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Vol. 6 SOUTHERN PACIFIC Postwar Cars

W. David Randall & William M. Ross

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POSTWAR CARS

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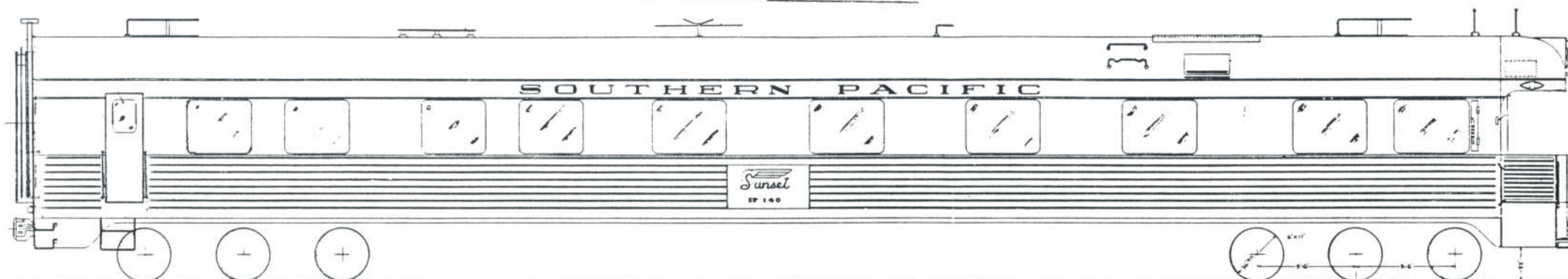
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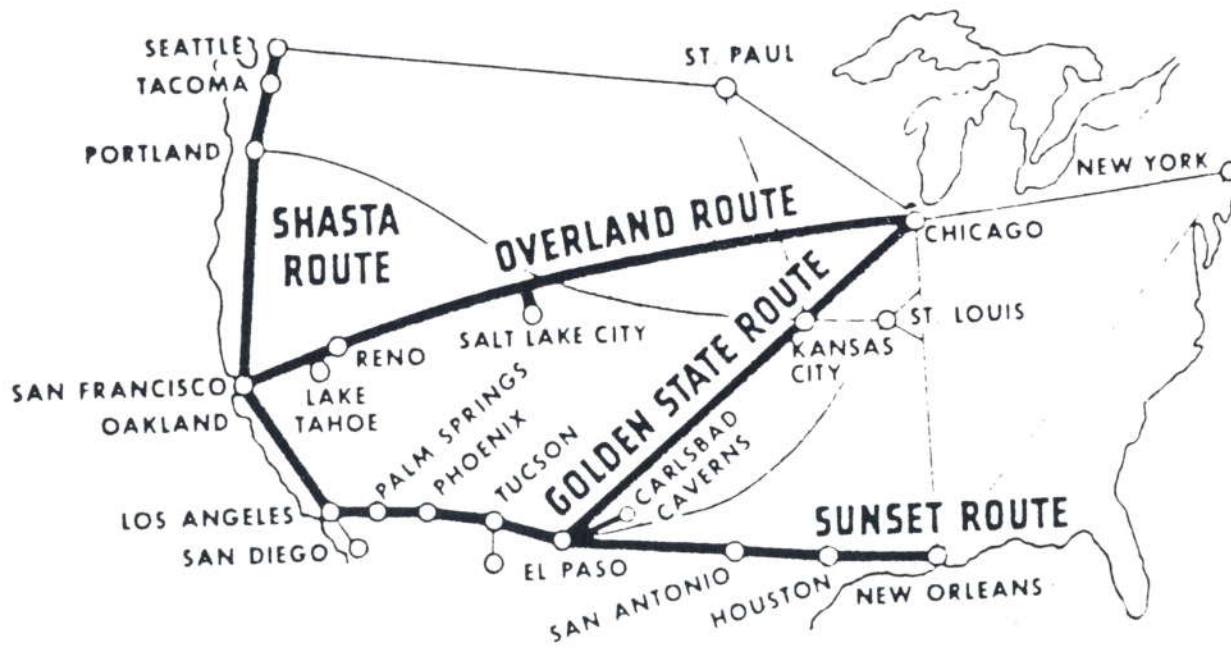
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# INTRODUCTION

THE OFFICIAL PULLMAN STANDARD LIBRARY. From the days of the inception of the first lightweight streamline car, this collection has existed. Lingered, 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 1009 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:

---

<b>ITEM 1325</b>	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	Year Built,	Item Number,	Individual Car Number,
Pullman Standard, PS	49	1325	002

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.

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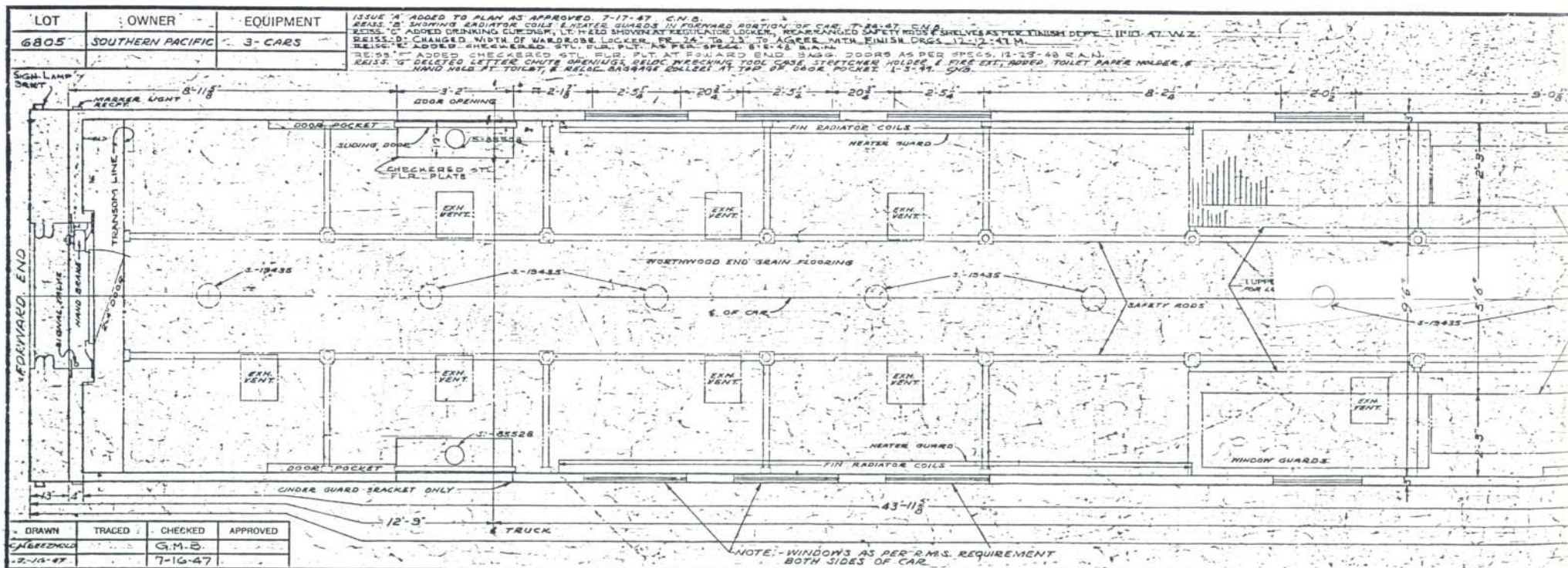
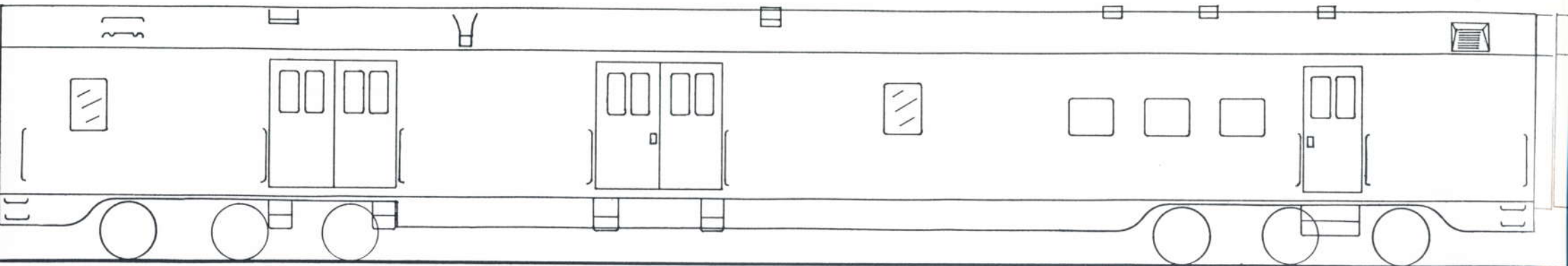


Although the exteriors of these Baggage/RPO's were finished in the dignified two-toned gray for the Cascade, the window and door placement were identical to those cars built for the Shasta Daylight as plan 7568. When delivered, the RPO sections were lacking the necessary postal equipment. It was not until 1950 that these items were installed in car #6602, thus requiring its identity to be reclassified to #5011. In 1953 the same transformation occurred with car #6601 resulting in the new number of 5012. Finally, car #6600 was converted in 1962, appearing with the new number 5013.

LOT 6805, PLAN 7568A: 3, BAGGAGE (MAIL) CARS built 6/49. (PS49-1321-001 to 003).

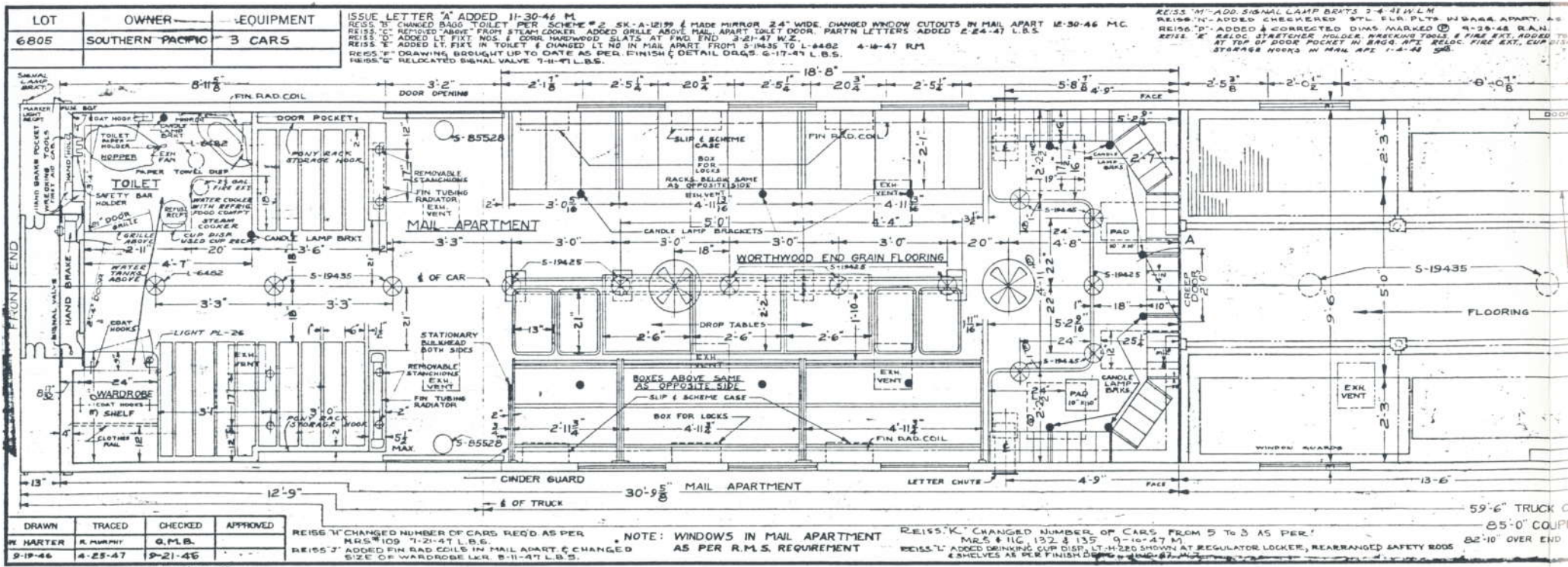
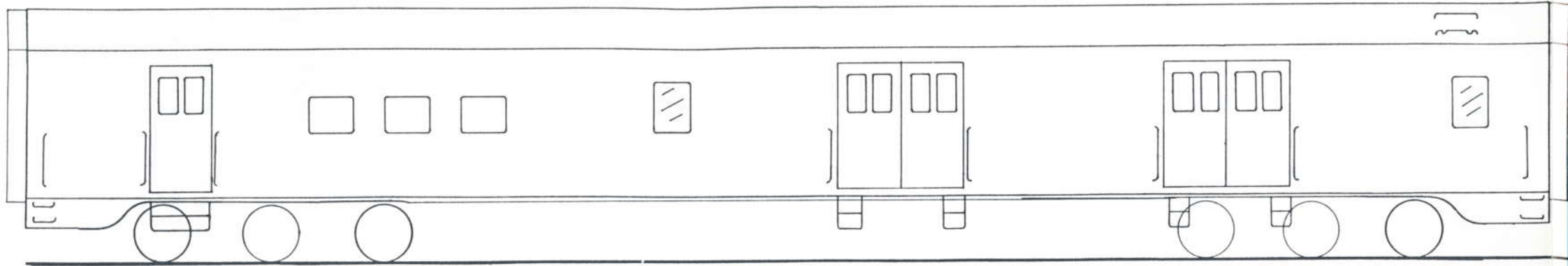


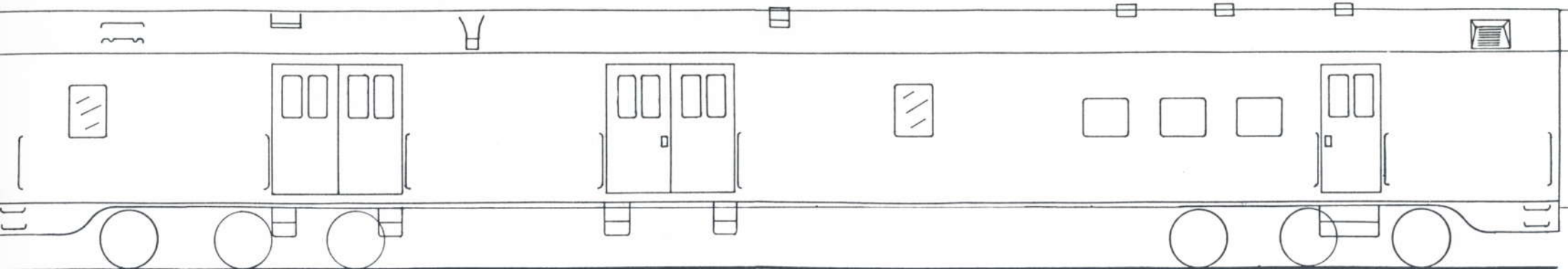
The three Baggage/RPO's originally numbered 6600-6602 were built under Lot 6805, Plan 7568A. The order was placed in 9/47, with delivery of the equipment being made in 6/49. By 1968, all three cars had been sold for scrap to Associated Metals of Benecia California.



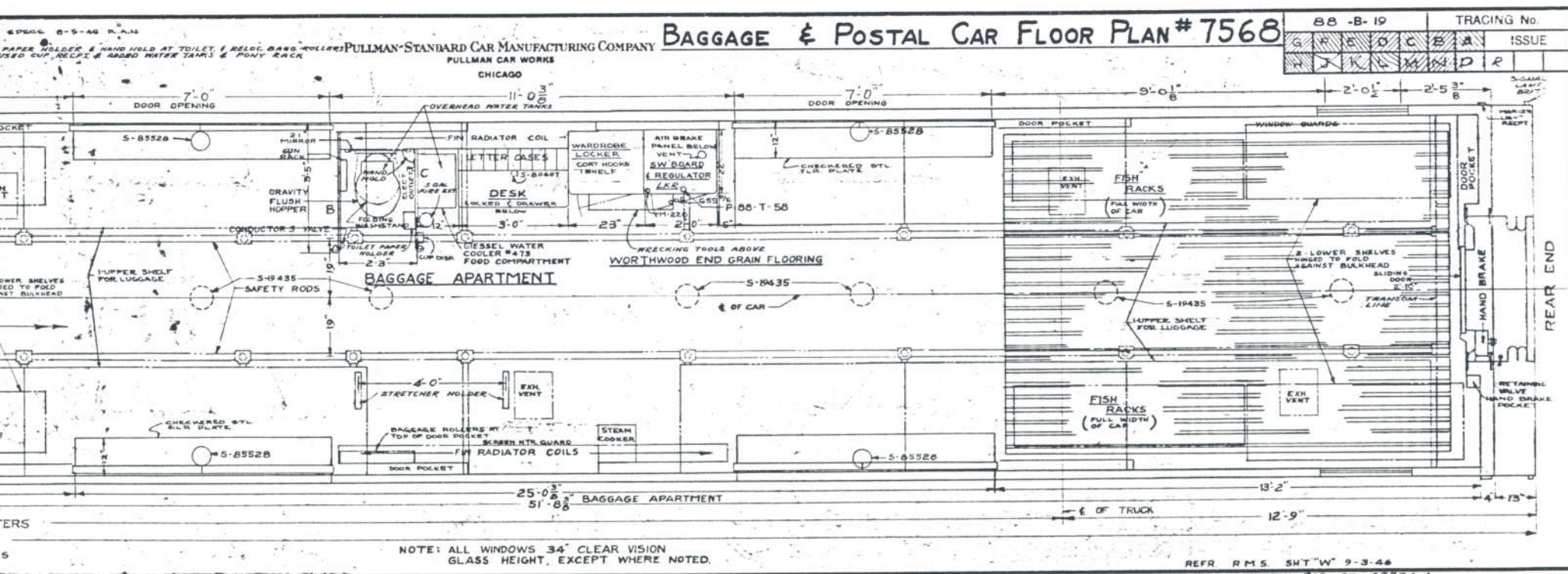






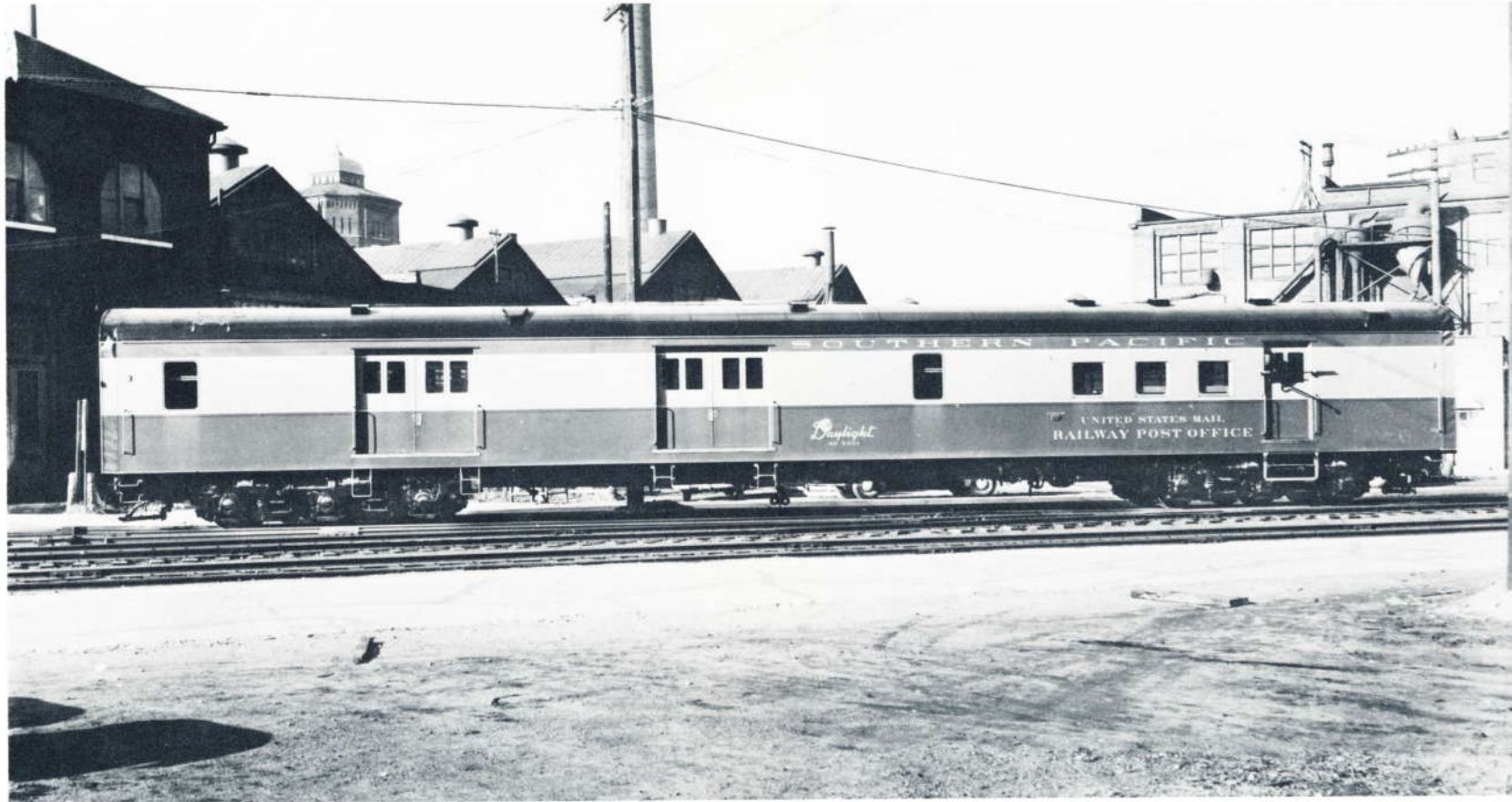


HO SCALE



O SCALE

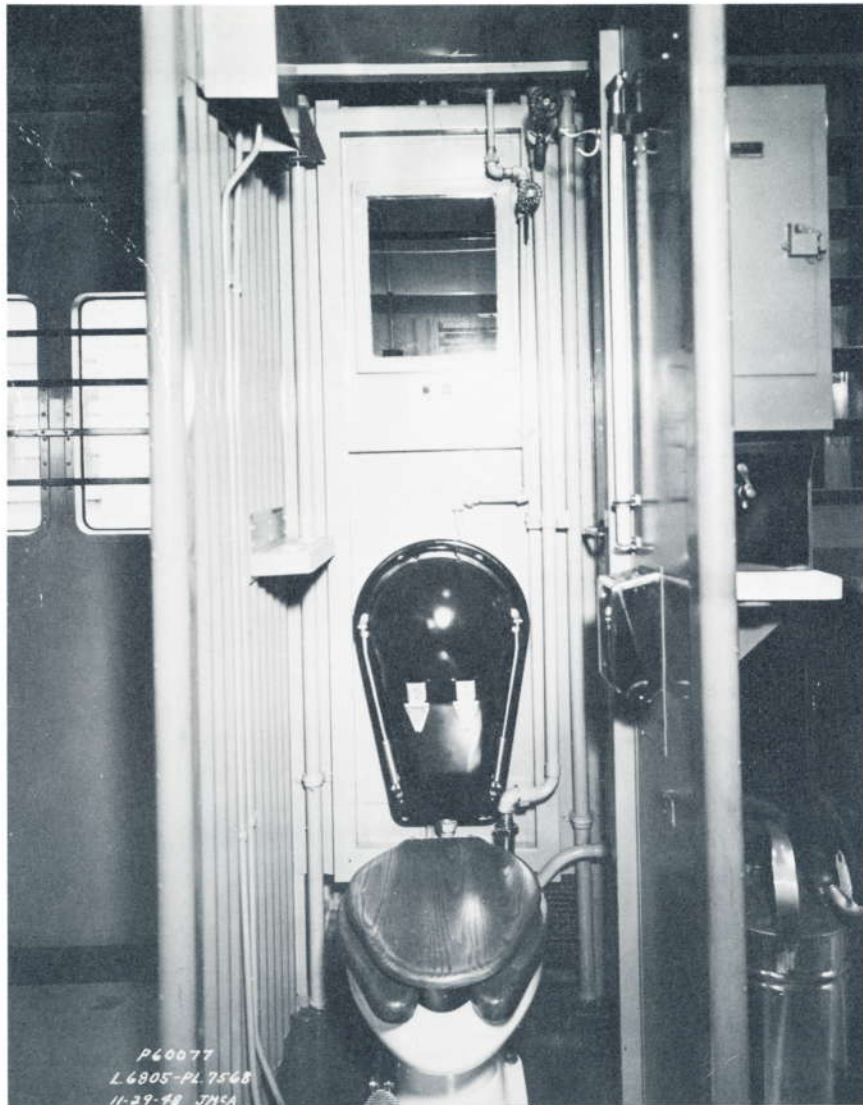
LOT 6805, PLAN 7568: 3, BAGGAGE, 30' MAIL CARS built 6/49. (PS49-1320-001 to 003).



Three Baggage cars with 30' Mail compartments were ordered 6/46 for service on the *Shasta Daylight*. They were delivered in June of 1949 in time for the inaugural of the *Shasta*, on July 10. All three cars ran on that train until they were retired in 1968 and sold to Associated Metals of Benecia, California for scrap.



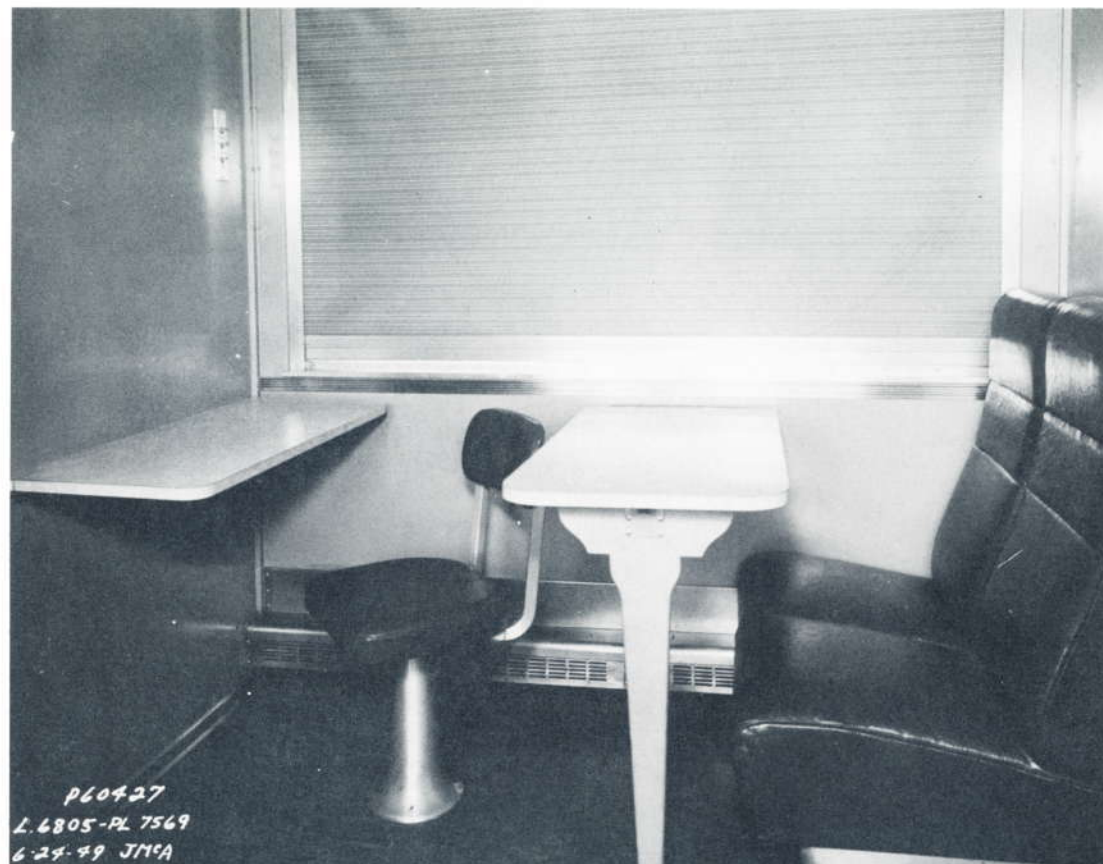
Residents of Salem, Eugene, and Klamath Falls, Oregon were able to receive prompt mail delivery, thanks to the RPO provided on board the *Shasta Daylight*. Postal clerks were able to sort mail for specific mail runs in this 30 foot room.



Meager toilet facilities were provided for Postal crews and the baggageman. Absolutely no privacy was provided. However, a solid wood toilet seat was provided, making this car a meeting place for one of the first members of the Birch John Society!



*Shasta Daylight* passengers were able to check baggage which was stored in the space provided at the rear of this car. The baggageman sorted the parcels for each destination, placing the bags on the racks along the wall.



One of the coaches on each of the two *Shasta Daylight* consists contained a work space for the conductor and trainman. It was necessary for them to sort tickets and maintain records of their train orders. They too, had an oversize window to enjoy the scenery of Northern California and Oregon.

Radio and recorded musical programs were provided to *Shasta Daylight* passengers from this massive console located in the coach next to the news agent's stand. Each car in the train was connected to the radio and public address system.



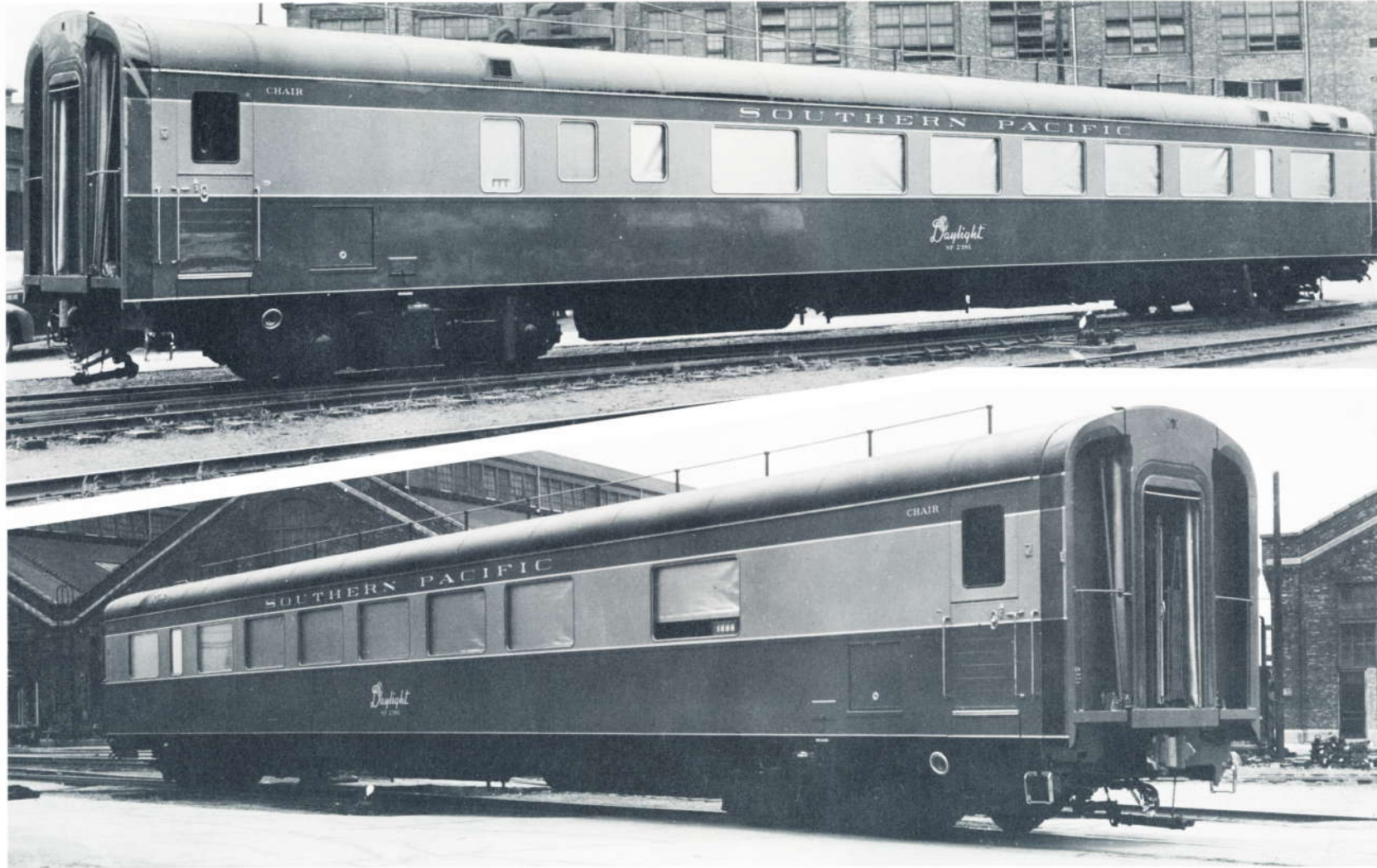
The SP was famous for their "News Agent" service provided to the coach passengers on board their trains. Adjacent to the Conductor's desk, was this small space for the News Agent to display and sell his products. The bar, located above the window, was for hanging magazine racks. A small refrigerator beneath the counter was used to store cold drinks.



The accommodations provided *Shasta Daylight* passengers were as luxurious as anything ever built for coach patrons. The inclusion of plush fabric upholstery and drapes created a pleasant atmosphere for the coach passengers.



LOT 6805, PLAN 7569: 2, 46-SEAT COACHES with NEWS STAND built 6/49. (PS49-1322-001,002).



Two coaches, each containing 46 seats, a Conductors desk, and the News Agent's stand, were ordered 6/46 and delivered in June of 1949. This was the first coach in each consist located directly behind the Baggage Mail car. Car #2381 was sold to Amtrak in 1973, and in 1975; was sold to Rail Service Industries of Mira Loma, California. The SP retained car #2390 until 1975 when it was sold for scrap to the Purdy Co. of Ewing, California.

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