

## 99 Official Car

Built: June 1915, Barney & Smith Car Co. as SP&S 572  
To SP&S 99 April 17, 1927 rebuilt from 572  
Disposed: March 3, 1970 Burlington Northern

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October 15, 1926 President's AFE 4660, Motive Power Department file: 6-1287  
(Construct Business Car 99 from Parlor Car 572

### Description of Project:

To construct Business Car from Parlor Car 572 and number it 99.

Reasons and necessity for the extension, improvement, or other change:  
To provide a modern business car for the use of company officials.

Estimate gross cost of project: \$16,998.86

Approved February 3, 1927  
99(1) was renumbered 98 January 10, 1927.

572 was renumbered 99(2) April 17, 1927 and completed May 21, 1927.

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June 27, 1947 President's AFE 8038, Motive Power Department file: 6-2215  
(Install air conditioning in Business car 99.)

### Description of Project:

Install air conditioning system in business car No. 99; also install tub and shower.

Reasons and necessity for the extension, improvement, or other change:  
At present the business car is not air conditioned, neither has it bathing facilities. During the summer months it becomes unbearably hot, sometimes reaching 115 degrees.

Estimate gross cost of project: \$18,316.73  
Completed June 30, 1948

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The 99(2)

Description (1927) - Steel body and underframe; 73' 2" length over end sills; 6-wheel composite trucks, with 36" steel wheels; electric lights; steam heat and Baker heater, vestibule and open platform.

Car 99(2) was built new for SP&S in February 1916 as Parlor Car 572, with 570 and 571 as part of a large order on Barney and Smith for steel cars. They were purchased to serve the boat train business from Portland to Flavel, connecting

with GNP&SS ships "Great Northern" and "Northern Pacific" sailing to San Francisco.

In preparing for the conversion at Vancouver Shops the company requested floor plans from NP and GN for their business cars "Yellowstone" (NP) and A-28 and A-30 (GN) for ideas. The object was to complete the job as inexpensively as possible. To this end the interior was designed to retain many of the existing windows and the exterior appearance. The vestibule at one end was rebuilt as an open platform. The car was renumbered 99 on April 17, 1927 and completed on May 21st. The car served until the Burlington Northern merger in 1970 and was sold for scrap. It is believed to have been on-sold to Canadian owners.

The AFE was raised on October 15, 1926 and approved on February 3, 1927. It stated the car was needed "To provide a modern business car for the use of company officials." Estimated expenditure was \$13,807.36

Over the years the car was modernized and upgraded. A program to install air-conditioning, a tub and shower was completed at Vancouver in June, 1948. The AFE (Authority for Expenditure), dated June 27, 1947 explained the reason as: "At present the business car is not air-conditioned, neither has it any bathing facilities. During the summer months it becomes unbearably hot, sometimes reaching 115 degrees." A set of steel trucks was obtained from Pullman's Cathlamet Shops in Chicago and installed.

By 1957 the car was again in need of upgrading estimated at \$20,800.00. Mr. Albertson discussed with Mr. Macfarlane and Mr. Budd the possibility of obtaining a car surplus to NP or GN requirements. The NP had nothing to offer. The GN offered their A-9, which had been remodeled in 1953, but the car dated to 1883 - in fact the sister to SP&S' first 99. Another suggestion from GN was the Anaconda Company's private car "ANACONDA". The description, in a letter to Mr. Albertson dated June 20, 1957 said "This car was built by the Pullman Company, being completed on December 22, 1913. It was fully air-conditioned in February 1937, at a cost of \$14,495.00. This car is beautifully appointed, with the observation lounge and dining room being paneled in Cuban mahogany, the compartment and one bedroom paneled in Mexican mahogany, while another bedroom is paneled in Circassian walnut. The car is being stored in Chicago and is available for inspection at anytime."

SP&S decided to upgrade the existing car in late 1958, completed in May 1959. This program included installation of new exterior paneling and Thermo-pane windows. The trucks received roller bearings. All in all the changes modified the appearance of the car dramatically.

The last change was repainting in the tan-band scheme of the mid 1960's.

The only SP&S President to use this car was Mr. W. F. Turner. Following his retirement the post of President alternated between the presidents of the parent lines at St. Paul, Minnesota. The senior management post in Portland was titled either General Manager or Vice President and these people included Messrs. W. C. Sloan, R. A. McCandless, M. C. La Bertew, T. F. Dixon, E. B. Stanton, L. W. Albertson, N. S. Westergard.

As an aside, the sisters to this car, SP&S 570 and 571 were sold to the CB&Q in 1934 for service on a new train called the "Mississippi Riverview" between Chicago and the Twin Cities. Eventually the former 570 was rebuilt to become CB&Q business car "The Round-Up". Like the 99 it became the property of Burlington Northern for a short time.

The following message dated June 3, 1970 quietly announces the pending retirement of the 99.

(Collection: Pacific Northwest Chapter, NRHS, Union Station, Portland, Oregon.)

MX BC VANCOUVER WN JUNE 3 1970

JGH EDM SPOKANE

RRS ABP MLP FJT CWD PASCO YARD

JWM SW FOREMAN CAR FOREMAN PASCO DEPOT

C AND E NO.23 SATURDAY JUNE 6TH PASCO DEPOT

JHJ-4 GTS BAGGAGE ROOM UNION DEPOT PORTLAND

NSW FSB GSS JAP WJC FBM LFL GLH ETB GMK EMB PORTLAND

GWT ST PAUL

NO.29 ARRIVING PASCO FRIDAY JUNE 5 WILL HAVE BUSINESS CAR YAKIMA RIVER DH. PASCO SEE THIS CAR PLACED IN CONSIST NO.23 A.M. SATURDAY JUNE 6 FOR MOVEMENT TO PORTLAND.

UPON ARRIVAL PORTLAND, FORAN SEE THIS CAR PARKED IN THE IMMEDIATE VICINITY OF BUSINESS CAR SPS 99 TO MAKE TRANSFER OF NECESSARY EQPT FROM SPS 99 TO YAKIMA RIVER.

UPON COMPLETION OF TRANSFER BUSINESS CAR SPS 99 WILL BE REMOVED FROM ACTIVE SERVICE FOR FURTHER DISPOSITION AND YAKIMA TO BE ASSIGNED TILL FURTHER NOTICE TO PORTLAND REGION AND VP WESTERGARD

CD-115.

RGM