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*The*  
Official Register  
*of*  
Passenger Train Equipment

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CONTAINING—

A LIST OF PASSENGER TRAIN CAR EQUIPMENT OF RAILROADS IN THE UNITED STATES AND CANADA, SHOWING BY CAR NUMBER, SERIAL NUMBERS OR NAMES, INFORMATION AS TO TYPE, LENGTH, SEATING CAPACITY AND SPECIAL FEATURES OF THE EQUIPMENT AND MILEAGE AND PER DIEM RATES APPLYING THERETO.

ALSO INFORMATION DESIGNATING THE NAME OF THE OFFICER OF EACH REGISTERED RAILROAD TO WHOM CORRESPONDENCE PERTAINING TO PASSENGER TRAIN CARS INTERCHANGED SHOULD BE ADDRESSED AND TO WHOM PASSENGER TRAIN CAR MILEAGE OR PER DIEM STATEMENTS SHOULD BE SENT.

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ISSUED SEMI-ANNUALLY

The Railway Equipment and Publication Co.

424 WEST 33rd ST., NEW YORK 1, N. Y.



*The*  
**Official Register**  
*of*  
**Passenger Train Equipment**

Published at the request of the Association of American Railroads and by authority of member roads participating in the publication thru registration of their passenger train equipment.

Issued semi-annually in March and September. Contains list of passenger train car equipment of participating railroads, setting forth by car numbers or serial numbers or names, information as to the type of car, measurements of lengths of car and compartments, seating capacity, mileage and per diem rates and any special features which the equipment may contain. Also information designating the name of the officer of each registered railroad to whom correspondence pertaining to passenger train cars interchanged should be addressed and to whom passenger train car mileage and per diem statements should be sent.

#### Explanation of Marks and Abbreviations

Explanation of indicating marks and standard notes appear in the individual registrations or at the foot of each page. Measurements of lengths are given, in the majority of instances, in feet and inches (fractions of inches omitted from inside measurements and increased to the next even inch in outside measurements). In those few registrations where this is not the case, following is an explanation of figures appearing under heading of "Length of Car", sub-column headed "Over Buffer":

- 60 .. indicates length — under 60 ft.
- 60-70 .. indicates length — 60 ft. and under 70 ft.
- 70 .. indicates length — under 70 ft.
- 70+ .. indicates length — 70 ft. and over.

Figures appearing under heading of "Length of Comp't", sub-columns headed "Bag. or Exp." and "Mail" are in even feet, the lower foot measurement being used where the excess is 6 inches or less and the higher foot length where excess is more than 6 inches. Example — If actual measurement of compartment is 28 ft. 6 in., the length appears as 28 ft.; if actual measurement is 28 ft. 7 in., the length appears as 29 ft.

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## ASSOCIATION OF AMERICAN RAILROADS.

## OPERATIONS AND MAINTENANCE DEPARTMENT—MECHANICAL DIVISION.

CLASSIFICATION OF CARS, DEFINITIONS AND DESIGNATING LETTERS  
OF PASSENGER EQUIPMENT CARS.*Adopted, 1910; Revised, 1912.*

## RECOMMENDED PRACTICE.

A passenger train car is defined as a car suitably built to operate in passenger trains, its characteristics being; passenger type of truck, passenger brake, air signal, steam train line, in accordance with definition and designating letters for general passenger equipment cars as follows:

[NOTE—If it is so desired a small letter "e" can be placed after the larger designating letters to indicate electric lighting, small letter "g" for gas lighting and small letter "o" for oil lighting, also figures showing approximate length of car or length of baggage or mail compartment.]

## CLASS "B."

These designations also apply to cars having articulation at one or both ends.

- "BA"—Baggage Car. A car constructed and equipped to render it suitable for passenger train service, having wide side doors for the admittance of baggage, with or without windows or end doors.
- "BE"—Baggage Express. A car similar to baggage, used for either baggage or express matter.
- "BH"—Horse or Horse and Carriage Express. A car constructed and equipped to render it suitable for passenger train service for the transportation of fine stock, with or without stalls (movable or stationary) and with or without space left for carriage or horse equipment.
- "BLF"—Flat Car. A car constructed and equipped for passenger train service, especially to carry containers for the transportation of liquids or other commodities.
- "BM"—Milk Car. A car without means of refrigeration. Constructed and equipped for passenger train service and used primarily for the transportation of milk in cans or bottles.
- "BMR"—Milk Car. An insulated car having ice bunkers or ice boxes. Constructed and equipped for passenger train service and used primarily for the transportation of milk in cans or bottles.
- "BMT"—Milk Car. A car constructed and equipped for passenger train service, used primarily for the transportation of precooled milk and equipped with one or more large insulated tanks and without means of refrigeration.
- "BP"—Refrigerator Express. An insulated car constructed and equipped for passenger train service. With or without means of ventilation and provided with refrigerating apparatus (see Note 1).
- "BR"—Refrigerator Express. An insulated car constructed and equipped for passenger train service, having ice bunkers or ice boxes. Designed primarily for use of chunk ice with means of ventilation and suitable to carry any perishable commodity requiring refrigeration or ventilation (see Note 1).
- "BS"—Refrigerator Express. An insulated car constructed and equipped for passenger train service, and having brine tanks. Designed primarily for the combined use of crushed ice and salt, and usually without ventilating devices. Used chiefly for meats and packing-house products (see Note 1).
- "BX"—Express Car. Constructed and equipped for passenger train service and used for express matter, having suitable side doors, with or without end doors or windows.

## CLASS "C."

These designations also apply to cars having articulation at one or both ends.

- "CA"—Combined Car, Baggage and Passenger. A car having two compartments, one suitable for transporting baggage, the other fitted with seats for passengers, the two compartments separated by bulkhead.
- "CAD"—Combined Car, Baggage and Passenger. A car having two compartments. One suitable for transporting baggage, the other fitted with seats for passengers and equipped for preparing and serving food or refreshments, the two compartments separated by bulkheads.
- "CB"—Business Car. A special type of car for the convenience of business men, used as smoker and fitted with tables or desks, carrying stationery and fitted with typewriters and carrying regular stenographers.
- "CO"—Combined car having three separate compartments, separated by bulkheads, one compartment suitable for transporting baggage, one for mail fitted with suitable apparatus for sorting and classifying mail, and the other fitted with seats for the transportation of passengers.
- "CS"—Combined Smoking and Baggage Car (Club Car). A car having two compartments, separated by bulkheads, one compartment suitable for transporting baggage, the other fitted with seats or chairs and used as smoking car; at times equipped with buffet or bar.
- "CSA"—Combined Baggage, Dormitory and Kitchen. A car having three compartments separated by bulkheads, one for baggage, one fitted with sleeping accommodations and one for kitchen.
- "CSB"—Combined Sleeping and Baggage. A car having two compartments, separated by bulkheads, one for baggage, the other fitted with sleeping accommodations.
- "CSP"—Combined Mail Storage or Baggage, Dormitory and Passenger. A car having three compartments, separated by bulkheads, one for mail storage or baggage, one fitted with sleeping accommodations and one fitted with seats for passengers. May be equipped with bar and/or buffet.

## CLASS "D."

These designations also apply to cars having articulation at one or both ends.

- "DA"—Dining Car. Regular dining car, for the use of passengers in transit, fitted with regular kitchen, tables, chairs or seats, with or without bar, carrying cooks and waiters.
- "DB"—Buffet Car. A coach or chair car provided with cooking facilities to prepare and serve meals.
- "DC"—Cafe Car. A car fitted with kitchen, one compartment used as cafe where meals or beverages are served and smoking allowed, the other compartment of car fitted with either regular dining room, lunch counter or card room; carrying cooks and waiters.
- "DCL"—Lunch Counter Lounge. A car fitted with a lunch counter and kitchen, the other portion equipped with seats or movable chairs. The latter end may be designed as a lounge, observation room or car may be equipped with an observation platform.
- "DD"—Diner Dormitory. A car with the features of a regular diner and also fitted with sleeping accommodations. May be embodied in two cars operated as a unit.
- "DE"—Dining car for use of patrons, fitted with tables and chairs or seats, but without a kitchen.
- "DG"—Grill Room Car. Very similar to cafe car.

NOTE 1—Refrigerator express cars constructed and equipped for passenger train service must be all steel or steel underframe and equipped with high speed pneumatic brake equipment with suitable brake rigging, including quick action feature, which will function properly with the latest U. C. and other types of high speed brakes; equalized or pedestal type swing motion trucks with wrought steel, cast steel or steel tired (except plate) wheels. clasp brakes preferred; suitable buffing gear, which may be of the ordinary spring type; steam heat and air signal train lines; suitable hand brake at one or both ends.

- "DK"—Dormitory Kitchen Car. One portion provided with a kitchen for preparing food for patrons, the other portion equipped as a dormitory for the use of the crew.
- "DL"—Buffet-Lounge Car. Similar to "DB" class except car is provided with compartment to serve as smoking, reading or card room.
- "DLC"—Lunch Counter Car. One portion provided with a kitchen for preparing food for patrons, the other portion equipped with a lunch counter.
- "DO"—Cafe Observation Car. Car fitted with cafe at one end, kitchen in center or extreme end, having observation compartment fitted with stationary or movable tables and observation platform at rear.
- "DP"—Dining and Parlor Car. A car fitted with dining compartment, kitchen and compartment for passengers, fitted with chairs, stationary or otherwise, carrying regular cooks and waiters.
- "DPA"—Diner-Lounge. A compartment car in which the features of "DA" and "PL" are combined except with pantry instead of kitchen.

#### CLASS "E."

These designations also apply to cars having articulation at one or both ends.

- "EA"—Electric Street Railway Service Car, direct current, for transportation of passengers; without automatic couplings.
- "EB"—Electric Baggage Car, for long hauls or suburban service, multiple unit with automatic couplings and air brakes and suitable for the transportation of baggage. Third rail, trolley or pantagraph contact.
- "EC"—Electric Combined—A car for long hauls or suburban service, multiple unit with automatic couplings and air brakes. This car is made up of two compartments, separated by bulkhead, one suitable for the transportation of baggage and the other fitted with seats or chairs for the use of passengers. Third rail, trolley or pantagraph contact.
- "ED"—Rail Motor Car. Car propelled by internal combustion engines either directly or engines serving to run dynamo to furnish electricity for axle motors. With or without baggage or mail compartment or both.
- "EG"—Gasoline Motor Propelled Car, for inspection or private use, or use in suburban service, hauling one or more trailers.
- "EM"—Electric Mail Car, for use in United States Mail Service, fitted with side doors, with or without mail hook, and suitable apparatus for the sorting and classifying of mail enroute. With or without end doors or windows.
- "EP"—Electric Passenger Car, for long hauls or suburban service, multiple unit and fitted with automatic couplings and air brakes. Third rail, trolley or pantagraph contact.
- "ES"—Electric Passenger Car, for long hauls or suburban service; multiple unit and fitted with automatic couplings and air brakes. Operating power, storage battery.
- "ET"—Electric Passenger Trailer, a non-powered unit fitted with automatic couplings and air brakes for use in multiple unit service in combination with electric powered motor cars.

#### CLASS "M."

These designations also apply to cars having articulation at one or both ends.

- "MA"—Postal Car. For use of United States Mail Service, fitted with side doors, with or without mail-bag hook, and having suitable apparatus for the sorting and classifying of mail in transit, with or without end doors or windows.
- "MB"—Baggage and Mail. A car having two compartments, one for baggage and one for mail, separated by bulkheads; the mail end fitted with suitable apparatus for sorting and classifying mail, and with or without mail-bag catchers, with or without end doors or windows, and having suitable side doors.
- "MBE"—Combination Baggage, Mail and Express Car. A car having three compartments, each entirely separate from the other, for handling its individual class of business.
- "MP"—Postal Car. Suitable for transporting newspapers or large mail packages for United States Mail Service, having side doors and fitted with stanchions, with or without end doors or windows.

[NOTE—If it is so desired a small letter "e" can be placed after the larger designating letters to indicate electric lighting, small letter "g" for gas lighting and small letter "o" for oil lighting, also figures showing approximate length of car or length of baggage or mail compartment.]

- "MR"—Postal Storage Cars. For United States Mail Service, suitable to carry mail in bulk without appliances for sorting or classifying, fitted with side doors and stanchions and with or without end doors or windows.
- "MS"—Mail and Smoker. A combined car having two separate compartments, separated by bulkheads, one compartment suitable for the transportation, sorting and classifying of mail, the other fitted with seats or chairs to be used by passengers as smoking car.

#### CLASS "P."

These designations also apply to cars having articulation at one or both ends.

- "PA"—Passenger Car. A car for ordinary short haul suburban service, with seats and open platforms.
- "PAS"—Combined Sleeping and Passenger Car. A car having two compartments separated by bulkheads, one fitted with conventional seats or reclining seats, the other fitted with sleeping accommodations.
- "PB"—Coach or Chair. A car fitted with regular coach seats or reclining chairs and with toilet facilities. With or without smoking rooms.
- "PBA"—Coach or Chair. A car fitted with regular coach seats or reclining chairs, with toilet facilities, also with smoking and lounging facilities. May be embodied in two cars operated as a unit.
- "PBC"—Parlor Coach. A compartment car in which the features of both "PB" and "PC" cars are combined.
- "PC"—Passenger, Parlor or Chair Car. A car fitted with individual or movable chairs and having toilet and wash-room facilities. May be equipped with bar. Sometimes provided with barber shop and bath.
- "PD"—Tavern. A car fitted with bar and with tables and seats.
- "PDS"—A car, one end of which is similar to "PD", the other end being fitted up for sleeping accommodations.
- "PE"—Emigrant or Colonist Car. A second-class passenger car, with floors either bare or fitted with matting, used expressly for emigrant trade on trains where low rate of fare is charged.
- "PL"—Lounge Car. For first class passenger service and of a more luxurious character than a day coach with or without smoking compartment with upholstered movable chairs, settees, etc., and other facilities and conveniences to provide comfort for passengers.
- "PN"—Passenger car used exclusively as smoking car, with seats or chairs and fitted with cuspidors or having matting or bare floor.
- "PO"—Observation Car. A car having observation compartment at one end and fitted with either berth facilities, parlor chairs or compartments, usually run in first-class service.
- "PS"—Sleeping Car. A car for passenger service having seats that can be made up into berths, and usually having one or more separate stateroom compartments, also toilet and washroom facilities for men and women, and smoking compartments for men. Some cars of this class are all compartments, and some compartment and observation combined.
- "PSA"—Dormitory Car. A car for passenger train service equipped with sleeping and toilet facilities for train employees.
- "PT"—Tourist Car. A second-class sleeping car, fitted usually with cane seats convertible into berths and used mostly on transcontinental trains; cars fitted with smoking compartment, toilet and washroom.
- "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.

#### CLASS "I."

These designations also apply to cars having articulation at one or both ends.

- "IA"—Instruction Cars for use of employees, usually run from one point to another in passenger trains.

CODE OF CAR SERVICE RULES AND INTERPRETATIONS

**RULE 8**

The following rates<sup>(a)</sup> for the use of passenger equipment shall be in force unless otherwise arranged between the roads concerned :

**Section A—Joint Service Rates**

These rates are to apply when the owners of the cars participated in the business and not when the cars are hired to other lines :

GROUP	TYPE OF CAR	BASIS OF RATE		RATE PER MILE OF ACTUAL DISTANCE	
		Mechanical Designation	Length of Car <sup>(b)</sup>	Other than Electric	Electric Lighted
1A	Colonist or Emigrant...	"PE"	All.....	\$0.05	\$0.05½
2A	Passenger.....	"PA" "PB" "PN" "PBA"	Under 70 Ft...	.06½	.07
	Dormitory Car.....		70 Ft. and over.....	.08	.08½
3A	Buffet.....	"DB"	All.....	.08	.08½
	Buffet-Lounge.....	"DL"			
	Cafe.....	"DC"			
	Cafe Observation.....	"DO"			
	Combined Baggage and Buffet.....	"CAD"			
	Combined Baggage Dormitory and Kitchen..	"CSA"			
	Combined Observation and Parlor or Sleeping.	"PO"			
	Combined Sleeping and Passenger.....	"PAS"			
	Combined Sleeping and Tavern.....	"PDS"			
	Combined Smoking and Baggage (Club).....	"CS"			
	Dining.....	"DA"			
	Diner Dormitory.....	"DD"			
	Diner without Kitchen..	"DE"			
	Diner Lounge.....	"DPA"			
	Dining and Parlor.....	"DP"			
	Dormitory, Kitchen Car.	"DK"			
	Grill Room.....	"DG"			
Lounge.....	"PL"				
Lunch Counter Car.....	"DLC"				
Lunch Counter Lounge Car.....	"DCL"				
Parlor Coach.....	"PBC"				
Passenger, Parlor or Chair Car.....	"PC"				
Sleeping Car.....	"PS"				
Tavern Car.....	"PD"				
Tourist.....	"PT"				
4A	Combined Baggage and Passenger.....	"CA"	Under 60 Ft.. 60 Ft. and under 70 Ft.. 70 Ft. and over.....	.05 .06½ .08	.05½ .07 .08½
	Combined Baggage, Mail and Passenger.....	"CO"			
	Combined Sleeping and Baggage.....	"CSB"			
	Mail and Smoker.....	"MS"			
	Postal.....	"MA"			
	Baggage and Mail.....	"MB"			
5A	Baggage.....	"BA"	Under 60 Ft.. 60 Ft. and under 70 Ft.. 70 Ft. and over.....	.02½ .03 .04	.03 .03½ .04½
	Baggage Express.....	"BE"			
	Express.....	"BX"			
	Horse or Horse and Carriage Express.....	"BH"			
	Milk.....	"BM"			
	Postal.....	"BMR" "BMT"			
	Postal Storage.....	"MP" "MR"			

**Section B—Per Diem Rates.**

These rates are to apply when cars are hired at other than mileage rates and when the owners of the cars do not participate in the business; but are subject, however, to agreement between the parties interested.

GROUP	TYPE OF CAR	BASIS OF RATE		PER DIEM RATE	
		Mechanical Designation	Length of Car <sup>(b)</sup>	Other than Electric	Electric Lighted
1B	Colonist or Emigrant...	"PE"	All.....	\$ 8.00	\$ 8.50
2B	Passenger.....	"PA" "PB" "PN" "PBA"	Under 70 Ft...	11.00	11.50
	Dormitory Car.....		70 Ft. and over.....	13.00	13.50
3B	Buffet.....	"DB"	All.....	13.00	13.50
	Buffet Lounge.....	"DL"			
	Cafe.....	"DC"			
	Cafe Observation.....	"DO"			
	Combined Baggage and Buffet.....	"CAD"			
	Combined Baggage Dormitory and Kitchen..	"CSA"			
	Combined Observation and Parlor or Sleeping.	"PO"			
	Combined Sleeping and Passenger.....	"PAS"			
	Combined Sleeping and Tavern.....	"PDS"			
	Combined Smoking and Baggage (Club).....	"CS"			
	Dining.....	"DA"			
	Diner Dormitory.....	"DD"			
	Diner without Kitchen..	"DE"			
	Diner Lounge.....	"DPA"			
	Dining and Parlor.....	"DP"			
	Dormitory, Kitchen Car.	"DK"			
	Grill Room.....	"DG"			
Lounge.....	"PL"				
Lunch Counter Car.....	"DLC"				
Lunch Counter Lounge Car.....	"DCL"				
Parlor Coach.....	"PBC"				
Passenger, Parlor or Chair Car.....	"PC"				
Sleeping Car.....	"PS"				
Tavern Car.....	"PD"				
Tourist.....	"PT"				
4B	Combined Baggage and Passenger.....	"CA"	Under 60 Ft.. 60 Ft. and under 70 Ft.. 70 Ft. and over.....	8.00 11.00 13.00	8.50 11.50 13.50
	Combined Baggage, Mail and Passenger.....	"CO"			
	Combined Sleeping and Baggage.....	"CSB"			
	Mail and Smoker.....	"MS"			
	Postal.....	"MA"			
	Baggage and Mail.....	"MB"			
5B	Baggage.....	"BA"	Under 60 Ft.. 60 Ft. and under 70 Ft.. 70 Ft. and over.....	5.00 6.50 8.00	5.50 7.00 8.50
	Baggage Express.....	"BE"			
	Express.....	"BX"			
	Horse or Horse and Carriage Express.....	"BH"			
	Milk.....	"BM"			
	Postal.....	"BMR" "BMT"			
	Postal Storage.....	"MP" "MR"			

<sup>(a)</sup>These rates do not apply to cars equipped for other than steam operation.  
<sup>(b)</sup>Definition: "Length of Car" shall be the measurement over outside facing of buffer plates, with cars uncoupled.

NOTE: For cars not specifically referred to in Sections (A) and (B), a charge of five (5) mills per car mile (with a minimum mileage of 100 miles per calendar day), shall be made by

## CODE OF CAR SERVICE RULES AND INTERPRETATIONS—CONTINUED.

**RULE 8—Continued.**

the road owning the car, against the road handling the car, for the electric lighting equipment, on railroad owned passenger cars equipped for either axle generator, or straight storage battery service.

①Definition: "Length of Car" shall be the measurement over outside facing of buffer plates, with cars uncoupled.

**Section C.**

A mileage allowance of two and one-half (2½) cents per mile will govern in the settlement as between railroads, and also as between the railroads and the Railway Express Agency, Inc., for the use of Passenger Express Refrigerator cars (A. A. R. Mechanical designations "BP," "BR" and "BS").

**Section D.**

Settlement for the use of railroad owned passenger cars: Baggage "BA", Baggage Express "BE", Express "BX", or Horse or Horse and Carriage Express "BH"—listed as such in THE OFFICIAL RAILWAY EQUIPMENT REGISTER or other official publication, shall be made as follows: If owner delivers such a car to a connection in freight service, settlement shall be made at the established per diem rate applicable to freight cars until it is returned to owner. If owner delivers such a car in passenger service, settlement shall be made by the roads handling it in such service at the applicable rate named in Car Service Rule 8, Section A. If such a car leaves home in passenger service and it is diverted to freight service by another road, the roads handling such diverted car in freight service shall pay to the owner the per diem rate of \$1.00 per day for its use and the road which diverted it shall be responsible to the car owner for the difference between the earnings of the car at the applicable mileage rate named in Car Service Rule 8 and the \$1.00 per diem rate for freight cars. The car owner shall ascertain the mileage made in freight service and shall present claim for the amount due under this rule, to the road which diverted the car from passenger to freight service.

**INTERPRETATIONS.**

*Question:—Can a passenger car, handled deadhead in one direction in freight trains for railroad convenience either before or after a passenger service movement, be considered as diverted to freight service?*

*Answer:—No.*

**SECTION E.**

The following amounts will be added to the rates named in Sections A and B for the use of Passenger Equipment when provided with Air Conditioning Apparatus:

To rates per mile named in Section A—

- |                                      |         |
|--------------------------------------|---------|
| (a) Ice System.....                  | \$ .007 |
| (b) Electro-Mechanical or Steam..... | .015    |
| (c) Waukesha.....                    | .015    |

To per diem charges named in Section B—

- |                                      |        |
|--------------------------------------|--------|
| (a) Ice System.....                  | \$2.25 |
| (b) Electro-Mechanical or Steam..... | 5.00   |
| (c) Waukesha.....                    | 5.00   |

**NOTE.**—"All claims covering errors or omissions in allowances on passenger train cars shall be presented after five months and within eight months from the last day of the month in which the mileage or per diem was earned."