

HISTORY OF CARS

101-130 30 CARS - STEEL BAGGAGE-EXPRESS.

Built from July to December, 1910 by American Car & Foundry Company at cost of \$206,437.19 for lease by the D&RG to the Western Pacific Railway. Cars were 64 feet long, weighed 102,500 pounds and had 36" four-wheel Commonwealth trucks.

Cars 101-108 had arrived at Oakland by July 30, 1910; 109 and 110 were west of Gerlach enroute to Oakland; No. 111 arrived Salt Lake August 10, 1910; No. 113 was shipped August 24. The newspaper "Alameda Argus" of July 9, 1910 states - "several baggage cars have arrived at the Western Pacific Adeline Street yards in the last two days."

Ten cars were returned to the D&RG prior to April, 1916 and twenty between June, 1923 and February, 1924 and all re-numbered into D&RG/D&RGW numbers 700-739. The ten numbers not used here were probably already assigned on the D&RG/DRGW.

301-340 40 CARS - STEEL COACH.

Built from July to October, 1910 by Pullman at cost of \$547,268.19 for lease by the D&RG to the Western Pacific Railway. Cars were 77 feet 2 inches long and weighed 115,800 pounds. They had 36-inch four-wheel trucks and a seating capacity of eighty-four. These cars were among the early all-steel construction by Pullman.

Numbers 301-312 had arrived at Oakland by July 20, 1910; by August 25 all had been shipped except Numbers 339 and 340. The Alameda Argus of July 9, 1910 reported that fifteen coaches had arrived at the Western Pacific yards in the last two days.

Twenty-five cars were returned to the D&RG by August 25, 1918 and the other fifteen were returned to the D&RGW between November, 1923 and January, 1924. The forty were renumbered into the D&RG/D&RGW series, scattered from Numbers 899 to 950.

Cars 306, 314, 318, 328 and 335 came back to the Western Pacific in March, 1920 and except for No. 318 were again returned to the D&RGW during November and December, 1923. Car No. 318 went back on November 22, 1924.

801-810 10 CARS - BAGGAGE-BUFFET-LIBRARY, STEEL.

Built in 1909 by Barney & Smith, Dayton, Ohio at cost of \$182,062.55 for lease by the D&RG to the Western Pacific Railway. Cars were 74 feet 9 inches long, weighed 137,900 pounds, had 36-inch six-wheel trucks and a seating capacity of thirty-three.

Cars 801 and 802 left Salt Lake westbound on August 9, 1910. We have no specific dates of westward movement of other cars. All were moved from the WP to the D&RG during period November, 1911 to January, 1916 and subsequently renumbered consecutively 980-989.

A note regarding construction: Another source shows August to October, 1910, which seems more logical, but the 1909 date shows in Western Pacific car folios.

8 DINING CARS, NOT NUMBERED. NAMES AS BELOW:

Built in 1910 by Barney & Smith, Dayton, Ohio at cost of \$129,259.84 for lease by the D&RG to the Western Pacific Railway. They were 79 feet 6 inches long, weighed 136,100 pounds, had a composite wood body with steel underframe, six-wheel trucks with 36-inch wheels, and a seating capacity of thirty.

WP Name	Date to D&RGW	Numbered	Re-Named To	Date
Sacramento	November 18, 1923	1015	Mt. Elbert	1927
Stockton	November 14, 1923	1016	Mt. Massive	1927
Humbolt	November 13, 1923	1017	Mt. Harvard	1926
Oakland	November 17, 1923	1018	Mt. Yale	1926
Nevada	November 16, 1923	1019	Mt. Princeton	1927
San Francisco	November 16, 1923	1020	Mt. Antero	1926
Pacific	November 22, 1923	1021	Mt. Timpanagos	1927
California	November 13, 1923	1022	Mt. Nebo	1927

All arrived at Salt Lake westbound on July 2, 1910 and at Oakland July 6. They were returned to the D&RGW on dates shown above. These cars should not be confused with Western Pacific Railroad *owned* cars acquired in 1923 which bore the same names.

121-140 20 CARS - STEEL BAGGAGE EXPRESS.

Built December 1923 to February, 1924, Pressed Steel Car Company, Specification Number 2236, for Western Pacific Railroad at cost of \$16,641.00 each. Cars were 63 feet 3 inches long, weighed 102,000 pounds and had 36-inch four-wheel Commonwealth trucks.

Car Number	Disposition	Place	Date
121	Sold to Essee Iron Works	Oakland	October, 1961
122	To MW 0913. In service		April, 1953
123	To MW 0912. In service		May, 1973
124	Sold to Purdy for scrap	Oakland	July, 1957
125	Destroyed in wreck	Pilot, Nevada	April, 1946
126	To MW 0915. In service		June, 1953
127	Destroyed in wreck	Fox, Utah	December, 1946
128	Donated to Harrison Square Park	Oakland	September, 1959
129	To MW 0914 April, 1953. Sold to Purdy	Lake Point, Utah	April, 1973
130	To MW 0911; Retired		September, 1974
131	Sold to Purdy for scrap	Oakland	July, 1957
132	Sold to Essee for scrap	Oakland	February, 1962
133	Sold to Purdy for scrap	Oakland	September, 1956
134	Sold to Purdy for scrap	Oakland	September, 1956
135	Sold to Purdy for scrap	Oakland	July, 1957
136	Sold to Essee for scrap	Oakland	February, 1962
137	Sold to Purdy for scrap	Oakland	July, 1957
138	Sold to Purdy for scrap	Oakland	September, 1956
139	Sold to Essee for scrap	Oakland	October, 1961
140	Sold to Purdy for scrap	Oakland	July, 1957

Note: Car No. 126 went to the Railcar Restoration and Development Company at Tracy in July, 1975. The research on this group of cars was closed in January, 1976. There may be later information on cars 122, 123 and 126 of which we are not aware.

A final item of interest: WP folio drawing dated May 2, 1924 shows these cars as being numbered 101-120. Revision of January 15, 1926 shows 121-140. Cars were renumbered at Sacramento during 1927, 1928 and 1929.

Numbers 121, 130, 131, 135 and 137 were leased to the Missouri Pacific in April, 1949 and returned early in 1951.

198-199 2 CARS - MOTOR COACH, STEEL, COMBINATION COACH AND BAGGAGE, MODEL 55.

1922	November	Built by Service Motor Truck Company, Wabash, Indiana.
1922	December 7	Received by the Western Pacific at Sacramento.
1923	January 5.	Placed in service on San Jose branch.
1927		Discontinued service on San Jose branch.
1927		Or 1928. Tried on Reno branch.
1929		Unsuitable on Reno branch. Brought to Sacramento for storage.
1939		Retired.
1939	December	Sold to Georgia Car & Locomotive Company.

See drawing for specifications.

201-205 5 CARS - BAGGAGE, MAIL AND EXPRESS, STEEL.

Built in May, 1915 by American Car & Foundry, Jeffersonville, Indiana for the Western Pacific Railway. Lot No. 7584, cost \$9100.00 each. They were 73 feet 10 inches long, weighed 124,000 pounds and had 36-inch six wheel Commonwealth trucks.

Car 201 was placed in MW service on July 13, 1953 as No. 916. Was sold to Railcar Restoration & Development Company, Tracy, July 30, 1975.

Car 202 became MW No. 917 on August 12, 1953 and was sold to Railcar on July 30, 1975.

Car 203 was leased to the D&RGW on April 2, 1946 for use on the Marysvale branch while Car 202 which had been working that branch was in Sacramento shops for general repairs. No. 203 was returned to the shops on May 2, 1947, inspected and released May 10, 1947. Sold for scrap to Purdy at Oakland in October, 1956.

Car 204 went into the Feather River on November 11, 1937, 2.6 miles west of Pulga a short distance east of Tunnel No. 9, along with Engine No. 325 on Train No. 2, the *Scenic Limited*. The car was hauled out of the river, brought to Sacramento and finally was scrapped in December, 1941.

Car 205 was sold for scrap to Purdy at Oakland in October, 1956.

These were the first passenger train cars *owned* by the Western Pacific. WP Passenger Equipment folio sheets dated prior to January 15, 1926 indicate that they were numbered 200-204. Folio sheets dated January 15, 1926 and later show them as Numbers 201-205.

250-274 25 CARS - EXPRESS REFRIGERATOR, STEEL UNDERFRAME.

Built by General American Car Company, order completed May 5, 1929. Specification No. 857, B.O. 2675. 53 feet 6 inches long, 86,500 pounds, 2,383 cubic feet between ice bunkers. *Leased* to the Western Pacific on May 7, 1929.

We don't know final disposition of these cars but assume, since they were leased, not owned, that they went back to the General American Car Company. Car records fail but the Annual Reports come up with some pretty solid information.

Report for Year	Cars On Hand
1941	25
1942	23
1943	7
1944	3
1945	2
1946	0

A minor interesting note: This equipment series starts with the numeral "zero," while locomotive and other car rosters start with the numeral "one." This is the *only* class of car (except the Pullmans) for which we do not have a photograph. Can anyone help?

301-320 20 CARS - COACH, STEEL.

Built during October and November, 1923 by Pullman for the Western Pacific. 78 feet 9 inches long, 132,500 pounds, 36-inch four-wheel Commonwealth trucks, seating capacity of 84. Pullman Lot No. 4716. Cost \$13,153.00 each.

301 sold to Purdy Company, Oakland, September, 1961.

302 donated to Harrison Square Park, Oakland, September, 1959.

303 sold to Purdy Company, Oakland, September, 1961.

304 sold to Purdy Company, Oakland, September, 1961.

305 sold to Purdy Company, Oakland, September, 1961.

306 sold to Purdy Company, Oakland, October, 1956.

307 to MW 0907 June 30, 1952; sold to Purdy Company, Salt Lake, November, 1972.

308 to MW 0906 June 14, 1951; sold to Purdy, Oakland, August, 1972.

309 to MW 0905 June 14, 1951.

310 sold to Purdy, Oakland, October, 1956.

311 to MW 0904 June 14, 1951; to Purdy, Oakland, August, 1972.

312 to MW 0903 June 14, 1951; to Purdy, Oakland, August, 1972.

313 to MW 0901 February 21, 1951; to Purdy; Oakland, January, 1973.

314 to MW 0902 February 21, 1951; to Railcar Restoration, Tracy, July 30, 1975.

315 to MW 0910 in 1952; to Norman Holmes, Portola July, 1973; to Castro Point, August, 1974.

316 to MW 0909 August 29, 1952.

317 destroyed in wreck at Pilot, Nevada, April 5, 1946 behind Engine No. 482 on Train No. 40, the *Exposition Flyer*.

318 to MW 0908 August 12, 1952; to X-Rails System, Newark, N.J., July, 1973.

319 destroyed in wreck at Pilot, Nevada, April 5, 1946. See No. 317.

320 to Instruction Car No. 110 May 30, 1950; to No. 37-H March 20, 1972; to No. 378 April 16, 1973.

Numbers 301-314 had smoking compartments; 301-306 and 310 were air conditioned in 1935 and 1936 adding 18260 pounds to weight; 318 and 319 were fitted up as prison cars in June, 1934, but were restored to straight passenger service in May, 1936.

375-376 2 CARS - RAIL DIESEL CAR.

Build by Budd in 1950. No. 375 obtained by the Western Pacific on May 26, 1950, No. 376 on July 20, 1950, at a cost of approximately \$133,000.00 each. Were put into service on September 15, 1950 on Trains 1 and 2, the *Zephyrette*. Removed from service on October 2, 1960. Sold to the Northern Pacific on May 8, 1962 for \$25,000.00 each. Unconfirmed information has it that both cars went into service on the 480-mile run between Fargo and Winnipeg in June and December, 1962. We do not know the numbers on the Northern Pacific nor the ultimate fate of the cars.

Since these were diesel units we are not presenting any further study here, but for those who may be interested there is much, much information to be found in the annual reports and the Company magazine *Mileposts* during the years 1950 to 1960.



Niles Canyon, March 31, 1951 enroute to Turlock on rail-fan excursion. - Arthur Lloyd.

391-394 4 CARS - CAFE COACHES, STEEL.

Built in May, 1928 by Pullman for the Western Pacific. Lot No. 6160. Cost \$42,155.10 each. 81 feet 6 inches long, 159,900 pounds. 36½-inch six-wheel Commonwealth trucks. 18 seats in dining compartment and 40 in coach compartment. All retired in 1956 and disposed of as follows:

No. 391 to Purdy, Oakland, October, 1956.

392 to Essee, Oakland, January, 1961.

393 to Essee, Oakland, August, 1961.

394 to Essee, Oakland, January, 1961.

There was some correspondence in 1941 under File 541.2 about the possibility of converting these to business cars, but such was not accomplished.

Remarks and questions:

Page 8 of the Annual Report for 1928 carries the following notation:

“Four combination coach-dining cars were purchased and placed in service during year, releasing three dining cars leased from the Pullman Company.”

What were the three dining cars leased from the Pullman Company? We find no further reference to them.

401 WOOD COMBINATION COACH-BAGGAGE - 1 CAR.

43 feet 4 inches long, weighed 38,800 pounds. Four-wheel arch-bar trucks, wheel diameter 33 inches. 24 seats, open-end platforms, wood; oil lamps, grained mahogany inside finish.

1885 Built.

1905 Sold to the Boca & Loyalton by the Southern Pacific.
Became B&L Coach No. 2.

November, 1916 Acquired by the Western Pacific with the purchase of the B&L.

November, 1917 Remodeled by the WP at Sacramento and renumbered to 401.

November, 1937 Scrapped by the Western Pacific at Sacramento.

This appears to be the first passenger-carrying car the Western Pacific *owned*. Earlier equipment was under lease from the Denver & Rio Grande. Business Car No. 103 (then as 01) was acquired on July 22, 1916, but it wasn't strictly a passenger-carrying, or revenue, car.

No. 401 probably was used primarily on the Loyalton branch in its first days on the Western Pacific, but the chances are good that it also saw service on the Calpine and Reno branches; in fact, records contain the statement - "Replaced by Combination Car No. 403." - and Car 403 was built for Reno service.

Questions:

1. Who was builder?
2. Who was original owner?
3. What was SP number when sold to the B&L in 1905?

402 - WOOD COMBINATION COACH-BAGGAGE - 1 CAR.

1888 March Built by Pullman as D&RG Coach No. 812.

1890 September Renumbered to D&RG 900, second class coach.

1905 August Rebuilt to Combination baggage-coach-mail Car No. D&RG 707.

1911 November 3 Renumbered to D&RG 550.

1923 Car was in service on D&RGW Farmington branch as No. 550 when that branch was converted from standard to narrow gauge.

1924 December 29 Sold for \$3,300.00 to the Western Pacific for use on Reno branch.

1925 January 8 Received by Western Pacific at Salt Lake at 2:00 p.m.

1925 February Overhauled at Sacramento and renumbered to Western Pacific 402.

1925 July Partition installed to form smoking compartment.

1937 April Overhauled again at Sacramento. Oil lamps altered for ceiling brackets, wired for electrical lighting from engine, steel center sills applied and weight increased from 57,600 to 65,600 pounds. Seating capacity changed to 20 from original 36.

1949 March 28 Gilbert Kneiss recommends to Mr. Munson that the car be saved for historical purposes. Sent a few days later to San Jose roundhouse for storage.

1949 May 1 Along with a caboose, was hauled by Virginia & Truckee Engine No. 12 from San Jose to Oakland.

1949 October 23 On *Sonora Express* on Sierra Railroad with other old cars.

1951 May 6 Used on excursion on Almanor Railroad.

1962 Retired. AFE 80-62

1964 May 25 Donated to Pacific Coast Chapter, Railway & Locomotive Historical Society.

1964 November 2 Restoration work, which had started on May 22 at Bethlehem, San Francisco, was completed, with the Pacific Coast Chapter paying all costs. Car was renumbered to D&RGW No. 550.

1964 November 8 On *Mixed Train to Milpitas*, with a few freight cars and forty passengers. Shortly thereafter was placed in old Key System maintenance building near Bay Bridge toll plaza for storage.

1966 June 10 June 10 to June 12. On display at Corte Madera with NWP coach No. 458. Barged between Oakland and Tiburon.

1968 September 12 September 12-14. On display at Oakland container yard with Engine *Empire* and car *Gold Coast*.

- 1969 July On own wheels moved with NWP Engine 112 and car Gold Coast to Safeway Stores warehouse in Sacramento for temporary storage.
- 1970 Early in the year. Used in reception at Old Sacramento with an SP lounge car and car *Gold Coast*. Entertaining civic leaders in presenting plans for the Railroad Museum.
- 1976 September In place as public display in dedication of newly completed "old" Central Pacific station at Old Sacramento.

Car is 55' 6½" long; original weight was 57,500 pounds. Four-wheel trucks; wood reinforced cast iron wheels 33" in diameter. Original seating capacity was 36. Open-end wood platform; oil lamps; Janney couplers; grained mahogany finish in passenger compartment.

Was acquired and fitted out for service on Reno branch, but after scheduled passenger service (Trains 219-220, daily Mixed, Eastern Division Timetable No. 40, November 10, 1946) was discontinued, car probably saw service on Loyalton branch on tri-weekly Mixed, Numbers 416-415, until they were discontinued on September 27, 1958.

403 - COMBINATION CABOOSE, BAGGAGE AND COACH - 1 CAR.

Rebuilt in October, 1937 from WP Box Car No. 15716 for Reno Branch service. Replaced Car No. 401. Renumbered September 24, 1952 to caboose series No. 619. Retired February, 1961 and sold to Purdy, June, 1961.

42 feet 4 inches long, weighed 48,900 pounds. Four-wheel arch bar trucks, 33-inch wheels. Open-end wood platforms, oil lamps, seating capacity of ten. Steel frame. Trucks changed prior to September, 1946.

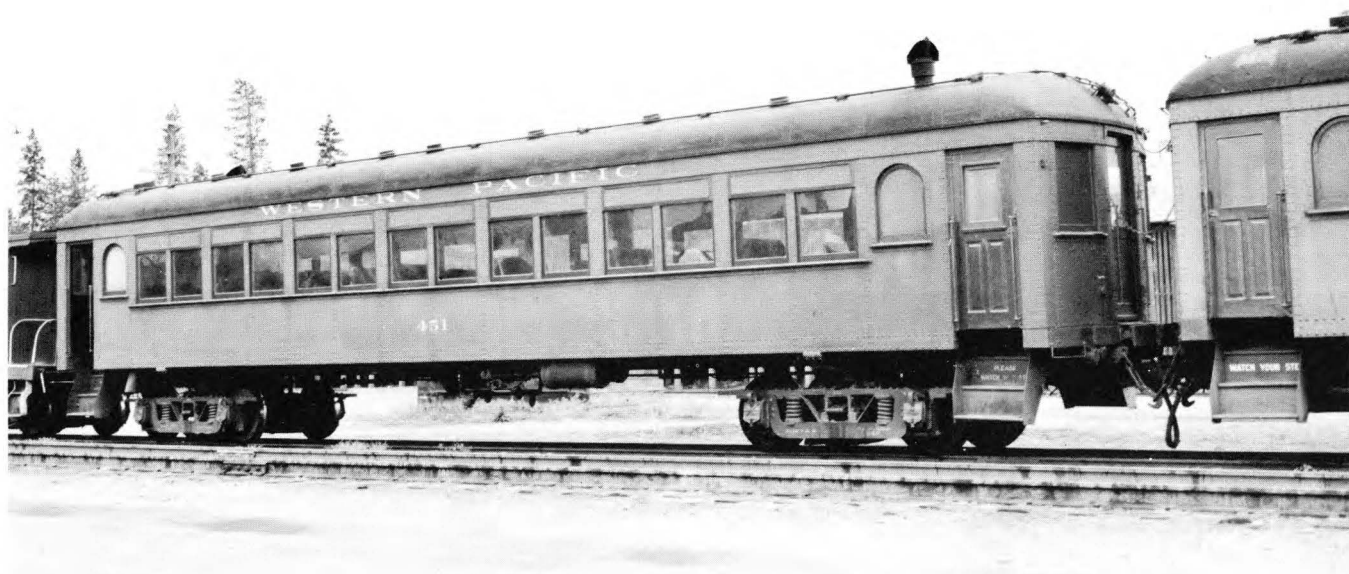
451-455 - 5 CARS - ELECTRIC TRAILER.

Built at Berkeley in 1913 by Hall Scott for the Sacramento Northern as Numbers 1021-1025. Purchased by the Western Pacific on November 24, 1941.

Numbers 451-454 were used during World War II to transport lumberjacks between Westwood and Halls Flat. Pulled by steam locomotives. See Page 187 for further details. Retired and dismantled in 1951.

Number 455 was used as a shop restaurant at Sacramento. Retired and scrapped in April, 1944.

The cars were 59 feet long, weighed 61,600 pounds and had a seating capacity of sixty. They did not have motors. Cost was \$5,026.00 each when new.



Car No. 451, Westwood, May, 1947. - *Guy L. Dunscomb.*

501-508 STEEL DINER - 8 CARS.

Built October, 1923 by Pullman for the Western Pacific. Lot No. 4717. Cost \$42,747.00 each.

Cars were 82 feet 7 inches long, weighed 159,000 pounds before air conditioning, 181,000 after. Seating capacity was 36 originally, 48 later. Date of change not known. They had 36-inch six-wheel Commonwealth trucks.

Car Number	Name	Retired	Disposition	Place	Date
501	Humboldt	1958	Sold to Essee	Oakland	1958
502	Nevada	1951	Sold to Essee	Oakland	1960
503	California	1956	Sold to Purdy	Oakland	1956
504	Pacific	1958	Sold to Essee	Oakland	1958
505	Sacramento	1958	Sold to Essee	Oakland	1959
506	Stockton	1958	Sold to Essee	Oakland	1959
507	Oakland	1951	Sold to Essee	Oakland	1961
508	San Francisco	1951	Sold to Essee	Oakland	1961

Cars came to the Western Pacific named as above but *without* numbers. During period 1931-1933 numbers were applied and it is probable that names were removed at that time although we have no specific records to confirm this. Information on air conditioning is fuzzy too: We have records that show that Numbers 501, 504, 505 and 506 were air conditioned. We don't know about the others. The time was probably during 1934.

And here another word of caution: These cars should not be confused with a series of eight diners named the same as above *but not numbered* which were leased to the Western Pacific in 1910 and were returned to the D&RGW in November, 1923. Note, too, that the early *Humbolt* was spelled without a "d," the later being spelled *Humboldt*.

591-593 3 CARS - STEAM GENERATOR.

Purchased from the Great Northern in November, 1968. Were used as steam generator cars on the *California Zephyr* starting in January, 1969.

- No. 591 was GN No. 1 Retired in 1970. Sold to Great Western Enterprises, Alameda, April, 1971.
- No. 592 was GN No. 2 Retired in 1970. Sold to Oregon, Pacific & Eastern Railroad, Cottage Grove, Oregon, February, 1972.
- No. 593 was GN No. 6 Retired in 1971. Sold to the Oregon, Pacific & Eastern Railroad, Cottage Grove, Oregon, February, 1972.

Car No. 591. Stockton, May, 1970.
- Guy L. Dunscomb.
(No drawing available.)



651-653 3 CARS - LOUNGE-OBSERVATION, STEEL, 16 SECTIONS.

All built by Pullman. 81 feet 10 inches long, 169,000 pounds.

No. 651	Minorca	January, 1916	Plan 2412-C	Lot 4352
652	Pharsalia	January, 1916	Plan 2412-C	Lot 4352
653	Holton	February, 1913	Plan 2412-A	Lot 4101

All re-built by Pullman in 1931 to Plan 4006-B and leased to the Western Pacific for five years. Purchased by the Western Pacific in September, 1936 for a total of \$115,889.91.

No. **651** was retired in 1956, sold to Purdy, Oakland, November, 1956.

652 was retired in 1963, sold to M. Lummus, Oakland, March, 1963.

653 was retired in 1965, donated to Bay Area Electric Railroad Association, Rio Vista Junction, January, 1966. Was used on an excursion to Turlock on April 17, 1966. About 1970 it was used in the movie "Harold and Maude" which was made at Oyster Point, just south of San Francisco. Car was sent to SP shops at Sacramento for extensive work before being used in the picture. The SP hauled it in a special train from Sacramento to Oyster Point. It is now named **Feather River** at the museum at Rio Vista Junction and although appearing to be in a fair state of repair, because of its age will probably never again be used in main line service.

701-703 STANDARD SLEEPERS.

Built by Pullman in 1920, Plan 2410-F, Lots 4590 and 4565. 12 Sections, 1 drawing room. Rebuilt by Pullman in 1940 to Plan 4036-F, 8 Sections, 5 bedrooms. Acquired by the Western Pacific January 1, 1949 as result of the forced split of Pullman Sleeping Car service from Pullman Standard Manufacturing. Stock was issued in amounts equal to the percentage of sleeping car miles operated by each railroad at the time of the effective date of the order.

Western Pacific Number	Original Pullman Name	Re-Named in 1940 By Pullman To	Western Pacific Name
701	Rampur	Clover Plot	Clover Plot
702	Sussex	Clover Town	Clover Town
703	Tyburn	Clover Villa	Clover Villa

Numbers **702** and **703** were retired in 1961, sold to Essee, Oakland in 1963 and presumably were scrapped shortly thereafter.

Number **701** was retired in 1963 and sold to F. L. Botsford, railroad salvage operator, who had a yard in Tracy at that time. Dates are not iron-clad, but it appears that Botsford sold the car to Tom Phair about 1968 who had Sam Girdler refurbish the car at his Solano Railcar Company which was located in Benicia at that time. It is reported to have been used on the special train from Oakland to the Golden Spike celebration at Ogden (Promontory) in May, 1969 and on several excursions thereafter until the Southern Pacific refused any longer to accept it. It went to the Sierra Railroad at Jamestown about 1971 or 1972 and was used on a few trips on the Sierra but was then put in storage at Jamestown and has not been used since. It has been badly vandalized and its future is uncertain.

As delivered to the Western Pacific all three cars had two-tone gray paint, but Tom Phair repainted the Clover Plot to Pullman green and put on the number 701. It is believed that the numbers were not actually on the cars when on the Western Pacific but were assigned the numbers for bookkeeping and computer purposes.

881-882 2 CARS - PULLMAN TOURIST.

Purchased in 1953. Card 5, AFE 159-53, CMO 1687.

No further information available under these numbers, *however* it might be that they are the same cars as below, also acquired in 1953.

Tourist Car **4161**, former **Oxnard**. Built in April, 1917, Plan 2412-F, Lot 4484, 16 sections. To Tourist Car No. 4161, July, 1935.

Tourist Car **4227**, former **Platanus**. Built in October, 1912, Plan 2412-A, Lot 4037, 16 sections. To Tourist Car No. 4227, May, 1937.

These cars were purchased from the Pullman Company at Richmond for \$2,900.00 each and were received at Oakland, September 22, 1953. They were to have been converted to dining car crew dormitory cars, but this was never done. They were retired in 1956 and sold to Purdy Company in October, 1956.

Questions:

1. Are these the same two groups of cars? There is nothing in the records to tie them together except that both groups were acquired in 1953.
2. What was done with them from 1953 to 1956?
3. Was the name **Western Pacific** put on the cars?
4. Were the numbers 881 and 882 actually painted on the cars?

WESTERN PACIFIC BUSINESS CARS

D&RG Car "A"	(No Number)
1887 January	Built by Pullman Company as D&RG narrow gauge business car <i>Mascotte</i> , Pullman Lot No. 1295, Plan No. 466.
1887 May	During the reign of David H. Moffat as D&RG president (May 1887 to August 25, 1891) the car was named <i>Maid of Erin</i> after the bounteous Leadville mine in which Moffat was the principal investor.
1891 March	
1891 March	By this time standard gauge trucks had been applied.
1891	Between April 1 and June 1 had been renamed from <i>Maid of Erin</i> to <i>Car A</i> .
1891 June 1	Shown as 49 feet over sills, 55 feet 9½ inches over all, retaining 8 foot 6 inch width which is same as narrow gauge cars, with weight of 46,500 pounds. Roster for December, 1903 shows revised weight of 60,400 pounds.
1906 December 6	To Western Pacific at Salt Lake. Narrow gauge body on standard gauge trucks.
1906 December 10	Assigned to Division Engineer T. J. Wyche for use as business car in construction service. This was the first of the three original business cars. The others were the <i>Weldon</i> and the <i>Sierra</i> .
1914 May	According to D&RG records the number was changed to D&RG B-4; Western Pacific folio says the date was 1915. Weight 64,900 pounds.
1916 June 30	Returned to D&RG.
1952	Retired and dismantled at Grand Junction.

Note: It caused a lot of confusion in research, but there were *two* cars with the designation *A*: The one described on this page - the *D&RG Car A*, and *RGW Car A* which became the *Sierra*.

WELDON	(No Number)
1890 October	Built by St. Charles Car Company as RGW Directors car <i>Nomad</i> . 1894 records show total length of 73 feet 8 inches, weight 93,000 pounds.
1902 Fall	In the last quarter of 1902 the car was renamed to RGW <i>Denver</i> .
1910 August	Lengthened by D&RG at Denver to 75 feet 8½ inches and weight increased to 136,200 pounds. Renamed Western Pacific <i>Weldon</i> .
1912 October	Car <i>Weldon</i> shows on both D&RG and WP rosters and apparently served as a business car on both roads. It was lettered <i>Western Pacific</i> on letter boards with small <i>D&RG</i> lettering over vestibules.
1913 October	Although still assigned to the Western Pacific it was renumbered D&RG <i>A-2</i> at Burnham Shops, Denver.
1915 March	Renumbered D&RG <i>A-1</i> .
1916 June 6	Returned permanently to D&RG.

In September, 1918 car was temporarily numbered USRA 89. Continued as principal business car on D&RG until 1922 when it was replaced by all steel car (First No. 100) leased from the Western Pacific Railroad Corporation. Retired September, 1942 as D&RGW 107 and rebuilt to wrecking train kitchen-diner-sleeper outfit car No. X-3271. Broken up at Grand Junction, Colorado, July, 1955.

SIERRA	(No Number)
1890 May	Built by St. Charles Car Company as RGW Car <i>A</i> . 9 feet 11 inches wide over eaves, length 64 feet 2 inches, weight 75,500 pounds.
1900 June	Between July, 1894 and June, 1900 six-wheel trucks were applied and weight increased to 94,400 pounds.
1906 December	Rebuilt at Burnham. Weight increased to 96,450 pounds.
1910 December 10	Named <i>Sierra</i> and assigned to the Western Pacific. Western Pacific folio shows weight of 117,260 pounds.
1914 March	Returned to D&RG and renumbered <i>A-4</i> according to records of that road. In May, 1925 the car was renumbered again, this time to D&RG 104. It was retired and dismantled at Burnham Shops, Denver, in September, 1955.

NOMAD	No number. Western Pacific Railroad <i>Corporation</i> .
1913 January	Built by Pullman as Rock Island Car No. 1858 for Chairman Daniel Gray Reid. Lot No. 4058, Plan No. 2678.
1916 April 11	The Rock Island Co., bankrupt CRI&P holding company, ordered liquidated by Court.
1916 June 29	Western Pacific Railroad <i>Corporation</i> formed to acquire bankrupt Western Pacific Railway.
1916 August	Car purchased from bankrupt Rock Island Company by Western Pacific Railroad Corporation and named <i>Nomad</i> . (This car should not be confused with original RGW Directors car <i>Nomad</i> built by St. Charles Car Co. in October, 1890, which became Western Pacific Railway <i>Weldon</i> in 1910.)
1922 May 11	Leased by D&RGW from Western Pacific Railroad Corporation at rental of \$7.75 per day, and fitted up for D&RGW President Joseph H. Young.
1925 April 1	Purchased by D&RGW from Western Pacific Railroad Corporation.
1925 May 7	Changed from <i>Nomad</i> to D&RGW No. 100. Assigned to D&RGW President J. Samuel Pyeatt.

Car is 82 feet long. Original weight unknown, but D&RGW folio reissued May 7, 1925, shows weight of 167,700 pounds. Remodeled November, 1928 at Burnham shops, Denver, and photographed by George L. Beam. Air conditioning installed August, 1937; on August 15, 1951, car was renumbered to Second D&RGW No. 107. Further modernized in August, 1954, with weight shown as 184,900 pounds. Retired in October, 1965, sold at Denver to Dr. James R. Arneill, Jr., and now forms part of the display at the Forney Transportation Museum, Denver.

More than three years of diligent and unrelenting research has gone into developing the information presented here. Support for the August, 1916 date is not absolutely ironclad, but evidence is so strong as to make it practically so. Data are derived from D&RGW records and the files of two very knowledgeable individuals, with support and cooperation from Arthur D. Dubin of Chicago, John H. White, Jr., of the Smithsonian Institution, Washington, and the multitudinous files of the *Railway Equipment Register* carefully maintained by Robert H. Richardson at the Colorado Railroad Museum, Golden, Colorado.

OFFICIAL CAR NO. 100

1914 March	Built by Pullman as El Paso & Southwestern Car No. 1914, numbered for year built. Pullman Lot No. 4220, Plan No. 2794. Only car built to Lot 4220.
1925 January	Transferred to CB&Q No. 100 by Arthur Curtiss James when he acquired control of NP, GN and CB&Q after sale of the EP&SW to Southern Pacific in October, 1924.
1929 May 29	Leased to Western Pacific as No. 100 after James received new car ordered June 11, 1928 from Pullman (Lot No. 6211), which he headquartered on the CB&Q at Aurora, Illinois.
1929 July 16	Western Pacific prepares Passenger Equipment folio sheet 7-B showing length 82 feet and weight of 191,460 pounds. Specification page G-2 of same folio states car was built by Pullman, Chicago, Lot 4220, no date shown. In an old Western Pacific master equipment book of 1929 (no month cited) car is entered under column "Equipment Used-Not Owned." Photos of car as Western Pacific No. 100 are unknown at present.
1931 November 14	Returned to CB&Q No. 100 to replace James' 1928 car destroyed in coach shop fire at Aurora September 2, 1931. Arthur Curtiss James then used it as his private car, under the Burlington name, until his retirement in 1939.
1939 November	Sold to the CB&Q for \$1.00. Modernized with air conditioning and double glazed windows, and used as office car by Vice President of Operations.
1951	Additional modifications to air conditioning, kitchen and interior.
1971 June 8	Sold to Dr. R. C. Thurow, Madison, Wisconsin, present owner.

As with the *Nomad*, Car No. 100 was diligently researched over an extended period with assistance coming from some of the same and some additional sources. But it is probable that we would not have been able to track it down had there not been on the WP folio sheet the single clue - "Lot 4220," - extremely fortunate. Solid documentation in due course followed, topped off with the finding, at time of purchase by current owner, of Pullman blankets in the car on which is embroidered the number 1914.

OFFICIAL CAR NO. 101

Built by Pullman Company in March, 1917 for James B. Duke of tobacco renown and named *Doris*. Pullman Lot No.4436, Plan No. 3310.

Purchased July 31, 1927 by the Western Pacific at cost of \$55,678.27.

Sold May 13, 1975 to Railcar Restoration & Development Company, Mill Valley, California.

Moved May 24, 1975 from Oakland to Stockton on Western Pacific Train Symbol GGM for interchange with Santa Fe for transportation to Barstow car foreman.

San Bernardino Sun reports on May 29, 1975 that car is scheduled to be moved that day to the Barstow station at East Main and Interstate Highway 15 for placement at or near a McDonald's restaurant.

Western Pacific Passenger Equipment folio drawing dated August 19, 1927 gives length of car as 82 feet 5½ inches, but no weight is shown. Drawing revised to June 2, 1947 shows that air conditioning has been added and that weight of car is 185,680 pounds.

We have no later written documentation than June 2, 1947, but a photo said to have been taken in Oakland in July, 1972 shows that car has been further upgraded - air conditioning and windows have been changed and roller bearing wheels have replaced friction.

Car was purchased from James B. Duke. Home road was Piedmont & Northern in which Duke had been a major stockholder. All silver aboard the car had *Doris* engraved on it.

OFFICIAL CAR NO. 102

There appears to have been no business car on the Western Pacific numbered 102. We have no firm explanation. Speculation among some Western Pacific people is that the number had been reserved for a car contemplated but never acquired.

Can any reader supply any facts or even reasonable speculation?

An interesting fact reported by Lucius Beebe on Page 380 of *Mansions On Rails* is that there was built for Arthur Curtiss James in 1928 a private or business car numbered 102. Coincidence, or is there some stronger tie-in?

(Arthur Curtiss James was an investor in railroads and had holdings in, among others, the El Paso & Southwestern, Southern Pacific, Great Northern, Burlington, Denver & Rio Grande Western and Western Pacific, gaining control of the latter road in 1926 and was its Chairman from then until 1939.)

OFFICIAL CAR NO. 103 (Former No. 01)

Built by Pullman, 1899. Lot No. 2382, Plan No. 1379-B. Named *Glen Eyre*.

In Pullman private car pool from 1899 to 1916. Rebuilt in 1916 with steel ends and underframe.

Western Pacific purchased from Pullman on July 22, 1916 for \$11,731.00.

Became Western Pacific No. *01*.

Renumbered to *103* on July 8, 1927.

Retired November 30, 1942 but not dismantled.

Used for women laborers' dressing room at Oroville roundhouse from about January, 1943 to about the end of World War II. Remained at Oroville roundhouse in state of dis-use and dis-repair until March, 1972, having been purchased on March 15, 1971 by the Solano Rail Car Company.

Replaced on Western Pacific by Car No. 105.

Moved to Jamestown on the Sierra Railroad in March, 1972 as the property of Charles Crocker where it remains as of this writing. Plans are for restoration with some, though very little work already having been done.

Western Pacific folio drawing revised August 30, 1928 shows the car as having steel underframe, weight of 152,800 pounds and length of 79 feet 11 inches, six-wheel trucks, wheels 36 inches in diameter. 8 chairs in dining room, 4 in observation room, and 7 berths. A speed indicator was installed on May 18, 1936.

We believe that this is the first business car the Western Pacific owned. There were three cars used earlier but they were on a loan or lease arrangement. The name *Glen Eyre* has been found stamped and stenciled on various parts of the car to prove name origin. And now a final comment: *Glen Eyre* was the name of General William Palmer's estate. Palmer was founder of the D&RG which was very closely related to the Western Pacific.

OFFICIAL CAR NO. 104 (Former No. 02)

Built by Pullman, 1901. Lot No. 2746, Plan No. 1671-C. Named *Elysian*.

Rebuilt by Pullman, September, 1920.

Western Pacific purchased from Pullman on September 27, 1920 for \$20,213.00.

Became Western Pacific No. 02.

Renumbered to **104** on July 8, 1927.

Retired November 30, 1942. Replaced by car No. 106.

In storage until December, 1945 from which time until April, 1951 it was used as a locker room at the Stockton roundhouse.

Scrapped, April, 1951.

Car was 82 feet 11½ inches long, weighed 150,700 pounds, had 36-inch six-wheel trucks, steel underframe, 8 chairs in dining room, 3 in observation room and 9 berths. A speed indicator was installed May 18, 1936.

OFFICIAL CAR NO. 105

Built by Pullman, 1914. Lot No. 4211, Plan No. 2502. Named *Philadelphia*.

Rebuilt in 1925. In Pullman private car pool from 1914 to 1942.

Purchased by the Western Pacific, May, 1942 at cost of \$14,793.53. Replaced Car No. 103.

Retired October, 1961. Sold to Gilbert Kneiss in 1961 who renamed to *Cariboo*.

Sold to Dick Reynolds in 1964 and renamed *Argonaut*.

Sold to Neil Ferguson, September, 1978. Now in storage at Jamestown, California on the Sierra Railroad.

Car is 81 feet 10 inches long and weighs 192,500 pounds. Six-wheel trucks. Western Pacific diagram showed 8 chairs in dining room, 4 in observation, and 14 berths.

Mr. Dick Reynolds purchased the car from Mrs. Emily Kneiss in 1964, but had used it in 1963 on a trip to Mexico. During period 1963-1970 he operated the car over 150,000 miles in tourist service to such far-flung places as Prince Rupert, Churchill, Montreal, Sydney (Nova Scotia) and Prince Edward Island in Canada. It was even put on a ferry at Vancouver and operated over the entire E&N Railway on Vancouver Island. It has been to all major cities in the United States and Mexico as well as to a very brief visit to Guatemalan soil. Car was stored at the Western Pacific coach yard at Oakland until 1970 when not on tours, and from 1971 until 1973 at former Continental Can Company plant at Oakland then went to Jamestown.

OFFICIAL CAR NO. 106

Built by Pullman, 1917, Lot No. 4490, Plan No. 2502-B. Named *Pioneer*.

Purchased by Western Pacific in May, 1942 at cost of \$14,845.48.

Replaced Car No. 104.

On January 10, 1951 car was christened *Charles O. Sweetwood* in honor of the first Western Pacific employee killed in action in Korea. Car had been converted for use as a blood bank on rails.

Retired from blood bank service November 9, 1953.

Retired February, 1961.

Sold to M. Lummus, Richmond, in 1961. Named *Pioneer* and numbered 101.

Western Pacific drawings give the following information: 81 feet 11 inches long, weight of 185,880 pounds, 36-inch six-wheel trucks, 8 chairs in dining room, 4 in observation and 14 berths. Page 9 of diagram revised August 14, 1945 shows the car as "Steel Underframe" with the word "underframe" crossed out.

We don't know where car was from 1917 to 1942, but speculate that it was in the Pullman private car pool. Also inconclusive is the rumor that the car at some time in its existence was known as the *Davy Crockett*.

OFFICIAL CAR NO. 1

Built by Pullman in 1912 and extensively rebuilt in 1949. Was in Union Pacific *Overland* service from 1912 to 1926. Changed from UP 101 to 103 on April 15, 1958; from 103 to 109 on June 1, 1967. Purchased by the WP in August, 1971 for \$25,616.25 and re-numbered to WP 1 on November 8, 1971. Car is 82 feet 7 inches long and has roller bearing trucks - Fanfir on front and Timken on rear. Rear platform railing appears to be chrome plating over brass. Original color of the car on the WP was blue, but is now dark green with orange striping and is named *Feather River*.