

PASSENGER CARS

ARKANSAS & MISSOURI #102

Baggage-Coach 1899

Builder: Boston and Maine RR

Combine

Carried passengers, baggage, light freight for B&M; restored to as-built appearance.

BALTIMORE & OHIO #5551 "SKYDOME"

Dome-Coach 1949

Builder: Pullman-Standard

"Low-profile" dome car to fit tight clearances in B&O tunnels.

BOSTON & PROVIDENCE

Coach 1833

Builder: Boston & Providence

"Stagecoach" type on four wheels.

CHESAPEAKE AND OHIO #5

Office Car 1905

Builder: Pullman

Wood and steel-sheathed; built for Frederick Vanderbilt as "Wayfarer"; luxurious accommodations for wealthy travelers.

CHESAPEAKE AND OHIO #970 "CITY TAVERN"

Dining Car 1925

Builder: Pullman

Modified with air conditioning, sealed windows; seats 40, with pantry, galley.

CHICAGO & EASTERN ILLINOIS #405

Coach (steel) 1911

Former Lehigh Valley car; all-steel construction.

CHICAGO, BURLINGTON & QUINCY "ALEUTIAN"

Office Car 1923

Builder: Pullman

Built as Copper River & Northwestern #100; then to CB&Q.

CHICAGO, BURLINGTON & QUINCY #192 "SILVER SPOON"

Dining Car 1938

Builder: Budd

Stainless-steel car with fluted siding; built for *Zephyr* service.

CHICAGO, BURLINGTON & QUINCY #482 "DUBUQUE"

Sleeping Car 1948

Builder: Pullman

Smooth-sided, modern car with private accommodations for individual, family travelers; has 8 duplex roomettes, 6 roomettes, 3 bedrooms, 1 compartment; painted in Northern Pacific colors for use on jointly operated *North Coast Limited*.

CHICAGO, BURLINGTON & QUINCY #1582

Baggage 1916

Builder: American Car & Foundry

Used for bagged mail, express and baggage shipments; 70 feet long.

CHICAGO, BURLINGTON & QUINCY #1942

Baggage-Mail 1922

Builder: Standard Steel Car Co.

Mail was picked up "on the fly" by hook at Railway Post Office "apartment."

CHICAGO, BURLINGTON & QUINCY #6117

Coach (steel) 1922

Builder: Pullman

Heavyweight construction; six-wheel trucks.

CHICAGO, BURLINGTON & QUINCY #7200

Coach (steel) 1929

Builder: Chicago, Burlington & Quincy

One end converted to carry electric generator for commuter trains.

CHICAGO, INDIANAPOLIS & LOUISVILLE ("Monon") #90

Office Car Pre-1869

Wood and steel-sheathed; owned by Union Pacific, Southern Pacific before Monon; rebuilt from shorter car then covered with steel; used by railroad officials.

CHICAGO, ROCK ISLAND & PACIFIC #s 14 and 27

Coaches 1955

Builder: General Motors

Aerotrain cars of 10-car train; 4-wheel cars adapted from intercity bus bodies.

DELAWARE AND HUDSON #400

Office Car (steel) 1911

Builder: Pullman

Simulated wood sheathing.

GULF, MOBILE & OHIO #5998

Parlor-Observation Lounge 1935

Builder: American Car & Foundry

Round-end observation; aluminum-bodied car; used on B&O *Royal Blue* 1935-1937, then on Alton/GM&O *Abraham Lincoln*.

MASSACHUSETTS BAY AREA TRANSPORTATION AUTHORITY #54

Coach, Rail Diesel Car 1954 (Model RDC-1)

Builder: Budd

Self-propelled, diesel-powered, air-conditioned; built for Canadian Pacific Ry.

MINNEAPOLIS, ST. PAUL, AND SAULT STE. MARIE ("Soo Line") #49

Office Car 1911

Builder: Barney & Smith

Car has steel underframe; wood sides with steel sheathing.

MISSISSIPPI CENTRAL #A-252

Coach (wood) 1905

Builder: Barney & Smith

Wood open-platform car; arched upper window sash; last used in maintenance-of-way service.

MISSOURI-KANSAS-TEXAS #10

Coach (wood) 1891

Builder: M-K-T

Coach for *Katy Flyer* train.

MISSOURI-KANSAS-TEXAS #100262

Troop Sleeper 1946

Builder: Pullman

One of last built under WWII contract; carried 30 (29 troops and porter) in triple bunks; sold to M-K-T and used in maintenance-of-way service.

MISSOURI PACIFIC #750

Parlor-Observation Lounge 1940

Builder: American Car & Foundry

Aluminum body; ridden by Harry S. Truman St. Louis-Independence, MO, when he was Senator, Vice President, and retired President; part of first *Eagle* passenger train.

MISSOURI PACIFIC #6210

Coach (steel) 1924

Builder: American Car & Foundry

Commuter car operated between Pacific and St. Louis, MO; equipped with wide, open platforms and 3-2 seating.

PULLMAN "COLONIAL"

Office Car 1905

Builder: Pullman

Wood with steel sheathing; Pullman car first used for private lease, then sold and used as office car by several railroads; later owned by private individual.

PULLMAN "ST. CARVAN"
Sleeper (heavyweight) 1923
Builder: Pullman
12-section, single drawing room – the "traditional" open-berth Pullman.

ST. LOUIS-SAN FRANCISCO ("Frisco") "BLUEBONNET"
Office Car
Builder: Milwaukee Road
Formerly named "Milwaukee," then private car "Silurian."

ST. LOUIS-SAN FRANCISCO ("Frisco") #200
Office (wood) 1891
Builder: St. Charles Car Co.
Short car, typical of the time; steel-sheathed.

ST. LOUIS-SAN FRANCISCO ("Frisco") #251 "NORMANDY"
Baggage-Mail 1940
Builder: Pullman-Standard
Has fluted stainless-steel sides.

ST. LOUIS SOUTHWESTERN ("Cotton Belt") #71
Baggage-Mail (wood) 1905
Builder: American Car & Foundry
60-foot-long car with steel center sill; mail was sorted en route in 15-foot mail "apartment."

TEXAS AND PACIFIC #23
Instruction Car 1920
Builder: Pullman
Arched roof; rebuilt from coach #1603.

UNION PACIFIC #903673
Baggage-Mail 1949
Builder: American Car & Foundry
Smooth-side car with six-wheel trucks; last used by UP in maintenance-of way service; built as UP #5812.