

BUSINESS CARS, PRIVATE CARS



**Exotic railroad, corporate
and Pullman owned cars,
plus their service as the more
glamorous part of railroading.**



A clinic by Paul Hobbs



TOPICS TO DISCUSS

- What is a Business Car?
- The earliest Business Cars
- General design
- Other styles of Business Car
- Private cars – then
- Business car purpose changes over time
- Private cars – now
- Modeling opportunities

WHAT IS A BUSINESS CAR?

- **PV Private car used as officers' or private individual's car and railroad pay car - usually composed of sleeping compartments, dining compartments, observation end and with kitchen, servant's quarters and toilet and bathroom.**
- **IA Instruction Cars for use of employees, usually run from one point to another in passenger trains.**

EARLIEST BUSINESS CARS

**The need for Business Cars
was evident before the Civil War.**

**Early business cars featured plenty of sleeping accommodations
among modest kitchen facilities.**

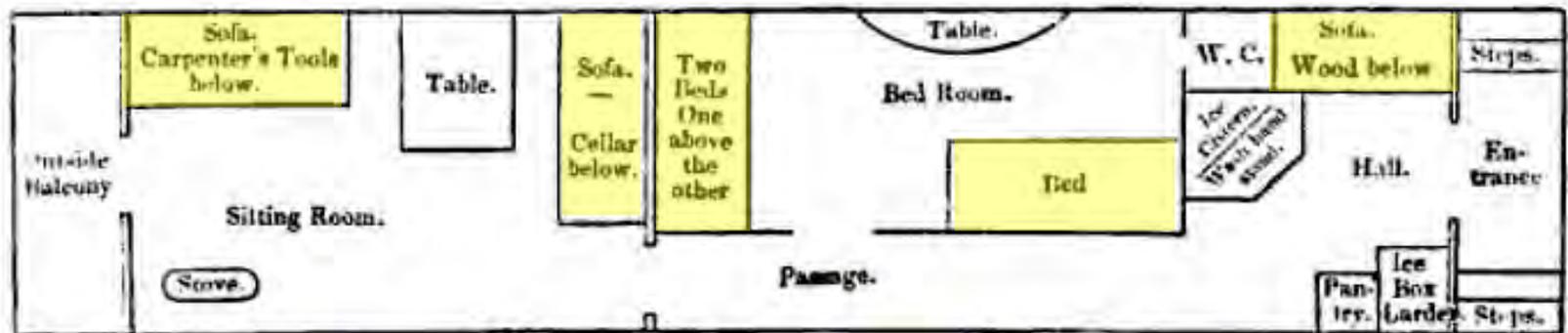
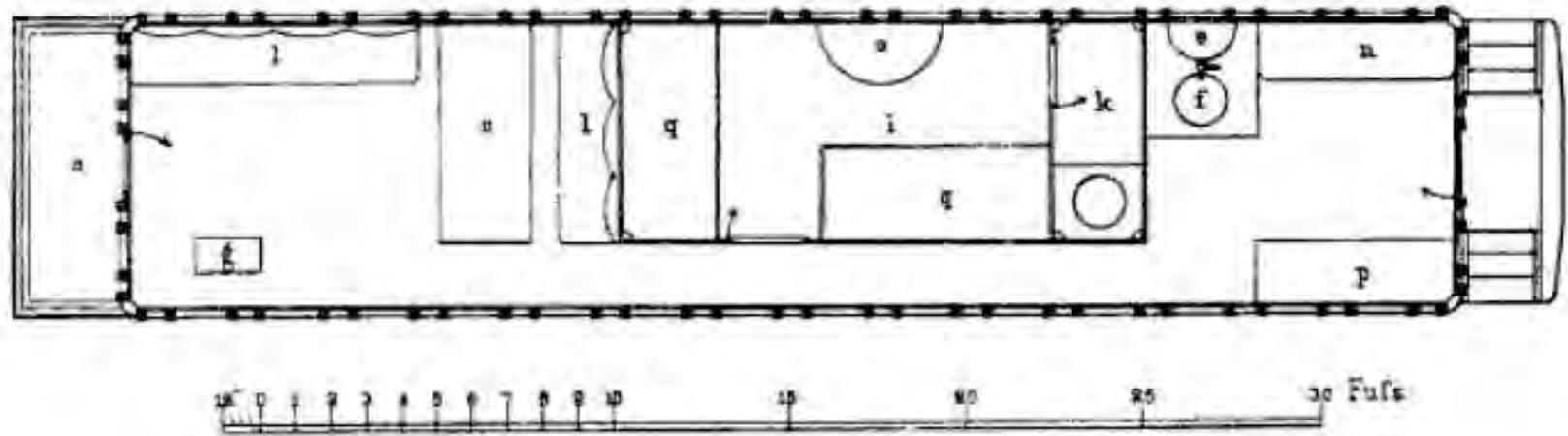
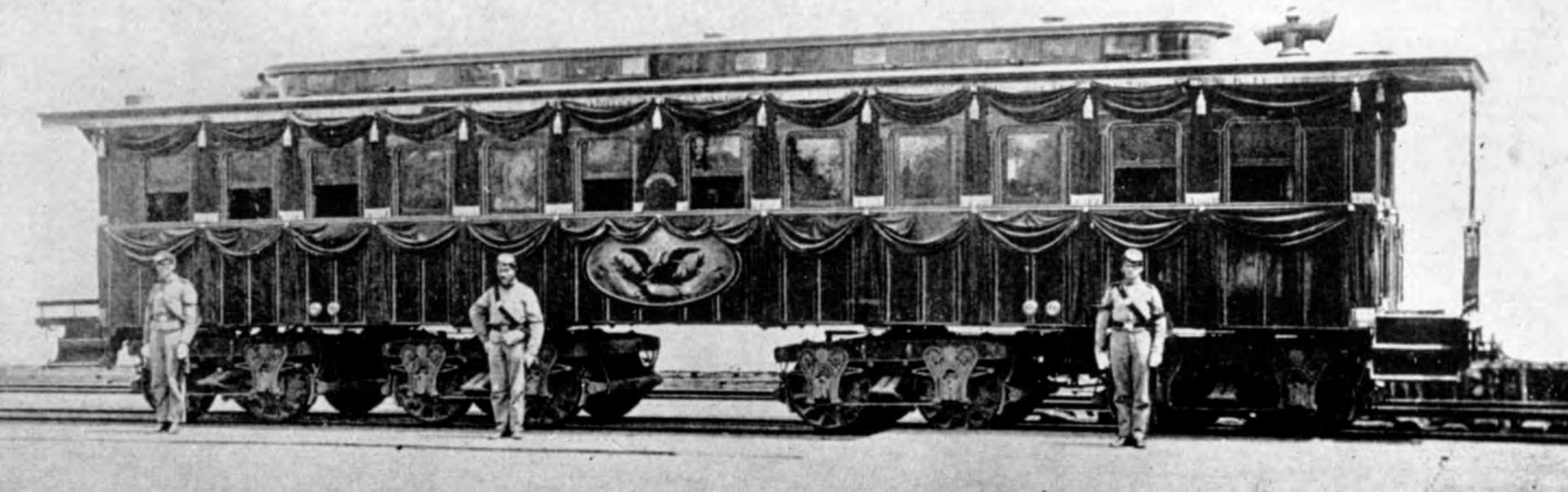


Figure 4.81 The two floor plans of the Baltimore and Ohio Railroad's director's car of about 1855 are from A. Bendel's 1862 book on North American railways and Isabella S. Trotter's travel book of 1859.

B&O Director's car of 1855.

Open platform to left, 6 beds, small kitchen, limited rest-room facilities.



The Lincoln Car
Built in 1863 at Alexandria, Virginia,
it was first used for President Lincoln's funeral train in April 1865.

Civil War Railroads by George B. Abdill



Pocher made a model of the car
in HO Scale in the 1960s.

Paul Hobbs Collection



**Union Pacific Railroad
Directors meeting in a
private railroad car during
the construction of the
Transcontinental Railroad.**

**This could very well be the
former Presidential car –
sold to the UP in 1866.**

PHOTOGRAPHY CARS

A few interesting cars were assigned to company photographers – particularly during the construction phases of the railroad.

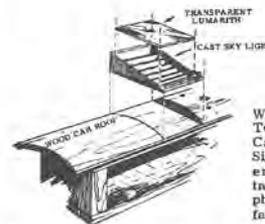
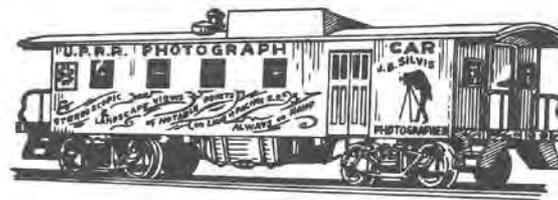


The Union Pacific hired photographer Andrew J. Russell during the construction era.

The car was assigned to J.B. Silvis from the same group in 1870.

Union Pacific Business Cars 1870 – 1991 by Ralph L. Barger

Red Ball Catalog #11
1964+



What a luxury a photograph was in the 1870's in the west. Towns were too small and too far apart, so railway Photo Cars evolved to answer the need, and such people as J. B. Silvis traveled from town to camp recording the early builders of our country. Here is a replica of such a Photo Car taken from early drawings reproduced on the rear of such photos. Our info came from the back of a photo of Grandfather Newton, taken at the age of three.



WEIGHT OF COMPLETED CAR (LESS TRUCKS) 4 OZ.
TOTAL LENGTH OVER END SILL 41 1/2 FT.

Catalog. No. K-114

U.P. PHOTO
CAR



PARTS

114S Printed Sides, full color, pair.....	75
342 Cast Ends with steps, pair.....	50
70-72 End Sill assembly set.....	25
218 Body Bolsters, pair.....	15
195 Cast Side Doors, pair.....	15
331 Cast Window strip (4 windows).....	15
225 Special casting for SKYLIGHT.....	25
35 Set of 4 Formed End Railings.....	10
K-114 Complete Car Kit with trucks.....	\$4.95



F. Jay Haynes Palace Studio Car in 1891.

Used for Northern Pacific photography assignments and at Yellowstone National Park.

Note glass roof of studio.
The car was an NP business car before and after Haynes concluded his contract in 1905.

Northern Pacific Views by Edward W. Nolan



Fred H. Kiser and cook at Glacier National Park.
Car was lettered "Photographer Special Car"

The same car



Paul Hobbs Collection

Great Northern 1000 was provided to a crew filming movies for their "See America First" promotions.

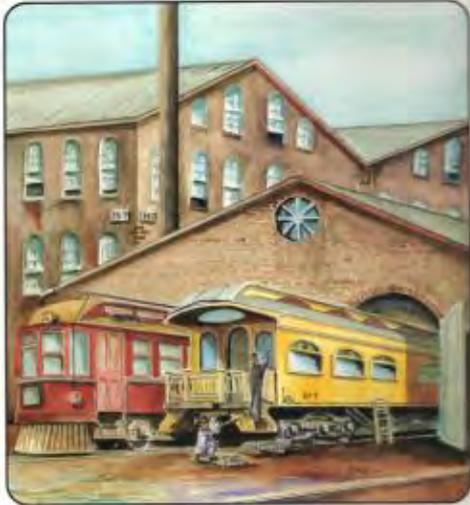
Early films needed to be developed quickly, soon after exposure.

<https://digitalcollections.ohs.org/fred-h-kiser-and-cook-at-special-studio-car-provided-by-the-great-northern-railway>

THE BARNEY & SMITH CAR COMPANY

Car Builders
Dayton, Ohio

Scott D. Troutel



A partial Barney & Smith construction roster in this book records more than 6000 passenger cars, of which just 36 were business or private cars – 11 of them Chapel Cars.

A Century of
PULLMAN CARS

Volume II The Palace Cars



Ralph L. Barger

We do not have published Pullman records for cars built for outside customers.

It is reasonable to expect that Pullman built similar numbers of private cars during the wood car era.

It is evident that the majority of Business cars were converted in railroad shops from existing cars.



Paul Hobbs photo s960210p July 1996

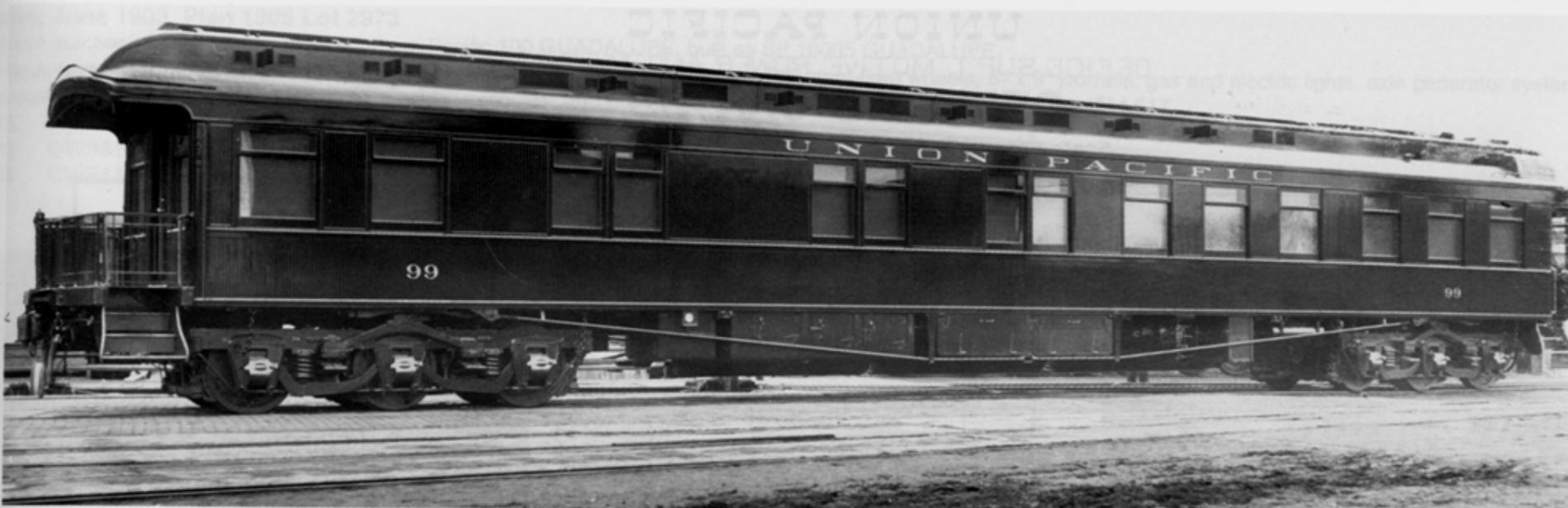
Canadian Pacific “*BRITISH COLUMBIA*”

Built by Barney & Smith July 1890, as CP sleeper, to Business Car in 1916.

Retired to museum 1963.

West Coast Railway Museum, Squamish, BC.

**Occasionally a car migrates from
railroad to railroad with the same executive.**



This photo of Union Pacific Business car 99 (OWR&N 99/2) was taken at the Pullman Shops on January 23, 1909, when the car was returned to Pullman for repainting and some modifications before delivery to Union Pacific. Note the underbody detail has some minor changes and the original roof vents are still in place. Smithsonian Institution Collection Photograph P11335.

Union Pacific Business Cars 1870 – 1991 by Ralph L. Barger

Union Pacific 99

Built in 1906, assigned to Harriman executive, as Illinois Central 15.

When he transferred to the UP, the car became O-WRR&N 99.

Then he moved on to Southern Pacific - the car went with him as SP 99.



Paul Hobbs S753218

Rio Grande Southern “*RICO*”

Built in 1882 as D&RG Postal Car. Served as RGS Business car 1892 – 1933.

At Colorado Railroad Museum. Golden, Colorado, July 1975.

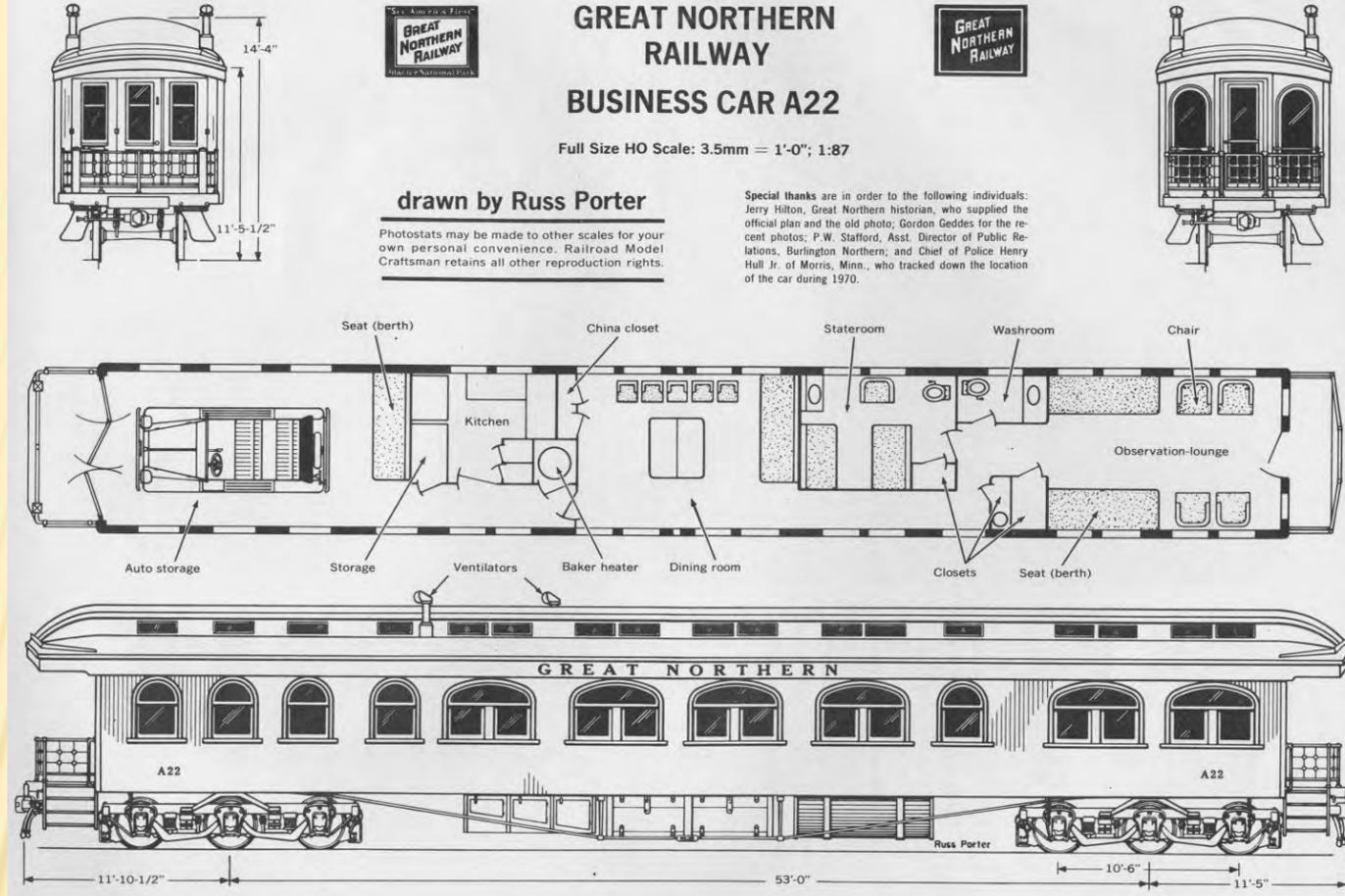
Great Northern A-22

Built at GN shops in 1905 from “second-hand materials” for Louis W. Hill.

Unusual feature was the garage for an automobile.

This at a time when good highways did not exist.

Article in Railroad Model Craftsman March 1972



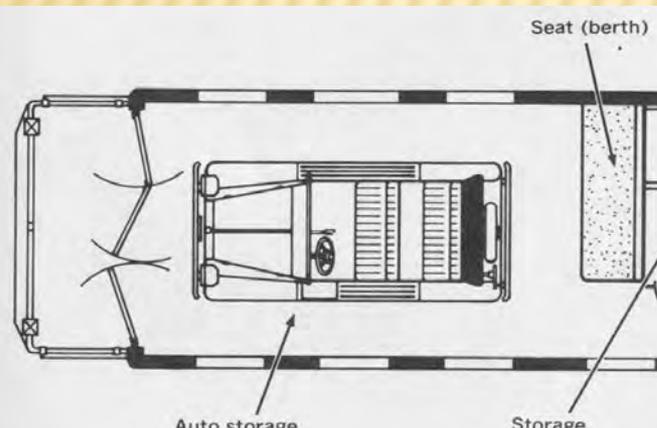
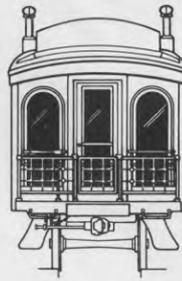
GREAT NORTHERN RAILWAY BUSINESS CAR A22

Full Size HO Scale: 3.5mm = 1'-0"; 1:87

drawn by Russ Porter

Photostats may be made to other scales for your own personal convenience. Railroad Model Craftsman retains all other reproduction rights.

Special thanks are in order to the following individuals: Jerry Hilton, Great Northern historian, who supplied the official plan and the old photo; Gordon Geddes for the recent photos; P.W. Stafford, Asst. Director of Public Relations, Burlington Northern, and Chief of Police Henry Hull Jr. of Morris, Minn., who tracked down the location of the car during 1970.



The car is in the collection of Mid-Century Railway Museum, North Freedom, Wisconsin.



This Train Is Bound for Glory

The Story
of America's
Chapel Cars

By Wilma Hugh Taylor and
Norman Thomas Taylor
Foreword by Eldon Ernst

By Wilma Hugh Taylor and Norman Thomas Taylor
382 pages

CHAPEL CARS

Twelve Chapel Cars operated in
the United States for nearly 50 years.

The majority were **American Baptist Publication Society** cars,
with a few each:

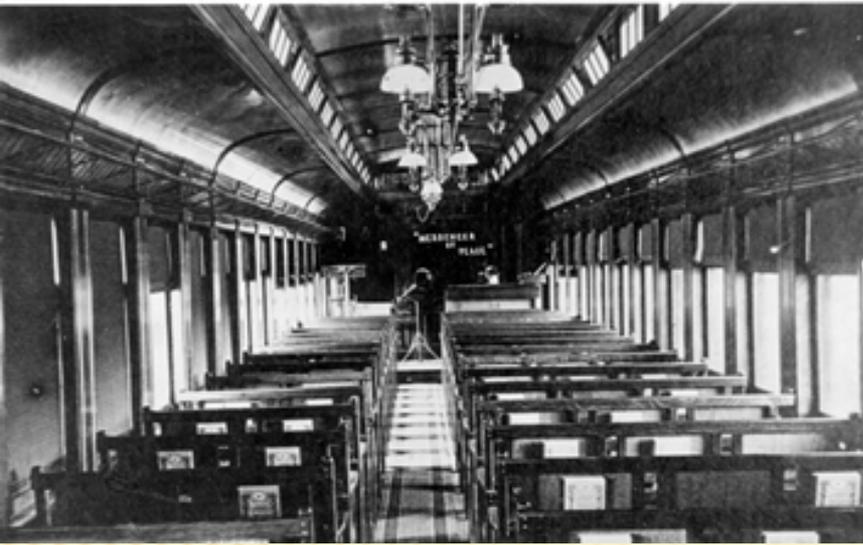
**Episcopal Missionary District (of North Dakota/Michigan) (2) and
Catholic Church Extension Society of the United States of America (3).**

**All served as missionary churches, staying at a
location until a congregation was established.**

*Russian cars, which were the inspiration, usually
served a district along the Trans Siberian and other
railways on a regular basis.*

Chapel cars also served in England and Italy.





Paul Hobbs IMG_1490 August 2011



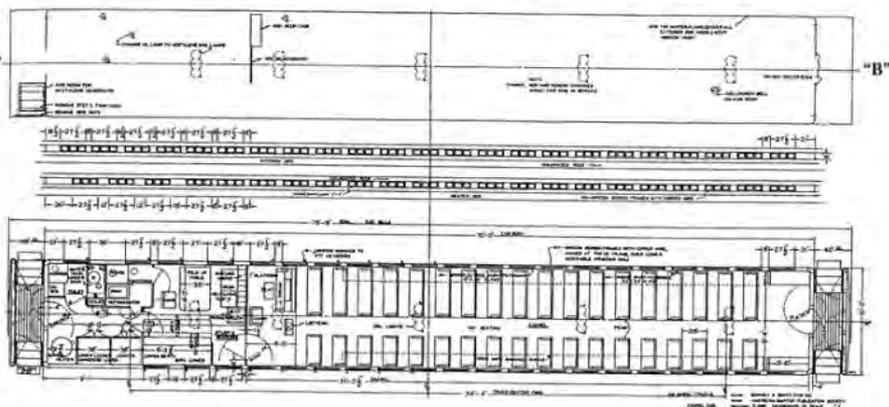
<http://trainmuseum.blogspot.co.nz/2013/06/chapel-car-photo-opportunity.html>

Two items www.trainmuseum.org

Sanctuary in “*Messenger of Peace*” circa 1902, courtesy of the Adair County Historical Society, Kirksville, MO.

Baptist Chapel Car #5: *Messenger of Peace*
American Baptist Publication Society

Floor plan from *This Train is Bound for Glory: The Story of America's Chapel Cars* by Norman and Wilma Taylor, Judson Press, Valley Forge, PA, 1999. P 313.



Baptist Chapel Car 5
“MESSENGER OF PEACE” is under restoration at the Northwest Railway Museum, Snoqualmie, Washington.

PULLMAN PRIVATE CARS 1901

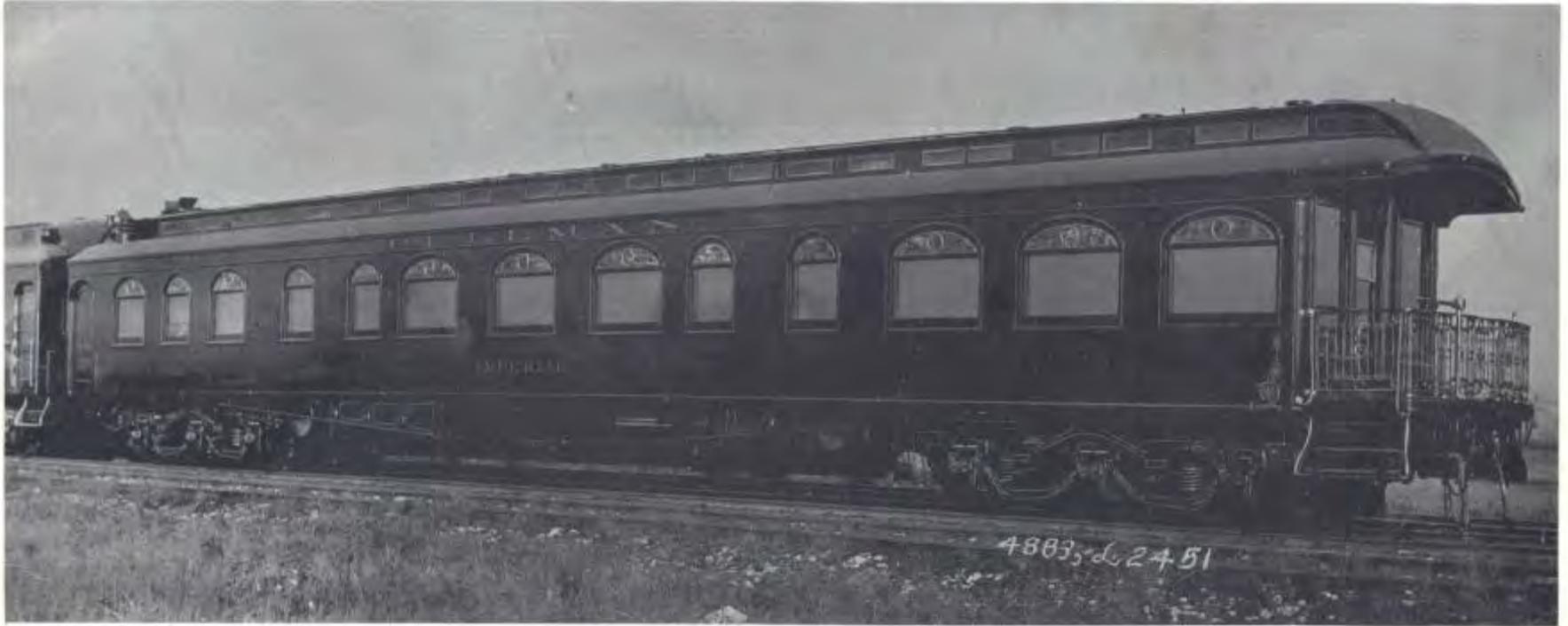
Pullman operated a small fleet of private cars, sometimes combined in train as required.

It was not unusual to include a diner and sleeping cars or parlor cars from the regular railroad or Pullman pool.

Rental was:

- \$50.00 per car, per day, for rentals less than 30 days.**
- *In 1901 the average wage was \$0.22 per hour.***

The Pullman Company



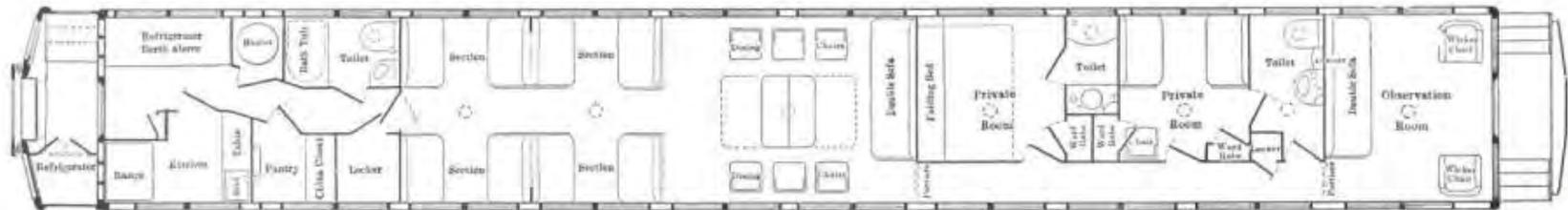
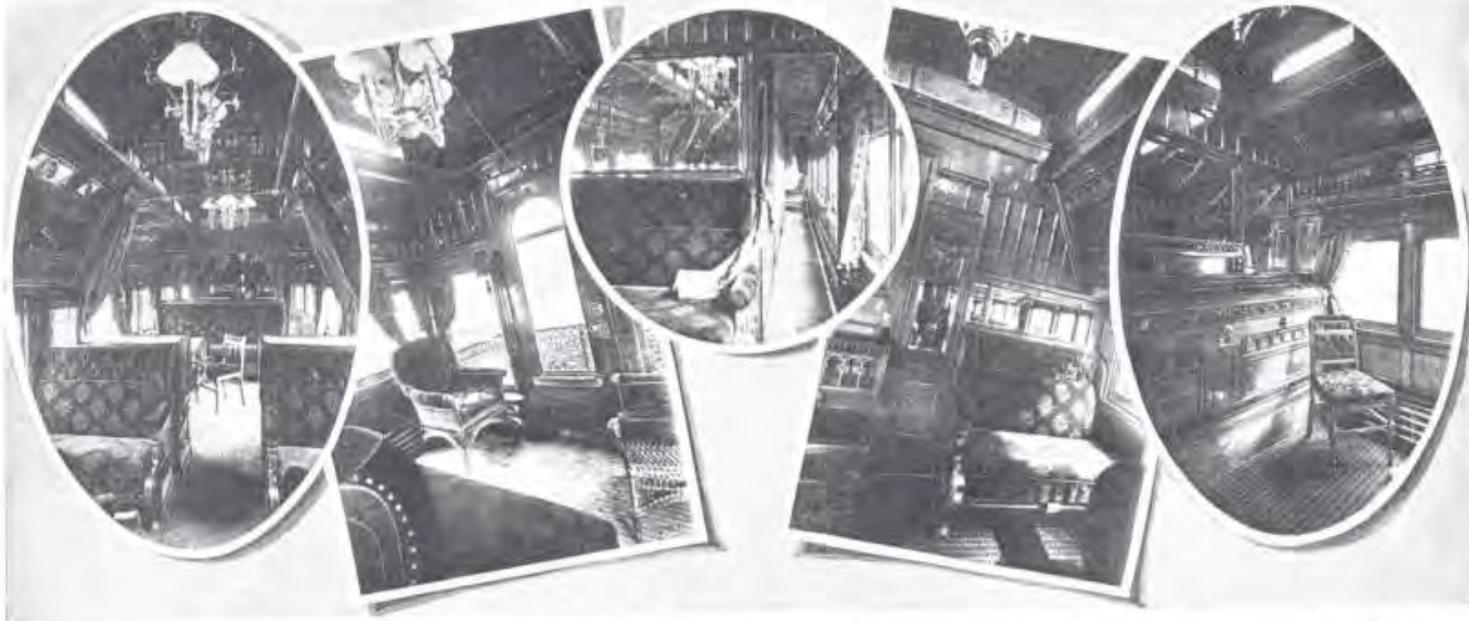
PRIVATE CAR and SPECIAL TRAIN SERVICE in 1901

This is a 1974 reprint of a Pullman brochure of 1901.

Paul Hobbs collection

Hazelmere was used by President Benjamin Harrison (1889 – 1893), among 4 cars in the group serving Presidential travels.

Car of suitable configuration was chosen to suit purpose of the trip.



HAZELMERE AND IOLANTHE

Will each accommodate fifteen persons, allowing a berth to each. They are seventy feet long, and are wide vestibuled at one end.

They each have two private rooms and six sections. The larger room is provided with stationary brass bedstead with drawers below and space for steamer trunk. These rooms have wardrobes and lockers, and separate toilet rooms.

A large toilet room with a bath tub is conveniently located in each car, and hot and cold water available when required.

The observation room is eight feet long, and furnished with sofas and easy chairs.

The parlor in each car is twelve feet long, and contains an extension table that will comfortably seat ten persons.

The interior finish is in mahogany, walnut, oak and satinwood, with draperies and upholstery to match.

MEASUREMENTS OF PRIVATE CARS.

NAME	LENGTH OVER BODY END SILL	LENGTH OVER PLATFORMS	HEIGHT OVER ALL	WIDTH AT EAVES
CAMPANIA.....	69 feet 6 inches	77 feet 9 inches	13 feet 8½ inches	10 feet ¼ inch
CLEOPATRA.....	63 feet 10 inches	71 feet 9 inches	13 feet 11½ inches	10 feet ¼ inch
CONVOY.....	65 feet 10 inches	74 feet 1 inch	14 feet 1 inch	10 feet ½ inch
CORONET.....	55 feet 10 inches	64 feet 3 inches	13 feet 8½ inches	10 feet
COURIER.....	72 feet	80 feet	14 feet 5½ inches	10 feet ¼ inch
EDGEMERE.....	64 feet	72 feet 3 inches	13 feet 7½ inches	10 feet ¼ inch
GLEN EYRE.....	70 feet	78 feet 3 inches	14 feet 7 inches	10 feet ¼ inch
GRASSMERE.....	72 feet 6 inches	80 feet 9 inches	14 feet 4½ inches	10 feet 1 inch
HASELMERE.....	65 feet 10 inches	74 feet 1 inch	13 feet 11½ inches	10 feet ¼ inch
IDLER.....	68 feet	76 feet	14 feet 4 inches	10 feet ¼ inch
IMPERIAL.....	70 feet	78 feet 3 inches	14 feet 1 inch	10 feet ¼ inch
IOLANTHE.....	65 feet 10 inches	74 feet 1 inch	13 feet 11½ inches	10 feet ¼ inch
LUCANIA.....	69 feet 6 inches	77 feet 9 inches	13 feet 8½ inches	10 feet ¼ inch
LUCULLUS.....	65 feet 8 inches	73 feet 8 inches	14 feet 5½ inches	9 feet 10½ inches
OCEANIC (*).....	63 feet 10 inches	72 feet 1 inch	13 feet 11½ inches	10 feet ¼ inch
OLIVETTE.....	63 feet 10 inches	72 feet 1 inch	13 feet 11½ inches	10 feet ¼ inch
OLYMPIA.....	70 feet	78 feet 3 inches	14 feet 1 inch	10 feet ¼ inch
PILGRIM.....	72 feet	80 feet	14 feet	10 feet ¼ inch
RAMBLER.....	66 feet 4 inches	74 feet 7 inches	13 feet 6½ inches	10 feet ¼ inch
RIVA.....	66 feet 6 inches	74 feet 9 inches	14 feet 3½ inches	10 feet ¼ inch

(*) Old name, Atalanta.

20 cars available in 1901

PRIVATE CARS

Equipment this section authority Chicago, Shopping by instructions.

These cars held Chicago authority only. To be

2492	3812	1911	2	<i>National, Federal</i>
2492	4210	1913, 14	2	<i>New York, Chicago</i>
2502	3848	1911	1	<i>Advance (renamed Asheville, 1936)</i>
2502-B	4422	1916	3	<i>Newport, Manhattan, Palm Beach</i>
2502-C	4490	1917	3	<i>Patriot, Pilgrim, Pioneer</i>
2503	3847	1911	2	<i>Ideal, Superb</i>
2502-A	4211	1914	3	<i>Boston, Philadelphia, Washington</i>

used only for private parties and rider cars for crews making trip reports if necessary.

3972	6037	1927	3	<i>Pioneer, Marcò Polo, David Livingston</i>
7071	6036 6175		6 2	Road nos. 7315-20 for CNW lease. private use and special parties.
3972-B	6246	1928	2	<i>Ferdinand Magellan, Roald Amundsen, Magellan rebt, assigned Pres. of US, 1942</i>

Superb became Los Angeles, 1925. Original name reinstated, 1926.



From the book “Passenger Car Catalog” by William Kratville, is this page of all-steel private cars operated by Pullman from 1911 onwards. 21 cars.

PRIVATELY OWNED CARS

A number of cars were built for private parties.

**Some cars were later sold to railroads to become Business Cars
– very similar configurations.**

Car Names

and Consists

Edited by Robert J. Wayner



A Guide to the Fascinating and Beautiful Names
Applied to Railroad Passenger and Pullman Cars

In the Business and Private cars section of this 1963 published book:

Nearly 800 (all-time) named cars are listed alphabetically.

107 of them belonged to non-railroads. These were the Private cars.

Some were owned by people with railroad interests – like Gould, Pullman, Vanderbilt.

The most frequent name was **VIRGINIA** – on 7 different railroads.

There were also many numbered cars - not in this count!



Smithsonian Institution Photo P7631 L3125

Go Pullman by Charles M. Knoll

“MORSE”

**Built by Pullman in 1904 for the Western Union Telegraph Company.
The telegraph was one of railroading’s closest companions.
The industries seemed to grow up together.**



Pullman and Private Car Pictorial by Robert J. Wayner

“SEMINOLE”

**Built in 1916 for Abraham Kingsley Macomber, a banker, adventurer, philanthropist.
Later sold to Railway Express Agency.
To Ontario Northland Railway as “ONAKAWANA”.**



The John G. Shedd Aquarium at Chicago operated the above car, and later a streamlined car (below), equipped with water tanks to carry tropical fish. Both cars were named “NAUTILUS”. One end of each car accommodated the crew caring for the fish in transit.

Two pictures; Pullman and Private Car Pictorial by Robert J. Wayner



The “*THYMALLUS*”, a fish car of the Montana State Fish Service, c. 1910.

The attendants are loading stainless steel milk cans filled with fish onto the car.



PRIVATE INSTRUCTION CARS

**There were several privately owned instruction cars
for non-railroad purposes.**

A critical component after a mine fire or explosion in the early 1900s was evaluating the mine atmosphere in order to re-enter safely for rescue of miners and for post-accident investigation. Gas analysis at the time was rudimentary and facilities for analyzing gas samples were far removed from mine sites. Research was completed in 1913 on a gas detector for determining inflammable gases (Burrell and Siebert 1913). By 1923, The Bureau of Mines equipped railroad cars, shown in Figure 2, with the latest technology in mine rescue apparatus, first aid equipment, and gas analysis equipment and stationed them in 10 mining districts throughout the country. These cars were used for first aid and mine rescue training during normal circumstances, and immediately deployed to the mines during emergencies.



Figure 2. Bureau of Mines mine rescue and training car



Extracting the Science: A Century of Mining Research

U.S. Bureau of Mines car 5. Eight cars, former Pullman sleepers, were modified to provide mine rescue training when the Bureau was formed in 1910.

This car was assigned to Montana and Washington.

A Century of Pullman Cars Volume 2 by Ralph L. Barger



U.S. Bureau of Mines #5 was originally built as 12 section, drawing room MACKINAW. Pullman renamed it ELMORE (Plan 3023C) in October 1900 and sold it to the U.S. Department of the Interior in November 1910. The Bureau of Mines used it as a rolling classroom for instruction in mine safety and rescue. Note that one end has been modified to an open platform and the other retains its narrow vestibule. Smithsonian Institution Photograph P12944.

The distribution of cars was as follows:

Car No. 1, in the anthracite field, with headquarters at Wilkes-Barre, Pa.

Car No. 2, in the coal fields of New Mexico, Colorado, and Utah, with headquarters at Trinidad, Colo., Salt Lake City, Utah, and finally with permanent headquarters at Burnham, Colo., a suburb of Denver.

Car No. 3, in the coal fields of western Kentucky, Indiana, and Illinois, with headquarters at Evansville, Ind.

Car No. 4, in the coal fields of Wyoming, northern Colorado, and Utah, with headquarters at Rock Springs, Wyo.; this car finally was assigned permanent headquarters at Pittsburgh, Kan., in the Missouri, Kansas, Oklahoma, and Arkansas coal fields.

Car No. 5, in the coal fields of Montana and Washington, with headquarters at Seattle, Wash., and later at Billings, Mont.

<https://arlweb.msha.gov/minerescue/early.asp>

Car No. 6, in the coal fields of western Pennsylvania and northern West Virginia, with headquarters at Pittsburgh, Pa.

Car No. 7, in the coal fields of southern West Virginia, western Virginia, eastern Kentucky, and eastern Tennessee, with headquarters at Huntington, W. Va.

Car No. 8, in the Lake Superior metal-mining region at Ironwood, Mich.



<https://www.facebook.com/Nemacolin15351/photos/a.920475714666865/965334596847643/?type=1&theater>

U. S. Bureau of Mines safety car at Nemacolin Mine, Pennsylvania, for mine rescue training in 1929. Heavyweight all-steel car – second generation of mine safety cars.



Figure 3. KC-135A Instrument Flight Trainer Railroad Car.²



Figure 4. KC-135A Instrument Flight Trainer Railroad Car.³

DAFX 13 was built from Pullman 8-1-2 car *Wild Rose* in 1962 with a KC-135 simulator aboard.

It, along with several other cars *DAFX 5 – 22* (18 cars), was moved from air force base to air force base to provide instrument training for aircrew.

The side walls of the near end extend to accommodate movement of the simulator during training.

The USAF had a fleet of 749 KC-135 aircraft.

1010 of the similar Boeing 707 were built.

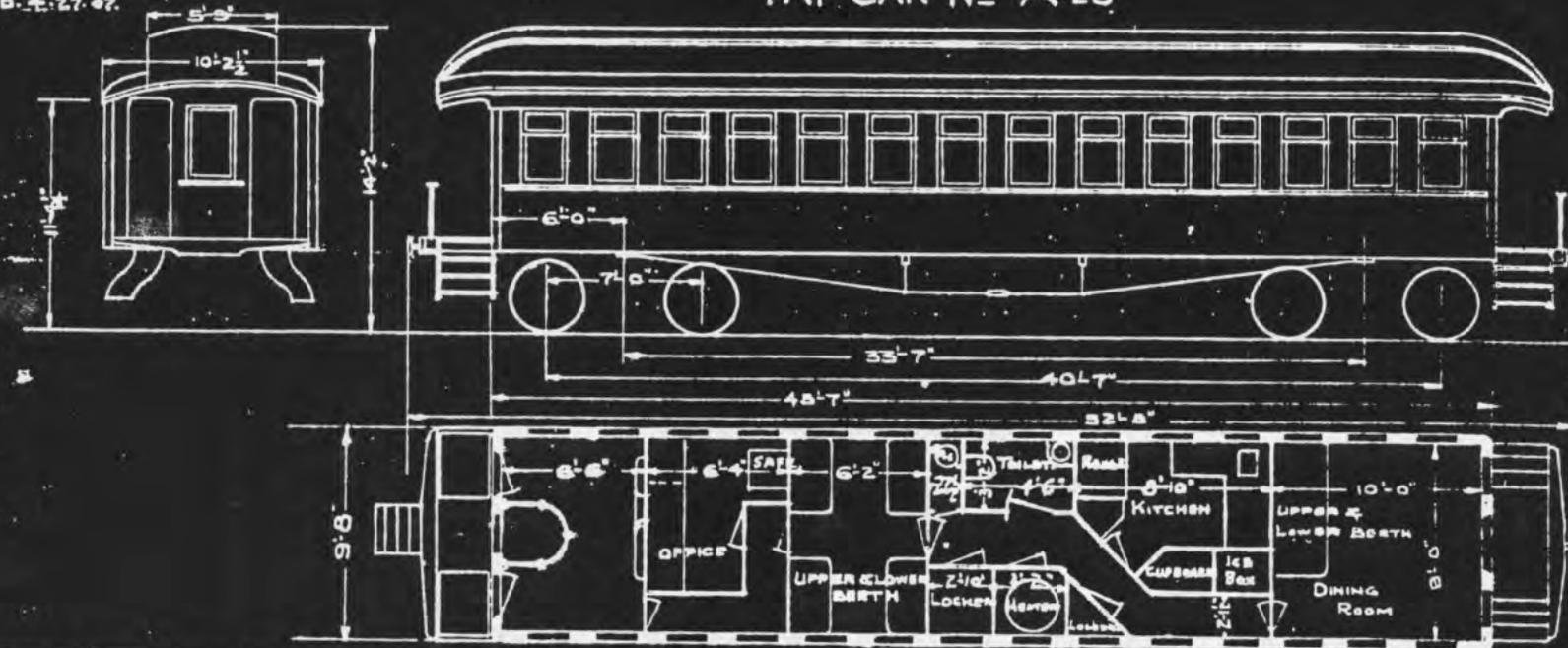
INSTRUCTION CARS

Pay Cars and Inspection Cars

**On some railroads Instruction Cars were classed
among the Business Cars.**

Some instruction and inspection cars were classed among the Outfit Cars

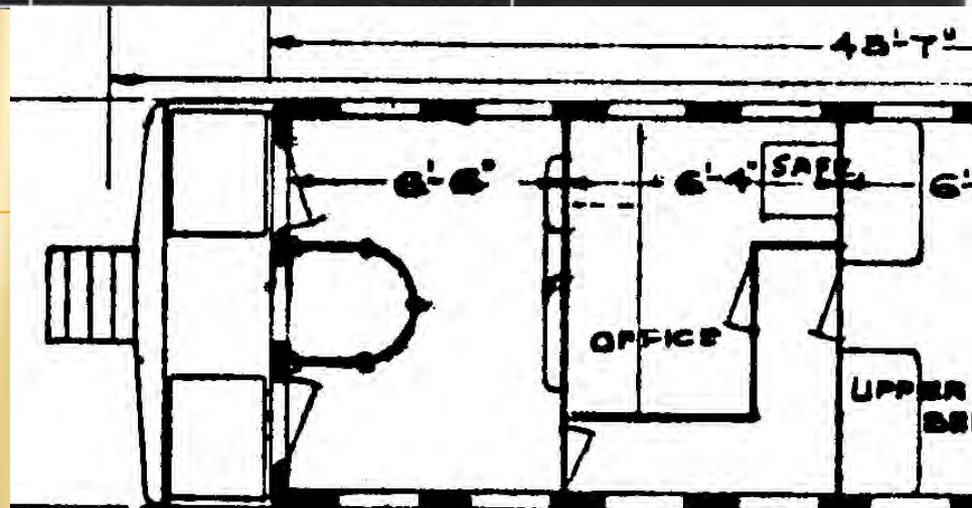
PAY MASTER'S CAR, ST. PAUL.



WEIGHT, LBS.	65,800	TRANSOM CENTERS,	33'-7"	AIR BRAKE, (MAKER) NEW YORK CO.	FINISH, EXTERIOR, PANELS,
LENGTH OVER FRAMING,	45'-7"	TOTAL WHEEL BASE,	40'-7"	AIR SIGNAL, (MAKER) NEW YORK CO.	FINISH, INTERIOR, OAK SHEATHING.
LENGTH OVER BUFFERS,	52'-5"	TRUCK WHEEL BASE,	7'-0"	HEATER, (MAKER) BAKER.	OAK SHEATHING.
WIDTH OVER FRAMING,	9'-8"	WHEELS, STEEL, DIAM.	33"	HEATER PIPING, -1 1/2"	398 FT.
WIDTH OVER CROWN M'LDG,	10'-2 1/2"	NUMBER OF WHEELS, EIGHT,	44 x 8"		LAMPS,
		JOURNALS, SIZE,			1-4 LC, 3-2 LC, 4-1 LS

Great Northern A-20 Pay Car

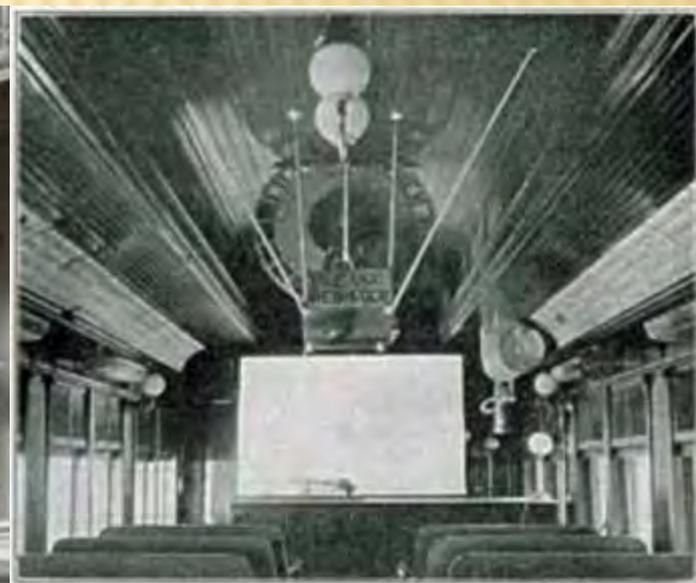
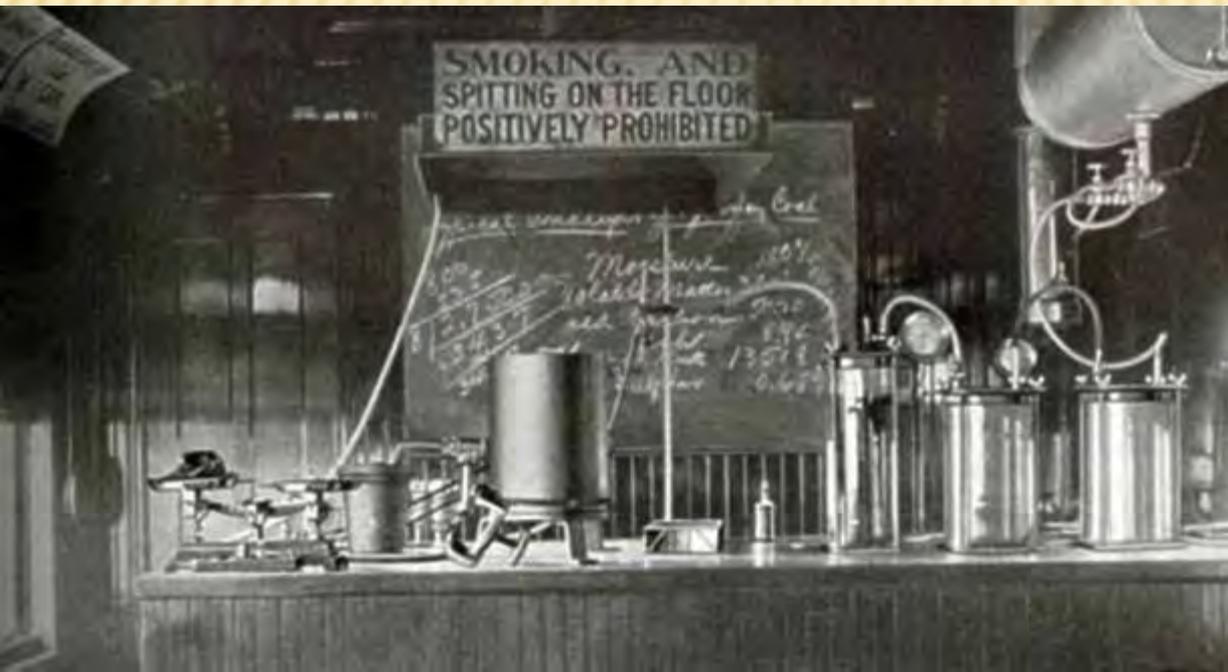
Rebuilt from coach.
 Toured the railway delivering
 the pay for track gangs and
 employees at remote terminals.





Northern Pacific 604 Fuel Instruction Car, rebuilt 1914 from coach.

Website – now unavailable



Fuel Instruction Car Showing Rear End of Stereopticon Hung from the Ceiling



**Maine Central
Instruction & Rules Car
Mechanical – Safety – Operating
2001**

Rebuilt from all-steel coach.

At Portland, Maine 1981.

Paul Hobbs s810432

Burlington Northern 1975-76 Annual by F. Hol Wagner Jr.



**Burlington Northern B-8
Fire Prevention Instruction Car**

**Rebuilt 1971 from
Northern Pacific
Baggage Car 250.**



Burlington Northern 1975-76 Annual by F. Hol Wagner Jr.

**Burlington Northern *B-7*, former Great Northern *A-6*
Originally all-wood GN Observation 9021.**

The car, along with the *B-6*, was equipped for training employees in computerized waybill COMPASS (Complete Operating Movement Processing and Service System).

Railroad Agriculture Car To Be Here On Wednesday

SEED PRODUCTION, marketing, and certification will be the keynote programs aboard Union Pacific Railroad's agricultural improvement car when it stops Jan. 23 in Kennewick during its sixth annual tour of the Northwest.

The morning program will be for the Tri-City 4-H and FFA youngsters. The Franklin County Crop Improvement association will meet in the car at 3 p.m.

Lawrence Brown, Franklin County agent, and Frank Webster, Benton County agent, and several leading farmers of the two counties will participate in a panel discussion on seeds.

Highlighted by a seed certification motion picture and another

smut control, agricultural specialists working with UP Agricultural Agent George L. Penrose will discuss many phases of the seed business.

KENNETH J. Morrison, extension agronomy specialist, Washington State College, will discuss the national federation seed program after showing a new certification film produced by the Indiana Crop Improvement association.

A second phase of the seed topic, certification laws and procedures in Washington, will be treated by Robert O. Fletcher, manager, Pacific Northwest Crop Improvement association, Walla Walla.

Seed marketing will be discussed by all specialists aboard following the showing of a new sound and color film, "Smut Control" produced by Union Pacific.

TO BRING the talks into critical focus on the problems and interests of the area will be a portion of the session in which the local county agent will summarize the foregoing discussions and talk about other items of current local interest and importance. County Crop Improvement association meetings will be held aboard the car wherever applicable.

Two complete programs will be presented, at 9:30 a.m. and 1:30 p.m.

ed by men actually in the seed handling business. They are expected to be Arden Jacklin, Jacklin Seed Co., Dishman; Sewell Erickson, Albert Dickerson Seed Co., Sunnyside; Russell McKeon, Pendleton Grain Growers, Pendleton; and Max Henricks, Pullman.

In the wheat country, the program will shift emphasis from grasses and legumes to wheat. The problem of smut control will be



SEEDS CHECKED — Agricultural specialists K. J. Morrison, WSC agronomist, R. O. Fletcher, Pac. N. W. Crop Improvement Assoc., and G. L. Penrose, U.P. agricultural agent, check new seed varieties being inspected by Jeanette Horvath, asst. analyst, at WSC laboratory. The trio will be speaking on seed production, marketing, and certification aboard Union Pacific's Agricultural Improvement car in Washington.



Pfc. Harold B. Roberts, son of co. was recently assigned to head...

<http://news.google.com/newspapers?nid=1951&dat=19530118&id=UWUtAAAIAIBAJ&sjid=MikFAAAIABAJ&pg=5715,2163150>

Newspaper item in the Tri-City Herald of Monday, January 19, 1953 announcing arrival of Agricultural Improvement car.



It was a Union Pacific instruction car seconded for the purpose.

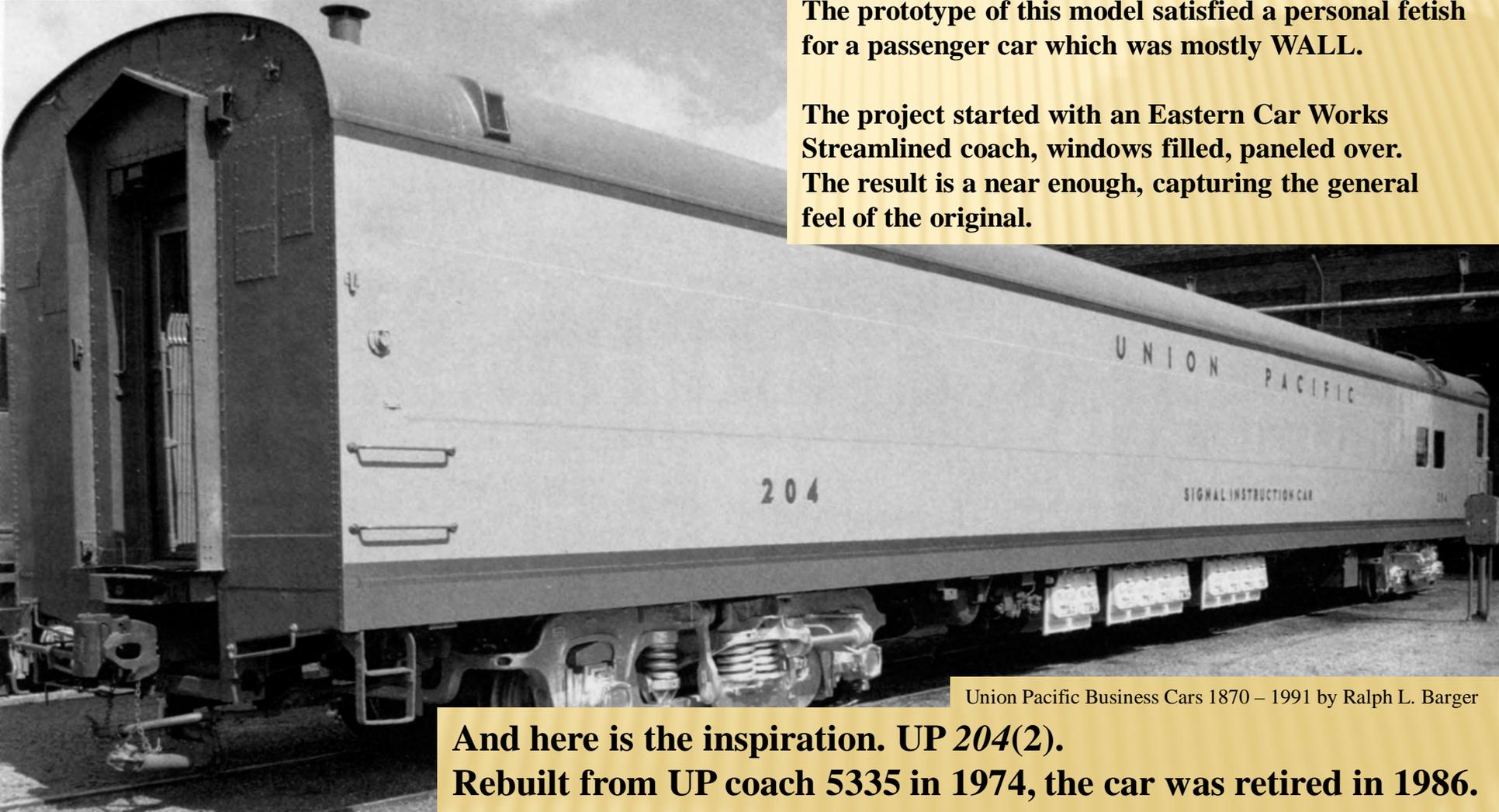
Maybe this one Rules Examiner UP 204.



UP 204 “Signal Instruction Car”

The prototype of this model satisfied a personal fetish for a passenger car which was mostly WALL.

The project started with an Eastern Car Works Streamlined coach, windows filled, paneled over. The result is a near enough, capturing the general feel of the original.



Union Pacific Business Cars 1870 – 1991 by Ralph L. Barger

And here is the inspiration. UP 204(2).

Rebuilt from UP coach 5335 in 1974, the car was retired in 1986.



http://justacarguy.blogspot.com/2010_08_08_archive.html



<http://justacarguy.blogspot.com/2011/08/railroad-inspection-cars-and-special.html>



theospark.net

Alaska RR B2

Bud Laws Collection



<http://donsdepot.donrossgroup.net/dr257.htm>

Inspection cars were not necessarily railroad vehicles.

From an early date automobiles were adapted for railroad inspection purposes.



Several websites



Sperry Rail Service has provided rail inspection services on contract to the railroads since 1928. The process detects flaws in rails, then mark the spot and reports to the railroad.

Some railroads operated their own detector equipment.



**Caltrain operates an inspection car with this Budd SPV2000.
At San Francisco July 31, 2010**

Paul Hobbs IMG9340

DISPLAY CARS And Display Trains

There were many occasions for railroads, and private users, to use display cars.

Some Display Trains were built for specific purposes, usually a short period.



Paul Hobbs photo S800114p

**This car was part of Santa Fe's "Progress" displays in 1980.
It was on show at Fullerton, California during the PCR Convention in April 1980.**



Paul Hobbs DSCF8795

The specially painted Amtrak train at Portland, Oregon on June 30, 2009, promoting Disney's new movie "A Christmas Carol".

Observation is Norfolk & Western 200 "LAMBERTS POINT".



Paul Hobbs DSCF8701

Other examples; Postal Centenary; Olympic Torch trains.

GENERAL DESIGN OF BUSINESS CARS

Here are floor plans demonstrating typical arrangements and facilities of business cars.

The bedroom for the senior traveler is in the middle (most comfortable ride) of the car, the kitchen is at the vestibule end.



Northern Pacific Railway Historical Association slide set

Northern Pacific “*MADISON RIVER*”

Built by Pullman in March 1926 as NP 1716 Observation.

Rebuilt as Business Car 2 in January 1942. Renamed “*MADISON RIVER*” in 1954.

To BN March 1970. Sold to Lake Washington Railway.

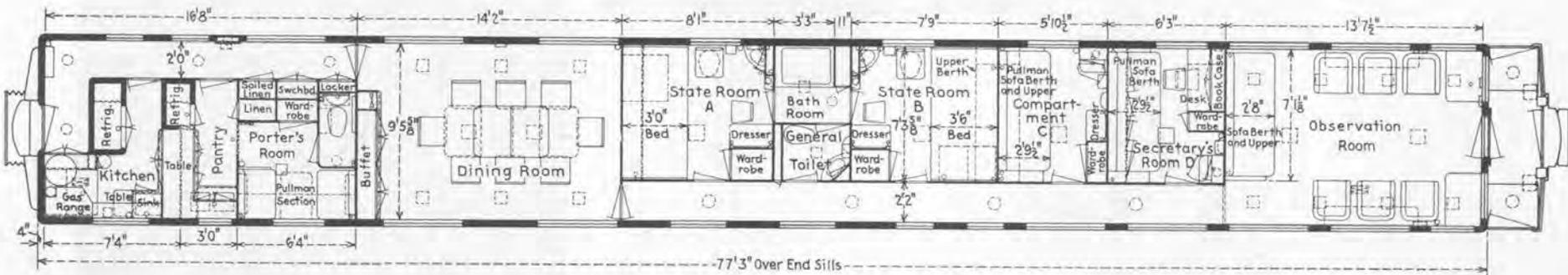
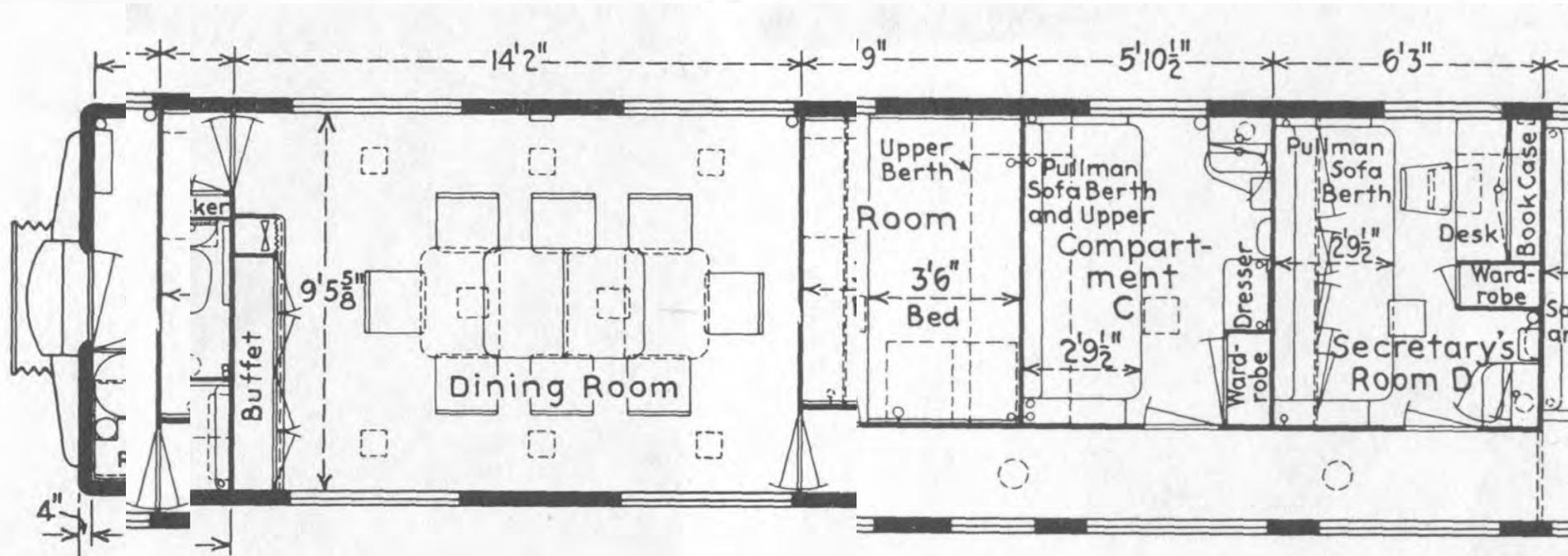


Fig. 5.403—Floor plan, Northern Pacific Business Car No. 2.
(See also Page 646)



Northern Pacific "MADISON RIVER"

You are a Division Superintendent.

You need to:

- Visit civic leaders in towns along the line
- **Meet and entertain shippers**
- Attend conferences at headquarters
- **Inspect your railroad**
- Discuss proceedings with work gangs in the field
- **Have an available command post during emergencies**

The business car is your office, restaurant and accommodations.

Your car waits on a spur near the depot.

The porter has everything ready.

Appropriate officials join you on the trip.

- **For some trips the car will be attached to a convenient passenger train.**
- **For others, maybe a freight – even a work extra.**
- **In extreme cases a special train with a rider car – for additional braking capacity.**

Early business cars had extra bed space (observation room and dining room) – for variable requirements.

The hardest working business car accumulates about 20,000 – 30,000 miles a year.

Compare a transcontinental revenue passenger car, averaging 17,000 miles per MONTH.

A business car can be doing its job while standing still – providing office, accommodation, and entertainment space.

A revenue car, as with a bus, truck, airplane or ship, is earning nothing while it stands still.

APPENDIX B

Statement showing, for 3-year period, the mileage made by private passenger-train cars

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	
7						-		Mileage		-		-					
8	Class	Name of Railroad	Cars	Name	*	Home cars on home roads	%	Home cars on foreign roads	%	Foreign cars on home roads	%	Total Business Car Miles	% of total	rank	Average miles per year per home car	highest miles	
9	I	Akron, Canton & Youngstown			*	1,621	0.11	13,556	0.89	105	0.01	15,282	0.000252	111			
10	I	Ann Arbor R. R.	1	2	*	49,439	0.45	57,078	0.52	4,284	0.04	110,801	0.001830	63	35506	4	
11	I	Atchison, Topeka & Santa Fe	46	3-38,	400	3,583,454	0.84	136,902	0.03	548,018	0.13	4,268,374	0.070496	1	26959	18	
12	I	Atlanta & West Point	3			44,279	0.63	7,879	0.11	18,465	0.26	70,623	0.001166	77	5795	86	
13	I	Atlanta, Birmingham & Atlantic (Coast check	2	100,	101	119,471	0.96	3,947	0.03	1,051	0.01	124,469	0.002056	59	20570	38	
14	I	Atlantic Coast Line	10	300-308,		735,231	0.57	96,507	0.07	456,683	0.35	1,288,421	0.021279	16	27725	17	
15	I	Baltimore & Ohio	22	97-100,	9	1,107,107	0.73	160,985	0.11	247,825	0.16	1,515,917	0.025037	13	19214	44	
16	I	Bangor & Aroostook	2	100,	200	73,595	0.69	31,053	0.29	1,777	0.02	106,425	0.001758	65	17441	46	
17	I	Bessemer & Lake Erie	2	101,	102	10,876	0.82	1,968	0.15	469	0.04	13,313	0.000220	117	2141	101	
18	I	Bingham & Garfield	2	10,	100	1,607	0.94	60	0.04	41	0.02	1,708	0.000028	156	278	111	
19	I	Boston & Albany	5	90,	91,	97	29,898	0.44	4,184	0.06	34,024	0.50	68,106	0.001125	78	2272	100
20	I	Boston & Maine				57,323	0.32	15,701	0.09	105,891	0.59	178,915	0.002955	50			
21	I	Buffalo & Susquehanna				2,119	0.64	1,207	0.36	0	0.00	3,326	0.000055	147			
22	I	Buffalo, Rochester & Pittsburgh	1	146 (Inst		82,086	0.53	35,150	0.23	36,507	0.24	153,743	0.002539	55	39079	2	
23	I	Canadian National, mileage in United States o	75	lots		21,919	0.96	0	0.00	1,019	0.04	22,938	0.000379	108	97	115	
24	I	Canadian Pacific	68	lots		47,067	0.86	6,010	0.11	1,373	0.03	54,450	0.000899	87	260	112	
25	I	Central of Georgia	4	95,	97,	99	343,488	0.75	62,013	0.14	51,362	0.11	456,863	0.007546	33	33792	6
26	I	Central R. R. of N. J.	4	97,	98,	99	57,669	0.77	11,835	0.16	5,520	0.07	75,024	0.001239	75	5792	87
27	I	Central Vermont	2	Grand Isl		58,110	0.37	42,508	0.27	58,318	0.37	158,936	0.002625	53	16770	48	
28	I	Charleston & Western Carolina	1	100	*	31,315	0.38	45,895	0.56	4,214	0.05	81,424	0.001345	70	25737	22	
29	I	Chesapeake & Ohio	10	1-9,	100,	593,054	0.68	111,465	0.13	169,305	0.19	873,824	0.014432	20	23484	30	
30	I	Chicago & Alton	3	500,	501,	256,129	0.66	90,050	0.23	43,716	0.11	389,895	0.006439	36	38464	3	
31	I	Chicago & Eastern Illinois	3	500-502		71,095	0.50	28,274	0.20	44,223	0.31	143,592	0.002372	57	11041	64	
32	I	Chicago & Northwestern	19			700,031	0.86	32,063	0.04	81,191	0.10	813,285	0.013432	22	12844	54	
33	I	Chicago Great Western	5	202,	302,	102,812	0.56	40,744	0.22	40,936	0.22	184,492	0.003047	48	9570	70	
34	I	Chicago, Burlington & Quincy	29	26,	30,	67	2,321,624	0.78	336,847	0.11	316,703	0.11	2,975,174	0.049138	5	30557	12

operating business cars / older business cars / names1930 / sorts / icc_stats

HIGHEST MILEAGE BUSINESS CAR FLEETS 1923 – 1925

Rank	Railroad	Mileage Average per year
1	Atchison, Topeka & Santa Fe	1422791
2	Union Pacific	1258029
3	Pennsylvania	1245431
4	Southern Pacific *	1062980
5	Chicago, Burlington & Quincy	991724
6	Southern	967895
7	Chicago, Milwaukee & St. Paul	759919
8	New York Central	750890
9	Illinois Central	614418

* If Southern Pacific of Texas is included, mileage would exceed Pennsylvania.

Mileages of major roads were 60% to 80% own cars on home roads.

HIGHEST MILEAGE BUSINESS CAR FLEETS 1923 – 1925

Rank	Railroad	Mileage Average per year	Cars 1930	Average miles
1	Atchison, Topeka & Santa Fe	1422791	46	26959
2	Union Pacific	1258029	35	31476
3	Pennsylvania	1245431	38	26455
4	Southern Pacific *	1062980	36	22366
5	Chicago, Burlington & Quincy	991724	29	30557
6	Southern	967895	25	34015
7	Chicago, Milwaukee & St. Paul	759919	29	24386
8	New York Central	750890	26	20885
9	Illinois Central	614418	22	23169

These 286 cars represent 1/3 of US Business car fleet at the time.

**From ICC Decision 17757,
decided June 21, 1929,
railroads were required to bill
for all miles by foreign cars.**

Until then host roads often provided free or discounted transportation of other railroad business cars.

Most railroads instructed their officers to restrict their offline travels – even mileage on partly owned subsidiaries.

Privately owned cars, including Chapel Cars, were billed for all movements.

No. 17757

IN THE MATTER OF USE OF PRIVATE PASSENGER TRAIN
CARS

Submitted March 14, 1929. Decided June 21, 1929

1. The transportation or movement of private passenger cars, including so-called office cars, by one carrier for another or its officials, free or at other than published tariff rates, is contrary to the provisions of the interstate commerce act.
2. It is unjustly discriminatory and unduly preferential and prejudicial to haul such private cars of other carriers free, or at less than published tariff rates, while charging certain minimum fares and revenue for the movement of privately owned or chartered cars.
3. The transportation of persons in private passenger cars, including berth and other accommodations, at the rate charged passengers provided only with ordinary coach accommodations is unjustly discriminatory and unduly preferential and prejudicial.

Thomas P. Healy for Interstate Commerce Commission.

Alfred P. Thom, Alfred P. Thom, jr., and R. H. Aishton for Association of Railway Executives.

W. H. Lyford for Chicago & Eastern Illinois Railroad Company.

REPORT OF THE COMMISSION

McMANAMY, Commissioner:

Exceptions to the proposed report were filed on behalf of the Association of Railway Executives and the Chicago & Eastern Illinois Railroad Company and oral argument has been had.

This is an investigation instituted on our own motion into and concerning the use of private passenger-train cars, including so-called office cars, in the transportation of persons, with a view to making such order or orders in the premises as may be warranted.

A questionnaire was sent to all Class I and II carriers and to switching and terminal carriers, calling for information as to private passenger-train cars owned, leased, or operated, the movement or use of such cars as were transported free or at less than tariff rates on home and foreign lines, and the occupants of such cars on respective trips. Returns were filed, under oath, by 387 carriers, covering the calendar years 1923, 1924, and 1925.

The returns to the questionnaire were so voluminous and the subject matter so diversified that a complete detailed analysis thereof is 155 I. C. C.

6	S. P., Care Parlor.....	10907, 10908, 10909	3
1	" Officers.....	99	1
1	" ".....	Airslie (100), Berkeley (102)	2
1	" ".....	103	1
85	" ".....	San Jose (104)	1
38	C. P., ".....	Salt Lake (105)	1
1	S. P., ".....	106	1
1	" ".....	Del Monte (107), (109)	2
6	R.P.S.W. ".....	Shasta (108)	1
1	" ".....	110	1
77	C. P., ".....	111	1
1	" ".....	112	1
1	" ".....	San Joaquin (115)	1
4	S. P., ".....	Los Angeles (116), — (117)	2
3	C. P., ".....	Rio Grande (118)	1
3	S. P., ".....	San Francisco (119)	1
72	" ".....	Wildwood (121), Coast (122)	2
3	" ".....	Tucson (123), Stockton (124)	2
8	" ".....	125	1
2	" ".....	126	1
39	" ".....	Santa Rosa (128)	1
44	C. P., ".....	Nacozari (129)	1
13	R.P.&N.E., ".....	(131)	1
1	C. P., ".....	(133)	1
11	S. P., ".....	(Employees Better Health Car) (134)	1
26	S. P., Dynamometer.....	137	1
19	" Officers.....	138	1
3	" ".....	Sacramento (139)	1
6	" ".....	Sunset (140)	1
11	" ".....	Oakland (141)	1
11	" ".....	Santa Barbara (142)	1
11	" ".....	Sierra Nevada (143)	1
11	Total Passenger Train Cars, including Officers Cars.....	1565	

All Passenger equipment bearing initials "O. & C." being changed to read "S. P."

EQUIPMENT DECEMBER 1930

AD—CONTINUED.

MENT.

PASSENGER.		
.....	2563	Other Passenger Cars (Street)..... 77
.....	190	Baggage Express Trailer..... 1
er and Bag-		Passenger Trailer..... 18
.....	478	Baggage, Mail Trailer..... 15
agg. & Mail.	16	Pass., Bagg., Mail, Trailer..... 5
.....	115	Crew Express..... 45
.....	1664	Passenger & Baggage Trailer... 10
.....	209	TOTAL PASSENGER EQUIPMENT
or.....	474	CARS..... 5985
.....	112	Officers..... 88
L, Freight and		Passenger Equipment Cars..... 288245

Roadway Machines.

CAPACITY OF FREIGHT CARS—AGGREGATE

HOW MANY BUSINESS CARS - WHEN?

**Using a table of statistics from the
Interstate Commerce Commission, in the book
“The American Railroad Passenger Car”
by John H. White Jr.,
we see the numbers of business cars, and their
proportion among the passenger car fleet.**

Most years Business Cars averaged 1.5% or less of the passenger fleet.

**Table B.1 American Passenger Cars by type, 1840 - 1970 from
The American Railroad Passenger Car by John H. White Jr.**

YEAR	COACH	PARLOR	DINER	BAGG MAIL*		SLEEP	COMB	OFFICE	SELF PROPELLED	OTHER	TOTAL	% BUS TO TOTAL
1840											900	
1850											3000	
1860											10000	
1870	9000			3500		400				100	13000	
1880	12500	130	40	4000		1300				430	18400	
1890	19000	370	160	6700	3000	2100	350			720	32400	
1900	20000	500	350	6000	3500	3500	4400	600		250	38200	1.53
1910	25800	1350	950	8220	1500	4500	5700	780		3000	52300	1.51
1920	29300	1570	1350	12100	1240	7100	5680	950		4610	63100	1.49
1930	25100	1760	1760	12900	950	8500	5270	880	3660	2320	63900	1.39
1940	15200	1370	1530	12000	1500	6400	2500	570	4100	30	45200	1.26
1950	14200	730	1800	13600	1750	6100	2000	560	2650	110	43500	1.29
1960	10250	300	1170	11400	830	2600	750	400	2900		30600	1.31
1970	4030	210	570	3710	320	800	80	210	2630		12560	1.67

HEAVYWEIGHT BUSINESS CARS

**A few railroads bought new business cars in the
Heavyweight era.**

Many chose to rebuild revenue cars.

**Some were wood cars, rebuilt with steel sheathing
and underframe.**

**Most were modernized with air-conditioning, thermopane windows
and roller bearing trucks in later years.**



Paul Hobbs photo s971318p

**B&O 917, now at the Baltimore & Ohio Railroad Museum at Baltimore, Maryland.
This wood-bodied car received a steel sheath in the 1920s.
The steel protected the wood, allowing the car to serve many years longer.**



<http://rr-fallenflags.org/prr/prr-bc7503ahn.jpg>

**Pennsylvania Railroad 7503 “*HARRISBURG*”
Built by Pullman in 1914.
Several similar cars were built at the Altoona shops.**



Paul Hobbs S742819p

Alaska Railroad “*CARIBOU CREEK*”

Alaska Railroad shops, Anchorage, Alaska, July 1974.

Built new by ACF 1917. Purchased from US Bureau of Mines Car No. 1 in 1947.



**Chicago & North Western “IOWA”
At Fargo, North Dakota.**

Paul Hobbs S930529p

Modernized heavyweight car, note Thermopane windows.



Paul Hobbs DSCF1837

Philadelphia & Reading 10 "READING"

At Strasburg Rail Road, Strasburg, Pennsylvania June 24, 2010.



Paul Hobbs DSCF9225

**New York & Greenwood Lake “*PRIDE OF THE DELAWARE*”
At Passaic, New Jersey, July 14, 2009.**

Car is former Grand Trunk Western.



Paul Hobbs DSCF8341

Union Pacific 103
At California State Railroad Museum, Sacramento, California, June 24, 2009.



**Display at
Orange Empire
Railway Museum,
Perris, California.**

July 20, 2008

Paul Hobbs DSCF6558,60



Pacific Electric *1299*

**The Business car of the PE was equipped with
railroad couplers and air lines.**

It operated as well on steam roads as on its own electric lines.



<http://donsdepot.donrossgroup.net/sfe428.jpg>

Santa Fe 428 at Fort Worth, Texas, September 5, 1966

Santa Fe had 21 purpose-built Superintendents cars constructed by Pullman between 1924 and 1929.

They were numbered 400 – 412, 422 – 429.

This was the largest single order for business cars on a builder.

NEG# SFR-4



Santa Fe owned several larger cars. Here are some examples from the early 1950s.

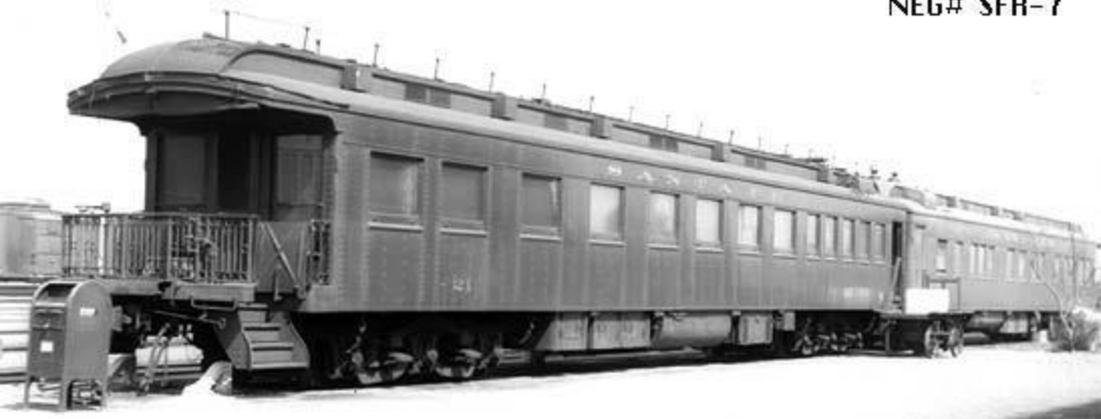
No. 10

NEG# SFR-5



No. 15

NEG# SFR-7



No. 21



**Walthers 10-1-2
Also Micro-Trains**



Pullman and Private Car Pictorial, Robert J. Wayner

Erie No. 4 was rebuilt from Pullman Sleeper “HIDDEN LAKE”, a 10-1-2.

The heritage is still visible.

At Fargo, North Dakota, July 12, 1993.

Part of consist for excursion of Great Northern Railway Historical Society.



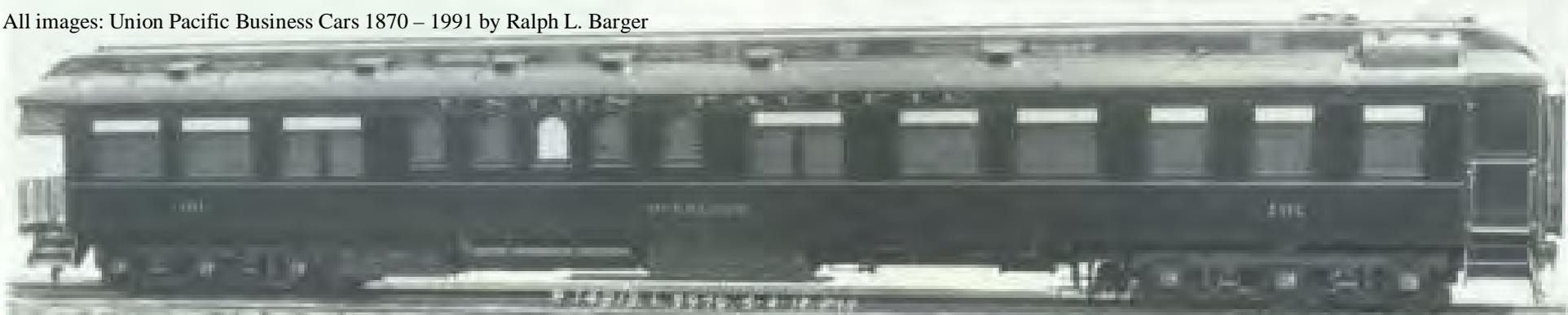
Paul Hobbs S930438

Burlington Northern “*MERAMEC RIVER*”

Came to the roster with the St. Louis San Francisco merger of 1980, former SLSF No. 2.

Built as a diner for SLSF.

Today on display at BNSF headquarters at Fort Worth, Texas as “*CANADIAN RIVER*”.

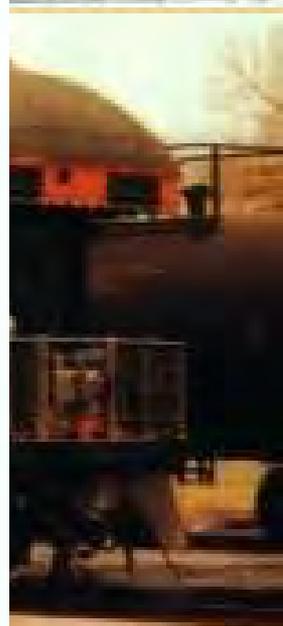


Union Pacific 101 OVERLAND

Pullman Car & Manufacturing, May 1912, Plan 2610 Lot 3970

Steel body and underframe, length 73' 6" over end sills, steel 6-wheel trucks, and open platform. Value on June 30, 1919 was \$30,082.

OVERLAND 101	UP	Business Stl	Circa 1918 to USRA #15 ; 2/20 returned; 7/26 to UP 101/1.
101/1	UP	Business Stl	6/52 to UP 103/3.
103/3	UP	Business Stl	4/64 to UP 109/2.
109/2	UP	Business Stl	/69 remodeled, 7/70 stored at Omaha, 8/71 sold to WP named FEATHER RIVER.
FEATHER RIVER/1	WP	Business Stl	/85 to MP 3 [KANSAS CITY].
[KANSAS CITY]/3	MP	Business Stl	[Name not painted on the car]; /85 sold to UP 115/3.
115/3	UP	Business Stl	/87 to SELMA.
SELMA	UP	Business Stl	/91 in service.



GOVERNMENT BUSINESS CARS

A few cars were owned by the Government.

The cars owned for the transportation of the chief executive.



**Car 1, the car of the Governor General of Canada
In 1939 as loaned for use by King George VI.
Royal Blue with Aluminum leaf window band.**

Trains We Remember by Robert J. Wayner



**October 1, 1948,
President Truman aboard US No. 1
“*FERDINAND MAGELLAN*”.
The heaviest passenger car ever 142.5 tons.**

**Car was purchased in 1942 from Pullman
and customized for President Roosevelt.**

**The car is an exhibit at the
Gold Coast Railroad Museum, Miami, Florida.**

MODERN BUSINESS CARS

**A few railroads bought new business cars
in the streamlined era.**

**Many chose to modernize heavyweight cars -
they were already configured for the purpose.**

**Several streamlined business cars have been
rebuilt from surplus revenue passenger cars.**

Streamlined Business cars built New

Budd

ATSF	Santa Fe	1957
	Topeka	1957
CB&Q	Burlington	1952

Pullman

ATSF	Santa Fe	1949	to Atchison 1957
GN	A-28	1947	to A-4 1969
IC	1	1955	to ICG 1
NP	Clark Fork River	1955	
	Yellowstone River	1955	
	Yakima River	1955	
Soo	Minneapolis	1957	to GN A-2 1966
SP	Sunset 150	1955	
US Steel	Laurel Ridge	1949	to ATSF Mountainair in 1962

CMSTP&P Shops

MILW	Milwaukee	1948	Retired 1977, sold
	Wisconsin	1948	

National Steel Car Co. Ltd

CN	21 Grand Trunk	1959	to 99	1975
	22		to 90	1975
	23		to 93	1975
	24		to 89	1975
	92			
	98 Bonaventure			

Hawker Siddeley Canada Ltd.

CN	1	1967
	2	1967



Retired Burlington Northern President Robert W. Downing, a former Great Northern official, rode to the convention aboard this car, attached to the Empire Builder much of the way, with fellow GNRHS members from Seattle.



Paul Hobbs S950726

**Burlington Northern “*CANADIAN RIVER*”
Built by Pullman in 1947 as Great Northern A-28, serving the President of the railway.**

At Willmar, Minnesota during GNRHS Convention 1995.



http://www.flickr.com/photos/high_iron/3617710568/sizes/l/in/photostream/

**Milwaukee “*WISCONSIN*”
Built at Milwaukee Railroad shops in 1948.**



Paul Hobbs S930809

**Burlington Northern “*MISSISSIPPI RIVER*”
Delivered new from Budd in 1952 as CB&Q “*BURLINGTON*”.
It served the President of CB&Q and BN, and later BNSF.
At White Bear Lake, Minnesota on an excursion for NPRHA, July 1993.**



Southern Pacific 150

“SUNSET”

Built by Pullman in 1955.

At Portland, Oregon in 1995.

<http://www.flickr.com/photos/47911905@N00/4358794258/sizes/l/in/photostream/>



Union Pacific UPP 150

“SUNSET”

At Oakland, California,

July 1, 2011.



**GN A-30, Sauk Center, Minnesota, on the rear of the Western Star, August 1962.
Built 1930 as Pullman 6-6 "ARCHIBALD GUTHRIE", Rebuilt 1957 as A-30.
To A-3 1969, BN A-3 1970, Sold to Alaska Railroad December 1971 as "GLACIER PASS".**



Walthers 4-4-2 is a good start point for a kitbash.

Some Classic Trains by Arthur D. Dubin



Pullman and Private Car Pictorial by Robert J. Wayner

Rock Island 100

Built from Pullman Sleeper "IMPERIAL MARK".

Note window similarities, and changes. See similar car assigned to Union Pacific.

Door end became platform end. It already had the step mechanism.



Union Pacific Business Cars 1870 – 1991 by Ralph L. Barger

UP 101 (4) at Salt Lake City 1983

Car was rebuilt from coach 5447 to 100 (5) in 1957, then 103 (5) in 1965, 102 (4) 1968, 101 (4) in 1971, then “POCATELLO” in 1989.

This was among 5 streamlined coaches rebuilt to Business cars in 1957.



Paul Hobbs Photo S911134

SP 117 “TUCSON” 800557

**Rebuilt from Pullman Plan 3959F 3-2 Observation “LOUIS FRONTENAC”
in March 1955.**

Privately owned in 1991, on excursion at Jamestown, North Dakota.



Paul Hobbs Photo S912021p

***“MONTANA”* 800201**

Former St. Louis, San Francisco business car *“MISSOURI”*.

Privately owned car at Whitefish, Montana in 1991.

PRIVATE CARS SINCE AMTRAK START 1971

The American Association of Private Railroad Car Owners is the co-ordinator and support organization for a fleet of private cars, some available for charter.

**Near 800 (including many railroad owned) cars are compatible with Amtrak,
and assigned 800000 numbers.**

They are exquisite examples of Heavyweight and Streamlined equipment.



CHARTER A CAR



TRADE MEMBERS



THE STEPBOX BLOG



AAPRCO FACEBOOK

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Private Varnish ▾

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Social Media ▾

Members Only ▾

American Association of Private Railroad Car Owners, Inc.

*Our mission is to promote the operation, ownership, and enjoyment of
the private passenger railcar.*

www.aaprc.com

AAPRCO has been the prime support and marketing organization for modern private car owners. The current list of cars available for charter totals 61 cars of several types.



Business

Day 8, Night 5

Features: Beautiful mahogany paneling throughout the car wraps you the minute you step on board. Two master bedrooms with queen size beds, large closets with suitcase storage overhead. Ten large windows in each room let you spread out for your journey. Each bedroom has it's own attached toilet and shower room. The third bedroom has a single bed and also has it's own toilet and shower. A formal dining room with chandelier will highlight your dining experience. The lounge area features large comfortable chairs and a couch just inside the high railed open air platform. Large windows provide a great view if the weather is not the best.

History: A long and colorful history awaits you on board. Built as sleeping car "Lobloby Pine" for the Chicago and Eastern Illinois Railroad. The car later saw service as an executive sleeper before purchase by the Autoliner Corporation. The conversion to business car for Autoliner was highlighted with the use of the car by Jimmy Carter during his 1976 presidential campaign. Later sold to the Missouri Pacific becoming business car 7, then to Union Pacific as business car 195. In 1977 the car was sold to private ownership where it continues to operate in the finest railroad tradition.

Federal



Business Car

Day 14, Night 8

Features: Enjoy a meal in the formal dining room which includes the original 1911 mahogany table and chairs. The 2 master bedrooms, with original double brass beds, and 2 compartments retain the original medicine cabinets, closets, ceiling and wall mounted light fixtures, and luggage racks. Other features include a large shower and changing room, crew quarters, full service kitchen, stereo CD/TV/VCR/DVD, original Pullman carpeting, observation lounge and open rear platform with original brass railings. Push-pull equipped. Based in the Tucson/Phoenix area.

History: Built by the Pullman Company as one of the first all-steel business cars, Federal began service on February 3, 1911 and is the oldest private car certified for Amtrak operations. Presidents Taft and Wilson used the car for their travels from 1911 to 1916. Federal was sold to the DL&W RR in 1933. Acquired in 1992, Federal underwent extensive restoration and returned to operating service in October, 2002.

Minnesota River (800195)



Sleeper

Capacity: Day 21, Night 21

Features: This classic Pullman with 5 roomettes, 4 double bedrooms, 8 double roomettes, and a shower is the perfect second car for a larger charter group. Car has original interior. Upgraded in 2004.

History: Built in 1954 by Pullman Standard for service on the "Pioneer Limited" and "Glympian Hiawatha." Among the last passenger cars purchased by the Milwaukee Road. Never used in Amtrak service, it was retained by the railroad for executive use until sold to first private owner in 1978. Operated in charter service 1984-1987. Acquired by the AARPC in 2001. Recently restored.

Northern Sky



Dome Sleeper-Lounge

Capacity: Day 14, Night 8

Features: "The Best of the Best." 1 master bedroom, 3 double bedrooms, 3 showers, kitchen, full meal service, observation lounge with rear facing windows on lower level, dome-lounge on upper level, stereo, TV/VCR/DVD, surround-sound home theater. Push-pull equipped.

Click on this [link](#) to view a video of the Northern Sky.

Examples of car types available for charter.

Private Varnish magazine is published 3 times a year, plus an annual charter guide.



www.aaprc.com

You can rent this car [2012 rates]: <http://www.silveriris.net/>
\$2.10 per mile;
\$600 per switch (includes on and off the train);
\$100 per night for parking during stopovers;
\$800 per night for crew, insurance, beverages, laundry and supplies.



Paul Hobbs S010613p

***“SILVER IRIS”* 800285**

**On the rear of Amtrak’s Coast Starlight, southbound at Vancouver, Washington
April 2001.**

Built by Budd in 1952 for CB&Q’s American Royal Zephyr.



Paul Hobbs DSCF8705

**Private cars M-K-T 403, Milwaukee 53 Super Dome, and “MINNESOTA RIVER” gather at Portland Union Station, Oregon before departure next day with SP 4449 for Trainfest at Owosso, Michigan.
June 30, 2009.**

BUSINESS CARS SINCE AMTRAK START 1971

Railroads have built fleets of coaches, sleepers and power cars, in addition to office and instruction cars, to operate trains as needed.

Many cars are compatible with Amtrak, assigned 800000 numbers.

After Amtrak started:

- **Railroads no longer operated passenger trains.**
- **Support cars needed for business trains become part of the business fleet.**
- **For a time cars in Amtrak trains needed Amtrak paint.**
- **Gradual installation of HEP from 1976, and Amtrak compatible 800000 numbers.**
- **Build power cars to serve business trains.**



For several years Amtrak required private cars attached to their trains to be in Amtrak colors.

Here is a railroad business car on an election campaign special in 1976.



Dick Brundage 58328 rrpicturearchives.net

ATSF 89 Inspection Car, at Pasadena, California, October 1, 1987.

Car was originally ATSF 1397 a 1940 Budd-built Lounge Car.



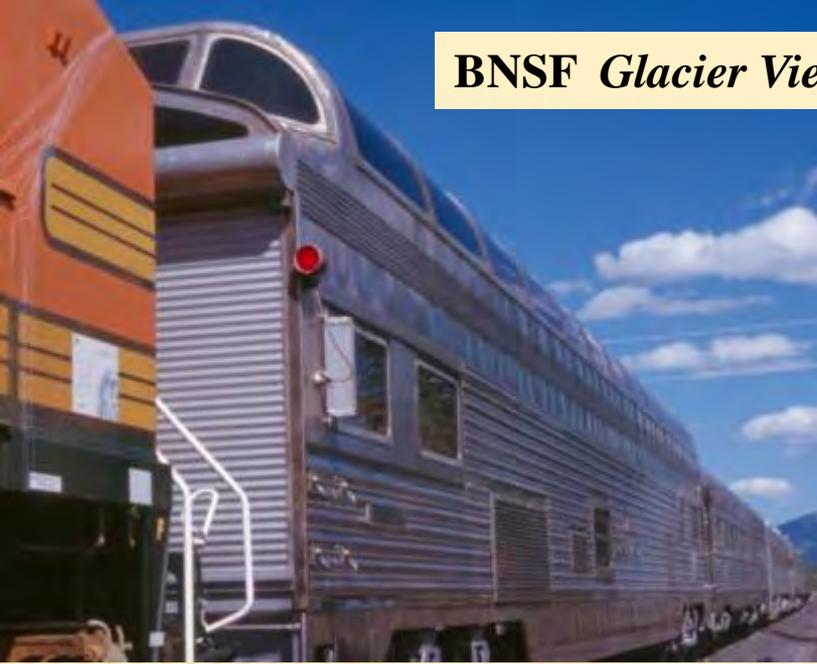
BNSF Business Car park in Kansas City

Paul Hobbs photos

Wet Sunday morning during NMRA National Convention in 1998.



BNSF *Glacier View* and *Columbia River*



**Business train at Whitefish, Montana
July 2000.
BNSF Power Car and CN Diner *Tawaw***





CN “TAWAW” served as the diner on this BNSF Business train at Whitefish, Montana. The other cars were HEP equipped. This car was steam-heat equipped with motor-generator, so was coupled last, following the power car-sleeper.



© 2001 Marc Dufour

Amtrak 10001 at Boston South Station – with display of new Viewliner Sleeping Car.



Paul Hobbs P7060036

**Amtrak *10002* Inspection Car at Bear Shops, Delaware.
During tour of Philadelphia NMRA National Convention 2006.**



**Union Pacific Business train at
Sacramento, California
June 24, 2009.**
207, Harriman, City of San Francisco, 103 Cheyenne
Plus other cars hidden by trees!

Paul Hobbs DSCF 8323; 8326; 8329; 8335



Paul Hobbs IMG_1932



Paul Hobbs IMG_1932

**BNSF business train on two tracks at King Street Station,
Seattle, Washington August 7, 2011.**



**Three sleeping cars: *Raton Pass*, *Stevens Pass*, *Trincher Pass* and *Glacier View*
King Street Station, Seattle, Washington August 7, 2011.**

Paul Hobbs IMG_1924, 1933,4,5



CIRCUS TRAINS

The circus is a special rail activity, usually operating private trains of both passenger and custom-built freight cars.



The Circus was an early user of rail.

Advertising cars were sent ahead to towns for promotion of the upcoming event.

Paul Hobbs S921412,13

Ringling Bros and Barnum & Bailey Blue Unit Train parked on many spurs near Anaheim Stadium in 1992.





**James E. Strates Shows
train is parked near
Harrisburg, Pennsylvania,
July 13, 2009.**

MODELING OPPORTUNITIES

Business car models have been made in brass for many iconic cars.

A few have been made in plastic.

Others can be kitbashed from existing models.



A trio of office cars

This trio of office cars is built along the lines of several prototype office cars. Each car is an individual, modified to fit the specific purpose of each official use. On the lines of my own Huron Pacific RR.,

the nearest of these cars is assigned to the operating department, the car in the middle is for executive use, and the stainless steel car with corrugated sides is assigned to the road's traffic sales department.

Private cars, business cars, office cars: call them what you will, here's the way an MR staffer built three by modifying easily available models

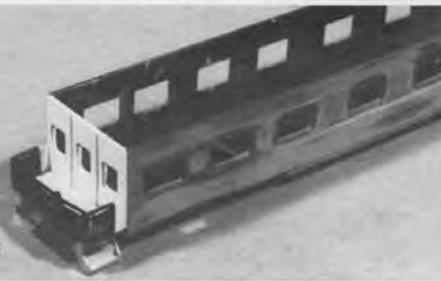
BY JIM HEDIGER
PHOTOS BY THE AUTHOR

Model Railroader, June 1973

Fig. 18

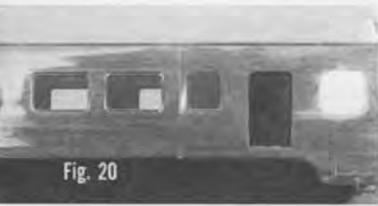


Fig. 19



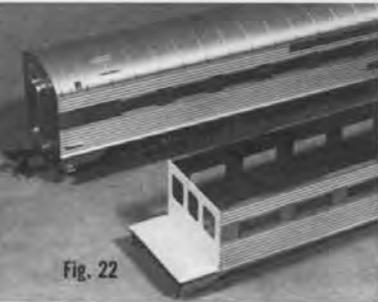
^ Cutting up the duplex cars does not leave the correct platform parts, so a new set of steps from Wm. K. Walther, Inc., was added to car no. 2 along with a new floor and an Athearn railing assembly. ^ The new railing was a little short, so the space between it and the car body was filled in with a small piece of sheet styrene. The end wall was made as explained before.

Fig. 20



To form the kitchen door, cut and file the second window from the end. Fill the endmost window with a piece of sheet styrene, use body putty to fill the joints, and sand smooth.

Fig. 22



Cut the end back, leaving only the floor. Make a new end from sheet styrene and cement it in place along with a new deck for the platform. → Cement an inner wall in place and file the window openings as you did before. Cement two thin strips of styrene in place to simulate the door frame members; trim everything to size.

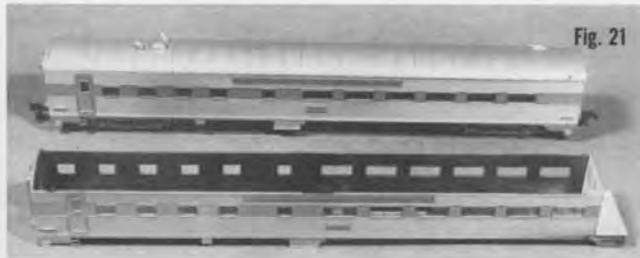


Fig. 21

Corrugated-side models are difficult to splice because of the problems in matching the side pieces. By making use of the Con-Cor dining car, model business car no. 3 has the lines of similar cars on the Santa Fe, Burlington Northern, Wabash, and Southern Pacific railroads.



Fig. 23



Fig. 24

Fig. 25



Fig. 26



Fig. 27



^ This car end was built using material from a wrecked car. Strips of styrene were used for dividers, corners, and striker. † File corner posts to match the side skirting after the cement has dried. Install

coupler mounting plates under the floor if needed. Cut a piece of styrene to a wide U shape; cement it to the top of the railing assembly. ^ When dry, file and sand the top to blend into the complete assembly.

Techniques demonstrated include using parts from sacrifice cars for windows, wall panels towards a useful result.



Con-Cor diner and sleeper and Rivarossi 10-6 sleeper models kitbashed into credible modern business cars.



Kitbashing heavyweight Pullman cars: 1

Five body conversions
from Rivarossi's HO 12-1

BY BILL DARNABY
PHOTOS BY THE AUTHOR

Model Railroader, April and May, 1989

Techniques used apply
equally to modeling
heavyweight business cars.

Pullman: Part Four

by Thomas C. Hoff
Robert J. Zenk

Mainline Modeler in 1981
featured a landmark four-
part series of kitbash
techniques starting with
AHM/IHC/Rivarossi 12-1
Pullman models.

Similar would make
heavyweight business cars.



Two Rivarossi 10-6 Sleepers were used to kitbash a composite GN/NP business car. Tall windows made by grafting top of same windows above existing. Various windows filled or moved.





End windows built from rotating side windows with long wall to provide tall windows, door made from small window and wall rotated 90 degrees, and filed thin to provide recess.

Platform made from cutting end wall and filing smooth.

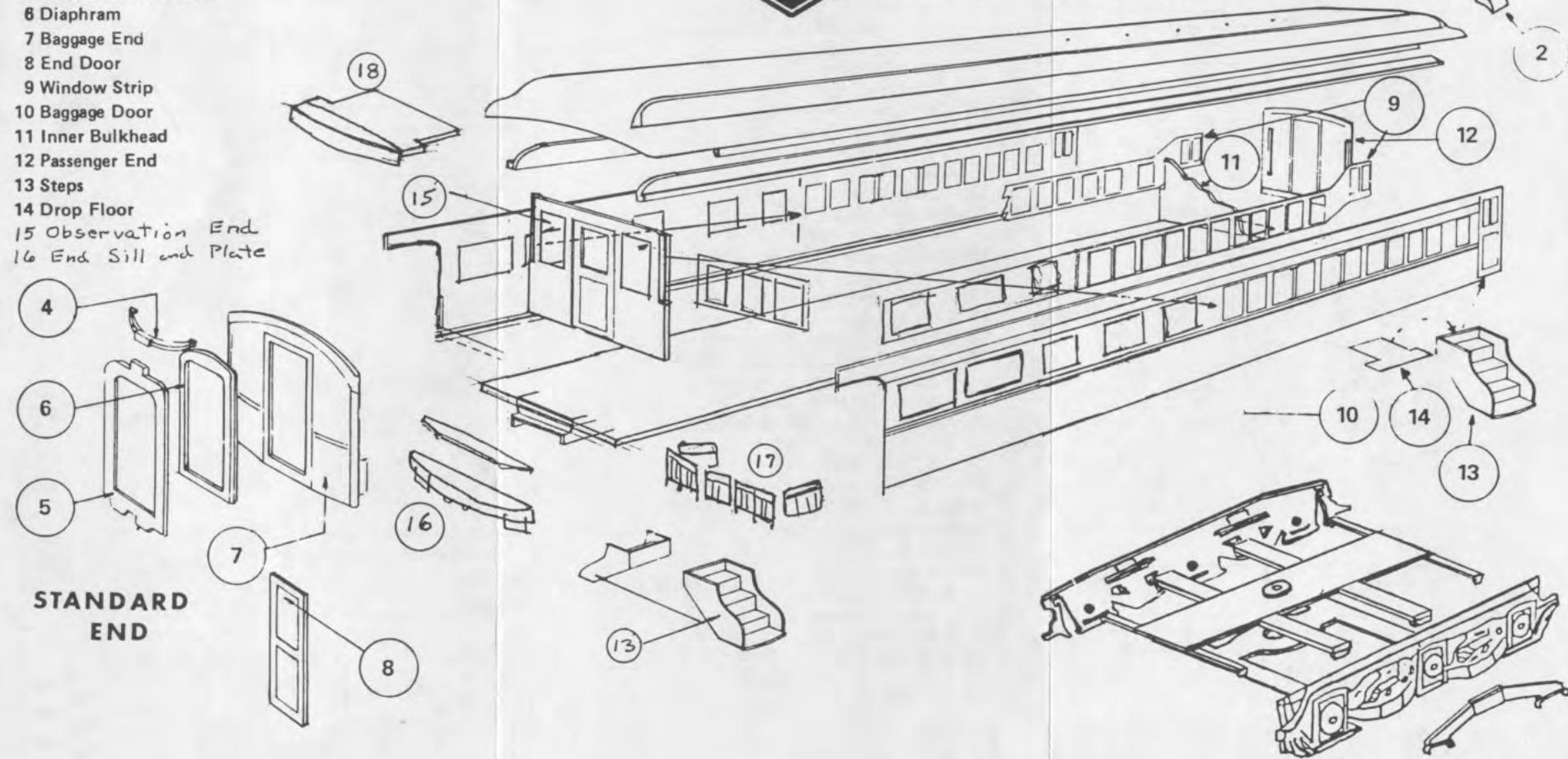
Z-74 BUSINESS CAR

- 1 Roof Vents P.R.R.
- 2 End Roof P.R.R.
- 3 Toilet Vent
- 4 Diaphragm Spring
- 5 Diaphragm Wear Plate
- 6 Diaphragm
- 7 Baggage End
- 8 End Door
- 9 Window Strip
- 10 Baggage Door
- 11 Inner Bulkhead
- 12 Passenger End
- 13 Steps
- 14 Drop Floor
- 15 Observation End
- 16 End Sill and Plate

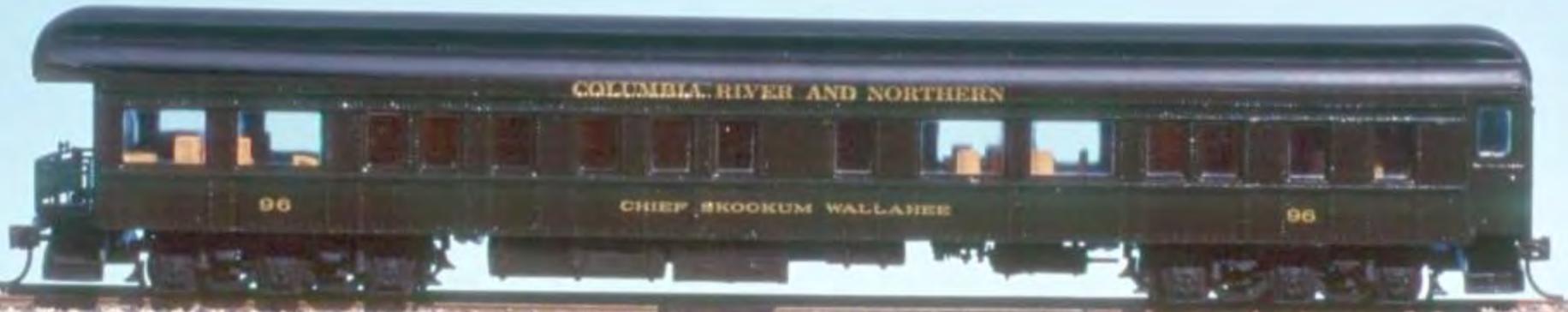
- 17 End Railings
- 18 Platform Ceiling



P.O. Box "L" 624, Langhorne, PA 19047



**Instruction sheet for ECW Z-74 Business Car.
Model of actual PRR prototype.
Same prototype is the Bachmann Observation.**



**Eastern Car Works Pennsylvania Z-74 painted and lettered for private road.
Interior furniture from Southern Pride Models of England.**

**The below car is a modified Roundhouse observation.
A steel underframe, ditch lights, warning lights help with business car features.**

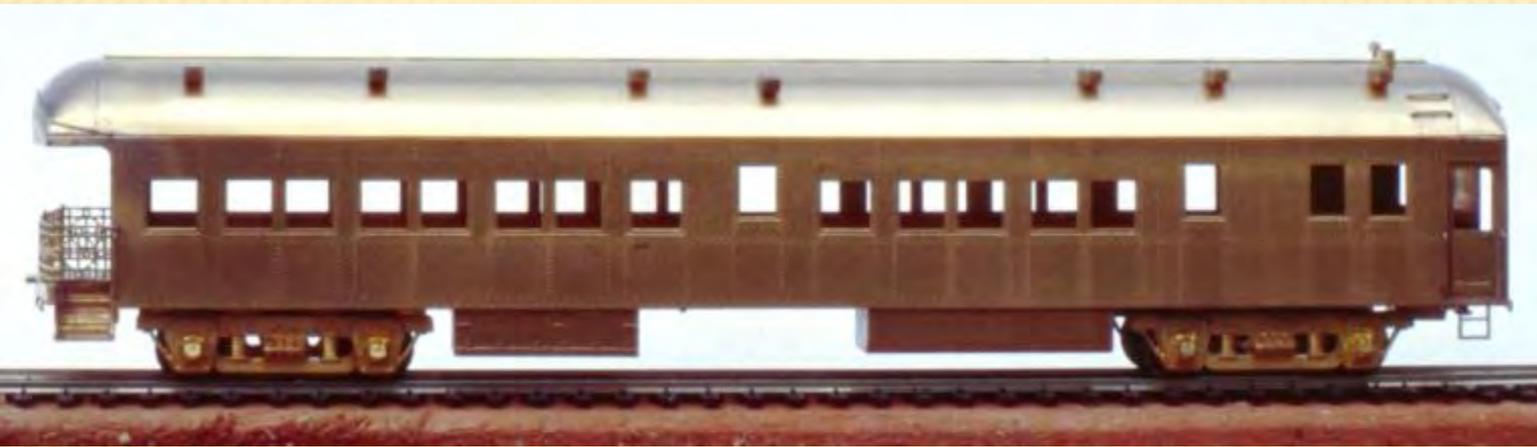




**A picture stolen from “The V&O Story”.
The car is W. Allen McClelland’s V&O 101 *BEVERLY*.**

The car is Roundhouse’s Palace Observation.

Similar prototype cars were rebuilt for business car use – particularly after steel revenue cars arrived from 1910 onwards.



**Southern Pacific
Superintendent's
car.
Soho
Doug Auburg
Collection**

Paul Hobbs s010732p



**Santa Fe
President's car
"Santa Fe"
Coach Yard
Dave Ryall
Collection**

Paul Hobbs s010503p



**Santa Fe
Officer's car 9
Pecos River
Brass
Dave Ryall
Collection**

Paul Hobbs s010507p



**Spokane,
Portland &
Seattle
Office car 99
North Bank Line
Paul Hobbs
Collection**



**Southern Pacific
Office car 106
"Shasta"
MicroTrains
Kenneth
Carlyon
Collection**



**CB&Q
President's car
"Burlington"
Kato
Dave Ryall
Collection**

Paul Hobbs DSCF3588



**Santa Fe
Office car
“*Atchison*”
Lambert
Associates
Dave Ryall
Collection**

Paul Hobbs DSCF3591



**Southern Pacific
Office car 150
“*Sunset*”
Coach Yard
Dave Ryall
Collection**

Paul Hobbs DSCF3596



**Santa Fe
Superintendent's
car 408
Hallmark
Dave Ryall
Collection**

Paul Hobbs DSCF3604



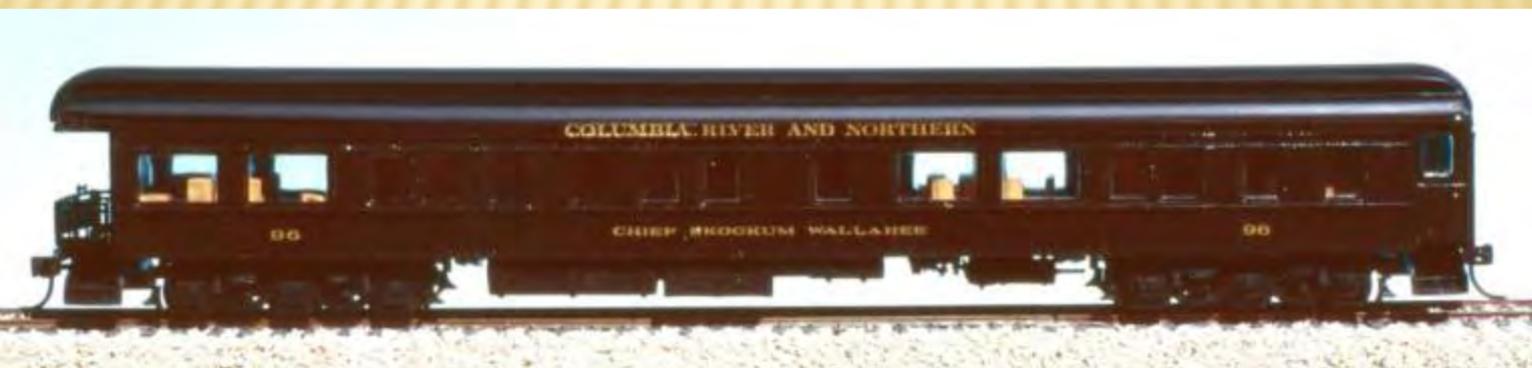
Paul Hobbs s010502p

**Northern Pacific
Officer's car.
"Clark Fork
River"
Shoreham Shops
Paul Hobbs
Collection**



Railwayclassics.com milw57-31r

**Milwaukee
Officer's car
"Montana"
Railway Classics
website**

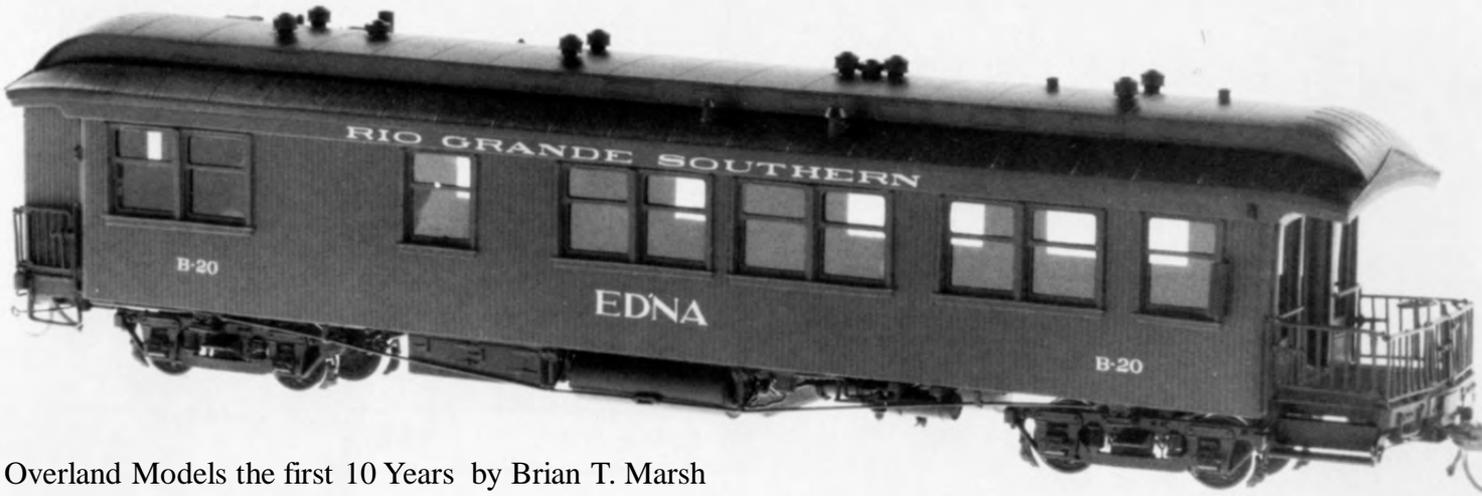


Paul Hobbs s010520p lettered for "Columbia River & Northern" – owner's private road

**Pennsylvania Z74
Superintendent's
car.
Eastern Car
Works
Paul Hobbs
Collection**

**Overland
Models
imported this
exquisite**

**RGS *B-20*
“*Edna*” in S
Scale.**



Overland Models the first 10 Years by Brian T. Marsh

The prototype car is today at Knott's Berry Farm.

Paul Hobbs DSCF5813 July 10, 2008



The Mainstreeter

\$4.00

Volume 9 No.4

Fall 1990

THE NORTHERN PACIFIC RAILWAY HISTORICAL ASSOCIATION

Business Cars of the Northern Pacific: Part I & II

The NPRHA magazine had an excellent four-part series featuring the business cars of that road.

The historical society for your favorite railroad has very likely featured business cars in their quarterly magazine.

UNION PACIFIC

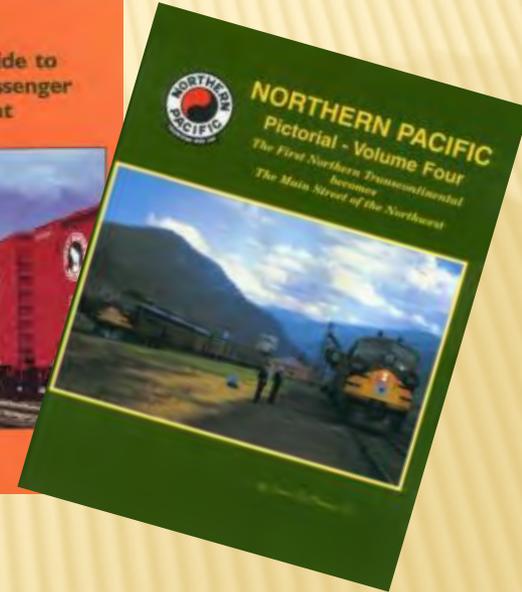
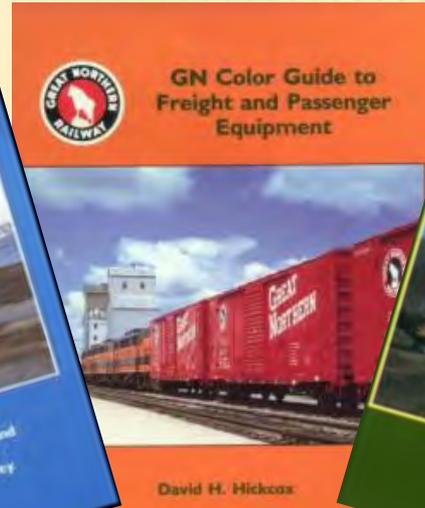
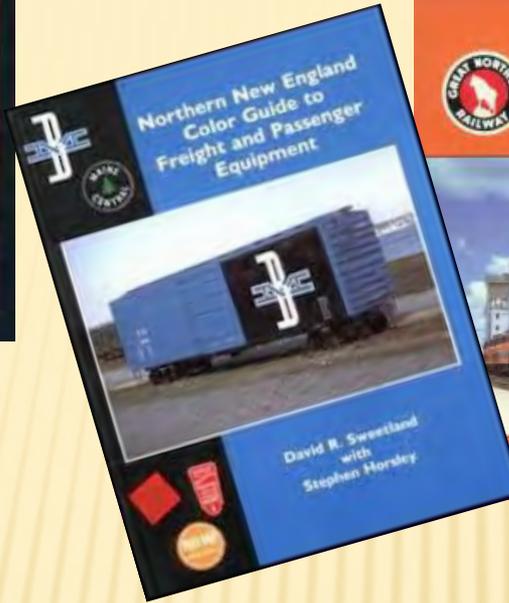
BUSINESS CARS 1870-1991



Ralph L. Barger

This book documents 120 years of UP Business cars.

Color pictorials by Four Ways West and Morning Sun that include passenger cars will usually also feature the railroad's Business cars.



Wayner Publications has several titles that include images of Business cars.

TRAINS WE REMEMBER



ROBERT J. WAYNER



PULLMAN and PRIVATE CAR PICTORIAL



BUSINESS CARS, PRIVATE CARS

The End



Thank you for your interest



14-21 August 2022

nmra2022uk.org