COMPLETE ROSTER
BOSTON & MAINE R.R.
PASSENGER CARS

COMPILED BY
LAURENCE I. BEAKE

SOURCES

B&M Car Classification Book correct to 9/1/23
B&M blueprints dated 1948 and 1949
Official Passenger Equipment Register various dates 1945 to 1965
Railway Age
B&M Summary of Equipment 1957
Personal observations and Photographs

FROM ROBERT E. CHAFFIN
COLLECTION OF BOSTON & MAINE RR
HISTORICAL SOCIETY

RENUMBERINGS

The B&M grew from a small railroad between Boston and Portland to a major system serving all of Northern New England in a fifteen year period from 1885 to 1900. As a result, the railroad found itself in 1900 owning a fleet of rolling stock which contained many varieties as to type and size.

There were many historians who preserved the record of the locomotives through rosters and photographs, but unfortunately, no one did this with the cars, so that our present data for the early days is very sketchy.

Some time after 1900, the B&M apparently renumbered most of their passenger cars, grouping them by type and size. No attempt seems to have been made to classify them by builder, age or in any other way. Thus with the older cars, it is impossible to present a complete roster without listing almost every car individually.

This renumbering may have taken place in 1911, the same year that the locomotives were renumbered, although there is some evidence that it was a few years earlier.

The earlier steel cars were originally numbered in the same series as their wooden counterparts, but in 1923, they were assignednew numbers from 3000 up.

Sometime around 1930, another renumbering took place. All of the coaches and diners in the series 1001-1599 were renumbered 1-599 and at the same time, the rail motor cars and trailers were changed from 50-196 to 1050-1196. A year or so later, the remaining wooden vestibule coaches in the series 4-81 were renumbered 480-536. The exact dates are not known for either of these changes.

Other cars have been renumbered from time to time, but the above paragraphs describe the major changes that took place.

ABBREVIATIONS

CAR TYPES (AAR DESIGNATIONS)

PA Coach-open platform
PB Coach vestibule
PC Parlor or chair car
PL Lounge car
BE Baggage-express
BM Milk car
CA Combined bagg. & pass.
DA Dining car
MA Postal car
MB Baggage & mail

VESTIBULES

P Open Platform
V Closed vestibule
B Blind end
BV One Blind end, one vest.

CAR BUILDERS

RR Railroad
Pul Pullman Co.
PS Pullman-Standard
PRS Pressed Steel Car Co.
Bet. Bethlehem Steel Co.
B&S Barney & Smith
Lac Laconia Car Co.
OBC Osgood Bradley
WAS Wason Mfg. Co.
Std. Standard Steel Car Co.
St.L St. Louis Car Co.
BR J.G. Brill Car Co.
ACF American Car & Fdry Co.

COACH OPEN PLATFORM

NUMBERS	GEN.	LGTH. BODY	LGTH. O.A.	WEIGHT	SEATS	BUILDER	BUILT	REMARKS
60	wood	44-10	51-7½	50000	56	?	1900	
113	"	46-2	52-11⅛	49900	58	RR	1876	
121	"	49-0	55-9½	52800	62	"	1880	
200	"	49-1	55-10⅛	49300	62	J&S	1885	
202	"	48-4	54-10⅛	51900	80	RR	"	
204	"	49-2	55-11⅛	48300	62	J&S	"	
205	"	49-9	56-6⅛	56300	58	?	1902	
206	"	46-1	52-10½	50200	"	RR	1873	
208	"	49-0	55-9½	50400	59	J&S	1884	
209	"	49-6	56-3½	51100	82	?	1902	
216	"	48-8	55-5½	52000	62	Was	1886	
219	"	49-1⅛	55-11	48900	60	J&S	1885	
220	"	48-9½	55-7	50300	62	OBC	1878	
227	"	49-3	56-0⅛	54400	80	?	1905	
228	"	48-1	54-10⅛	51200	60	RR	?	
229	"	49-1	55-10⅛	57000	58	J&S	1885	
231	"	49-0	55-9⅛	56100	60	RR	1903	
232	"	49-1	55-10⅛	53200	58	?	1904	
237-238	"	49-1⅛	55-11	54600	62	J&S	1885	
242	"	49-1	55-10⅛	53400	60	"	"	
243	"	49-4	56-1⅛	55000	58	?	1904	
248	"	49-0	55-9⅛	50300	62	?	?	
252	"	53-0	59-9½	57700	90	RR	1911	
255	"	52-2	61-0	57400	68	OBC	1911	
256	"	51-1	57-10⅛	57100	60	Lac	1892	
257	"	50-5	57-2⅛	51400	66	?	1871	
258	"	53-3	60-0⅛	56300	70	RR	1882	
259	"	50-0	56-9⅛	53000	62	RR	"	
262	"	53-4	60-1⅛	57000	70	"	?	
263	"	50-1¼	57-1⅛	52300	62	?	1903	
264	"	54-0	61-2	51500	68	RR	1884	
265-267	"	52-0	58-11⅛	53300	64	Lac.	1883	
268,270	"	54-0	60-9⅛	52200	68	RR	1888	
271	"	51-10	58-7⅛	55000	64	?	1881	
272	"	54-4	61-1⅛	50900	68	RR	1883	
273	"	54-0	60-9⅛	48800	"	OBC	1884	
274	"	"	"	52100	"	RR	1890	
275	"	50-5	57-2⅛	53000	62	"	1903	
276	"	54-0	60-9⅛	51600	68	OBC	1884	
277	"	50-6	57-3⅛	54000	64	"	1903	
278	"	52-2	58-11⅛	60400	"	RR	1886	
279	"	50-9	57-6⅛	59600	62	RR	1903	
280	"	50-6	57-3⅛	51200	66	RR	1879	
281-282	"	54-1	60-10½	52200	68	"	1888	
283	"	52-0⅛	58-11	51000	66	Lac	1884	
285	"	51-0	57-9⅛	54700	64	RR	1870	
286	"	50-11	57-11	54300	84	RR	1901	
287	"	51-9	58-6⅛	55200	62	Lac	1891	
288	"	51-2	58-2	56000	62	Lac.	1913	
289	"	51-0	57-9½	52500	62	RR	1871	
290	"	50-5½	57-3	53300	6 2	?	?	
295	"	51-1	57-10⅛	55900	62	RR	1871	
296	"	50-6	57-3⅛	54000	66	OBC	1880	
297	"	51-3	58-0⅛	53500	66	Was	1883	
298	"	"	"	52700	"	"	1899	
299	"	50-5	57-2⅛	50700	64	RR	1881	
301	"	53-2	58-5⅛	51800	65	?	1884	
302-303	"	51-8	58-5⅛	53100	66	RR	1889	
305	"	54-10	61-7⅛	55700	70	RR	1885	
309	"	54-1	60-10⅛	51900	92	RR	1884	
310	"	50-1	56-10⅛	49700	66	?	1880	

COACH OPEN PLATFORM

NUMBERS	CONST.	LGTH. BODY	LGTH. O.A.	WEIGHT	SEATS	BUILDER	BUILT	REMARKS
311	Wood	50-2½	57-0	52400	66	RR	1889	
312	"	54-3½	61-1	"	68	"	1883	
313	"	54-1	6-10½	52000	"	"	1888	
314	"	52-7½	59-5	54500	64	Was	"	
315	"	50-2	56-11½	50400	58	"	"	
318	"	54-4	61-1½	56500	68	RR	1912	
319	"	54-8	61-5½	55500	70	Was	1881	
320	"	51-8	58-5½	54800	88	Pul	1886	
321	"	50-6	57-3½	53200	8	?	1872	Examiner's cars
322	"	50-1	56-11½	51900	65	RR	1891	
325	"	54-7	61-4½	55300	72	RR	1887	
326	"	"	"	"	70	Was	1882	
327	"	53-2½	59-11	57300	68	RR	1900	
329	"	51-10	58 -7½	52200	66	"	1882	
330	"	50-6	57-3½	51400	"	?	1871	
331	"	51-8	58-5½	53300	64	Pul	1885	
332	"	51-7	58-4½	51600	88	"	1886	
334	"	50-7	57-4½	50100	66	?	188 1	
335	"	52 -2	58-11½	58500	"	RR	?	
336	"	54-7	61-4½	54500	70	Was	1890	
337	"	50-5	57-2½	52300	60	ATL	1873	
338	"	54-1½	60-11	50200	68	RR	1888	
339	"	58-9	52-0	54400	84	?	1881	
342	"	50-7	57-4½	55400	64	OBC	1880	
343	"	54-0	60-9	50500	86	RR	1887	
345	"	50-6	57-3½	52550	64	OBC	1900	
347-351	"	53-3	60-0½	54100	68	RR	1884	350 has 80 seats
352	"	50-4½	57-2	55200	62	?	1871	
353	"	52-2	58-11½	57200	64	?	1883	
354	"	50-7½	57-5	56100	62	?	1903	
355	"	54-0	60-9½	52800	84	RR	1884	
356	"	51-7	58-4½	53800	64	"	1889	
359	"	53-2	59-11½	54000	72	"	1910	
360	"	50-2	56-11½	52900	60	"	1894	
361	"	50-1	56-10½	52500	64	"	1889	
363	"	50-6	57-3½	57500	88	?	1875	
365	"	50-3	57-0½	56000	62	?	1873	
366	"	54-8	61-5½	56600	70	Was	1888	
367	"	53-2	59-11½	54700	70	RR	1904	
369	"	53-3	60-0½	57000	"	"	1882	
370	"	54-0	60-9½	52100	"	"	1884	
371	"	52-1	58-10½	53600	66	Lac.	1883	
372	"	53-3	60-3	56500	86	RR	1882	
374	"	54-0	60-9½	50900	68	"	1888	
375	"	52-1	58-10½	52600	88	Lac.	1884	
376	"	50-6	57-3½	52000	"	"	1871	
377	"	54-0	60-9½	52300	68	RR	1887	
379	"	49-9	56-6½	57600	62	?	1901	
380	"	52-2	58-11½	58000	66	Lac.	1883	
381	"	52-0	58-9½	55600	64	RR	1904	
382	"	51-8½	58-6	55200	6 2	"	1889	
383	"	"	"	52000	66	Pul	1885	
384	"	51-1½	57-11	53000	"	OBC	1862	
385	"	54-1	60-10½	51600	68	RR	1899	
386	"	53-1	59-10½	50300	64	"	?	
387	"	52-0	58-10	53100	66	"	1894	
388	"	54-3½	61-0½	50000	68	"	1882	
390-391	"	52-0	58-9½	55200	65	Lac.	1883	
392	"	50-1	56-10½	59400	62	RR	1903	
393	"	53-2	60-0	55300	90	"	1882	

COACH OPEN PLATFORM

NUMBERS	CONST.	LGTH. BODY	LGTH. O.A.	WEIGHT	SEATS	BUILDER	BUILT	REMARKS
395	Wood	50-6½	57-4	46700	66	?	1876	
397	"	52-0	58-9½	58900	"	Lac.	1883	
398	"	51-7	58-4½	54400	"	Pul.	1891	
399	"	51-10	58-7½	58500	"	Lac.	"	
400	"	"	"	50400	"	"	1883	
401	"	51-11½	58-9	52900	68	RR	1876	
403	"	54-1	60-10½	51200	"	"	1887	
404	"	52-0	58-9½	51900	65	?	1883	
405	"	50-7	57-4½	50800	64	RR	1879	
406	"	50-5	57-2½	50000	68	?	1871	
409-410	"	51-0	57-9½	51000	66	Was	?	
411	"	54-0	6 0-9½	52000	68	RR	1884	
412	"	54-2	60-11½	55600	68	Was	1881	
415-416	"	54-0	60-9½	52400	"	RR	1884	
417	"	"	"	47400	"	"	1886	
418-419	"	54-1	60-10½	52000	"	"	1884	
421	"	51-10½	58-8	53500	66	?	1883	
423	"	52-6	59-3½	55100	64	Was	1886	
424	"	50-4	57-1½	53400	6 6	?	1875	
425	"	53-2	59-11½	55000	70	RR	1872	
426	"	51-3	58-0½	57500	64	"	?	
427	"	51-1	57-10½	56100	65	"	1900	
428	"	54-2	60-11½	51600	68	"	1907	
429	"	52-1	58-10½	56600	64	Was	1885	
430	"	53-2½	60-0	55500	70	RR	1881	
432	"	53-2	59-11½	56900	"	"	1882	
433	"	54-7	61-4½	58900	"	Was	1899	
436-437	"	54-0	60-9½	52500	68	RR	1887	437 has 88 seats
438	"	50-7	57-1½	56300	84	?	?	
439	"	54-0	60-9½	50500	68	RR	1887	
440	"	53-2½	60-0	53100	"	OBC	1882	
442	"	54-7	61-4½	55000	70	RR	?	
443	"	54-8	61-5½	56000	"	Was	1890	
445	"	52-1½	59-0	55900	66	Lac	1899	
446	"	50-5	57-3	56 600	6 2	?	1901	
447	"	54-7	61-4½	56000	84	Was	1890	
448	"	52-0	58-9½	50900	88	Lac	1884	
449	"	53-9	60-0½	56000	70	RR	1881	
450	"	53-3	6 0-0½	55300	68	G&B	1906	
452	"	51-9	58-6 ½	52100	66	?	1883	
453	"	50-6	57-3½	55400	84	?	1904	
454	"	51-1	57-10½	52500	82	Was	1880	
455	"	54-0	60-9½	55300	88	OBC	1884	
456	"	50-6	57-3½	50900	6 6	?	1872	
457	"	50-4	57-2	57700	62	?	1902	
459	"	53-4	60-1½	53600	68	Was	1903	
460	"	50-6	57-5	55500	62	?	1903	
461	"	52-0	58-9½	52000	64	?	1882	
462	"	54-1	60-10½	51500	68	RR	1888	
463	"	54-6	61-3½	55000	70	RR	?	
464	"	52-5	59-2½	55200	66	RR	1901	
466	"	50-2½	57-0	54000	66	Taun	1872	
467	"	54-1	60-10½	57800	69	Was	1881	
468	"	53-3	60-0½	55600	68	RR	1882	
469	"	52-1½	58-11	50900	64	?	1883	
470	"	51-10	58-7½	51600	6 5	?	1884	
471	"	54-7	61-5½	55050	70	Was	1892	
472	"	53-1	59-10½	53200	68	RR	1881	
474	"	54-0	60-9½	53500	"	RR	1887	
475	"	54-8	61-5½	57200	"	Was	1892	
477	"	53-0	59-9½	54000	70	RR	1882	
478	"	54-0	60-9½	"	68	"	1888	

COACH OPEN PLATFORM

NUMBERS	CONST.	LGTH. BODY	LGTH. O.A.	WEIGHT	SEATS	BLDR.	BUILT	REMARKS
479	Wood	51-10	58-7½	57500	66	?	1883	
480	"	52-2	58-11½	56000	86	Lac.	1901	
481	"	51-7	58-4½	53400	66	RR	1889	
482	"	51-11	58-8½	50500	"	?	1874	
483	"	54-3½	61-1	52300	68	RR	1882	
485	"	52-0½	58-10	55800	86	RR	1897	
486	"	54-8½	61-6	50200	68	Was	1890	
487	"	51-10	58-7½	56200	64	?	1881	
489	"	50-5	57-2½	56000	62	?	1903	
490	"	54-0	60-9½	47500	68	RR	1884	
491	"	54-8	61-7½	55100	70	"	"	
492	"	51-2	57-11½	53900	64	"	1897	
494	"	54-3½	61-10	57500	68	"	1885	
495	"	53-5	60-2½	57100	67-5	"	1903	
496	"	50-4	57-1½	56100	64	"	1881	
497	"	50-5	57-2½	56300	62	?	1905	
498	"	54-1½	61-0	52800	66	RR	1889	
499	"	50-7	57-4½	56500	66	?	1874	
514	"	50-5	57-2½	"	62	?	1872	
515	"	54-1½	61-0	52600	68	G&B	1887	
516	"	53-1	59-10½	57200	"	RR	1882	
517	"	50-5	57-2½	53900	60	?	1901	
519	"	54-1	60-10½	50900	68	RR	1887	
520	"	51-7	58-4½	55700	84	"	1889	
522	"	53-2	59-11½	54500	66	"	?	
523	"	51-10	5877½	54300	65	?	1881	
524	"	54-1	60-10½	59000	70	RR	1885	
525	"	51-10	58-7½	47600	64	?	1883	
526	"	51-7	58-4½	52500	66	RR	1878	
527	"	54-1½	60-8½	51300	88	RR	1886	
528	"	50-4½	57-2	52400	66	"	1875	
529	"	54-0	60-9½	54400	68	Was	1887	
530	"	53-2	59-11½	59200	"	G&B	1882	
533	"	52-1½	59-11	52200	66	RR	1883	
534	"	51-8½	58-6	52700	64	?	1889	
535	"	53-6	60-3½	56300	70	Was	1864	
536	"	54-2	60-11½	59 300	"	"	1881	
537	"	50-4	57-1½	53500	62	?	1873	
538	"	54-10	61-7½	53000	92	?	1899	
539	"	53-1	59-10½	"	"	OBC	1882	
540	"	51-9	58-6½	51000	64	RR	1900	
541	"	51-10	58-7½	59300	88	?	1883	
542	"	54-1½	60-11	54200	70	OBC	1884	
543	"	54-0	60-9½	50700	68	RR	1887	
544	"	"	"	51600	83	"	"	
545	"	53-3	60-0½	53800	66	"	1893	
546	"	53-3½	59-9½	58300	68	G&B	1902	
547	"	54-0	60-9½	49900	70	RR	1884	
548	"	50-1	56-10½	52900	65	?	1901	
549	"	54-9	61-5½	57100	89	Was	1892	
550	"	50-2	56-11½	52800	84	RR	1895	
552	"	51-7	58-4½	53500	66	RR	1889	
553	"	52-6	59-3½	52400	61	RR	1894	
554	"	51-8	58-5½	53200	66	Pul	1891	
556	"	51-10	58-7½	52700	"	?	1883	
557	"	53-3½	60-1	51400	68	RR	1881	
559	"	54-8	61-5½	56500	70	Was	1888	
561	"	53-3	60-1	54300	"	RR	1882	
562	"	50-5	57-4	53800	64	?	1881	
563	"	57-1	61-5½	59600	70	Was	1890	
564-565	"	54-7	61-4½	56 000	"	"	1892	
566	"	52-1	58-10½	52700	66	Lac.	1883	

COACH OPEN PLATFORM

NUMBERS	CONST.	LGTH. BODY	LGTH. O.A.	WEIGHT	SEATS	BLDR.	BUILT	REMARKS
567	Wood	50-4½	57-2	58700	82	?	1872	
568	"	54-2	60-11½	52100	88	OBC	1884	
569	"	54-0	60-9½	51000	68	RR	1887	
570	"	50-5	57-2½	54700	60	?	1899	
571	"	50-6	57-3½	56700	6 2	?	1901	
572	"	"	"	54000	"	?	1875	
573	"	51-10	58-7½	52200	65	?	1883	
574	"	51-11	58-8½	51200	66	?	1889	
577	"	53-3½	60-1	53800	6 2	RR	1881	
578	"	52-3	59-0½	52900	68	OBC	1900	
579	"	53-2	59-11½	56400	"	RR	1882	
580	"	50-11	57-8½	54800	66	"	1870	
581-583	"	57-0	63-9½	61000	72	RR	1893	
584-585	"	58-2	64-1½	61000	74	"	1895	
586	"	57-0	63-9½	"	72	"	1893	
599-665	"	61-0	68-5	77400	75	OBC	1911	Reb. with St.U.F. See notes
667-712	"	"	"	"	75	"	"	" " " " " "
713	"	57-0½	63-11	57200	72	RR	1893	
714	"	57-7	64-4½	58400	74	Lac	1892	
715-718	"	58-10	65-9	59000	76	"	1887	
719	"	57-9	64-7	55300	74	"	1890	
720	"	57-7½	63-9½	59800	72	RR	1892	
721	"	57-7½	64-7	57700	74	Lac.	1892	
722	"	57-0½	63-9½	57700	70	RR	1895	
723	"	57-6	64-3½	55400	74	Was	1887	
724	"	59-9	66-6½	57600	72	OBC	1889	
725	"	57-8	64-5½	56800	74	Lac	1893	
726	"	57-1½	63-11	57100	72	RR	1893	
727	"	57-7½	64-5	57400	74	Was	1886	
728	"	55-8	62-5½	54100	68	"	1889	
729	"	57-8	64-5½	54200	76	Lac	1888	
730	"	57-9	64-3½	61500	72	RR	1891	
731-733	"	57-8	64-5½	59900	74	Lac	1891	
734	"	57-0	63-9½	60600	72	RR	1892	
735	"	57-9	64-3½	57700	72	Lac	1893	
736	"	56-11	63-8½	61100	"	RR	1893	
737	"	57-8½	64-6	56400	74	Lac	1890	
738	"	58-10½	65-6	57500	66	RR	1880	
739	"	57-7½	64-6	62300	74	?	1884	
740	"	57-9	64-6½	53700	"	Lac	1888	
741	"	57-5	64-4½	59500	"	RR	1893	
742-743	"	57-7	64-4½	58000	72	OBC	1888	
744-745	"	57-8	64-5½	56700	74	Lac	1892	
746	"	57-0	63-9½	56600	72	RR	1892	
747-748,750	"	57-7	6 4-4½	58200	74	Lac	1893	
749	"	57-5½	64-2½	65000	74	RR	1890	
751	"	57-7	64-5½	55600	70	Lac	1889	
752	"	"	"	54900	72	OBC	1889	
753	"	57-9	64-6	54700	74	Lac	1888	
754	"	57-7½	64-5	54000	72	OBC	1899	
755-757	"	"	"	55800	74	Lac	1893	(756 1892)
758	"	57-9	64-6½	54400	72	OBC	1888	
759	"	56-11½	63-8	57400	72	RR	1895	
760,762	"	57-9	64-6½	57500	74	Lac	1893	
761-,763	"	57-8	64-5½	56400	72	OBC	1888	(763 1889)
764-776	"	57-7	6444½	57600	73	OBC	1887	
778-784	"	"	"	"	"	"	"	
785,787	"	57-8	64-5½	62300	74	Lac	1893	
786	"	"	"	59300	72	OBC	1886	
788	"	58-3	65-2	61700	74	RR	1893	
789	"	57-8½	64-6	53500	72	OBC	1889	
790,792	"	57-8	64-5½	56800	74	Lac	1893	
793	"	57-8½	64-6	60500	74	?	1884	

COACH OPEN PLATFORM

NUMBERS	CONST.	LGTH. BODY	LGTH. O.A.	WEIGHT	SEATS	BLDR.	BUILT	REMARKS
804	Wood	57-8	64-5½	54700	74	OBC	1888	
795	"	57-5	64-4	61600	72	RR	1893	
796	"	57-0½	63-10	58000	"	"	1895	
797	"	57-0	64-9½	57300	"	"	1893	
798	"	56-10½	63-8	55500	"	"	1892	
799	"	57-8	64-5	57600	74	Lac	1893	
800	"	57-7	64-4	53300	72	OBC	1888	
801	"	57-9	64-6 ½	54600	74	Lac	1889	
802	"	57-0	63-9½	61600	72	RR	1893	
803	"	57-7	64-4½	54700	72	OBC	1888	
804	"	"	64-5	52400	"	"	1889	
805	"	57-8	64-5½	57200	73	Lac	1892	
806	"	57-0½	63-10	58200	72	RR	1893	
807	"	57-1	"	58600	"	RR	1895	
808	"	57-6	64-3½	59900	74	Lac	1893	
809	"	57-0	63-9	56100	72	RR	1895	
810	"	57-6	64-7	59100	74	Lac	1889	
811	"	57-8½	"	60500	"	"	1892	
812	"	57-7	64-4½	58000	72	Was	1887	
813	"	56-11	63-8½	56500	"	RR	1892	
814	"	57-7	64-4½	57900	74	Lac	1893	
815	"	57-8	64-7	54900	"	"	1888	
816	"	57-8½	64-8	57300	"	OBC	1886	
817	"	57-8	65-2	59000	"	Lac	1893	
818	"	57-6½	64-5	"	"	RR	1891	
819	"	57-6	64-4	60600	"	Was	1886	
820	"	57-9	64-6½	53000	"	Lac	1888	
821-822	"	57-8½	64-6	57500	"	"	1892	
823-824	"	57-8	64-5½	54900	72	Was	1887	
825	"	"	64-6	61200	74	Lac	1891	
826	"	"	64-5½	58600	"	"	1893	
827	"	57-6	64-3½	56200	"	"	1889	
828	"	57-9	64-6½	52900	"	OBC	1888	
829	"	57-7½	64-5	59000	"	Was	1886	
830	"	57-0½	63-9	57800	72	RR	1887	
831	"	57-8	64-5½	55100	"	OBC	1889	
832	"	58-4	6561½	63800	74	RR	1893	
833	"	57-8½	64-6	57800	"	Lac	1891	
834	"	57-6	64-3½	55700	"	Was	1887	
835	"	57-8½	63-3	58500	"	"	1886	
836	"	57-8	64-5½	58600	72	Lac	1893	
837	"	57-5	64-2½	60300	74	RR	1890	
838	"	57-7	64-4½	58000	"	Lac	1891	
839	"	57-1½	64-2	60100	"	RR	1891	
840-841	"	57-8	64-5½	57800	"	Lac	1892	
842-843	"	"	"	55700	"	"	1890	
844-845	"	"	"	56900	"	"	1892	
846	"	57-9	64-6½	58000	"	"	1891	
847,849	"	57-4	64-1½	53700	"	"	1889	
848	"	57-9½	64-5½	54800	"	"	1890	
850-851	"	57-8	64-5½	55400	72	OBC	1889	
852	"	"	64-6	59900	74	"	1884	
853	"	57-9½	64-6	57800	"	"	1886	
854-857	"	57-6	64-4	54900	"	Was	1887	(856 1886)
858	"	57-10½	64-6½	54600	72	Lac	1888	
859-860	"	57-8	64-6	55800	74	"	1891	
861	"	54-9½	61-7	58900	68	"	1885	
862,864	"	57-7½	64-4½	59200	74	"	1892	
863	"	57-8½	64-5	61200	"	?	1884	
865-86 6	"	"	64-6	61800	"	Lac	1893	
867	"	57-7	64-4½	58000	"	"	1889	
868	"	57-7½	64-5½	60600	"	"	1891	

COACH OPEN PLATFORM

NUMBERS	CONST,	LGTH. BODY	LGTH. O.A.	WEIGHT	SEATS	BLDR	BUILT	REMARKS
869	Wood	57-8 1/2	64-6	55400	74	Lac	1893	
870	"	57-0	63-9 1/2	60200	72	RR	1892	
871-873	"	57-6	64-5	61300	74	Lac	1892	(872 1891)
874	"	58-5	64-4 1/2	56600	"	?	1884	
875	"	57-10	64-7	57500	"	Lac	1893	
876-887	"	57-2	64-0	68300	72	RR	1898	
889	"	57-8	64-5 1/2	52800	"	OBC	1889	
890	"	"	"	59300	74	Lac	1891	
891-893	"	"	"	59500	72	OBC	1888	
894	"	57-6	64-3 1/2	54700	74	Was	1887	
895-896	"	57-9	64-5 1/2	55100	"	Lac	1889	
897-899	"	57-7	64-4	58200	"	"	1891	
900	"	57-10	64-6	53700	"	"	1888	
901	"	58-4	65-1 1/2	62600	"	RR	1893	
902	"	57-8 1/2	64-6	52600	72	OBC	1888	
903	"	57-0	63-9 1/2	57000	"	RR	1892	
904	"	57-9	64-6 1/2	55900	74	Lac	1890	
905	"	57-8	"	56500	"	"	1893	
906	"	57-8 1/2	64-6	60500	"	"	1892	
907	"	57-9 1/2	65-5	59300	70	OBC	1886	
908	"	57-8	64-5 1/2	51400	72	"	1888	
909	"	57-8 1/2	64-5	55700	74	Lac	1889	
910	"	57-6	64-0	55000	"	Was	1887	
911-912	"	57-8	64-5 1/2	59600	72	OBC	1889	
913	"	57-8	"	56800	74	Lac	1892	
914	"	"	64-6	55700	72	OBC	1889	
915	"	"	64-5	62000	74	Lac	1891	
916-918	"	57-9	63-6	51000	72	"	1893	
919	"	57-7 1/2	64-5	64400	"	Was	1886	
920	"	57-6 1/2	64-4	58400	74	Lac	1892	
921	"	57-8	64-5 1/2	59000	"	"	1890	
922		57-7	64-6	56700	"	"	1891	
923	St.C.S.	57-7 1/2	65-2	72800	"	"	1892	
924	Wood	57-8	64-5 1/2	57000	76	"	1888	
925,927	"	57-7	64-4 1/2	58800	74	"	1893	
926	"	57-8	64-5 1/2	55200	"	Was	1886	
928	"	57-8	"	53700	72	?	1888	
929	"	56-11 1/2	63-10	56400	"	RR	1892	
930	"	57-7	64-4 1/2	53900	"	OBC	1889	
931	"	57-9	64-6 1/2	57200	74	Lac	1893	
932	"	57-8	64-5 1/2	53200	"	"	1890	
933,935	"	57-8 1/2	"	53800	72	OBC	1889	
934	"	"	64-6 1/2	55600	74	Lac	1893	
936	"	57-6 1/2	64-3 1/2	59500	74	RR	1891	
937	"	57-6 1/2	"	55000	"	Was	1887	
938	St.U.F.	57-9 1/2	64-6	68900	"	Lac	1893	
939	Wood	58-8	64-5 1/2	61500	"	OBC	1886	
940	"	57-11	6 5-1 1/2	66660	"	?	1895	
941-942	"	57-10	64-6 1/2	55500	"	Lac	1893	
943	"	57-0 1/2	63-1 1/2	58300	72	RR	1895	
944	"	57-5 1/2	64-3	61500	74	RR	1893	
945	"	57-6	64-3 1/2	54800	"	Was	1887	
946	"	57-9	64-6 1/2	56900	"	Lac	1893	
947-948	"	57-5 1/2	64-4	57900	72	RR	1893	
949	"	57-8	64-5 1/2	58800	73	Lac	1892	
950	"	57-9	64-6	55000	72	OBC	1889	
951	"	"	64-6 1/2	55800	74	Lac	1888	
952-954	"	57-8	64-5 1/2	57200	"	"	1893	(953-1890)
955-956	"	"	64-6	56100	"	"	1888	
957	"	57-0	6 3-10	55300	72	RR	1893	
958	"	57-9 1/2	64-8 1/2	59500	74	OBC	1896	
959	"	57-0	6 4-3 1/2	56000	"	Lac	1893	
960	"	57-0	6 3-9 1/2	55100	72	RR	1892	

COACH OPEN PLATFORM

NUMBERS	CONST.	LGTH. BODY	LGTH. O.A.	WEIGHT	SEATS	BLDR	BUILT	REMARKS
961	Wood	57-9	64-6⅛	53900	72	OBC	1889	
962	"	56-10	64-0	57000	"	RR	1895	
963	"	58-3⅛	65-1	62800	74	?	1893	
964	"	57-8	64-6	57500	"	Lac	1892	
965	"	"	6 4-5	56100	"	Was	1887	
966	"	57-7	6 4-4⅛	57700	"	RR	?	
967	"	57-8	64-0	55100	"	Lac	1892	
968	"	"	"	58100	72	OBC	1888	
969	"	57-9	64-6⅛	55100	"	Lac	1890	
970	"	57-5	64-2⅛	56200	"	OBC	1889	
971	"	57-8	6 4-4	56100	74	Lac	1892	
972	"	57-6	64-4	54500	"	Was	1887	
973	"	59-7	66-4⅛	51800	"	RR	?	
974	"	57-7⅛	64-5	59300	"	Lac	1893	
975-976	"	"	64-8⅛	57700	"	"	1888	
977-978	"	57-8	64-5	58100	"	"	1891	
979	"	57-7⅛	64-4	55000	"	Was	1887	
980	"	"	64-7	59800	"	Lac	1891	
981-983	"	58-4	65-1⅛	60500	"	RR	1893	
984	"	57-8	6 4-5⅛	57100	"	Lac	1891	
985	"	57-0⅛	64-1	56500	72	RR	1892	
986	St.U.F.	57-6	64-10	73500	74	RR	?	
987	Wood	57-8⅛	64-4⅛	59200	"	Lac	1892	
988-989	"	57-4⅛	64-2	54000	"	RR	1891	(989-1890)
990-991	"	57-5	64-5	61400	"	Lac	1892	(991-1891)
992,994	"	57-7	64-4⅛	55200	72	OBC	1889	
993	"	57-0⅛	63-10	56400	"	RR	1892	
995-998	"	57-7⅛	64-7	54800	74	Lac.	1892	(996-996 - 1890)

NOTES:

1. Data above for open platform coaches 60-998 from B&M Class Book of 1923.

2. The majority of the cars in the series 599-712 were rebuilt with steel underframes, Lght.body 61-0 to 61-2, lgth O.A. 68-5 to 69-4 wgt 88600 seats 75-77.

3. According to Fitchburg Division Timetable No. 61 of Sep. 25,1927, the following cars were equipped with steel center sills at that time:

   732,733,744,748,749,757,760,762,765,785,790,799,811,822,826,844,866,917,922, 923,925,938,944,946,952,954,959,986.
   Also combines 1971,1979,2004,2010

COACHES WOOD 1000-1599 SERIES

NUMBERS	VEST.	LGTH. BODY	LGTH. O.A.	SEATS	WEIGHT	BLDR.	BIULT	REMARKS
1000-1001	V	?	?	?	?	Pul.	1908	Parlor cars
1004-1007	"	60-2	68-2	72	90000	"	1907	Parlor cars reb. to coach
1008-1009	"	61-0	68-5	76		Lac.	1910	Ex 2400-2404 series ?
1010	"	60-1½	68-4½	"	88000	B&M	?	
1011	"	57-8	65-9	74	67600	Lac.	1893	
1012	"	57-7	65-11½	"	88800	"	1892	
1013-1014	"	57-7	65-7	"	88000	Pul.	1893	
1015-1017	"	60-2½	68-5	"	"	Pul.	1895	
1018-1030	"	59-0½	67-2	72	89400	"	1893	
1031-1036	"	60-2	68-2	"	88000	"	1895	
1037-1056	"	60-1½	68-1½	"	95600	"	1906	
1058-1067	"	"	"	"	"	"	1907	
1068	NV	58-4	65-1½	70	67600	RR	1895	Narrow vestibule
1077-1085	V	60-1½	68-1½	72	95600	Pul.	1907	1084-1085 ren. 1075-1076
1100-1108	O	60	67	78	66000	RR	?	1101-1886, 1104-1891
1109-1110	"	60-2	68-4	74	86200	Pul.	1896	
1112-1159	"	"	"	"	"	"	"	
1160	"	62-1	68-10½	72	75200	RR	1888	
1161-1165	"	60-1½	66-11	74	67500	"	?	
1166	"	60-2	66-11	74	89200	RR	1904	
1167-1176	"	60-1½	68-5	"	"	Pul.	1904	
1177	"	60-2	68-4½	"	"	RR	1908	
1178-1181	"	"	"	"	"	Pul.	1904	
1182	"	"	"	"	"	RR	1904	
1183-1202	"	"	"	"	"	Pul.	1905	
1203	"	"	"	"	"	RR	1906	
1204-1227	"	"	"	"	"	Pul.	1906	
1228-1253	"	"	"	"	"	Pul.	1907	
1254-1271	"	61-1½	67-11	76	89600	Lac.	1909	
1272-1402	"	"	68-3	"	90600	"	1910	
1403-1413	"	"	"	"	"	"	1911	
1414-1459	"	61-0	68-5	"	90000	"	1911	New Haven Type
1534-1571	V	61-0	68-5	76	9 2900	"	1911	
1572-1579	"	61-1½	69-0½	"	95900	"	1910	
1580-1599	"	60-1½	68-0½	72	97000	"	1908	

NOTES:

1. Dimensions and weights given above are typical. Individual cars vary by a few inches.

2. These cars still in existence were renumbered into the 1-599 series around 1930 by subtracting 1000 from the number, except 1333 renumbered 413.

3. 1272-1413 were built with steel underframes. The majority of the rest of the cars in the above series were rebuilt with steel underframes during the 1920s.

4. Shortly after the renumbering the remaining cars in the series 4-83 were renumbered into the 480-533 series as follows:

4-501	5-515	6-503	7-530	8-498	9-522	10-508	13-529	14-526	20-509	21-489
22-494	23-512	24-491	26-488	27-482	28-517	29-485	30-505	31-511	32-500	33-486
34-495	35-483	37-516	38-518	39-507	40-534	41-504	42-519	43-510	45-524	46-520
47-532	48-513	49-528	50-492?	50-333?	51-490	52-487	54-535	55-493	60-480	61-481
62-484	63-502	64-531	6 5-514	6 6-527	67-533	75-497	76-499	79-506	80-523	81-521
82-496	83-525.									

Note that 492 and instr.car 333 both listed as old no.50. One is obviously an error but I don't know which.

MILK CARS

NUMBERS	OLD NOS.	CONST.	VEST.	L.BODY	L.O.A.	WEIGHT	BLDR	BUILT	REMARKS
1600-1606		St.U.F.	B	55-2	57-11	85400	RR	1917	See note
1607-1608		"	"	55-2⅕	58-2	"	"	1923	
1609-1610		"	"	55-1⅕	57-8⅕	87000	"	1916	
1611-1612		"	"	51-2	53-9	83800	"	1902	
1613-1614		"	"	51-1	53-8	79700	"	1899	
1615-1617		"	"	55-1⅕	57-9⅕	83000	Lac	1912	
1618-1624		"	"	55-2	57-9	"	"	1909	
1625-1627		"	"	"	"	"	"	"	
1628		"	Box	37-0	39-7	45500	ACF	1907	
1629		Wood	B	48-3	50-9	55000	RR	1894	
1630		St.U.F.	0	48-1	54-10	63400	"	1892	
1631		St.C.S.	B	48-4	51-2⅕	"	"	1898	
1632		"	"	48-1	54-10	55000	"	1889	
1633		"	0	48-2	54-11	55900	"	1899	
1634-1635		"	B	"	51-0	59000	"	1888	
1636-1637		Wood	"	"	54-11	55500	"	1889	
1638-1639		"	"	48-3	55-0	56400	"	1892	
1640		St.C.S.	0	49-3	56-0	63400	?	?	
1641		St.U.F.	B	55-3	58-2	85400	RR	1923	
1642		Wood	0	36-2	42-11	44100	RR	?	
1643		"	"	48-3	55-0	50500	"	1900	
1644		"	B	49-3	56-1	55200	"	1891	
1645		"	0	48-1	54-10	55900	"	1899	
1646		"	"	49-0	55-9	51000	"	1893	
1647		"	B	50-1	53-9	65900	"	"	
1648		"	0	48-3	55-0	53600	"	1899	
1649-1650		"	"	48-0	54-9	55000	"	1887	
1651		"	B	40-0	46-9	48900	"	1887	
1652		"	0	48-3	55-0	58400	?	1892	
1653	12806	St.U.F.	Box	37-0	39-7	39600	ACF	1907	
1654		Wood	0	36-3	43-0	42900	?	?	
1655		"	"	48-0	54-9	53200	"	1903	
1656		"	B	48-3	55-0	56200	RR	1905	
1657	2205	St.U.F.	"	55-2⅕	58-2	85400	"	1897	
1658		Wood	0	48-2	54-11	53300	"	1895	
1659		"	B	"	"	56800	"	1896	
1660		"	0	"	"	53800	?	?	
1661		St.U.F.	Box	37-0	39-7	41700	ACF	1907	
1662		Wood	0	40-3	47-0	55400	?	?	
1663		"	B	48-2	54-11	55000	RR	1898	
1664		"	0	48-3	55-0	"	"	1896	
1665		"	B	48-2⅕	54-11⅕	60300	"	1898	
1666		"	0	48-2	54-11	53100	"	1899	
1667	13038	St.U.F.	Box	37-0	39-7	45600	Acf	1907	
1668		wood	B	48-3	55-0	54900	RR	1892	
1669		"	"	40-2	46-11	41900	"	1891	
1671		"	0	51-2	57-11	53000	"	1896	
2nd 1670	2204	St.U.F.	B	42-0	44-7		Lac	1888	Reb from mail car
2nd 1671	2201	"	"	42-2	44-9		RR	1887	" " " "
1672		St.C.S.	"	48-2	51-2	63400	RR	1901	
1673		Wood	"	48-1	"	57700	"	"	
1674		"	0	48-1⅕	54-10⅕	60300	"	1903	
1675		"	"	48-2	54-11	53500	"	1892	
1676-1677		"	Box	40-0	46-9	42300	"	1890	
1678		"	0	48-2	54-11	54700	"	1903	
1679		"	B	36-3	43-0	40600	"	1869	
1680		"	B	40-2	46-11	43400	"	1899	
1681		St.C.S.	"	481⅕	50-11	63400	"	1902	
1682,1684		Wood	"	48-3⅕	55-0⅕	55300	"	"	
1683		"	0	48-3	55-0	52700	"	"	
1685-1686		"	"	48-2	54-11	59100	"	1903	
1687		"	"	34-5	41-0	41700	Lac	1888	
1688		"	B	48-3	55-0	58200	RR	1908	

MILK CARS

NUMBERS	OLD NOS.	CONST.	VEST.	LGTH. BODY	LGTH. O.A.	WEIGHT	BLDR	BUILT	REMARKS
1689		Wood	0	48-2	54-11	53000	RR	1905	
1690		"	"	34-4	41-1	53500	Lac	1888	
1691-1693		"	"	48-2	54-11	52900	"	1905	
1694		"	"	33-1	38-10	43500	?	?	
1695-1698		"	B	48-2	54-11	56100	RR	1906	
1699		"	"	61-2	63-9	82900	RR	1908	
1700-1718		St.U.F.	"	51-1½	54-0½	80000	Lac	1922	
1719-1724		"	"	"	"	"	"	1923	
1804		"	Box	37-0	39-7	45000	ACF	1907	
1850-1869		"	"	40-6	?	53000	MDT	1923	
1875-1880	Erie	Steel	"	40-0	?	63000	Greenville	1937	
1900-1914		"	"	?	?		GATC	1958	2 doors
1915-1934		"	"	?	?		"	1957	1 door

NOTES

1. 1600 and 1602 were rebuilt from mail cars 2209 and 2208. It is probable that all of the series 1600-1614 were rebuilt from some other type.

2. 1628,1653,1661,1667, were rebuilt from refrig. cars of the series 12800-13046 prev. to 1923. 1804 was rebuilt from the same type after 1923. There were more cars in the 1800 series but data in lacking.

3. 1850-1869 were renumbered from the 13100-13299 series.

4. 1875-1880 purchased from the Erie R.R. formerly Erie 6600-6734 series.

MISCELLANEOUS CARS

NUMBERS	TYPE	CONST.	LGTH. BODY	LGTH O.A.	WEIGHT	SEATS	BLDR	BUILT	REMARKS
1770	coach	Wood	51-2	?	53400	60	Lac	1892	Tourist
1790	Smok & Bag.	"	40-2	?	34000	32	?	?	15-2 Bag.compt.
1791	Pass & Bag.	"	"	?	"	"	"	"	" " "
1792-1795	Coach	"	"	?	"	"	?	?	
1797-[illegible]	Obs.	"	45-2	?	30200	65	RR	?	
1798	"	"	45-3	?	28500	"	"	?	
1799	Comb-obs.	"	45-3	?	32600	46	"	?	10'-1" bag.comp.

NOTES:

1790-1795 listed in 1923 as "Old Orchard Beach Line". These are beleived to have been originally 3 ft. gauge cars of the York Harbor & Beach R.R. They were later renumbered 1051-1056 then 51-56 and used as trailers with the rail motor cars.

1797-1799 were the open observation cars used between Fabyan and the Base Station to connect the Mt. Washington R.R. with the through trains.

COMBINE OPEN PLATFORM

NUMBERS	CONST.	LGTH. BODY	LGTH. O.A.	WEIGHT	SEATS	BLDR	BUILT	BAG. COMP.	DOORS NO-WDTH	REMARKS
1804	Wood	49-1		49000	30	RR	?	19-4	1 4-0	
1811	"	42-4		41000	26	RR	?	21-8	" "	
1812	"	44-6		48400	28	"	1889	21-0	" 3-8	
1814	"	47-9		53900	26	"	1899	20-3	" 4-0	
1815	"	42-5		51900	22	"	1873	21-0	" 3-6	
1823	"	41-9		52700	38	"	1869	10-0	" 2-10	
1827	"	44-6		47800	26	"	1872	17-4	" 3-0	
1828	"	45-1		53100	28	"	"	20-7	" 4-6	
1830	"	45-7½		46700	33	"	1876	11-2 & 8-8½	2 3-3	Bag & mail?
1831	"	45-0½		51900	38	"	?	11-8	1 3-10	
1847	"	48-3		54000	36	"	1897	15-1	1 4-0	
1851	"	47-9		53100	31	"	?	20-4	1 2-5	Mail
1854	"	48-1		48000	44	"	1872	13-1	L 4-0	
1860	"	50-2		54600	44	Lac	1880	15-3	1 3-11	
1864	"	51-0		55800	30	RR	1869	29-0	1 4-0	
1865	"	51-1		53900	36	RR	1888	21-11	1 "	
1866	"	"		51900	34	"	1883	21-0	1 3-0	
1868	"	50-4		56900	2 0	"	1881	16-11	1 3-6	
1869	"	50-1		52300	46	Lac	1881	15-0	1 4-0	
1873	"	"		55900	33	"	1876	21-10	1 3-5	
1874	"	54-2		54200	29	?	1883	25-0	2 "	
1875	"	52-2½		52800	46	Lac	1884	16-8	1 3-6	
1876	"	52-1		57900	3 8	RR	1885	19-7	1 4-0	
1877	"	52-10		56500	36	"	1877	22-0	1 4-4	
1878	"	52-1½		55600	12	"	1894	17-11	1 4-0	
1881	"	52-2		52000	44	Lac	1884	16 -7	1 3-6	
1886	"	54-1		60600	42	Was	1881	21-0	1 "	
1887,1889	"	52-0		53600	44	Lac	1884	16-6	1 "	
1892	"	51-0		56500	45	"	1881	14-4	1 3-5	
1893	"	50-1		52700	40	OBC	1878	13-5	1 4-0	
1895	"	51-2½		64600	42	RR	1880	16-11	1 "	
1897	"	50-1		50200	34	?	1875	22-0	1 3-4	
1898	"	52-10½		56900	34	Was	1889	25-2	1 4-6	
1900	"	50-2		55500	38	"	1876	20-0	1 4-0	
1901	"	50-3		54200	40	RR	1894	13-5	1 3-10	
1902	"	50-1		48500	34	?	1877	21-9	1 3-5	
1903	"	52-0		59100	38	RR	1885	19-8	1 4-0	
1904	"	50-1		52100	44	Lac	1880	14110	1 "	
1905	"	54-1		54600	46	?	1883	16-10	1 3-6	
1906	"	50-5		51600	44	Lac	1881	15-6	1 4-0	
1909	"	57-0		58750	50	RR	1895	18-0	1 3-0	
1910	"	54-1		56900	32	?	1882	26-1	1 3-6	
1912	"	"		54400	38	?	1881	26-0	1 3-4	
1913	"	50-2		43000	24	RR	?	25-5	1 3-6	

2nd 1910-1915 St.C.S. 60' ren.from 2000 series in 1926 for use as motor car trailers
1912 old no. 2064 others not known.

1917	Wood	51-1		58500	25	RR	1872	28-5	1 4-0	
1918	"	51-1½		52700	40	RR	1886	17-8	1 4-0	
1958	"	56-0		56700	50	"	1888	14-0	1 3-0	
1959	"	57-7		60700	48	Lac	1893	14-3	1 4-0	
1960	"	55-1		58200	38	?	1884	14-0	1 3-6	
1961	"	57-0		55600	48	RR	1891	14-4	1 3-0	
1962	"	55-10		53000	"	"	1887	14-0	1 "	
1963	"	54-8		59900	38	Was	1883	14-1	1 4-0	
1964	"	57-0		67900	36	RR	1898	13-10	1 "	
1965	"	57-9		57900	"	Lac	1891	14-3	1 "	
1966	"	57-8		50500	50	"	1893	14-2	1 "	
1967	"	57-0		56800	46	RR	1891	14-4	1 3-0	
1968	"	55-11		53400	48	"	1888	14-2	1 "	
1969-1970	"	57-7½		60500	50	Lac	1893	"	1 4-0	
1971	"	57-0		53500	48	RR	"	14-5	1 3-0	
1972	"	55-10		53400	"	"	1888	14-1	1 "	
1973	"	57-10		60000	49	Lac	1893	17-5	1 4-0	

COMBINE OPEN PLATFORM

NUMBERS	CONST.	LGTH. BODY	LGTH O.A.	WEIGHT	SEATS	BLDR	BUILT	BAG. COMP.	DOORS NO	WIDTH	REMARKS
1974	Wood	56-11		55700	48	RR	1895	18-0	1	4-0	
1976	"	56-0		53100	50	"	1887	17-4	"	3-0	
1977	"	55-10½		53300	"	"	1877	"	"	"	
1978	"	56-11		57800	"	"	1895	17-11	"	"	
1979	"	55-11		53400	48	"	1888	17-9			
1980	"	58-3		606 00	32	"	1893	26-3	2	4-0	
1981	"	56-11		59100	48	"	1893	17-11	1	3-0	
1982	"	55-0		56700	16	Lac	1884	23-11	2	2-6	
1983	"	56-0		52300	48	RR	1887	17-4	1	3-0	
1984	"	57-7		58700	50	Lac	1893	"	1	4-0	
1985	"	55-11		54000	48	RR	1888	17-9	1	3-0	
1986	"	57-7		60600	40	OBC	1886	25-0	1	2-2	Mail
1988	"	55-1		60800	32	RR	1892	26-0	2	4-0	
1989	"	57-1		58400	48	"	1894	17-11	1	3-0	
1990	"	55-11		57400	"	"	1888	17-7	"	"	
1991	"	56-11		57900	50	"	1894	17-11	"	"	
1993	"	58-3		61500	36	"	?	26-3	2	4-0	
1994	"	57-0		60100	48	"	1894	18-0	1	3-0	
1995	"	56-11		57900	42	"	1895	20-10	"	"	Mail
1996-1997	"	57-0		58500	48	"	1891	17-11	"	"	
1998	"	"		62100	"	"	1893	18-10	"	"	
2000	"	60-1		65400	52	"	1887	18-0	"	4-0	
2001	"	60-3		65700	54	"	"	18-1	"	"	
2002	"	60-6		60200	46	"	1894	23-0	"	"	
2003	"	60-1		66200	38	"	1900	28-0	2	"	
2004	"	60-4½		60700	54	"	1887	17-4	1	"	
2005	"	60-9		60200	50	"	1889	21-0	"	3-5	
2006	"	60-8		61400	52	"	1890	17-0	"	4-0	
2007	"	"		62800	54	"	1892	17-3	"	"	
2008	St.U.F.	60-3		88800	50	"	1899	19-0	"	"	
2009	Wood	60-2		64000	46	"	1896	21-2	"	"	
2010	St.U.F.	60-3		88800	50	"	1901	18-9	"	3-0	
2011	Wood	60-1		69500	50	"	"	19-0	1	4-0	
2012	"	60-2		64600	600	"	1881	12-4	"	"	
2013	"	"		62500	53	"	"	17-3	"	"	
2014	"	60-2½		64200	50	"	1901	19-3	"	"	
2015-2016	St.U.F.	60-2		88800	"	"	"	"	"	"	
2017	Wood	60-7		62100	38	"	1892	29-1	2	3-6	
2018	"	60-6		63300	52	"	1889	17-3	1	4-0	
2019	"	60-7		61300	53	"	1892	17-2	"	3-5	
2020	"	60-8		63500	54	"	1887	17-10	"	"	
2021	"	6066		60000	52	"	1890	17-3	"	4-0	
2022	"	60-2		63400	54	"	1886	18-4	"	"	
2023	"	60-7		59600	48	"	1889	2103	"	3-6	
2024	"	60-6		56900	46	"	1886	?	"	3-5	
2025	"	"		60100	44	"	1887	23-7	"	3-4	
2026	"	"		"	"	"	1885	23-4	"	3-5	
2027	"	60-8		58500	54	"	1888	17-6	"	3-4	
2028	"	60-6		59700	38	"	1895	29-0	2	4-0	
2029	"	61-9		666 00	30	?	1873	35-4	"	"	
2030	"	60-7		55500	44	?	1886	23-6	1	3-5	
2031	"	60-6		58700	48	RR	1889	21-5	"	3-4	
2032	"	60-7		63200	"	"	1890	21-1	"	"	
2033	"	"		58200	38	?	1886	23-4	2	4-0	
2034	"	60-1½		65100	2 2	RR	1887	27-10	2	4-0	and 4-6
2035	"	60-6		60900	48	?	1889	20-1	1	4-0	
2036	"	60-8		63100	54	RR	1887	17-8	1	3-4	
2037	"	60-8½		59900	52	"	1890	"	"	4-0	
2038	"	60-6		68000	48	"	1891	2 0-2	"	"	
2039	"	60-8		64600	54	"	1894	17-1	"	"	
2040	"	60-7		63300	"	?	1889	17-2	"	"	
2041	"	60-6		58400	52	RR	1887	17-6	"	3-6	
2042	St.U.F.	60-6½		88800	46	RR	1897	22-1	"	4-0	

COMBINE OPEN PLATFORM

NUMBERS	CONST.	LGTH. BODY	LGTH. O.A.	WEIGHT	SEATS	BLDR	BUILT	BAG. COMPT.	DOORS NO*	WDTH.	REMARKS
2043	St.U.F.	60-3		88800	38	Pul	1897	28-1	2	4-0	
2044	Wood	60-6		59400	34	?	1885	32-0	1	3-5	
2045	"	60-7		60500	50	?	1891	21-5	"	4-0	
2046	"	60-7½		61300	46	?	1886	17-6	"	3-5	
2047	"	60-8		63700	52	RR	1889	17-4	"	4-0	
2048	"	60-1		62000	54	"	1887	18-0	"	"	
2049	St.U.F.	60-2		88800	50	Pul	1897	19-0	"	"	
2050	Wood	"		65500	"	RR	1901	1809	"	"	
2051	"	60-8		66800	52	"	1888	17-7	"	"	
2052	"	60-2		60200	"	"	1890	17-3	"	"	
2053-2054	St.U.F.	60-3		88800	50	Pul	1897	19-2	"	"	
2055	Wood	60-7		62400	38	RR	1896	27-10	2	"	
2056	"	"		58500	50	"	1890	21-5	1	3-5	
2057	"	60-2		66700	38	"	1899	28-0	2	4-0	
2058	"	60-7		62300	52	"	1888	17-4	1	"	
2059	"	"		61000	46	"	1895	23-2	"	"	
2060	St.C.S.	60-3		71800	34	"	1887	34-2	"	"	
2061	Wood	60-6		61300	37	"	1893	28-10	2	4-0	
2062	"	60-0		60600	40	"	1898	25-9	?	?	
2063	"	60-7		61400	3 2	"	1893	31-10	2	4-0	
2064	"	60-1		67900	48	"	?	19-2	1	"	
2065	"	60-6½		6 2400	50	"	1892	20-3	1	3-4	
2066	"	60-2		68500	38	"	1900	27-6	2	4-0	
2067	"	61-2		63000	36	Was	1886	31-9	2	3-5	
2068	"	60-2½		66400	46	RR	1900	19-3	1	4-0	
2069	"	60-7		64100	52	"	1892	17-3	"	"	
2070	"	60-2		68500	38	"	1899	27-11	2	"	
2071	"	60-0		59900	44	"	1894	23-3	1	"	
2072	"	60-7		59600	22	"	1892	40-7	2	"	
2073	"	60-5		61800	36	"	1893	28-9	"	"	
2074	"	60-8		"	46	?	1885	23-7	1	3-4	
2076	"	60-6½		59100	48	RR	1888	21-3	1	3-6	
2077	"	60-7		62200	36	"	1891	29-2	2	3-5	
2078	St.U.F.	60-1		88800	46	"	1896	21-2	1	4-0	
2079	"	60-2		"	50	"	1900	19-0	"	"	
2080	Wood	"		63900	46	"	1896	21-2	"	"	
2081	"	"		66700	38	"	1901	27-7	2	"	
2082	"	60-7		61200	54	"	1888	18-0	1	3-5	
2083	"	60-1		70000	50	"	1900	19-0	"	4-0	
2084	"	60-2		62400	"	"	1899	19-1	"	"	
2085	"	60-7		59900	48	"	1889	21-0	"	3-4	
2086	"	60-1½		69300	34	"	1903	30-10	2	4-0	
2087-2090	St.U.F.	60-3		89700	50	"	1902	19-0	1	"	
2091-2093	"	"		88800	"	"	1903	"	"	"	
2094-2100	"	"		88600	38	"	"	27-10	2	"	
2095-2097	"	"		88800	50	"	1904	19-0	L	"	
2098,2100	"	60-1		88600	38	"	1904	28-0	2	"	
2099	"	60-2		"	32	"	"	30-8	1	"	
2101-2102	Wood	61-0		72400	34	"	1906	32-0	2	"	
2103	"	"		72300	22	"	"	20-7	2	"	
2104	St.U.F.	60-3		88600	50	"	1907	19-0	1	3-0	
2105	"	60-1½		"	36	"	"	28-0	2	4-0	
2106	Wood	60-2		74400	38	"	"	"	"	"	
2107-2111	"	"		73200	50	"	"	19-0	1	"	
2112	St.U.F.	60-1½		88600	"	"	"	19-3	"	"	
2113-2114	Wood	60-1		79400	38	"	"	28-0	2	"	
2115	"	61-2		83900	46	Lac	1909	20-0	1	"	
2116	St.U.F.	61-2½		88100	50	"	"	20-3	"	"	
2117-2118	Wood	"		83800	"	"	"	20-3	"	"	
2119	"	61-2		85000	38	"	"	28-11	2	"	
2120	St.U.F.	"		88600	"	"	"	29-0	"	"	
2121-2130	"	"		91200	"	Was	1910	28-9	"	"	
2131-2138	"	"		90000	50	"	"	20-0	1	4-0	

COMBINE OPEN PLATFORM

NUMBERS	CONST.	LGTH. BODY	LGTH. O.A.	WEIGHT	SEATS	BLDR	BUILT	BAG. COMPT.	DOORS NO-WDTH		REMARKS
2150-2169	Wood	61-1½		76500	54	Was	1911	18-9	1	4-0	
2170	"	"		"	"	"	1912	"	"	"	
2171	St.U.F.	60-1½		?	?	Pul	1907	?	1	"	old no.1228
2172	"	61-1½		?	?	Lac	1909	?	1	"	" " 222
2173-2178	"	60-2		?	?	Pul	1896	"	2	"	" " 1125-1130
2192-2199	"	61-1½		88600	54	Was	1912	18-8	1	"	
(exc. 2193					38			29-0	2	"	

COMBINE VESTIBULE

2139-2140	St.U.F.	61-1		94700	38	Was	1910	28-11	1	4-0	
2141-2142	"	61-0		95700	54	"	1912	18-8	"	"	
2143-2145	"	61 approx.		?		Pul	1895	?	"	"	
2146	"	"		?	?	"	1896	"	"	"	
2147-2148	"	"		?	?	Lac	1911	?	"	"	
2149	"	60-1		90000	48	Pul	1907	17-0	"	"	old no.1999-999

NOTES

1. The construction is given above as it appeared in the B&M 1923 classification. The majority of the 60 ft. combines built in 1895 and later were eventually rebuilt with steel underframes.

2. The overall length was not given in the 1923 book for combines. The 2000-2100 series were mostly 68-0 to 69-4 overall.

3. Combines 2171-2178 and 2143-2148 were rebuilt from coaches.

MAIL CARS

NUMBERS	OLD NOS.	CONST.	PLATF.	LGTH. BODY	LGTH. O.A.	WEIGHT	BLDR	BUILT	REMARKS
2200		Wood	Blind	45-1	47-8	70200	RR	1895	
2201				42-2	44-9	70700	"	1887	Reb.to milk car 1671
2202				42-8	45-3	66300	"	?	
2203				45-1	47-8	57600	"	1897	
2204				42-0	44-7	63300	Lac.	1888	Reb.to milk car 1670
2205				45-1	47-8	67700	RR	1897	
2206				45-0	47-7	70500	"	"	
2207				42-2	44-9	63800	?	1882	
2208				42-0	44-7	50100	Lac.	1888	Reb.to comb. #1888
2209				45-4	47-11	50000	RR	1877	" " " 1877
2210				43-1	45-8	?	RR	1877	
2212				42-0	44-7	63800	RR	1886	
2213				45-1	47-8	70200	RR	1885	
2215				42-2	44-9	63800	RR	1890	
2216				45-2	47-9	70200	RR	1903	
2220				51-1½	53-9½	56700	RR		
2221				51-2	53-9	"	RR	1902	
2223-2224				61-3½	63-10½	105800	RR	1907	6 whl.tr.
2261		no further data							Reb. to wrk car M3018

BAGGAGE & MAIL CARS

								Lgth. Mail	Lgth. Bag.	
2305	Wood	Open	46-2½	52-11½	52000	RR	1872	17-3	27-11	
2306-2307	"	"	?							
2320	"	"	54-0	60-9	55400	RR	1885	17-2	36-1	
2321	"	Blind	52-0	54-7	54300	RR	?	20-1	31-0	to W0677
2322	"	Open	54-0	60-9	?	Lac	1897	17-0	35-0	
2323	"	"	52-1	58-10	55500	RR	?	17-1	34-1	
2324	"	"	54-3	61-0	?	Lac	1897	17-0	36-6	
2325	"	"	"	"	50000	RR	1893	17-2	36-4	
2326	"	"	52-0	58-9	54900	RR	1883	19-10	31-6	
2327	"	"	50-2	56-11	57800	RR	?	30-0	19-1	
2328	"	"	52-2	58-11	55500	RR	1881	15-1	36-3	
2329	"	"	52-1	58-10	59200	RR	1894	20-2	31-0	
2330	"	"	51-0	57-9	58300	RR	1887	15-2	34-6	
2331	"	"	52-0	58-9	54500	RR	1884	17-2	34-4	
2334	"	Blind	55-1	57-8	78700	?	1884	17-2	36-10	
2335	St.U.F.	"	55-2½	58-1	91800	Lac.	1884	15-9	38-4	
2336	Wood	"	56-2	58-9	82000	RR	1892	34-6	21-0	
2337	St.U.F.	"	56-1	58-8	93600	RR	1883	34-1	21-0	
2338	Wood	"	"	"	80600	RR	1887	35-5	19-6	
2340	"	Open	55-0	61-9	62700	Pul	1895	32-11	21-5	
2341	"	"	"	"	53700	Lac	1881	36-10	17-3	
2350	"	"	?	?	?	?	1889			
2351	"	Blind	60-2	62-9	88400	RR	1893	30-0	29-3	
2352	St.U.F.	"	60-1	6208	80600	RR	1898	17-6	41-4	
2353	"	"	65-1½	67-8½	101700	Pul	1889	30-4	33-7	
2354	"	"	60-1	62-8	98600	B&M	1902	30-1	28-11	
2355	Wood	"	60-2	62-9	95500	"	1903	17-6½	41-7½	
2356-2359	St.U.F.	"	"	"	98600	"	1905	30-0	29-1	
2360	Wood	Open	60-8	67-5	61000	RR	1892	19-10	40-8	
2364-2365	St.U.F.	Blind	61-1½	63-8½	90100	Was.	1911	20-0	39-11	
2366	Wood	"	61-2½	63-9½	86400	B&M	1907	17-6	42-4	
2367	"	"	61-1	63-8	98300	B&M	1907	40-0	19-10	
2368	St.U.F.	"	61-2	63-9	98600	"	"	30-0	29-10	
2369	"	"	61-11	64-6	91000	"	1908	30-3	29-6½	
2370-2371	"	"	61-1	63-8	98600	"	1907	30-3	29-6½	
2372	"	"	"	"	"	"	"	17-5	42-4	
2373-2374	"	"	61-2	63-9	96400	Lac.	1909	20-0	40-0	
2375	"	"	61-2	63-9	88700	"	"	25-0	35-0	

BAGGAGE & MAIL CARS cont.

NUMBERS	OLD NOS.	CONST.	PLATF.	LGTH. BODY	LGTH. O.A.	WEI WEIGHT	BLDR.	BUILT	REMARKS	
2376-2379		St.	U.F.	Blind	61-2	63-9	94600	Lac.	1909	30-0	30-0
2392-2396		"		"	61-1½	63-8½	90000	Was.	1911	17-6	40-6
2397-2399		"		"	"	"	"	"	"	25-1	34-10½

BAGGAGE CARS

									Bag. NO.	DOORS WIDTH
2503		Wood		Open	46-2	53-0	49500	RR	1913 ?	2	3'-5"
2511		"		"	46-10	53-8	54700	?	1873	2	3-0
2513		"		"	36-4	43-2	48500	RR	1869	"	"
2514		"		"	45-0	51-10	52800	RR	?	"	4-0
2516		"		"	45-4	52-2	50800	RR	?	"	"
2522		"		"	46-10½	53-8	55800	RR	1873	"	"
2525		"		"	45-4	52-2	50100	RR	1875	"	"
2527		"		"	44-4	51-2	51400	RR	1868	1	8-0
2529		"		"	46-3	53-1	48500	RR	?	2	4-0
2531		"		"	45-1	51-11	51300	RR	1872	2	4-0
2533		"		"	44-0	50-10	50100	?	1873	"	"
2534		"		"	46-1	52-11	48800	RR	1879	"	"
2536		"		"	45-1	51-11	49300	?	1885	"	"
2537		"		"	46-2	53-0	48700	RR	1878	"	"
2600		"		"	51-2	58-0	55400	RR	1881	"	"
2602		"		"	50-4	57-2	52000	RR	1889	3	4-0
2603		"		"	54-2	61-0	59400	RR	1889	2	"
2606		"		"	50-2	57-0	56500	RR	1890	3	"
2607		"		"	51-2	58-0	49500	RR	1888	2	"
2608		"		"	52-2	59-0	59800	RRc.	1888	3	"
2610		"		"	50-2	57-0	53800	Lac	1889	3	"
2612		St.	C.S.	Blind	52-1	59-0	71500	RR	1890	2	6-0
2611		Wood		Open	52-1	58-11	54000	RR	1889	3	4-0
2614		"		"	51-1	57-11	42800	RR	1882	2	"
2615		"		"	50-5	57-3	56700	RR	"	3	"
2616		"		"	52-2	59-0	58200	RR	1886	3	"
2617		Blind		ST.C.S.	50-1	53-2	67800	RR	?	3	"
2618		Wood		Open	50-1½	53-2	63900	RR	?	2	"
2619		"		"	50-3	57-1	51300	RR	1880	3	3-0
2620		"		"	52-2½	59-0	57600	?	1889	3	4-0
2621		"		"	"	"	56500	RR	1887	"	"
2622		"		"	50-1	56-11	52900	RR	?	"	3-6
2623		St.	C.S.	"	51-1	57-11	65000	RR	1881	2	4-0
2624		Wood		"	50-2	57-0	54900	RR	?	"	"
2625		"		"	50-1	56-11	58100	RR	?	2	3-3
2626		"		"	51-1	57-11	50000	RR	1890	2	4-0
2627		St.	C.S.	Blind	50-2	58-0	66900	RR	1881	3	"
2628		Wood		Open	52-11	59-9	55900	RR	1875	2	"
2629		"		"	51-3	58-1	53000	RR	1896	2	"
2630		"		"	51-1	57-11	50400	RR	1881	2	"
2631		"		"	54-11	61-9	56700	RR	1885	3	"
2632		"		"	51-2	58-0	51200	RR	?	2	3-5 & 4-5
2633		St.	C.S.	Blind	51-0	57-10	64400	RR	1887	2	4-0
2634		Wood		Open	50-1	56-11	55000	?	?	3	"
2635		"		"	51-1	57-11	49900	RR	?	2	"
2636		"		"	50-1	56-11	56100	Lac.	1891	3	"
2637		"		"	50-6	57-3½	55200	RR	1902	2	"
2638		"		"	51-0	57-10	49400	RR	1888	"	"
2640		St.	C.S.	Blind	51-0	57-10	66900	RR	1887	"	"
2641		Wood		Open	"	"	54400	"	"	"	"
2643		"		"	50-2	56-11	55500	"	?	3	"
2644		"		"	51-2	58-0	47200	"	?	4	3-6
2645		"		"	51-0	58-6	56000	"	?	3	4-0
2646		St.	C.S.	Blind	51-1	54-0	66300	"	1886	2	"
2647		Wood		Open	54-5	61-1	50900	"	1893	3	"

BAGGAGE CARS cont.

NUMBERS	OLD NOS.	CONST.	PLATF.	LGTH. BODY	LGTH. O.A.	WEIGHT	BLDR.	BUILT		REMARKS
2648		Wood	Open	52-2	58-11	59200	RR	1883	3	4-0
2649		"	"	51-0	57-10	52800	RR	1892	2	"
2650		"	"	51-2	58-0	53400	?	"	2	3-11
2651		"	"	54-2	61-0	54000	RR	?	2	4-6
2653		"	"	51-1	57-11	51400	?	1890	2	4-0
2669	2364	St.U.F.	Blind	61-1½	63-8½		Was.	1911		Reb. fr. MB
2670	2335	"	"	55-2½	58-1		Lac.	1884		" " "
2671	2352	"	"	60-1	62-8		B&M	1898		" " "
2672	2356	"	"	60-2	62-9		"	1905		" " "
2673	2354	"	"	60-1	62-8		"	1902		" " "
2674	2357	"	"	60-2	62-9		"	1905		" " "
2675	2353	"	"	65-1½	67-8½		Pul.	1889		" " "
2677-2679		"	"	61-2	63-9	107800	B&M	1907	2	4-0 & 8-0 Horse cars
2680-2689		"	"	"	"	"	"	1906		" " "
2690		"	"	"	"	"	"	1907		" " "
2691		"	"	"	"	"	"	1906		" " "
2692-2694		"	"	57-1½	59-8½	89100	"	1899	2	4-0
2695-2696		"	"	"	"	"	"	1902	"	"
2697-2698		"	"	"	"	"	"	1903	"	"
2700		Wood	Blind	60-6	63-1	67400	RR	1893	2	4-0
2701		"	"	60-10	63-5	67500	"	"	"	"
2702		"	"	60-3½	62-10½	71500	"	"	"	"
2703		"	"	61-2	63-8	79200	"	"	"	"
2704		"	"	60-1½	62-8½	79400	"	"	"	"
2705-2707		"	"	60-3	62-10	66900	"	1895	"	"
2708		"	"	60-0	62-10	77400	"	?	2	4-6
2709		"	"	61-2	63-9	77400	"	1888	2	8-0
2710		"	"	61-0	63-0	91000	"	1903	"	"
2711		"	"	61-2	63-9	81100	"	?	"	"
2721		"	Open	60-1	66-11	65900	"	1891	3	4-0
2722		St.U.F.	Blind	60-1	62-8	89300	"	1895	"	"
2723		Wood	Open	60-2	66-11½	68100	"	1901	"	"
2724		St.U.F.	Blind	60-2	62-8	89300	"	"	"	"
2725		St.C.S.	Open	60-3	67-1	91000	"	"	"	"
2726		Wood	"	60-2	67-0	66400	"	"	"	"
2727		St.U.F.	Blind	60-1	63-0	85900	"	"	2	8-0
2728		Wood	Open	60-2	67-0	89500	"	"	3	4-0
2729		"	Blind	61-4	68-2	80400	"	1898	2	3-10
2730		"	"	60-1	62-8	79300	"	1892	3	4-0
2731		"	Open	60-1½	66-11	91400	"	1899	"	"
2732		St.U.F.	Blind	60-1	66-11	89300	"	1892	"	"
2733		Wood	"	60-7	63-2	78000	"	1894	"	"
2734		"	"	60-3	62-10	76100	"	?	2	4-0 & 8-0
2735		"	Open	61-4	68-2	79900	"	1897	2	4-0
2736		"	Blind	60-1	62-8	73300	"	?	2	3-6
2737		"	"	"	66-11	61400	"	1883	3	4-0
2739		St.U.F.	"	60-8	67-0	85900	"	1888	2	8-0
2740		Wood	Open	60-6	67-4	68100	"	1896	2	4-0
2741		"	"	60-2½	67-0	72300	Pul	1897	"	"
2742		St.U.F.	"	"	"	85900	"	"	"	"
2743		Wood	"	61-1	67-11	60600	RR	1889	"	"
2744		St.U.F.	Blind	60-2	63-2	89400	Pul	1897	2	8-0
2745		"	"	"	"	"	RR	1899	"	"
2746		"	Open	61-3	68-1	91500	RR	1897	"	4-0
2748		"	"	60-2	67-0	"	RR	1900	3	3-11
2749		Wood	"	60-6	67-4	59600	RR	1896	"	"
2750		St.U.F.	"	60-2	67-0	91500	RR	1899	3	4-0
2751		"	Blind	60-1	63-0	85900	Pul	1897	2	8-0
2752-2753		Wood	Open	60-2	67-0	67400	"	"	3	4-0
2754		St.U.F.	Blind	60-1	63-2	85900	RR	1902	2	8-0
2755		Wood	Open	60-1	66-11	73400	RR	1900	3	4-0
2756		St.U.F.	Blind	60-1	63-1½	90200	RR	1900	2	8-0

BAGGAGE CARS cont.

NUMBERS	OLD NOS.	CONST.	PLTAF.	LGTH. BODY	LGTH. O.A.	WEIGHT	BLDR.	BUILT	BAG. DOORS NO.	BAG. DOORS WIDTH
2757		St.U.F.	0	60-0	66-10	85900	RR	1900	3	4-0
2758		Wood	"	60-2	67-0	6 5600	RR	1898	"	"
2759		St.U.F.	B	60-8	67-2	85900	?	?	2	8-0
2760		Wood	0	60-2	67-0	62600	RR	1891	3	4-0
2761		St.U.F.	B	60-8	63-3	85900	RR	1890	2	8-0
2762		Wood	0	60-2½	6 7-0	64200	RR	1899	3	4-0
2763		St.U.F.	0	60-0	63-0	85900	RR	1898	?	?
2764		"	B	60-2	63-1½	90200	RR	1899	2	8-0
2765		"	0	60-2	67-0	92600	RR	"	3	4-0
2766		"	B	"	62-9	86800	RR	"	2	8-0
2767		Wood	0	"	67-0	66400	RR	1891	2	4-6
2768		"	0	"	"	63800	RR	"	3	4-5
2769		St.U.F.	B	60-0	63-3	85900	RR	1896	2	8-0
2770		"	0	60-2½	60-2½	90200	RR	1891	3	4-0
2771		Wood	B	60-7	63-2	64900	RR	1886	3	4-0
2772		"	B	60-2	62-9	65900	RR	?	"	"
2773		St.U.F.	B	60-8	67-6	85900	RR	1891	2	8-0
2774		"	B	61-1	63-8	78600	RR	1889	"	"
2775		Wood	0	60-8	67-6	61000	RR	"	4	3-5
2776		"	0	60-1	66-11	70500	RR	1900	3	4-0
2777		"	B	60-1	63-0	73800	RR	1902	3	4-0
2778		St.U.F.	B	60-1	63-0	85400	RR	1902	2	8-0
2779-2782		Wood	0	60-2	67-0	66300	RR	1902	3	4-0
2783		St.U.F.	B	60-0½	63-0	85400	RR	"	"	"
2784-2785		Wood	0	60-2	67-0	71300	RR	"	"	"
2786-2789		"	0	"	"	71400	RR	1903	"	"
2790-2792		St.U.F.	B	"	62-9	80400	RR	"	2	6-0
2793-2795		Wood	0	"	67-0	68100	RR	1904	3	4-0
2796		St.U.F.	B	"	62-9	90100	RR	"	3	5-0
2797		"	B	"	"	91000	RR	1905	2	8-0
2798-2799		"	B	"	"	90200	RR	"	3	4-0
2800		"	B	"	"	90800	RR	"	2	8-0
2801,2803		"	B	"	"	"	Lac.	1906	2	"
2802,2804		Wood	0	"	67-0	76500	"	"	3	4-0
2805-2806		St.U.F.	B	"	62-9	90200	"	1907	"	"
2807-2808		Wood	0	"	67-0	74500	"	"	"	"
2809-2810		St.U.F.	B	"	6209	91900	"	"	"	"
2811-2812		Wood	0	"	67-0	74500	"	"	"	"
2813-2822		St.U.F.	B	61-1½	63-10	92500	"	1911	2	8-0
2823-2828		"	"	"	"	"	"	1912	"	"
2829-2853		"	"	"	"	"	"	1911	"	"
2854-2865		"	"	"	63-11	96300	RR	1910	2	4-0 & 8-0
2866-2874		"	"	"	"	"	Lac	1909	"	"
2875-2885		"	"	"	"	"	"	"	"	"
2886 -2894		"	"	"	"	94100	RR	1907	"	"
2895-2899		"	"	"	"	"	RR	1908	"	"
2900-2904		"	"	"	63-10	92500	Lac	1912	2	8-0
2905-2906		"	"	61-0	63-6	102900	RR	1905	2	6-0
2907		"	"	61-3	63-10	104900	"	1909	2	"
2908-2909		"	"	60-1	6208	100700	"	1881	2	"
2910		"	"	61-2½	63-9½	103900	"	1907	"	"
2911		"	"	61-3	63-10	102800	"	1888	"	"
2912-2914		"	"	61-2	63-10	106600	"	1907	2	8-0
2931-2938	*	"	"	61-1½	64-7½	88900	Was.	1923*	"	"
2939	*	"	"	"	63-10	88300	B&M	1918*	"	"
2949-2999		"	"	37-1	40-3	40000	Lac	1909	1	6-0

NOTES: *2931-2939 were rebuilt from coaches, old numbers 857,823,791, 803,776,969,921,782,724
2949-2999 were 66000 series box cars fitted for passenger service.

The above data is mostly from the 1923 class. book. Many of the 60' cars listed above as "wood" were rebuilt to steel underframe between 1923 and 1931. Most of the open platform baggage cars had the platforms removed when fitted with steel underframes.

PARLOR, DINING & SLEEPING CARS

NUMBERS	OLD NOS.	TYPE	VEST.	BLDR.	BUILT	LGTH. BODY	LGTH. O.A.	SEATS	WGT	REMARKS
20-22	Pull.Co.	Buf-parl.	BV	Pul.	1917		82-5		163800	
23	"	Parl.	V	"	1911		"		170700	
24-25	"	Din-parl.	BV	"	1914		"		173600	
26	"	Parl.	V	"	1925		83-5		170300	
31-34		Sleeperg.	BV	P.S.	1964		85-6		141800	6 sec.4dbr. 6 rm.
70-71		Rest.-lg.	BV	P.S.	1947		85-0		134000	
84-87		Dining	B	Pul.	1930		84-2¼		175000	
88-93	1088-1093	"	V	"	1907	72-7½	80-7½	30	129600	
94-99	1094-1099	Cafe	"	"	1906	"	"	24	124600	
2nd95	D&H 163	Dining	"	D&H	1932		79-8¼		171700	
Monteagle		Sleeper	V	Pul.	1911		82-5			
Peralta		"	"	"	1913		"			
Martel		"	"	"	"		"			
Milton		"	"	"	"		"			
Saoma		"	"	"	1915		"			
Graynook		"	"	"	"		"			
Picacho		"	"	"	"		"			
Maskell		"	"	"	1916		"			
Mapleton		"	"	"	"		"			
Butler University		"	"	"	1917		"			
Valparaiso Univ.		"	"	"	"		"			
Fort Bliss		"	"	"	1920		82-5			
Fort Greble		"	"	"	"		"			
Fort Pickens		"	"	"	"		"			
Fort Slocum		"	"	"	"		"			
St.Victory		"	"	"	1923		"			
McDade		"	"	"	1924		"			
McSpadden		"	"	"	"		"			
Gounod		"	"	"	"		"			
East Dover		"	"	"	1925		"			
New Hamburg		"	"	"	"		"			
Shore Lake		"	"	"	1930		"			

NOTES:

Cars 88-99 and 2nd 95 were steel underframe. Rest were all steel.

84 rebuilt to a Buffet-diner in 1947.

96 and 97 rebuilt to Cafe-parlor-observation cars.

COMPANY SERVICE CARS

Number	OLD NOS.	TYPE	CONST.	PLATF.	BLDR	BUILT	LGTH. BODY	LGTH. O.A.	WEIGHT	REMARKS
1	L.V.	Offic.	Steel	OV						
11	N.Y.C.	"	"	"						
62		Corr.School	Wood	O	R.R.	1872	44-6	51-5½	51700	
111		Exam.	"	"	?	1901	53-9	60-6½	57700	
222		Pay	"	"	Lac.	1880	54-11	61-7½	87700	6 wh.tr.
333		Private	St.U.F.	O	B&A.	1869	45-6	52-3½	58000	
333	50-1050?	Exam.	"	V	Pul.	1906	60-1½	68-1½		
444		Private	St.U.F.	O	Pul.	1891	66-7½	75-4	122200	6 wh.tr.
555		"	"	V	R.R.	?	61-7	69-6	117000	6 wh.tr.
666		"	"	OV	F.R.R.	1885	65-2½	74-3	126600	6 wh.tr.
777		Pay	SCS	O	R.R.	1867	40-3	47-0½	62800	
777		Official	Steel*	OV	Pul.	1912		82 approx.		
888		Private	SCS	O	?	?	41-1	47-10½	58100	
999		Invalid	St.U.F.	V	R.R.	?	60-5	68-5	114500	
1001	222	Exam	"	V	Pul.	1907	60-1½	68-1½		
1002	333-50-1050	"	"	V	"	1906	"	"		
1003	208-1208	"	"	O	"	1906	"	68-5		
1111		Air Br.Inst.	Wood	O	?	?	52-9	59-6½	86800	
2222	?	"	St.U.F.	V	Pul.	1906	72-7½	80-7½		Reb.fr.Cafe car
3333	87	Instr.car	Steel	V	"	1930		84-2¼		Reb.fr. diner
		Renumbered 4444								

2nd 777 formerly private car "California". Const steel with copper sheathing.

SPECIAL CARS BOSTON & ST, JOHN LINE

								Seats	
2400-2404	Coach	St.U.F.	V	Lac.	1910	61-1½	?	95900	76	
2426-2429	"	Wood	V	Pul.	1908	67-2		97500	76	
2435-2439	"	"	"	"	"	"		"	"	
2446-2449	Bag.	"	B	"	"	60-2		87300	2 doors 5'-0"	

SPECIAL CARS BOSTON & MONTREAL LINE

2486-2487	Coach & Smok.	Wood	V	Pul.	1903	65-0	102300	64	6 wh.tr.
2488-2489	Coach	"	"	"	"	"	101700	72	"
2490-2491	Coach & Diner	"	"	"	"	"	107800	40-12*	"
2492-2495	Coach & Smoker	"	"	"	"	"	101500	72	
2496-2499	Baggage	"	B	"	"	60-0	89000	2 doors 5'-0"	

* 40 coach seats and 12 diner seats

The above cars carried the words "BOSTON & ST. JOHN" or "BOSTON & MONTREAL" over the windows and were painted Canadian Pacific red. They were pooled with CPR and MEC cars. During the 1930s some of the standard 4500 series steel coaches were lettered "Boston & Montreal" and painted red.

MOTOR CAR TRAILERS

NEW NO.	OLD NO.	TYPE	CONST.	LGTH. BODY	LGTH. O.A.	SEAT CAP.	WEIGHT	BLDR.	BUILT	REMARKS
1050	50	coach	St.& alum.					St.Louis	1924	
1051	51	"	Wood	40-2		32	34000			ex 1750 series
1052	52	"	"	"		"	"			"
1053	53	"	"	"		"	"			"
1054	54	"	"	"		"	"			"
1055	55	"	"	"		"	"			"
1060	101	Bag & coach	Steel		60*	38		Laconia	1917	ex White Riv.R.R.- Stanley Steamer Co. Steam motor car no.101
1070	70	Coach	Steel		55*	73		Brill	1925	
1071	71	"	"		"	"		"	"	
1080	80	Mail & Coach	"		"	37		"	"	
1081	81	"	"		"	"		"	"	
1090	90	Coach	"		63*	93		"	"	
100		Coach	Steel		109-6	96		ACF	1957	
101		"	"		"	"		"	"	
102		"	"		"	"		"	"	
103		"	"		"	"		"	"	
104		"	"		"	"		"	"	

3 unit articuated cars for Talgo train used only with diesel locomotives 1 and 2

Wood open platform coaches and combines fitted with heaters for use as trailers:

801 812 820 848 1910 1911 1912 1913 1914 1915 2001 2103 1979

*lengths are appoximate.

MAIL, BAGGAGE & MAIL AND BAGGAGE CARS ALL STEEL
NOTES

1. All cars in this series had two blind ends except as follows:
   One blind end and one vestibule 3280,3281,3293,3295, 3332, 3341?
   Two vestibules 3296,3300-3309.

2. 3140-3142,3170-3173, 3180-3182 had 15' R.P.O. Rest were 30'

3. Steel cars in 2200,2300 and 2900 series renumbered to 3000-3200 series about 1922

4. 3100-3101 rebuilt to bag. & Mail prev.to 1922, 3130-3138 after 1922

5. 2292 and 2294 became Vermont Valley 10 and Sullivan County 998 respectively then 3006-3007 then 3136-3137.

6. Old numbers of second hand cars:

3152-3153	no data
3170-3173	PRR 5404,5408,5410,5411
3180-3182	Pull.Co. 8135,8160,8194
3225-3249	Pull.Co. 9762,9766,9771,9776,9780,9788,9791,9801,9805,9818,9825, 9833,9849,9851,9852,9868,9877,9916,9925,9929,9956,9966, 9978,9989,9997.
3260-3268	Pull.Co. 7251,7335,7453,7473,7476,7511,7562,7590,7611.
3269-3276	" " 7832,7889,7891,79-6,7915,7950,8036,8059
3300-3309	" " 1433,2094,2332,2484,1568,2108,2146,2543,2662,1163.
3310-3345	" " No data
3297	Detroit & Mackinac 61 purchased in 1953

MAIL CARS ALL STEEL

NEW NOS.	OLD NOS.	BLDR.	BUILT	I.L.	L.O.A.	WGT.	BAG. DOORS NO.	BAG. DOORS WIDTH	REMARKS
3000-3001	2290-2291	B&S	1914	61'-3"	65-10	128000			Reb. to MB 3130-3131
3006	2292	"	"	"	"	"			" " " 3136
--	2293	"	"	"	"	"			" " " 2302 then 3100
3007	2294	"	"	"	"	"			" " " 3137
3002-3003	2295-2296	"	"	"	"	"			" " " 3132-3133
--	2297	"	"	"	"	"			" " " 2303 then 3101
3004-3005	2298-2299	"	"	"	"	132000			" " "3135-3136
3010-3015	2284-2289	Lac.	1915	"	"	115450			
3020-3021	2282-2283	OBC	1918	"	"	113800			3020 reb. to MB 3138

BAGGAGE & MAIL CARS ALL STEEL

3100-3101	2302-2303	B&S	1914	61-3	65-10	125800	1	4-0	Reb.from mail cars
3110-3114	---	OBC	1922	61-2	64-0	108600	2	5-0	
3115-3121		"	1929	"	"	102000	2	5-0	Arch roof
3130-3137	see above	B&S	1914	61-3	65-10	125800	1	5-0	Reb.from mail
3138	" "	OBC	1918	"	"	112000	1	5-0	" " "
3140-3142		OBC	1929	61-2	64-0	102000	2	5-0	Arch roof
3150-3151	2300-2301	Lac.	1916	73-3½	74-0	131300	2	6-0	3151 reb.with arch roof
3152	C&O	?	1918	61	64		1		
3153	"	?	1915	"	"		1		
3170-3173	PRR	?	1916		64-5		1		
3180-3182	Pull.Co.	PS.	1944	50-7	54-8½		1		Reb.from troop sleeper

BAGGAGE CARS ALL STEEL

3200-3205	2920-2925	Lac.	1916	61-2	63-9	112000	2	8-0	
3210-3213	2926-2929	OBC	1918	61-3	61-10	"	"	"	
3225-3249	Pull.Co.	PS	1946	50-7	54-8½		1		Reb. from troop sl. 1948
3260-3268	" "	"	1943	"	"		2		" " " " 1949
3269-3276	" "	"	1944	"	"		1		" " " " "
3280-3281	C&O 403-404	St.L	1930		76-11¼		2		Reb.from comb. Purch.1950
3285-3294	(First) Renumbered 3300-3309 see below								
3288-3290	3140-3142	OBC	1929	60-5	64-0		2		Reb. from MB 1955
3291	?	B&S	1914	61-3	65-10		2		Reb. from MB 1955
3292	85	Pul.	1930	80-5	84-2¼		2		Reb.from diner 1955
3293	26	"	1925	73-9			2		" " parl. 1955
3294-3295	20,22	"	1917	72-10			2		" " " 1955
3296	23	"	1911	"			2		" " " "
3297	D&M 61	?	1930	70			2		Reb from MB See note
3298	86	Pul	1930	80-5	84-2½		2		Reb.from diner 1953
3300-3309	Pull.Co.	"	*	72-10	82-6½	144200	2		Reb.from tourist sleep.1954
3310-3345	" "	"	*	72-10			2		Reb. from std. sleeper 1954-1956

3300-3301 1917	3302 1916	3303 1922	3304 1911				
3305 1913	3306 1911	3307 1910	3308 1913				
3309 1915	3310-3318 1937	3319-3324 1910	3325-3327 1918-20				
3328,3330 1913	3329 1918-20	3331 1911	3332 1917				
3333-3334 1915	3335,3338 1910	3336-3337 1918-20	3339 1915				
3340 1913	3341 1930	3342-3343 1911	3344-3345 1927				

3332 ins.lgth 75-6 3341,3344-3345 ins. lgth 77-1

SUBURBAN COACHES ALL STEEL

NUMBERS	OLD NOS.	BLDR	BUILT	VEST	LGTH. BODY	LGTH O.A.	SEATS	WGT.	REMARKS
800-899	P.R.R.	Pr.St.	1910-13	O	54-5	64-5	72		Purch. 1940
900-911	DL&W	Beth.	1911	O		68-9½	78	100000	" 1945
(901,903,907,910		ACF	1911	renumbered		60-63)			
912-925	DL&W	Beth.	1914	O		68-9½	78	100000	Purch. 1945
950-969	Erie	Std.St.	1921	"		71-6½	84	96700	Purch. 1944
1200-1220	New	PS	1934	"		79-7½	98	88600	
1225-1236	NYC	OBC	1923	V		79-6	96	107400	Purch.1951
1300-1394	NYC	?	?	"		78-10	96	128500	" "
1395-1399	NYC	?	?	"		79-2	84		" "
1400-1462	Rdg.	Beth.	1922-4	"		71-11½	84	108600	" 1946
1463-1487	"	"	"	O		"	"	"	" 1952
1575-1599	1475-1499	originally 800 series Reb. with generators & Vestibules in 1948 Renumbered from 1400 to 1500 series in 1952							

COMBINATION BAGGAGE & SMOKER ALL STEEL

3600-3605		OBC	1923	V	70-3	80-3¾	48	119100	31'-8" Bag.Comp.	2 doors
3606-3607	AC	"	"	"	"	"	46	128000	" "	" "
3608-3609	AC	"	1931	BV		81-5½	44	132000		1 door
3618-3624	NYC	?	?	BV		79-2	?		Pur.1953	1 "
3625-3633	900 ser.	Beth.	1911-14	O		68-9½	42	106800	Reb.fr.coach 1951	2 "
3634-3636	" "	"	"	O		"	58	106100	" " " "	1 "
3637-3640	" "	"	"	O		"	"	"	" " " "	1 "
3650-3656	PRR	Std.	1910-11	BV		64-0½	48		Pur.1940	1 "
3660-3663	"	"	1915	"		"	36		" "	1 "
3664-3665	"	"	1912	"		"	"		" "	1 "
3671-3674	Rdg.	Beth.	1923-25	O		71-11½	56		" 1952	1 "
3675-3696	"	"	"	V		"	"		" 1946	1 "
3800-3801	AC	PS	1947	BV		85-0	44		Stain.St.	1 "

COACHES ALL STEEL

4000-4001	1532-1533	Pul.	1916	V	70-3½	80-3¾	92	118000	
4010-4029		OBC	1923	"	"	"	"	"	
4400-4404	AC 4510-4514	"	1922	"	"	"	74	129800	
4405-4406	AC 4525,4554	"	"	"	"	"	"	"	
4407	AC 4552	"	"	"	"	"	"	"	
4425	AC C&O 809	St.L	1935	"			68		
4500-4505	1500-1505	Pul.	1916	"	70-3½	80-3¾	88	118500	
4509	?	OBC	1923	"	"	"	"	117100	
4510-4514	(1st)	"	1922	"	"	"	"	"	Reb.to 4400-4404
4510-4514	(2nd) 4000 ser.	"	1923	"	"	"	84	129500	Reb. fr. smoking cars
4515-4557	AC	"	1922	"	"	"	"	"	
4558-4574		"	"	"	"	"	88	118700	
4575-4580	4024-4029	"	1923	"	"	"	"	"	Reb.from smoking cars
4581-4584	AC	"	1931	"		81-5½	68	134000	
4585-4594	AC	PS	1934	"		84-6¼	84	108000	
4595-4614	AC	"	1937	"		"	"	"	
4620-4628	AC C&O 800-808	St.L.	1935	"			68		
4800-4807	AC	PS	1947	BV		85-0	66		Stainless Steel

NOTES:

1. Cars in 4000 series were smoking cars
2. Cars in 4400 series combination coach-smoker with partition near center.
3. 4561-4563 also coach-smoker but not renumbered.