

MARCH 1, 1949

J.P.F. 415

DISPOSITION OF 30 HOSPITAL CARS

| <u>No.</u> | | <u>Est. Cost plus \$5000</u> <u>Valuation of Each Car</u> | |
|------------|--------------------------------|--|--------------------|
| *A-1 | Hospital | \$ 199.00) | |
| *A-3 | Sportsman | 199.00) | |
| *A-4 | Woodsman | 199.00) | To be completed |
| *71 | Baggage & Express | 17,250.00)- | at |
| 72 | Baggage & Express | 17,250.00) | |
| 73 | Baggage & Express | 17,250.00) | Anchorage. |
| 60 | R.P.O. - Baggage & Express | 20,000.00) | |
| 62 | R.P.O. - Baggage & Express | 20,000.00) | |
| 43 | Day Coach - 94 psgr. | 24,438.00) | Contracted for |
| 44 | Day Coach - 94 psgr. | 24,438.00) | |
| 45 | Day Coach - 94 psgr. | 24,438.00) | conversion. |
| 46 | Day Coach - 94 psgr. | 24,438.00)- | Cars at |
| 87 | Comb. Psgr. & Bagg. - 48 psgr. | 19,083.00) | |
| 88 | Comb. Psgr. & Bagg. - 48 psgr. | 19,083.00) | Seattle |
| 89 | Comb. Psgr. & Bagg. - 48 psgr. | 19,083.00) | present date. |
| — | Business Car for G.M. | _____) | |
| *A-8 | Buffet Car | 43,180.00) | |
| A-9 | Buffet Car | 43,180.00) | |
| A-10 | Buffet Car | 43,180.00) | Contracted and |
| *30 | Chair Car - 52 psgr. | 34,786.00) | under construction |
| *31 | Chair Car - 52 psgr. | 34,786.00) | |
| *32 | Chair Car - 52 psgr. | 34,786.00) | at present |
| 33 | Chair Car - 52 psgr. | 34,786.00)- | |
| 34 | Chair Car - 52 psgr. | 34,786.00) | date. |
| 35 | Chair Car - 52 psgr. | 34,786.00) | |
| 36 | Chair Car - 52 psgr. | 34,786.00) | |
| 37 | Chair Car - 52 psgr. | 34,786.00) | |
| 38 | Chair Car - 52 psgr. | 34,786.00) | |
| 39 | Chair Car - 52 psgr. | 34,786.00) | |
| 40 | Chair Car - 52 psgr. | 34,786.00) | |

* In service March 1, 1949

| | |
|---|------------------|
| To heat average coach 250 to 350 lbs. steam per hour. | |
| Kenton Streamline Coaches top of rail to top of roof | 14' 4" |
| Hospital Coaches top of rail to top of coach | 13' 8" |
| Coach 14-15-16 " " " " " " " | 14' 2" |
| Coach 17-18 " " " " " " " | 14' 6" |
| Coach Yukon-Seward-19 top of rail to top of coach | 14' 2" |
| Alco GE 1500 HP, top of rail to top of roof | 14' 0" |
| Loco. 1050, top of rail to top of roof | 14' 5" |
| Troop Sleeper and Kitchen Car | 13' 6" |
| Hospital Coach, bottom center cast to top of rail | 34" |

J.P.F.

CONTEMPLATED PASSENGER EQUIPMENT AS OF DECEMBER 31, 1949

| <u>Type</u> | <u>No.</u> | <u>Seating Capacity</u> | <u>Train Length</u> | <u>Weight</u> |
|----------------------|------------|-----------------------------|-------------------------|---------------|
| Coach | 14 | 75 | 71' 2" | 123,400 |
| Coach | 15 | 75 | 71' 2" | 123,400 |
| Coach | 16 | 75 | 71' 2" | 123,400 |
| Coach | 17 | 84 | 79' 10" | 128,900 |
| Coach | 18 | 84 | 79' 10" | 128,900 |
| Coach | 19--BH | 84 | 81' 8" | 160,000 |
| Coach | 20 | 72 | 68' 4" | 107,100 |
| Coach | 21 | 72 | 68' 4" | 107,100 |
| Coach | 22 | 88 | 80' 0" | 125,000 |
| Coach | 23--Stv. | 88 | 80' 0" | 125,000 |
| Coach | 24--BH | 70 | 67' 9" | 123,400 |
| Coach | 43 | 94 | 84' 6" | --- |
| Coach | 44 | 94 | 84' 6" | --- |
| Coach | 45 | 94 | 84' 6" | --- |
| Coach | 46 | 94 | 84' 6" | --- |
| Chair Car | 25 | 60 | 74' 0" | 146,000 |
| Chair Car | 26 | 60 | 74' 0" | 146,000 |
| Chair Car | 27 | 60 | 74' 0" | 152,000 |
| Chair Car | 28 | 60 | 74' 0" | 164,000 |
| Chair Car | 30 | 52 | 84' 6" | 144,100 |
| Chair Car | 31 | 52 | 84' 6" | 144,300 |
| Chair Car | 32 | 52 | 84' 6" | 143,200 |
| Chair Car | 33 | 52 | 84' 6" | --- |
| Chair Car | 34 | 52 | 84' 6" | --- |
| Chair Car | 35 | 52 | 84' 6" | --- |
| Chair Car | 36 | 52 | 84' 6" | --- |
| Chair Car | 37 | 52 | 84' 6" | --- |
| Chair Car | 38 | 52 | 84' 6" | --- |
| Chair Car | 39 | 52 | 84' 6" | --- |
| Chair Car | 40 | 52 | 84' 6" | --- |
| Combination | 82--BH | 48 | 71' 8" | 118,600 |
| Combination | 84--Stv. | 42 | 68' 5" | 111,200 |
| Combination | 86 | 48 | 77' 4" | 120,100 |
| Combination | 87 | 48 | 84' 6" | --- |
| Combination | 88 | 48 | 84' 6" | --- |
| Combination | 89 | 48 | 84' 6" | --- |
| Observation (Seward) | A-5 | 40 | 81' 8" | 160,000 |
| Observation (Yukon) | A-6 | 40 | 81' 8" | 160,000 |

| | | | | |
|--------------------------------|------------|-----|-------------------|----------------|
| Buffet-Bar-Lounge Car (Arctic) | A-7 | 44 | 74' 0" | 157,400 |
| Buffet-Bar-Lounge Car | A-8 | 51 | 84' 6" | 144,000 |
| Buffet-Bar-Lounge Car | A-9 | 51 | 84' 6" | --- |
| Buffet-Bar-Lounge Car | A-10 | 51 | 84' 6" | --- |
| Baggage | 61 | | 68' 8" | 101,300 |
| Baggage | 63 | | 68' 8" | 101,300 |
| Baggage | 64 | | 63' 8" | 113,000 |
| Baggage | 65 | | 63' 8" | 113,000 |
| Baggage | 66 | | 63' 8" | 113,000 |
| Baggage | 67 | | 63' 8" | 113,000 |
| Baggage | 71 | | 84' 6" | 150,600 |
| Baggage | 72 | | 84' 6" | --- |
| Baggage | 73 | | 84' 6" | --- |
| RPO & Baggage | 55 | | 65' 10" | 113,000 |
| RPO & Baggage | 56 | | 63' 8" | 113,200 |
| RPO & Baggage | 60 | | 84' 6" | --- |
| RPO & Baggage | 62 | | 84' 6" | --- |
| Hospital | A-1 | 38 | 84' 6" | 150,500 |
| Sportsman | A-3 | 20 | 84' 6" | 150,500 |
| Woodsman | A-4 | 20 | 84' 6" | 150,500 |
| Passenger & Freight | 50 | 44 | 54' 5" | --- |
| Business Car | B-1 | 8 | 80' 0" | 161,600 |
| Business Car | B-10 | 5 | 58' 4" | --- |
| Business Car | B- | --- | 84' 6" | --- |
| Kalamazoo | 211 | 14 | 20' 2" | 8,000 |
| Motorailer | 212 | 38 | 49' 0" | 43,000 |
| Motorailer | 213 | 42 | 57' 2" | 64,600 |
| Brill | 214 | 24 | 61' 10" | 92,100 |
| Trailer | 303 | 58 | 51' 6" | 54,000 |
| Brill | 215 | 24 | 61' 10" | 92,100 |
| Trailer | 304 | 55 | 57' 0" | 49,200 |
| Brill | 216 | 34 | 74' 11" | 128,000 |
| <i>POWER CAR</i> | <i>P-1</i> | | <i>54' 2 1/2"</i> | <i>137,000</i> |
| <i>POWER CAR</i> | <i>P-2</i> | | <i>54' 2 1/2"</i> | <i>137,000</i> |