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Vol. 5 SOUTHERN PACIFIC Prewar Cars

W. David Randall & William M. Ross

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Vol. 5 SOUTHERN PACIFIC

PREWAR CARS

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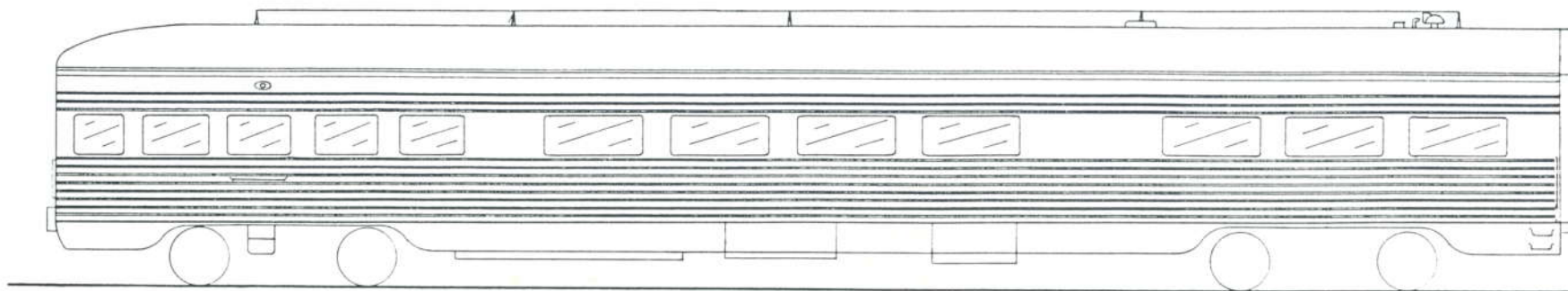
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INTRODUCTION

THE OFFICIAL PULLMAN STANDARD LIBRARY. From the days of the inception of the first lightweight streamline car, this collection has existed. Lingering, both in the minds of those few who were privileged to have lived through its creation, and also within the musty engineering files which have stood in danger of passing into obscurity.

Small portions of this collection have appeared, from time to time, in various publications. Never before has the entire format of the Pullman-Standard photographic archives plus the official floorplan drawings been available for publication.

We are grateful to those engineers and photographers whose responsibility it was to chronicle these historic documents. Even more significant, is the appreciation to those current executives and employees of PULLMAN TECHNOLOGY INC., whose wisdom and co-operation have opened the way that these magnificent works can be enjoyed by all.

Besides those with Pullman Technology Inc., we are also grateful to Mr. F. Travers Burgess for information on the trucks.

Complete erection drawings of all cars built by Pullman-Standard are available from:

PULLMAN TECHNOLOGY INC.
16412 Lathrop Avenue,
Harvey Illinois 60426.

Please write to them for price lists.

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SERIAL NUMBERS FOR RAILWAY PASSENGER CARS.

Unlike locomotives, when passenger cars were constructed, each builder utilized its own method of identification for the cars as they were built. This lack of uniform identification has created a monumental task of following the re-naming, re-numbering, and ownership changes which have occurred in the life span of these passenger cars. This problem has further been compounded with the creation of Amtrak, and the subsequent sale of surplus equipment to numerous individuals who have frequently re-named or re-configured these cars.

In 1981, RPC Publications released STREAMLINER CARS Volume 1-Pullman Standard. Without intention, RPC had created the embryo of a uniform classification system for all lightweight streamlined cars manufactured by PS, Budd, ACF and even those shop constructed cars. In this system, rather than using lot and plan numbers, a simple "Item" number was assigned. The specific lot, plan, date of construction and even disposition of each car in that group was thus outlined under the specific Item number.

With the completion of all three volumes of the Streamliner Cars series, we therefore had a common denominator for identifying every streamline car built. Very simply, all Pullman-Standard cars are chronologically listed in "Item numbers 1000 to 1538", although the system provided space for items through 1999. These listings are found in Streamliner Cars Vol. 1 - Pullman Standard.

Streamliner Cars Vol. 2 - The Budd Co. starts with Item 2000 and ends with Item 2475, and again is open through Item 2999. The final issue of Streamliner Cars, Vol 3 - ACF and Other Builders encompasses Item 3000 through 3332.

Since every motor vehicle in this country is registered, sold, and licensed through its VIN (Vehicle Identification Number) number, it seems only logical that an individual "Serial Number" could easily be created for every passenger car constructed. Since the publishing emphasis of RPC to date has been the streamline equipment, this is the easiest area in which to perfect the system. Even the heavyweight and wooden car constructions are projects still within the planning stage of RPC.

Each volume of the Streamliner Car series has the identical index by which a specific car may be located, by its original owning railroad, car number, or name. To be complete, therefore it is essential to have the data available in all three volumes.

As an example, the Southern Pacific Bar 54 seat Lounge, #10317, is found in the index on page 16 in any of the volumes. The "Item" number assigned is 1325, which indicates that the details are located in Volume 1 - Pullman Standard. Turning to "Item 1325" on page 104, we see that two cars were built as Lot 6805, Plan 7575, Ordered 6/46 and delivered 6/49. Here are the complete details:

<u>ITEM 1325</u>	2 Cars, Lot 6805, Plan 7575, Ordered 6/46, Delivered 6/49.
(1) Built as: Bar 54-seat Lounge.	
(2) 86-seat Coach.	
SP (1) 10316, (2) 2240 in 1963, Retired 1971, Sold to Purdy Co.	
SP (1) 10317, (2) 2241 in 1963, AMT (2) 7500 in 1973, Retired 1976, Sold to Rail Service Industries, Mira Loma Calif.	

Now to detail the the RPC (Railway Passenger Car) Serial Number:

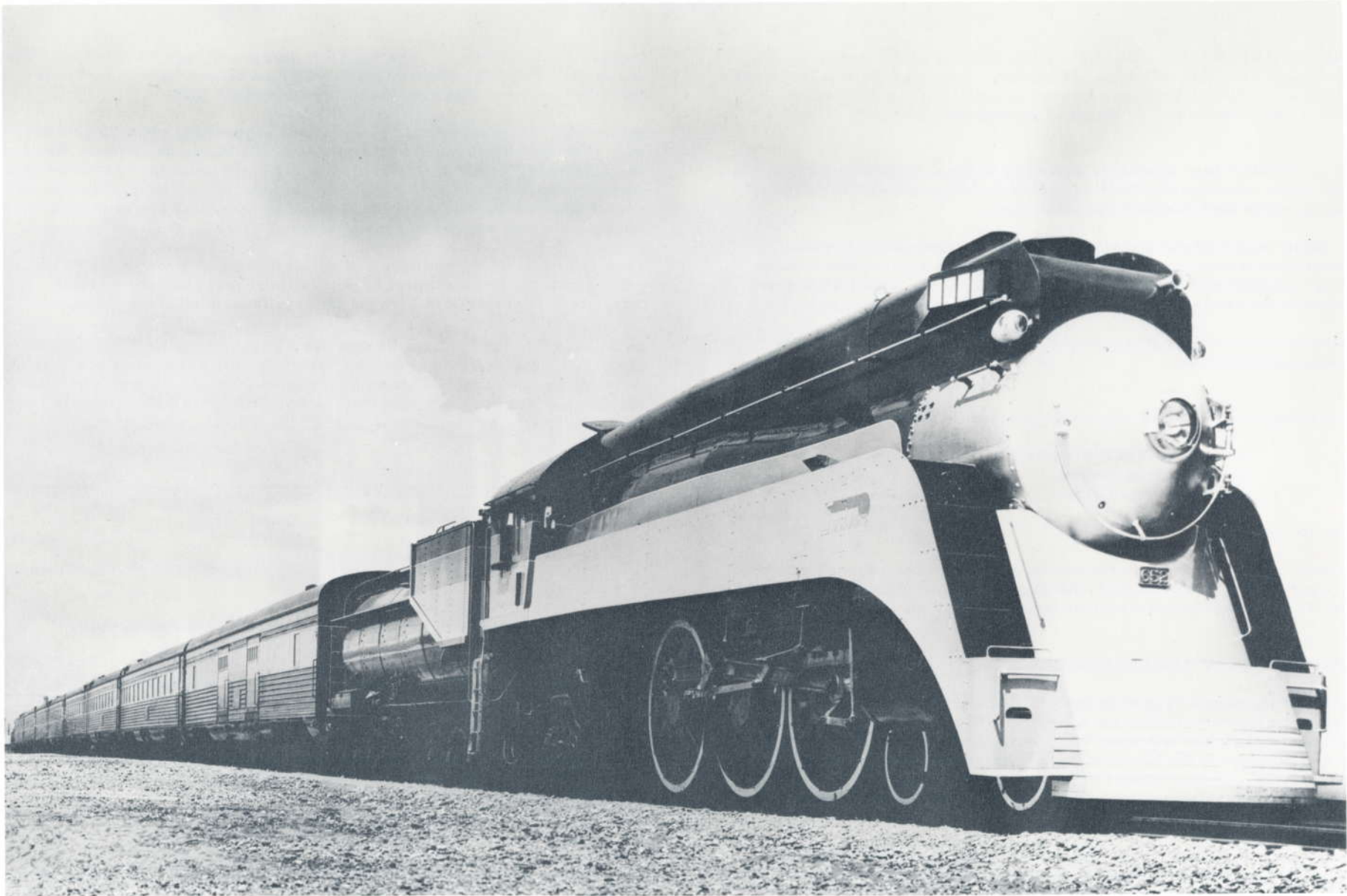
This car was built by Pullman Standard, PS	Year Built, 49	Item Number, 1325	Individual Car Number, 002
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The individual car number is determined by the sequence which the car is listed in Streamliner Cars. In this example, there were only two cars listed. However, some lots contained over 100 cars under the "Item Number" listing. Therefore, the specific RPC Serial Number For:

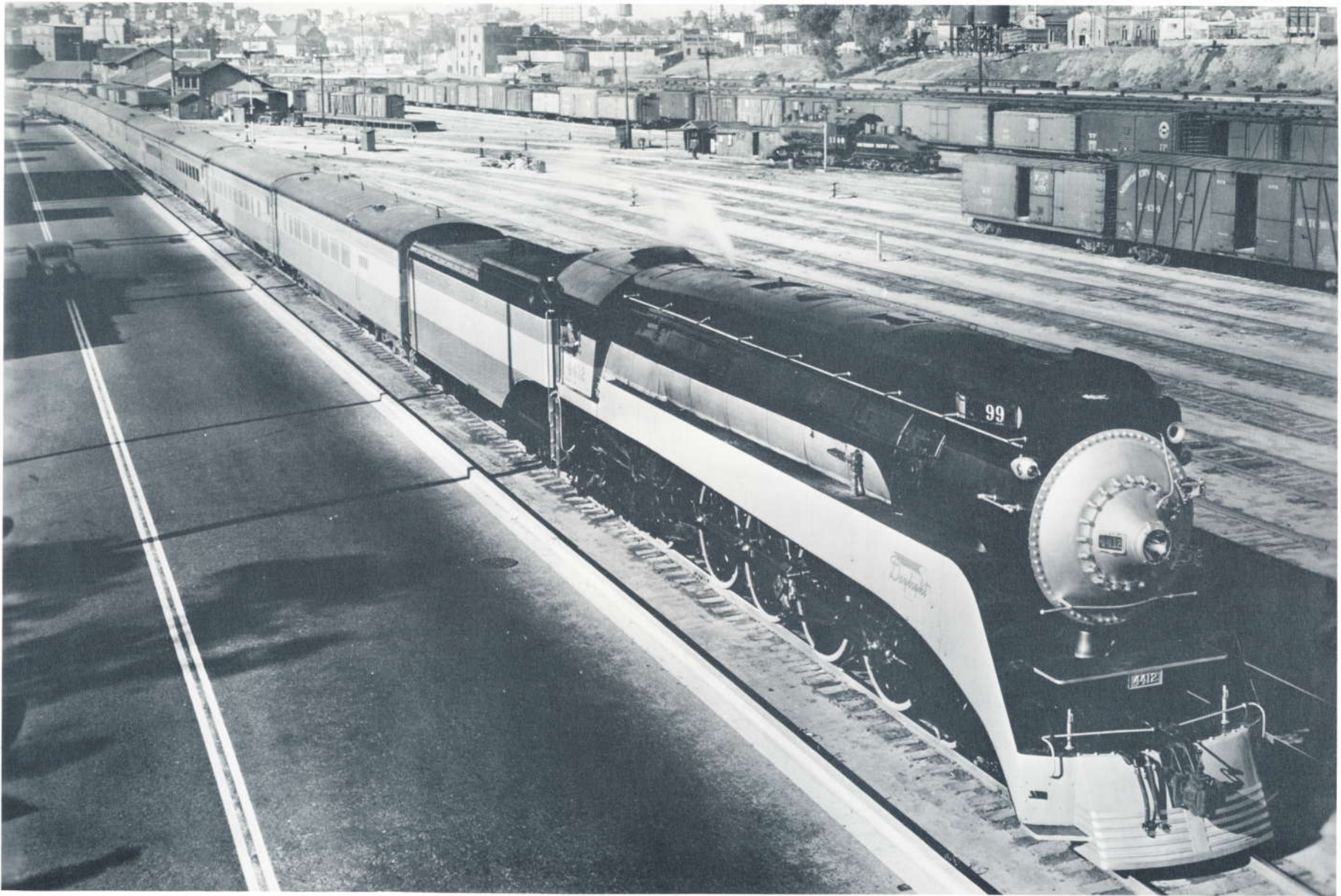
SP 10316 is PS49-1325-001
SP 10317 is PS49-1325-002

The significance of the use of this system is widespread. The Streamliner Car series is a source of refined data, and will have the specific serial number printed for each car in subsequent reprintings. You can bring your copies up to date by simply penciling in the numbers in the lefthand margin. Start with 001 and continue down for as many cars as exist under each "Item" listing. With the publication of the Official Pullman Standard Library, every car will be easily identified in the index, photographs, and drawings by quick reference to the RPC Serial Number.

Finally, the Passenger Car Annual, which lists all passenger cars currently owned by existing railroads, and the Private Passenger Car Annual, will utilize this system for car identification. The ease of entering this system into a computer is valuable, since any change in ownership, name changes, and disposition information will instantly be available. The day will eventually come, when the identifying RPC number will be etched on a permanent plate attached to every car in existence.



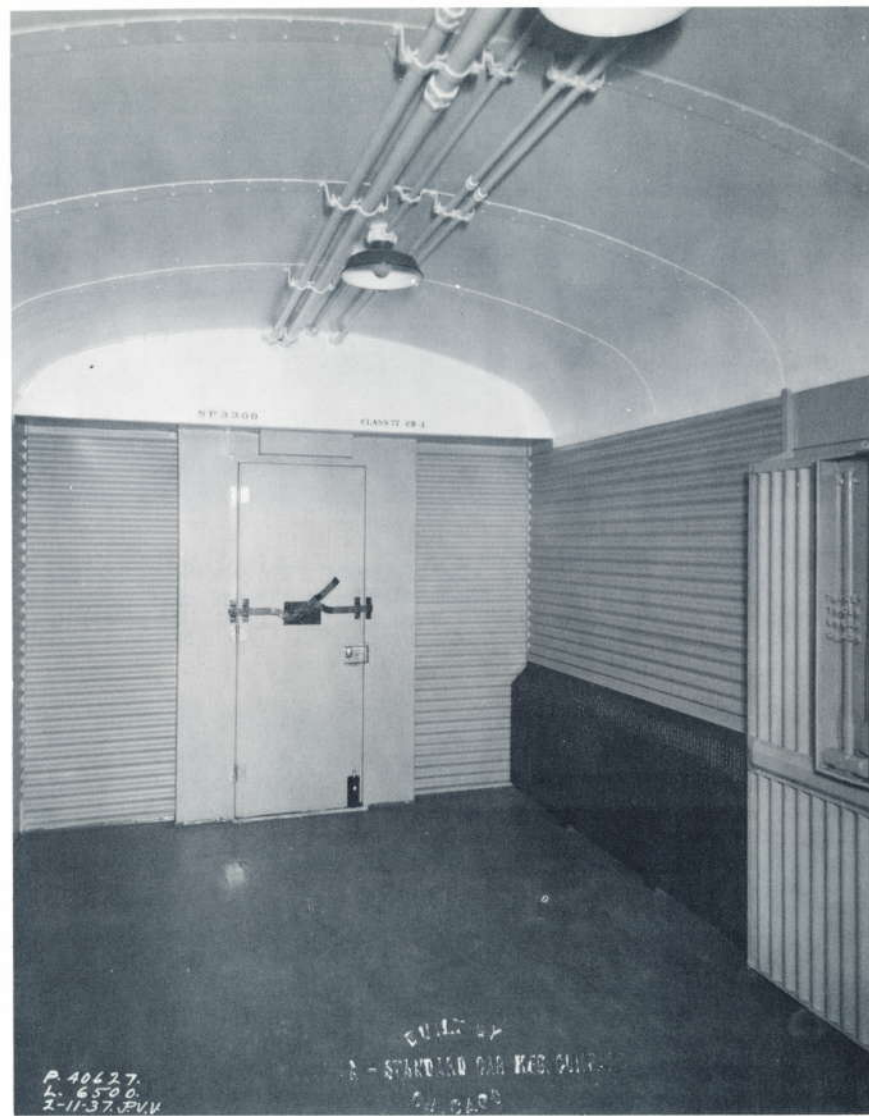
The SP's Texas subsidiary, the Texas & New Orleans, had their own version of the *Daylight*. The twin *Sunbeams* were inaugurated on September 19, 1937, for service between Dallas and Houston. In 1913 Brooks built the Class P14 4-6-2 Pacific steam locomotives for the T&NO. Three of these Pacifics were semi-streamlined for the *Sunbeam* service as shown in this official publicity photo taken with number 652 at the head end.



The magnificent styling of "The most beautiful train in the world" was evident as GS-2 #4412 headed out of the Taylor yard for this official Southern Pacific publicity photo. So striking was this new *Daylight*, that the driver of the only vehicle on San Fernando Blvd. was caught crossing over the double yellow lines as the spectacular train came into view.



Space for the SP News Agent was made available in the forward end of the Coach section of the Baggage Coach. Magazines, soda, milk, sandwiches, and candy were available to the budget-minded coach passengers. The seats had been rotated to the rear of the car, facing toward the vestibule. This provided a more appealing view of the elaborate design of the fabric, and of the *Daylight* emblem on the headrest covers.



The baggage car was used for storing the Checked baggage between LAUPT and the Third and Townsend Street station in San Francisco. At all of the intermediate points, the redcaps handled checked baggage through the elevator system located in each car. Supplies for the News Agent were also stored in the baggage room.

LOT 6500, PLAN 7375: 2, Baggage 44-seat Coach built 2/37 (PS37-1017-001 & 002).

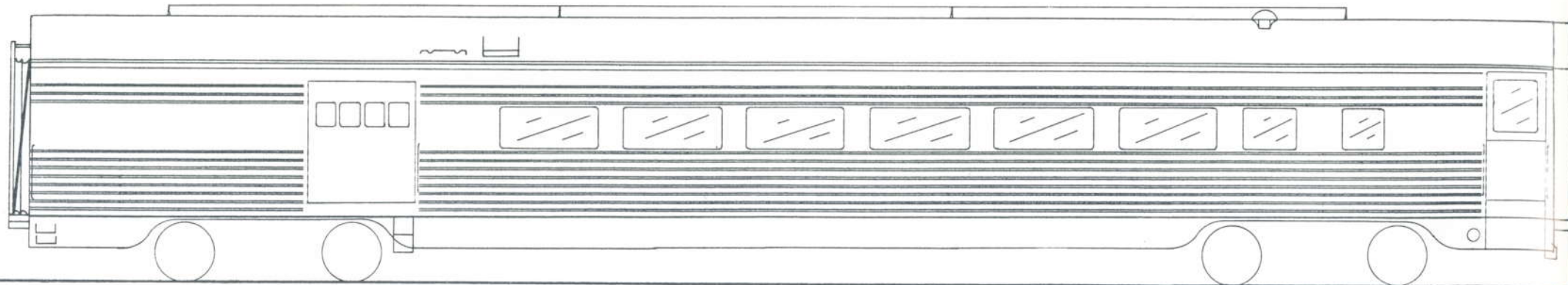


Unfortunately, the photographs taken of the 1937 *Daylight* did not include separate shots of the individual cars. The photographer did, however, take a front end view of the entire train set.

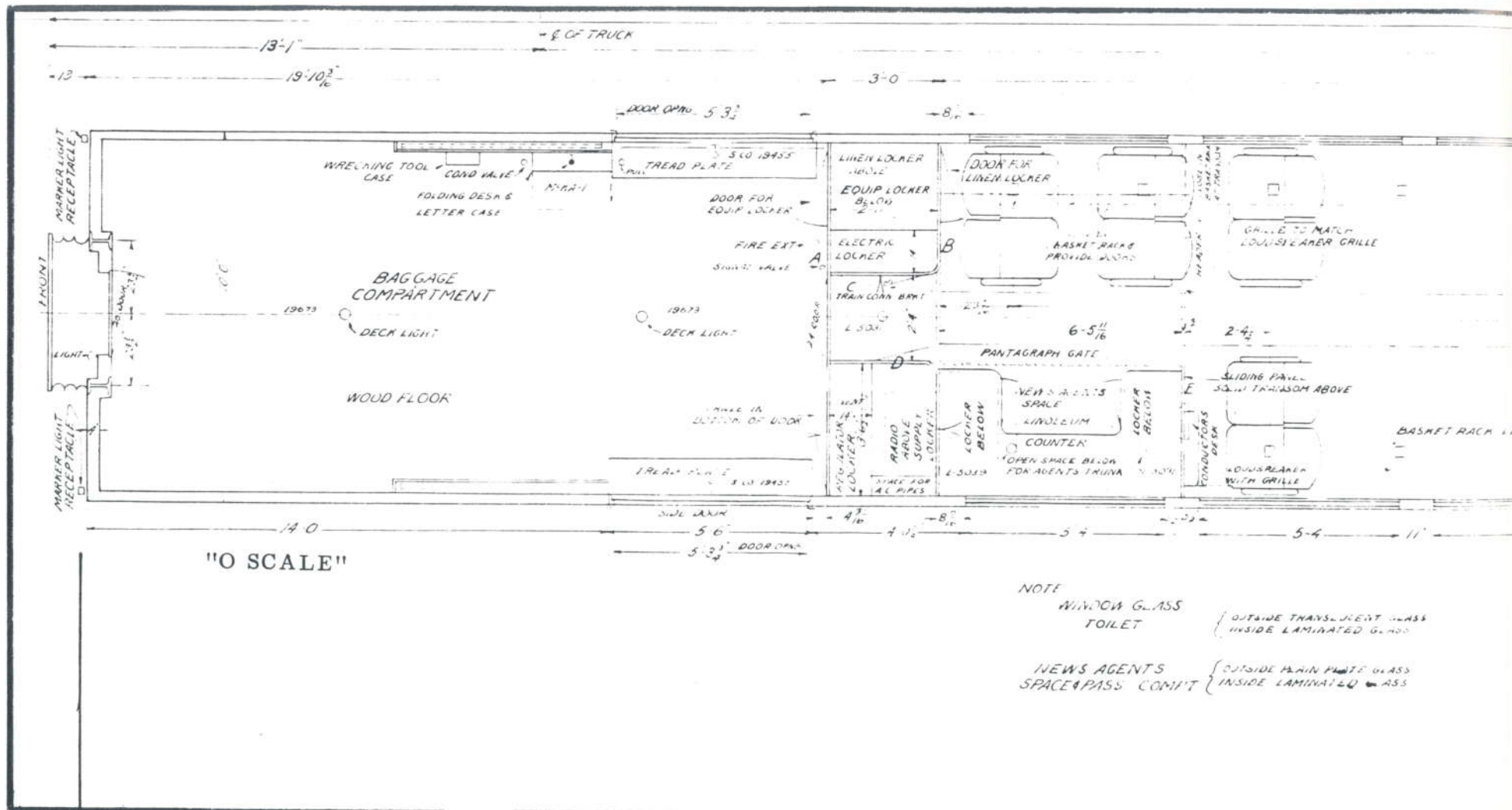


The Baggage Coach was photographed setting upon shop trucks while still under construction at the Pullman-Standard Chicago facility. There were two cars ordered in June 1936, and were built as Lot 6500, Plan 7375. They were delivered in February of 1937. Each car contained a Baggage room, a news stand, and 44 coach seats.

LOT 6500, PLAN 7375: 2, Baggage 44-seat Coach built 2/37 (PS37-1017-001 & 002).

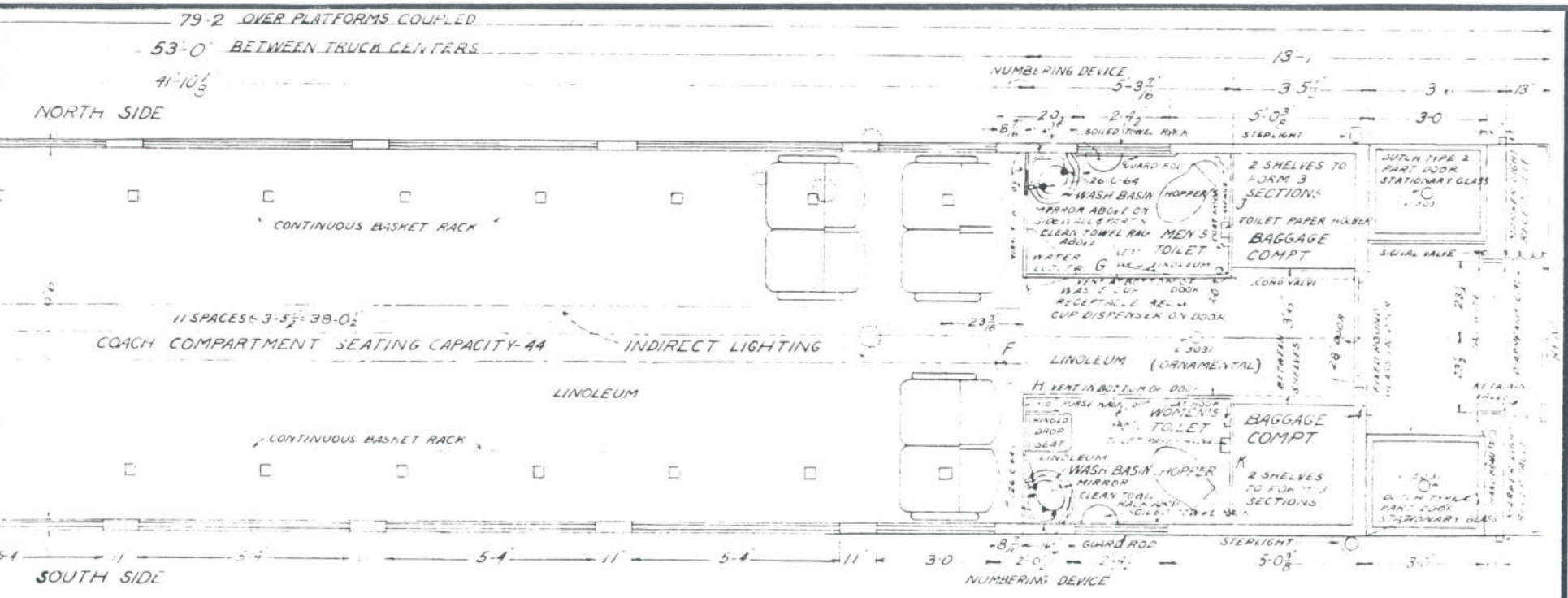
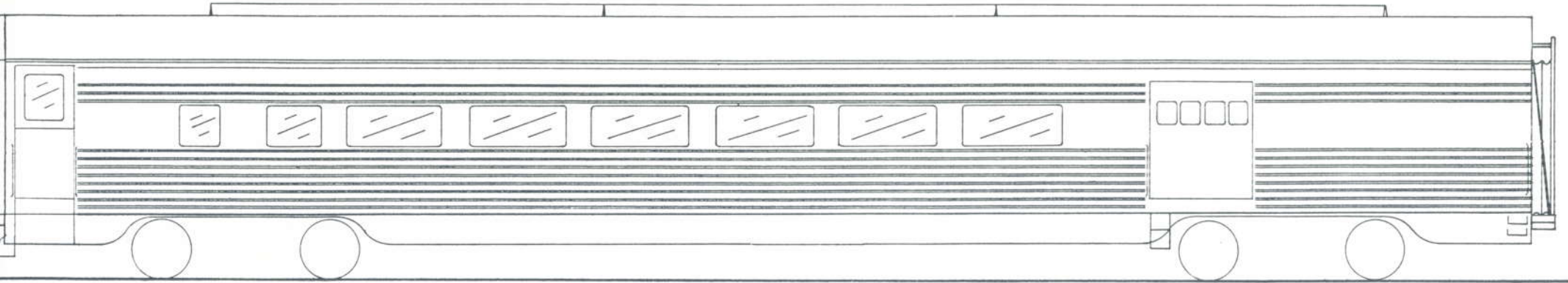


"HO SCALE"



"O SCALE"

NOTE WINDOW GLASS TOILET { OUTSIDE TRANSLUCENT GLASS INSIDE LAMINATED GLASS NEWS AGENTS SPACEPASS COMIT { OUTSIDE PAIRN PLATE GLASS INSIDE LAMINATED GLASS

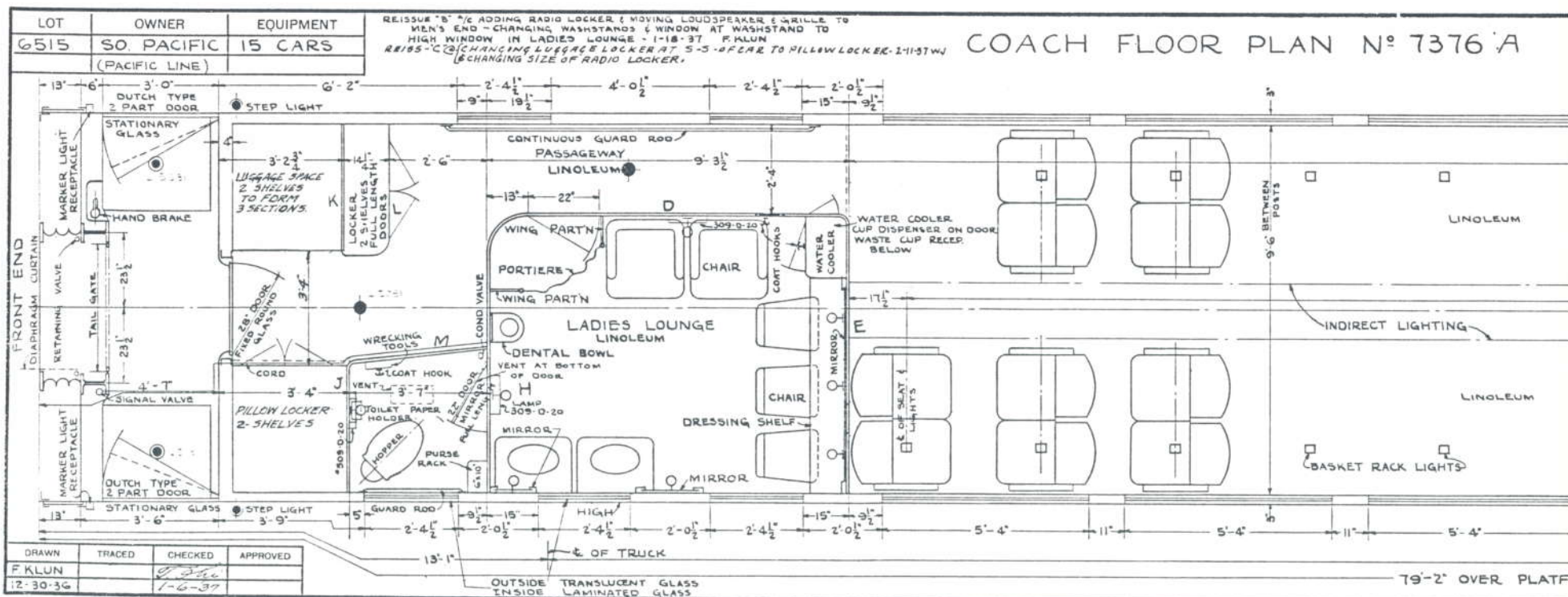
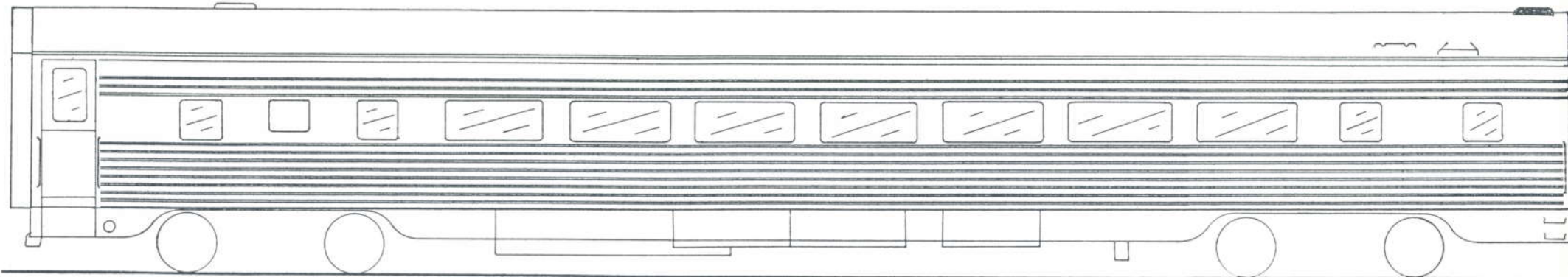


SOUTHERN PACIFIC LINES
 COMMON STANDARD
 77 FT. CHAIR-BAGGAGE

NOVEMBER 18 1937. SCALE

DP-22900
59-E-63-J

LOT 6500, PLAN 7376: 2, 48-seat Coach built 2/37 (PS37-1018-001 & 002).
 LOT 6515, PLAN 7376: 17, 48-seat Coach built 8/37 (PS37-1027-001 to 017).



LOT 6500, PLAN 7376: 2, 48-seat Coach built 2/37 (PS37-1018-001 & 002).
LOT 6515, PLAN 7376: 17, 48-seat Coach built 8/37 (PS37-1027-001 to 017).



Two 48 seat Coaches were ordered in June 1936, for the *Daylight* as Lot 6500, Plan 7376. Before these first two cars were delivered in February 1937, seventeen identical coaches, which were built as Lot 6515, Plan 7376A, were ordered in December, 1936. Two of the cars were painted in *Daylight* colors for the *Sunbeam*, and six were assigned to the *San Francisco Challenger*. The remaining nine were painted a solid olive drab, as shown above, and were assigned to the *Californian*. This last group of cars was delivered during the summer of 1937.

LOT 6500, PLAN 7376: 2, 48-seat Coach built 2/37 (PS37-1018-001 & 002).
LOT 6515, PLAN 7376: 17, 48-seat Coach built 8/37 (PS37-1027-001 to 017).



Having progressed from the mundane interiors of the heavy weight car era, the designs within the 48 seat non articulated coaches were very progressive and modern for the mid 1930's. The floors were covered with marbled linoleum with twin stripes outlining the center aisle. Tubular stainless steel frames were incorporated into the design of the seats which also introduced swirling patterns of bright colors in the upholstery. Strips of polished aluminum were used extensively around the windows, walls, and ceilings of the cars to enhance the tone of the modern decor.

LOT 6500, PLAN 7376: 2, 48-seat Coach built 2/37 (PS37-1018-001 & 002).
LOT 6515, PLAN 7376: 17, 48-seat Coach built 8/37 (PS37-1027-001 to 017).



The Art Deco period had its influence even in the appointments of the Men's Room. Once again aluminum strips were used in parallel lines, set against satin finished walls of the room, to create a striking departure from the older equipment to which the public had become accustomed.

LOT 6500, PLAN 7376: 2, 48-seat Coach built 2/37 (PS37-1018-001 & 002).
LOT 6515, PLAN 7376: 17, 48-seat Coach built 8/37 (PS37-1027-001 to 017).



A large circular mirror adorned the bulkhead of the prewar cars built for the SP. The speaker above the door was used by the Passenger Agent to make announcements of importance to the passengers.

LOT 6500, PLAN 7376: 2, 48-seat Coach built 2/37 (PS37-1018-001 & 002).
LOT 6515, PLAN 7376: 17, 48-seat Coach built 8/37 (PS37-1027-001 to 017).



The appointments within the Women's room were designed to be a little more appealing to the ladies. Fabric upholstery covered the chairs, and curtains were provided at the windows and the doorway. A small vanity was provided for the convenience of the ladies while powdering their noses.



SAN JOAQUIN DAYLIGHT

Route of the Sacramento Daylight

MORNING DAYLIGHT

NOON DAYLIGHT

7,000,000 Passengers Can't Be Wrong!

ON March 21, 1937, the first sleek, streamlined *Daylights* slipped out of Southern Pacific's Los Angeles and San Francisco passenger terminals. Since then, more than 7,000,000 passengers have traveled in air-conditioned comfort on these fast, low-fare luxury trains.

The famous red, orange and black Southern Pacific *Daylights* are the most popular long-distance coach trains in the country and among the most beautiful trains in the world. These million-dollar streamliners offer you every modern comfort in train facilities, furnishings and improved mechanical features for smooth riding. Each car is fully air-conditioned and radio equipped. Enormous windows afford an unbroken view of scenic California by daylight, and reclining chairs are foam-rubber cushioned for complete relaxation. A maid, in attendance at all times, is popular with mothers traveling with small children.

You have a choice of three "daily by daylight" streamliners in both directions between Los Angeles and San Francisco. The famous *Morning Coast Daylights* skim along the scenic Coast Line. *Noon Coast Daylights* follow the same route, leaving later in the day. The *San Joaquin Daylights* speed through the rich San Joaquin Valley and over the Tehachapi Mountains.

Now a fourth pair of *Daylights*—the *Sacramento Daylights*—operate between Sacramento and Los Angeles via the San Joaquin Valley *direct through without change of cars*.

HIGHLIGHTS OF THE "DAYLIGHTS"

Each *Daylight* cost more than one million dollars.

Each is streamlined from locomotive to parlor-observation car, each is painted a distinctive red and orange color.

All seats are adjustable to a comfortable reclining angle and cushioned with foam rubber soft as air.

Windows are enormous—five feet wide; giving you the sensation of being out-of-doors.

All cars are air-conditioned—radio-equipped. Luggage is stored in unique baggage elevators—a Southern Pacific innovation.

All chair cars have fluorescent ceiling lights that give the nearest thing to actual daylight yet discovered.

Two *Daylights* daily in each direction between San Francisco and Los Angeles via the Coast Line.

Morning Daylight is popular with people who like an early departure and early arrival. *Noon Daylight* is popular with people who prefer a later departure and later arrival.

Coast Line *Daylights* carry a unique three-car dining, lounge and kitchen car unit.

San Joaquin Daylight offers the only *through* streamlined train service between Oakland and Los Angeles via the San Joaquin Valley.

Sacramento Daylight provides the only *through* streamlined train service without change of cars between Sacramento and Los Angeles.

Chair car and parlor car seats should be reserved in advance.

S.P.

The friendly Southern Pacific

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