



Union Pacific train 382 nears Huntington, Oregon, on the Homestead Branch on January 2, 1934. Baggage-Passenger car No. 2801 trails the consist. This wooden car was rebuilt from Utah Central coach 20 about 1892 with a 20' 7" baggage compartment and served the UP until 1940.  
-Henry R. Griffiths, Jr., James L. Ehernberger collection

## COMBINATION BAGGAGE-PASSENGER CARS

by Clive S. Carter

**C**ombination Baggage-Passenger cars were interesting vehicles – nearly all were remodeled from redundant equipment and they normally ran on branch lines. Wooden combines were used until the introduction of remodeled steel cars at the beginning of the 1930s. Almost 150 ran on the Union Pacific System at one time or another. They are summarized here along with a few that had mail facilities.

### Running Numbers

In 1885 the Union Pacific assigned running numbers in the 700 series to the combines, each company in the System being assigned a block of numbers; for example, the OSL used Nos. 724-732. Companies acquired later were accommodated in the same way, their rolling stock being renumbered appropriately.

When the OSL and OR&N temporarily left the System in the mid-1890s, both companies renumbered their equipment. In 1914 a new scheme was implemented, the UP, OSL and OWR&N Baggage-Passenger combines being given numbers in the 2700, 2800 and 2900 series, respectively; those with a mail compartment were assigned to the 2500 (UP) and 2600 (OSL) series. Official records show almost universal application of the new numbers during the following year. Just prior to this time, combines operated by the UP had been renumbered in a transient 1400 series scheme. When the Los Angeles & Salt Lake RR joined the UP, its combines were renumbered into the 4800 series. An additional complication in the numbering story was that the UP often transferred numbers from retired cars to

new conversions, the same number thus being used twice or even three times.

### Wooden Combines

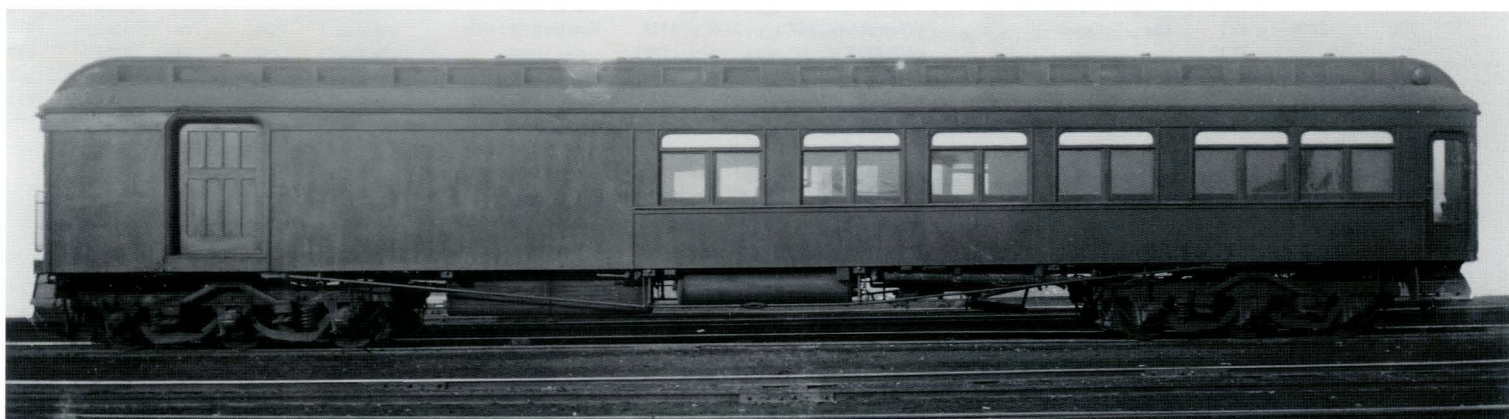
Table 1 provides a summary of the wooden combines owned by the UP and associates. Companies that the permanently departed the System during the 1890s receivership period were excluded. Essentially all the information came from official records.

Only a handful was bought new from Pullman. Union Pacific received two 50' Baggage- Passenger combines in 1890. The LA&SL had also had received five 70' cars in 1902-4 with arch pattern windows, a vestibule at the passenger end and six-wheel trucks. They operated in the Mail-Baggage-Passenger role for some time, finally losing their mail room.



Passenger-Baggage No. 2704 was in service at Greeley, Colorado, on March 28, 1936. This car was remodeled in 1907 from an 1884-built coach and retired in May, 1938. -*Otto Perry photo, Denver Public Library Western Collection*

Passenger-Baggage No. 2715, remodeled from a coach built in 1870, was at Salina, Kansas, on March 5, 1939. Equipped with a running board on the roof, it remained in service until the end of 1940. -*Otto Perry photo, Denver Public Library Western Collection*



Although the lettering on this Baggage-Passenger car is faint, it is No. 752. This car was originally fitted out with a 24'10" mail apartment, but was rebuilt in 1915 to Baggage-Passenger No. 2722 and retired in 1918. -*Union Pacific Historical Collection*

By far the largest number were remodeled from obsolete Coaches or Chair cars built by various manufacturers and typically 20-35 years old when converted – the actual age depended on the pool of suitable candidates at the time. Availability also determined the size of the combines; after 1900 most were about 50' long. Notably, at least fifteen came from a group of 51'6"

Coaches rebuilt from UP Emigrant cars bought in 1888.

Open ends and 4-wheel trucks were common features; exceptions are noted in Table 1.

In addition, the OR&N remodeled several 60' vestibule cars, these being among the last wooden type done. Unusual choices were 70' cars carried on six-wheel trucks – the OSL utilized three

Diners while the UP, OSL and OWR&N converted the last of their composite Baggage-Buffer models and the LA&SL selected a 70' Coach.

Remodeling required removal of seats, windows and other passenger facilities from one end and construction of a baggage compartment with a door on each side. Baggage length generally lay in the 15'-26" range, but larger com-

Table 1 Wood Combines

First No.	1915 No.	Length	Rebuilt	Rebuilt From	Built	Bagg.	Retired	Notes
<b>Union Pacific Mail-Passenger</b>								
749 [2]	2500	51'7"	1909	Coach 524	Pullman 1886		1930	29'9" mail stub end; 1 wide vestibule; gas lit; r/n 1913 to 1430.
750 [2]	2501	51'6"	1909	Coach 526	B&S 1886		1933	29'9" mail stub end; 1 wide vestibule; gas lit; r/n 1913 to 1431.
751		51'6"	1904	Coach 449	Pullman 1888		-	25' mail; gas lit. Rebuilt 1913 to B&P 1483 (2723).
752 or 753	2502	50'			-1881		1916	24'10" mail; gas lit; r/n 1913 to 1437.
753 or 752		50'					-	24'10" mail; gas lit. Rebuilt c1915 to B&P 2722.
<b>Union Pacific Mail-Baggage-Passenger</b>								
791	2505	45'	1902	Coach 56	Cummings 1879	14'11"	1930	14'3" mail; r/n 1913 to 1440.
795	2506	48'6"	1888	Coach -	-1874	17'2"	1928	Ex-Kansas City & Omaha; 15'11" mail; r/n 1913 to 1441.
796	2507	44'2"			-1870	14'5"	1916	Ex-Kansas City & Omaha; 15'11" mail; r/n 1913 to 1442.
797	2508	51'6"			Pullman 1890	17'11"	1930	Ex-Kearney & Black Hills 1; 14'3" mail; r/n 1913 to 1443.
798		40'10"			Pullman 1890		-	Ex-Kearney & Black Hills 2. Rebuilt 1908 to B&P 766.
<b>Union Pacific Baggage-Passenger</b>								
715								Ex-Leavenworth, Kansas & Western.
740							c1906	Ex-Omaha & River Valley;
756							c1908	Ex-Echo & Park City.
758	2700 [1]	42'				17'4"	c1917	Ex-Salt Lake & Western; r/n 1913 to 1450.
	2700 [2]	51'6"	1926	Coach 540	Pullman 1888	26'9"	1933	
760 [1]		44'3"			Chester Mfg. 1867		by 1901	
760 [2]	2701	48'6"	1901	Coach & Mail -	UP 1875	17'2"	1927	R/n 1913 to 1451.
761 [1]		44'6"			Chester Mfg. 1867		by 1901	
761 [2]	2702	51'2"	1901	Coach -	UP 1885	19'5"	1934	R/n 1913 to 1452.
762 [1]		44'6"			Cummings 1879		by 1907	
762 [2]	2703 [1]	49'10"	1907	Coach -	Pullman 1881	20'3"	c1922	R/n 1913 to 1453.
	2703 [2]	51'8"	1925	Chair 1025	St. Charles 1889	25'4"	1934	
763 [1]		44'6"			B&S 1867		by 1907	
763 [2]	2704	51'5"	1907	Coach 488	UP 1884	19'7"	1938	R/n 1913 to 1454.
764		44'5"			Harrisburg 1879		c1912	
765	2705	45'			J&S 1879	20'5"	1927	R/n 1913 to 1455.
766 [1]		43'			Wason 1869		by 1908	
766 [2]	2706	40'10"	1908	Bagg., M & Pass. 798	Pullman 1890	13'6"	1929	R/n 1913 to 1456.
767 [1]		45'7"			B&S 1870		by 1910	
767 [2]	2707 [1]	52'8"				25'10"	c1916	R/n 1913 to 1457.
	2707 [2]	51'8"	1925	Chair 1026	St. Charles 1889	25'5"	1937	
768 [1]		44'8"			B&S 1869		by 1910	
768 [2]	2708	50'10"	1910	Coach 401		22'6"	1928	401 ex-Leavenworth, Kansas & West. 111; r/n 1913 to 1458.
769 [1]		48'			B&S 1870		by 1910	
769 [2]	2709	50'10"	1910	Coach 402		23'8"	1929	402 ex-Leavenworth, Kansas & West. 112; r/n 1913 to 1459.
770	2710	47'1"	1884	Coach -	Harrisburg 1867	23'6"	1928	R/n 1913 to 1460.
771		51'2"			UP 1872		c1887	
772		48'6"	1886	Emigrant 955	UP 1874	19'8"	c1912	
773	2711	50'		New (not rebuilt)	Pullman 1888	24'6"	1940	R/n 1913 to 1462.
774	2712	50'		New (not rebuilt)	Pullman 1888	24'7"	1940	R/n 1913 to 1463.
775	2713	45'1"	1888	Coach 449	H&H 1870	18'	1926	R/n 1913 to 1464.
776	2714	43'6"	1888	Coach 417	B&S 1866	17'3"	1928	R/n 1913 to 1465.
777		44'10"	1889	Coach 420	UP 1872		by 1910	
778	2715	45'6"	1889	Coach 450	H&H 1870	18'	1940	R/n 1913 to 1466.
779		48'5"				19'3"		}
781		43'				16'10"		} Two cars r/n 1913 to 1468-9; all four retired by c1915.
787		43'				16'8"		}
788		45'				14'9"		}
	2716	51'8"	1925	Chair 1027	St. Charles 1889	25'5"	1934	
	2717	51'8"	1925	Chair 1043	St. Charles 1889	25'5"	1940	
	2718	51'6"	1925	Chair 1044	B&S 1889	25'4"	1936	
	2719	51'4"	1925	Coach 538	Pullman 1889	26'11"	1936	
783	2720	51'8"	1911	Chair 631	St. Charles 1889	25'8"	1933	6-w. trucks; stub end baggage; gas lit; r/n 1913 to 1480.
784	2721	51'8"	1911	Chair 632	St. Charles 1889	25'5"	1931	Stub end baggage; gas lit; r/n 1913 to 1481.
	2722 [1]	50'	c1915	Mail & Pass. 752 or 753		24'10"	c1918	Gas & oil lit; r/n 1913 to 1482.
	2722 [2]	51'8"	1925	Chair 1030	St. Charles 1889	25'5"	1940	Gas lit.
	2723	51'6"	1913	Mail & Pass. 751	Pullman 1888	26'4"	1933	Gas & oil lit; r/n 1913 to 1483.
	2724	56'6"	1926	Chair 1031	Pullman 1890	29'6"	1944	6-w. trucks.
782	2725	51'6"	1911	Coach 537	Pullman 1888	26'10"	1933	6-w. trucks; 1 wide vest.; stub bagg.; gas & oil lit; r/n 1913 to 1485.
	2726 [1]	51'6"	1916	Coach -		23'8"	c1918	
	2726 [2]	56'6"	1925	Chair 1033	Pullman 1890	29'7"	1934	6-w. trucks.
	2727	51'6"	1916	Coach 417	Pullman 1888	23'8"	1933	
	2728	51'6"	1916	Coach 415	Pullman 1888	23'8"	1933	
	2729	51'6"	1916	Coach 407	Pullman 1888	23'9"	1933	
	2730	51'6"	1916	Coach 413	Pullman 1888	23'7"	1936	Acetylene gas & oil lit.
	2731 [1]	51'6"	1919	Coach 4XX	Pullman 1888		c1923	
	2731 [2]	51'6"	1925	Chair 1046	B&S 1889	25'4"	1938	6-w. trucks.
	2732	51'6"	1919	Coach 446	Pullman 1888	21'	1940	
	2733	51'6"	1919	Coach 450	Pullman 1888	21'2"	1934	Acetylene gas lit.

First No.	1915 No.	Length	Rebuilt	Rebuilt From	Built	Bagg.	Retired	Notes
<b>Union Pacific Baggage-Passenger cont.</b>								
	2734	51'	1919	Coach 452	B&S 1880	23'	1933	Acetylene gas lit.
	2735	48'	1919	Coach 463	UP 1872	21'11"	1929	Acetylene gas lit.
	2736	50'	1919	Coach 478	Pullman 1881	23'	1939	Gas lit.
	2737	68'4"	1921	Composite 2740 [1]	Pullman 1887	41'4"	1933	6-w. trucks; 1 wide vestibule; stub end baggage.
	2738	51'6"	1922	Coach 502	UP 1882	20'6"	1938	Gas lit.
	2739	51'6"	1922	Coach 521	Pullman 1886	20'9"	1940	Gas lit.
	2740 [2]	51'6"	1923	Coach 525	B&S 1886	20'10"	1934	Gas lit.
	2741	51'6"	1923	Coach 538	Pullman 1888	20'11"	1928	Gas lit.
	2742	51'6"	1923	Coach 549	St. Charles 1889	21'4"	1929	Gas lit.
	2743	51'6"	1923	Coach 543	Pullman 1888	21'	1937	Gas lit.
<b>Oregon Short Line Mail-Baggage-Passenger</b>								
575	2600	61'6"	1910	Dining 349				6-w. trucks; stub end bagg. gas lit. Rebuilt 1921 to B&P 2811.
<b>Oregon Short Line Baggage-Passenger</b>								
{							c1903	Renumbered c1898: 550
{	2800	42'11"	1894		UC 1874	22'11"	1936	Renumbered c1898: 551
{			1894				c1900	Renumbered c1898: 552
{			1893				c1903	Renumbered c1898: 553
{	2801	45'	1892	Coach UC 20		20'7"	1940	Renumbered c1898: 554
{	2802	46'7"	1893	Coach 270 (ex-UC)	Litchfield 1873	17'3"	1939	Renumbered c1898: 555
{	2803	48'7"	c1891		UP 1873	25'6"	1939	Renumbered c1898: 556
731			c1891				c1896	
732			c1891				1893	
	2804	50'	1890	Coach UC 22		20'6"	1931	OSL 557; possibly renumbered from 550-556 series.
	2805	45'7"	1906		Ohio Falls		1928	OSL 558
	2806	71'8"	1916	Composite 290 (2806)	B&S 1899	31'6"	1940	6-w. trucks; 1 wide vestibule; stub end baggage; gas lit.
	2807	71'8"	1916	Composite 291 (2807)	B&S 1899	31'7"	1940	6-w. trucks; 1 wide vestibule; gas lit.
	2808	71'8"	1916	Composite 292 (2808)	B&S 1899	31'8"	1940	6-w. trucks; 1 wide vestibule; gas lit.
	2809	70'	1917	Dining 355	Pullman 1900	23'11"	1937	6-w. trucks; 1 wide vestibule.
	2810	70'	1918	Dining 356	Pullman 1901	22'8"	1933	6-w. trucks; 1 wide vestibule.
	2811	61'6"	1921	Bagg., M & Pass. 2600		35'7"	1940	6-w. trucks; stub end bagg. gas lit.
	2812	45'9"	1899		AC&F		1936	Acquired Aug. 1936 as P&IN 151.
<b>Oregon-Washington Railway &amp; Navigation Baggage-Passenger</b>								
745		44'	1893	Coach 804	H&H 1880	12'	1906	r/n c1898: OR&N 67. Sold 1906 to Klamath RR.
747		44'	1893	Coach 802	H&H 1880	12'	1906	r/n c1898: OR&N 65. Sold 1906 to Pacific Ry. & Nav.
749 [1]		40'	1893	Coach 809	H&H 1880	11'7"	1908	r/n c1898: OR&N 62. Sold 1908 to Pacific Ry. & Nav.
750 [1]		44'	c1895	Coach 805	H&H 1880	12'	c1900	r/n c1898: OR&N 66
	2903	71'6"	1923	Composite 2903	B&S 1899	19'11"	1928	6-w. trucks; 1 wide vestibule, stub end baggage; oil & gas lit.
748	2904	40'	1892	Coach 808	H&H 1880	19'7"	1922	r/n c1898: OR&N 61; r/n c1911: OWR&N 590
744	2905	40'	1893	Coach 811	H&H 1880	16'10"	1916	r/n c1898: OR&N 63; r/n c1911: OWR&N 591
746	2906	44'	1893	Coach 801	H&H 1880	12'	1922	r/n c1898: OR&N 64; r/n c1911: OWR&N 592
743	2907	40'	1893	Coach 810	H&H 1880	16'10"	1915	r/n c1898: OR&N 60; r/n c1911: OWR&N 593
	2908	51'	1909	Coach 100 (ex-UP 453)	B&S 1880	14'1"	1929	r/n c1911: OWR&N 594.
	2909	46'6"					c1915	ex-NC 101 r/n OR&N 200; r/n c1911: OWR&N 595
	2910	46'6"					c1916	ex-NC 102 r/n OR&N 201; r/n c1911: OWR&N 596
	2911	51'6"	1915	Coach 222	Pullman 1889	12'6"	1928	2 wide vestibules.
	2912	51'4"	1917	Coach 807	Pullman 1883	29'9"	1923	
	2913	51'4"	1918	Coach 808	Pullman 1883	23'9"	1929	
	2914	51'4"	1918	Coach 811	Pullman 1883	23'9"	1928	
	2915	51'5"	1918	Coach 812	Pullman 1889	12'7"	1929	2 wide vestibules.
	2916	60'	1923	Chair 1401	Pullman 1899	18'4"	1940	6-w. trucks; 2 wide vestibules.
	2917	60'	1923	Chair 1403	Pullman 1900	16'6"	1937	6-w. trucks; 2 wide vestibules.
	2918	60'	1924	Coach 833	Pullman 1903	30'3"	1929	2 wide vestibules.
	2919	60'	1924	Coach 834	Pullman 1903	15'5"	1940	2 wide vestibules.
	2920	60'	1924	Coach 835	Pullman 1903	15'5"	1943	2 wide vestibules.
	2921	60'	1924	Coach 837	Pullman 1903	15'5"	1949	2 wide vestibules.
	2922	60'	1924	Chair 1402	Pullman 1900	31'3"	1944	6-w. trucks; 2 wide vestibules.
<b>Los Angeles &amp; Salt Lake Baggage-Passenger</b>								
7	4850	44'10"			OB 1890	15'1"	c1925	Rebuilt c1904 to Coach & Mail. Gas lit.
8	4851	50'	1901		Wason 1891	17'11"	1926	
9	4852	45'			OB 1890	20'7"	c1925	Probably renumbered from 4, c1906. Gas lit.
200	4853	70'		New (not rebuilt)	Pullman 1902	38'1"	1930	6-w. trucks; 1 wide vestibule; stub end baggage; gas lit.*
201	4854	70'		New (not rebuilt)	Pullman 1902	38'1"	1930	6-w. trucks; 1 wide vestibule; stub end baggage; gas lit.*
202	4855	70'		New (not rebuilt)	Pullman 1902	38'1"	1930	6-w. trucks; 1 wide vestibule; stub end baggage; gas lit.*
204	4856	70'		New (not rebuilt)	Pullman 1904	29'	1930	6-w. trucks; 1 wide vestibule; stub end baggage; gas lit.*
	4857	70'	1927	Coach 4120	AC&F 1902	38'6"	1934	6-w. trucks; 2 wide vestibules; gas lit.

Note: Combines had open ends and oil lights except where noted.

\* Remodeled c1912 from Mail-Baggage-Passenger.

Key: B&S - Barney & Smith    NC - North Coast Ry.    H&H - Harlan & Hollingsworth    UC - Utah Central Ry.    J&S - Jackson & Sharp  
P&IN - Pacific & Idaho Northern Ry.    OB - Osgood Bradley    N - Narrow vestibule    W - Wide vestibule    S - Stub end

[1] - First use of number

[2] - Second use of number

R/n - renumbered.



San Pedro, Los Angeles & Salt Lake No.53 pauses at Panaca, Nevada, midway out the 33-mile Pioche Branch from Caliente, with the daily local train about 1909. Trailing the 4-6-0 is Baggage-Passenger car SP, LA&SL No. 7. No. 7 was built by Osgood Bradley in 1890, renumbered 4850 in 1915 and retired circa 1925. -John. R. Signor collection

partments were also built. The rest of the car was essentially unaltered: passenger accommodation was typically 20-30 seats for 50' cars and 40-50 seats in larger models, with toilet facilities. Batches appeared intermittently; typically 2-5 conversions (per year) in years when the fleet needed replacements, or enlarging in response to traffic needs. No doubt each company's workshops did the work.

Oil lights alone were used until 1910. Subsequently, any cars selected for conversion that had gaslights normally kept them, oil lights being added.

When the last conversion was turned out in 1927 the wooden fleet had reached peak size two years earlier:

- 47 Union Pacific
- 12 Oregon Short Line
- 13 O-WR N
- 5 Los Angeles & Salt Lake
- 77 Total

Just about all were retired during the next dozen years. Only three wooden combines remained by 1941; the final one was condemned in 1949.

## Steel Combines

Six steel 60' Mail-Passenger combines purchased (\$9,629 each) from Pullman in 1912 were built in the contemporary "Harriman" style, on four-wheel trucks (Table 2). The mail compartment occupied half of the body, the passenger half having a vestibule, toilet and seating for 38 (later 36). Lighting was gas and electric, until the gas equipment was removed around 1927.

The LA&SL ordered two 70' Mail-Baggage-Passenger cars from the same manufacturer the following year (Table 2). This Harriman pair had a 15' mail section and a 38'9" baggage compart-

ment, leaving space for 18 passengers, two toilets and a vestibule. Lighting was the same as the UP cars when new, but by 1941 had been altered so that No. 4800 had electric lights while No. 4801 was gas lit.

Remodeling of steel cars into Baggage-Passenger combines began in 1931. This was the first step in bringing the class into line with the rest of the passenger equipment, over 80% having steel construction by that time. The oldest steel vehicles had already exceeded 20-years service and some now faced redundancy with a downturn in traffic.

Ten 60' Harriman style Chair class

Table 2 New Steel Combination Cars

Type	Builder	Date	Length	UP No.	Prior Nos.	Retired
Mail-Passenger (1)	Pullman	1912	60'	2510	741; 1400	1960
Mail-Passenger (1)	Pullman	1912	60'	2511	742; 1401	1960
Mail-Passenger (1)	Pullman	1912	60'	2512	743; 1402	1965
Mail-Passenger (2)	Pullman	1912	60'	2513	744; 1403	1959
Mail-Passenger (1)	Pullman	1912	60'	2514	745; 1404	1960
Mail-Passenger (1)	Pullman	1912	60'	2515	746; 1405	1957
Mail-Baggage-Passenger (3)	Pullman	1913	70'	4800	LA&SL 205	1954
Mail-Baggage-Passenger (4)	Pullman	1913	70'	4801	LA&SL 206	1956

Notes:

- (1) Rebuilt 1943 to Baggage-Passenger. (2) Rebuilt 1944 to Baggage-Passenger.
- (3) Renumbered in 1948 to 2800. (4) Renumbered in 1948 to 2801.



Mail-Passenger car No. 741 (later 2510) built in 1912 and fitted with mail collection equipment. -Union Pacific Historical Collection



UP 2515 at Wells, Nevada, February 22, 1946. Originally Mail-Passenger 746, built by Pullman in 1912, the 60' car was rebuilt as a Baggage-Coach in 1943 and was retired in 1957. -A. C. Phelps, Jeff Cauthen collection

were selected for remodeling (Table 3). Pullman had built two lots for the UP in 1909-1910. A 26'10" baggage compartment was constructed at one end, a number of seats and a small smoking room being removed. A 4'10" wide baggage door was installed on each side and window openings covered with steel panels. Racks, a desk and stove were furnished for the conductor. Thirty seats remained in the leftover passenger compartment for its new role. Passenger amenities included steam heat, a stove and water cooler, together with separate toilets for men and women. Vestibules stayed at both ends. Pintsch gas could be stored in the existing three under floor tanks and although equipped with electric lights, an axle driven generator and batteries were not provided either when new or during conversion. Oil lamps were added as an extra source of lighting.

The job was done by Omaha Shops between 1931 and 1935. Running num-

bers assigned were 2700-2701, 2741-2742 and 2744-2749, gaps in the series being occupied by wood combines.

Ten more Chair cars were converted in 1943, coming from the same lots as in the previous program (Table 3). Design was basically the same as before, with minor changes in floor plan and provision of roof ventilators for the baggage compartment. The baggage entry door almost reached the roof, whereas in the first batch it extended only to the letter board. Running numbers, 2702-2711, were previously carried by wooden combines.

The final remodeling program involved the UP Mail-Passenger cars (Nos. 2510-2515) built in 1912. All were converted to Baggage-Passenger in 1943/4. Post office equipment was stripped out to yield a 30' baggage compartment, the three vertical windows on each side staying in place. The existing passenger compartment was unchanged.

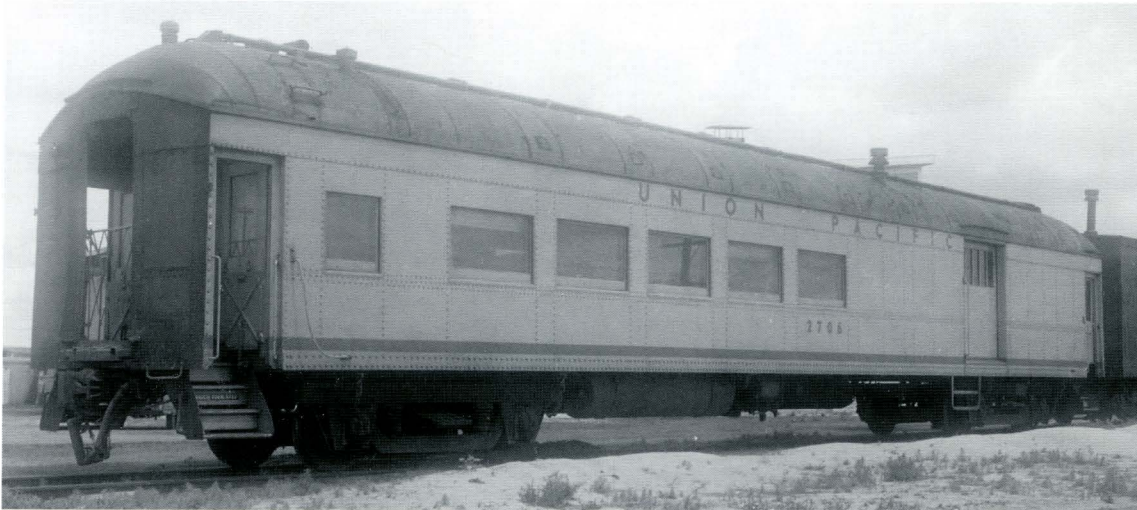
**Table 3 Combines Remodeled from Steel Chair Cars**

Combine No.	Remodel Year	Chair No.	Built	Date	Retired
2700 [3]	1935	1069	Pullman	1910	1970
2701 [2]	1935	1075	Pullman	1910	1943
2702 [2]	1943	1062	Pullman	1910	1955
2703 [3]	1943	1058	Pullman	1909	1963
2704 [2]	1943	1056	Pullman	1909	1961
2705 [2]	1943	1071	Pullman	1910	1965
2706 [2]	1943	1066	Pullman	1910	1960
2707 [3]	1943	1073	Pullman	1910	1958
2708 [2]	1943	1068	Pullman	1910	1959
2709 [2]	1943	1059	Pullman	1909	1957
2710 [2]	1943	1067	Pullman	1910	1959
2711 [2]	1943	1051	Pullman	1909	1959
2741 [2]	1934	1060	Pullman	1910	1955
2742 [2]	1934	1064	Pullman	1910	1956
2744	1933	1050	Pullman	1909	1959
2745	1932	1057	Pullman	1909	1962
2746	1931	1081	Pullman	1910	1952
2747	1932	1053	Pullman	1909	1959
2748	1932	1054	Pullman	1909	1952
2749	1933	1052	Pullman	1909	1965

Notes: [2] 2nd use of number. [3] 3rd use of number.



UP 2705 Cheyenne, Wyoming, May, 1955. Baggage-chair with 68' 2" length over buffer, 59' 4" inside length. Rebuilt from chair car 1071 at Omaha in 1943. Originally built in 1910. It was retired in 1965. -A.C.Phelps, Jeff Cauthen collection



UP 2706 was at Kearny, Nebraska, in June 1954 while in service on Stapleton Branch trains 95-96. The car was originally built as Chair car UP 1066 by Pullman in 1910, and was rebuilt in 1943. It was retired in 1960. -A.C. Phelps, Jeff Cauthen collection

This had four windows on each side, compared to five in the converted Chair cars. The lighting system – electric with axle driven generator and batteries – remained.

The official diagram describing the first batch was amended in the mid-1940s to add a window on each side of the baggage compartment. While most were modified in this way, Nos. 2744 and 2749 were not. Another disparity was that certain combines had their passenger window transoms paneled over. Nos. 2700, 02, 04, 05, 09 and 44 had them covered whereas 2703, 08 and 42 did not. Similar treatment of vestibule end windows appears to have been randomly done. Caboose-tyle curved hand grabs were commonly fitted to the sides, inboard of the vestibules, but not all cars got them. Dark olive green was the original exterior color. Nos. 2700, 02, 06, 45, 47 and 49 are known to have been given the armour yellow and harbor mist gray livery later.

At the completion of the final rebuilding program, there were 26 steel

cars (and the final wooden example) active on the UP system. In other words, only about one third of the total that had existed 20 years previously. Most of them were retired during the late 1950s. Seven remained in 1961 including the last of the converted mail type. Six more were withdrawn by 1966, No. 2700 surviving for four more years.

### Duties

Combines normally operated in mixed train service. The May 1919 public timetable indicates such operation on 42 routes, several requiring a pair of cars to cover the working arrangements. This suggests about fifty combines in regular employment, but a degree of uncertainty must be admitted since a Coach and a Baggage car, coupled together, could equally serve. Services fell to about half during the Depression years and although increased by the 1940s, the freight train caboose now provided passenger accommodation in some instances.

Public timetables issued from this

time advertised passenger service on certain branch lines by a “local freight with combination coach-baggage car.” This description applied to the following lines in the 1949 timetable:

Lawrence, Kansas - Leavenworth, Kansas  
 Salina, Kansas - McPherson, Kansas  
 Ogden, Utah - Malad, Idaho  
 Cache Jct., Utah - Preston, Idaho  
 Twin Falls, Idaho - Wells, Nevada  
 Idaho Falls, Idaho - St. Anthony, Idaho  
 Shoshone, Idaho - Ketchum, Idaho  
 Shoshone, Idaho - Hill City, Idaho  
 Blackfoot, Idaho - Mackay, Idaho

By 1959, most of the remaining fifteen combines were assigned to such duty on OSL branches. They were still advertised to Malad, Mackay, Preston, St. Anthony and Ketchum, as above, while the Ashton-Victor and Payette-Emmett branches in Idaho had been added. Two pairs of combines were similarly required for freight service each way between Nampa, Idaho, and McCall, Idaho and the Ontario-Burns branch in Oregon, respectively. ■