

REVISED JAN 17 1938

BOOK NO.

71

THE NEW YORK, CHICAGO AND ST. LOUIS R. R. CO.

NICKEL PLATE ROAD

PASSENGER

CAR EQUIPMENT

OFFICE OF SUPT. OF MOTIVE POWER - CLEVELAND OHIO.

OFFICIAL - PASSENGER - BAGGAGE - MAIL CARS

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7

LOT-308.
BLDRS LOT-6188.

OFFICIAL CAR

NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORMS	HEATING	WHEELS	UNDERFRAME	BRAKES
1	PULLMAN	2-2-1929	200 600 LBS 22500 LBS NOTE-1	WAUGH NOTE-3	COMMONWEALTH CAST STEEL NOTE-6	VAPOR SYSTEM VAPOR CAR HTG. CO. NOTE-2	FORGED STEEL 36 DIAM. NOTE-5	PULLMAN STANDARD STEEL FISH BELLY NOTE-6	NEW YORK A.B. CO. SCHED. UCS 2-16 & J. NOTE-4

NOTE-1 WEIGHTS FROM PULLMAN CO. MARCH 1934 WITH TANKS FILLED AND AIR CONDITIONER ADDED.
WEIGHT OF CAR BODY 151900 LBS., WT. OF TWO TRUCKS 42700 LBS., TOTAL OF CAR 200600 LBS. ON THE RAIL:
WEIGHT OF KITCHEN END ON RAIL 110700 LBS., WT. OF OBSERVATION END ON RAIL 89900 LBS.;

NOTE-2 HEAT CONTROL OPERATIVE BY HAND AS WELL AS THERMOSTATIC, THERMOSTATIC SELECTION 60°, 70° AND 72°; 2" STEAM TRAIN LINE.

NOTE-3 - MINER A-S-X-B DRAFT GEAR APPLIED TO OBSERVATION END, NOV 1936.

WAUGH FRICTION DRAFT GEAR TYPE P-24-K AND WAUGH BUFFER TYPE H-27, TYPE D COUPLER, 6x8 SHANK, 11" KNUCKLE.

NOTE-4 NEW YORK AIR BRAKE CO. UNIVERSAL A.B. EQUIPT. WITH AMERICAN SLACK ADJUSTOR AND SLOTTED CROSS HEAD, AMER. ST. FDY. CO. WITH SIMPLEX CLASP BRAKES, HARMONIOUS HARD AND AIR; BRAKE PRESSURE 90% OF LT. WT. OF CAR BASED ON CYL. PRESS. OF 60 LBS. PER SQ. INCH. PULLMAN CO. MAKE OF LINSTROM HAND BRAKE.

NOTE-5 COMMONWEALTH CAST STEEL SIX WHEEL TRUCKS, DROP EQUALIZER TYPE, WITH 36" FORGED STEEL WHEELS OF FORGED STEEL WHEEL CO.

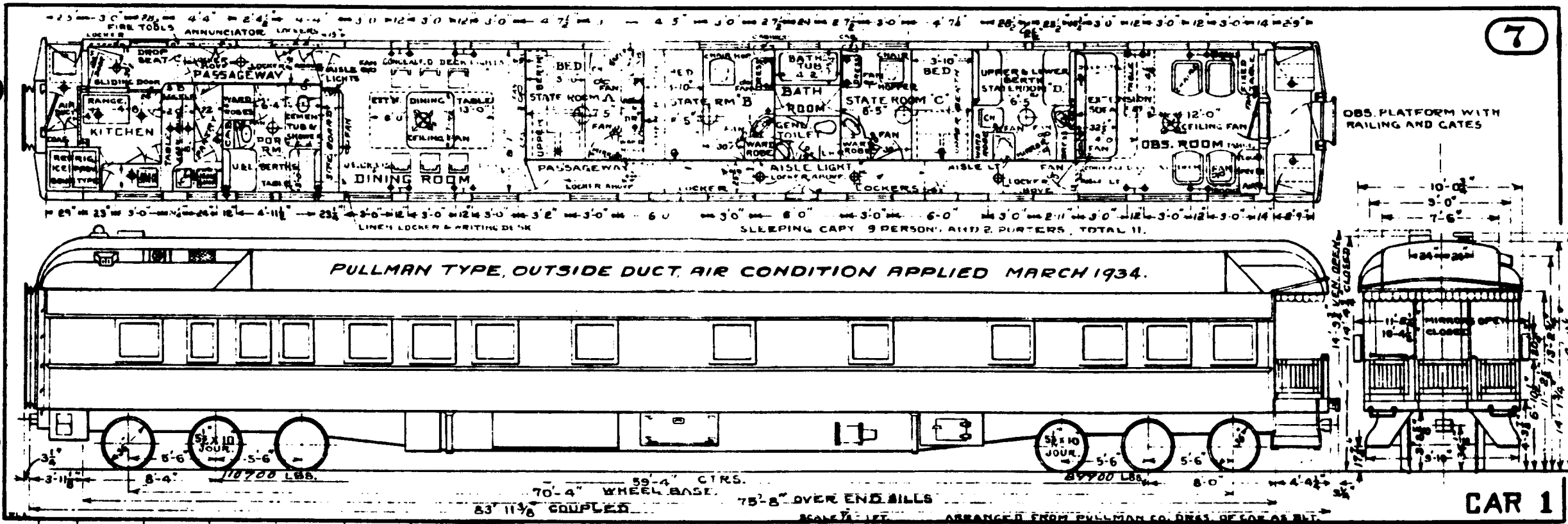
NOTE-6 PULLMAN LATEST STD. STEEL UNDERFRAME WITH COMMONWEALTH CAST STEEL COMBINED BODY BOLSTER AND PLATFORM WITH END SILLS CAST INTEGRAL WITH PLATFORM; CTR. SILL SPACERS AND CROSSTIES OF CAST STEEL, COMMONWEALTH DESIGN. ANTI-TELESCOPING DEVICE WITH COMM. STEEL CO'S. ANTI-TELESCOPING CORNER BRACKETS.

NOTE-7 CAR AIR CONDITIONED AT PULLMAN IN MARCH 1934

THE ABOVE INFORMATION FROM PULLMAN CO. SPECN. OF CAR AS BUILT, EXCEPT NOTES 1 AND 7

27-7-9-34 6-28-30 2-4-29 REV.

7



CAR 1

REV. 3416-1-37

9

PULLMAN LOT NO. 4381

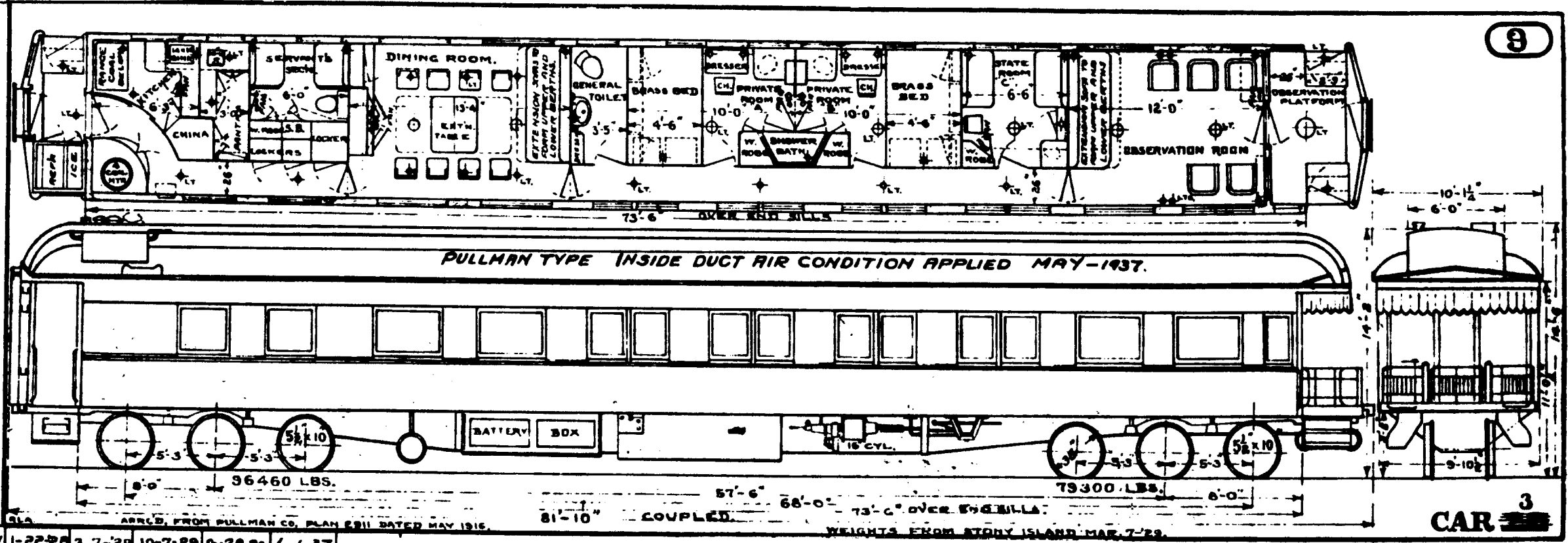
OFFICIAL CAR

NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES	LIGHTS
OLD NO. 400 3 3	PULLMAN	JUNE 1918	NOTE-1 21,750 LBS.	WESTINGHOUSE FRICTION	PULLMAN STEEL	STEEL PULLMAN STANDARD FISH BELLY	2-18"X12" CYLS. L.N. EQUIPT. LINDSTROM NO. 200	GAS & ELEC.

NOTE-1, WT. OF KITCHEN END ~~2,500 LBS.~~ WT. OF OBSERVATION END ~~2,500 LBS.~~. TOTAL WT. ~~45,000 LBS.~~ WTS. FROM STONY ISLAND 3-1929
 NOTE-2, SAFETY GLASS APPLIED TO OUTSIDE SIDE SASH, END WINDOWS AND DOOR. OBSERVATION END ONLY.

11-2-37 | 6-1-37 | 6-20-30 | 10-7-29 | 3-7-'29 | 1-22-29 REV.

9



PULLMAN TYPE INSIDE DUCT AIR CONDITION APPLIED MAY-1937.

96460 LBS.

79300 LBS.

81'-10"

COUPLED

WEIGHTS FROM STONY ISLAND MAR. 7-29.

CAR 3

43

ARRCD. FROM PULLMAN CO. PLAN 2911 DATED MAY 1916.

REV. 1-22-28	3	7-28	10-7-29	6-28-30	6-1-37
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10

BLDRS. ORDER 2585.

OFFICIAL CAR

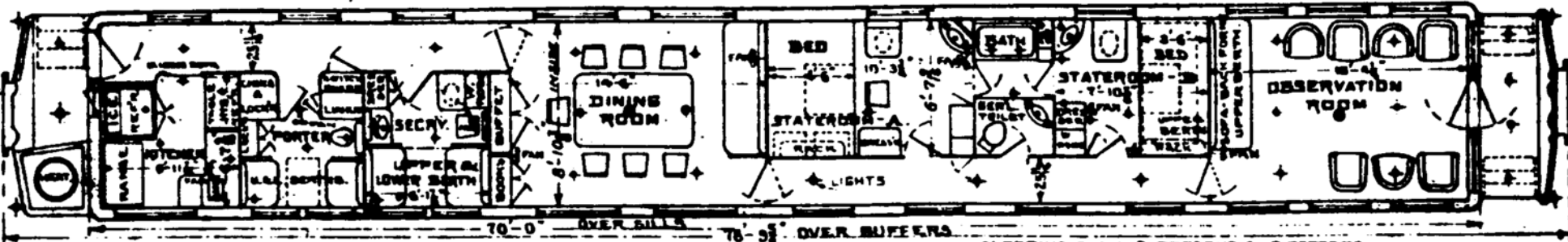
NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORMS	HEATING	WHEELS	UNDERFRAME	BRAKES
25 4	BARNEY & SMITH	APR. 1911	152350 LBS.	MINER FRICTION A-2	STEEL	VAPOR HEAT BY S.C.H. & LIGHTG. CO. AND BAKER HEAT	WROUGHT STEEL	STEEL	WESTINGHOUSE HIGH SPEED CLASP BRAKE.

ELECTRIC LIGHTS, COMMONWEALTH CAST STEEL TRUCKS WITH 36" WROUGHT STEEL WHEELS.
 WEIGHT OF ONE TRUCK IS 22325 LBS.
 BRAKES - 2-14" X 12" CYLINDERS WITH TYPE U-12-B VALVES. TRUCK BRAKES - SIMPLEX CLASP.

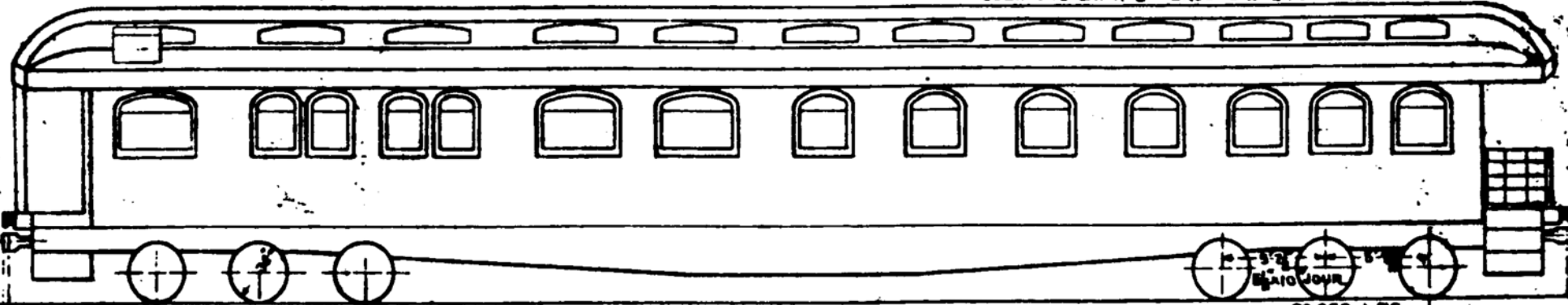
RETRACED JAN. 7-27.

9-1-26 10-25-27
 7-25 10-7-25. 00V

5



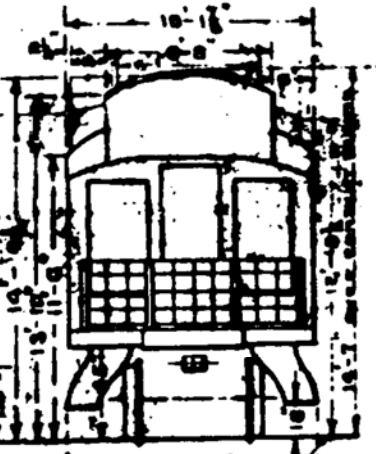
70'-0" OVER BILLS
 78'-3 1/2" OVER BUFFERS
 SLEEPING CAPY. 3 PERSONS & 2 PORTERS.



82700 LBS.

69000 LBS.

53'-6" 64'-9" 78'-3 1/2" PULLING FACES OF COUPLERS
 78'-9 1/4" OVER COUPLERS



CAR 25 1/4

REV. 2-8-24, 5-10-24, 1-10-25, 5-13-24, 10-7-26, 6-2-28

10

OFFICIAL CAR

NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORMS	HEATING	WHEELS	UNDERFRAME	BRAKES
OLD NO. 100 84 5	PULLMAN	NOTE-1 1883	163560 LBS.	MINER-A2P	COMMONWEALTH C. ST. COMB. B.B. & PLATFORM.	BAKER HEATER AND VAPOR HEAT.	WROT. STEEL	STEEL NOTE NO. 1	NEW YORK, SCHED. U.C. 2 - 14" X 12" CYLS. CLASP BRAKE.

NOTE-1: CAR BUILT 1883 BY PULLMAN, REBUILT 1889 BY N.Y.C. WT. OF BODY WAS 85300 LBS. TOTAL WT. WAS 140,140 LBS., COULD FRIC. DR. GEAR, WESTINGHOUSE P.M. BRAKES, COMMONWEALTH STEEL UNDERFRAME WITH COMBINED BODY BOLSTER AND PLATFORM, AND ELEC. LIGHTS, CLASS M4 TRUCKS. CAR WT. AT S.I.D. AUG. 1924 WAS, KITCHEN END 74640 LBS. OBS. END 65300, TOTAL 140,140 LBS.

NOTE-2: REBUILT DEC. 1924 AT STONY ISLAND SHOP, NEW STEEL TRUCKS WITH CLASP BRAKES, AND LAMINATED STEEL END REINFORCING APPLIED, CAR REBLOKED AND STEEL CARLINES APPLIED, GAS TANKS REMOVED. NEW WT. IS 163560 LBS. WT OF TRUCK 22760 LBS.

S.L.A.

6-28-38 | 1-25-30 | 10-7-29 | 3-5-28 | 1-18-28

40

12

OFFICIAL CAR

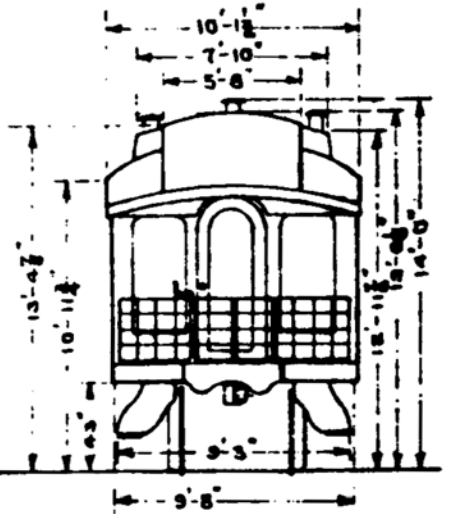
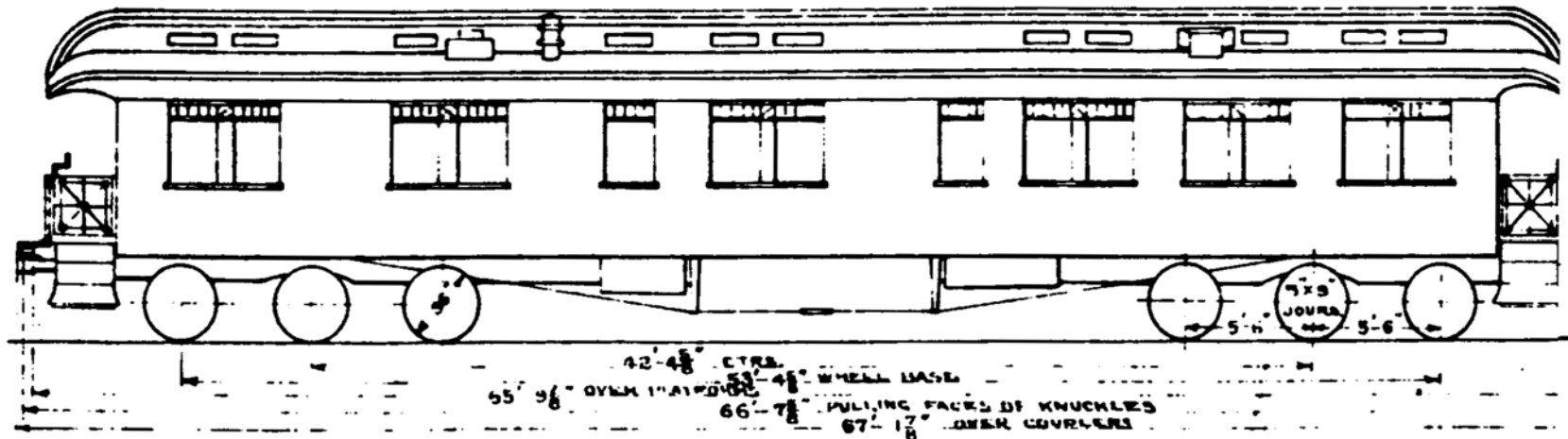
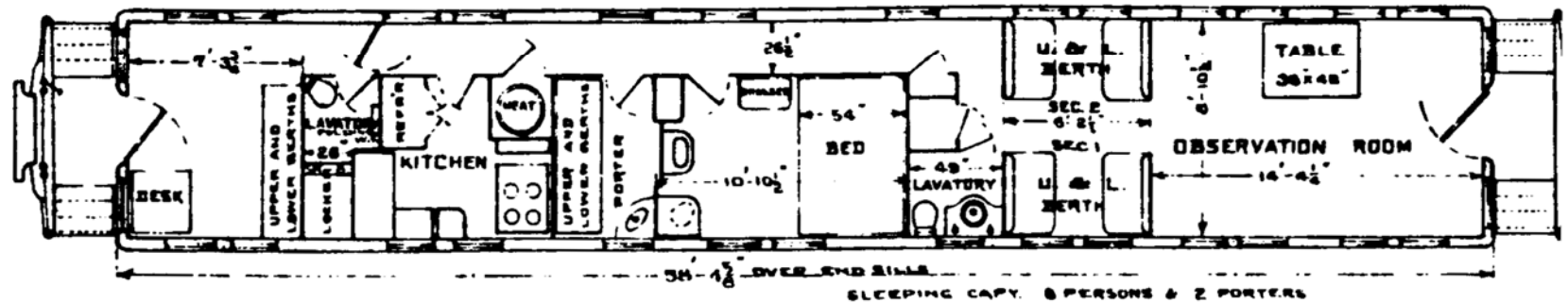
NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORMS	HEATING	WHEELS	UNDERFRAME	BRAKES
26 6	PULLMAN	NOTE-2 1881	134650 LBS.	MINER FRICTION A-2-P WITH 8-10 BUFFER.	CAST ST. COMBINED PLATFORM & DOUBLE BODY BOLSTER	BAKER HEATER AND VAPOR HEAT	WROUGHT STEEL 36"	STEEL NOTE 2	WESTINGHOUSE HIGH SPEED

NOTE1, LIGHTING- ELECTRIC LIGHTS WITH SAFETY CAR HEATING AND LIGHTING CO. AXLE LIGHT.

NOTE2, STEEL CTR. SILLS, CAST ST. COMBINED PLATFORM & DOUBLE BODY BOLSTER, MINER FRICTION GEAR AND BUFFING DEVICE, CAR ENDS REINFORCED WITH STEEL PLATE CONSTRUCTION, APPLIED AT SHOPPING OF DEC. 1918.

NOTE3, STEEL TRUCKS APPLIED, NEW INTERIOR FINISH, CAR REBLOCKED AND WEIGHTED TO EQUALIZE WT. OF ENDS, WATER PRESSURE SYSTEM APPLIED AT SHOPPING OF DEC. 1921. WT. OBS. END 67700 LBS., KITCHEN END 67150 LBS., TOTAL WT. 134650 LBS. SLEEPING CAPY. 8 PERSONS AND 2 PORTERS, TOTAL 10.

SLA



CAR 28-6

REV. 8-20-25 1-10-25 10-7-25 1-28-26

13

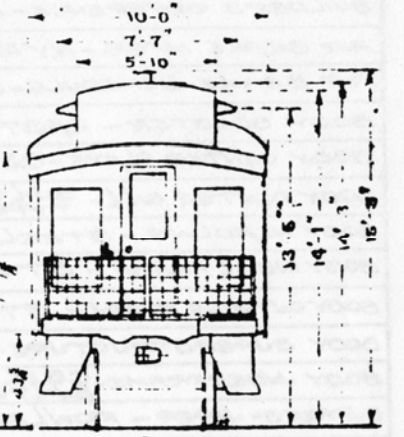
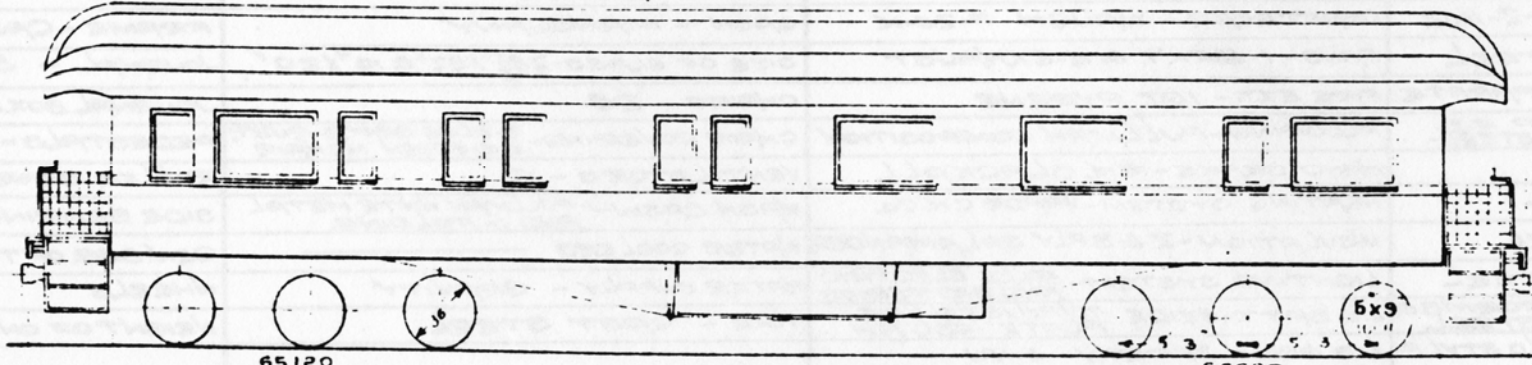
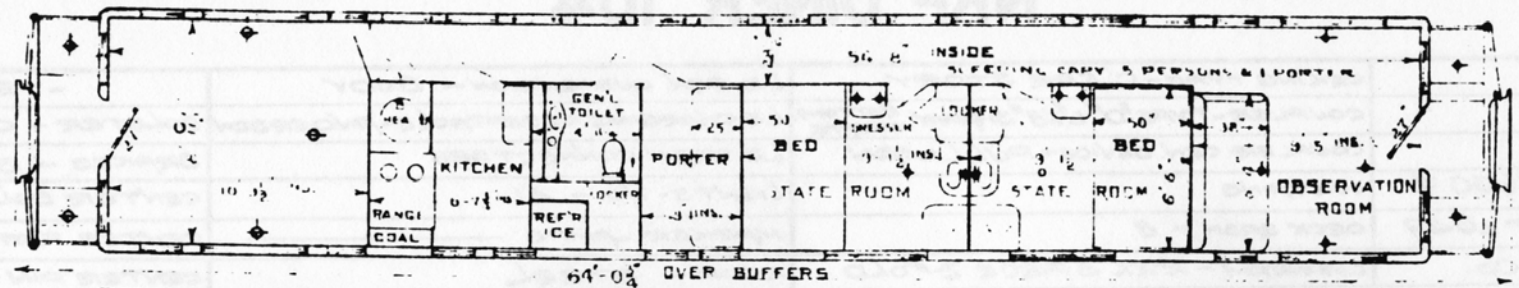
OFFICIAL CAR

NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES
(OLD NO. 69) 23 7	N. Y. CEN.	REBUILT 1889 1926	128740 LBS.	MINER FRICTION A-5-X WITH CLASS BOX FRIC BUFFER	COMMONWEALTH CAST STEEL	STEEL - NOTE-1.	WESTINGHOUSE HIGH SPEED

NOTE-1 STEEL UNDERFRAME CONSISTING OF 2- 10" 55 LB. "H" BEAMS CTR. SILLS WITH COMMONWEALTH COMBINED CAST STEEL BODY BOLSTER AND PLATFORM, APPLIED AT STONY ISLAND 6-12-26.

CAR BUILT IN 1854 BY N.Y.C AS N^o 204, 40 FT. PRIVATE CAR, WEIGHED 68600 LBS.
REBUILT 1889, LENGTHENED TO 55-4 1/2". REBUILT AT ST. ISLAND 6-12-26. WT. K. END-65120 LBS. WT. OBS. END 63,580 LBS.
TRUCKS FOR C.R.L. ON CAR 25 APPLIED 6-12-26. WT. OF ONE TRUCK IS 14960 LBS.

13



0' 10 1/2" WHEEL BASE

55'-0 1/2" OVER END SILLS

63'-6 1/2" PULLING FACES OF KNUCKLES

64'-0 1/2" OVER COUPLERS

REV. 4-30-26 11-29-26 1-12-28 10-7-29 6-28-30

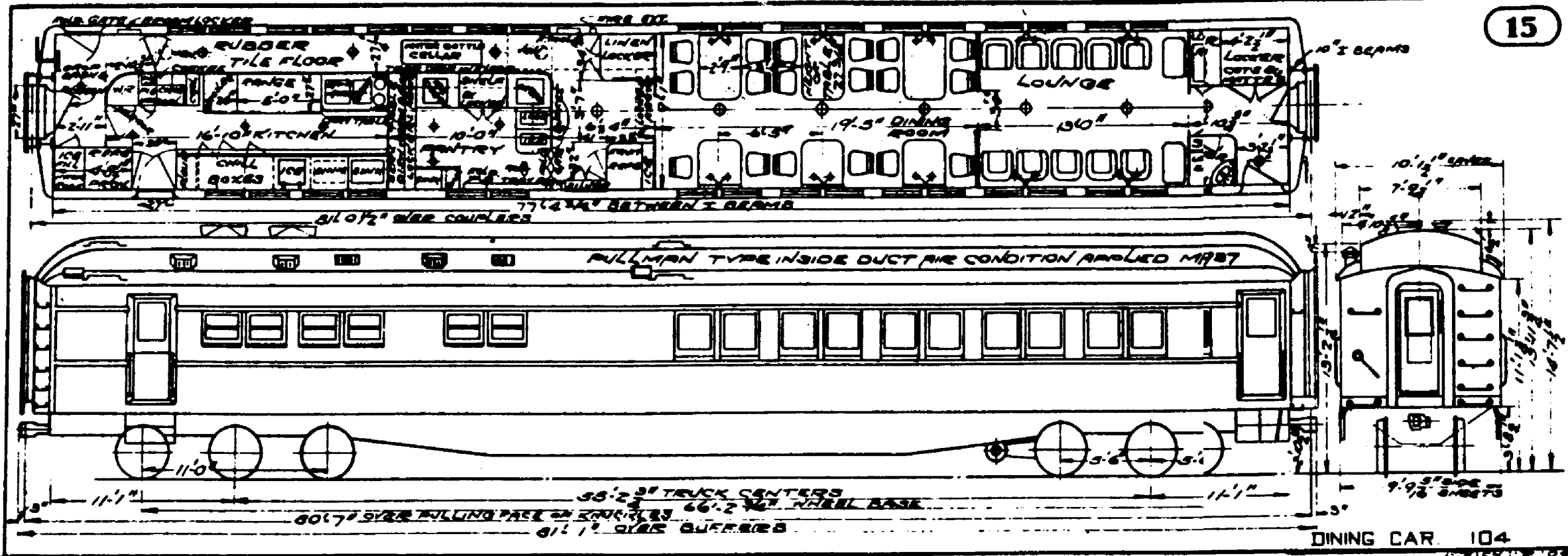
7
CAR 28

15

NKP DINER 104

BUILT BY - PULLMAN	CEILING TYPE - CLERE STORY	L.S. GEN. SUSPENSION - BODY	- TRUCKS -
YEAR BUILT - JUNE 1927	COUPLER - TYPE D' 6' 1/2" SHANK ^{BOTTOM OPERATE}	L.S. CHARGING RECEPTACLE - ANDERSON	BOLSTER - CAST STEEL
CAPACITY PAS. - 28	COUPLER GEN. DEVICE - PULLMAN	L.S. TRAIN CONNECTORS	BRKES - SIMPLEX CLASP
AVERAGE WEIGHT TOTAL - 137600 #	CURTAINS	LIGHTS - NO. - 41	CENTER BOLSTER - CAST STEEL
BUILDERS REFERENCE - LOT 6049	DECK SASH - 8	MARKER - AMPS	CENTER PLATE - CAST STEEL
AIR BRAKE MFG. - N.Y. A.B. CO.	DRAPERY - REX 3 PIECE 2-FOLD	ROOF - STEEL	CENTER PIN - MINER SAFETY LOCKING
AIR BRAKE SCHEDULE - J.C.-2-1612	DRYMT GEAR - WAUGH P-24-K	SASH - MAHOGANY	FRAME - CAST STEEL
BODY BOLSTER - CAST STEEL	FANS - 1. BRKT. & 4. EXHAUST	SIZE OF GLASS - 28 1/2" X 32" & 10" X 20"	JOURNAL - 5" X 9"
BODY CENTER PLATE - C-3 SEPARATE	FIRE EXT. - 1 QT. PYRENE	CHAIRS - 28	JOURNAL BOXES - HYATT
BODY CENTER SILL - BUILT UP I.B. TYPE - STEEL	FLOORING - PULLMAN COMPOSITION	CHAIR COVERING - 3. BLUE GRAY, 3. RUST, 6. GREEN MONAIE	PEDESTALS - INTEGRAL WITH FRAME
BODY HEROLING - STEEL	HAND BRAKE - R.H. BLACKALL	VENTILATORS - 4	ROLLER BEARINGS - 3 PAIRS TIMKEN, 1 PAIR FRICTION
BODY INSIDE FINISH - STEEL	HEATING SYSTEM - FAOR C.H. CO.	WASH BASIN - 1. PULLMAN WHITE METAL AND 1. FOLDING	SIDE BEARING - INSIDE INTEGRAL
BODY OUTSIDE FINISH - STEEL	INSULATION - 2 & 3 PLY SALAMANDER	WATER COOLERS	GEN. DES. OF TRUCK - 184-3-58
BODY SUPERSTRUCTURE - STEEL	LIGHTING SYSTEM - AXLE ELECTRIC AND BATTERIES	WATER SUPPLY - GRAVITY	WHEELS
BODY UNDERFRAME - C-3 PL. STAGEMS & BUILT UP STEEL	L.S. BATT. EXIDE MYANIS CELL 25- PLATE 430 AM	YOKS - CAST STEEL	WEIGHT OF ONE TRUCK - 25000 #
BUFFERS - JAGER - FOWLER-OLD STYLE	L.S. GEN. - SAFETY 4-KW		
BUFFERS - LOWER - PULLMAN	L.S. GEN. PULLEY - 9		
CAR LINES - 1/8" PRESSED STEEL	L.S. GEN. AXLE RULLEY - 19		

REV. 11-12-37



DINING CAR 104

1937 27 1-2

16

JT-307
BLDRS. ORDER-6049

DINING CARS

NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES	ROLLER BEARINGS
104	PULLMAN	JUNE 1927	168600 LBS.	NOTE-1 WAUGH	PULLMAN STD. FOR DUMMY ENDS.	STEEL PULLMAN STANDARD FISH BELLY	NEW YORK HIGH SPEED. NOTE-2	TIMKEN SEE NOTE-3.
105	PULLMAN	JUNE 1927	SEE NOTE-7 168200 LBS.	NOTE-1 WAUGH	PULLMAN STD. FOR DUMMY ENDS.	STEEL PULLMAN STANDARD FISH BELLY.	NEW YORK HIGH SPEED. NOTE-2	HYATT SEE NOTE-3.

NOTE-1: WAUGH FRICTION DRAFT GEAR, TYPE P-24-K, AND WAUGH BUFFER TYPE H-27. COUPLER RIGID TYPE D-6 1/2 SHANK 11" KNUCKLE.

NOTE-2: NEW YORK HIGH SPEED BRAKES, SCHEDULE TWO UC-1612, UNIVERSAL DOUBLE EQUIPMENT WITH SLOTTED CROSSHEAD, TWO AMERICAN SLACK ADJUSTERS, HARMONIOUS HAND AND AIR BRAKE. BRAKE POWER 30% OF LT. WT. OF CAR BASED ON CYL. PRESSURE OF 60 LBS. PER SQ. IN. SIMPLEX CLASP BRAKE FROM AMERICAN STEEL FOUNDRIES.

NOTE-3: TRUCKS - 6 WHEEL OF COMMONWEALTH STEEL CO. CAST STEEL STRAIGHT EQUALIZED, WITH 36" ROLLED STEEL WHEELS, PEDESTALS CAST INTEGRAL WITH TRUCK FRAME: HYATT ROLLER BEARINGS USING OIL LUBRICANT ON CAR NO. 105,

~~AND TIMKEN ROLLER BEARINGS USING GREASE LUBRICANT ON CAR NO. 104~~; 40 TON CAPY AXLE; INSIDE SIDE BEARINGS.

NOTE-4: VAPOR CAR HEATING CO. HEATING SYSTEM, WITH PULLMAN CO. STD. LATEST TYPE VAPOR REGULATOR CONNECTIONS.

NOTE-5: VESTIBULE, STEEL, PULLMAN DUMMY TYPE, WITH FOWLER UPPER BUFFER SPRING, PULLMAN STD. ANTITELESCOPING DEVICE.

NOTE-6: ELECTRIC LIGHTS, AXLE DEVICE, 30 VOLT SAFETY BODY HUNG 4 K.W. GENERATOR; BATTERIES ONE SET EXIDE IRON CLAD 15 CELL M.V.A.H. 25 PLATE, FROM ELECTRIC STORAGE BATTERY CO. WITH ONE ANDERSON CHARGING RECCEPTACLE. 450 AMP. HOUR CAPACITY.

NOTE-7: WEIGHTS BY PULLMAN CO. AS FOLLOWS; KITCHEN END 87300 LBS., COND'R. END 81300 LBS. TOTAL WT. 168600 LBS., TWO TRUCKS 50000 LBS.

NOTE-8: FOR CAR 104 SEE SHEET NO. 15

JULY 6 1927 RLA

17

DINING CARS - ALL STEEL

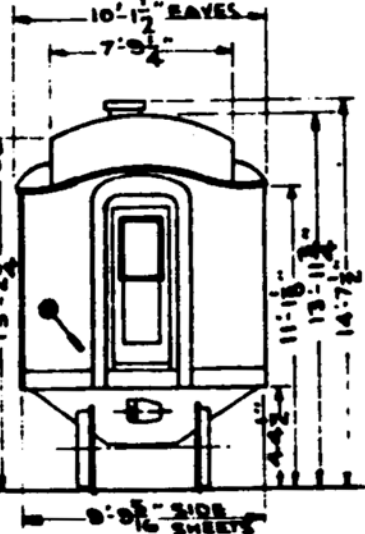
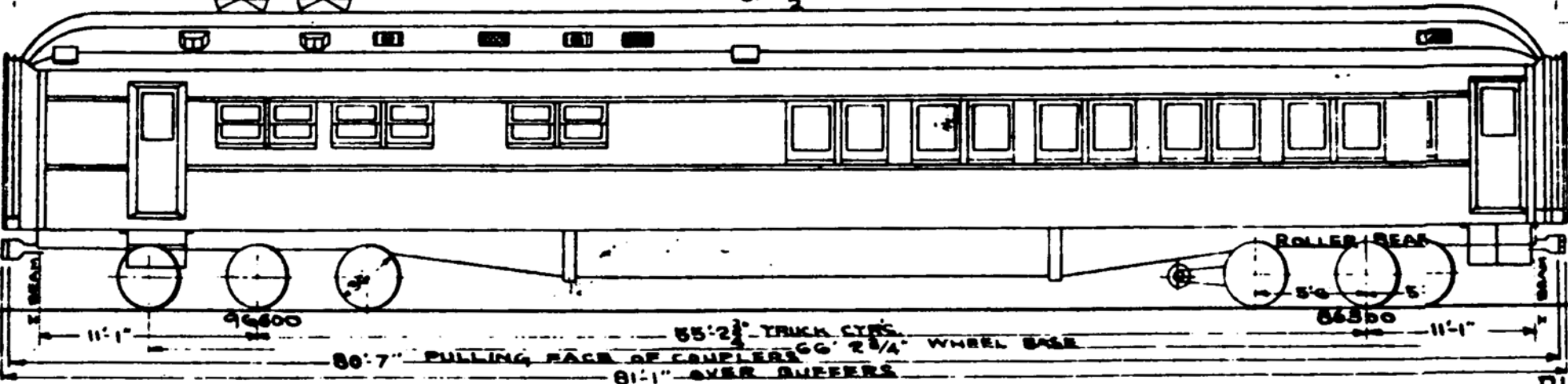
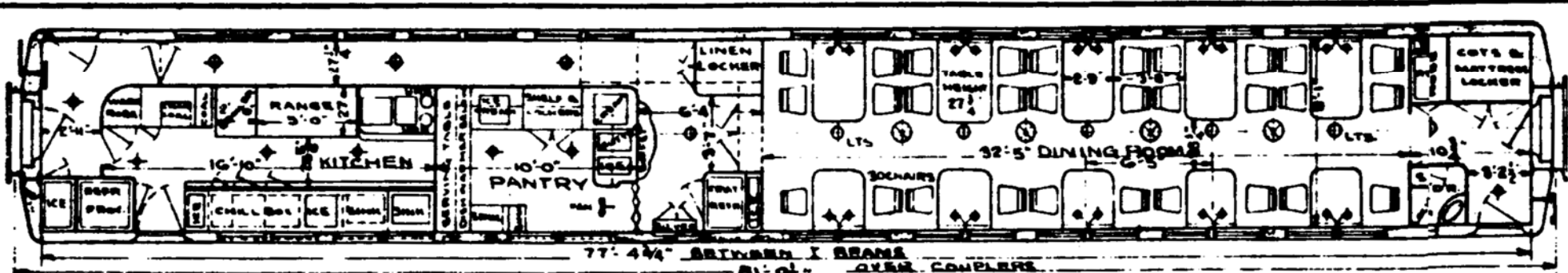
NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES	ROLLER BEARINGS
106 TO 108	PULLMAN	2-1930	182900 168900	WAUGH P-24-K BUFFER H-27	STEEL NOTE-1	STEEL NOTE-1	NEW YORK A. B. SIMPLEX CLASP	SEE NOTE-1 SEE NOTE-2 SEE NOTE-2

NOTE-1 COMMONWEALTH CAST STEEL DOUBLE BODY BOLSTER AND PLATFORM WITH FISH BELLY CENTER SILLS.

NOTE-2 CAR 108 HAS 5 PAIRS OF TIMKEN A 1 PAIR OF FRICTION.
CARS 106, & 107 HYATT ROLLER BEARINGS REMOVED AND FRICTION APPLIED.

2 TRUCKS WT. 51600 LBS KITCHEN END 96600 LBS CONDUCTORS END 82300 LBS.

PULLMAN TYPE INSIDE
DUCT AIR CONDITION
APPLIED MAY & JUNE 1937.
VENETIAN BLINDS TO
DINING ROOM ONLY,
CAR 108, 1937.



DINING CARS 108 to 108

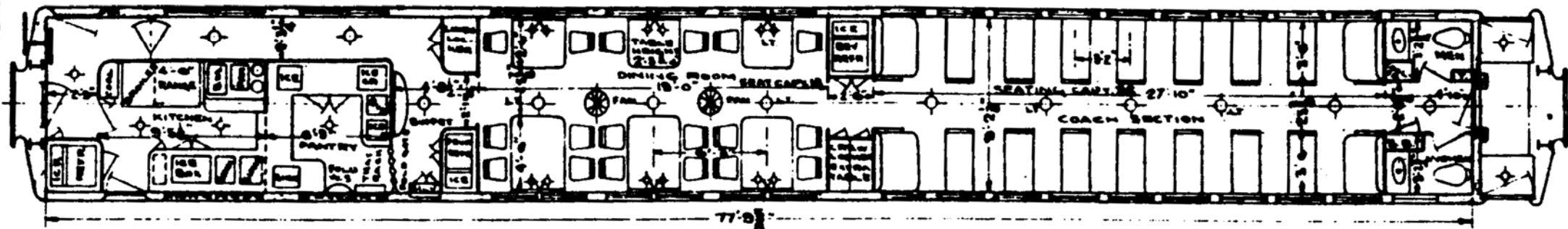
18A**CAFE-COACH-ALL STEEL**

NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES
125 - 126	PULLMAN	2-1930	NOTE-2	WAUGH P-24 K BUFFER H-27	STEEL NOTE-1	STEEL NOTE-1	NEW YORK A.B. SIMPLEX CLASP

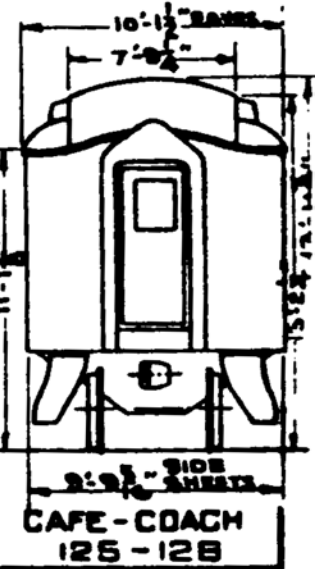
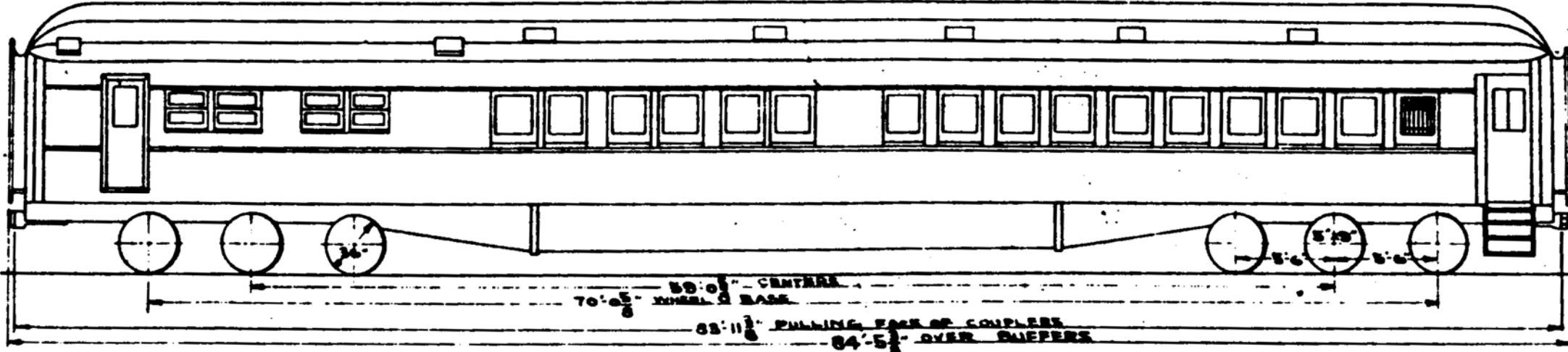
NOTE-1. COMMONWEALTH CAST STEEL DOUBLE BODY BOLSTER AND PLATFORM
WITH FISH BELLY CENTER SILLS.

NOTE-2 CAR 125 WEIGHT OF KITCHEN END 87200 LBS. TOTAL WEIGHT 168200 LBS.
CAR 126 WEIGHT OF KITCHEN END 87500 LBS. TOTAL WEIGHT 168800 LBS.

18-A



77'-0"



REV 2-18 30

24

COACHES

NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES
43 TO 48	AMER. CAR & FDY. CO. JEFFERSONVILLE - IND.	1907	NOTE 2 107 900 LBS.	MINER FRICTION A5P WITH B10 BUFFER	NOTE-3 COMMONWEALTH STEEL	NOTE-1 STEEL	WESTINGHOUSE HIGH SPEED
NOTE - 5 50 TO 58	AMER. CAR & FDY. CO. JEFFERSONVILLE - IND.	1910	NOTE-2 107 900 LBS.	MINER FRICTION A5P WITH B10 BUFFER	NOTE-3 COMMONWEALTH STEEL	NOTE-1 STEEL	WESTINGHOUSE HIGH SPEED

NOTE-1: FOLLOWING CARS HAVE STEEL UNDERFRAMES: 43-44-45-46-47-48 50-51-52-53-54-55-56-57-58
 UNDERFRAME OF 10" 55 LB. STEEL "H" BEAMS, COMMONWEALTH COMBINED C.ST. BODY BOLSTER AND PLATFORM.
 THE FOLLOWING CARS HAVE CAST STEEL TRUCKS, 5 1/2 X 10" JOURNALS. 53, 56 TO 58
 " " " " PRESSED " " 5 X 9 " 43-48, 50, 54, 55

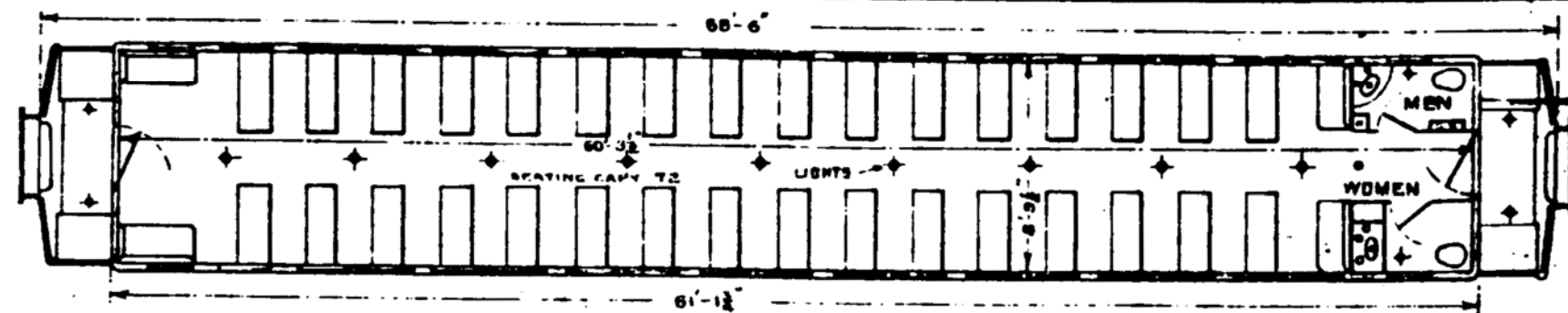
NOTE-2: WEIGHTS, CAR 43 = 106800 LBS., CAR 46 = 102700 LBS., CAR 56 = 107900 LBS. SEE NOTE 4.

NOTE-3: COMMONWEALTH ST. PLATFORMS ON STEEL UNDERFRAME CARS.
 BEFORE APPLYING ST. UNDERFRAMES, CARS WERE EQUIPPED WITH GOULD STEEL PLATFORMS AND GOULD COUPLERS.

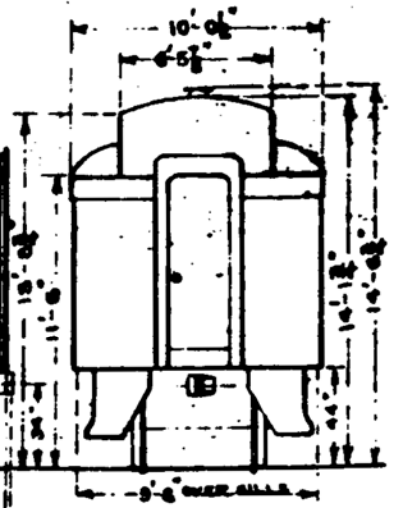
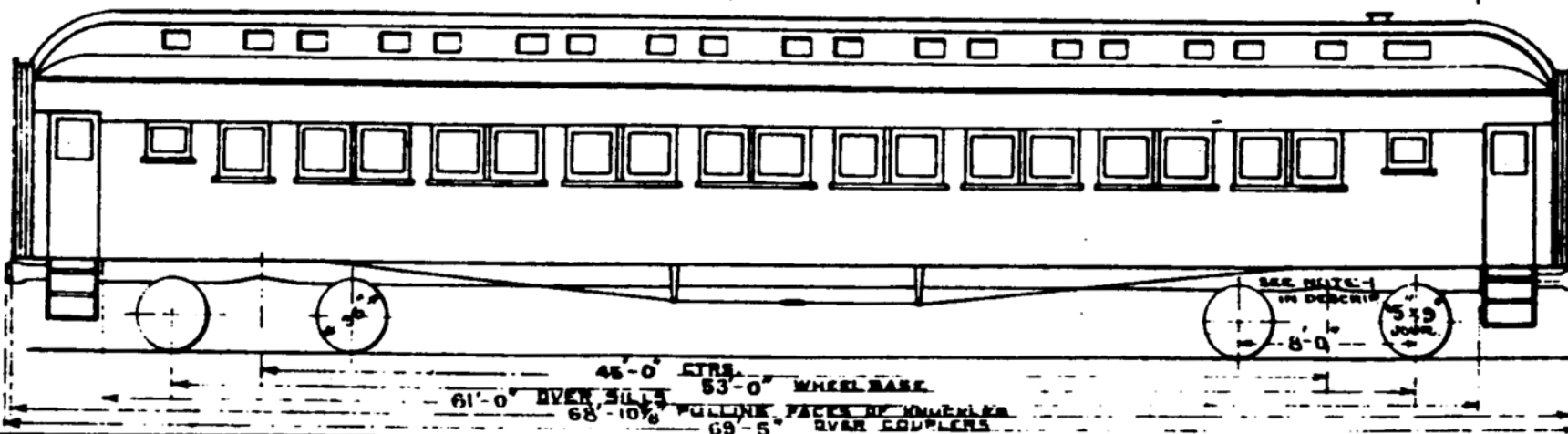
NOTE-4: CARS AS BUILT WEIGHED 92400 LBS. TOTAL. ONE TRUCK WEIGHED 14200 LBS.

NOTE-5: CAR 48 DESTROYED BY FIRE 5-22-30.

NOTE-6: 5 1/2 X 10" JOURNALS CAST STEEL TRUCKS REMOVED FROM X-53058, (OLD BAGG. 315), APPLIED TO COACH 47. MAY-1936.



NOTE (24)
 CAR 47 HAS SIX 10" JOURNALS
 CAST STEEL TRUCKS



COACHES - 43 TO 50

48

4-1925 9-20-26 1-25-30 5-25-30 8-28-30

25

S. LOT - C-7128.

COACHES - ALL STEEL

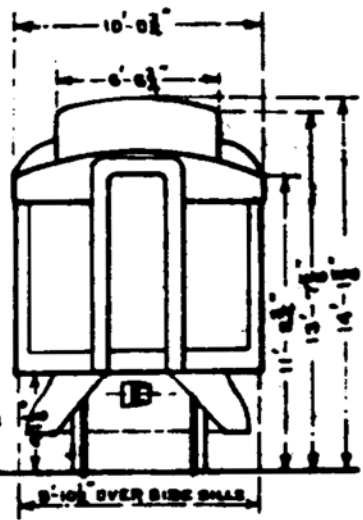
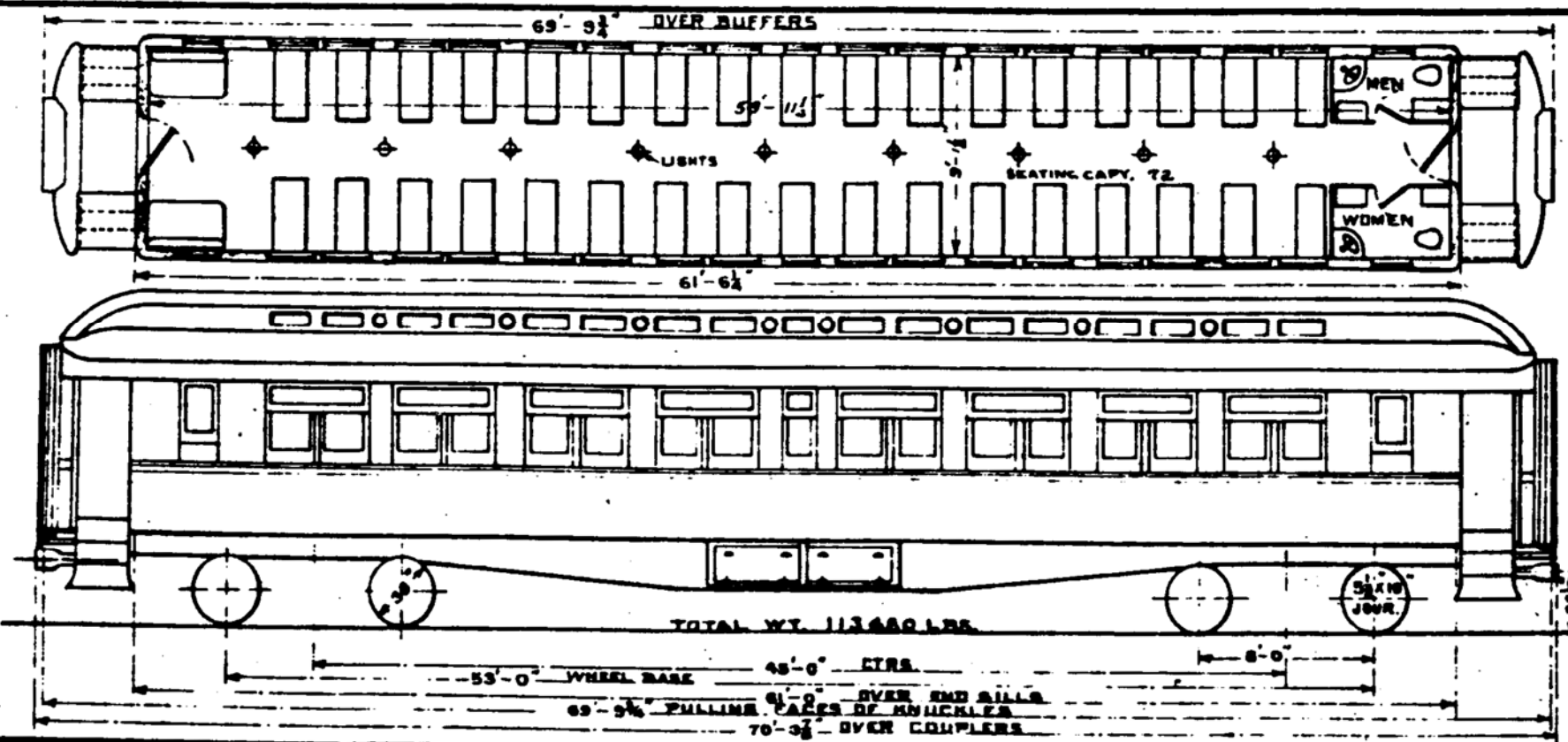
NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES
75-76-77-78	AMER. CAR & F. CO. JEFFERSONVILLE-IND	1913	113480 LBS.	MINER-A2. FRICTION	STEEL WITH PULLMAN WIDE VESTIBULES	STEEL	WESTINGHOUSE HIGH SPEED WITH SCHED. L.N. 1812

WEIGHTS FROM STONY ISLAND OCT. 1928 TOTAL CAR 113480 LBS. WT. OF ONE TRUCK 15500 LBS.

SAFETY CAR HEATING & LIGHTING CO. AXLE LIGHT WITH TYPE "F" GENERATOR
WESTINGHOUSE AIR SIGNAL, GOLD ST. HEAT COUPLINGS, SHARON PASS. COUPLERS.

10-22-28 1-16-25 8-7-25 REC

25



COACHES - 75 TO 78

37

26

11 300.

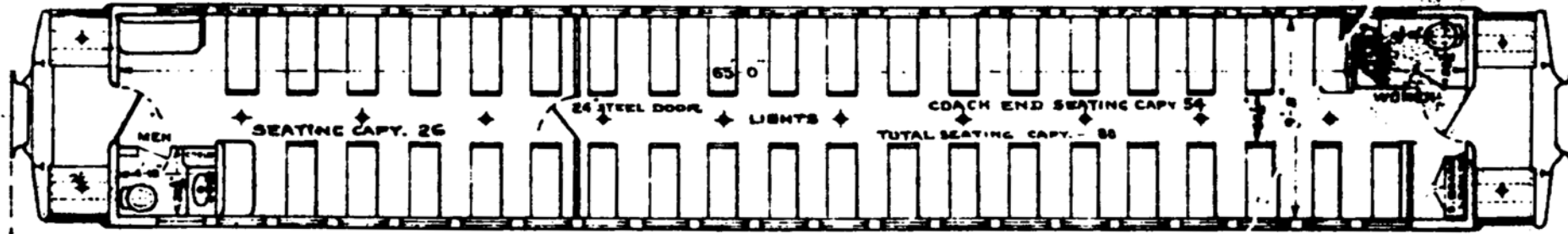
COACHES - ALL STEEL

NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES
80, 81, 82, 83, 84,	PULLMAN	5-1923	125 500 LBS.	MINER FRIC. A-5P. WITH B-10 BUFFER	STEEL	STEEL	NEW YORK SCHEDULE 1-C CLASS BRAKE

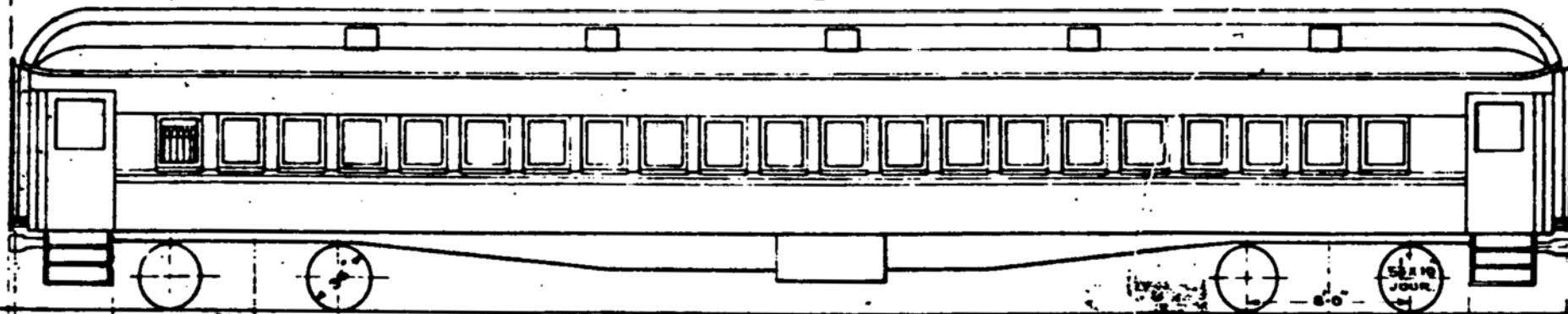
NOTE-1.

THE FOLLOWING CARS HAVE STEEL PARTITION, SMOKER END 26 SEATING CAPY., COACH END 54 SEATG. CAPY., TOTAL 80 PEOPLE, CAR 80

STEEL PARTITION IN CAR 80



74'-8 1/2" OVER BUFFER DIAPHRAGMS - UNCOMPLED



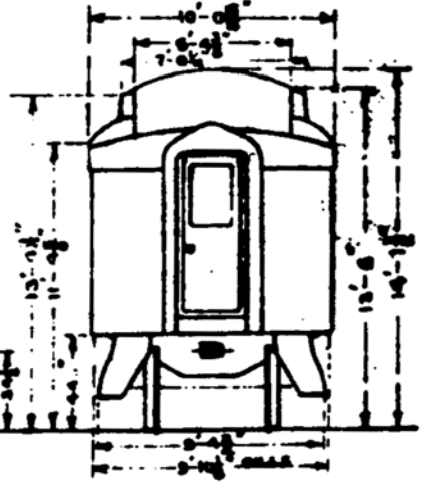
49'-3" CTSS

57'-9" WHEEL BASE

65'-9" OVER END SILLS

74'-2" INSIDE OF PULLING FACES

74'-8" OVER COMPLESS



COACHES-80 TO 84

REV. 1-18-28 2-13-28 3-16-28 3-25-29 2-7-30

51

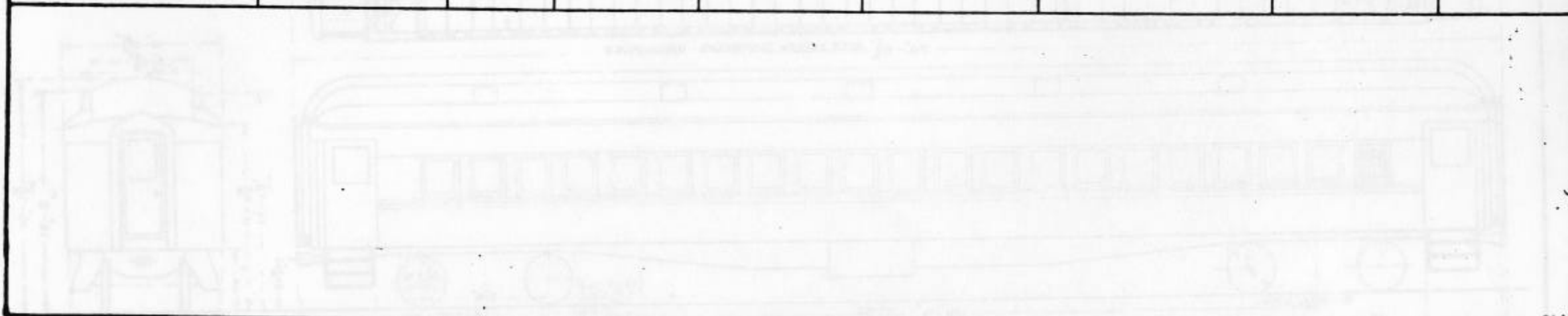
(27)

J. ORDER 4821

COACHES - ALL STEEL

PARTITION IN CAR 85,86,87

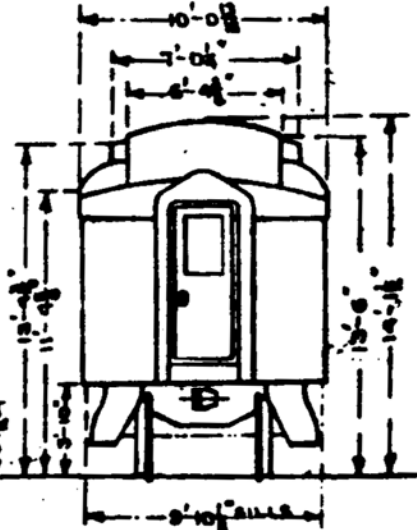
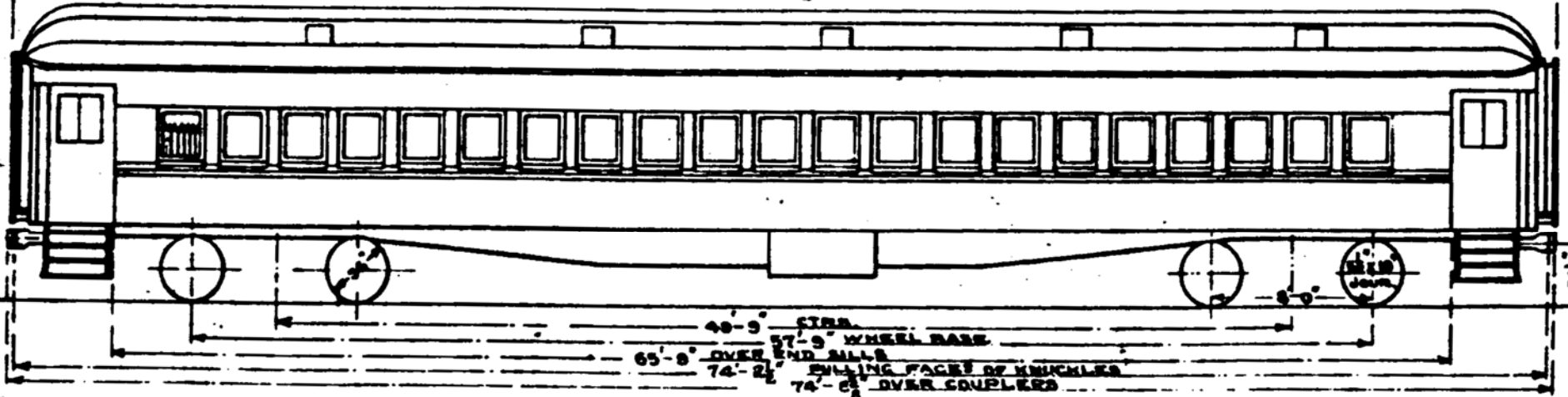
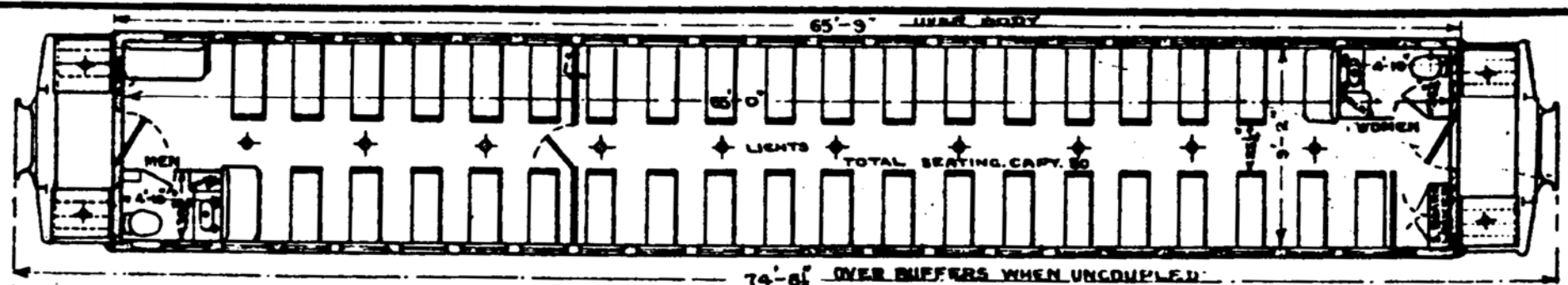
NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES
85 TO 89	PULLMAN	1924	126400 LBS.	WAUGH WITH MINER 3-10 FRIG. BUFFERS	STEEL	STEEL	NEW YORK SCHEDULE U-C CLASP TRUCK BRAKE



2-10-23 12-11-29 1-16-28 8-7-25 REV

27

PARTITION SHOWN IS IN CAR BEHIND



COACHES- 65 TO 69

27A

K. LOT-309

COACHES-ALL STEEL

NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES
90 TO 97	PULLMAN	1-1930	23,000 LB	WAUGH P-24-K BUFFER H-27	COMMONWEALTH STEEL NOTE-1	STEEL NOTE-1	NEW YORK & SIMPLEX CLASP
			TOTAL-140900 GEN-E-69300 OPP-E-71600				

NOTE-1 COMMONWEALTH CAST STEEL DOUBLE BODY BOLSTER AND PLATFORM
FISH BELLY CENTER SILLS.

BEND WT. 65600 LBS.

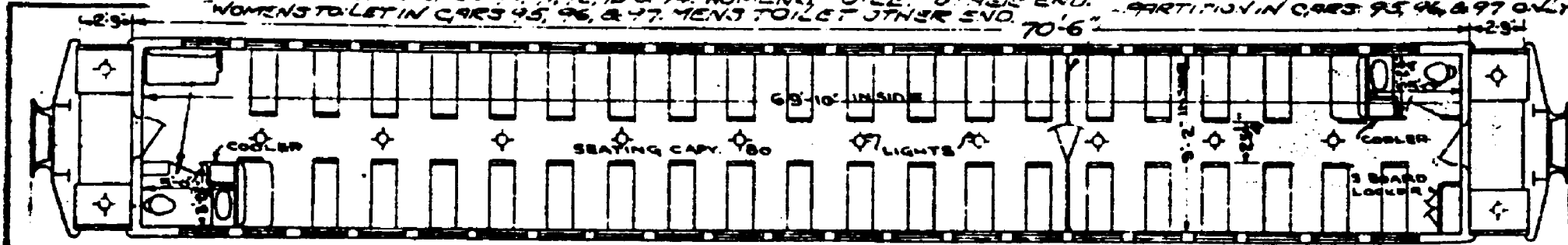
6-1-36

47

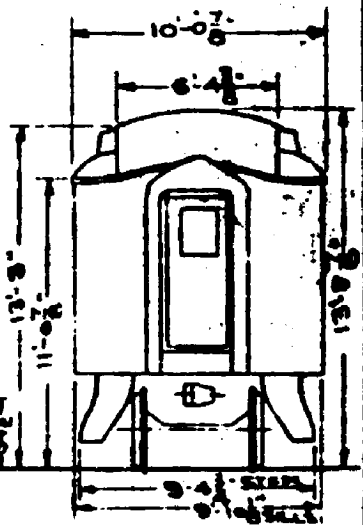
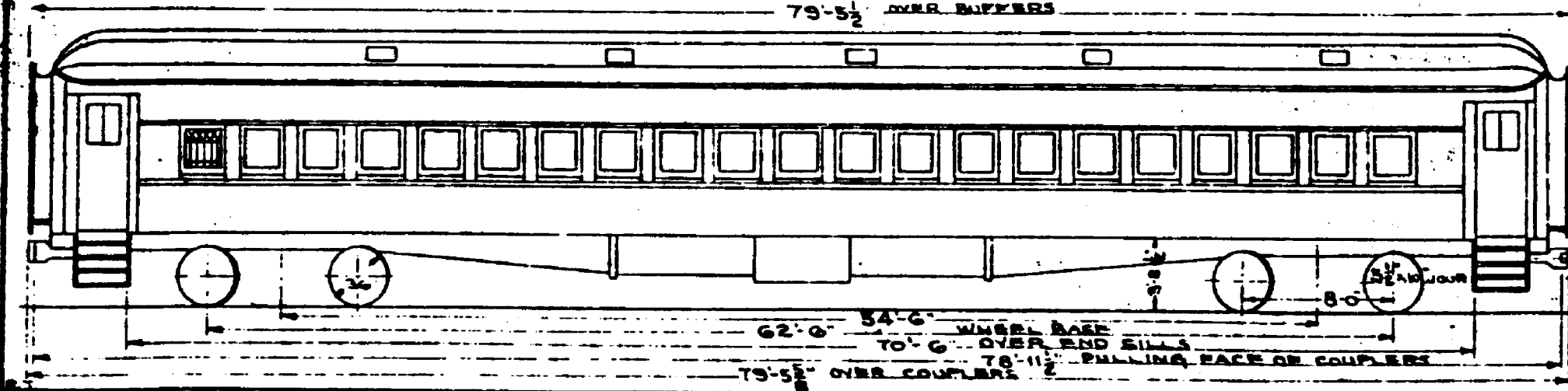
WOMEN'S TOILET IN CARS 90, 91, 92, 93 & 94. WOMEN'S TOILET OTHER END. PARTITION IN CARS 95, 96 & 97 ONLY, APPLIED IN APRIL 1937.
 WOMEN'S TOILET IN CARS 95, 96, & 97. MEN'S TOILET OTHER END. 70'-6"

(27A)

FULLMAN TYPE INSIDE
 DUCT AIR CONDITION
 APPLIED FEB. TO MAY 1937



79'-5 1/2" OVER BUFFERS



COACHES 90 TO 97

REV 2 2-30 6-1-37 7-6-37

49

30

COACH & SMOKER

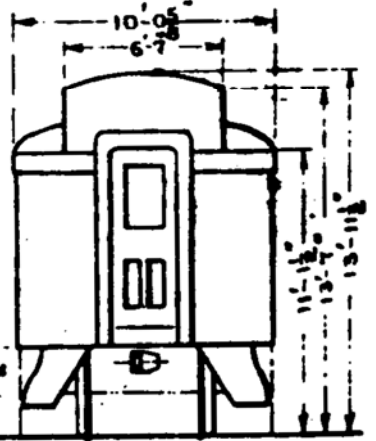
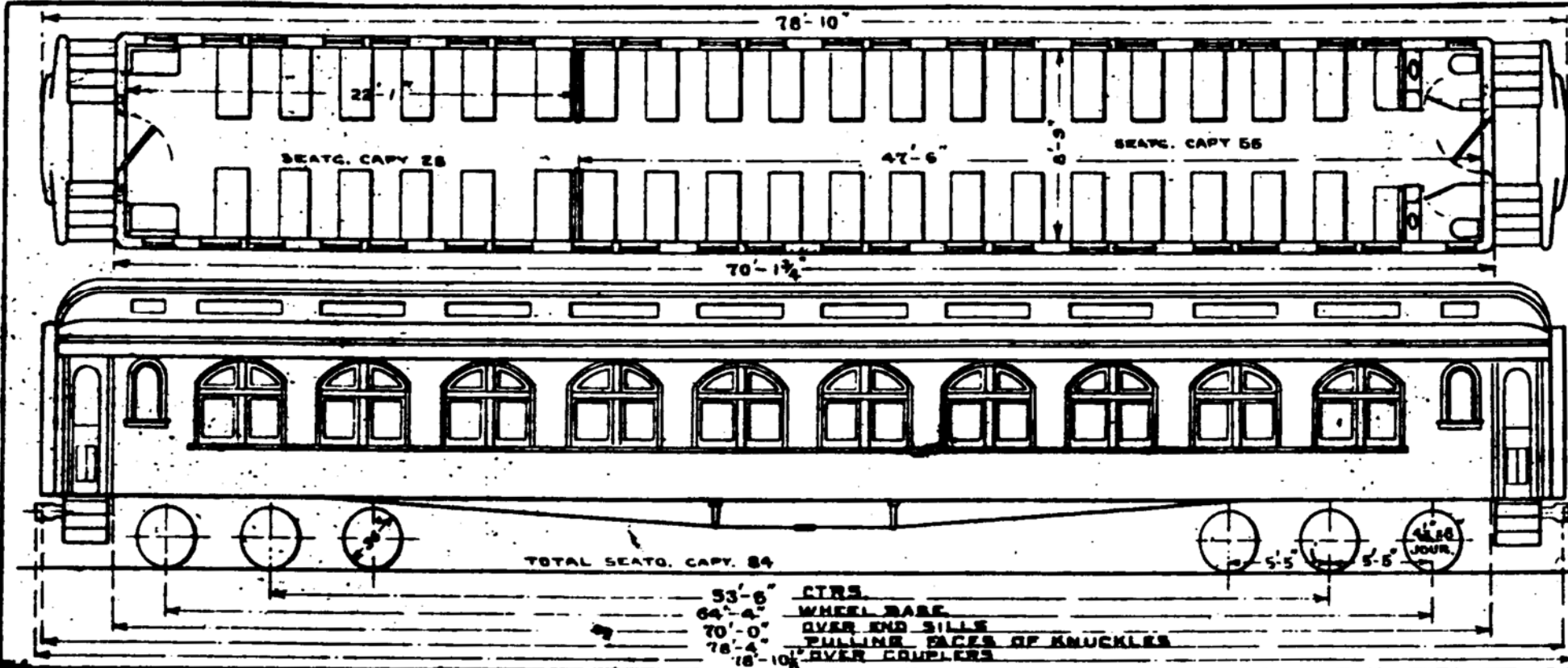
NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES
OLD 161 - 162 NOTE 2 862	PULLMAN	1906	117230 LBS.	MINER A 5 P	COMMONWEALTH CAST STEEL	NOTE-1. STEEL	WESTINGHOUSE HIGH SPEED
OLD 157, 158, 165 NOTE 2 858, 858	"	"	NOTE-1.	TWIN SPRING	NOTE-1. Z BAR	NOTE-1.	"

NOTE-1 CARS WITH COMMONWEALTH STEEL UNDERFRAME ARE ~~861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000~~ 862, 858.

NOTE 2 DESTROYED BY FIRE - CARS 861 ~~862, 863~~ 5-22-30

NOTE 3 CAR 858 HAS STEEL UNDERFRAME, STEEL LETTER BOARD, ELECTRIC LIGHTS, FLUSH HOPPERS AND OVERHEAD WATER TANKS, APPLIED MAY 14 1930.

NOTE 4 862 HAS 2 OIL BERTERS, MOTOR WHEEL CORP. PART NO 701



2'-8"

OVER SIDE SILLS

COACH & SMOKER

SEE 858, 862

31

COACHES & COACH-SMOKER

NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES
OLD 155 TO 160 855, 856 , 859, 860	PULLMAN	1906	NOTE 3 117230 LBS.	MINER FRICTION ASP. BID BUFFER NOTE 2	COMMONWEALTH STEEL NOTE 2	WOOD OR STEEL SEE NOTE-1	WESTINGHOUSE HIGH SPEED
OLD 163 TO 171 863, 864, 865 TO 871	PULLMAN	1906	NOTE 3 117230 LBS.	MINER FRICTION ASP. BID BUFFER NOTE 2	COMMONWEALTH STEEL NOTE 2	WOOD OR STEEL NOTE-1	WESTINGHOUSE HIGH SPEED

NOTE-1: CARS WITH COMMONWEALTH STEEL UNDERFRAME 855, 859, 864, 866, 867, 868, 870, 871, 863, 868.

NOTE-2: CARS BEFORE BEING EQUIPPED WITH STEEL UNDERFRAME HAD COULD PLATFORM, AND WOODEN UNDERFRAME.

NOTE-3: WT. OF CAR WITHOUT STEEL UNDERFRAME IS 105000 LBS. AS BUILT, WOODEN BILLS.
WT. OF CAR WITH STEEL UNDERFRAME IS 117230 LBS.

WT. OF A END 57080 LBS. WT. OF B END 60150 LBS. WT. OF A END TRUCK 18520 LBS. WT. OF B END TRUCK 18450 LBS.

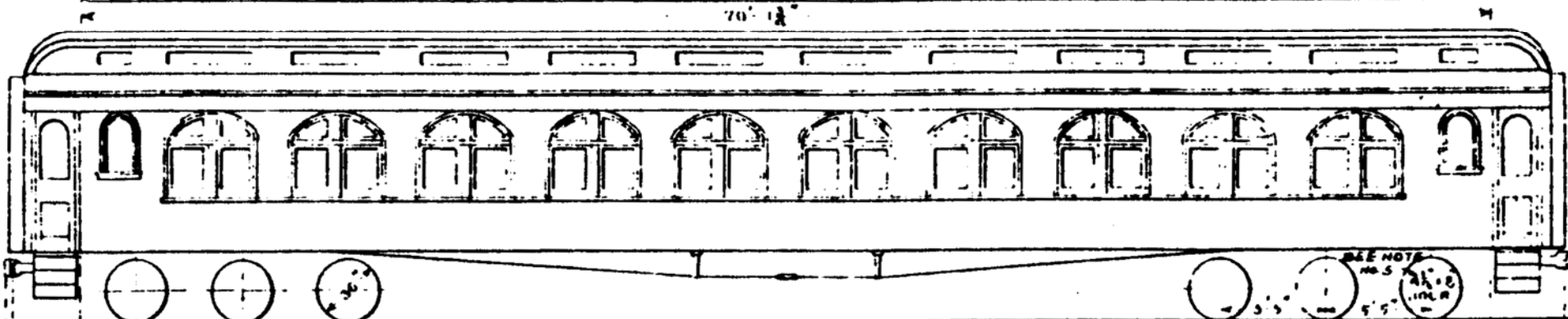
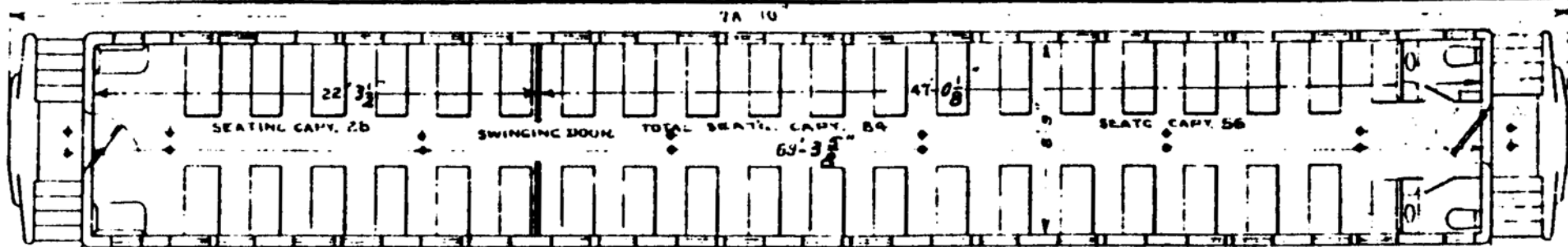
NOTE-4: CARS 859, 863, 868, 855, ~~856~~, 854, 862, 864, 871 HAVE PARTITION, SEATING 28 IN SMOKER, 56 IN COACH END, TOTAL OF 84 PERSONS.

NOTE-5: CARS 863 & 869 HAVE 4 WHEEL TRUCKS 5 1/2 X 10 JOURNALS.

NOTE-6: CARS 855, ~~856~~, 863 & 871 HAVE 2-OIL HEATERS, MOTOR WHEEL CORP. PART NO. 701

31

COACH-SMOKER
NOTE-1; PARTITION AS SHOWN IS IN:
863, 869, 869, 855, 862, 866, 871.



2'-8" OVER SIDE SILLS
COACHES - NOTE-1
855 858 859 860 863
864 AND 866 AT 1.

51'-6" STRS.
64'-4" WHEEL BASE
70'-0" OVER END SILLS
78'-4" PULLING FACE OF KNUCKLES
78'-10" OVER COUPLERS

67

REV	2-1-27	1-18-28	3-21-28	6-1-1928	2-13-29	2-10-33	7-7-34	6-1-37
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ULD 155 TO 160, 163 TO 171

32

COACHES 60-64

BUILT BY - PULLMAN CAR & MFG. CO.	CARLINES - STEEL	L.S. GEN. PULLEY - 8 DIA.	WATER SUPPLY - GRAVITY - EXCELCO #12 HEATER
YEAR BUILT - 1934	CEILING TYPE - CLERE STORY	L.S. " AXLE PULLEY - 118 X 14	YUKE - CAST STEEL AMC DWG. 124-3-162
CAPACITY - PASSENGERS - 78	COUPLER - AAR TYPE E BOTT. CPR.	L.S. " SUSPENSION - BODY	- TRUCKS -
WEIGHT - TOTAL - 155700 / 162800	" GEN. DEVICE - PULLMAN TYPE	L.S. CHARGING RECEPTACLE - ANDERSON - CC.	BOLSTER - CAST STEEL
BUILDERS REFERENCE - LOT NO. 6446	CURTAINS - A & W - PAN TASOTE	L.S. TRAMP CONNECTORS - GIBBS.	BRAKES - SIMPLEX CLASP TYPE AMC DWG. 114-B-3
AIR BRAKE MFG - HYABCO	DECK SASH - 13	LIGHTS NO. 19 ELECTRIC	CENTER BOLSTER - CAST STEEL
SCHEDULE - UC-1-18	DIAPHRAGM - A & W 2-FOLD AMC DWG. 92-4-57	MARKER LAMPS - WIRED FOR ELECTRIC	" PLATE - CAST STEEL
BASKET RACKS - H & W NO. 374 AMC DWG. 114-B-7	DRAFT GEAR - MINER A-5-XB	PLATFORM - BUILT UP STEEL	" PIN - MINER LOCKING
BODY BOLSTER - BUILT UP STEEL	FANS - SCHULCO EXT. 19877 CEILING - 41-40	" STEPS - 4-KISS TREAD AMC DWG. 114-B-3	FRAMES - CAST STEEL
CENTER PLATE - CAST STEEL	FIRE EXT. - 1-PYRENE 1-QT.	" TRAP DOORS - NATIONAL AMC DWG. 114-B-3	JOURNALS - 5 X 7
SILLS - STEEL FAT TYPE	FLOORING - FLEXOLITH	ROOF - STEEL	JOURNAL BOXES - PULLMANITE
LOADING - STEEL	HANDGRABBE - UNIVERSAL - BLACKALL HANDLE	SASH - WOOD	PEDESTALS - INTEGRAL
INSIDE FINISH -	HEATING SYSTEM - VAPOR - CONCEALED	SIZE OF GLASS - SASH - 25 X 29	ROLLER BEARINGS - NONE
OUTSIDE -	HOPPER - ECKERT NO. 44	SEATS - 36 COACH & CAR EQUIPT. CO.	SIDE BEARING - STUCKI NO. 706-A
UPPER STRUCTURE -	INSULATION - SALAMANDER	SEAT COVERING - MOQUETTE	" HRLN - NONE
UNDERFRAME -	LIGHTING SYSTEM - AXLE ELEC. & BATTYS	VENTILATORS - 8 GARLAND	WHEELS - W.S. 36 - MULTIPLE WEAR
BUFFERS - UPPER - FOWLER IMPROVED	L.S. BATTERIES - EXIDE - MYAH-17-16 CELL 300AH	WASH BASIN - DAYTON NO. V-2011	WEIGHT OF TRUCKS - GEN. 24100 OPP. - 23900
" LOWER - MINER B-10	L.S. GENERATOR - A-KW - C 3450 FARM 26	WATER COOLERS - GIESSEL 591 A 1127B	

06

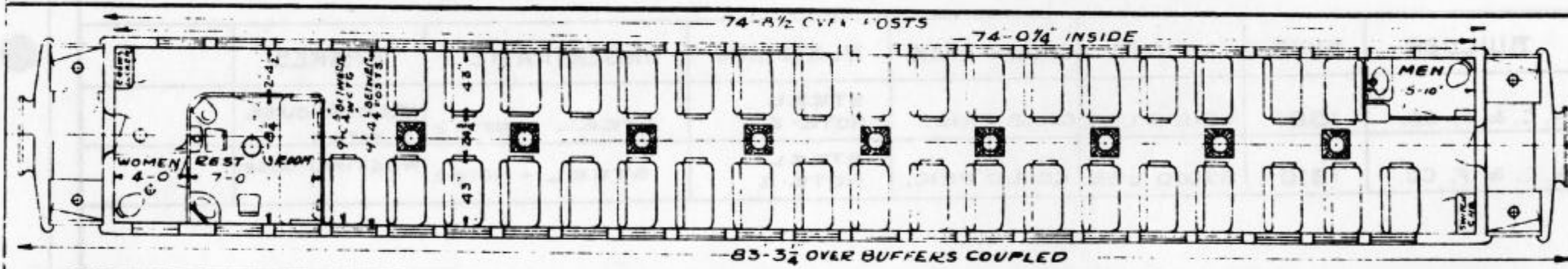
33

COACHES 65-66

PULLMAN TYPE
AIR CONDITIONED

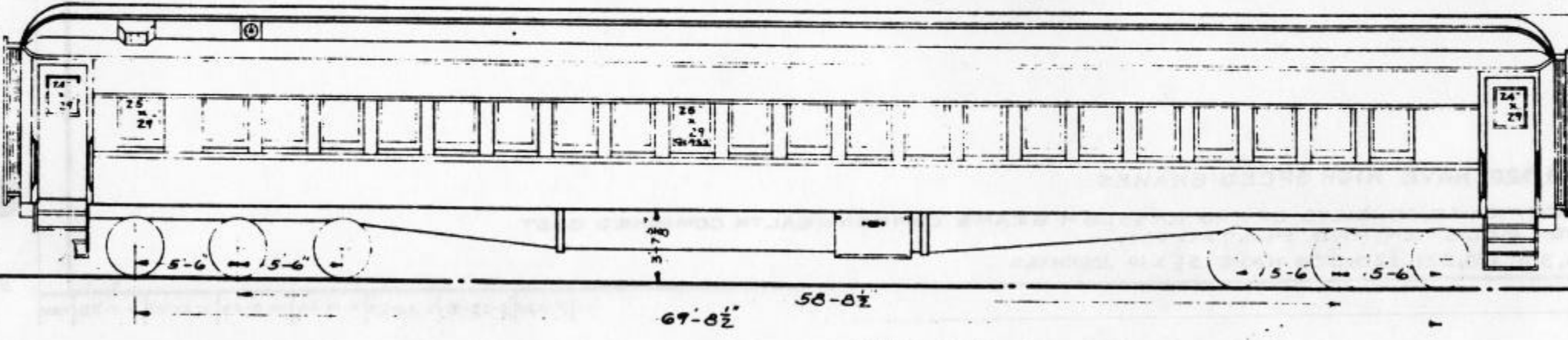
BUILT BY - PULLMAN CAR & MFG. Co	CARLINES - STEEL	L.S. GEN. PULLEY - 8" DIA.	WATER SUPPLY - GRAVITY, WITH EXCELSO 12-HEATER
YEAR BUILT - 1934	CEILING TYPE - CLERE STORY.	L.S. " AXLE PULLEY - 18" X 14"	YOKE - CAST STEEL <small>AMC. DWG 128-3-162</small>
CAPACITY - PASSENGERS - 78	COUPLER - AAR. TYPE "E" BOTTOM OPR.	L.S. " SUSPENSION - BODY.	= TRUCKS =
WEIGHT - TOTAL - 163 200	" GEN. DEVICE - PULLMAN TYPE	L.S. CHARGING RECEPTACLE - ANDERSON - CC.	BOLSTER - CAST STEEL
BUILDERS REFERENCE - LOT NO. 6446	CURTAINS - A&W PANTASOTE	L.S. TRAIN CONNECTOR - GIBBS.	BRAKES - SIMPLEX CLASP <small>AMC. DWG 114-B-5</small>
AIR BRAKE MFG. - N.Y.A.B. Co.	DECK SASH - NONE	LIGHTS NO. - 19 ELECTRIC.	CENTER BOLSTER - CAST STEEL
AIR " SCHEDULE - UC-1-18.	DIAPHRAGM - A&W Z-FOLD. <small>AMC. DWG 192-4-51.</small>	MARKER LAMPS - WIRED FOR ELECTRIC.	CENTER PLATE - " "
BASKET RACKS - A&W #374 <small>AMC. DWG 111-4-9</small>	DRAFT GEAR - MINER A-5-XB.	PLATFORM - BUILT UP STEEL.	" PIN - MINER LOCKING.
BODY BOLSTER - BUILT UP STEEL.	FANS - 1-9 DIEHL & PULLMAN TYPE AIR COND'T.	PLATFORM STEPS - KASS TREADS <small>AMC. DWG 177-11-6</small>	FRAMES - CAST STEEL.
" CENTER PLATE - CAST STEEL.	FIRE EXT. - 1-PYRENE - 1-QT.	" TRAP DOORS - NATIONAL <small>AMC. DWG 192-7-69.</small>	JOURNALS - 5' X 9"
" " SILLS - STEEL F.B. TYPE.	FLOORING - FLEXOLITH.	ROOF - STEEL	JOURNAL BOXES - PULLMANITE.
" HEADLINING STEEL	HAND BRAKE - UNIVERSAL - BLACKALL HANDLE.	SASH - WOOD	PEDESTALS - INTEGRAL.
" INSIDE FINISH "	HEATING SYSTEM - VAPOR - CONCEALED.	SIZE OF GLASS-SASH - 25' X 29"	ROLLER BEARINGS - NONE
" OUTSIDE " "	HOPPER - 2 - ECKERT NO. 44	SEATS - 36 - COACH & CAR EQUIPT. Co.	SIDE BEARING - STUCKI NO 706-A.
" SUPERSTRUCTURE "	INSULATION - SALAMANDER.	SEAT COVERING - MOQUETTE.	" " ARCH - NONE
" UNDERFRAME "	LIGHTING SYSTEM - AXLE ELECT. & BATT'S.	VENTILATORS - 2 - GARLAND	WHEELS - W.S. - 36" MULTIPLE WEAR.
BUFFERS - UPPER - FOWLER IMPROVED.	L.S. BATTERIES - EXIDE - MVAH-17-16 CELL 300 AH.	WASH BASIN - DAYTON NO. V-2011	WEIGHT OF TRUCKS - GEN. - 24800. OPP. - 24100
" - LOWER - MINER B-10-X.	L.S. GENERATOR - 4-KW - C-3450 - FORM 26	WATER COOLERS - GIESSEL #592 A, 1228.	

REVISED



33

- NOTE -
THESE CARS EQUIPPED WITH
PULLMAN TYPE AIR CONDITION
INSIDE DUCT.



COACHES 65 & 66

DIMMING SWITCHES APPLIED 1935.

BAGGAGE CARS

NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES
316 TO 320	A. C. & F. CO.	1907	89000 LBS.	GOULD FRIC.	STEEL NOTE-2	STEEL - NOTE 2	WESTINGHOUSE NOTE-1
321 & 323 324 325	A. C. & F. CO.	1910	89000 LBS.	GOULD FRIC.	STEEL NOTE-2	STEEL - NOTE-2	WESTINGHOUSE

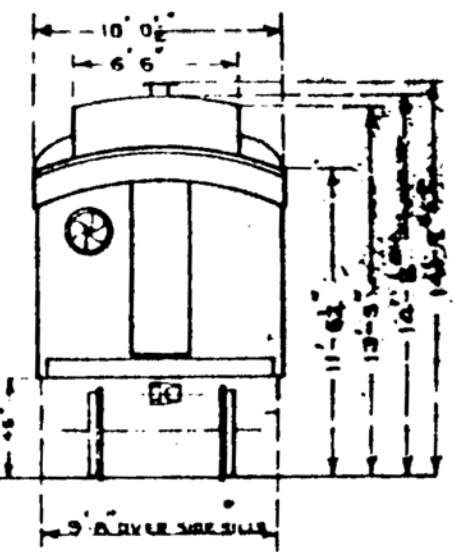
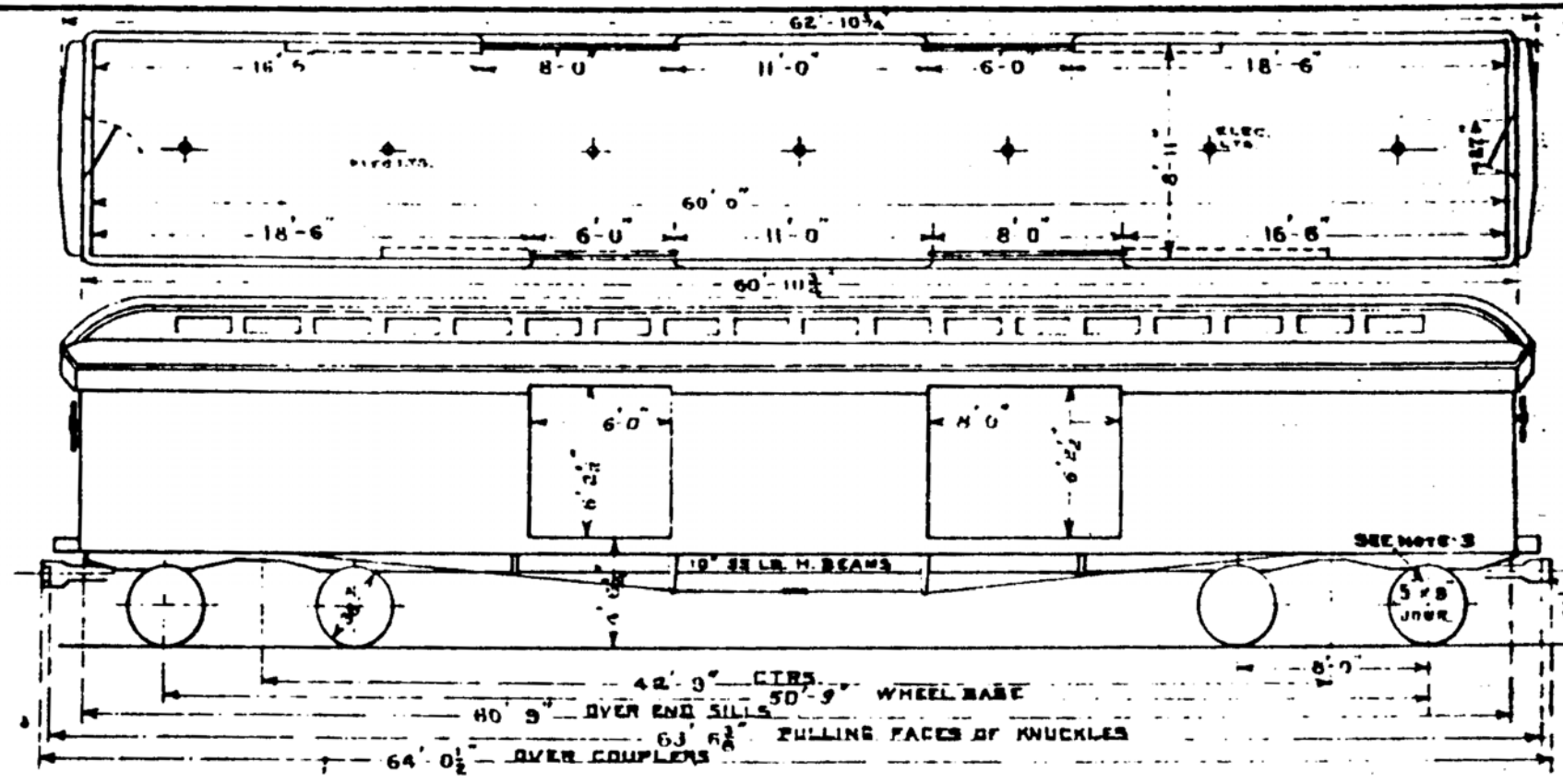
NOTE-1 - CARS 318, 319, 320 HAVE HIGH SPEED BRAKES.

NOTE-2 - STEEL UNDERFRAME CONSISTS OF TWO 10" 55 LB H BEAMS, COMMONWEALTH COMBINED CAST STEEL BODY BOLSTER AND PLATFORM.

NOTE-3 - CARS 318, 316, 318, 320, 321, 323, 324 HAVE 5 1/2" X 10" JOURNALS

464

7-1-34 | 3-23-31 | 3-22-28 | 1-16-25 | 10-6-20 | 9-21-15 | 8-7-10 | 1900



316 TO 321
BAGGAGE CARS- 323 TO 325

EX	8-7-25	10-18-26	9-23-27	1-16-28	3-23-31	7-7-34
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(42)

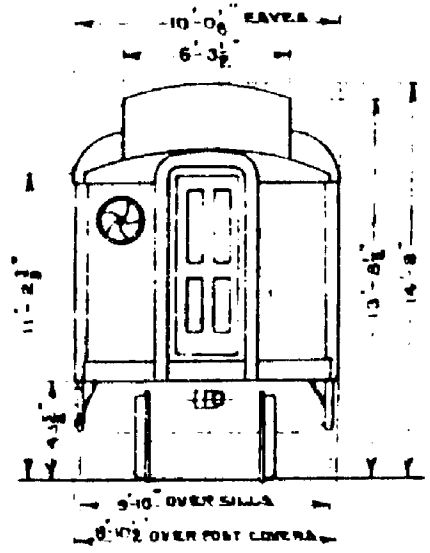
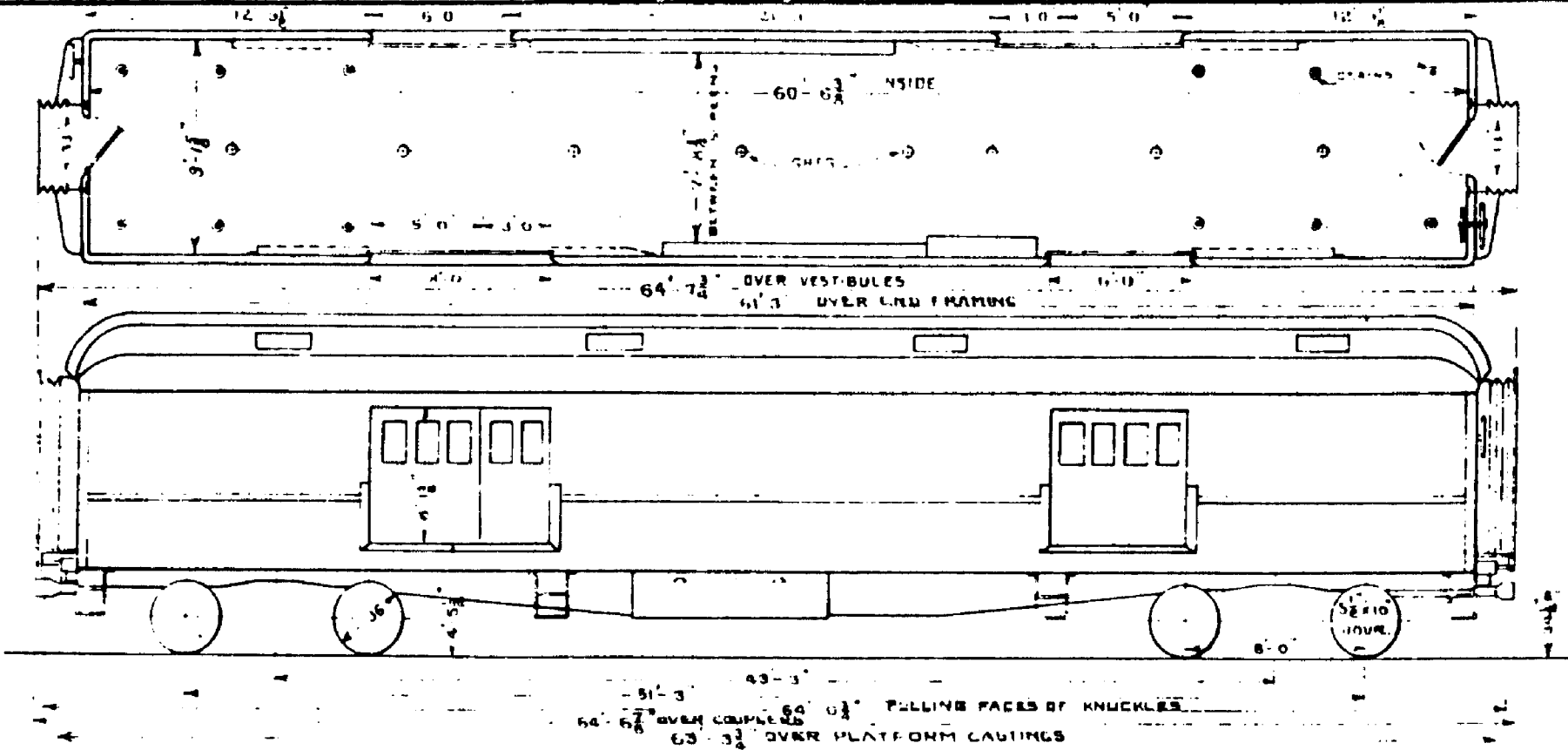
LOT 301

BAGGAGE & EXPRESS - ALL STEEL

NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES
326 - 327	PULLMAN	JUNE 1923	107400 LBS.	MINER FRIC. A-5-P WITH B-10 BUFFER.	STEEL NOTE-1	STEEL NOTE-1	NEW YORK - U.C. 116 WITH A.S.F. CO SIMPLEX CLASP BR.

NOTE-1 COMMONWEALTH STEEL CO. COMBINED CAST STEEL BODY, BOLSTER AND PLATFORM.
CONNECTED BY FISHBELLY CONSTRUCTION.

CAR BODY WEIGHS 74300 LBS. TWO TRUCKS WEIGH 33100 LBS, TOTAL CAR 107400 LBS. AT G.I.D.



BAGGAGE & EXPRESS-326-327

-OT-311

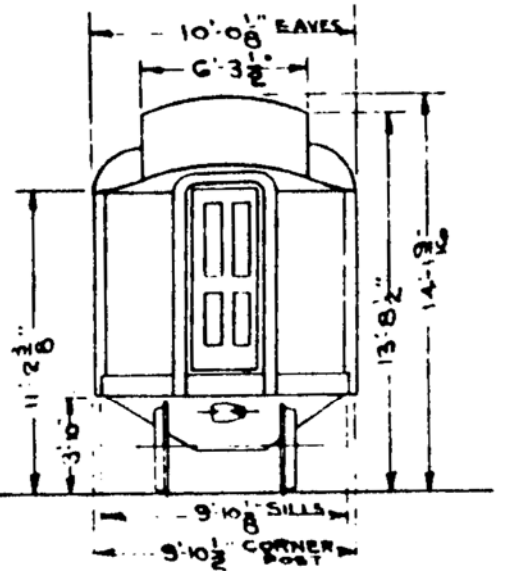
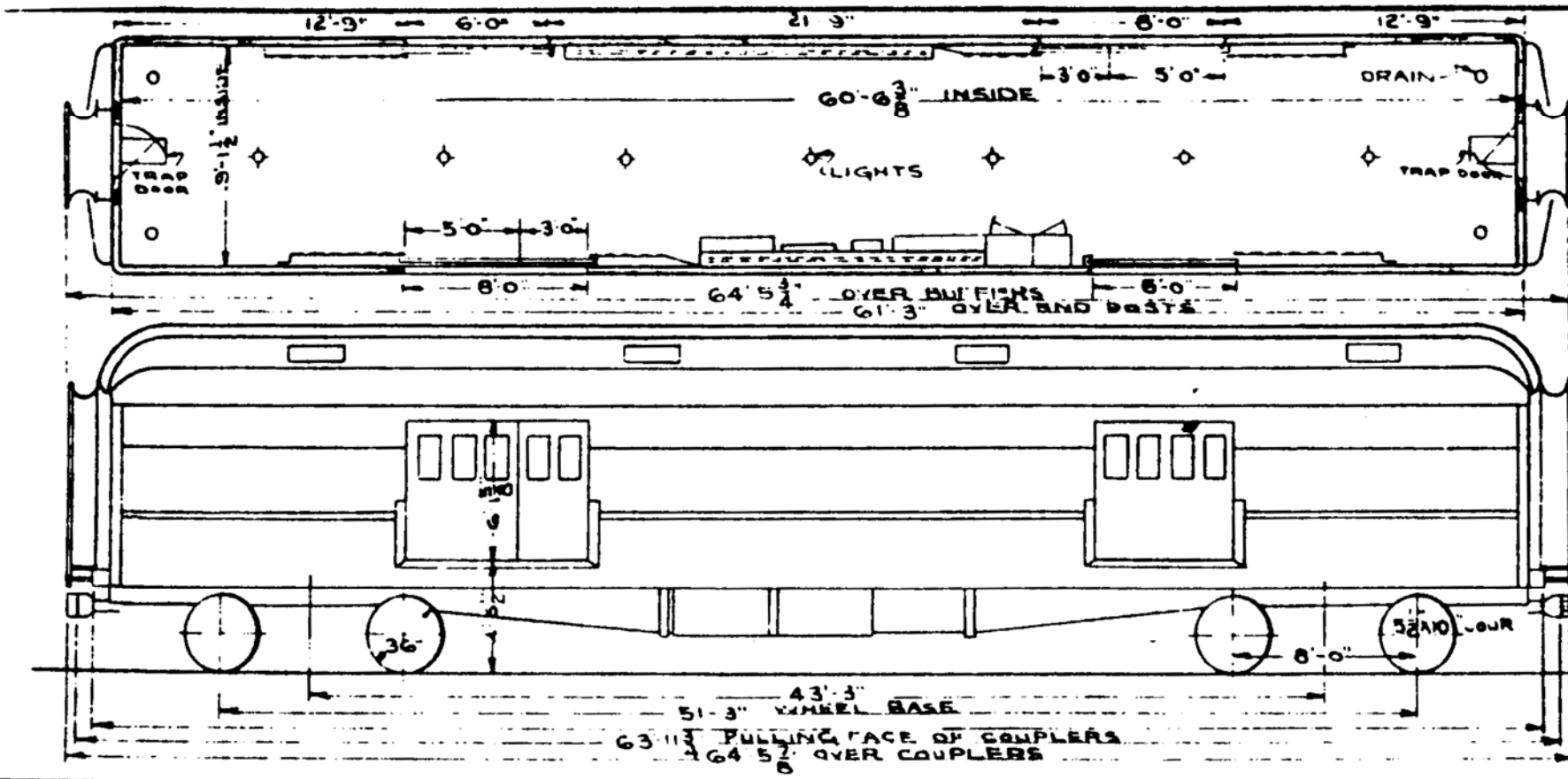
BAGGAGE & EXPRESS - ALL STEEL

NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES	
328 TO 332	PULLMAN	DEC. 1929	109,200 LBS	WAUGH-P-24-H H-27 BUFFER	COMM. STEEL NOTE-1	STEEL NOTE-1	NEW YORK & SIMPLEX CLASP	

NOTE-1 COMMONWEALTH CAST STEEL DOUBLE BODY BOLSTER AND PLATFORM WITH FISH BELLY CENTER SILLS.

CAR BODY WT - 75000 LBS. TWO TRUCKS WT. 34200 LBS.

42-A



BAGGAGE & EXPRESS 328 to 332

BAGGAGE CARS

NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES
OLD 200, 202, 203, 204 800, 802, 803, 804,	N. Y. C. COLLINWOOD-D.	1903	SEE NOTE-1 87300 LBS.	SPRING	CAST STEEL NOTE-1	STEEL - NOTE-1	12" CYL. WESTINGHOUSE

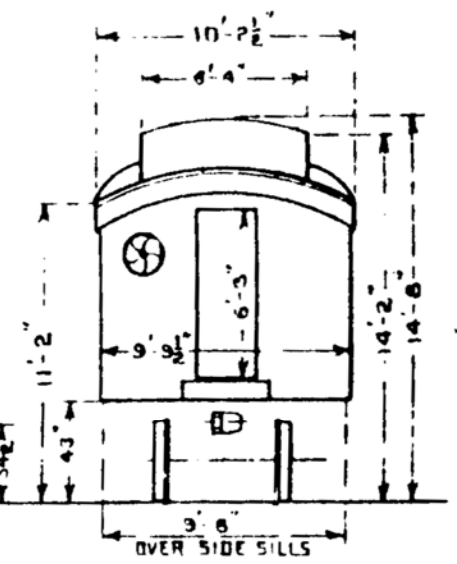
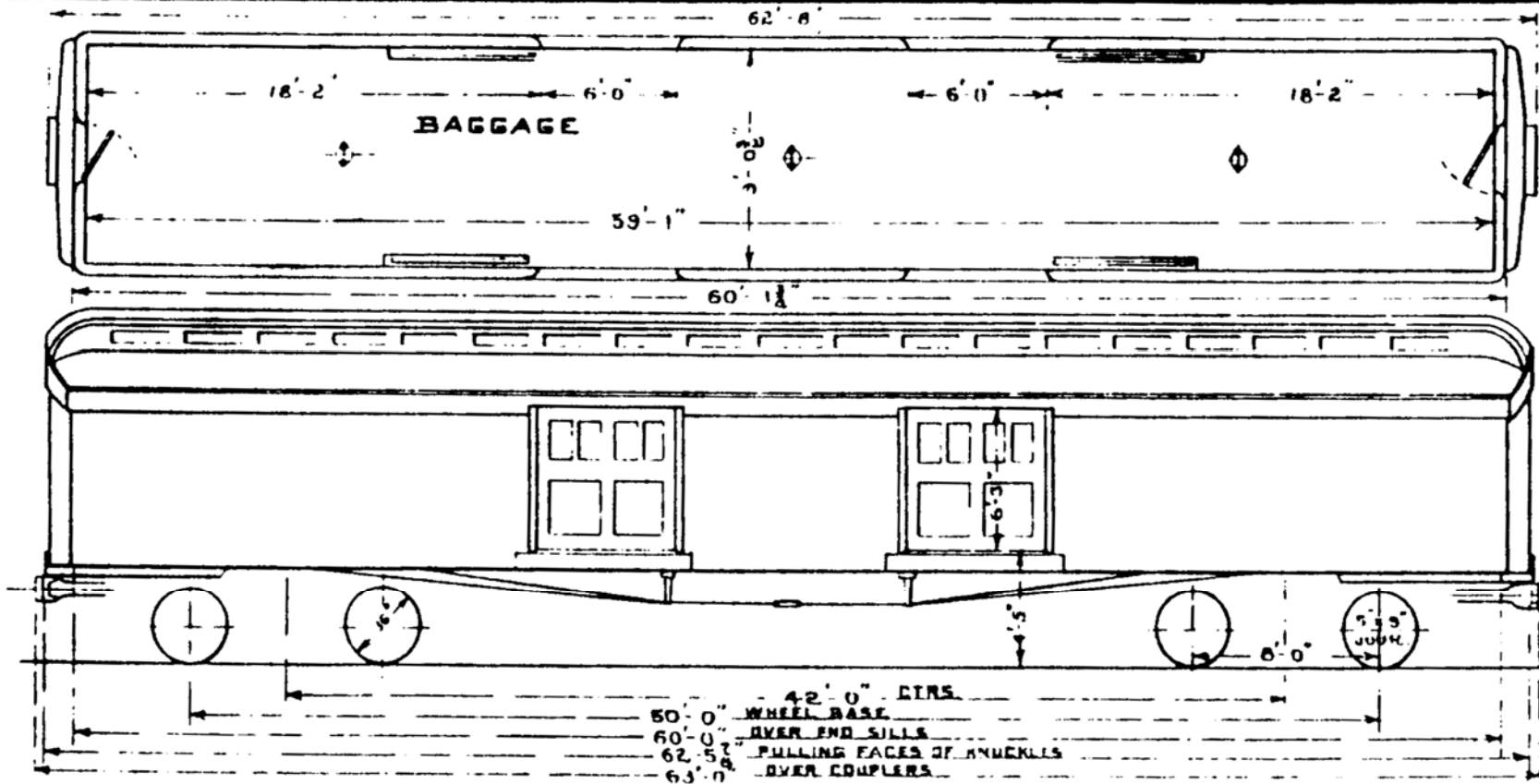
NOTE-1; THE FOLLOWING CARS HAVE STEEL UNDERFRAMES - 800, 802, 803, 804
 WEIGHT OF A CAR WITH STEEL UNDERFRAME IS 87300 LBS. CARS BEFORE BEING SO EQUIPPED WEIGHED 70900 LBS.
 STEEL UNDERFRAME CONSISTS OF COMM. ST CO. COMBINED BODY BOLSTER AND CAST ST PLATFORMS CONNECTED BY "H" BEAMS.
 CARS WHEN EQUIPPED WITH WOODEN UNDERFRAMES HAD SHORT 2" BAR PLATFORMS.

NOTE-2; 803 HAS 1-OIL HEATER, MOTOR WHEEL CORP, PIATT NO 801

WT. FURNISHED BY 803 1-12-27 AS 87300 LBS.

424

2-10-33 | 4-19-28 | 10-12-27 | 7-7-26 | 1-17-25



800 802
 BAGGAGE- 803 804

OLD 200 202 203 204

(20)

AUTO. & BAGGAGE

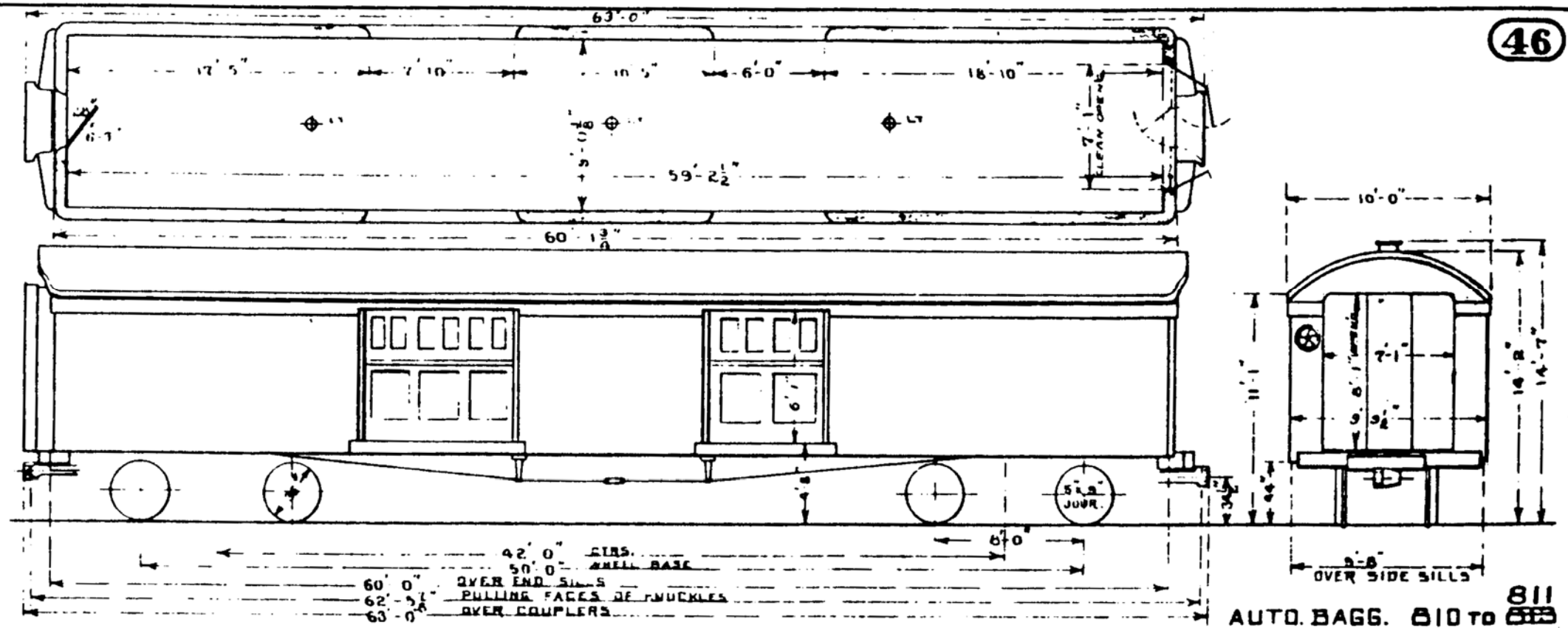
NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES
OLD 210 TO 213 810 TO 810 811	N. Y. C. COLLINWOOD - O.	1906	SEE NOTE NO. 1 89400 LBS.	GOULD FRICTION	CAST STEEL NOTE NO. 1	STEEL - NOTE - 1	WESTINGHOUSE 14" CYL.

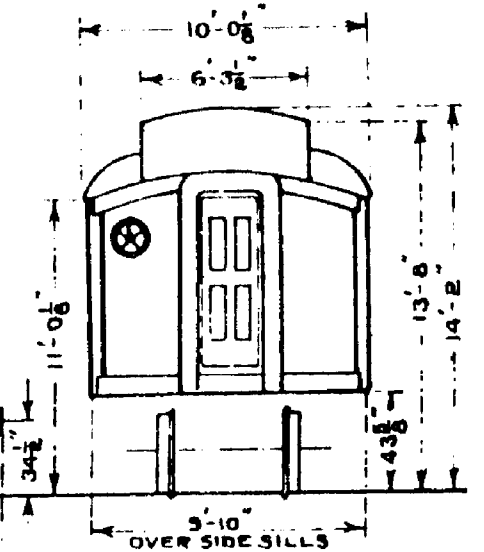
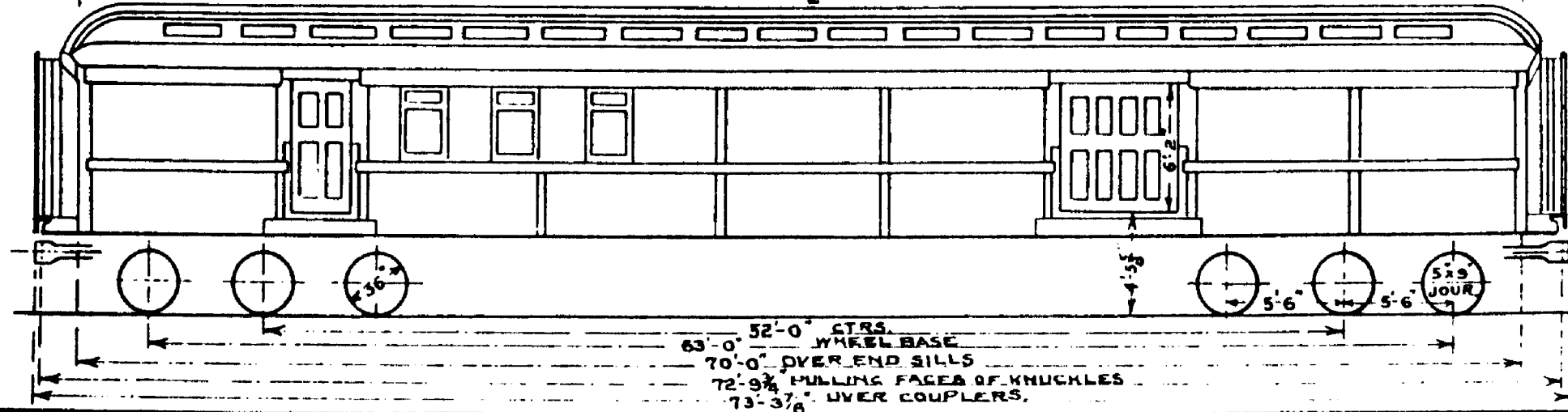
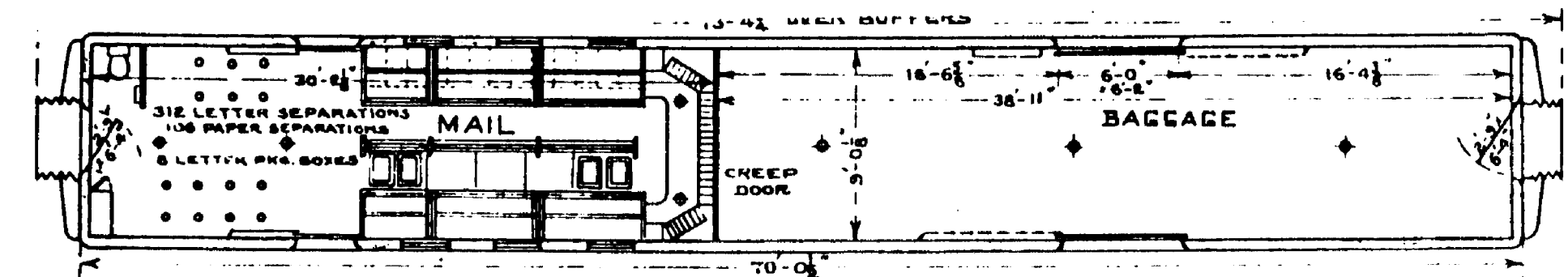
NOTE-1: THE FOLLOWING CARS HAVE STEEL UNDERFRAMES. 810, 811 WT. OF CAR WITH ST. UNDERFRAME IS 89400 LBS. (810)
CARS WITH WOODEN UNDERFRAMES WEIGHED 76900 LBS. AND HAD SHORT Z BAR PLATFORMS.
STEEL UNDERFRAME CONSISTS OF COMM. ST. CO. COMBINED BODY BOLSTER AND CAST STEEL PLATFORM CONNECTED BY H BEAMS

NOTE-2: THE STYLE OF LARGE END DOOR OPENING OUTWARD AS SHOWN, IS ON CARS 810, 811, AND IS APPLIED WHEN STEEL UNDERFRAMES ARE
APPLIED. ~~CARS 810, 811 HAVE THE LARGE END DOOR WHICH OPENS INWARD, THE CLEAR OPENING OF WHICH IS 7' 5" HIGH~~

DEC. 21-1926.

NOTE-3; 810 HAS 1-OIL HEATER, MOTOR WHEEL CORR. PIATT NO. 801.





OLD 230-232
BAGGAGE & MAIL 830 TO 832

50

L.E. & W. DIST. LOT NO. 853

BAGGAGE AND MAIL- ALL STEEL

NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES
OLD 230 231 232 830-831-832	STD. ST. CAR CO. HAMMOND-IND	1914	136000 LBS.	MINER A 2 P B-10 BUFFER	COMMONWEALTH STEEL	STEEL <small>NOTE-2</small>	WESTINGHOUSE STYLE L.N. <small>NOTE-1</small>

NOTE-1 CLASP BRAKE FROM AMERICAN STEEL FDY. CO.

NOTE-2 COMMONWEALTH COMB. BODY BOLSTER & PLATFORM WITH FISH BELLY CONNECTION.

NOTE-3 VAPOR DUPLEX HEATER.

2-10-33 1-16-28 8-17-25 NEW

W. DIST. LOT NO. 2191

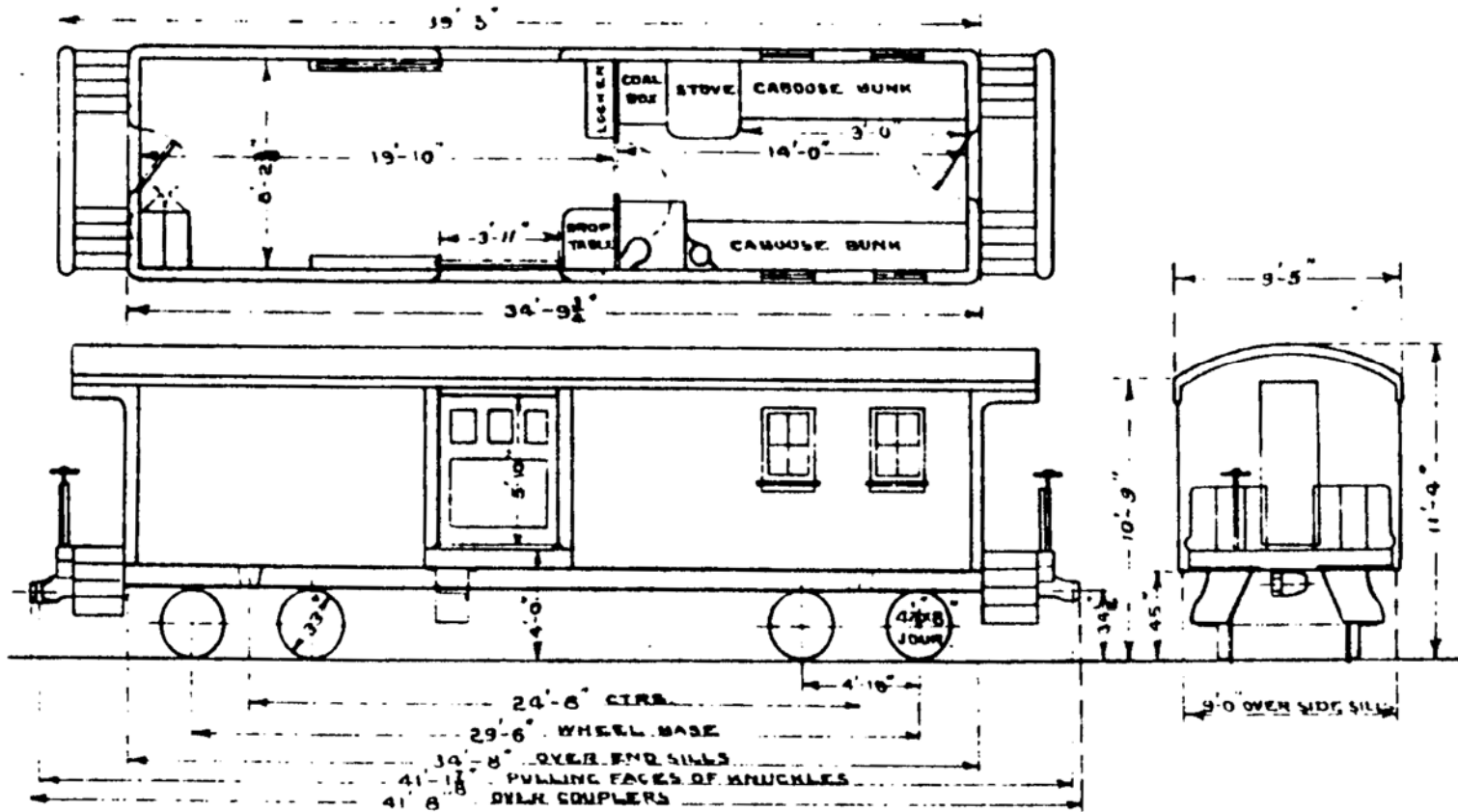
PASSENGER & BAGGAGE CAR

NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES	
OLD 37 837	L.E. & W. DIST. LIMA-O.	1918	41000 LBS.	MINER	CABOOSE TYPE	STEEL	WESTINGHOUSE	

NOTE BUILT FOR SERVICE BETWEEN MUNCIE & RUSHVILLE, MIXED TRAIN
FOR PASSENGER, EXPRESS, AND AS CABOOSE FOR TRAIN CREWS.
CAR HAD GENL. REP. AT LIMA, OUT JULY 4-1924

RLA

1-18-20 1-17-20



OLD 37
CAR-837

(53)

L. E. & W. DIST. LOT NO. 112

SMOKER & MAIL CARS

NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES	TRUCKS
NOTE-3 OLD NO. 80 880, 882, 885	PULLMAN	1906	NOTE-1 104 450 LBS.	MINER FRICTION A-5-P WITH B-10 BUFFER.	NOTE-4 STEEL	NOTE 2-4 STEEL	WESTINGHOUSE HIGH SPEED	SEE NOTE 6

NOTE-1 CARS AS BUILT BY PULLMAN CO. WEIGHED 90800 LBS.

NOTE-2 STEEL UNDERFRAMES APPLIED AT ST. ID. , 880 APR. '24 , 882 OCT. '24 , 885 JUNE 1924.

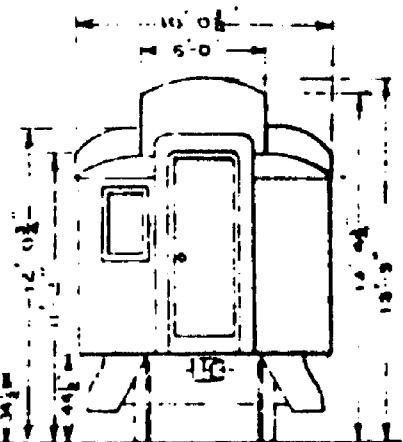
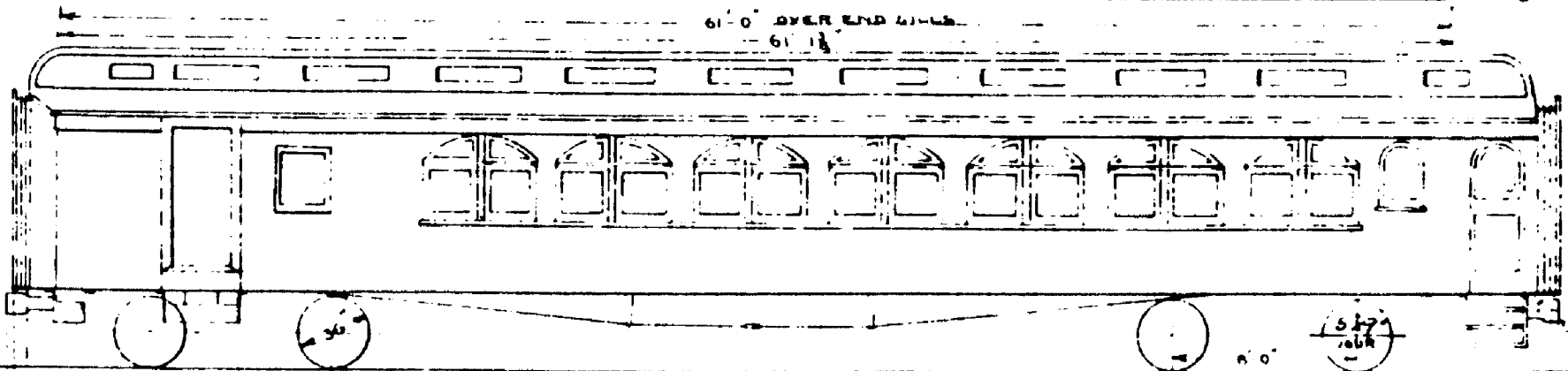
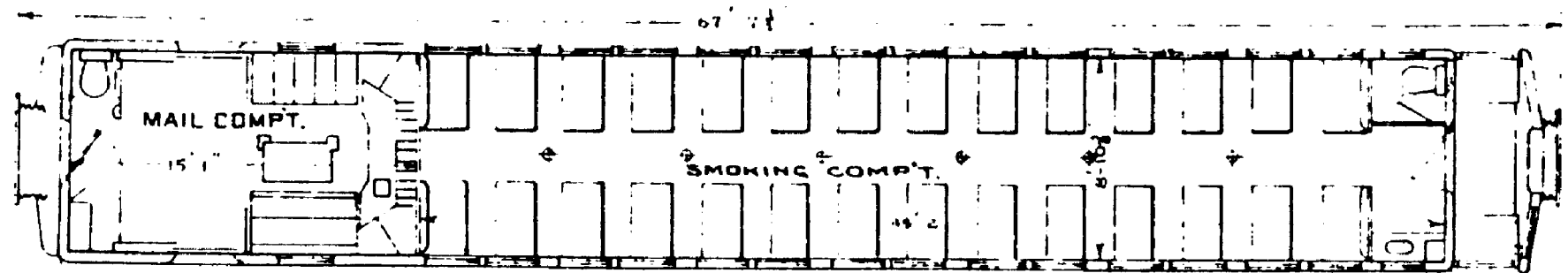
NOTE-3 ORIGINAL SERIES WERE SMOKING CARS 880 TO 887 INC. ~~DESTROYED BY FIRE 5-22-30~~
~~NOTE-5: 882 & 885 HAVE VAPOR DUPLEX HEATER~~ FOR CARS 883 AND 884 SMOKER AND MAIL WITH
30 FT. MAIL END, SEE PAGE 55 . CAR 887 MAIL SMOKE & COACH, DESTROYED BY FIRE 5-22-30

NOTE-4 COMMONWEALTH STEEL CO. COMBINED CAST STEEL BODY BOLSTER AND PLATFORM, CONNECTED BY H BEAMS.

NOTE-5 882 & 885 HAVE VAPOR DUPLEX HEATER

NOTE-6 BUILT UP STEEL TRUCKS 882 & 885. CAR 880 HAS CAST STEEL TRUCKS AS SHOWN ON DRG. 134-3-54, APPLIED 9-21-37

11-12-37	7-7-38	2-10-33	3-25-31	10-4-25	1-15-29	1-18-27	8-17-25	MC
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52 050 LBS. 44' 6" 52' 6" AXLE BALL 52 400 LBS.
 61' 0" OVER END SILLS 61' 11"
 67' 7" OVER UNDERFRAME 67' 5" PULLING FALLS OF ANCHORS 67' 11"
 5' 6" OVER SIDE SILL

SMOKER & MAIL-88D, 88E, 885

OLD 80, 82, 85

REV	1-14	27-10-42	2-10-43			
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W. DIST. LOT NO. 112.

SMOKER & MAIL

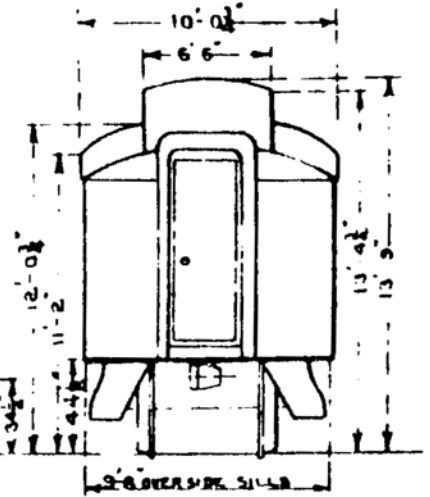
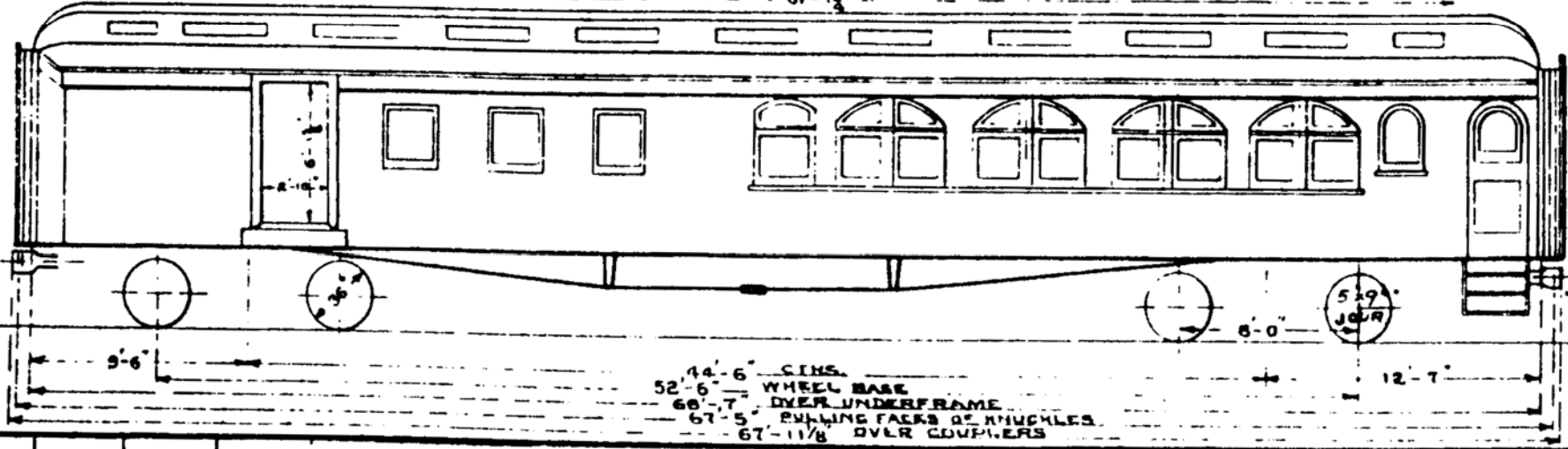
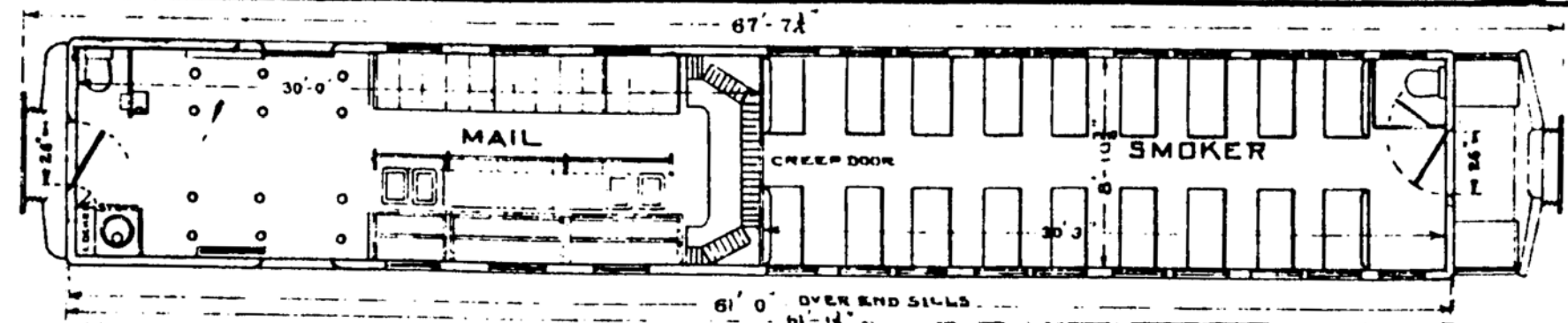
NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES	
NOTE-1 OLD 83 - 884 883 - 884	PULLMAN	NOTE 3 1906	103660 LBS.	MINER FRICTION A-5-P WITH 8-10 BUFFER	STEEL NOTE-2	STEEL NOTE-2	WESTINGHOUSE HIGH SPEED	

NOTE-3, 883 REBUILT AT STONY ISLAND 12-29-'24
~~884 REBUILT AT STONY ISLAND 1-30-'25~~

NOTE-1, THE ORIGINAL SERIES WAS 880 TO 887 INC., SMOKING CARS, TWO OF WHICH REMAIN AS SUCH
THE 881 AND 886, SHOWN ON PAGE 32. CAR, 887 MAIL SMOKER & COACH, DESTROYED BY FIRE 5-22-30
CARS 880 882 885 CHANGED INTO SMOKER AND MAIL WITH 15 FT. MAIL END, AND IS SHOWN ON PAGE 53.

NOTE-2, STEEL "H" BEAM CTR. SILLS WITH COMMONWEALTH ST. CO. COMBINED BODY BOLSTER AND PLATFORM.

NOTE-4. BUILT UP STEEL TRUCK



44'-6" C.I.S.
 52'-6" WHEEL BASE
 60'-7" OVER UNDERFRAME
 67'-5" PULLING FACE OF KNUCKLES
 67'-11/8" OVER COUPLERS

SMOKER & MAIL
 BB3. 884



FORM 304
 ORDER 4815

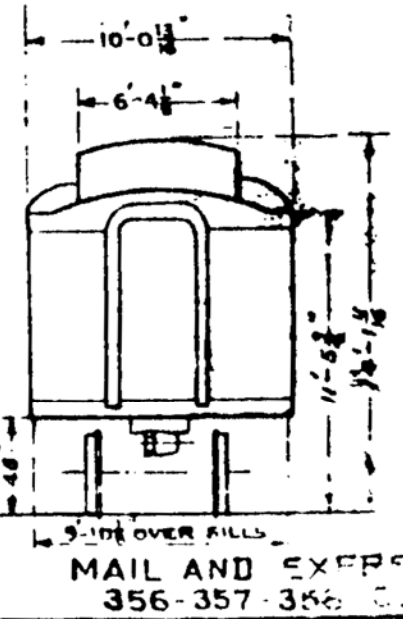
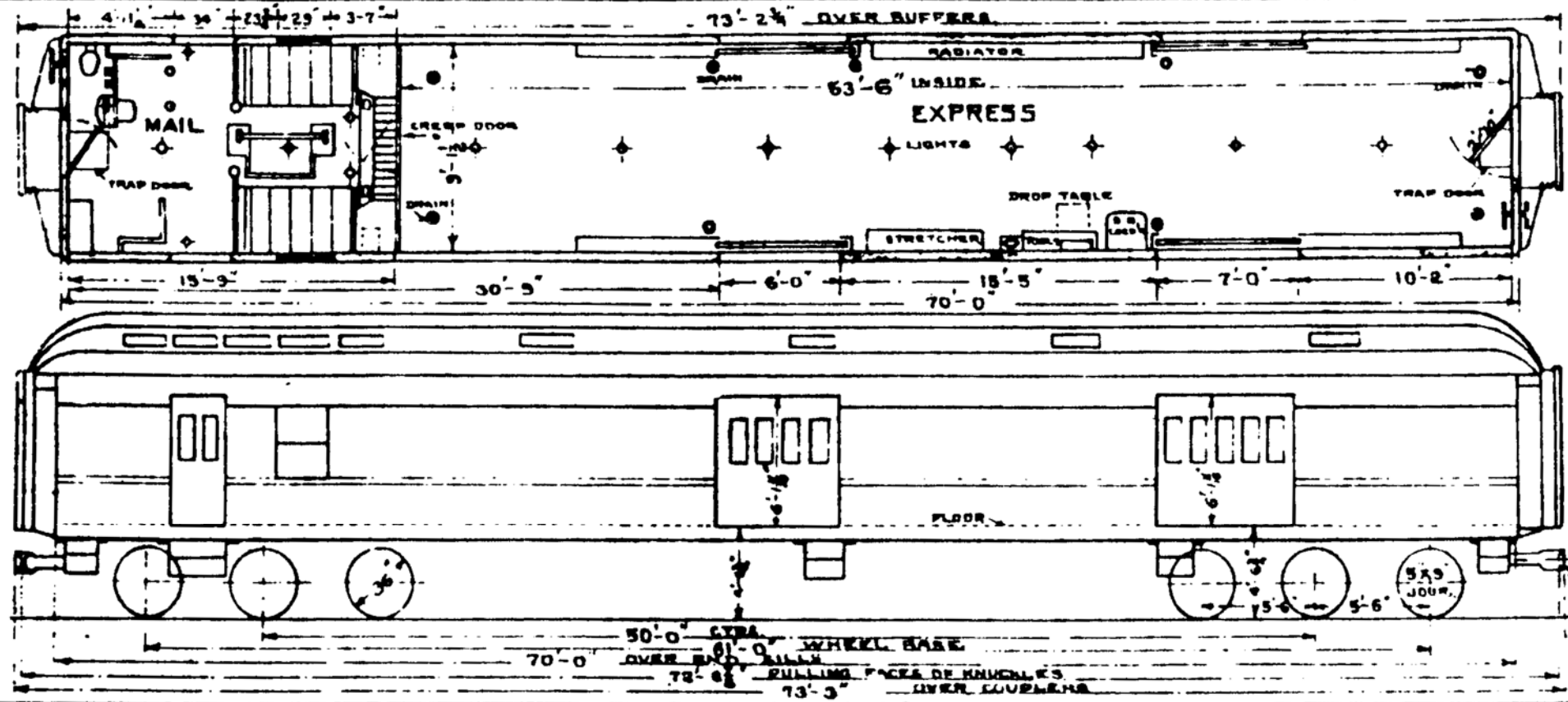
MAIL AND EXPRESS - ALL STEEL

NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES	
356-357-358-359	PULLMAN	12-1924	134 000 LBS	WAUGH-WITH MINER 610 BUFFER	STEEL NOTE NO. 1	STEEL NOTE-1	NEW YORK SCHED. U-C. NOTE-2	

NOTE-1, CAST STEEL COMBINED DOUBLE BODY BOLSTER AND STUB END TYPE
 OF PLATFORM IN ONE PIECE, COMMONWEALTH STEEL CO., CONNECTED BY FISH BELLY CONSTRUCTION.

NOTE-2, CLASP BRAKE FROM AMERICAN STEEL FDY. CO.

NOTE-3 36" WROUGHT STEEL WHEELS.



MAIL AND EXPRESS-ALL STEEL

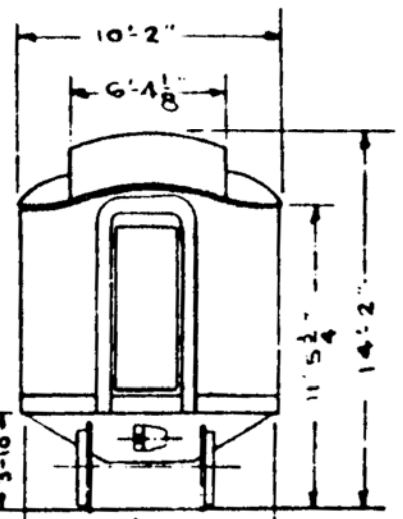
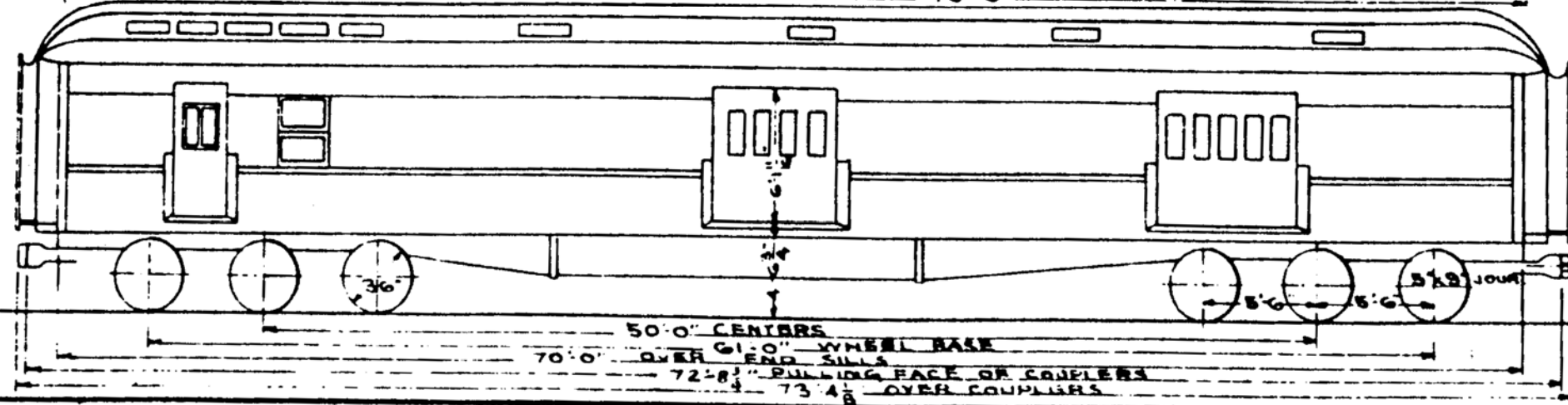
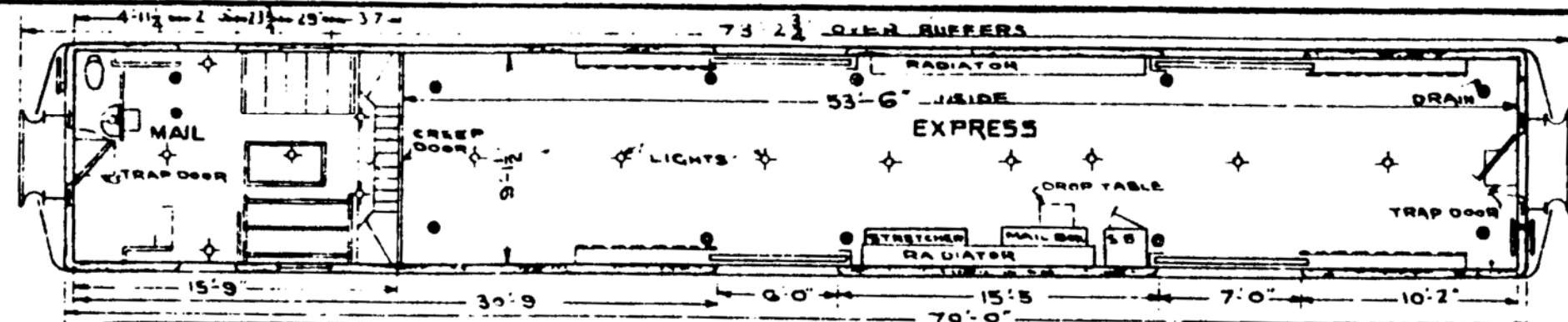
NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES
360 <small>NOTE-2</small>	PULLMAN	11-1929	132,300LBS.	WAUGH P-24-K BUFFER H-27	STEEL <small>NOTE-1</small>	STEEL <small>NOTE-1</small>	NEW YORK AND SIMPLEX CLASP

NOTE-1 CAST STEEL COMBINED DOUBLE BODY BOLSTER AND STUB END TYPE
PLATFORM, COMMONWEALTH TYPE CONNECTED BY FISH BELLY CENTER SILLS

NOTE-2 CAR RENUMBERED FROM 345 NOV. 4TH 1930 AT STONY ISLAND.

WT OF CAR BODY - 88,000LBS. TRUCKS - 44,300LBS MAIL END - 67,500LBS.

36A

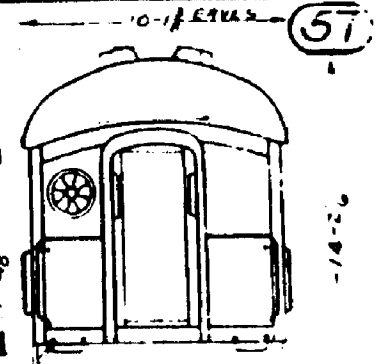
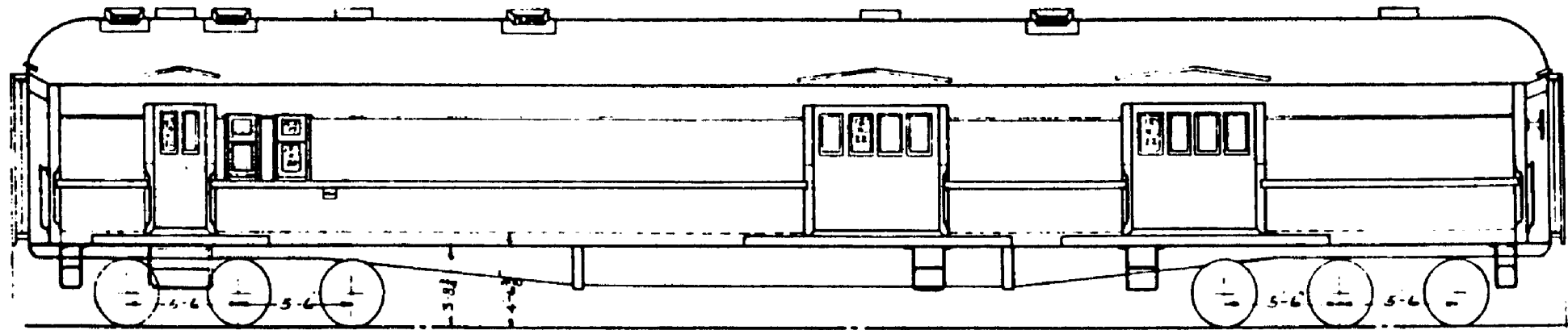


MAIL AND EXPRESS
360

27 27 30 11 10 30

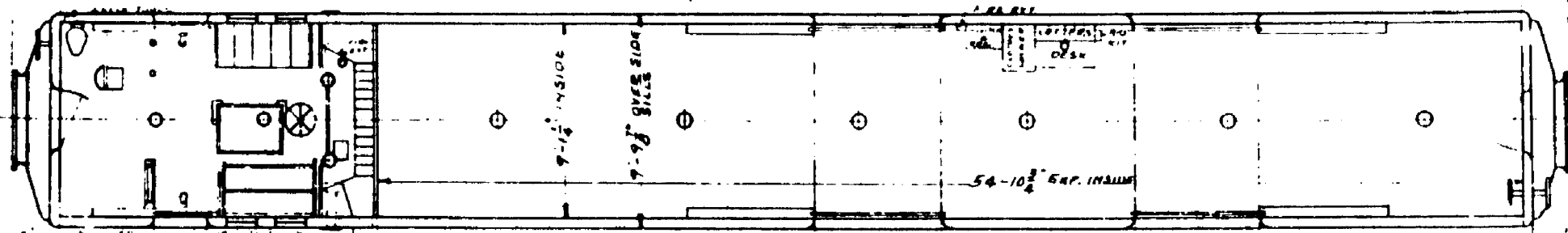
MAIL & EXPRESS 361

BUILT BY - ST. LOUIS CAR CO	CARLINES - STEEL	L.S. GEN PULLEY - 8" DIA.	= TRUCKS = <small>AMC DWG. 184-B-54</small>
YEAR BUILT - 1934	CEILING - TYPE - TURTLE BACK	L.S. " AXLE PULLEY - 13" DIA X 14"	BOLSTER - CAST STEEL - AMC DWG - 185-3-501
CAPACITY - LBS - 45000	COUPLER - HAR TYPE E 6 X 8 SHANK	L.S. " SUSPENSION - BODY	BRAKES - SIMPLEX CLASP <small>AMC DWG 114-B-11</small>
WEIGHT - TOTAL - 138900 <small>MAIL END - 71500 EXP " " - 7400</small>	" CEN. DEVICE - PULLMAN	L.S. CHARGING RECEPTACLE - ANDERSON CC2690	CENTER BOLSTER - C.S. AMC DWG. 185-3-500.
BUILDERS REFERENCE - 1570	CURTAINS - NONE	L.S. TRAIN CONNECTOR - GIBBS.	" PLATE - C.S. AMC DWG. 185-2-496
AIR BRAKE MFG - W.A.B.CO.	DECK SASH - "	LIGHTS - NO. - 14 - ELECTRIC - A&W	" PIN -
AIR BRAKE SCHEDULE - UC 1-18.	DIAPHRAGM - A&W 2-FOLD <small>AMC DWG 192 4-58</small>	MAIL POUCH RACKS - RAUSCH	FRAMES - CAST STEEL - AMC DWG. 185-8-502.
BASKET BACKS - NONE	DRAFT GEAR - MINER A-5-XA	MARKER LAMPS - WIRED FOR ELECTRIC.	JOURNALS - 5" X 9"
BODY BOLSTER - BUILT UP STEEL	FANS - SAFETY NO. 19529	PLATFORM - BUILT UP STEEL.	" BOXES - SEMI-STEEL <small>AMC DWG. 185-3-497</small>
" CENTER PLATE - CAST STEEL	FIRE EXT. - PYRENE 1QT	ROOF - STEEL.	PEDESTALS - INTEGRAL.
" " SILLS STEEL F.B. TYPE	FLOORING - WOOD.	VENTILATOR - 8 - GARLAND	ROLLER BEARINGS - NONE.
" HEADLINING "	HANDBRAKE - AJAX DWG. 13396.	WASH BASIN - A&W FOLDING #251	SIDE BEARINGS -
" INSIDE FINISH. "	HEATING SYSTEM - VAPOR	WATER COOLER - GIESSEL NO. 570	" " ARCH - C.S. <small>AMC DWG. 175-2-56</small>
" OUTSIDE " "	HOPPER - DUNER NO. 7 - FLUSH.	WATER SUPPLY - GRAVITY.	WHEELS - W.S. MULTIPLE WEAR (6)
" SUPERSTRUCTURE "	INSULATION - WILSON & CO HAIRCRAFT	YOKE - CAST STEEL.	WEIGHT OF TRUCKS - GEN. 22560. OPP - 22360.
" UNDERFRAME "	LIGHTING SYSTEM - AXLE ELECTRIC & BATS.		
BUFFER - UPPER - FOWLER IMPROVED.	L.S. BATTERIES - EXIDE MVAN 13-16 CELL 225 AM		
" - LOWER - MINER B-10-X.	L.S. GENERATOR - 4-KW TYPE C3450 <small>FORM 76</small>		



52'-8 1/2" TRUCK CENTERS
73'-11 1/4" OVER BUFFERS

70'-0 1/4" INSIDE



15'-1" REAR BOX INSIDE

21'-0 1/4"

6'-0"

9'-4"

6'-0"

12'-10 1/2"

MAIL & EXPRESS
361

50R.R. 101 305
BLDGS. ORDER 4820.**AUTO. BAGGAGE AND EXPRESS - ALL STEEL**

NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES
340-341-342	PULLMAN	12-1924	NOTE-4 127300 LBS.	WAUGH-WITH MINER B-10 BUFF.	NOTE-1	STEEL NOTE-1	NEW YORK SCHED. U-C NOTE-2

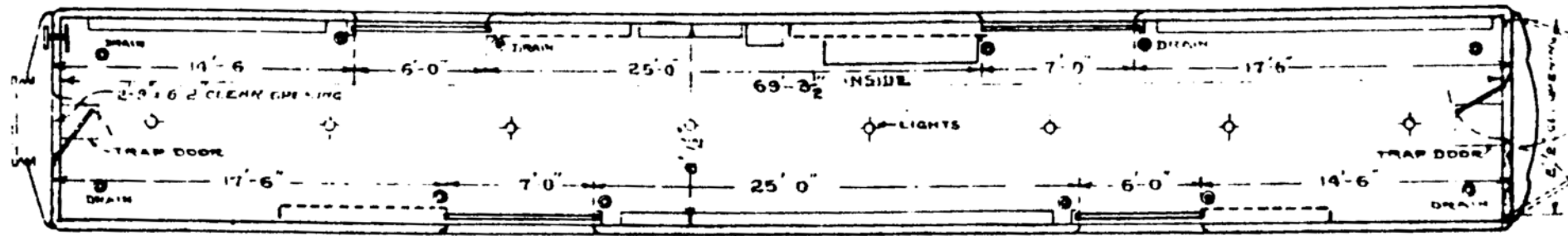
NOTE-1; CAST STEEL COMBINED DOUBLE BODY BOLSTER WITH STUB END TYPE OF PLATFORM, IN ONE PIECE, COMMONWEALTH STEEL CO. WITH FISH BELLY CONSTRUCTION.

NOTE-2; CLASP BRAKES FROM AMERICAN STEEL FDY. CO. - 16x12 CYL.

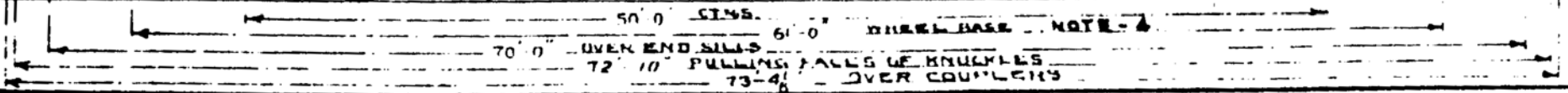
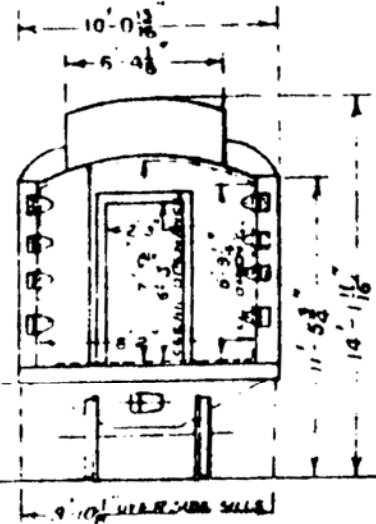
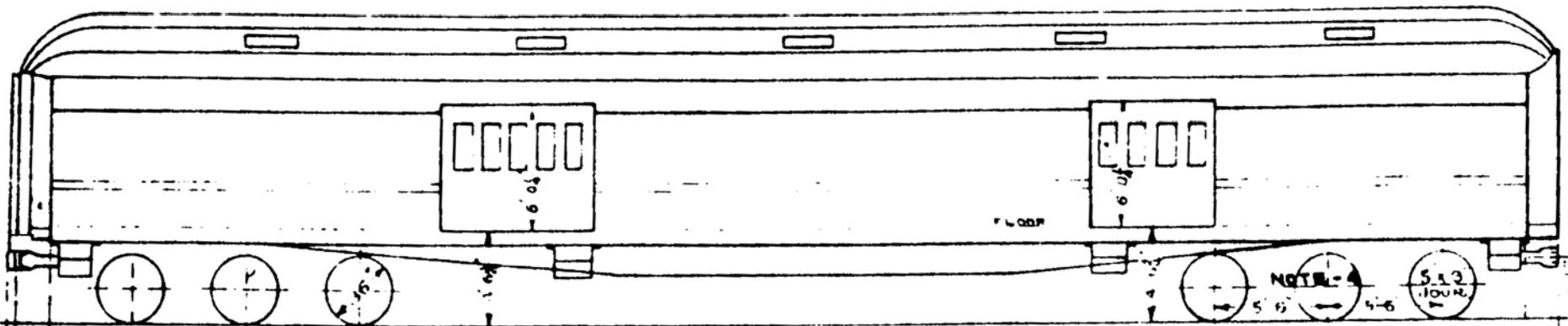
NOTE-3; 36" WRDT. STEEL WHEELS.

NOTE-4; CAR 342 HAS 4 WHEEL COMMONWEALTH TYPE TRUCKS APPLIED 11-1929 6"x11" JOURNALS WEIGHT OF TRUCK 18,600 LBS. WEIGHT OF CAR BODY 83,000 LBS. TOTAL WEIGHT OF CAR 120,200 LBS., TRUCK WHEEL BASE 8'-0" TOTAL WHEEL BASE 58'-0"

CARS 340-341 6WHEEL TRUCK WEIGHT - 22,150 LBS CAR BODY 82,000 LBS



NOTE-CAR 342. 4 WHEEL
TRUCK 2" XII" JOURNALS
TRUCK WHEEL BASE 8'-0"
TOTAL WHEEL BASE 58'-0"
SEE NOTE 4 OPPOSITE
PAGE



AUTO. BAGGAGE AND EXPRESS
340-341-342

K K LOT-313

59A

AUTO. BAGGAGE AND EXPRESS - ALL STEEL

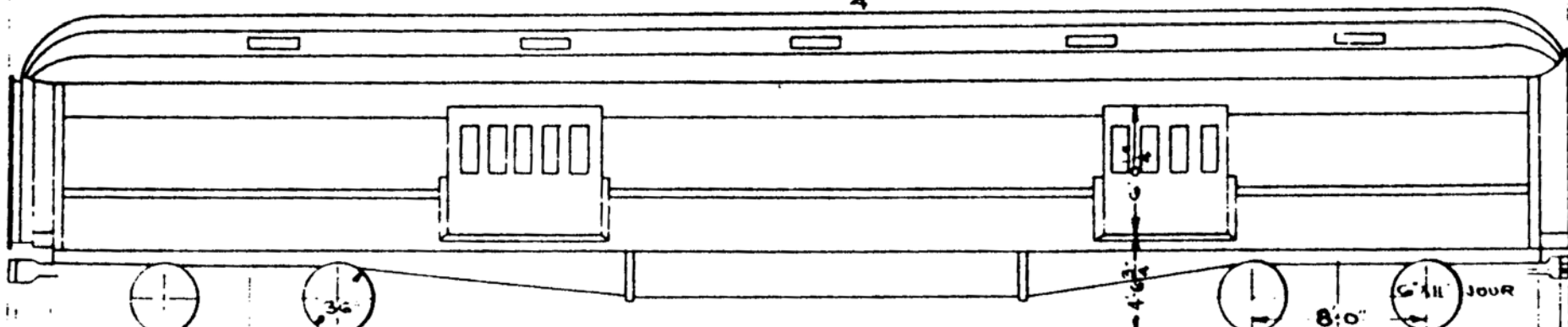
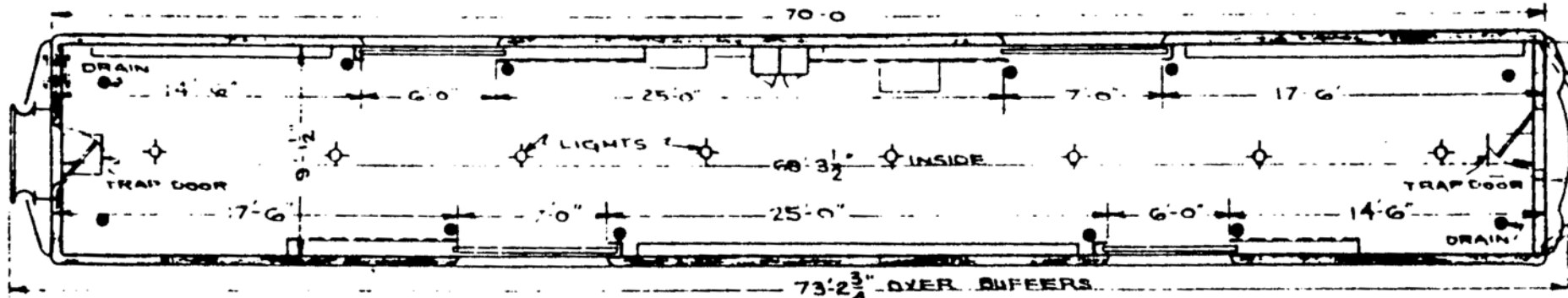
NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES	
343-344	PULLMAN	12-1929	119,400 LBS.	WAUGH P-24-K BUFFER H-27	COMMONWEALTH STEEL NOTE-1	STEEL NOTE-1	NEW YORK & SIMPLEX CLASP	

NOTE-1 COMMONWEALTH CAST STEEL DOUBLE BODY BOLSTER AND PLATFORM WITH FISH BELLY CENTER SILLS.

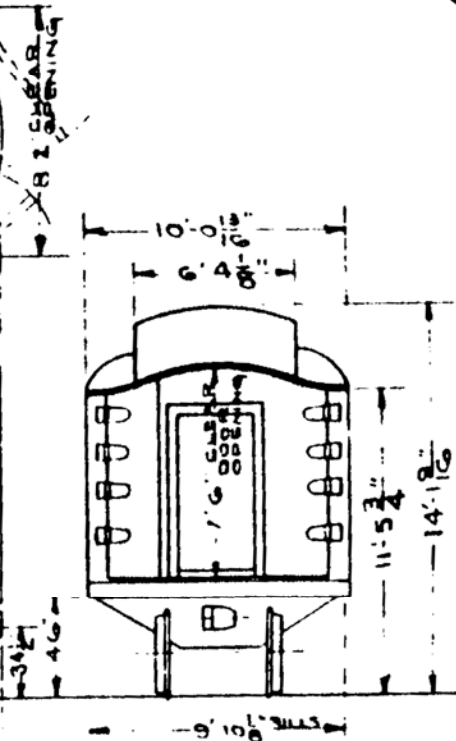
TRUCKS WEIGH 37200 LBS. BAGGAGE END 58200 LBS.

B.I.

59-A



50'-0" CENTERS
 58'-0" WHEEL BASE
 70'-0" OVER END SILLS
 72'-10" FULLING FACE OF COUPLERS
 73'-4 1/2" OVER COUPLERS



AUTO. BAGGAGE AND EXPRESS
 343 - 344

(51)

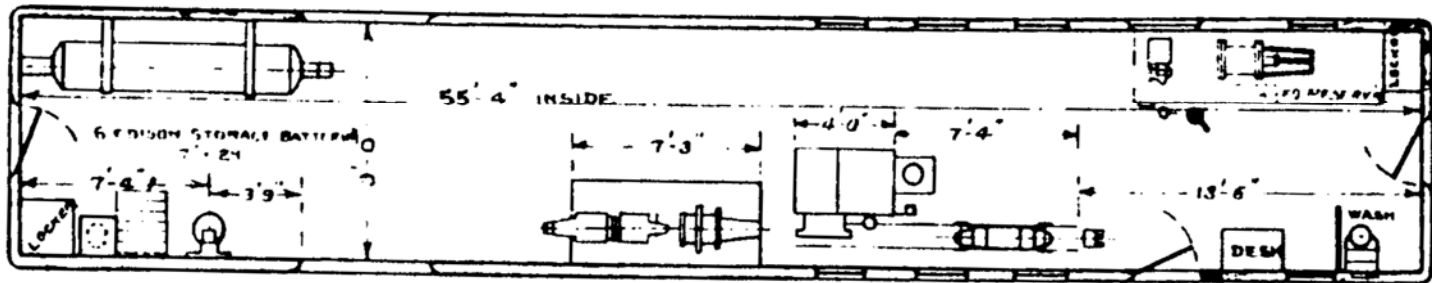
AUTOMATIC TRAIN STOP INSTRUCTION CAR

NO.	BUILDER	BUILT	WEIGHT	DRAFTGEAR	PLATFORM	UNDERFRAME	BRAKES
X-53021	PULLMAN	NOTE-1 1887	87140	GOULD FRICTION	Z BAR	WOODEN	WESTINGHOUSE HIGH SPEED

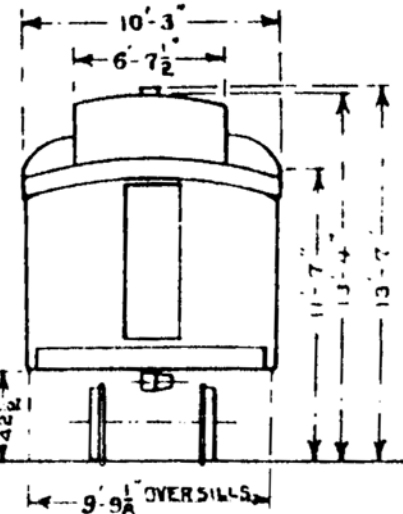
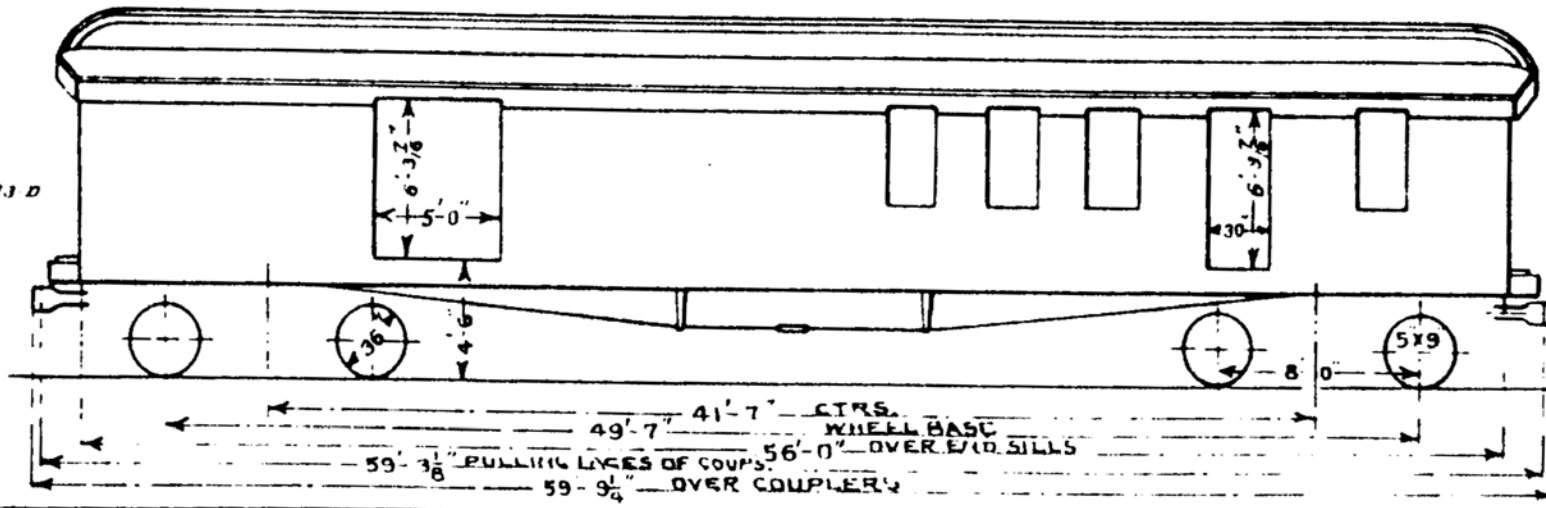
NOTE-1 CAR HAD NEW BODY APPLIED AT ST. ID. IN 1912, WHILE BAGG. & MAIL.

4-18-33 | 18'2H | 2-4'27 | WEY

FORMERLY B. & M. CAR NO. 355.



INTERIOR ARRGT FROM
Dwg. 11626-D, SK 5D 773 D



AUTOMATIC TRAIN STOP
INSTRUCTION CAR, X-53021

LOT 113.

(U)

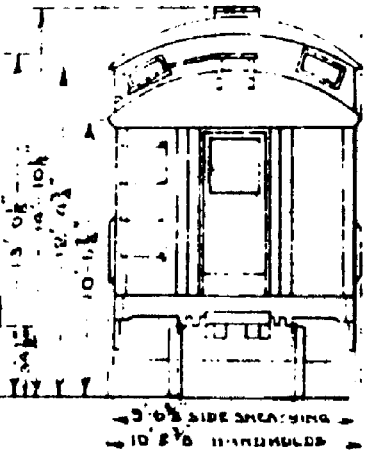
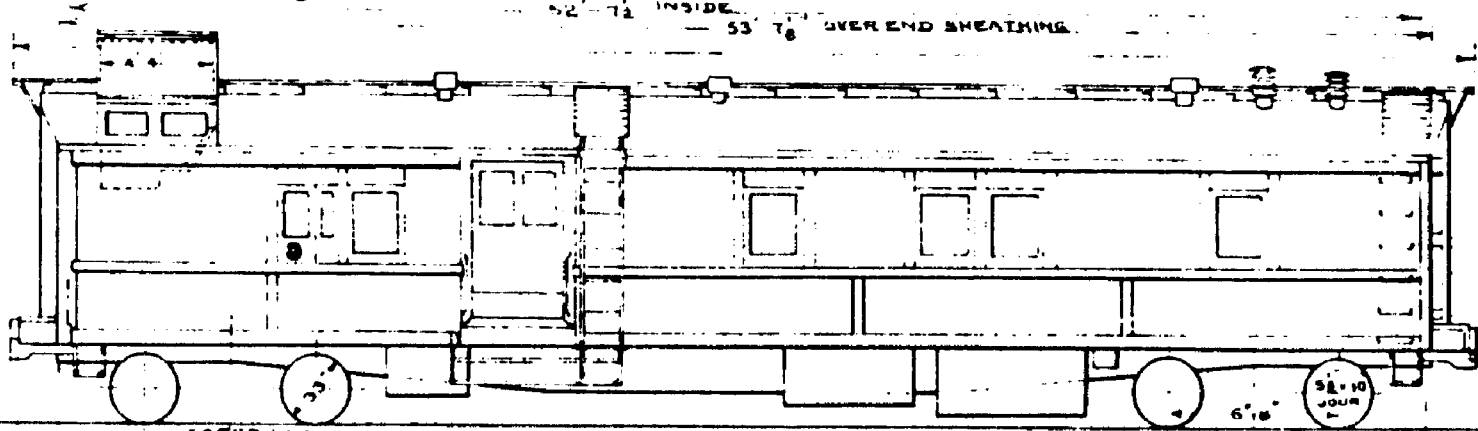
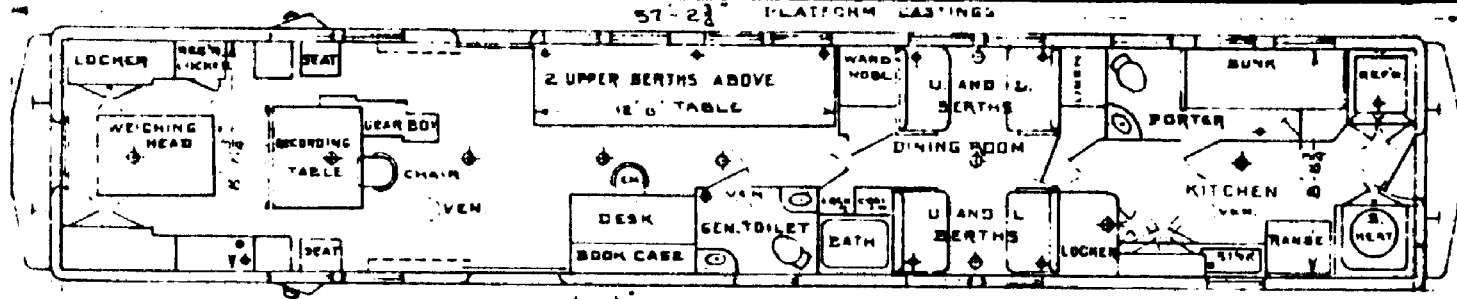
DYNAMOMETER CAR - ALL STEEL

NO.	BUILDER	BUILT	WEIGHT	DRAFT GEAR	PLATFORM	UNDERFRAME	BRAKES
X- 50 041	STD. ST. CAR CO. HAMMOND IND.	5-1924	NOTE 1 135240 LBS.	NOTE 3	COMMONWEALTH CAST STEEL	STEEL	WESTINGHOUSE U.C. EQUIPT. NOTE 2

NOTE-1: KITCHEN END TRUCK, WT. 15000 LBS., DYN. END TRUCK, WT. 14500 LBS., TOTAL OF TWO TRUCKS 29500 LBS.
 BODY WT. 105740 LBS., TOTAL OF CAR 135240 LBS. WT. DYN. END 69760 LBS. WT. KITCHEN END 65480 LBS.

NOTE-2: U.C. BRAKE EQUIPMENT WITH TWO 12X12 CYLS. TYPE "Q" AMER. ST. FOUNDRY CLASP BRAKE.

NOTE-3: MINER A-18-S-2 ON KITCHEN END, OTHER END HAS SPECIAL GEAR FOR RECORDING DEVICE.



DYNAMOMETER CAR - X-50041

04

LOT 109

MILK CARS 700-701 ~~503-504~~

CAR NO.	CAPY. LBS.	CU. FT.	LIGHT WT.	BUILDER	BUILT	CONV. INTO MILK CARS	DRAFT GEAR	NO. OF CAR BEFORE CONVERTED	BRAKES
700	70 000	2100	59000	MERCHANTS DESP. TRANS. CO. E. ROCHESTER N.Y.	10-5-'22	5-2-'23.	MINER A-18-5 FARLOW ATTACK.	60 014	N.Y. SCHED. 1012
701	70 000	2100	60300	" " " "	1-24 '23	5-2-'23.	" "	60 353	" " "
503	70 000	2006	55390	" " " "	12-9-'22	1-13-'25	" "	60 588	" " "
504	70 000	2086	56300	" " " "	1-25-'23	1-7-'25	" "	60 888	" " "

NOTE-1: CARS WERE CONVERTED FROM REFRIGERATOR CARS OF SERIES 60000-60399. 36" STEEL WHEELS APPLIED, AND UNDERLOCK LIFT. PASS. COUPLERS, STEAM HEAT, AIR SIGNAL LINES, MARKER BRACKETS; AIR BRAKES CHGD. TO SUIT PASS. TRAIL EQUIPT. CARS ALREADY HAD MURPHY FLEXIBLE-XLA ROOF AND BETTENDORF CAST STEEL TRUCKS.

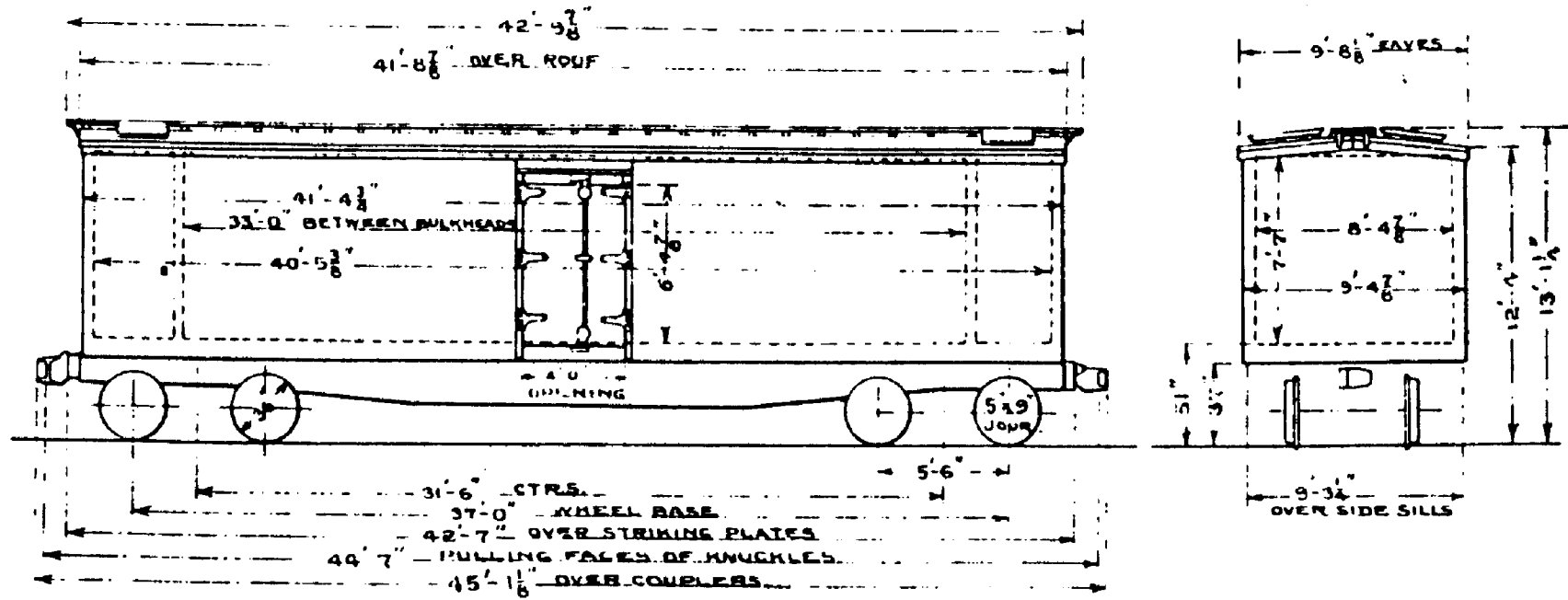
NOTE-2: REGARDING ICE CAPY. OF CARS; CAPY. OF TWO ICE BOXES IS 285 CU. FT., ACTUAL CAPY. OF CRUSHED ICE IS 11240 LBS. OR 5620 LBS. PER BOX. CAR 60142 OF ORIGINAL SERIES WAS WEIGHED AT STONY ISLAND NOV. 1-1924, ACTUAL WT. EMPTY WAS 56260 LBS. WT. WITH BOTH BOXES FILLED FULL OF CRUSHED ICE, WAS 67500 LBS. ACTUAL WT. OF CRUSHED ICE FOR BOTH BOXES IS 11240 LBS.

NOTE-3: COUPLERS 6x8" TYPE "D", 6x 1/2" KEY, WROT STEEL YOKES 1/4" X 5 1/2".

SEE PAGE 66 FOR CARS AS FIRST BUILT BEFORE BEING CONVERTED.

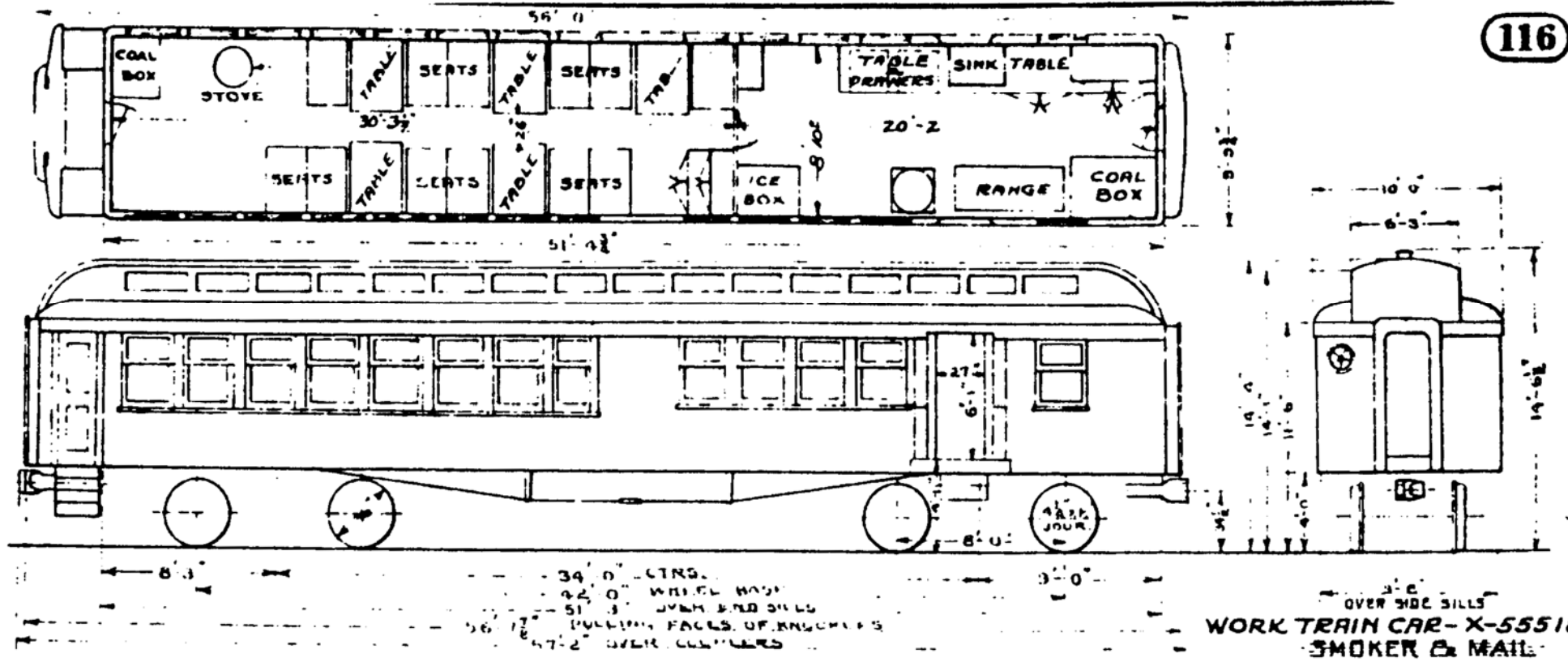
RLA

1-12-27 | 1-16-28 | 3-25-27 | 1-22-25



MILK CARS
700-701

EV 1-22-23-25 27 1-18-28 1/12-37



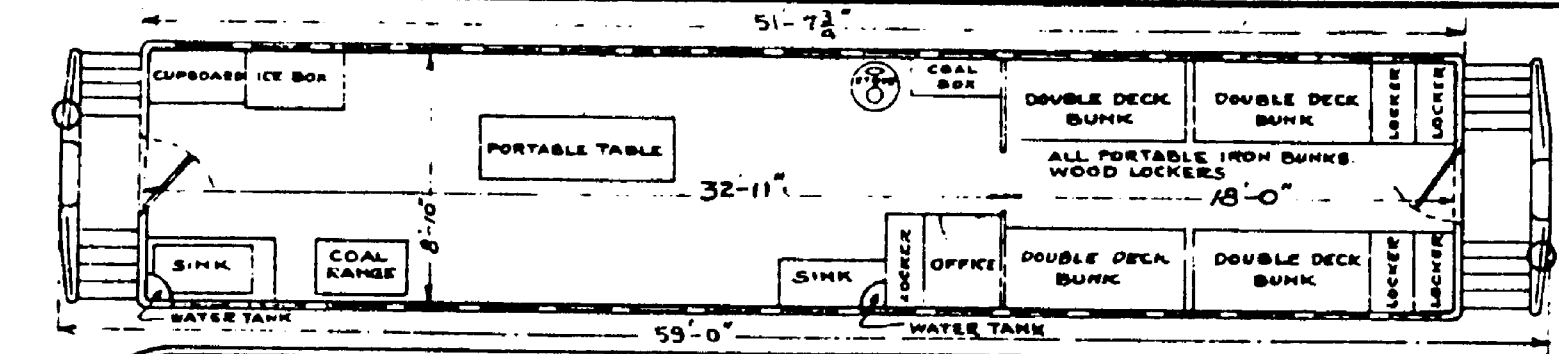
34'-0" CTNG.
 42'-0" WHEEL HOGS
 51'-3" OVER END SILLS
 56'-7" PULLING FACES OF KNUCKLES
 47'-2" OVER COLUMNS

OVER SIDE SILLS
WORK TRAIN CAR - X-55518
SMOKER & MAIL
 -822 TO 826 (OLD 122)

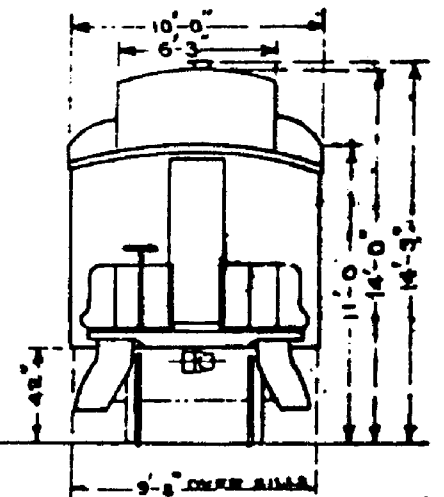
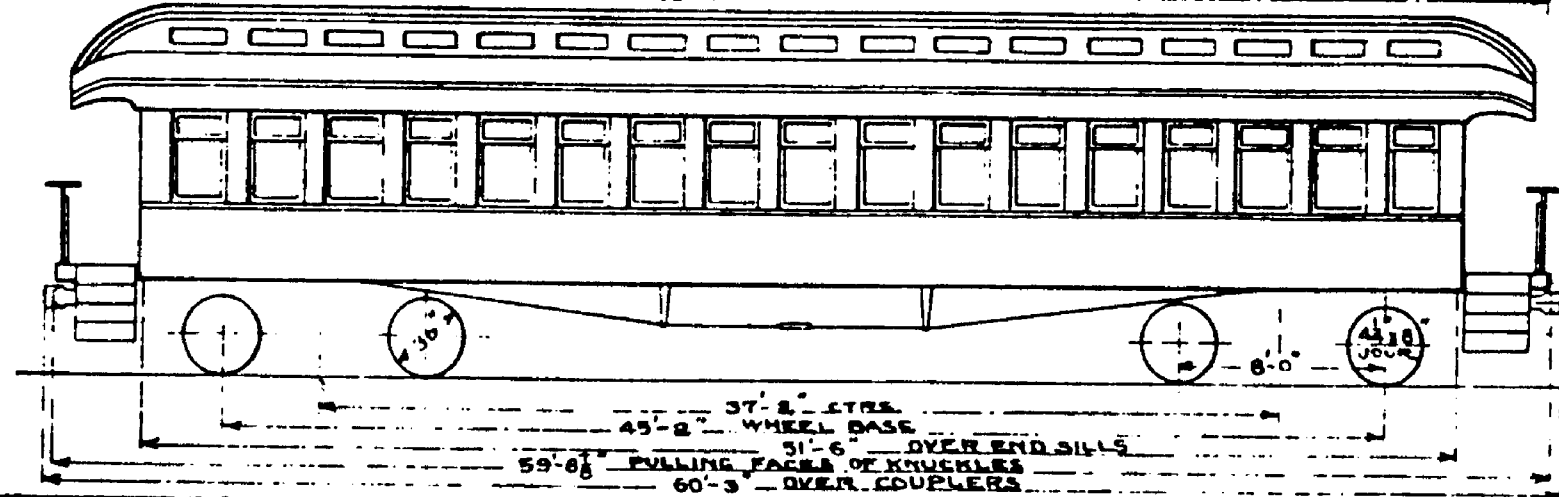
NOTE - FOR PRESENT NOT SEE DESCRIPTION PAGE.

7-21-26	12-6-26	1-18-28	3-27-33	4-21-33
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117



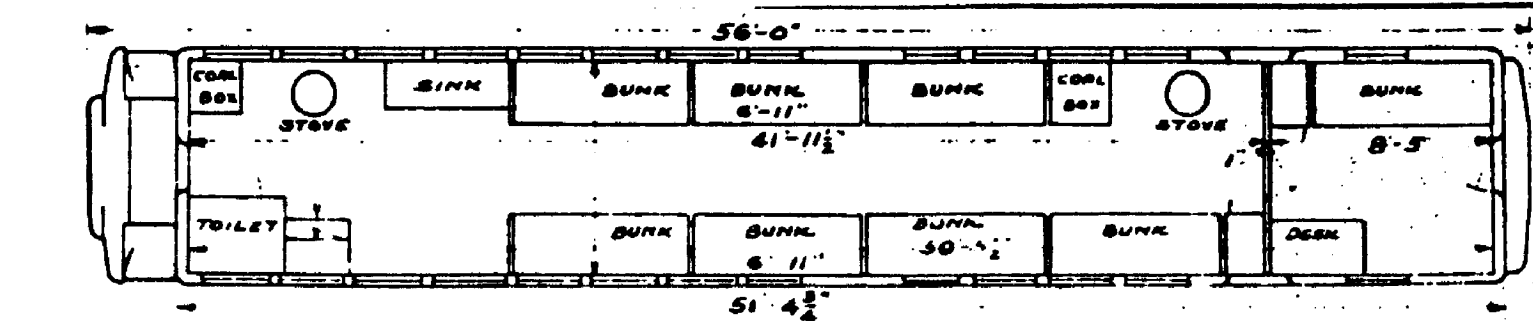
FORMERLY COACH-6
NOW BUNK CAR-ROADWAY DEPT.
NO. X-53013.



X-53 013

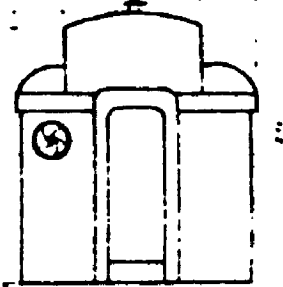
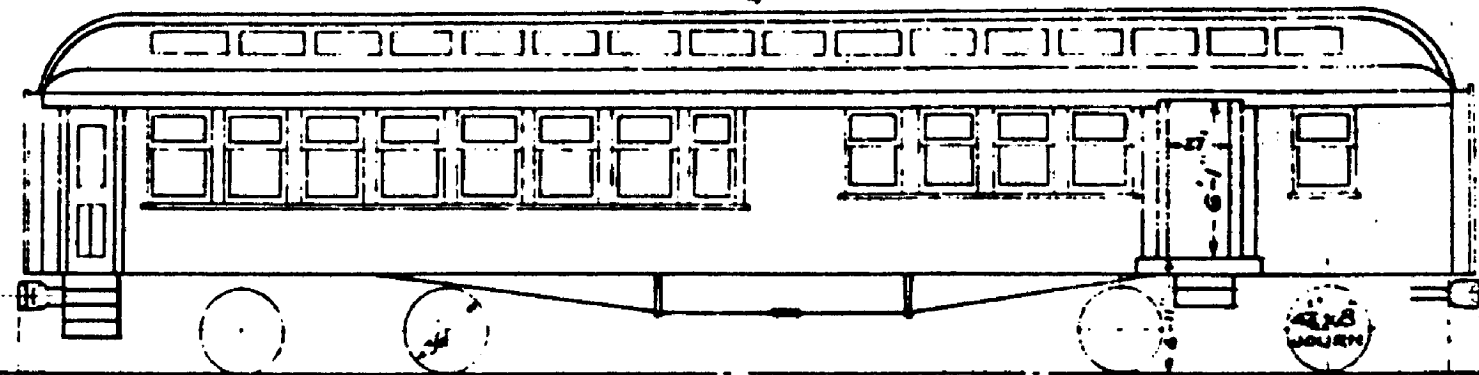
3,6A

EX 12-6-26	1-18-28	3-9-33			
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(117-B)

CONVERTED FROM MAIL-SACKER
NO 826 DEC. 1922

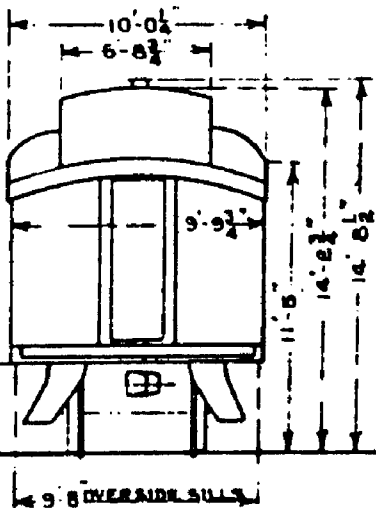
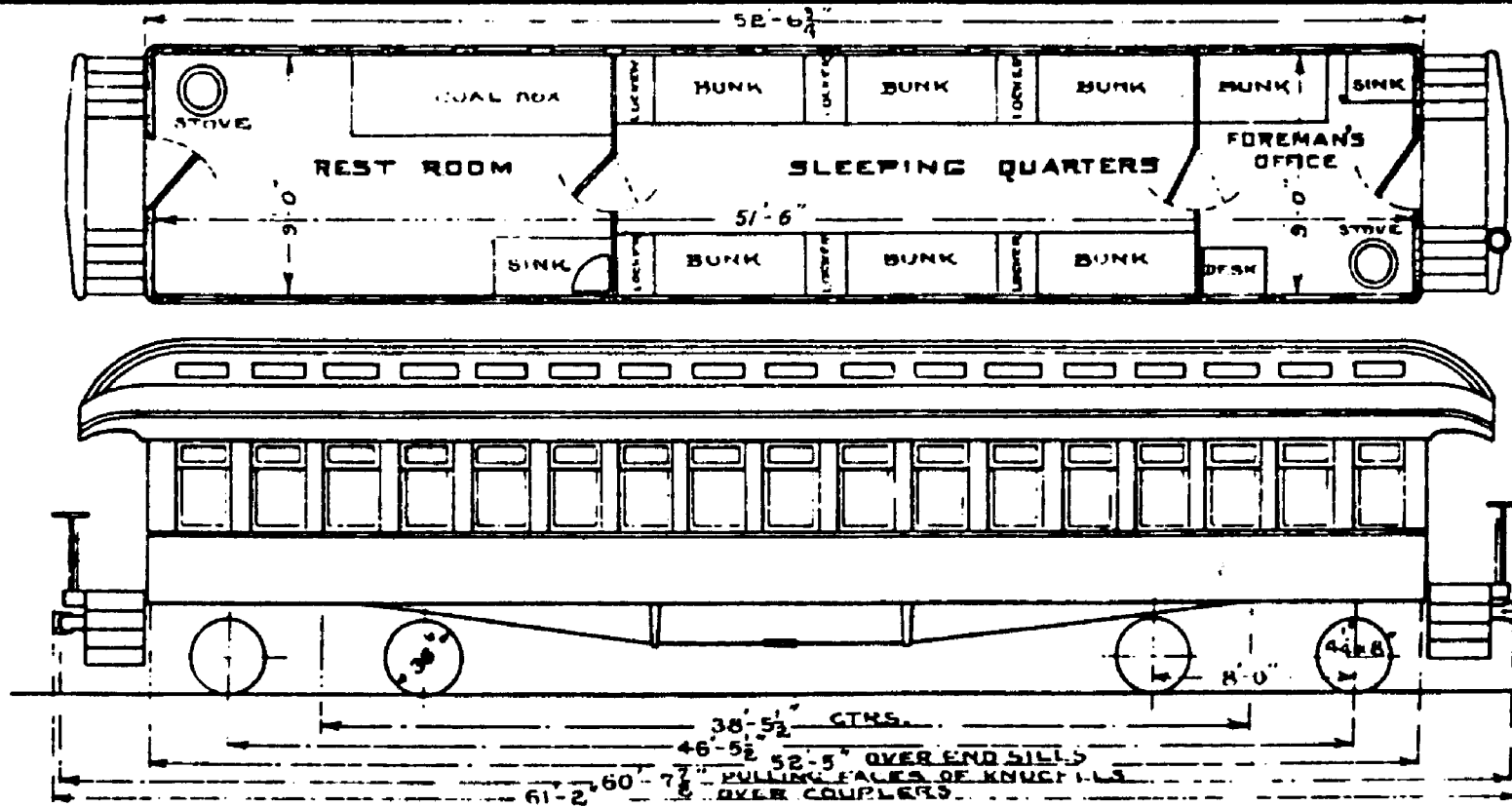


34'-0" CTRS.
42'-0" WHEEL BASE
51'-3" OVER END SILL
56'-7 1/8" PULLING FACE OF COUPLER
57'-2" OVER COUPLERS

4'-6" SIDE SILL

BUNK CAR-X-55519

WAS IN ORIGINAL SERIES OF 33 TO 42 NOW SHOWN AS 39 TO 42 ON PAGE NO. 23.



BUNK CAR X-53017