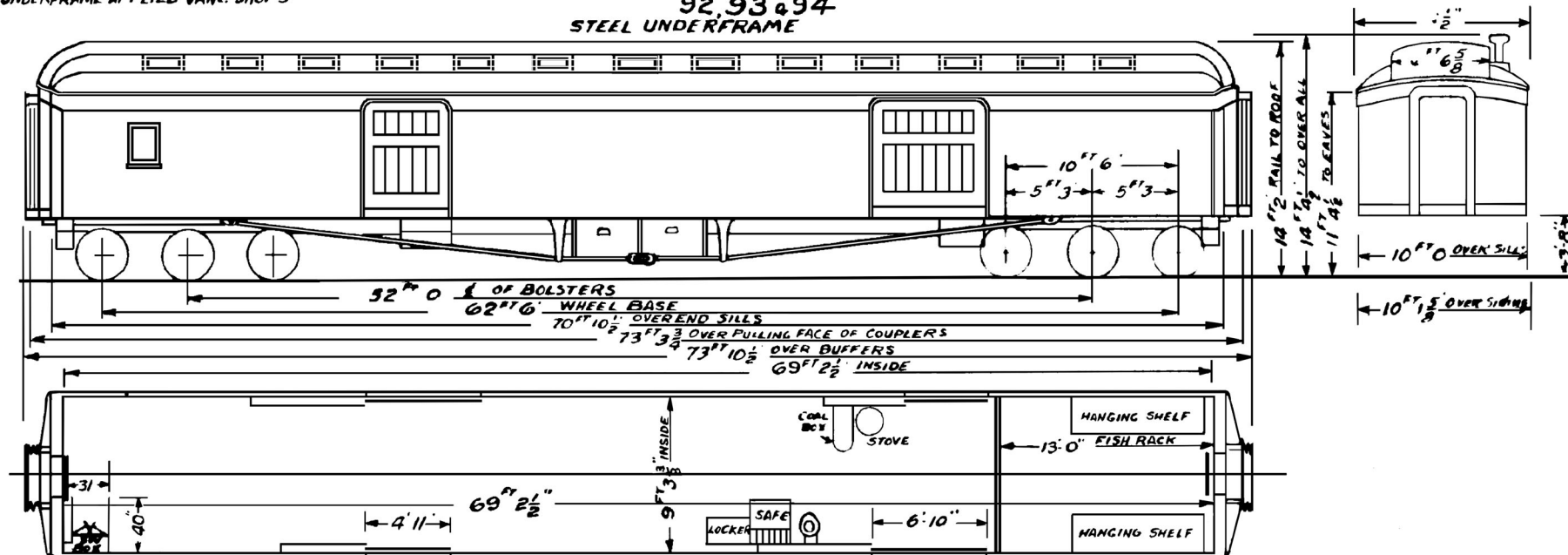
Built by Barney & Smith, June 1915
 90 Dynamo from 88 installed.
 Dynamo removed, axle-generator installed, October 1936
 To Postal-Baggage, 1962
 90 Donated by BN to Eugene, Oregon as Diner, July 1972

91 Dynamo from 89 installed.
 Dynamo removed, axle-generator installed, November 1936
 91 to BN 976124, November 1975

Service (with Dynamo):
 Trains 1, 2, 3, 4 Portland - Spokane

BUILT BY AMERICAN CAR & FOUNDRY 1911.
COMMONWEALTH DOUBLE "H" COLUMN STEEL
UNDERFRAME APPLIED VANC. SHOPS

70 FT. BAGGAGE
92, 93 & 94
STEEL UNDERFRAME



WEIGHT
DRAFT GEAR
TRUCKS -
WHEELS

126,500 LBS
TWIN SPRING
WOOD
36" STEEL

JOURNALS 5" X 9"
AIR BRAKE N Y 18 X 12 CYL.
HEATING - STOVE & DIRECT STEAM
HOPPER DRY

FINISH INT
LIGHTING
BATTERY BOX
AXLE - GEN.

GRAY
ELECTRIC
YES.
64 VOLTS CAR 93 ONLY

SPOKANE, PORTLAND & SEATTLE RAILWAY

92 - 94 BAGGAGE CARS, 1940 DIAGRAM

Scanned and inverted from 1944 Equipment Diagram Book.

Restored by Paul T. Hobbs, January 2, 2007

Built by American Car and Foundry, June 1911

As Mail & Baggage 34 - 36

Rebuilt as Dynamo-Baggage

34 to 92, July 6, 1929

Dynamo installed from Car 70

Dynamo removed October 1940

92 to X-509, April 7, 1952

35 to 93, September 30, 1929

Dynamo installed from Car 85

Dynamo removed 1936

Axle Generator from 98 installed 1936

93 to X-506, April 7, 1952

36 to 94, July 31, 1930

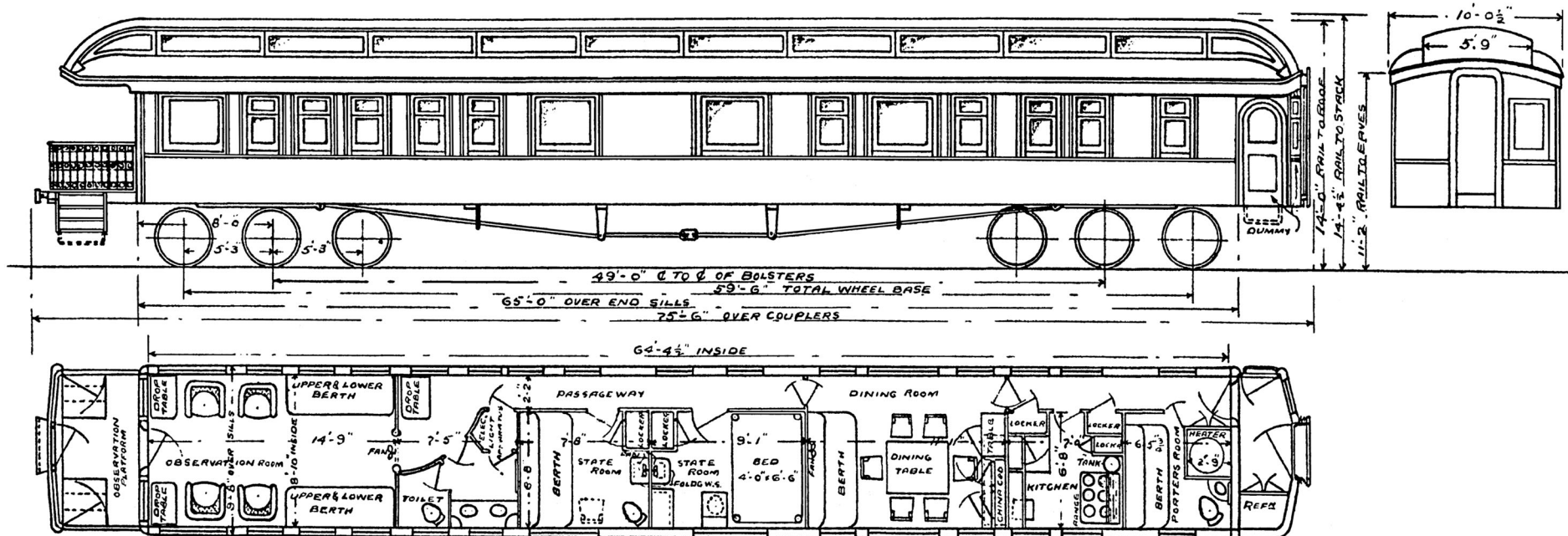
Dynamo installed from Car 87

Dynamo removed October 1940

94 to X-490, December 6, 1948

Service (with Dynamo):

Trains 1, 2, 3, 4 Portland - Spokane



WEIGHT LBS.
 LENGTH OVER FRAMING 77'-0"
 LENGTH OVER BUFFERS 77'-0"
 WIDTH OVER FRAMING 9'-8"
 WIDTH OVER CROWN MLOG 10'-0 1/2"
 SEATING CAPACITY - 23

TRANSOM CENTERS - 49'-0"
 TOTAL WHEEL BASE - 59'-6"
 TRUCK WHEEL BASE - 10'-6"
 WHEELS - 5.5" x 12" - 36 1/2" DIAM.
 NUMBER OF WHEELS - 12
 JOURNALS, SIZE - 5" x 9"

AIR BRAKE (MAKER) - NEW YORK
 AIR SIGNAL (MAKER) - "
 HEATER (MAKER) - BAKER, DOUBLE COIL
 HEATER PIPING - GOLD DIRECT SYM - 5 1/2 FT. - 1 1/2"
 DECK - MONITOR, TIN.

FINISH - EXTERIOR - FULLMAN A.B.C. COLOR
 FINISH - INTERIOR - MAHOGANY, NAT. FINISH
 HEAD LINING - VENEER, PTD.
 LIGHTING - ELECTRIC
 LAMPS - 34 ELECTRIC LIGHTS

SPOKANE, PORTLAND & SEATTLE RAILWAY

99 OFFICIAL CAR, 1916 DIAGRAM

Scanned and inverted from copy from PNWC Collection

Restored by Paul T. Hobbs, January 2, 2007

This was the second-earliest-built car in the SP&S fleet.
 It carried more different car numbers than any other - ten.

Built by Barney & Smith, March 29, 1883

As St. P M & M 213 "NORTHCOTE" 14-Section Sleeping Car

To GN 213, April 1890 [same name]

To GN 905, January 1900 [same name]

To GN 8301, July 1907 [same name]

To SP&S 22, October 21, 1910, rebuilt by GN to Official Car see diagram

To B-1, before July 1911

To 99, November 27, 1911

USRA 121 in 1918-1919

To 98, January 10, 1927

To X-401, March 28, 1940

Destroyed by fire at Prindle, Washington, December 30, 1944

Service: Assigned to President

The officers were:

C.R. Gray

J.H. Young

L.C. Gilman

A.J. Davidson [Federal Manager]

W.F. Turner

As 98, assigned to General Manager

The officers were:

A.J. Davidson

J.H. O'Neill

W.C. Sloan

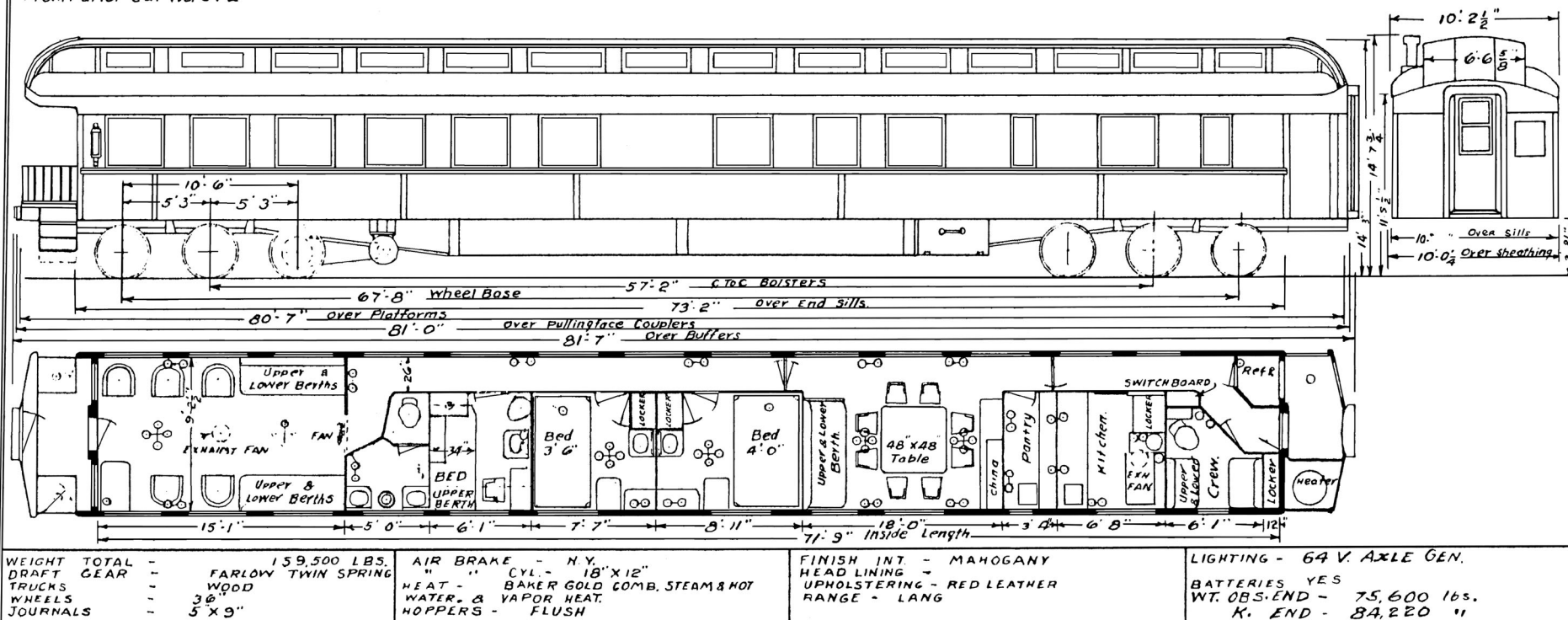
Built By Barney & Smith 1915
 Rebuilt Vanc. Shops 5-21-27
 From Parlor Car No. 572

OFFICIAL CAR 99

All Steel

Double Girder Fish Belly Underframe

PAGE. 22



SPOKANE, PORTLAND & SEATTLE RAILWAY
 99 OFFICIAL CAR, 1947 DIAGRAM
 Scanned from copy from the MHS Collection.
 Restored by Paul T. Hobbs, January 2, 2007

Built by Barney & Smith June 1915
 572 to 99 April 17, 1927; completed May 21, 1927

Service: Assigned to President, Mr. W.F. Turner.
 Following his resignation the office of President alternated between
 GN/NP Presidents at St. Paul.
 Car was then assigned to
 Vice-President and General Manager at Portland, Oregon.
 In this configuration the officers were:
 L.C. Gilman
 W.C. Sloan
 R.A. McCandless
 M.C. La Bertew
 T.F. Dixon
 E.B. Stanton

Bld By. Barney & Smith 1915
 Rebuilt Vanc. Shop May 1927
 Air Cond. Vanc. Shop June 1948

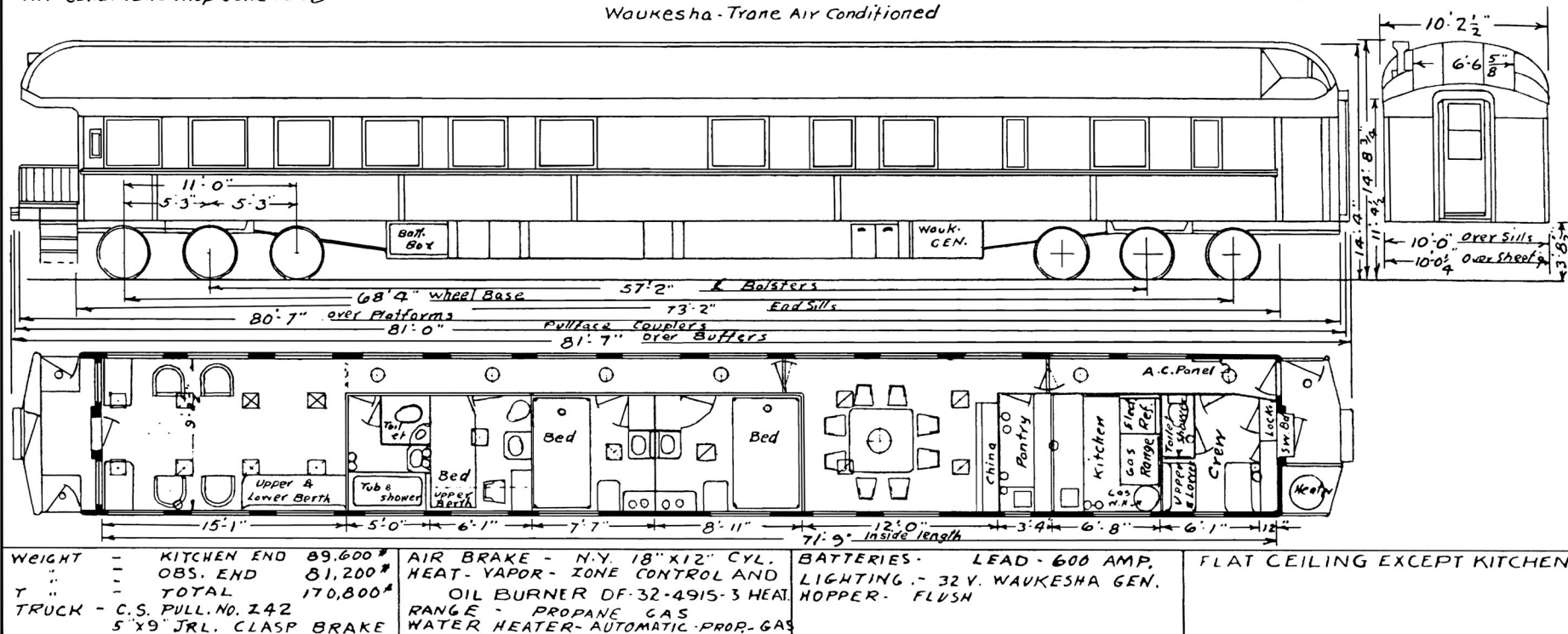
OFFICIAL CAR 99

All Steel

Double Girder Fish belly Type.

Waukesha-Trane Air Conditioned

22



12-29-51
 7-48

SPOKANE, PORTLAND & SEATTLE RAILWAY
 99 OFFICIAL CAR, 1951 DIAGRAM
 Scanned from copy from the MHS Collection.
 Restored by Paul T. Hobbs, December 30, 2006

Built by Barney & Smith June 1915
 572 to 99 April 17, 1927; completed May 21, 1927
 Air-conditioning, tub/shower installed, completed June 30, 1948
 Note reduced sleeping-berth capacity

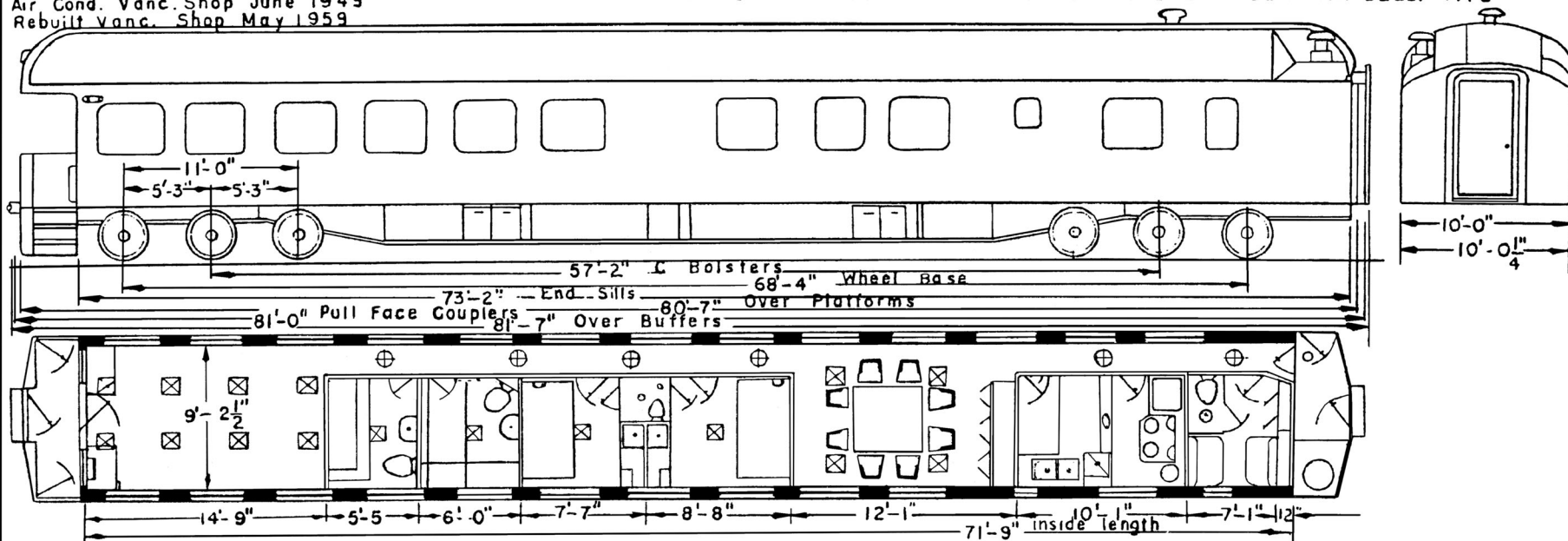
Service: Assigned to Vice-President and General Manager at Portland, Oregon.
 In this configuration the officers were:
 E.B. Stanton
 L.W. Albertson

Built By Barney & Smith 1-15
 Rebuilt Vanc. Shop May 1947
 Air Cond. Vanc. Shop June 1949
 Rebuilt Vanc. Shop May 1959

OFFICIAL CAR 99 Waukesha - Trane Air Conditioned

ALL STEEL DOUBLE GIRDER FISH BELLY TYPE

22



Weight Kitchen End - 92,680 lbs	Air Brake - N.Y. D-22-ARCyl	Batteries - Load 800 Amps	Water Tanks - Heater - 30 Gals
" " OBS. End - 85,460 lbs	Heat Vapor - Zone Control end	Lighting - 32 Volts Waukesha Gen.	Flats Ceiling Except Kitchen
Weight Total - 178,140 lbs.	Oil Burner DF-32-4915-3 Heat	Hopper - Flush	Hand Brake - National's
Truck - C.S. Pull Pull N2 2410	Range - Propane Gas	Water Tanks - Lower 300 Gals	Peacock - 800 - L.C.
5 1/2" X 10" Roller Bearings - Timken	Water Heater - Automatic - Prec. Gas	Water Tanks - O.H. Kitchen 60 Gals	Coupler - TiteLock H-81

10-62
 31-62

SPOKANE, PORTLAND & SEATTLE RAILWAY

99 OFFICIAL CAR, 1962 DIAGRAM

Scanned from Passenger Car Diagrams S. P. & S. Ry, PNR/NMRA 1980.

Restored by Paul T. Hobbs, December 29, 2006

Built by Barney & Smith June 1915

572 to 99 April 17, 1927; completed May 21, 1927

Air-conditioning, tub/shower installed, completed June 30, 1948

Modernized, roller-bearing trucks, completed May 1959

Retired June 1970, replaced by BN Yakima River

Sold for Scrap to Purdy Brothers.

Car is at Moses Lake, Washington, in excellent condition.

Service: Assigned to Vice-President and General Manager at Portland, Oregon.

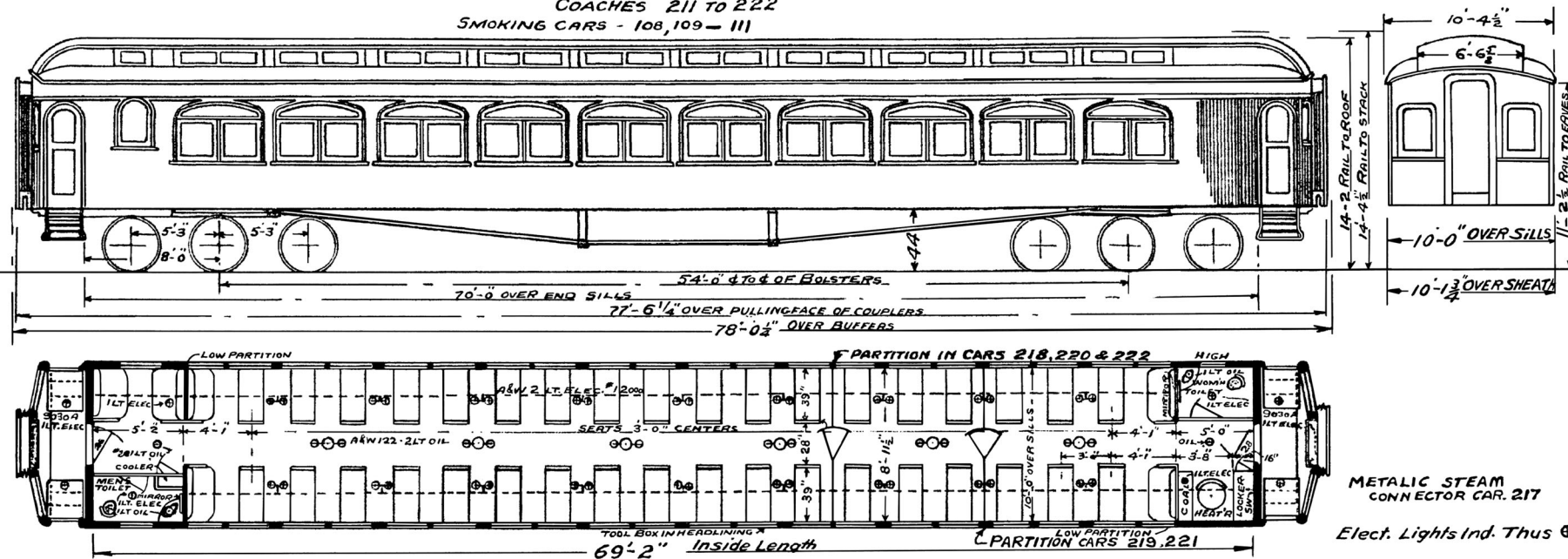
In this configuration the officers were:

L.W. Albertson

N.S. Westergard



Built by Pullman Plan 2359 Lot 3642 November 1908; Cars 100 - 104
Built by Pullman Plan 2359 Lot 3696 June 1909; Cars 105 - 107
100 to X-444, June 5, 1940
101 to X-445, October 16, 1940
102 to X-446, October 16, 1940
103 to X-447, October 16, 1940
104 to X-448, October 12, 1940
105 to X-449, October 16, 1940
106 to X-450, July 26, 1940
107 to X-451, July 26, 1940



WEIGHT LBS. BODY 84,100 TRUCKS 41,200 TOTAL 125,000
DRAFT GEAR- FARLOW TWIN SPRING

HOPPER- FLUSH
SEATING CAPACITY 84

TOTAL WHEEL BASE 64'-6"
TRUCKS- WOOD
WHEELS- 36" STEEL
JOURNALS, SIZE 5"x9"

AIR BRAKE (MAKER) WESTINGHOUSE
" " 18"x12"
HEATER (MAKER) BARNEY & S. - GOLD, INDIRECT SW
UPHOLSTERING - SMOKERS - PANTASOTE
" - COACHES - FLUSH

BATTERY BOX: YES, EXCEPT 108
FINISH- INTERIOR - MEX. MAHOGANY, NAT. FIN
HEAD LINING - PAINTED
LIGHTING - ELECTRIC
LAMPS - 10. 6-2LT A8W*122, 2-1LT*11 1/2, 2-1LT*218
ELEC " 26. 18 A8W12000-2LT, 2*113, 90-1LT #3030A.1LT

9-45
10-1-02
3-4-41
1-28-37
Rev. 10-27-17

SPOKANE, PORTLAND & SEATTLE RAILWAY

108 - 112 SMOKING CARS

211 - 222 COACHES, 1945 DIAGRAM

Scanned from copy from the MHS Collection.

Restored by Paul T. Hobbs, February 4, 2007

Built Barney & Smith, August 1912

108, To X-478, May 17, 1946

109, To 53, October 18, 1946

110, To X-476, March 19, 1945

111, To 54, December 31, 1946

112, Damaged beyond repair, derailment, Yellepit, Washington, October 2, 1942

211, To X-483, July 10, 1947

212, To X-484, August 9, 1947

213, To X-485, July 17, 1947

214, To X-481, November 13, 1946

215, To X-486, July 17, 1947

216, To X-496, April 12, 1950

217, To X-480, December 31, 1946

218, To X-494, October 18, 1949

219, To X-491, March 9, 1949

220, To X-497, December 9, 1949

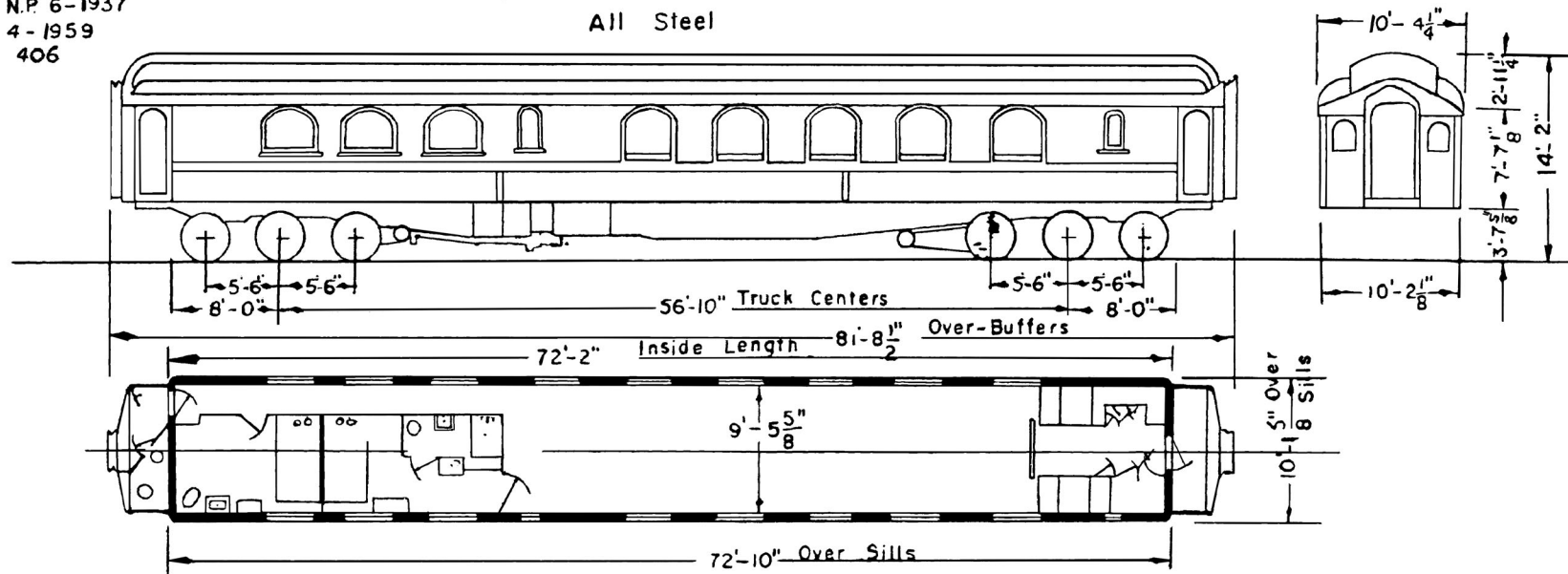
221, To X-477, April 12, 1946

222, To X-482, November 25, 1946

From NP Jan 1948 ON No 1677
 Built By Pull. Co. 1915
 Remodeled N.P. 6-1937
 Remodeled 4-1959
 Old SP&S 406

Examination Car No III All Steel

23



Weight - Total 168,020	Trucks-1910 Steel-Clasp Brake	Batteries - 32 Volt	Heat - Vapor Oil Burner DF - 3
	Journals - 5"x9"	Electrical - 25 Kw - 32 V.D.C. Diesel	4915-3 - Hot Water
Weight - Trucks 45,900	Air Conditioned	Waukesha Enginator	Propane Water Heater
Brakes - Clasp - (L-3)	Coupler - Double Shear	2 Kw 110Vt. Alternator	PA System - Type Bogen

9-10-62
 1-1962
 4-1959

SPOKANE, PORTLAND & SEATTLE RAILWAY
 111 EXAMINATION CAR, 1962 DIAGRAM
 Scanned from Passenger Car Diagrams S. P. & S. Ry, PNR/NMRA 1980.
 Restored by Paul T. Hobbs, December 27, 2006

Built by Pullman Plan 2860 Lot 4317 1915
 NP 1677
 Remodeled and Air Conditioned 1937
 To SP&S 406 February 13, 1948
 To X-472 cancelled
 To 111 April 1959, replacing X-491
 To Burlington Northern B-3 in 1970

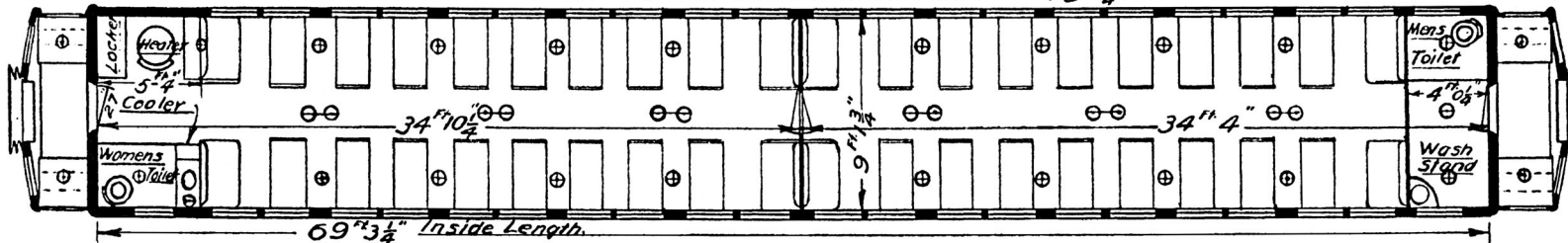
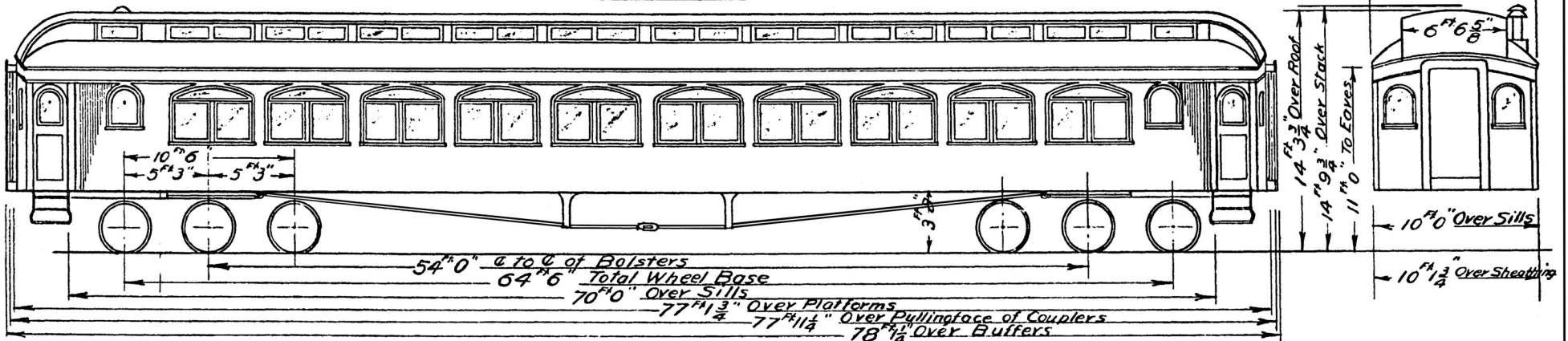
Service:
 Company Examination/Instruction car,
 assigned to Vern L. Vasey, Safety Supervisor

Built By - Barney & Smith
1909

Smokers
#120-122

Wood Underframe.

Page #



S.P.&S

1552
Oct 1 - 1917

Elect. Lamps Ind. Thus ⊕
Oil " " " ⊖

Weight lbs. Total	117,000	Journals -	5" x 9"	Finish Int. -	Oak Natural	Lighting -	Elect. & Oil
Draft Gear -	Twin Spring	Air Brake -	Westinghouse	Head Lining -		Lamps Elect. -	24 Single
Trucks -	Wood	" Cyl.	18" x 12"	Upholstering -	Pantasote	" Oil -	6 Double, 2 Single
Wheels -	36 1/2" dia. Banded	Heater -	Baker Gold Direct.	Seating Cap -	60		
		Hopper -	Flush				

E.H.B

SPOKANE, PORTLAND & SEATTLE RAILWAY
120 - 122 SMOKERS, 1917 DIAGRAM
Scanned and inverted from copy from PNWC Collection
Restored by Paul T. Hobbs, December 26, 2006

Built Barney & Smith, April, May, 1909
Among NP 750 - 769 Coach-Smokers.
NP 755 to SP&S 120 in 1911
120 to X-452, June 4, 1940

NP 757 to SP&S 121 in 1911
121 to X-453, June 4, 1940

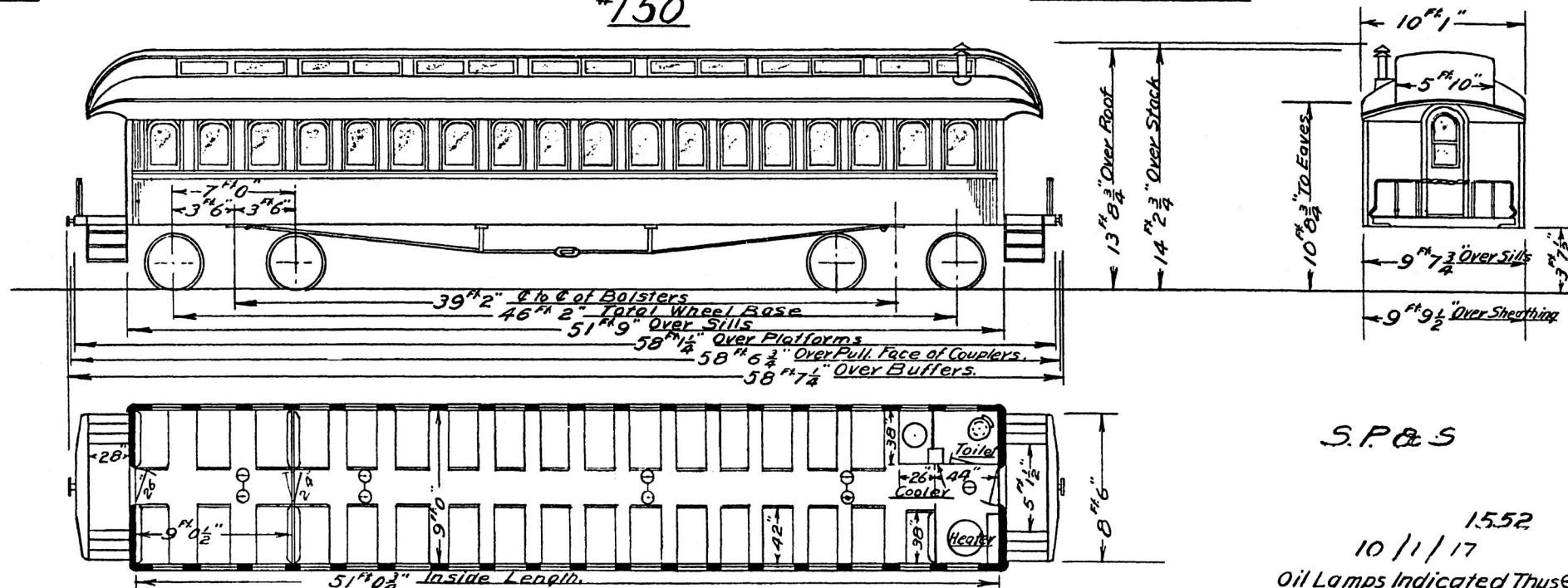
NP 767 to SP&S 122 in 1911
122 to X-454, June 4, 1940

Built By—
1898

Coach
#150

Wood Underframe.

Page#



S.P.&S

1552

10/1/17

Oil Lamps Indicated Thus ⊗

Weight lbs. Total	55,800	Journals - 4 x 7"	Finish Int. - Birds Eye Maple & Black Walnut	Lighting - Oil
Draft Gear -	Twin Spring	Air Brake - Westinghouse	Head Lining -	Lamps - 4 Double & 1 Single
Trucks -	Wood	" Cyl. - 10" x 12"	Upholstering - Red & Green Plush.	
Wheels - 37" dia.	S. Steel	Heater - Baker	Seating Cap. - 66	
		Hopper - Dry.		

E.H.B

SPOKANE, PORTLAND & SEATTLE RAILWAY

150 COACH, 1917 DIAGRAM

Scanned and inverted from copy from PNWC Collection

Restored by Paul T. Hobbs, December 26, 2006

May have been built by Pullman Car Works (Chicago) Plan 320, Lot 1302 in 1887

For Cairo, Vincennes & Chicago [number unknown]

To Columbia River & Northern Railway No. 76, 1903

To SP&S March 1908

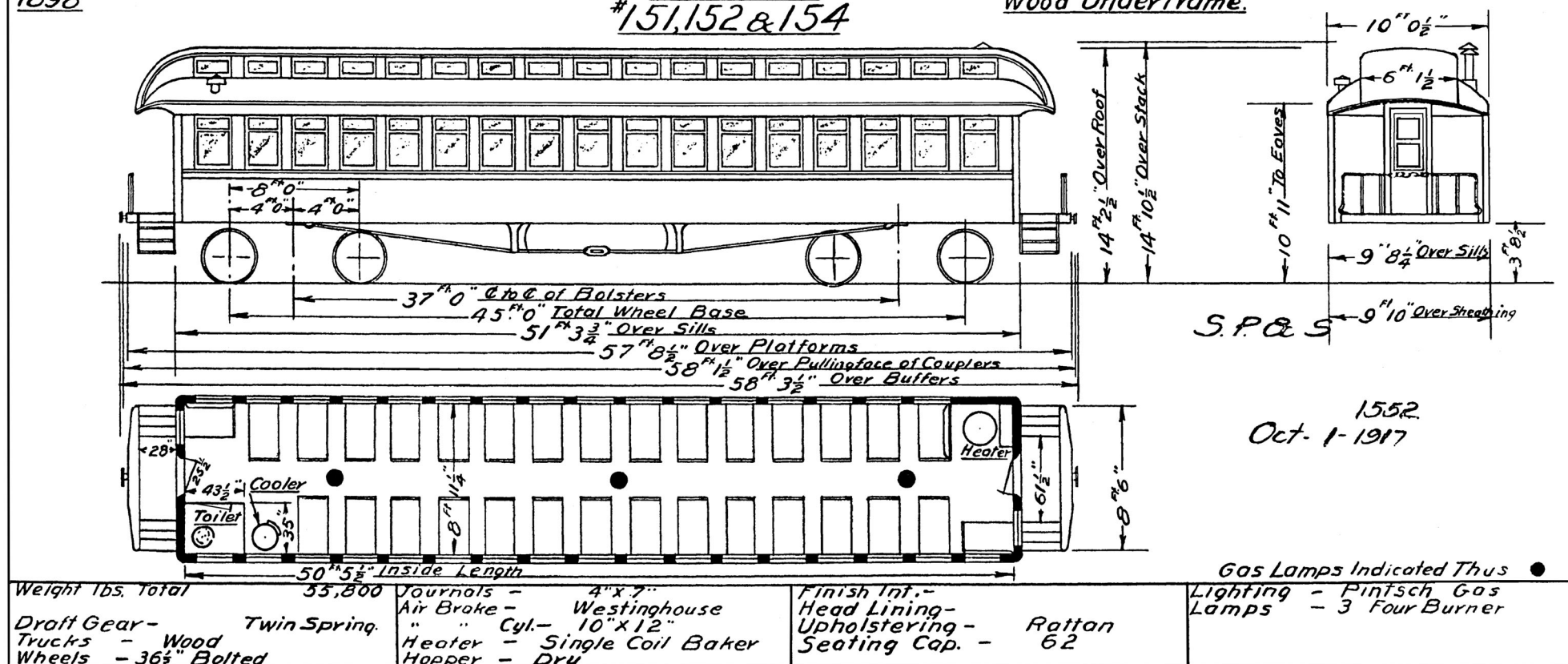
Listed in Official Railway Equipment Registers of 1908 as SP&S 57.

Renumbered 150 December 1908.

To X-157, March 1, 1921; to X-402 before 1930.

Service:

Goldendale Branch

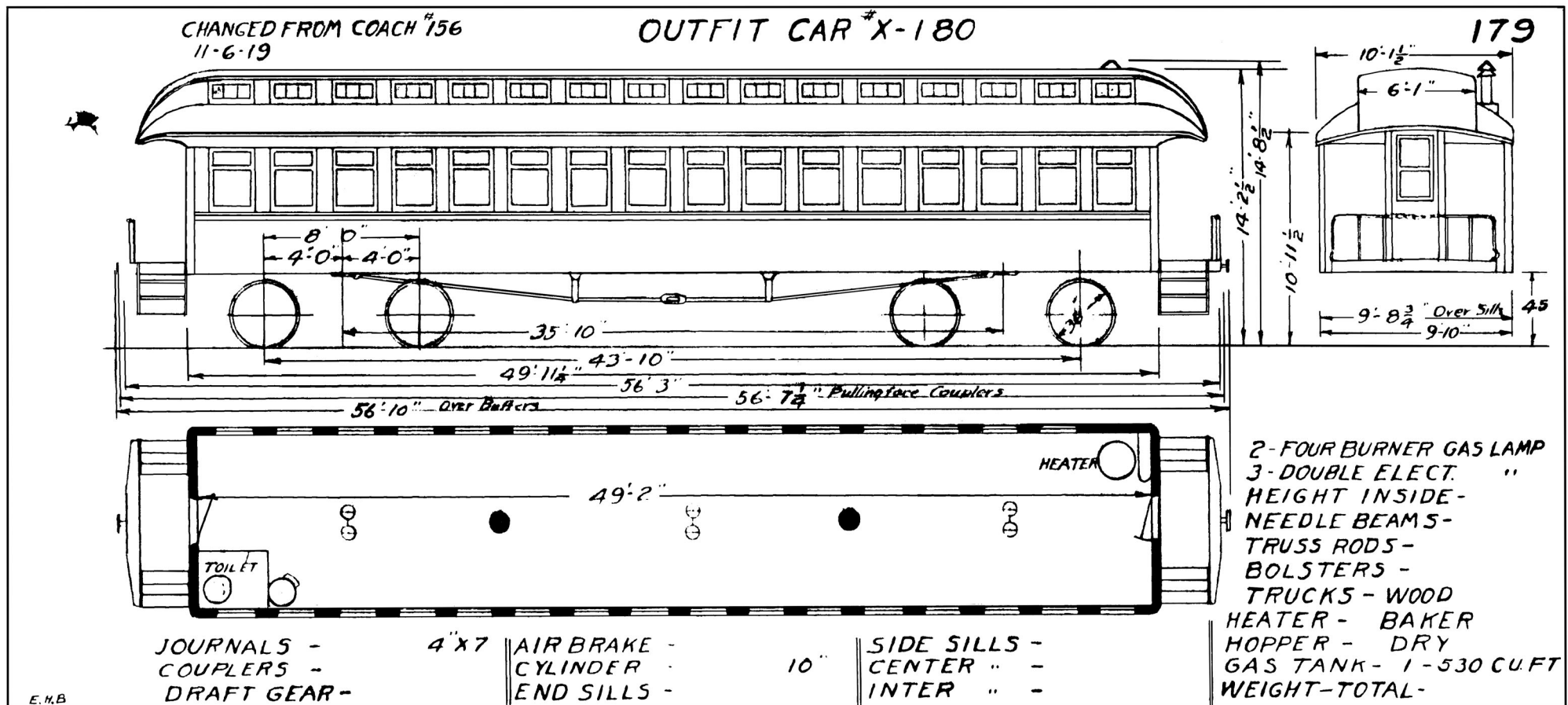


SPOKANE, PORTLAND & SEATTLE RAILWAY
151 - 154 SMOKERS, 1917 DIAGRAM
 Scanned and inverted from copy from PNWC Collection
 Restored by Paul T. Hobbs, December 26, 2006

**Built by Barney & Smith, January 1898
As Astoria & Columbia River RR 4 - 7.
To SP&S 151 - 154 in 1911.**

151 to X-165, March 1, 1921; to X-403 before 1930
152 to X-166, March 1, 1921; to X-404 before 1930
153 Destroyed by fire, while a temporary OE depot
at Independence, Oregon, February 28, 1913
154 to X-105, July 15, 1920; to X-405 before 1930.

Service:
Locals on Astoria Line, Extra capacity on Astoria Line.



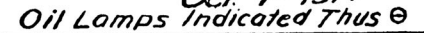
SPOKANE, PORTLAND & SEATTLE RAILWAY
 155 - 156 COACHES, 1925 (OUTFIT) DIAGRAM
 Scanned and inverted from copy from Ralph L. Barger
 Restored by Paul T. Hobbs, December 24, 2006

Built by Barney & Smith in January 1898
 As Astoria & Columbia River Railroad 17, 18, 19
 Second-Class Coaches

A&CR 17 to SP&S 155, February 1911
 155 to 52 (1), March 26, 1917

A&CR 18 to Pacific & Eastern Railway Company, No. 10

A&CR 19 to SP&S 156, February 1911
 156 to X-180, November 6, 1919
 X-180 to X-406 before 1930
 X-406 Retired, May 15, 1952

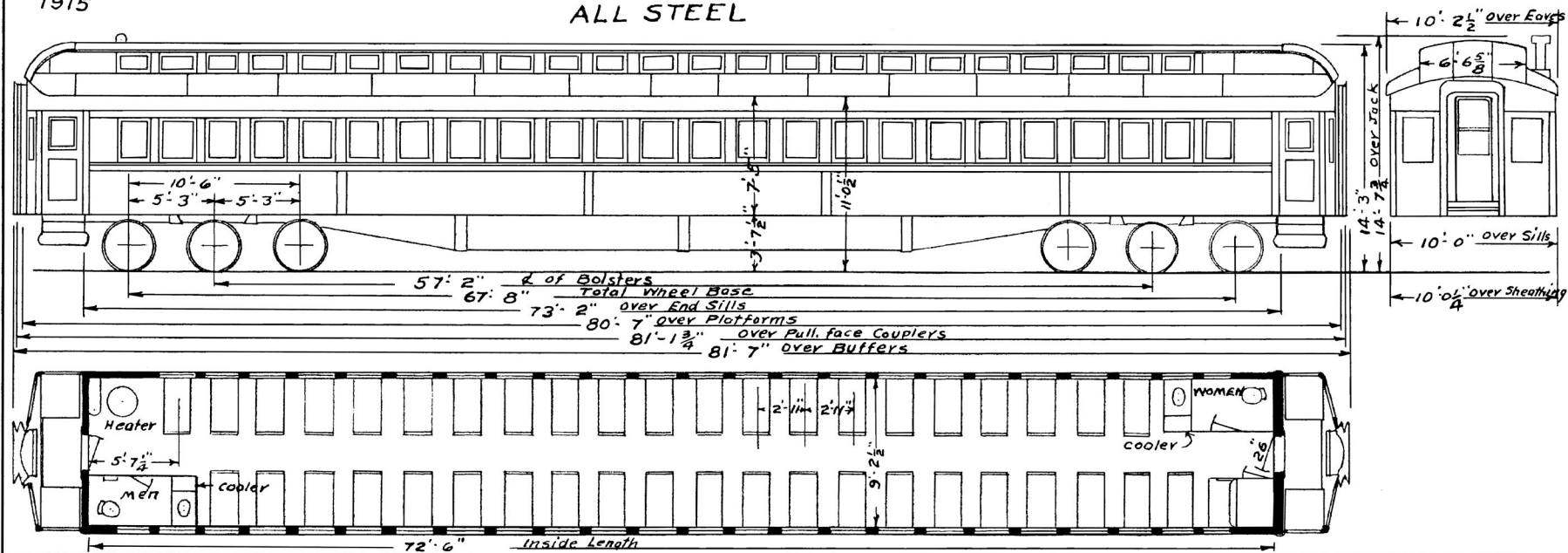


(See also diagrams for 57 - 59, 250)

BUILT BY BARNEY & SMITH
1915

COACH 172 ALL STEEL

34



WEIGHT - TOTAL	142000*	JOURNALS -	5" X 9"	HEATER -	BAKER-GOLD DUPLEX SYSTEM	VAPOR #	1136 METALIC STEAM CONNECTOR
DRAFT GEAR -	FARLOW TWIN SPRING	AIR BRAKE -	N.Y.	FINISH -	INT- ENAMEL	SEATING CAPY -	86
TRUCKS -	WOOD	"	CYL. 1-18" X 12"	LIGHTING -	ELECTRIC		
WHEELS -	36" STEEL	HOPPER -	ECKERT #8 FLUSH	UPHOLSTERING -	PLUSH		

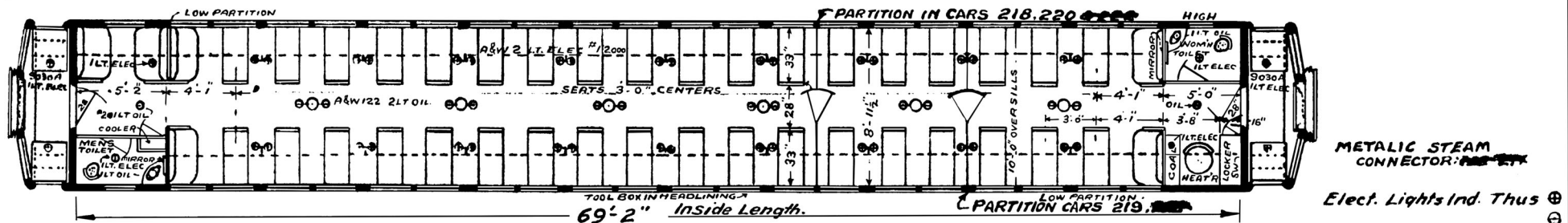
Traced 5-17-39

SPOKANE, PORTLAND & SEATTLE RAILWAY
170 - 172 COACHES, 1939 DIAGRAM
Scanned from copy from the MHS Collection.
Restored by Paul T. Hobbs, December 23, 2006

Built by Barney & Smith June 1915
170 to 558, completed April 16, 1939
171 to 559, completed April 25, 1939
172 to X-505, November 21, 1952

Built by Pullman Plan 2358 Lot 3641 October 1908; Cars 200 - 205
Built by Pullman Plan 2358 Lot 3695 June 1909; Cars 206 - 210
 200, to X-455, July 26, 1940
 201, to X-456, October 12, 1940
 202, to X-457, July 26, 1940
 203, to X-458, July 26, 1940
 204, to X-459, October 16, 1940
 205, to X-460, July 26, 1940
 206, to X-461, July 26, 1940
 207, to X-462, October 12, 1940
 208, to X-463, May 14, 1940
 209, to X-464, July 15, 1940
 210, to X-465, May 13, 1940

217 " To X-480
218 " To X-480



BATTERY BOX:- YES EXCEPT ~~NO~~ 210
FINISH- INTERIOR- MEX. MAHOGANY, NAT. FIN.
HEAD LINING- PAINTED "SMOKERS OK" "
LIGHTING- ELECTRIC
LAMPS- 10. 6- 2LT 4W*122 2- 1LT*11", 2- 1LT*218
" 26. 18 4W 12000- 2LT, 2*11300- 1LT, 4*3030A, 1LT
9- JUL

211, To X-483, July 10, 1947
212, To X-484, August 9, 1947
213, To X-485, July 17, 1947
214, To X-481, November 13, 1946
215, To X-486, July 17, 1947
216, To X-496, April 12, 1950
217, To X-480, December 31, 1946
218, To X-494, October 18, 1949
219, To X-491, March 9, 1949
220, To X-497, December 9, 1949
221, To X-477, April 12, 1946
222, To X-482, November 25, 1946

Weight lbs. Total	55,800	Journals -	4" x 7"	Finish Int. -	Oak, Natural.	Lighting -	Oil
Draft Gear -	Twin Spring	Air Brake -	Westinghouse	Head Lining -		Lamps -	3 Double
Trucks -	Wood	" " Cyl. -	10" x 12"	Upholstering -	Rattan.		
Wheels -	37" dia. S Steel	Heater -	Single Coil Baker	Seating Cap. -	62		
		Hoppers -	Dru				

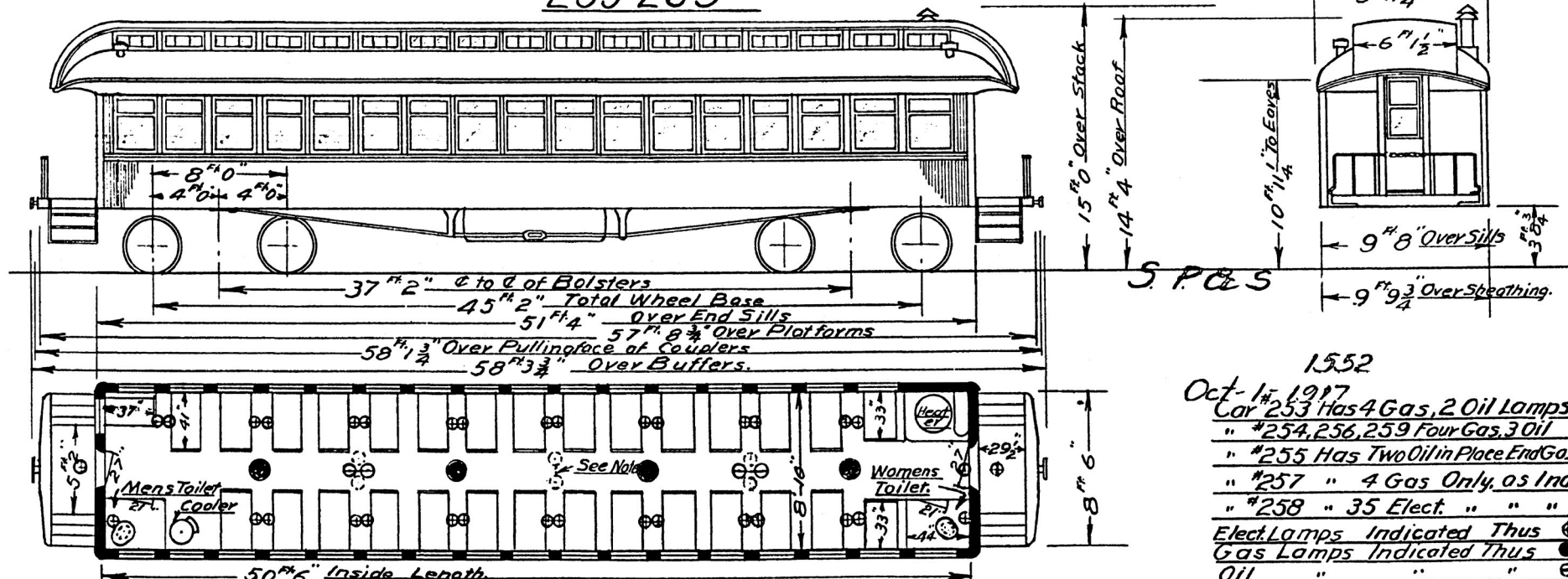
**Build by Pullman Plan 864-M, Lot 2150, June 1896
As Seashore Road 1 - 3
To Astoria & Columbia River RR 1 - 3 in 1898.
To SP&S 250 - 252 in 1911.
250 to 59 April 25, 1923
251 to 157 June 30, 1915; to 57 April 25, 1923
252 to 158 July 3, 1915; to 58 April 25, 1923**

Built By - Barney & Smith
1898

Coaches
#253-259

Page #

Wood Underframe



1552
Oct - 1st 1917
Car #253 Has 4 Gas, 2 Oil Lamps
" #254, 256, 259 Four Gas, 3 Oil
" #255 Has Two Oil in Place End Gas Lamps
" #257 " 4 Gas Only, as Ind.
" #258 " 35 Elect. " " "
Elect. Lamps Indicated Thus ⊕
Gas Lamps Indicated Thus ●
Oil " " " ⊖
Lighting - See Note
Lamps Gas, Elect. & Oil.
Gas Tanks - 1 - 20' x 8' - 5"

Weight lbs. Total 57,660

Draft Gear - Twin Spring.
Trucks - Wood.
Wheels 36 1/2" dia. Bolted

Journals - 4 x 7"
Air Brake - Westinghouse
" " Cyl. 10 x 12"
Heater - Single Coil Baker
Hopper - Flush

Finish Int. - Oak Natural
Head Lining -
Upholstering - Red Plush
Seating Cap. - 60

Lighting - See Note
Lamps Gas, Elect. & Oil.
Gas Tanks - 1 - 20' x 8' - 5"

SPOKANE, PORTLAND & SEATTLE RAILWAY
253 - 259 COACHES, 1917 DIAGRAM
Scanned and inverted from copy from PNWC Collection
Restored by Paul T. Hobbs, December 16, 2006

Built by Barney & Smith, January 1898
As Astoria & Columbia River RR 8 - 14.
To SP&S 253 - 259 in 1911.
253 to X-298 November 22, 1926
254 to X-299 November 2, 1926
255 to X-127 February 11, 1927
256 to X-292 April 1, 1925
257 to X-400 November 21, 1927
258 see other diagram
259 to X-466 April 5, 1940

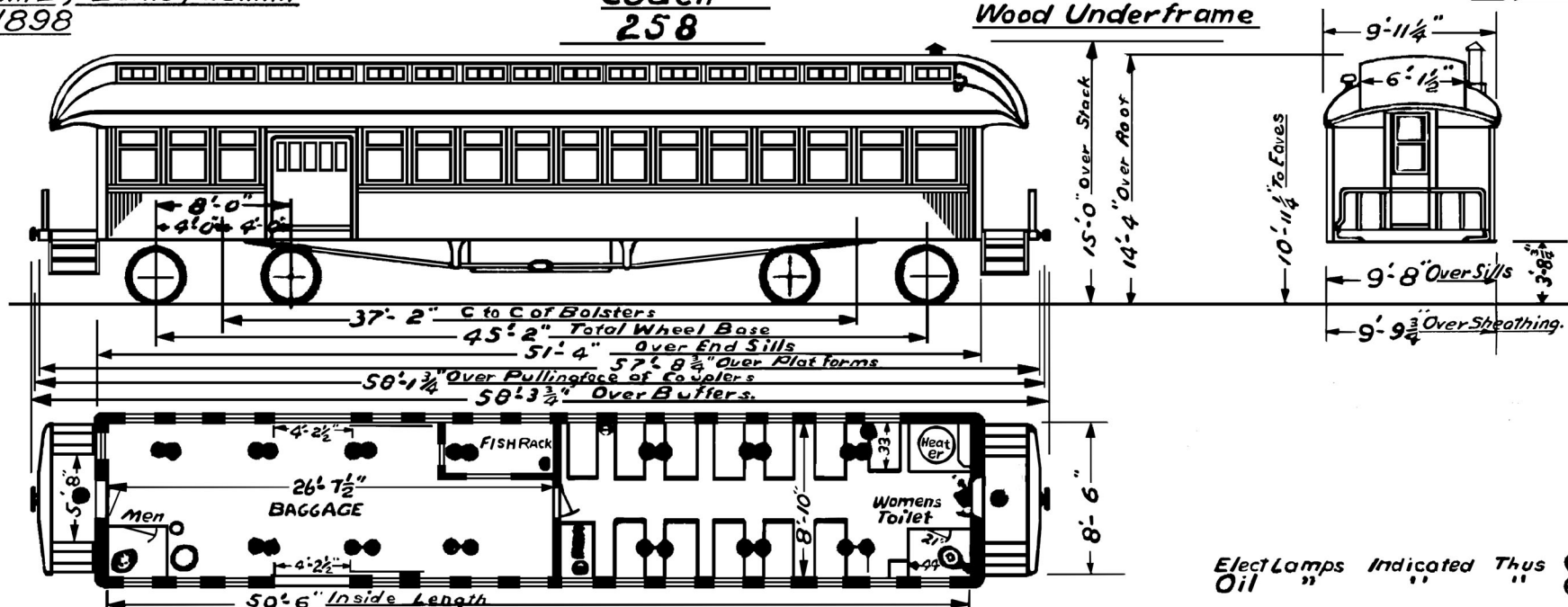
Service:
Locals on Astoria Line, Extra capacity on Astoria Line.

Built By - Barney & Smith
1898

Coach
258

Wood Underframe

Page 42



Elect Lamps Indicated Thus ●
Oil " " " " " "

Weight lbs. Total 57,660
Draft Gear - Twin Spring.
Trucks - Wood.
Wheels 36" STEEL

Journals - 4" x 7"
Air Brake - Westinghouse
" " Cyl. 10" x 12"
Heater - Single Coil Baker
Hopper - Flush

Finish Int. Oak Natural
Head Lining - "
Upholstering - Red Plush
Seating Cap - 24

Lighting - See Note.
Lamps Elect. & Oil.
31 Electric Lamps
6 Oil
BATTERIES - NO

EH6 12-2-22
1-7-26.

SPOKANE, PORTLAND & SEATTLE RAILWAY

258 COACH, 1926 DIAGRAM

Scanned and inverted from 1944 Equipment Diagram Book.

Restored by Paul T. Hobbs, December 16, 2006

Built by Barney & Smith, January 1898

As Astoria & Columbia River RR 13.

To SP&S 258 in 1911.

Converted to Coach-Baggage December 2, 1922.

Mystery is why? AFE for conversion not located.

Car was not renumbered, and remained a "coach".

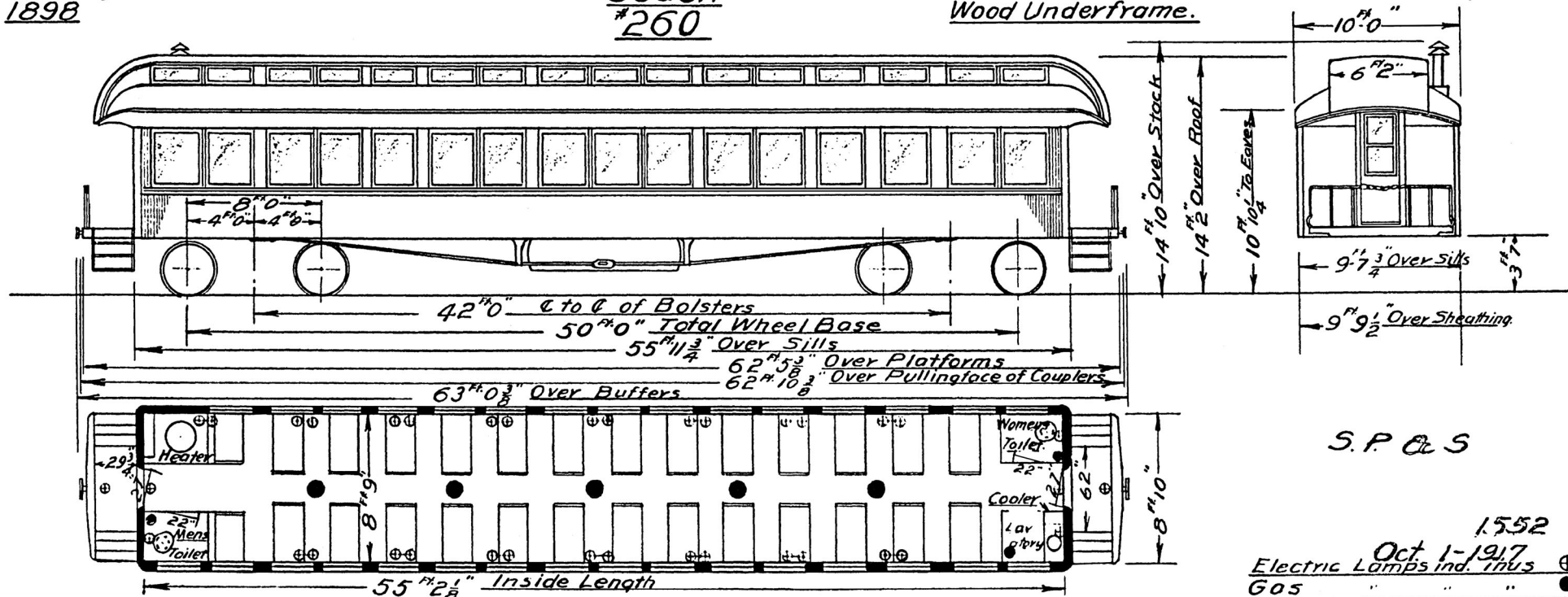
Retired September 27, 1947.

Became the last short car in service.

Became the last all-wood car in service.

Service:

Trains 220/221 (later 120/121) Lyle Goldendale mixed trains



S. P. & S.

1552

Oct 1-1947

Electric Lamps ind. ins. \oplus
GOS " " " \bullet

Weight lbs. Total
Draft Gear -
Trucks -
Wheels - 36 $\frac{1}{2}$ " dia.

*Twin Spring
Wood.
Bolted.*

Journals	-	4" x 7"
Air Brake	-	Westinghouse
"	"	Cyl. - 14" x 12"
Heater	-	Single Coil Baker.
Hopper	-	Flush.

Finish Int -	Mahogany
Head Lining -	Green
Upholstering -	Red Plush
Seating Cap. -	56

Lighting - Elect. & Pintsch Gas
Lamps Elect - 15 Double & Single
" Gas - 5 - 4 Burner Deck
" & 3 Single
Gas Tanks - 1 - 20" x 8" - 5"

E.H.B.

SPOKANE, PORTLAND & SEATTLE RAILWAY
260 COACH, 1917 DIAGRAM
 Scanned and inverted from copy from PNWC Collection
 Restored by Paul T. Hobbs, December 10, 2006

**Built by Barney & Smith, January 1898
As Astoria & Columbia River RR Parlor Car 31
To SP&S February 1911
Damaged by fire in Vancouver yard November 11, 1911.
Rebuilt at Vancouver to 56-seat coach 260, completed July 29, 1912.**

To 58, March 29, 1929

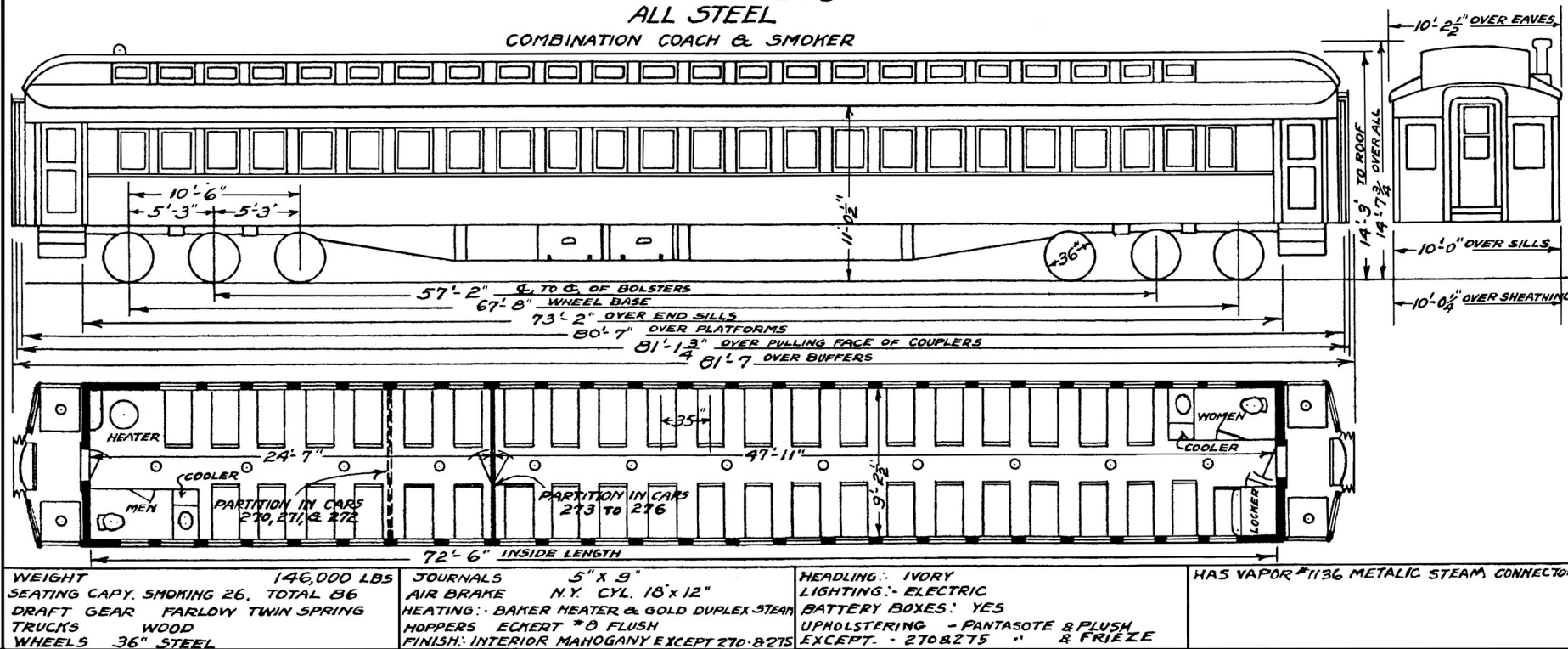
Service:
Trains: Rainier Locals, leased to S&IE, extra capacity on Astoria line.

BUILT BY B. & S. 1915

COACHES 270-276 ALL STEEL COMBINATION COACH & SMOKER

DOUBLE GIRDER FISH BELLY UNERFRAME.

46



1-28-37
8-28-36
5-27-30

SPOKANE, PORTLAND & SEATTLE RAILWAY

270 - 278 COACHES, 1937 DIAGRAM

Scanned from copy from the MHS Collection.

Restored by Paul T. Hobbs, February 6, 2007

Built by Barney & Smith, June 1915

270 to X-513, May 28, 1953

271 to X-514, May 8, 1953

272 see diagram for 272-273

273 see diagram for 272-273

274 retired by BN July 1972, to Puget Sound Railway Historical Association

275 see diagram for 275-276

276 see diagram for 275-276

277 see diagram for 277-278

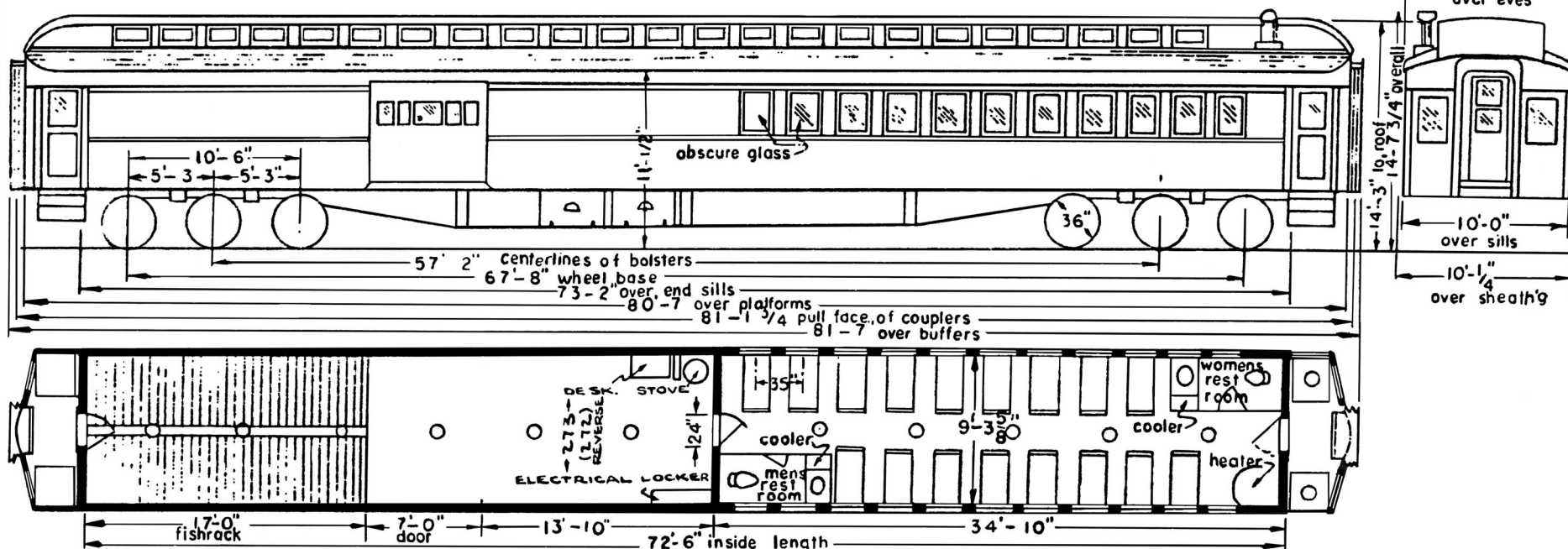
278 see diagram for 277-278

BUILT BY BARNEY & SMITH 1915
REBUILT VANCOUVER 1955

BAG.-COACHES 272-273 ALL STEEL

DOUBLE GIRDER FISH BELLY UNDERFRAME

25



9-10-62	Weight	Journals 5'x9"	Draft gear	Farlow twin spring	Steam conn. Vapor metallic no. 1136	Brakes - Single
1-31-62	Seating 34	Headlining Ivory	Hopper	Eckert no 8 flush	Batteries	Couplers - Sharon 59 1/2
2-1-55	Trucks 1910 Comp	Heating Propane	Upholstering	Pantasote & plush	Radio Equipped	Yoke-Farlow Links 2
	Wheels 36" Steel	Finned radiation	Cylinder	N.Y. 12x18 cyl.	Air Brakes (272-U-12X273-L-3)	

SPOKANE, PORTLAND & SEATTLE RAILWAY
272 - 273 BAGGAGE-COACHES, 1962 DIAGRAM

Scanned from "Passenger Car Diagrams S. P. & S. Ry", PNR/NMRA 1980.
Restored by Paul T. Hobbs, February 16, 2007

Built by Barney & Smith, June 1915

272 Rebuilt from Coach to Baggage-Coach, completed October 5, 1955.

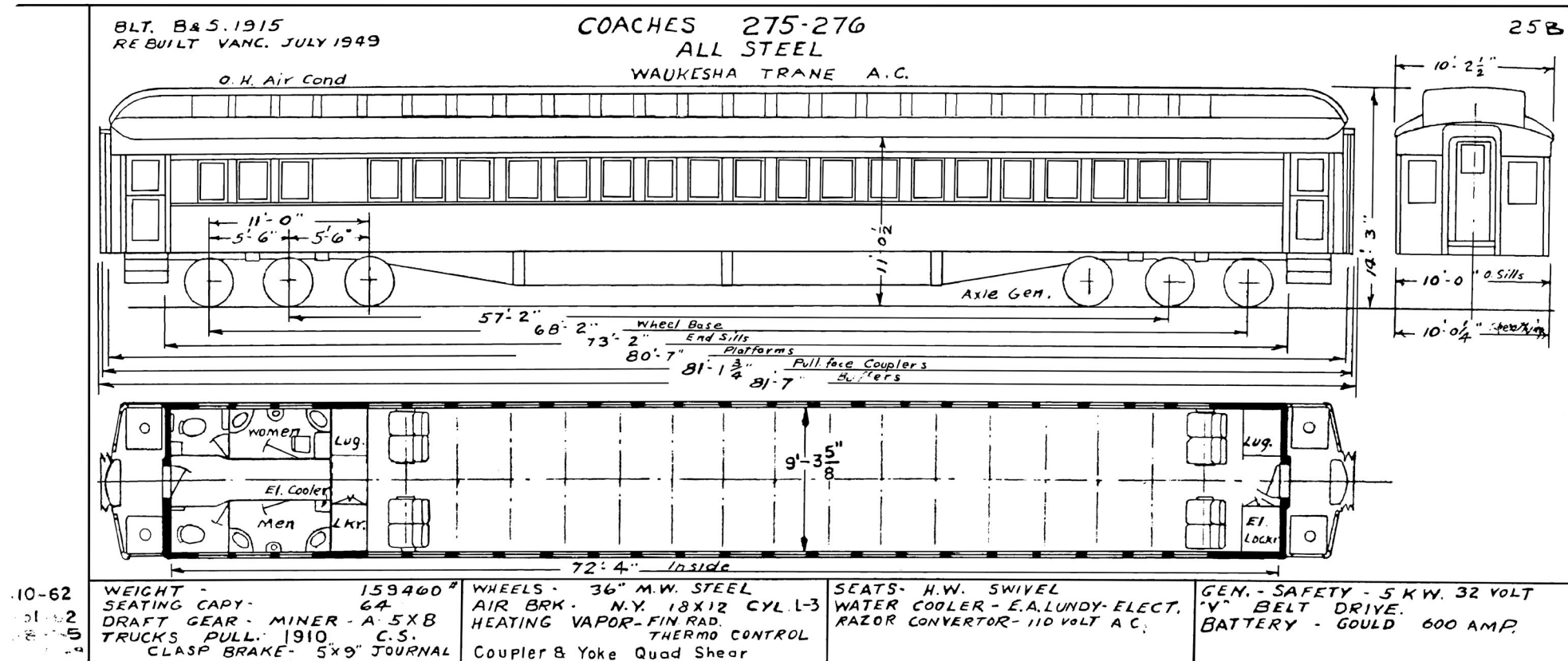
Donated by Burlington Northern to Puget Sound Railway Historical Association, December 1972.
Restored and in service at Northwest Railway Museum, Snoqualmie, Washington.

273 Rebuilt from Coach to Baggage-Coach, completed February 3, 1956.

Donated by Burlington Northern to Puget Sound Railway Historical Association, December 1972.
Under restoration at Astoria in 2007.

Service:

Oregon Trunk Mixed trains 101, 102, 103.



SPOKANE, PORTLAND & SEATTLE RAILWAY

275 - 276 COACHES, 1962 DIAGRAM

Scanned from Passenger Car Diagrams S. P. & S. Ry, PNR/NMRA 1980.

Restored by Paul T. Hobbs, December 10, 2006

Built by Barney & Smith June 1915

(see diagram 270 - 276 for the as-delivered appearance)

Rebuilt and air-conditioned July 1949

Retired by BN July 1972

Donated to Puget Sound Railway Historical Association, Snoqualmie, Washington.

Now known as Northwest Railway Museum.

Service:

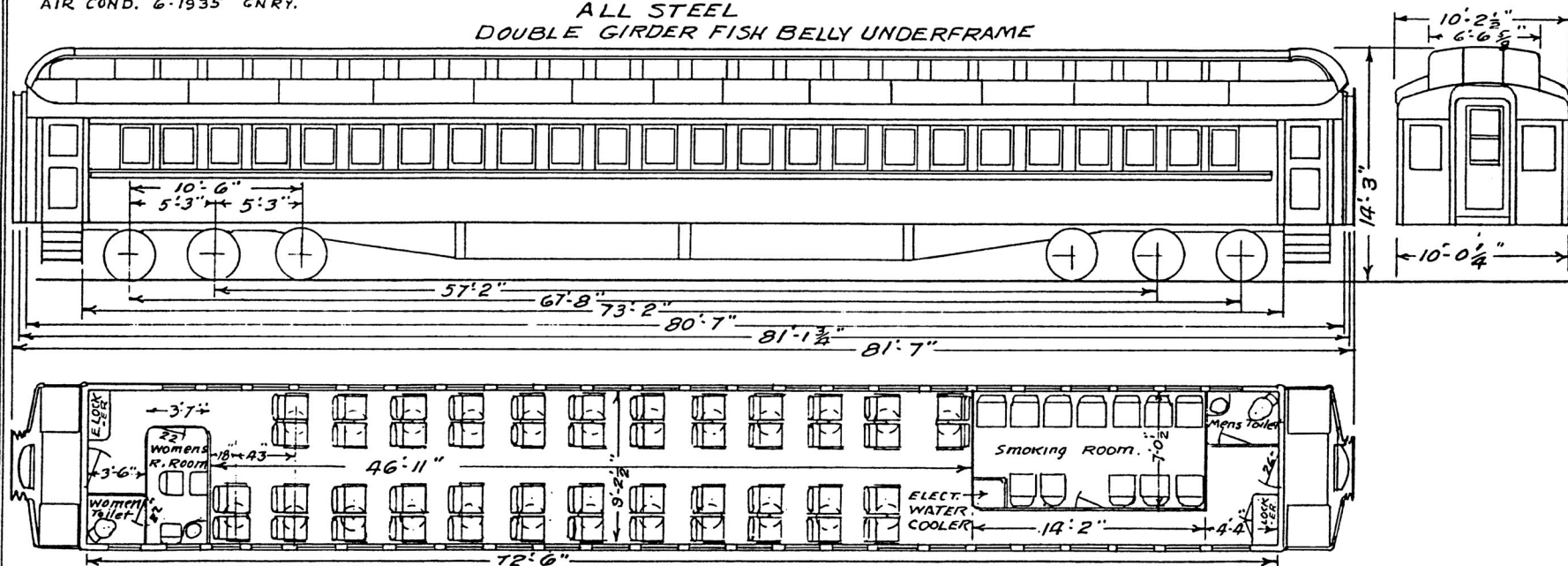
Extra capacity Trains 3,4,5,6, special service.

Operated with rest-rooms forward.

BUILT BY B. & S. 1915
AIR COND. 6-1935 CNRY.

COACHES 277-278
ALL STEEL
DOUBLE GIRDER FISH BELLY UNDERFRAME

47



WEIGHT - 176,500 LBS.
SEATING CAPY - 48
TRUCKS - PULLMAN STEEL
WHEELS - 36" STEEL

JOURNALS - 5 X 9"
AIR BRAKE - N.Y.
BRAKE - CLASP TYPE
HOPPER - ECKERT FLUSH.

FINISH, INTERIOR - ENAMEL
LIGHTING - ELECT. 5 KW AXLE GEN.
BATTERY BOXES - YES.
AIR CONDITIONING - ICE-CAPY 5200*

SEATS - BUCKET TYPE REVOLVING
HAVE VAPOR #1136 METALIC STEAM CONNECTOR

4-23-39
1-28-36

SPOKANE, PORTLAND & SEATTLE RAILWAY
277 - 278 COACHES, 1939 DIAGRAM
Scanned and inverted from 1944 Equipment Diagram Book.
Restored by Paul T. Hobbs, March 19, 2007

Built by Barney & Smith June 1915
(see diagram 270 - 276 for the as-delivered appearance)
Rebuilt and air-conditioned by GN June 1935
Retired December 31, 1968
Served thereafter as cabooses on Portland Astoria line.

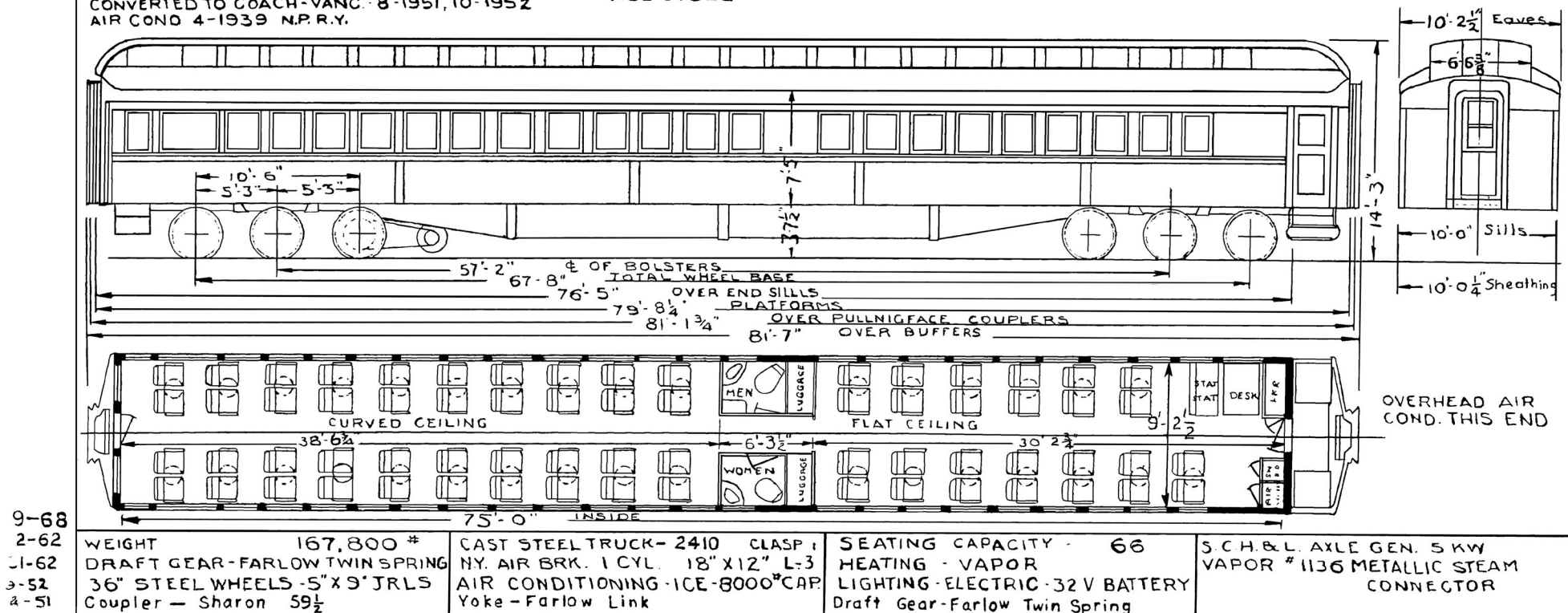
Service:
Local coach Trains 1-2 from June 1935 until February 22, 1947.
Local coach Trains 3-4 from February 22, 1947 until 1950 (replaced by 303 - 305).
Then:
Extra capacity Trains 3,4,5,6, special service.

Operated with smoking-room forward.
Revolving seats allow car to operate reverse without turning.

BLT BY BARNEY & SMITH 1915
 OLD NO 558 559
 CONVERTED TO COACH-VANC. 8-1951, 10-1952
 AIR COND 4-1939 N.P.R.Y.

COACH NO 280
 ALL STEEL

26



SPOKANE, PORTLAND & SEATTLE RAILWAY

279 - 280 COACHES, 1968 DIAGRAM

Scanned from Passenger Car Diagrams S. P. & S. Ry, PNR/NMRA 1980.

Restored by Paul T. Hobbs, November 29, 2006

Built by Barney & Smith June 1915

As 170

To 558 April 16, 1939

To 279 August 16, 1951

Retired February 28, 1968

As 171

To 559 April 25, 1939

To 280 October 20, 1952

Retired 1970 by BN

Service:

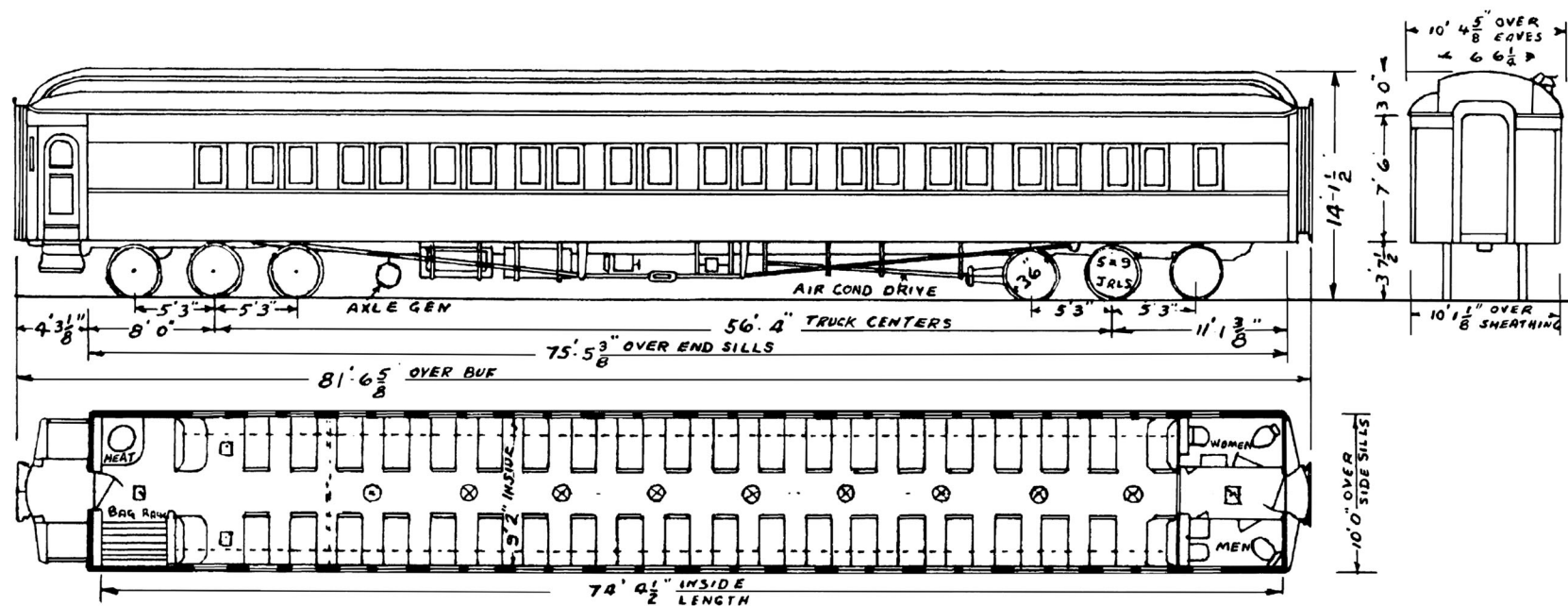
Extra capacity Trains 3,4,5,6, special service.

Operated with vestibule forward.

FROM NP 10-1947 OLD No 1285
REBUILT COMO.-1942

COACH NO. 285
STEEL UNDERFRAME- STEEL SHEATHING.
MECH. AIR CONDITIONED.

27



WEIGHT - TOTAL -	170,200 [#]	SEATING CAPY	84	LIGHTING - ELECTRIC - 32 VOLT	AIR COND. - FULL. MECH.
" BODY -	129,000 [#]	TRUCKS - C. STEEL CLASP BRAKE		GENERATOR - 4 K.W.	
" TRUCKS -	41,200 [#]	JOURNALS - 5x9		BATTERIES - 32 VOLT.	METALIC - CON. VAPOR

SPOKANE, PORTLAND & SEATTLE RAILWAY
285 COACH, 1947 DIAGRAM
Scanned from copy from the MHS Collection.
Restored by Paul T. Hobbs, November 26, 2006

Built by Barney & Smith 1910:
As NP 1743 Observation
To NP 1704 Buffet-Observation, with steel underframe 1922
To NP 1285 Coach November 1942
To SP&S 285 October 31, 1947
To X-515 May 11, 1953

Service: Trains 21-22, Portland Seaside
Operated with vestibule forward

This was the only steel-sheathed, wood-bodied, air-conditioned car to serve on the SP&S. Both NP and GN had many of them.

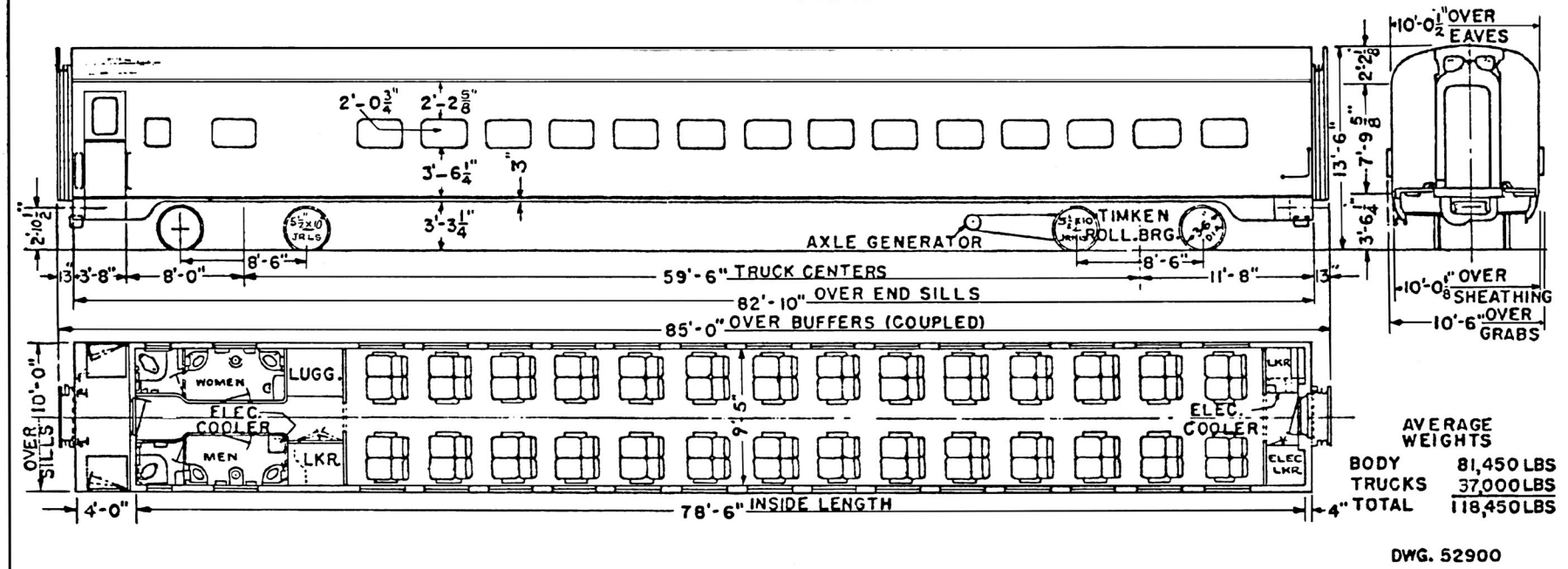
PULLMAN 1946
OVERHEAD A. C. EQUIPMENT
VESTIBULE END OF CAR

DELUXE COACHES
NO'S 588-597
STEEL

NO. OF CARS 7 159
WAUKESHA - TRANE AIR CONDITIONING

INGER EQUIP. BOL

10-1-63
7-22-62
12-22-54
9-10-54
8-24-53
11-16-49
11-6-47



NORTHERN PACIFIC RAILWAY
SP&S 300
588 - 597 DELUXE COACHES, 1963 NORTHERN PACIFIC DIAGRAM
[also CB&Q 598, 599]
Scanned from copy from collection of Lorenz P. Schrenk.
Restored by Paul T. Hobbs, February 17, 2007

Built by Pullman-Standard Plan 7509 Lot 6739, January 1947
300 to NP 597, October 1, 1954

Service:
SP&S 3-4, NP 1-2, Portland - Pasco - Chicago
SP&S 300, 4 x NP and 1 x CB&Q cars in daily service, 6 consists.
From November 16, 1952 (5 consists):
SP&S 1-2, NP 25-26, Portland - Pasco - Chicago
From October 1, 1954:
replaced in this service by Vista-Dome coaches, including SP&S 559.

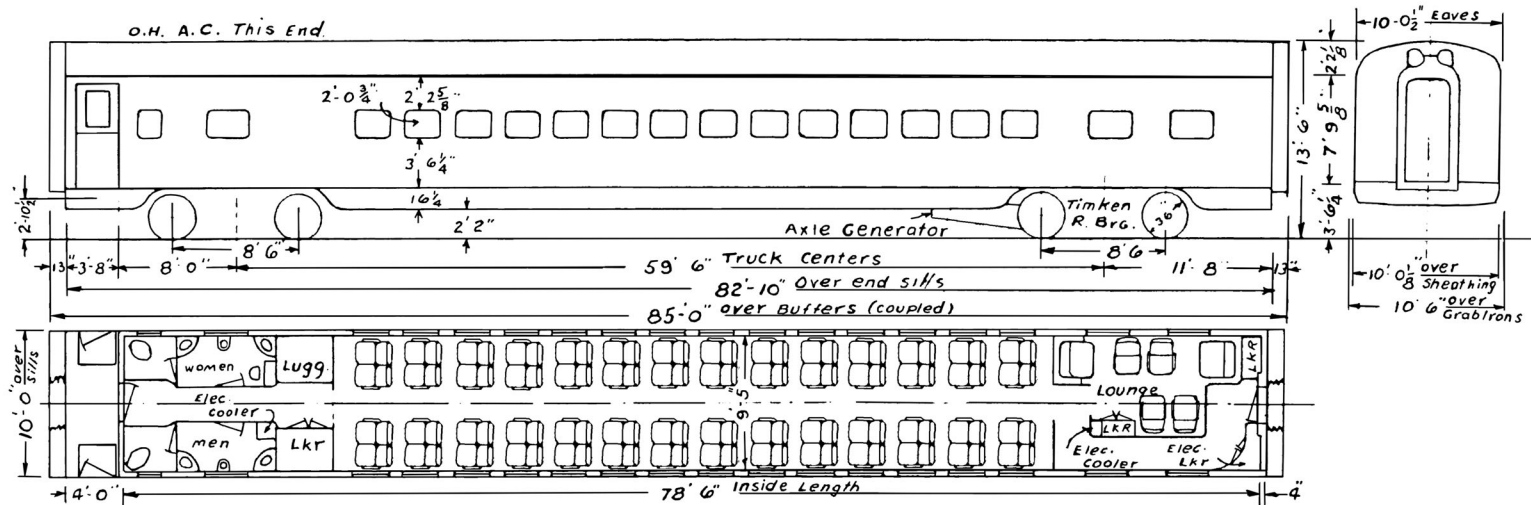
Operated with vestibule forward.

BLT- By PULL. STD. JAN 1950
Same AS N.P. 500-517

DELUX DAY COACH
ALL STEEL - WAUKESHA - AIR CONDITIONED

NO. 301 to 305

29



WEIGHT - TOTAL AVE. - 121,760	WHEELS - M.W. STEEL - 36"	AIR BRK - 305 ELECTRO-PNEUMATIC	LIGHTING - AXLE GEN.	"V" BELT DRIVE
" - TRUCKS " - 37940	TRUCK - Light Weight CAST STEEL	" " CYL.	BATTERY - 16 CELL.	AMP
	BRAKES - CLASP	AIR COND - WAUKESHA.	BUFFER -	
	JOURNALS - TIMKEN R.B. 5 1/2 X 10	HEATING - VAPOR	COUPLER - TITE LOCK	H - 81
SEATING CAPY. 64	WHEEL SLIP CONTROL - WAB DECELOSTAT	WATER - PRSS. SYSTEM.	DRAFT GEAR -	MINER A4x8
		CAPY	Yoke - Y-50	

SPOKANE, PORTLAND & SEATTLE RAILWAY
301 - 305 DELUX DAY COACH, 1962 DIAGRAM
Scanned from "Passenger Car Diagrams S. P. & S. Ry", PNR/NMRA 1980.
Restored by Paul T. Hobbs, February 24, 2007

Built by Pullman-Standard Plan 7510 Lot 6868 January 1950
301 to BN 5671, 1970
302 to BN 5672, 1970
303 to BN 1045, 1970
304 to BN 5674, 1970
305 to BN 5675, 1970
All cars were renumbered into Burlington Northern roster.

Service:
301 and 302 delivered in Empire Builder colors
Trains 1-2 as local coach

303 - 305 delivered in dark green with four gold stripes
Trains 3-4 as local coach
Extra service

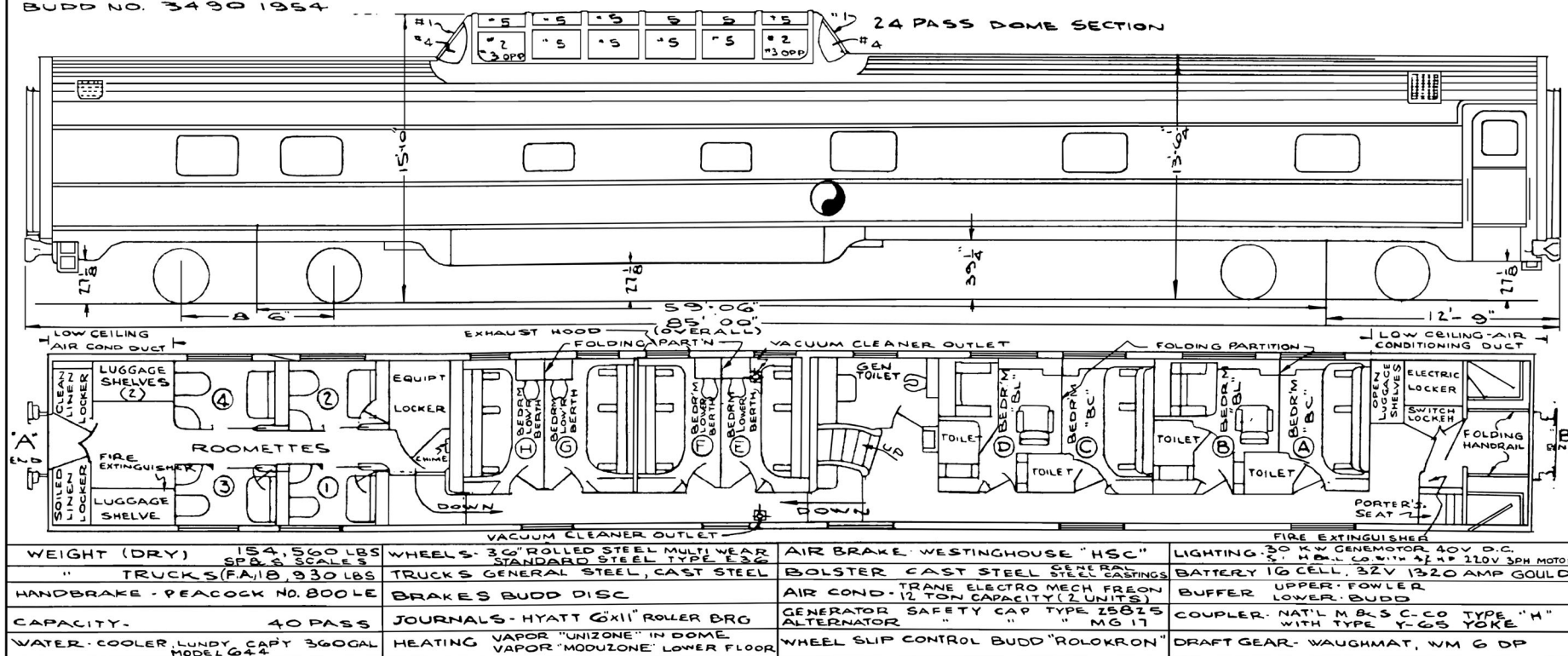
Normally operated with vestibule forward.
Seats were designed to rotate for reverse operation.

11-31-62
12-9-55

BUILT BY THE BUDD CO.
BUDD NO. 3490 1954

DOME SLEEPER 306

36



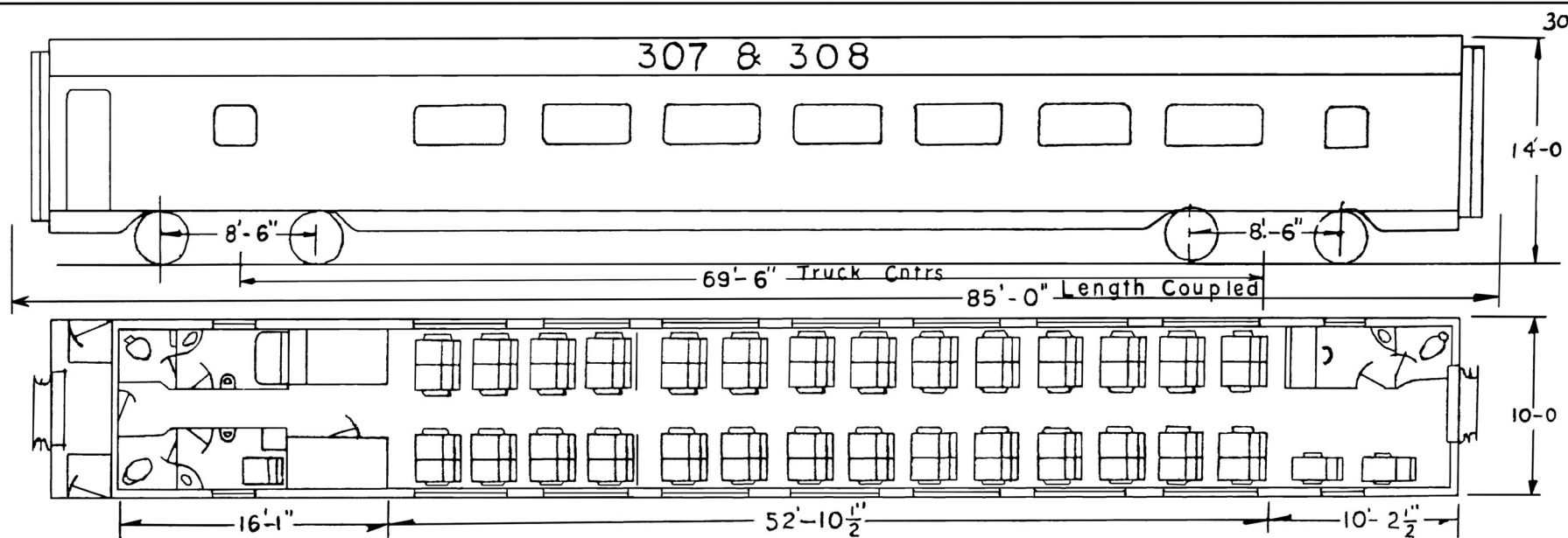
SPOKANE, PORTLAND & SEATTLE RAILWAY
306 DOME SLEEPER, 1955 DIAGRAM
Scanned from Passenger Car Diagrams S. P. & S. Ry, PNR/NMRA 1980.
Restored by Paul T. Hobbs, March 6, 2007

Built by Budd Plan 9535 Lot 9669, November 1954
Identical to CB&Q 304, 305, NP 307 - 314
Arrived Portland, December 4, 1954
To BN 1440 (unlikely that number was applied to car)
Retired December 1972
To Amtrak 9211
To ANSCO Investments October 1985
To Private Varnish "California" in 1987
Believed to be in service, in D&RGW colors.

Service: SP&S 1-2, NP 25-26 Portland - Chicago
Operated with vestibule to the rear.
From 1959 the Dome-Sleeper was withdrawn from Portland,
becoming a two-car service to Seattle.
The SP&S chose to lease the car to Northern Pacific.

In the late 1960s the car was repainted into the Broad-Band scheme.

old MKT
Nos. 1200 &
1201
Blt 11, 1947



Underframe, Fab Steel Corten Welded	.090" Alum. In Passageway	Air Conditioning - Safety Carrier SE	Seats, Heywood - Wakefield S. H. 820-P
Body Frame, Fab Stl Corten Girder Typ	Window Sash Adams & Westlake	Gen. Drive Axle Lf. SCH. & L Co. 4V/B	Truck Frame, 4 Whl Cast Stl. Unit Brake
Vestibules, I-FS. Corten S. Stl. Floor	Outside Finish, Corrugated St. Steel	Upper Buffer, Fowler Imp. Ball Typ	Journal Size, 6"x11" On "B" End 5 1/2"x10A
Main Floor, Ruberoid & 3033 Tile	And Flat Corten Steel	Coupler, N.M. & S.C. Co. Tight Lock "H"	Whls. 36" Dia. Mult. Wear Rolled Steel
Roof, Fab St. Corten Turtle Back Weld	Lighting, Incand, Elec Bag Rack	Coupler Yoke H.T. St. Type Y-55	Journal Bearings Hyatt Roller
Inside Finish 1/4" Pressed Wood-	Lites In Seat Section.	Draft Gear W. Mat. Twin 6 WM-6-FP	Air Brake N.Y. D-22 AR
Wains Coat, - Masonite	Heating Vapor Fin Type Thermo	Hoppers - Duner	Handbrake, Peacock, Whl. 850 N-S
Ceiling Finish, 060 Alum. Main-	Zone Cntr.	Water Coolers - G.E. Elect. Locker Typ	Seating Capy. 58

2-19-68
9-15-67

SPOKANE, PORTLAND & SEATTLE RAILWAY

307 - 308 COACH, 1968 DIAGRAM

Scanned from Passenger Car Diagrams S. P. & S. Ry, PNR/NMRA 1980.

Restored by Paul T. Hobbs, March 14, 2007

Built by Pullman-Standard Plan 7537 Lot 6768, November 1947

As 56-seat Coach with partition, M-K-T 1200, 1201.

Operated in "Texas Special", jointly with Frisco (SLSF).

As M-K-T 1200 "EDWARD BURLESON"

To SP&S 307, rebuilt with 58-seats, partition lowered, October 6, 1967

To BN 5800 (unlikely that number was applied to car)

Sold for Scrap to Luria Bros. May 1981

As M-K-T 1201 "DAVID G. BURNETT"

To SP&S 308, rebuilt with 58-seats, partition lowered, December 15, 1967

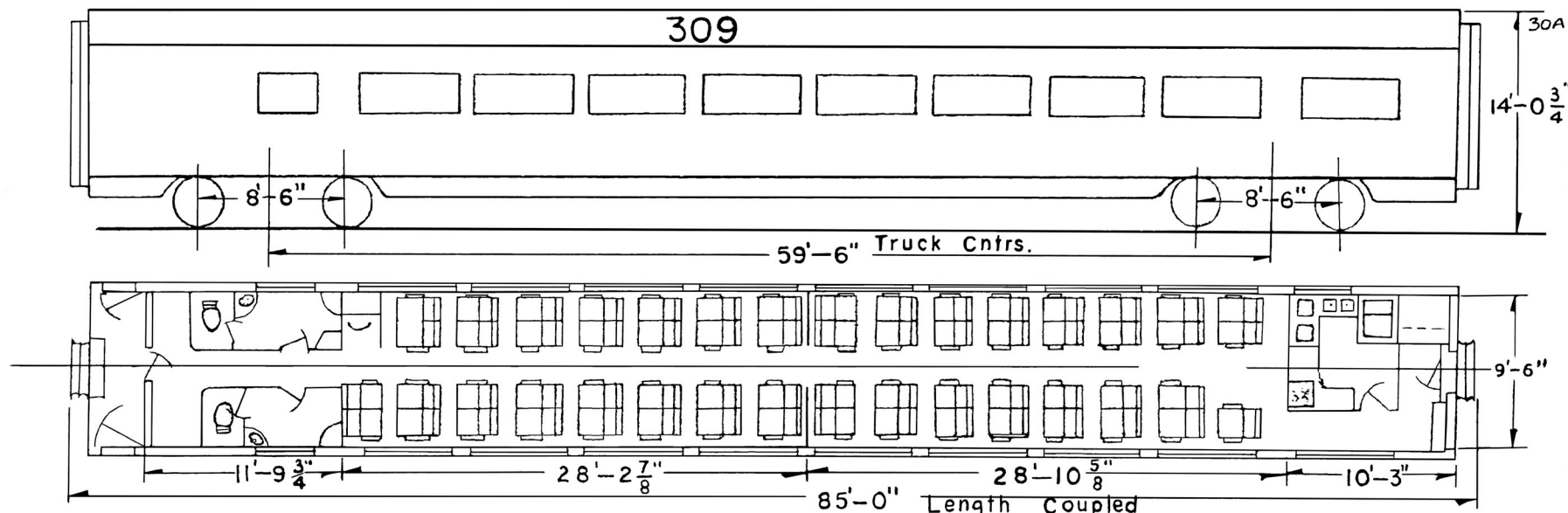
To BN 5801

Sold to John Palmer January 1982

Service: SP&S 1,2, 3,4, protection/extra coach

Operated with vestibule forward.

EX MKT
1301
built 1955
rebuilt 2-1968



Weight— Total —	136,000#	Roof— Fab Steel—Turtle Back Weld	Gen—drive axle— Spicer	Draft Gear— Waugh Twin WM-6-D-P
" — Vest —	68,150#	Inside Finish— Wood Grain Formica	25KW Generator— 64V DC	Hoppers — Duner
" — Dummy —	67,850#	Window Sash— Adams & Westlake	Air Conditioning— Safety Carrier Elec.	Truck Frame— 4Whl Cast Stl Unit Brk
Seating Capy—	61	Outside Finish— Corrugated & flat Stainless Steel	Heating— Vapor Fin Type Thermo Zone Control	Journal Size— 6"X11" Hyatt R.B.
Underframe— Fab— Steel— Welded		Lighting— incand. Elec. bag. Racks	Upper Buffer— Fowler	Wheels — 36" MWWS
Body frame — St. Steel		Ceiling Florescent 110Volt	Coupler— NM & S Co. Tightlock "H"	Air Brake— NYAB D-22 AR
Vestibules — St. Steel		Coupler Yoke— H.T.Stl. type Y-65	Water Cooler— Chase Suoh CC4	Handbrake — Peacock 800 LE
Main Floor— Linoleum & Tile				

SPOKANE, PORTLAND & SEATTLE RAILWAY

309 COACH, 1968 DIAGRAM

Scanned from Passenger Car Diagrams S. P. & S. Ry, PNR/NMRA 1980.

Restored by Paul T. Hobbs, November 18, 2006

Built by Pullman-Standard Plan 7648 Lot 6965 July 1955

As M-K-T 1301 "TEMPLE", 32-seat Coach, Buffet, 27-seat Lounge

To SP&S 309, rebuilt as 61-seat Coach January 29, 1968

To BN 6018 (unlikely that number was applied to car)

To Amtrak 3926 December 1971

To Lake Shore Railroad Historical Society 1977

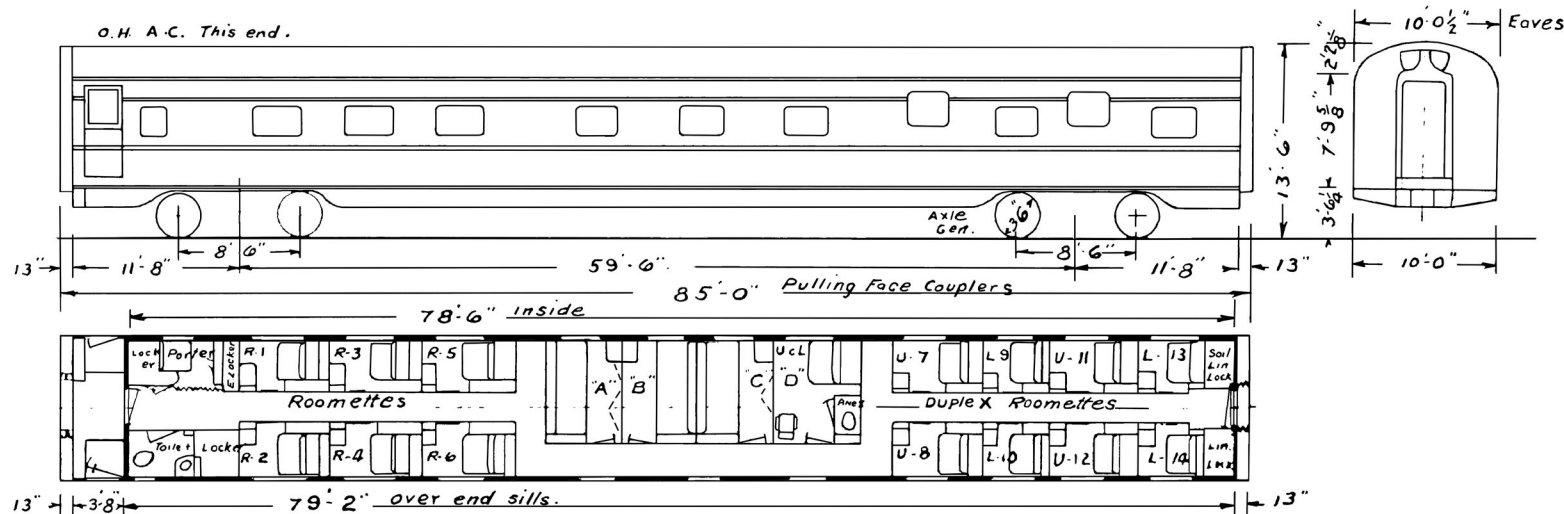
Service: SP&S 1,2, 3,4, protection/extra coach

Operated with vestibule forward.

BLT. PULL. STD. 1948
 OLD PORTLAND
 Same As NP 350-363

SLEEPING CAR - No 366
 ALL STEEL - WAUKESHA - AIR CONDITIONED
 PORTLAND

39



9-12-62
 1-31-62
 7-3-61
 12-9-55
 9-1953

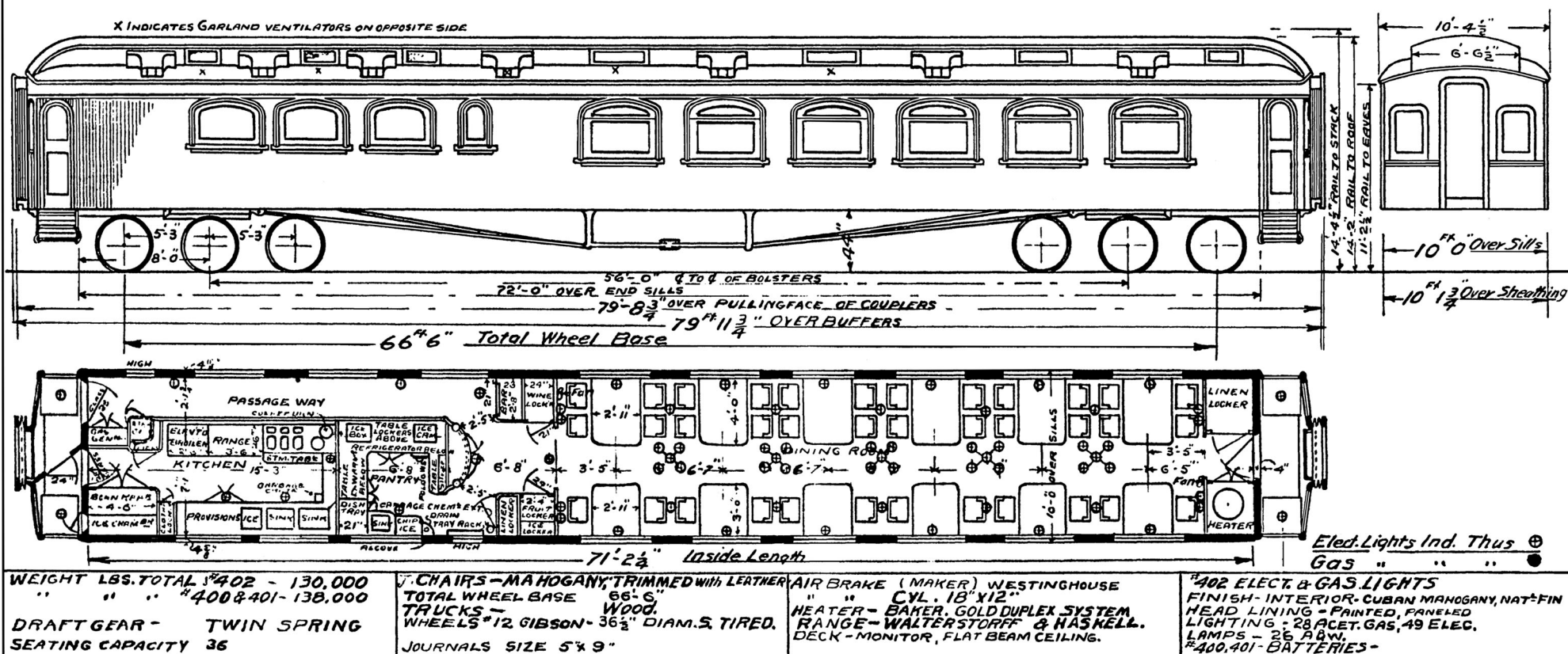
WEIGHT -	133,800 #	Inside Length — 78'-6"	HYATT ROLLER BEARING 5 1/2" X 10" JRL	Coupler — Tite Lock H-81
SEATING CAPY	22	Inside Width 9'-5"	Air Brakes — D-22	Yoke — Y-50
			Budd Disc Brakes	Draft Gear — Miner A4x8

SPOKANE, PORTLAND & SEATTLE RAILWAY
 366 SLEEPING CAR, 1962 DIAGRAM
 Scanned from Passenger Car Diagrams S. P. & S. Ry, PNR/NMRA 1980.
 Restored by Paul T. Hobbs, October 7, 2006

Built by Pullman-Standard, Plan 4119 Lot 6781, September 1948
 Identical to NP 350-363, CB&Q 480-482
 Renamed from PORTLAND to 366 March 1954
 To BN 1406 (unlikely that number was applied to car)
 To BN 968219 December 1976

Operated with vestibule forward.

Service: SP&S 3-4, NP 1-2 PortlandChicago
 From November 16, 1952, SP&S 1-2, NP 25-26 PortlandChicago
 Transferred to Seattle section of North Coast Limited in 1960s.
 Replaced in Portland line by NP 367-372 series.



SPOKANE, PORTLAND & SEATTLE RAILWAY
 400-402 DINING CARS, 1917 DIAGRAM
 Scanned and inverted from copy from PNWC Collection
 Restored by Paul T. Hobbs, October 5, 2006

Built by Pullman Plan 2356, Lot 3639, October 1908
 Lighting changed to Electric, October 1911
 Install Steel Underframe, 401, 402, April 1916
 Install Steel Underframe, 400, January 1922

400, To 52, April 11, 1941
 401, To 50, December 7, 1939
 402, To 51, December 15, 1939

Operated with kitchen forward.

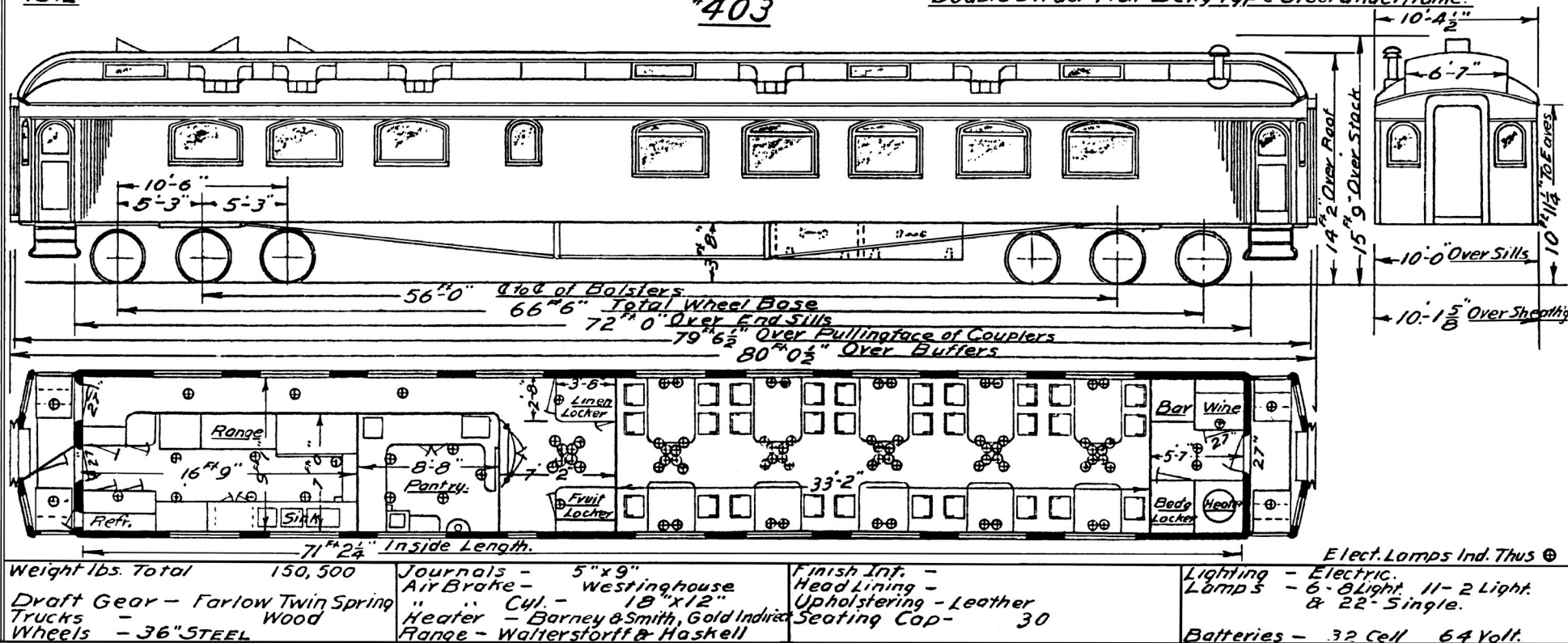
Service:
 Trains 1, 2, 3, 4 Portland-Spokane, with 403 until 1929.
 Extra service and protection through April 1941.

Built By - Barney & Smith
1912

Dining Car #403

Double Girder Fish Belly Type Steel Underframe.

Page # 31



SPOKANE, PORTLAND & SEATTLE RAILWAY
403 DINER, 1917 DIAGRAM
Scanned and inverted from copy from PNWC Collection
Restored by Paul T. Hobbs, October 4, 2006

Built by Barney & Smith, 1912
Delivered at Spokane, August 31, 1912
Out of service from February 13, 1948 [replaced by 406(1)]
To X-488 March 4, 1948

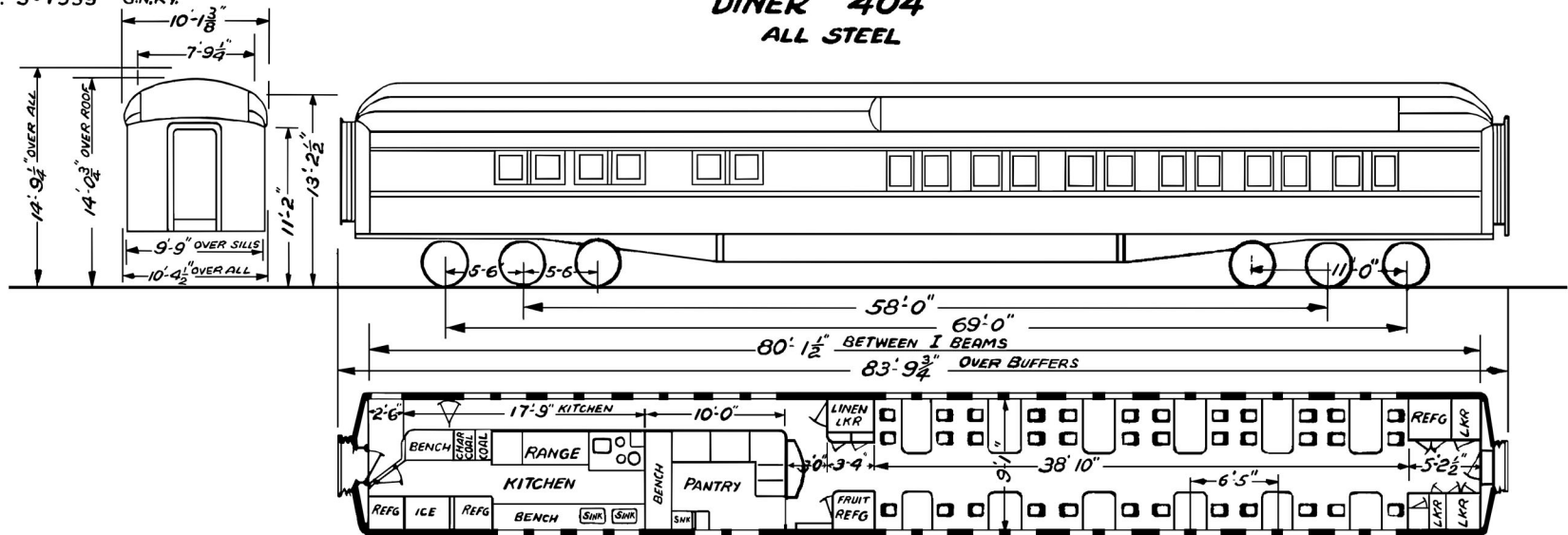
Operated with kitchen forward.

Service:
Trains 1, 2, 3, 4 Portland-Spokane, with 400-402 until 1929.
Protection for diner 404 through February 1948.

BUILT BY PULLMAN CO 1929
 AFE 5306
 AIR COND. 5-1939

PAGE 52

DINER 404 ALL STEEL



SEATING CAPY - 36	JOURNALS - 5 1/2 x 10 SYMINGTON 4-F-24 BOXES	LIGHTING SAFETY 5 KW 32 VOLT AXLE GEN.	HAS VAPER METALIC STEAM CONNECT
WEIGHT 190,200 LBS	WHEELS - 36" STEEL	BATTERIES - 32 VOLT. 16 CELL	AIR CONDITIONING - ICE
DRAFT GEAR MINER A 5-X	AIR BRAKE TWO U C 1612 NEW YORK	FRIGIDAIRE IN PANTRY FOR ICE CREAM	RANGE - WILLIAMS-OILOMATIC
COUPLER - TYPE "D" WITH QUADRUPLE SHEAR YOKE	AIR SIGNAL - NEW YORK	FINISH - INTERIOR MAHOGANY & IVORY	OIL TANK - CAPY - 30 GAL'S.
BUFFING DEVICE MINER B-10	TRUCK BRAKES - AMER STEEL FDRY SIMPLEX CLASP	WATER SUPPLY APPROX 564 GALS.	
TRUCKS COMMONWEALTH CAST STEEL	HEATING VAPOR CAR HEAT. & LIGHT. THERMO CONTROL		

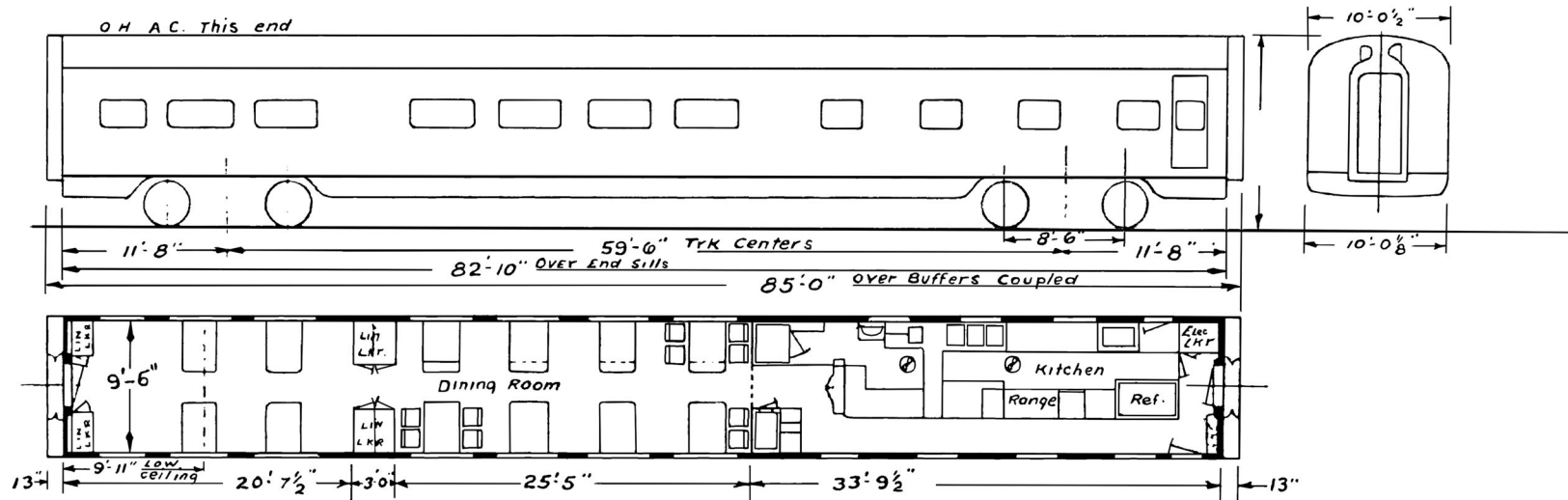
SPOKANE, PORTLAND & SEATTLE RAILWAY
 404 DINER, 1941 DIAGRAM
 Scanned and inverted from 1944 Equipment Diagram Book.
 Restored by Paul T. Hobbs, October 4, 2006

Built by Pullman-Standard Plan 7042C Lot 6303, 1929
 Identical to Great Northern 1033-1051 Diners
 Delivered on Train 3, December 13, 1929
 Completed July 20, 1930
 Air-Conditioned and Truck Upgrade at Como, May 1939
 Convert Range from Coal to Oil, January 1941
 To X-470 June 16, 1966 [replaced by 406(2)]

Operated with kitchen forward.

Service:
 Deadhead Train 2 Portland - Wishram; Breakfast Train 1, Wishram - Portland
 (Trains 3-4 from February 23, 1947)
 From 1949 as protection car for 405

1-24-41
 12-8-39
 5-19-39
 1-28-37



WEIGHT - TOTAL - 139,200 #
 " - TRUCKS - 39,600 #
 SEAT'G CAP'Y - - DINER-48

WHEELS - M.W. - 36 1/2"
 TRUCK - A.S.F. CAST STEEL
 BRAKES - CLASP
 JOURNALS - TIMKEN R.B. 6"X11" JRL
 WHEEL SLIP CONTROL - W.A.B. DECELOSTAT

AIR BRK - D 22-BR VALVE
 " " - CYL. 4 - 12"X10 U
 AIR COND. - WAUKESHA.
 HEATING - VAPOR
 WATER - PRESS. SYSTEM

LIGHTING - AXLE GEN. 10K.W.; W. ENG. GEN. 7 1/2 K.W.
 BATTERY - 16 CELL 800 AMP
 BUFFER - MINER B-18-X
 COUPLER - TITELOCK H-81
 DRAFT GEAR - MINER - A-4-X B
 Yoke - Y-50

9-10-62
 1-31-62
 12-9-55
 24-53

SPOKANE, PORTLAND & SEATTLE RAILWAY 405 DINER, 1962 DIAGRAM

Scanned from Passenger Car Diagrams S. P. & S. Ry, PNR/NMRA 1980.
 Restored by Paul T. Hobbs, September 28, 2006

Built by Pullman-Standard, Plan 7599 Lot 6870 May 1950

As 32-seat diner, 10-seat parlor

10-seat parlor removed, becoming 48-seat diner July 13, 1953

Named COLUMBIA 1965

To BN 1256 (unlikely that number was applied to car)

Sold to R. Terry Wagenius, Richard Osterberg, February 1980

At Alexandria, Minnesota 1997

Service: SP&S 1-2 Portland Spokane

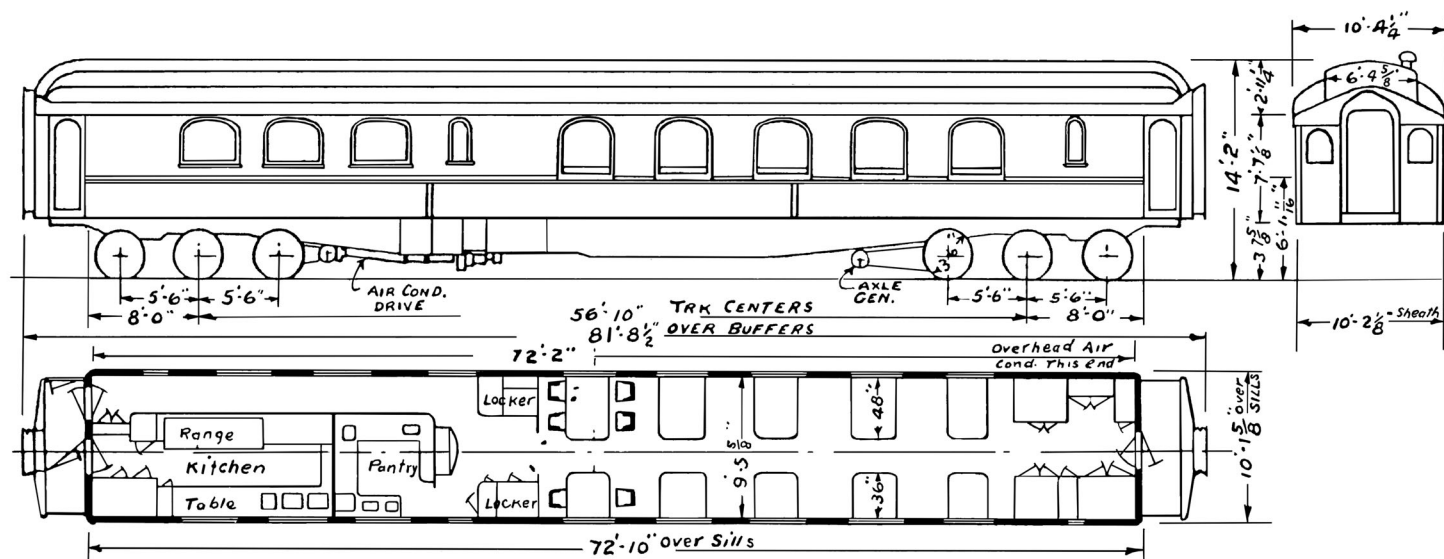
Round-trip daily

Operated with kitchen forward.

FROM NP JAN. 1948 OLD NO. 1677
BLT. PULL. CO. 1915
REMODELLED NP. 6-1937

DINER No. 406 ALL STEEL - PULL. MECH, AIR CONDITIONED

34



WEIGHT - TOTAL	170,900 #	SEATING CAPY -	30	LIGHTING - ELECT.	32 VOLT
" - BODY	125,000 #	TRUCKS - C. STEEL - CLASP BRAKE		GENERATOR -	K.W
" - TRUCKS	45,900 #	JOURNALS -	5 X 9	BATTERIES -	32 VOLT

SPOKANE, PORTLAND & SEATTLE RAILWAY
406 DINER, 1949 DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, September 27, 2006

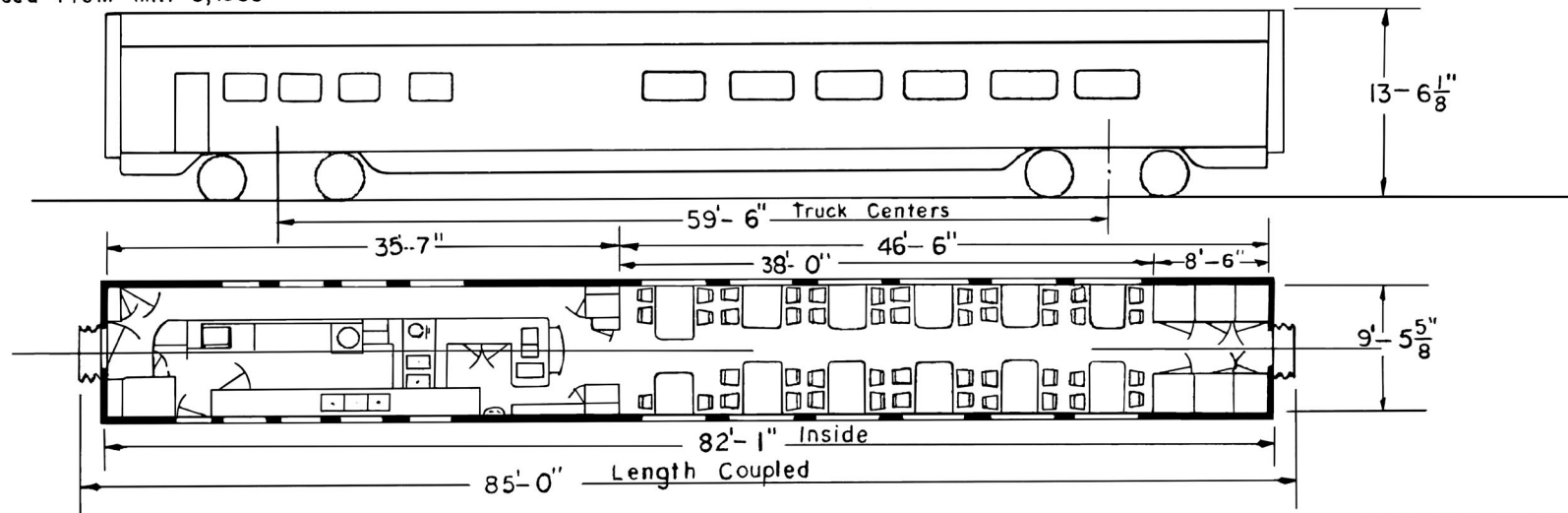
Built by Pullman Plan 2860 Lot 4317 1915
NP 1677
Remodeled and Air Conditioned 1937
To SP&S 406 February 13, 1948
To X-472 cancelled
To 111 April 1959

Service:
Air Conditioned car replacing 403 as secondary diner.

Built Jan. 1948
Purchased From MKT 3, 1966

406 DINER

34



Wt. Total 135,100lbs.	Ventilators, 1 Sturt Blower, R-22 S.C.	Upper Buffer, Fowler Imp. Ball Type	Springs, All Coil Bolst. & Equal P.S.
Underframe, Fab. St. Corten Wld.	Outside Finish, Corrug. Stainless Stl.	Uncoupling Mech. A.A.R. No. 6	Shock Absorb.-Haudaille, Vert. Type.
Body Frame, Fab. Steel, Welded	Diaphragms - Pull. Std. - Susp. Rods	Coupler-Yoke Type Y-65 A.A.R.	Side Bearings, Drews Evertite
Inside Finish 3/16 Press Wood	Doors, Pull. Std. & Stainl Steel	Draft Gear-Waugh Mat. Tw. 6 WM 6DP	Journal Bearings, Hyatt Roller
Main Floor Keystone Comp Cork	Lighting Incand. Elect & Fluorescent	Water System, Pull. Std. Air Pressure	Air Brake - D-22 R, N.Y. A. Brake
Roof Fab. St. Cortin. T.B. Welded	Heating, Vapor, Fin. Type, Thermo ZC	Truck Frame, 4 Wh. C.S. Unit Brake	Handbrake - Peacock Drop Handle
Ceiling Finish .060 Alum & .090	Air Cond. Waukesha 32V Ice Eng.	Journal Size 6x11 - B End 5 1/2 x 10 A	Seating Capy 46 Passengers
Window Sash - Adams & Westlake	Gen. Drive Axle 10 Kw. 4 Belts V type	Wheels - 36" M.W., Roll Steel	Brake Control A.P. Decelostat

9-16-66

SPOKANE, PORTLAND & SEATTLE RAILWAY
406 DINER, 1966 DIAGRAM
Scanned from Passenger Car Diagrams S. P. & S. Ry, PNR/NMRA 1980.
Restored by Paul T. Hobbs, September 25, 2006

Built by Pullman-Standard Plan 7540 Lot 6768 January 1948
As M-K-T 1100 SAM HOUSTON, 36-seat Diner
To SP&S 406 March 1966, 46-seat Diner
Named WILLAMETTE
To BN 1257 (unlikely that number was applied to car)
Retired 1972
Sold to Luria Bros. January 1980

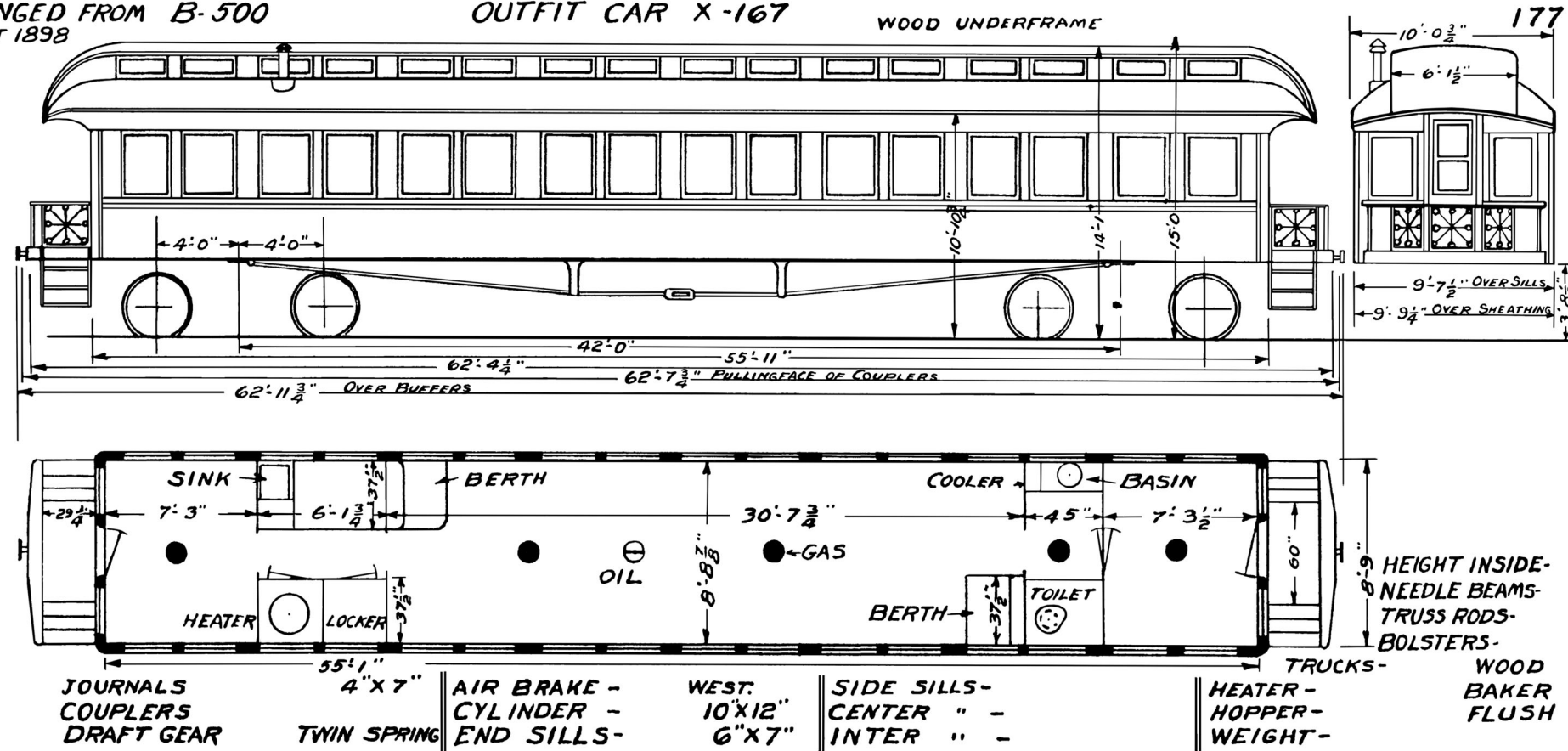
Service:
SP&S 1-2, protection diner for 405
Extra-sections to meet late running parent train
Extra trains requiring food service
Operated with either MOUNT ST. HELENS or 76 as crew dormitory.

Operated with dining room to the rear.

CHANGED FROM B-500
BUILT 1898

OUTFIT CAR X-167

WOOD UNDERFRAME



RETRACED
2-27-24

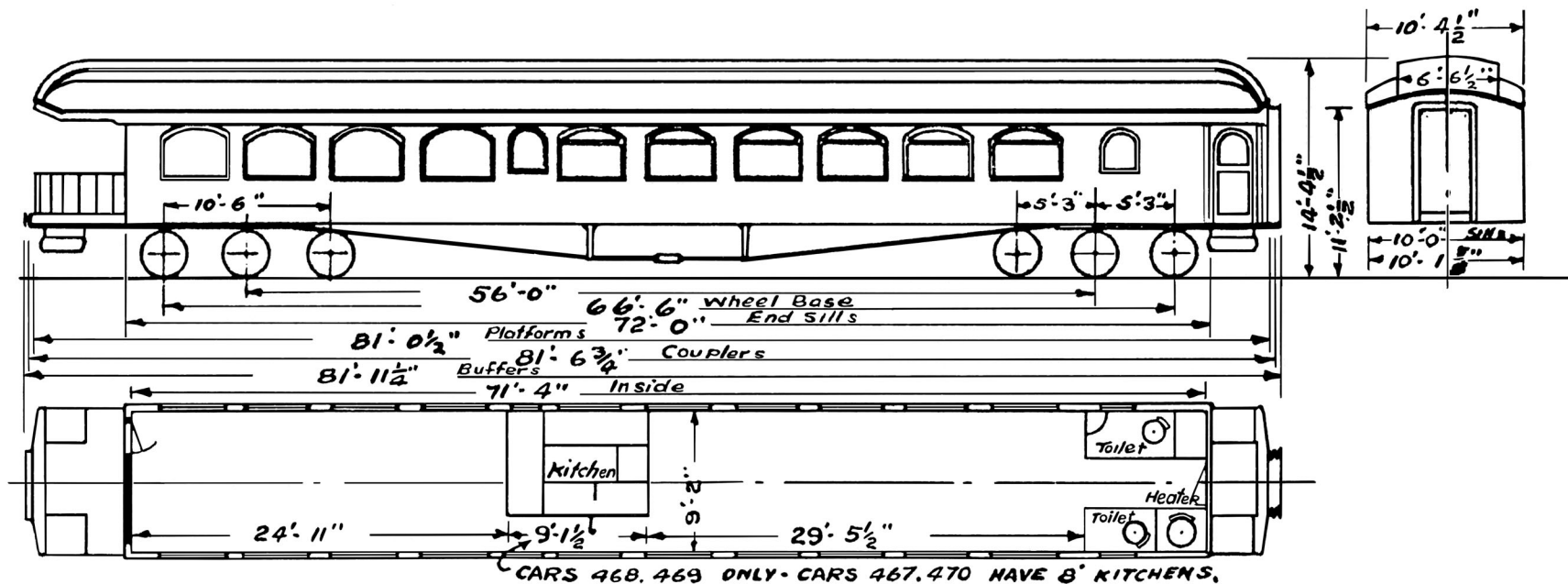
SPOKANE, PORTLAND & SEATTLE RAILWAY
500 BUSINESS/OBSERVATION CAR
As X-167 OUTFIT CAR, 1924 (OUTFIT) DIAGRAM
Scanned and inverted from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, September 17, 2006

Built January 1898 by Barney & Smith for:
Astoria & Columbia River Railroad
Parlor Car A&CR 30
To SP&S 500 Parlor/Observation February 1911
To B-500, assigned ICC Valuation personnel 1916.
To X-167 March 12, 1921
To X-411 before 1930 (probably 1927)
Retired March 20, 1952
{See also B-2 and Coach 260 for the other two A&CR Parlor Cars 31, 32}

BUILT BY - PULLMAN CO 1908, 1909
OLD NO. 550 TO 553

OUTFIT CARS NO. X-468 - X-470
ALL WOOD

102



WEIGHT -	117,800 #	WHEELS -	36" STEEL	HEATER -	
DRAFT GEAR -	TWIN SPRING	JOURNALS -	5" X 9"	HOPPER -	FLUSH
TRUCKS -	WOOD	AIR BRAKE -	WEST. 18" X 12" CYL.	LIGHTING -	ELECT.

SPOKANE, PORTLAND & SEATTLE RAILWAY
550 - 553 BUFFET-PARLOR-OBSERVATION, 1953 (OUTFIT) DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, January 24, 2007
Interior in revenue service was very similar to 554 - 557.

Built by Pullman Plan 2357 Lot 3640 June 1908; Cars 550 - 551
Built by Pullman Plan 2357 Lot 3699 June 1909; Cars 552 - 553
550 to X-467, July 15, 1940
551 to X-468, May 21, 1940
552 to X-469, June 10, 1940
553 to X-470, June 10, 1940

Service:
Mostly on Astoria Line, providing First Class accommodations.
Frequently several were coupled together on "Daddy Trains".

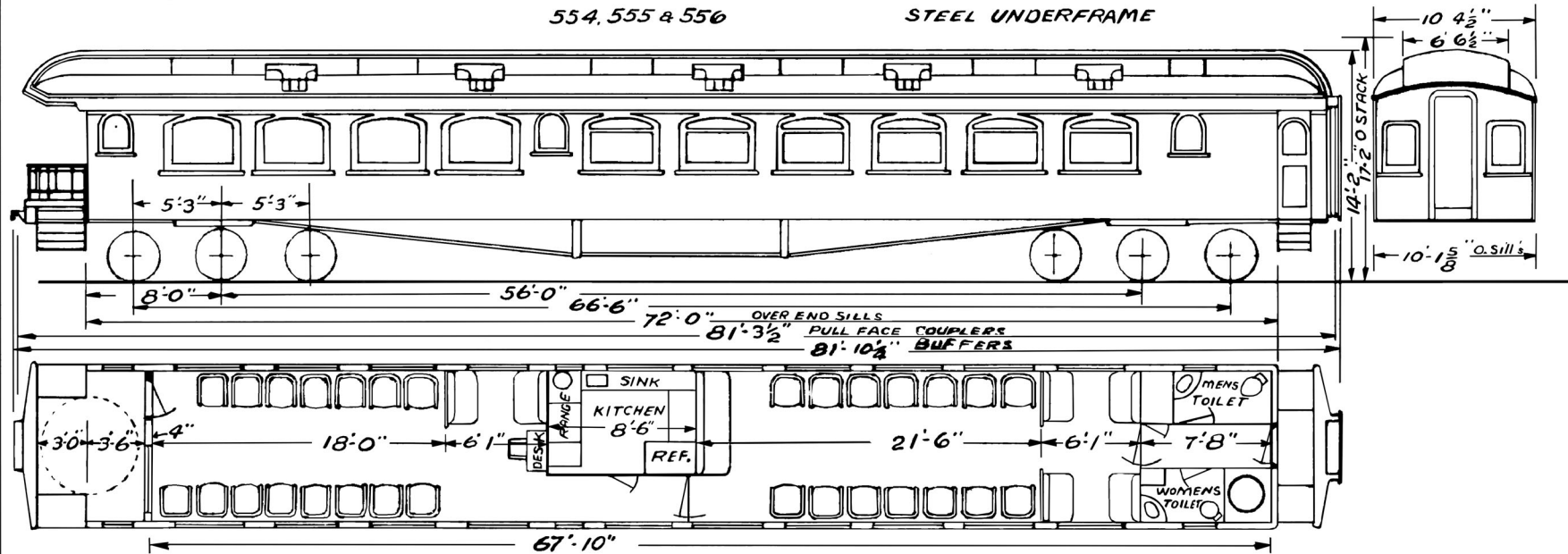
BUILT BY B.&S. 1912

BUFFET-OBSERVATION-PARLOR CARS

554, 555 & 556

STEEL UNDERFRAME

PAGE 55



WEIGHT LBS - 139,500
DRAFT GEAR - FARLOW TWIN SPRING
HOPPER - FLUSH
SEATING CAPY - 44

UPHOLSTERING - LEATHER & PLUSH
TRUCKS - WOOD
WHEELS - 36" STEEL
JOURNALS - 5" X 9"

AIR BRAKE - WEST. 18" X 12" CYL.
HEATER - B.&S. (GOLD DUPLEX SYSTEM)

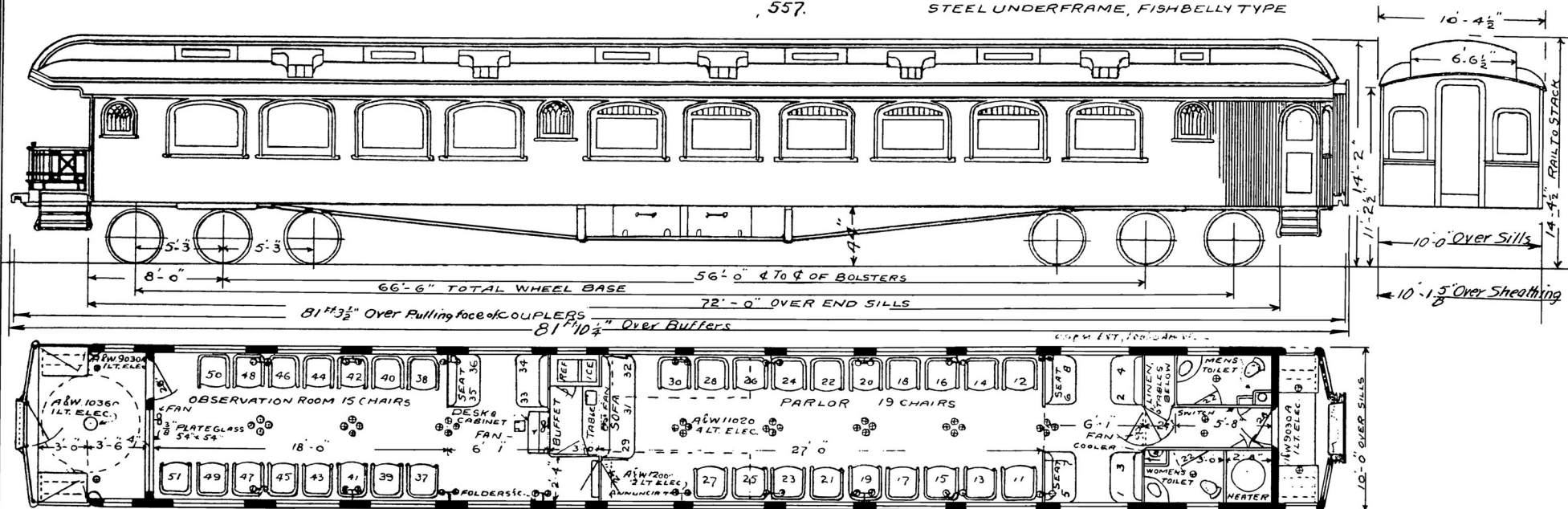
FINISH - INTERIOR - ENAMEL
LIGHTING - 64 V. ELECTRIC
BATTERY BOX - YES.

2-1-36

SPOKANE, PORTLAND & SEATTLE RAILWAY
554 - 556 BUFFET-OBSERVATION-PARLOR CARS, 1936 DIAGRAM
Scanned and inverted from 1944 Equipment Diagram Book.
Restored by Paul T. Hobbs, September 15, 2006

Built by Barney & Smith July 1912
Installation of large kitchens completed March 2, 1936.
554 to X-487 September 5, 1947
555 to X-471 April 16, 1945
556 to X-498 September 28, 1950

Service:
Trains 21, 22, 34, 24 Portland-Astoria - Seaside



WEIGHT LBS 139500
 DRAFT GEAR - FARLOW TWIN SPRING
 HOPPER - FLUSH
 SEATING CAPACITY 49

UPHOLSTERING - LEATHER & PLUSH
 TRUCKS - WOOD
 WHEELS - 36" STEEL
 JOURNALS, SIZE 5 x 9"

AIR BRAKE (MAKER) WESTINGHOUSE
 CYL. 18" x 12"
 HEATER (MAKER) BARNEY & SMITH GOLD OUPLEX

FINISH - INTERIOR - CUBAN MAHOGANY, NAT. FINISH
 HEAD LINING - PAINTED, WOOD MOULDING
 LIGHTING - 64 V. ELEC.
 LAMPS - 76
 BATTERIES - YES

Elect. Lights Ind. Thus ⊕

SPOKANE, PORTLAND & SEATTLE RAILWAY

557 BUFFET-OBSERVATION-PARLOR CARS, 1947 DIAGRAM

This diagram represents the configuration, as delivered, of the 554 - 557 group.

Scanned from copy from the MHS Collection.

Restored by Paul T. Hobbs, September 8, 2006

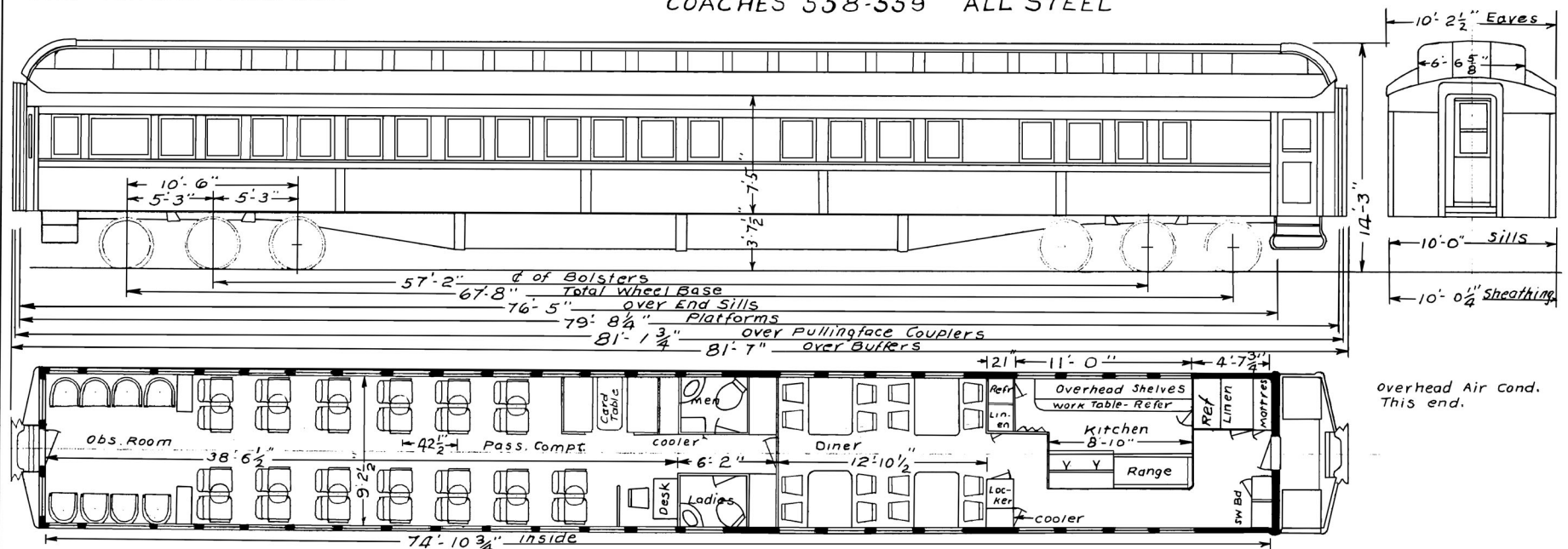
Built by Barney & Smith March 1912

557 to X-479 December 31, 1946

BUILT BY BARNEY & SMITH
1915 AIR COND 4-1939 N.P.R.Y.

CAFÉ-RESERVED SEAT
COACHES 558-559 ALL STEEL

36



Overhead Air Cond.
This end.

WEIGHT-OBS. END 18900* KITCHEN 86000* TOTAL WT. 164900*	CAST STEEL TRUCK-SIMPLEX CLASP BRK	SEAT CAPY-OBS. 8-PASS. 30-DINING 16	LIGHTING - ELECTRIC-32 VOLT BATTERY
DRAFT GEAR - FARLOW TWIN SPRING	N.Y. AIR BRK- 1 CYL. 18"X 12"	HEATING - VAPOR	S.C.H.&L-AXLE GEN. 5KW. OBS. END
36" STEEL WHEELS 5'X9" JOURNAL	AIR CONDITIONING - ICE- 6000* CAPY.	RANGE-OIL BURNING-TANK CAPY 82G.	VAPOR #1136 METALIC STEAM CONNECTOR
		FINISH- INTERIOR - ENAMEL	

SPOKANE, PORTLAND & SEATTLE RAILWAY
558 - 559 CAFÉ RESERVED SEAT COACHES, 1947 DIAGRAM
Scanned from copy from the MHS Collection.
Restored by Paul T. Hobbs, September 6, 2006

Built by Barney & Smith June 1915
170 rebuilt to 558, completed April 16, 1939
558 to 279, August 16, 1951

171 rebuilt to 559, completed April 25, 1939
559 to 280, October 20, 1952

Service:
From May 4, 1939 on Trains 3-4 Portland - Spokane - NP Depot.
From February 25, 1940 Trains 3-4 rescheduled Portland - Pasco.
From February 23, 1947 trains renumbered from 3-4 to 5-6.
From November 7, 1949 Café cars discontinued.
Thereafter the trains made a 10-minute lunch stop at Wishram.

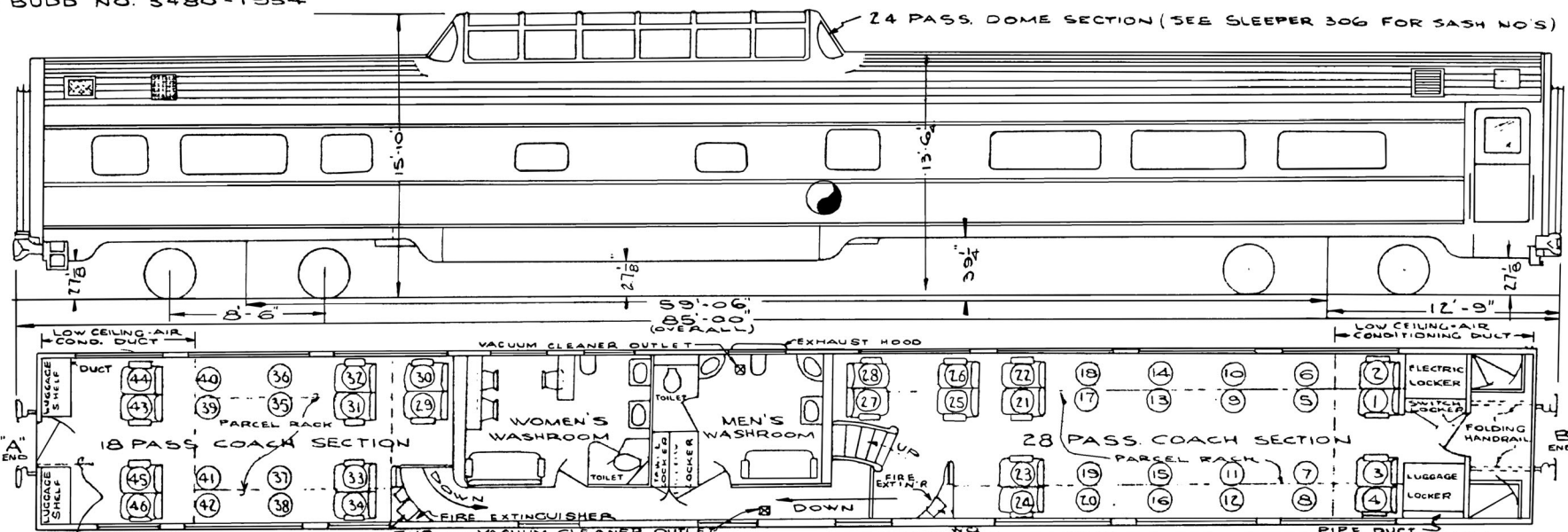
Operated with vestibule forward.

BUILT BY THE BUDD CO.
BUDD NO. 3480-1954

DOME COACH 559

INTERIOR WIDTH 9' - 3 1/4"
LENGTH 78' - 5 3/4"

31



SIGNAL CHORD	TWO VACUUM CLEANER OUTLET	KCI	PIPE DUCT
WEIGHT (DRY) 143,440 LBS	WHEELS 36" ROLLED STEEL MULTI YEAR STANDARD STEEL TYPE E-36	AIR BRAKE - WESTINGHOUSE "H SC"	LIGHTING 25 KW GENEMOTOR 40V D.C. 24 H.P. 210V 60 HZ
" TRUCK (FA.) 18,980 "	TRUCKS - GENERAL STEEL CAST STEEL	BOLSTER - CAST STEEL GENERAL STEEL CASTINGS	BATTERY 16 CELL 32V. 320 AMP GOULD
HANDBRAKE - PEACOCK NO. 8001.E	BRAKES - BUDD DISC	AIR COND. - TRANE ELECTRO MECH. FREON 12 TON CAPACITY (2 UNITS)	BUFFER UPPER FOWLER LOWER BUDD
SEATING CAPACITY 70 PASS.	JOURNALS - HYATT 6" X 11" ROLLER 8825	GENERATOR SAFETY CAP TYPE 25825 ALTERNATOR " 9 17	COUPLER NAT'L M.B.S.C. CO. TYPE Y-25 Yoke Type "H"
WATER COOLER LUNDY CAP'Y 270 GAL MODEL K27	HEATING TWO (2) VAPOR UNIZONE UNITS ALUMINUM FINED 220V 115A	WHEEL SLIP CONTROL BUDD ROLOKRON	DRAFT GEAR WAUGHMAT WM-G DP

55

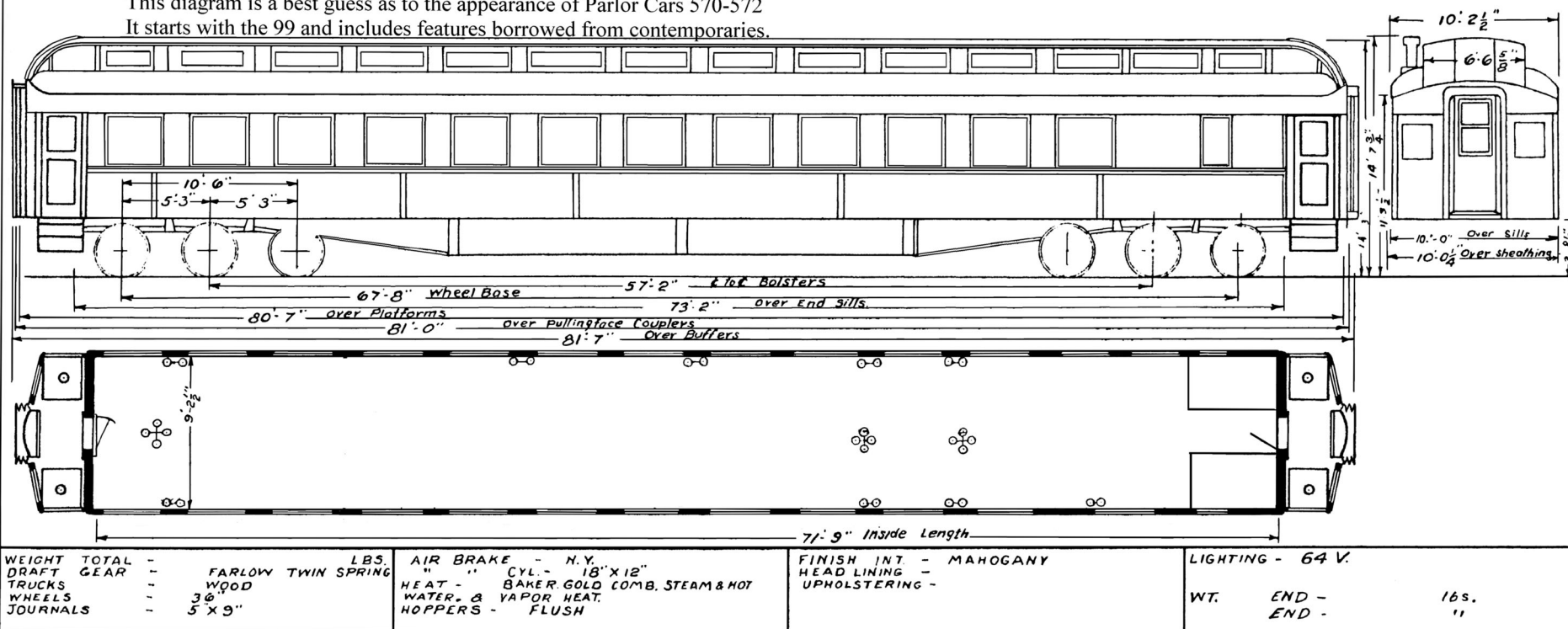
SPOKANE, PORTLAND & SEATTLE RAILWAY
559 DOME COACH, 1955 DIAGRAM
Scanned from Passenger Car Diagrams S. P. & S. Ry, PNR/NMRA 1980.
Restored by Paul T. Hobbs, August 19, 2006

Built by Budd Plan 9646 Lot 3480 August 1954
Identical to NP 549 - 558
Shipped from factory on August 31, 1954
To BN 4626 (unlikely that number was applied to car)
Retired December 1971

Service: SP&S 1-2, NP 25-26 Portland - Chicago
Operated with vestibule to the rear.

This diagram is a best guess as to the appearance of Parlor Cars 570-572

It starts with the 99 and includes features borrowed from contemporaries.



SPOKANE, PORTLAND & SEATTLE RAILWAY
 570-572 PARLOR CARS, NOTIONAL DIAGRAM
 Adapted from Diagram for 99(2) in 1947 Diagram Book.
 Made by Paul T. Hobbs, May 17, 2006

Built by Barney & Smith June 1915

570 Sold to CB&Q, departed February 10, 1934. To CB&Q MISSISSIPPI

571 Sold to CB&Q, departed February 25, 1934. To CB&Q RIVERVIEW

(See roster for further information)

572 to 99 April 17, 1927

Service: SP&S Express to Flavel for connection to ship sailings to San Francisco.
 Ships were requisitioned for military service in 1917, ending the need for the trains.
 Cars were listed as surplus in October 13, 1917 review.
 No doubt occasional service on excursions.

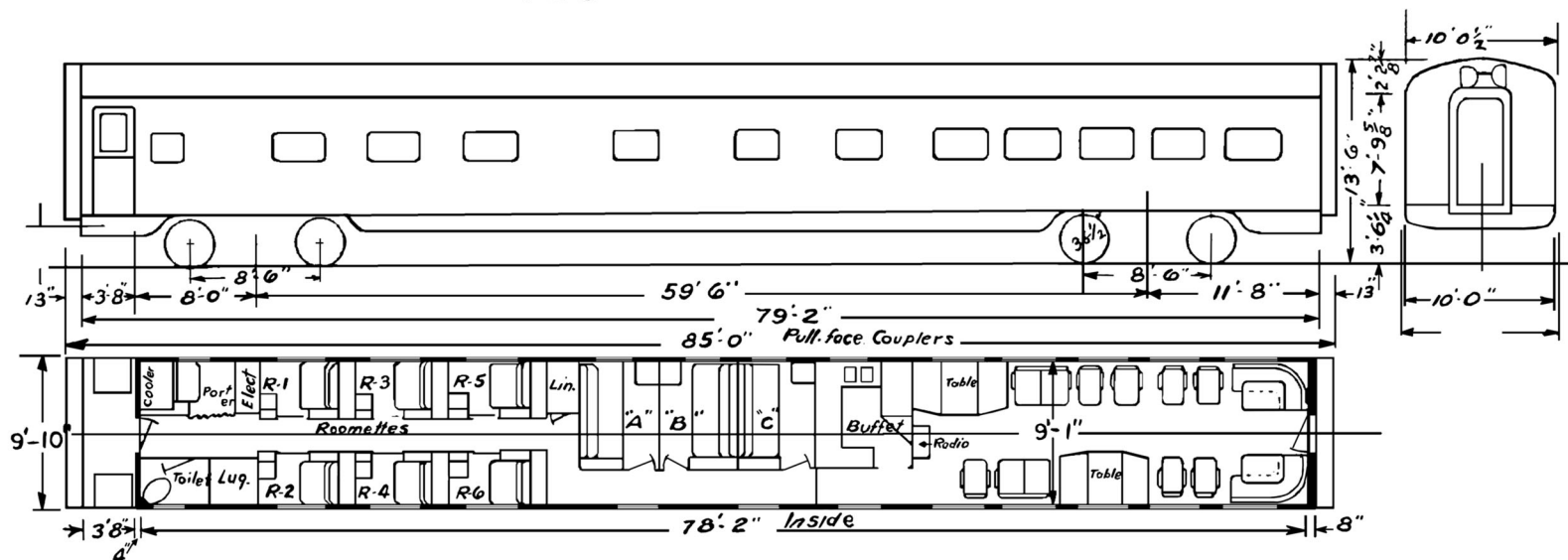
No diagram has been located. This is derived from Business car 99 diagram of 1947.
 Also consulting CB&Q diagram of "Riverview".
 Seating capacity was approximately 50 persons.
 Likely configuration was inward facing seats, as in Buffet-Parlor cars 550-557.
 Likely two small rest rooms at one end of car. No food service.

BUILT BY PULL. STD. FEB. 1950

LOUNGE - SLEEPING CAR
ALL STEEL - WAUKESHA - AIR CONDITIONED

MT. HOOD & MT. ST. HELENS

37



-10-62
 -31-62

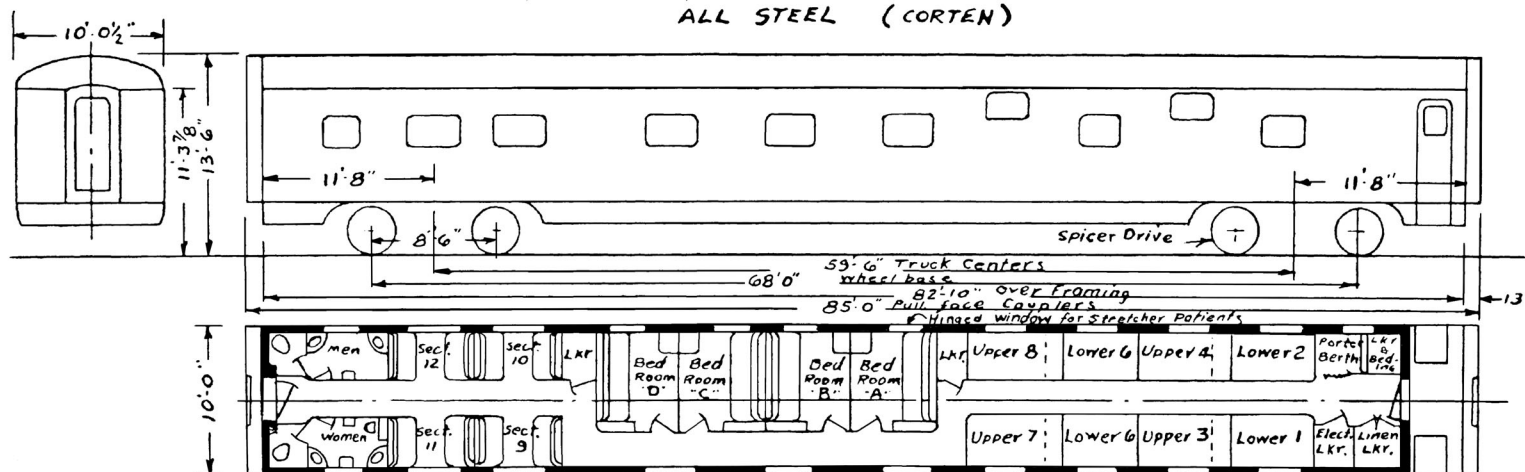
1-51	WEIGHT-LT. TOTAL -	131 300 [#]	WHEELS-M.W. STEEL	36½" DIA	AIR BRK-D-22-BR CONT. VALVE	LIGHTING-AXLE GEN.	10 K.W.
	" - TRUCKS -	38000 [#]	TRUCK - CAST STEEL		" " - CYL. U TYPE- 4-12" X 10"	BATTERY - 16 CELL 32VOLT 800 AM	
			BRAKES -	CLASP	AIR CONDITIONING - WAUKESHA - TRANE	BUFFER - MINER - B-18-X	
			JOURNALS - TIMKEN R.B.	5½" X 10"	HEATING - VAPOR	COUPLER - TITE LOCK H-81	
	SEATING - CAP'Y -	37	WHEEL SLIP CONTROL - WAB. AP	DECELOSTAT	WATER - PRESS.	DRAFT GEAR - MINER A-4-X B	

SPOKANE, PORTLAND & SEATTLE RAILWAY
 600-601 LOUNGE SLEEPING CAR, 1962 DIAGRAM
 Scanned from Passenger Car Diagrams S. P. & S. Ry, PNR/NMRA 1980.
 Restored by Paul T. Hobbs, May 12, 2006

Built by Pullman-Standard, Plan 4163 Lot 6829 February 1950
 Numbers not known to have been applied to cars in service.
 Delivered February, 1950
 To BN 1205-1206 (unlikely that numbers were applied to cars)
 Retired by BN July 1972.
 600 to Pacific Northwest Chapter, NRHS, Portland, Oregon.
 601 in Spokane since 1998.

Service: SP&S 1-2, Local sleeper/lounge.
 From March 29, 1958 car in turnaround service at Spokane.
 (requiring just one car per day.)

SLEEPING CAR No. 700 INDIAN PASS
 8 Duplex Roomettes, 4 Bedrooms & 4 Standard Sections.
ALL STEEL (CORTEN)



WEIGHT - TOTAL - 135,300 #
 " - TRUCKS - 39,600 #

WHEELS - M.W. STEEL - CYL. TREAD
 TRUCK - CAST STEEL
 BRKS. Budd T.F.M. D-22
 JOURNALS - TIMKEN R.B. 6" X 11"
 STEAM CONN - 2 1/2"
 Yoke - Y-65

AIR BRK - HSC - ELECTRO-PNEU.
 " " - CYL. TYPE "U" - 4-12 X 10"
 AIR CONDITIONING - ELECTRO-MECH.
 HEATING - VAPOR
 WATER - GRAVITY - 200 GAL. CAPY
 WHEEL SLIP CONTROL ABS.Co.

LIGHTING - 20K.W. GEN. MOTOR-ELECT.
 BATTERY - 16 CELL - 1000 AMP
 BUFFER - SPRING
 COUPLER - TITELOCK H-81
 DRAFT GEAR - WAUGH 6-DP
 SAND - 350 LB.

4-29-63
 1-31-62
 17-9-55
 3-50

SEATING CAPY -

32

SPOKANE, PORTLAND & SEATTLE RAILWAY

700 SLEEPING CAR, 1963 DIAGRAM

Scanned from Passenger Car Diagrams S. P. & S. Ry, PNR/NMRA 1980.

Restored by Paul T. Hobbs, May 6, 2006

Built by Pullman-Standard, Plan 4107 Lot 6828 February 1950

Identical to GN 1160 - 1169, 1180

Delivered February, 1950

To BN 1169 (unlikely that number was applied to car)

To BN 968242 September 1978

Service: SP&S 1-2, GN 1-2 Portland - Chicago until June 1951

Then: SP&S 3-4, GN 3-4 Portland - Chicago

Operated with vestibule to the rear.

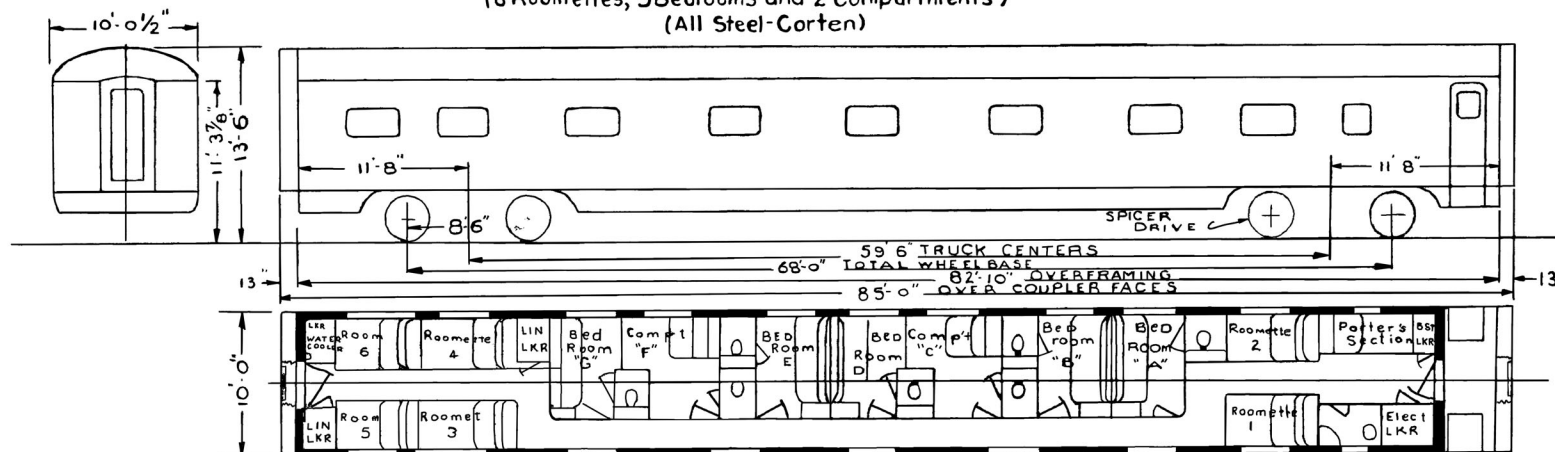
Letterboard was EMPIRE BUILDER until June 1951,

Then GREAT NORTHERN

Built by Pullman- 1950
SAME AS GN 1370-1384

SLEEPING CAR No. 701 - WAPINITIA PASS
(6 Roomettes, 5 Bedrooms and 2 Compartments)
(All Steel-Corten)

40



4-29-63
1-31-62
12-9-55
2-1-51

Weight - total - trucks	139,500 #	Wheels Rolled steel 36"	Air Brake - H.S.C. Elect-Pneu.	Light'g - 25 KW G.M. Spicer D
Inside Length—		Trucks Cast Steel	" " Cyl-Type "U"-4-12"x10"	Draft Gear-WM-6-DP Waugh
Inside Width—		Brakes Budd TFM D-22	Air Cond. - 8 Ton Mechanical	Buffer - Spring
Seating Cap'y	20	Journals - Timken R.B. 6 x 11"	Heating - Vapor	Coupler - Titelock H-81
		Yoke - Y-65	Water - Press. Cap'y 250 G.	Sand 350 lbs.
			Wheel Slip Control - A.B.S.	STEAM CONN. - 2 1/2"

SPOKANE, PORTLAND & SEATTLE RAILWAY
701 SLEEPING CAR, 1963 DIAGRAM
Scanned from Passenger Car Diagrams S. P. & S. Ry, PNR/NMRA 1980.
Restored by Paul T. Hobbs, May 4, 2006

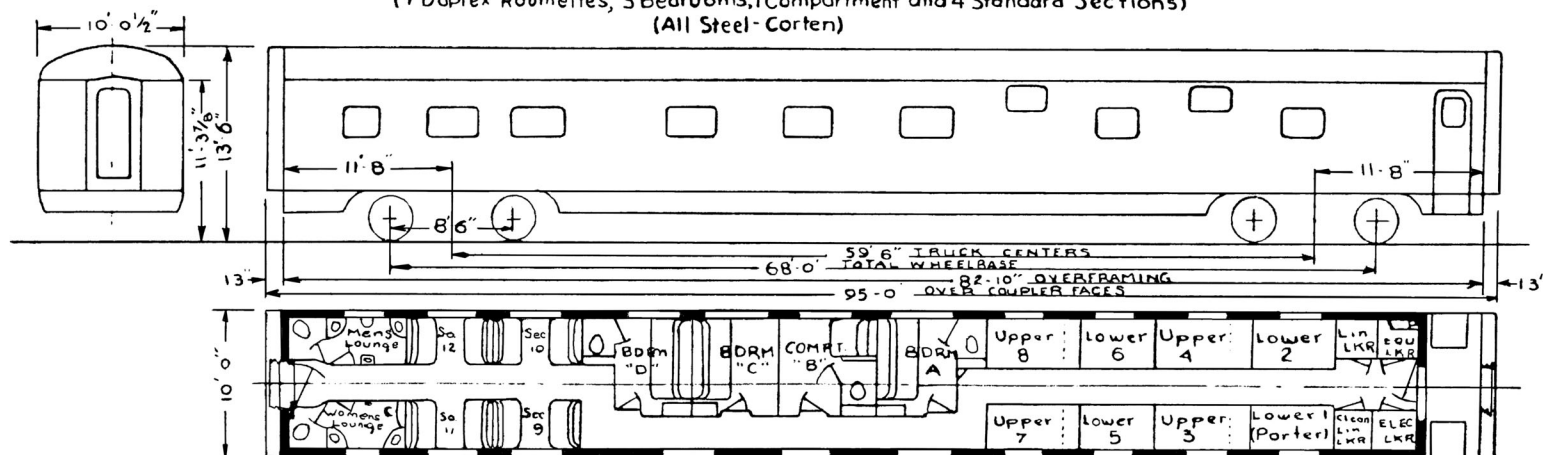
Built by Pullman-Standard, Plan 4180 Lot 6877 November 1950
Identical to GN 1370 - 1384
Delivered November 10, 1950
To BN 1385 (unlikely that number was applied to car)
To BN 968212 December 1975

Service: SP&S 1-2, GN 1-2 (later 31-32) Portland - Chicago
Operated with vestibule to the rear.
This car was painted in GN's Big Sky Blue colors between 1967 and 1970.

Built by Pullman - 1950
 SAME AS GN 1260-1274

SLEEPING CAR No. 702 - SNAKE RIVER
 (7 Duplex Roomettes, 3 Bedrooms, 1 Compartment and 4 Standard Sections)
 (All Steel - Corten)

41



4-29-63 1-31-62 12-9-55	Weight - total - trucks Seating Cap'y	142 400* 23	Wheels Rolled Steel 36" Truck - Cast Steel BRAKES TFM D-22 Journals - Timken R.B. 8 x 11" Spicer Drive	Air Brake - H.S.C. - Elect - Pneu " " - Cyl. Type "U" 4-12 x 10" Air cond - 8 Ton - Mechanical Heating - Vapor Water - Press. Cap'y 250 Gal Wheel Slip Control - A.B.S.	Lightg - 25KW D. Gen. Electric Draft Gear - WM-6-DP - Waugh Buffer Spring Coupler Titelock Sand 350 lbs. STEAM CONN. - 2 1/2"
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SPOKANE, PORTLAND & SEATTLE RAILWAY

702 SLEEPING CAR, 1963 DIAGRAM

Scanned from "Passenger Car Diagrams S. P. & S. Ry", PNR/NMRA 1980.

Restored by Paul T. Hobbs, September 4, 2005

Built by Pullman-Standard, Plan 4181A Lot 6889 December 1950

Identical to GN 1260 - 1274

Delivered December 28, 1950

To BN 1266 (unlikely that number was applied to car)

Donated by BN to Wyoming Historical Society

Service: SP&S 1-2, GN 1-2 (later 31-32) Portland - Chicago

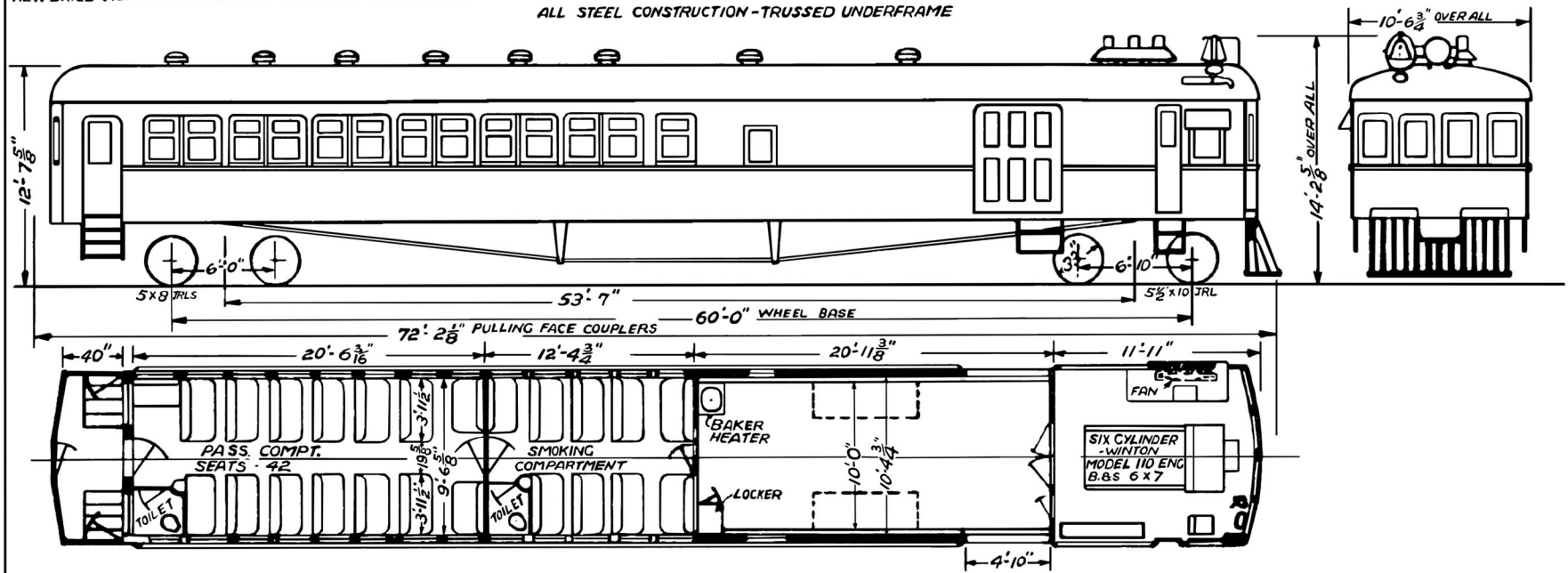
Operated with vestibule to the rear.

BUILT BY GEN. ELEC. CO. 1915 TYPE RE-70-8-21 NO. 3785
NEW BRILL-WEST. POWER PLANT INSTALLED AT VANC 5-20

GAS ELECTRIC CAR NO. 1101

ALL STEEL CONSTRUCTION - TRUSSED UNDERFRAME

61



WEIGHTS - FRT TRUCK 64,920 REAR TRK 42,660
TOTAL CAR - 107,580
SEATING CAPY - 68 - SEATS NON REVERSIBLE
TRUCKS - METAL - BUILT UP
DRAFT GEAR - 6 1/2 x 8 SPRING
BRAKE - NY 14 x 12 CYLINDER

HEATING - B & S HEATER
LIGHTING - 32 VOLT
HOPPERS - TWO - DRY
UPHOLSTERY - PASS COMPT GREEN PLUSH
SMOKING COMPT PANTASOTE

ENGINE - WINTON MODEL 110 VARIABLE SPEED
165 H.P. AT 1800 R.P.M. GOVERNED SPEED - 1860
SIX CYS - BORE 6" STROKE 7" DISPLACEMENT
1107.5 CU. INS.
MAIN GEN. WEST TYPE 196P.4. NALGEN. V.8.11
MOTORS - TWO G.E. 205 D GEAR RATIO 55-17

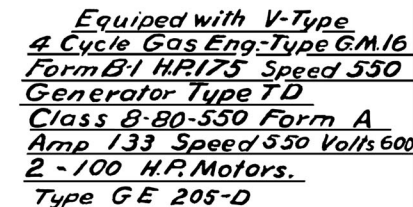
BATTERY - 225 AMP HR
GASOLINE CAPY - 240 GALS.
AIR COMP. W.A.B. CO. H.L.D.N - 25. CAPY. 25 CU. FT. AT 217 R.P.M.
MAIN RES. PRESSURE 110 LB. TRAIN LINE 90 LBS.
TRATIVE EFFORT MAX. 12480 LBS.

SPOKANE, PORTLAND & SEATTLE RAILWAY
1101 GAS ELECTRIC CAR, 1944 DIAGRAM
Scanned and inverted from 1944 Equipment Diagram Book.
Restored by Paul T. Hobbs, March 29, 2007

Built by General Electric in 1915
Type RE-70-8-21
Delivered February 19, 1915
New Power Plant installed May 1920
To X-475 April 19, 1944

Service: Portland - Rainier, two round-trips daily

PAGE # 131



Deck-Turtle Back. Steel.
Lighting 64 Volt Electric
Lamps 23- 64 Volt Elect.
" Indicated Thus ⊕
Fuel Capu 275 Gals Gasoline

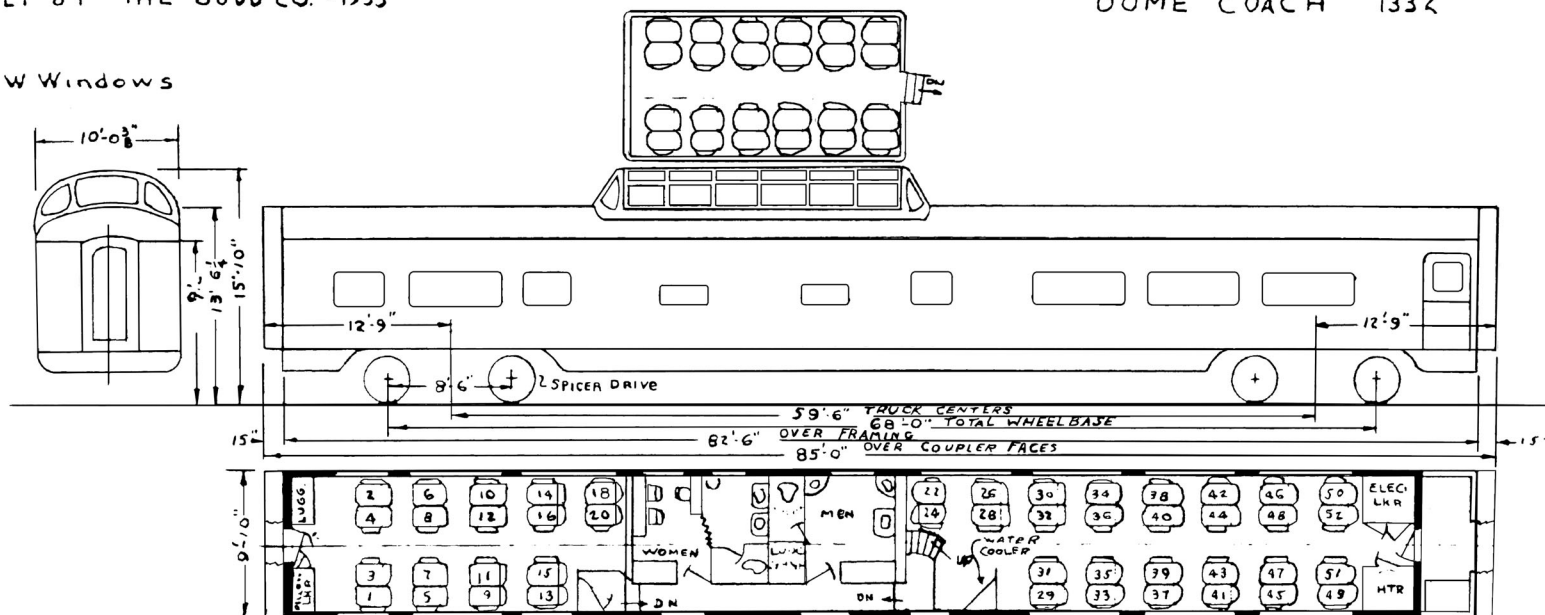
Service: Trains 6-7 Portland - Lyle - Portland

BUILT BY THE BUDD CO. -1955

DOME COACH 1332

31 A

A & W Windows



Weight	149820 Lbs	Truck Centers	59'-6"	Air Brake	HSC	Electro-Pneum	Finish-Exterior	Painted Stain Steel
Length Over Framing	82'-6"	Wheelbase-Truck	8'-6"	Air Brake Cyl.			" Interior	Painted Steel
" " Buffers	85'-0"	" Total	68'-0"	Air Conditioning	Trane Mechanical		Lighting	30kW Genemotor Electric
Width " Framing	9'-10"	Wheels	Roller Steel	Heating	Unizone	Vapor	Draft Gear	WM-6 DP Waughnat
" " Crown Mldg	10'-03/8"	Journals	Timken R Brg.	Water System		Pressure	Buffer	
Seating Capy. (Total-70)	SP&S 46	Kind Of Truck	Cast Steel	" Capacity		360 Gals	Coupler	Type H
Handbrake	Peacock 800 LE-Lever	Brakes	Budd Disc	Wheel Slip Control		Roll on	Sand	125 Lbs

12-20-55

SPOKANE, PORTLAND & SEATTLE RAILWAY

1332 DOME COACH, 1955 DIAGRAM

Scanned from "Passenger Car Diagrams S. P. & S. Ry", PNR/NMRA 1980.

Restored by Paul T. Hobbs, December 27, 2004

Built by Budd Plan 9646 Lot 155 July 1955

Identical to GN 1320 - 1335

Delivered in service SP&S 1 July 5, 1955

To BN 4612 (unlikely that number was applied to car)

To Amtrak 9472

Service: SP&S 1-2, GN 31-32 Portland - Chicago

Operated with vestibule to the rear.

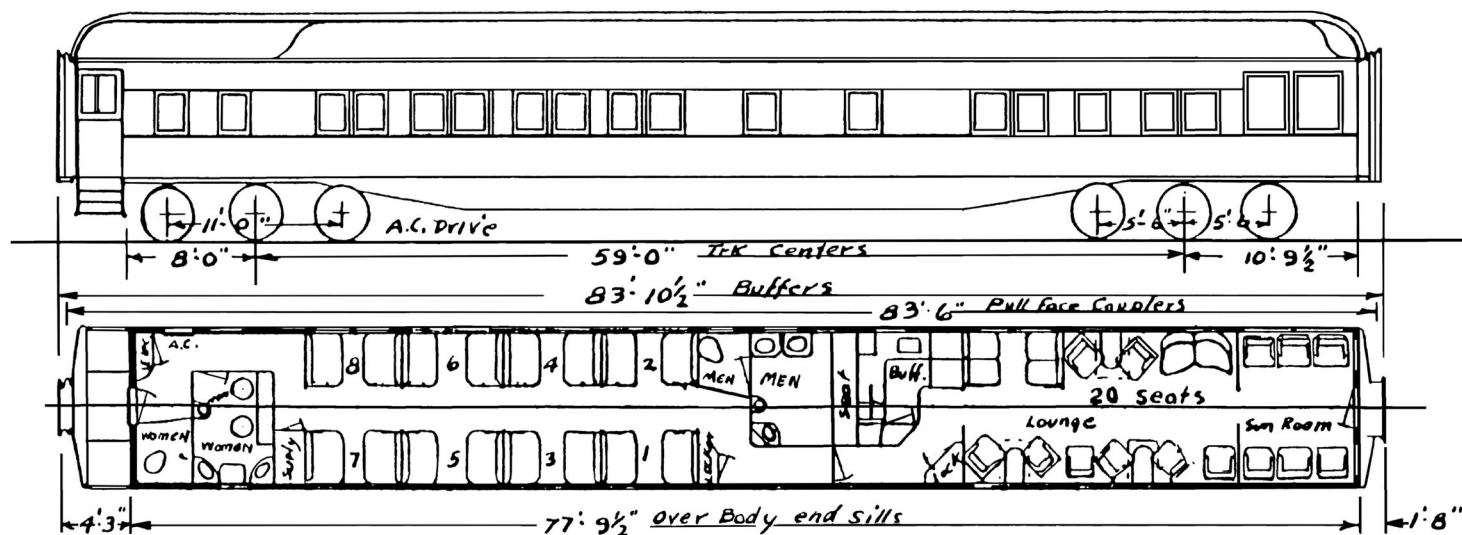
Bit. by Pull. Co.

8-1929

PULLMAN CAR DESMOINES CLUB TO MOUNT ADAMS 6-1949
 " " OMAHA CLUB TO MOUNT JEFFERSON 5-1949
 DESMOINES CLUB PURCHASED FROM N.P. 3-1949
 OMAHA CLUB PURCHASED FROM GN 3-1949

LOUNGE - SLEEPING CARS
 MOUNT ADAMS & MOUNT JEFFERSON
 ALL STEEL PULL. A.C.

36 A



WEIGHT - TOTAL -

180,300 #

TRUCK - 2411

SEATING CAP'Y

52

SPOKANE, PORTLAND & SEATTLE RAILWAY

MOUNT ADAMS, MOUNT JEFFERSON LOUNGE SLEEPING CARS, 1949 DIAGRAM

Scanned from copy from Ralph L. Barger.

Restored by Paul T. Hobbs, December 26, 2004

Built by Pullman Plan 3989A Lot 6274 August 1929

Des Moines Club and Omaha Club assigned CRI&P 23 and 14 Chicago - Omaha

Assigned SP&S 1 & 2 from November 12, 1940

Purchased from GN and NP

Des Moines Club to Mount Adams May 5, 1949

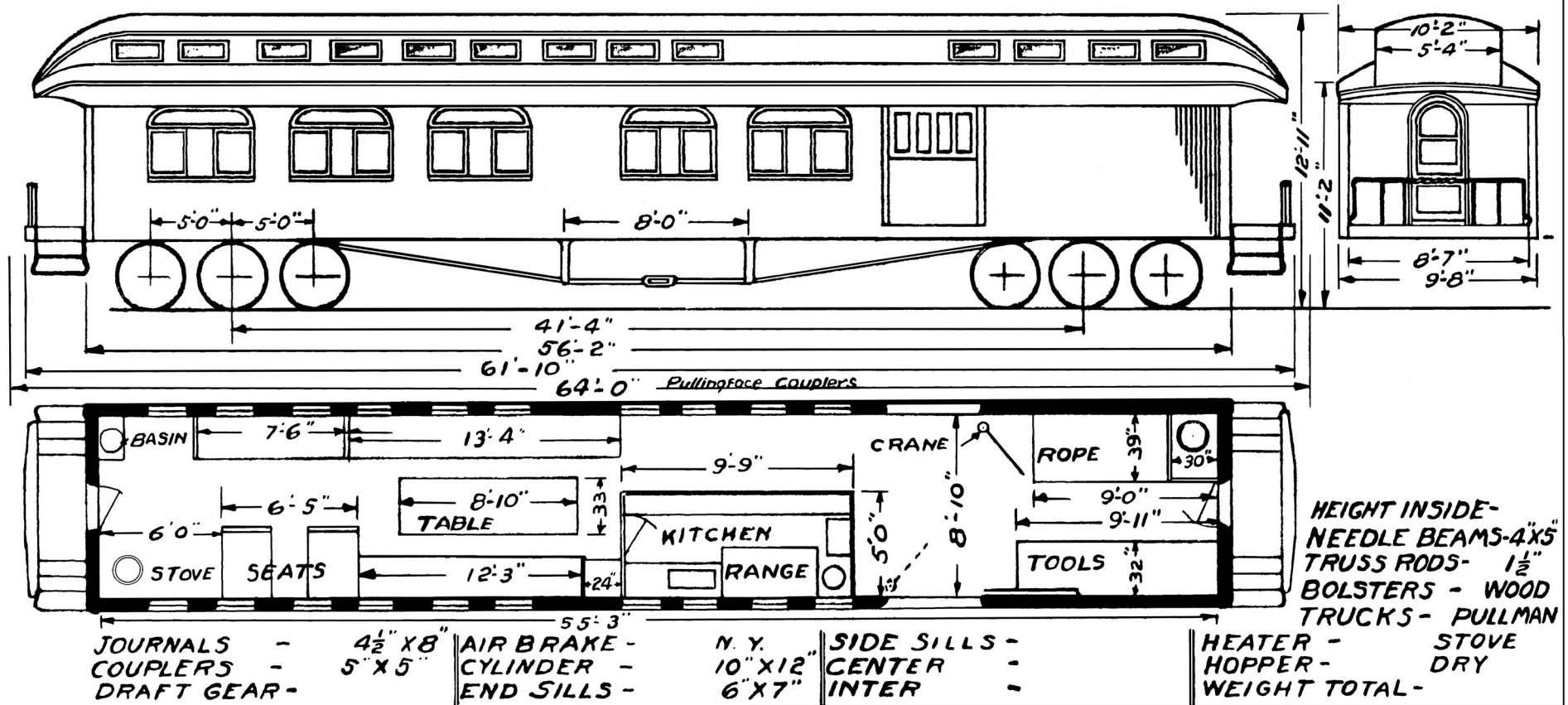
Omaha Club to Mount Jefferson May 5, 1949

Mount Adams Dismantled January 24, 1963

Mount Jefferson to 41 November 3, 1961

TOOL CAR "X-4"

103



SPOKANE, PORTLAND & SEATTLE RAILWAY
 X-4 TOOL CAR, 1925 (OUTFIT) DIAGRAM
 Scanned from copy from Ralph L. Barger.
 Restored by Paul T. Hobbs, January 14, 2005.

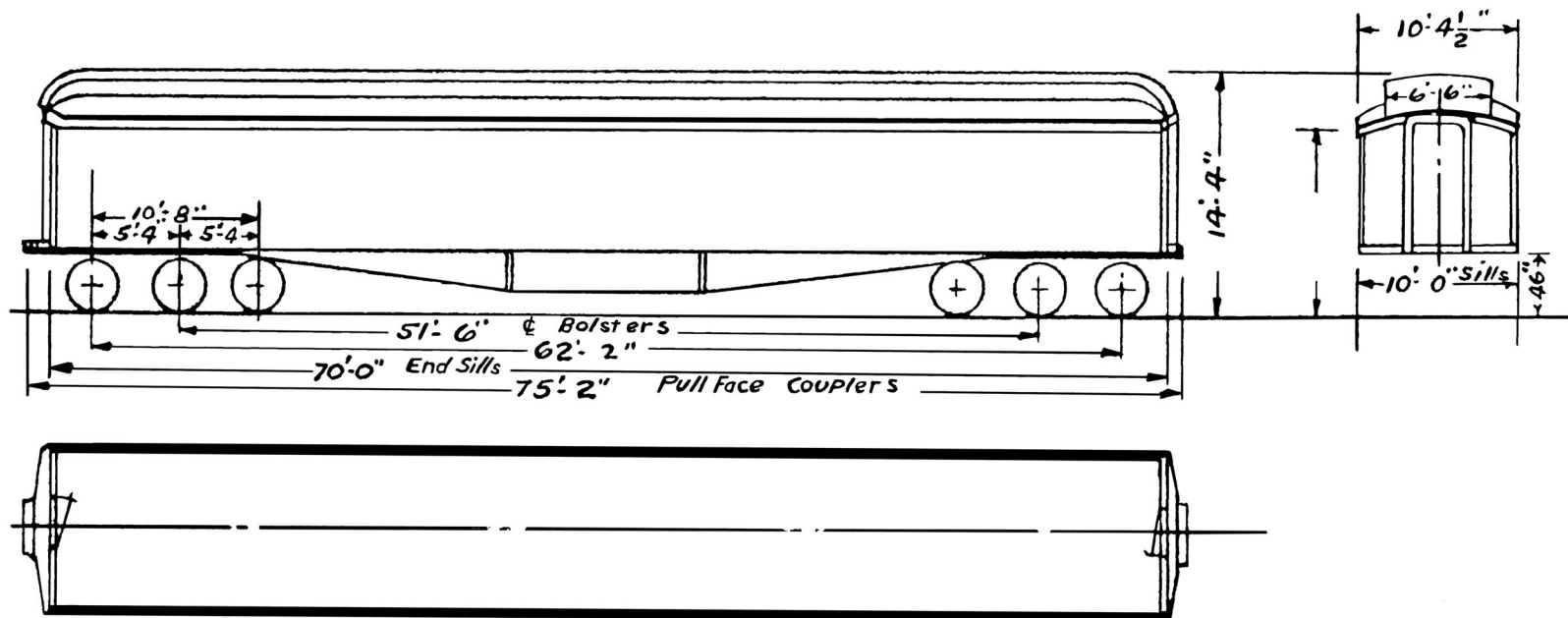
Built by Pullmans Palace Car Co. as a sleeping car - presumably in the 1870s.
 Purchased by Astoria & Columbia River RR in 1905, becoming Coach 15.
 To SP&S, March 1911 at consolidation of A&CR.
 Inspection determined that its condition and age
 was not worth retaining as revenue car.

To X-4 in 1911
 Disposition unknown, but it was after 1930 and before 1942.

BUILT - 1945
VANCOUVER SHOP
FROM SLSF 314

OUTFIT CAR X-421

90



WEIGHT-
DRAFT GEAR-

TRUCKS
WHEELS
JOURNAL

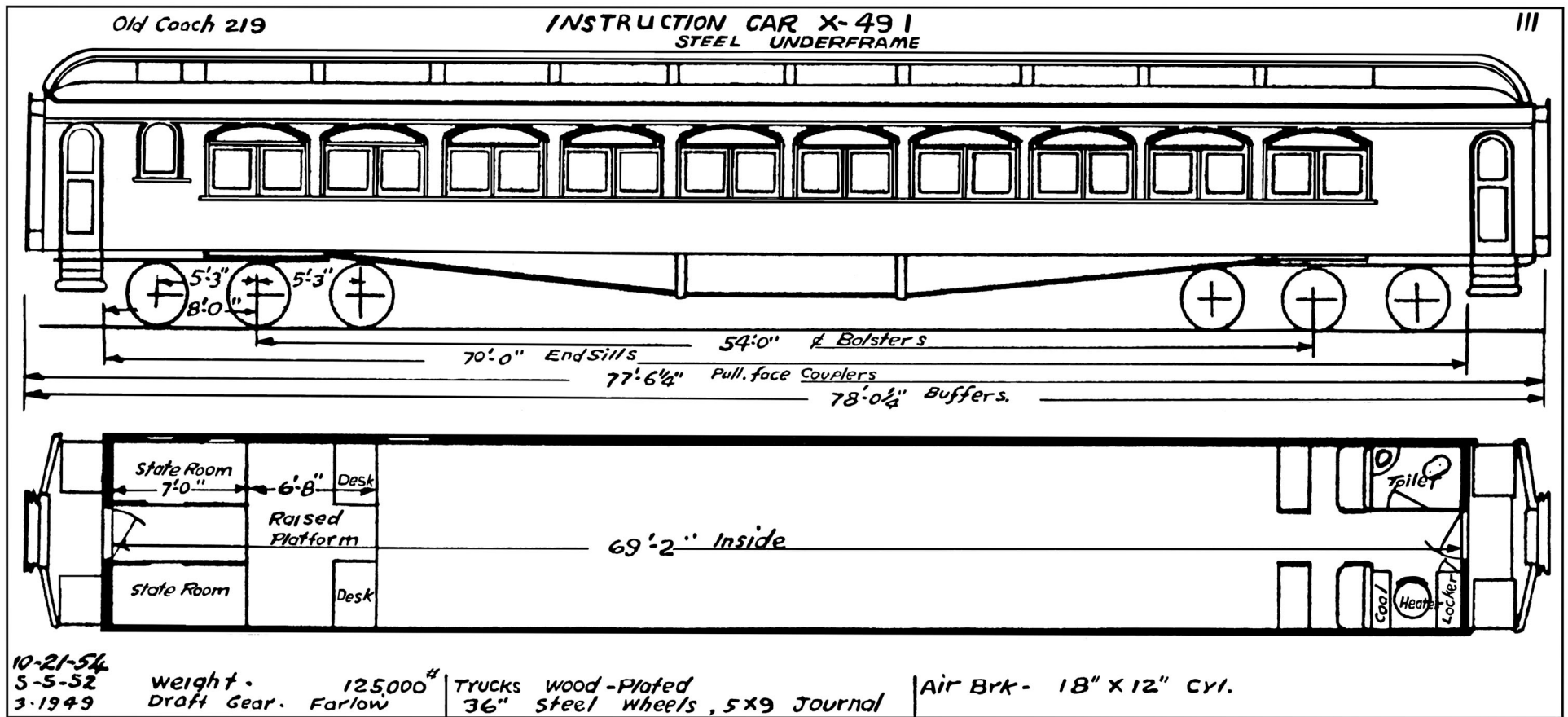
WOOD
36" STEEL
5" X 9"

AIR BRAKE -

5-52

SPOKANE, PORTLAND & SEATTLE RAILWAY
X-421 OUTFIT CAR, 1952 (OUTFIT) DIAGRAM
Scanned from copy from Ronald G. Peterson.
Restored by Paul T. Hobbs, December 31, 2004

Builder and date not known
SLSF 314 damaged in accident of SP&S Train 3 at Eavan, Washington March 22, 1942
See ICC Accident Investigation 2578 for report.
Rebuilt as SP&S X-421 March 20, 1944
To Burlington Northern March 3, 1970



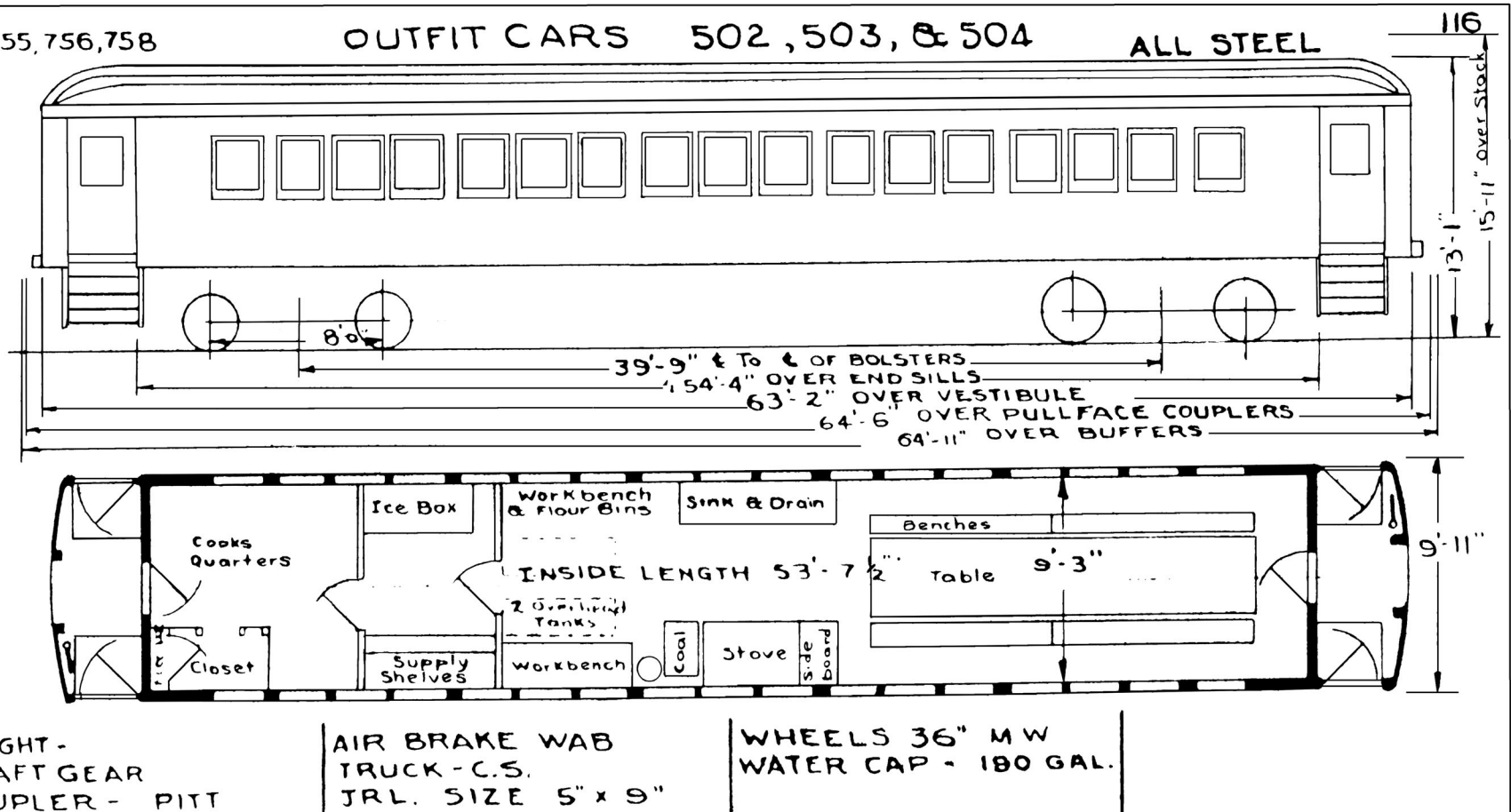
SPOKANE, PORTLAND & SEATTLE RAILWAY
X-491 INSTRUCTION CAR, 1954 (OUTFIT) DIAGRAM
Scanned from copy from Ronald G. Peterson.
Restored by Paul T. Hobbs, December 29, 2004

Built by Barney & Smith in 1912 as SP&S Coach 219
To X-491 March 9, 1949
Replaced in service by SP&S 111 in April 1959
Dismantled March 27, 1961

OLD U.S. Nos 755, 756, 758

OUTFIT CARS 502, 503, & 504

ALL STEEL



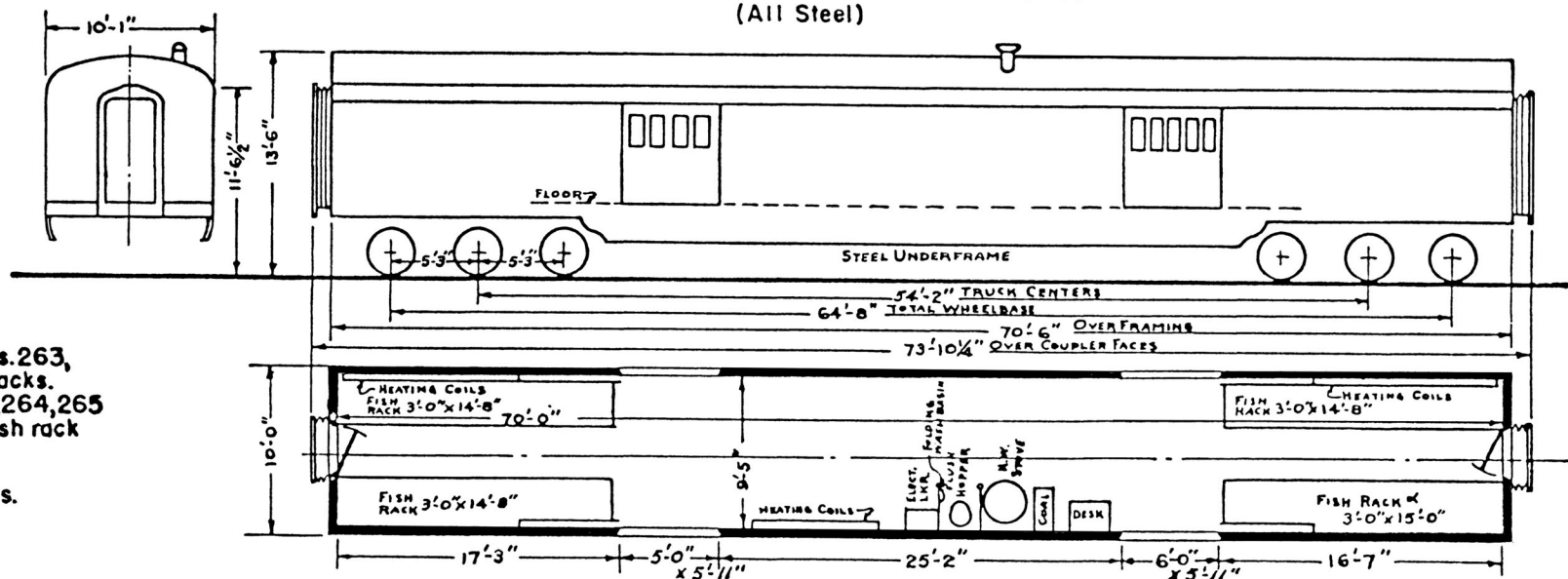
SPOKANE, PORTLAND & SEATTLE RAILWAY
X-502 - X-504 OUTFIT CARS, 1952 (OUTFIT) DIAGRAM
Scanned from copy from Ed Austin.
Restored by Paul T. Hobbs, December 27, 2004

Built as Pennsylvania RR MP54 Electric Trailer cars.
Purchased from U.S. Army in California in 1951.
Used during World War II for commuter service to military and manufacturing facilities in the West.
Some of this type of car were used between Portland and Vancouver.
US numbers are within the fleet numbers for PRR cars.
It can be expected that they were the original PRR car numbers.
US755 to SP&S X-502 November 24, 1951, retired February 17, 1970
US756 to SP&S X-503 July 26, 1951, retired February 17, 1970
US758 to SP&S X-504 February 26, 1952, dismantled February 4, 1966

Rebuilt by G.N.Ry:1945-St.Cloud.

BAGGAGE CAR Nos. 262 to 265. (All Steel)

25



Note: Car Nos.263,
have 4 fish racks.
Car Nos.262,264,265
have only 1 fish rack
at each end.

* Special axles.

E.B.Colors

BE

Weight	121500 Lbs.	Truck Centers	54'-2"	Air Brake	D-22-AR	Finish-Exterior	Painted Steel
Length Over Framing	70'-6"	Wheelbase-Truck	10'-6"	" " Cyls. (Truck Mtd. Type U)	12"x10"	" -Interior	"
" " Buffers	73'-10 1/4"	" -Total	64'-8"	" Conditioning	None	Lighting	Axle Gen. Electric
Width " Framing	10'-0"	Wheels	Rolled Steel 36"	Heating	Vapor	Draft Gear	A5xB Miner
" " Crown Mldg.	10'-1"	Journals	Timken R.Brgs. 5 1/2"x10"			Coupler	Type E, Swiv. Butt. 5"x7"
Handbrake	Peacock 850NS	Kind Of Truck	Welded Steel				
Capacity (Bagg.)	70000 Lbs.	Brakes	Clasp				

GREAT NORTHERN RAILWAY

262-265 BAGGAGE CAR, 1952 GREAT NORTHERN DIAGRAM

Scanned from copy from Ralph L. Barger.

Restored by Paul T. Hobbs, August 27, 2005

GN 265 assigned to SP&S 1-2

from February 23, 1947 through February 25, 1950.

This car is today at

Minnesota Transportation Museum,

Jackson St. Roundhouse,

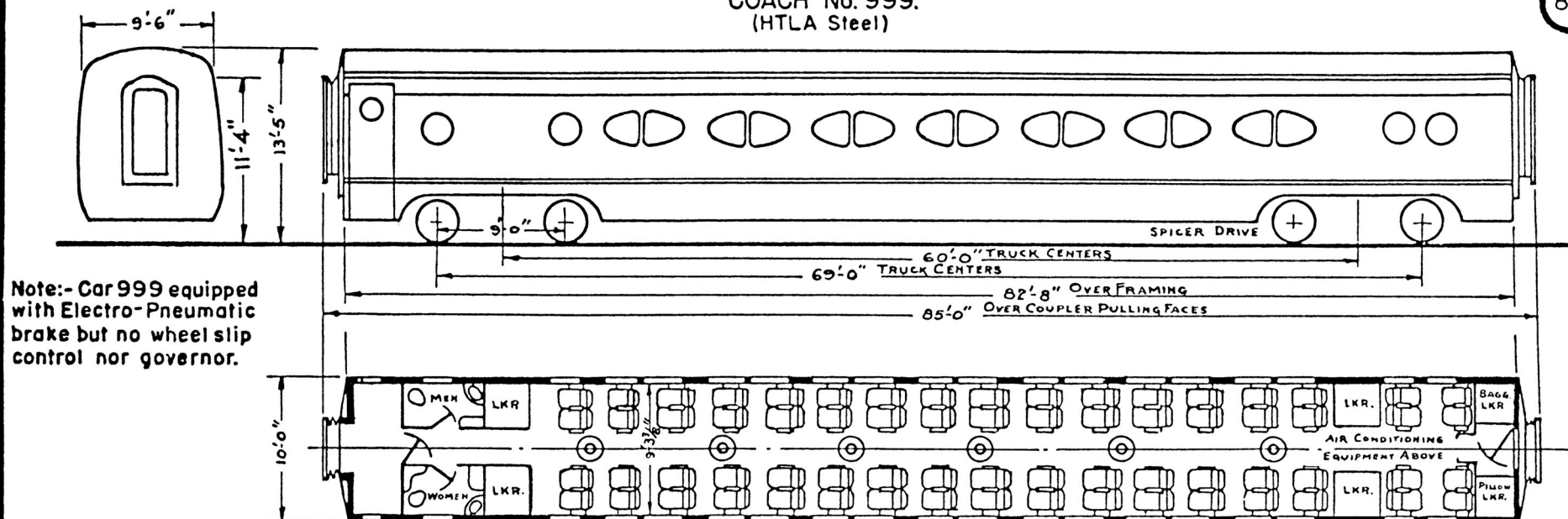
St. Paul, Minnesota.

4-1-49, 11-8-49, 6-1-52

Built by Pacific Ry. Equip. Co.-1942

COACH No. 999.
(HTLA Steel)

83



Note:- Car 999 equipped with Electro-Pneumatic brake but no wheel slip control nor governor.

AFE 57213

E.B. Colors

PB

4-1-49, 6-1-52.

Weight	106900 Lbs.	Truck Centers	60'-0"	Air Brake	(NOTE) D-22-A	Finish-Exterior	Painted Steel
Length Over Framing	82'-0"	Wheelbase-Truck	9'-0"	" " Cyl. Trk. Mtd.	4-10"x8"	" -Interior	"
" " Buffers	85'-0"	" -Total	69'-0"	" Conditioning	Frigidaire Mechanical	Lighting	20KW Axle Gen. Floures. Elect.
Width " Framing	10'-0"	Wheels	Rolled Steel 36"	Heating	Thermo Control Vapor	Draft Gear	A-4-XB Miner
" " Crown Mldg.	9'-6"	Journals	Timken R. Brg. 5 1/2"x10"	Water System	Pressure	Coupler	Type H Titelock
Seating Capacity	68	Kind Of Truck	Chromansil All Welded				
Handbrake	Wheel	Brakes	Clasp				

GREAT NORTHERN RAILWAY
999 COACH, 1952 GREAT NORTHERN DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, September 2, 2005

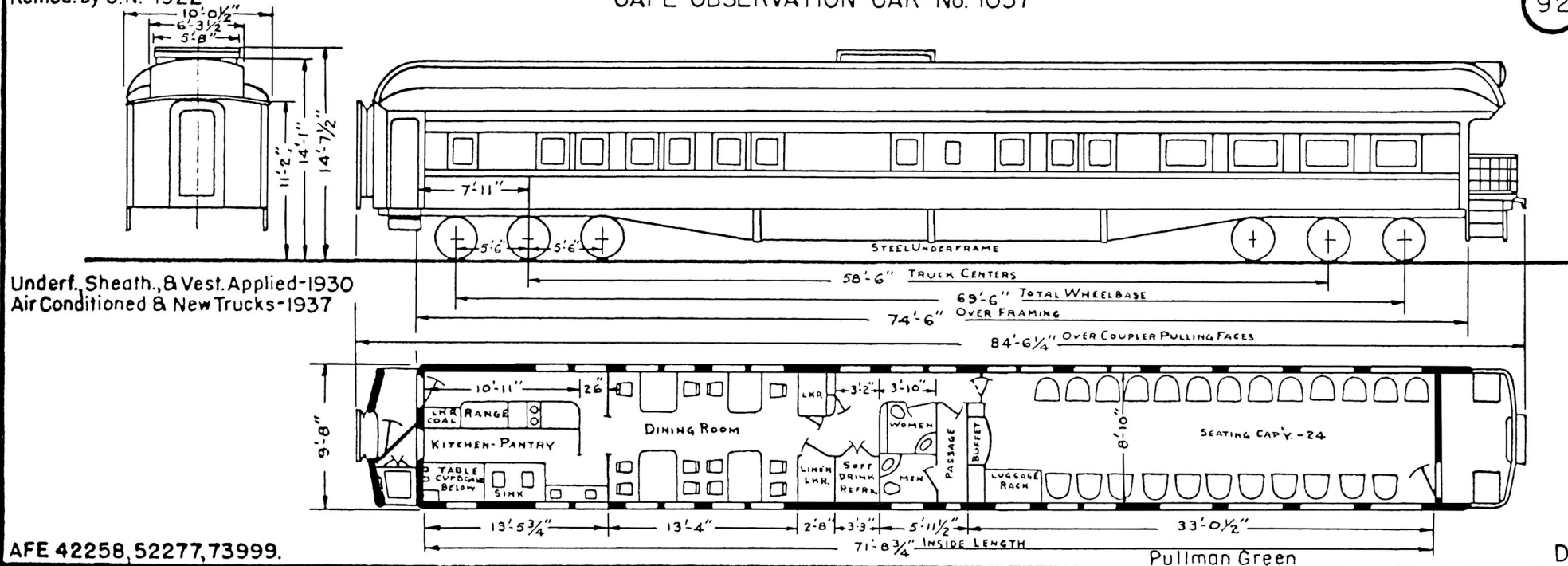
GN 999 assigned to SP&S 1-2
from February 23, 1947 through February 22, 1950.
Except from January 16, 1949 through April 28, 1949
when the car was replaced by CB&Q 6000 "SILVER PENDULUM"
of nearly identical design.
A third car was built as ATSF 1100.
All were demonstrating and testing a pendular suspension.

On the SP&S the car provided the local coach between Portland and Spokane.
At the time of assignment this was the only streamlined coach on the Great Northern
that was not a member of the 1947 Empire Builder consists and construction.

Built by B.&S.-1911
Remod. by G.N.-1922

CAFE-OBSERVATION CAR No. 1057

92



AFE 42258, 52277, 73999.

Weight	181000 Lbs.	Truck Centers	58'-6"	Air Brake	1-UC	Finish-Exterior	Painted Steel
Length Over Framing	74'-6"	Wheelbase-Truck	11'-0"	" " Cyl.	18"x12"	" -Interior	Wood
" " Buffers	84'-6 1/4"	" -Total	69'-6"	" Conditioning	Ice Activated	Lighting	Axle Gen. Electric
Width " Framing	9'-8"	Wheels	Rolled Steel 36"	Heating	Fin Rad.	Draft Gear	A-5-XB Miner
" " Crown Mldg.	10'-0 1/2"	Journals	Timken R. Brg. 5 1/2"x10"	Water System	Pressure	Coupler	Swivel Butt 5"x7"
Seating Capacity	24	Kind Of Truck	Cast Steel	Mars Emergency Light	R-250		
Handbrake	G.N.	Brakes	Clasp				

GREAT NORTHERN RAILWAY
1057 CAFE-PARLOR-OBSERVATION, 1952 GREAT NORTHERN DIAGRAM
Scanned from copy from Ralph L. Barger.
Restored by Paul T. Hobbs, September 3, 2005

GN 1057 assigned to SP&S 1-2
from February 23, 1947 through February 25, 1950.

On the SP&S the car provided the first class lounge between Portland and Spokane.
At the time of assignment this was a rare heavyweight to feature "EMPIRE BUILDER"
on the letterboard.

(Others included Cafe-Parlor 1059 and Coach 961 - sometimes on SP&S 1-2)
GN 1057 is today at the West Coast Railway Museum, Squamish, British Columbia

4-1-49, 6-1-52