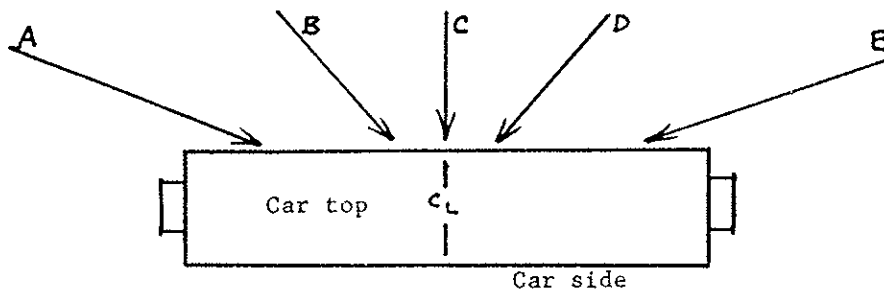


Black & white photographs from the Santa Fe Railway Historical and Modeling Society / Dennis Kogan Collection. Prints by Stan Kistler.

The majority of photographs listed are eye-level side views of standing cars. They are well lighted and generally in sharp focus, and made between 1955-1965

KEY TO LISTINGS

Headings: Type of car: Heavy Weight (HW) or Light Weight (LW); length over buffers; builder if known. First column is the car number, second column shows the angle of view according to this diagram (the # mark indicates car is coupled on end nearest camera):



Third column shows which side of car is in photo, according to this key:

Postal cars

6WR = 6 windows right end
6WL = 6 windows left end
4WL = 4 windows left end
5WR = 5 windows right end
5WL = 5 windows left end

Single vestibule cars

VR = vestibule right end
VL = vestibule left end
s = skirts (LW cars)

Diners

AS = Aisle side
KS = Kitchen side

Hi-level Chair cars

5W = 5 widows lower level
2W = 2 windows lower level

Baggage/Mail combination cars

MCR = mail compartment right end
MCL = mail compartment left end
BCR = baggage section right end
BCL = baggage section left end

LW Baggage cars

Brk = Brake wheel side
-- = no brake wheel side

Dome Lounge cars

LR = lounge on right end
LL = lounge on left end

Hi-level Lounge cars

4W = 4 windows lower level

Business cars

OPR = Ob platform right end, or, OPL = Ob platform left end

Baggage/Horse Express cars

BB = battery boxes this side
-- = no battery boxes this side
EDR = full width end door right
EDL = full width end door left
SDR = small door right end
SDL = small door left end

HW Air-conditioned cars

AC = roof ducting side
-- = roof ventilators side
LAC = long roof ducting side
SAC = short roof ducting side
WL = Wash room left end
AS = Aisle side
RS = Room side
+RB = roller bearing trucks

PRINT INFORMATION

Black & white enlargements are made to order from original negatives on file with careful attention to show all details in high quality prints. Black and white photo lab work has been my full time occupation for over 55 years, and you are assured of professional prints. If you are dissatisfied with prints ordered, return them within TEN days with your comments and you will be contacted for a refund or replacement.

Enlargements may be ordered in your choice of: (1) medium weight glossy, or (2) medium weight lustre matte surface in two standard formats to fit my negatives: 5-1/2 x 9-1/2 image on 8 x 10 paper; or 8 x 13-1/2 image on 11 x 14 paper. Image sizes may vary slightly in one dimension for certain subjects. Larger prints can be ordered. Please indicate your size requirements and request a price quote.

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8x10 size..... **\$5.50** each
11x14 size.....**\$10.00** each

Add the total cost of the number and size prints you are ordering. California residents must add current sales tax.

NOTE: The Santa Fe Railway Historical and Modeling Society receives a portion of the proceeds from sales from this catalog to benefit their archives. Membership information about the Society is available from me on request.

Add shipping charge for the whole order of \$4.00 for 8x10s; \$5.50 for 11x14s. Shipping charges cover First Class or Priority mail in the U.S., Canada and Mexico and surface mail to other countries. Air mail requires double shipping charges for overseas orders.

ORDERING and SHIPPING

Make a list showing: 1) railroad (SFe); 2) Car number (where more than one view is listed of a particular car also show angle (second column) and key (third column)); 3) print size; 4) paper surface desired.

Please remit by check or money order payable to Stan Kistler when placing your order. All remittances are deposited shortly after receipt as is customary in all special order businesses. Your prints will usually be completed in four to six weeks. Include a stamped, self addressed postal card or envelope with your order if you wish confirmation of receipt and/or estimated completion date.

Prints are shipped flat in heavy kraft envelopes or boxes protected by double sheets of corrugated board. If any damage should occur in shipping prints will be replaced at no charge.

“ Serving the railroad hobbyist since 1946 ”

STAN KISTLER

P O Box 977

Grass Valley, CA 95945-0977

E-mail: MrATSF@Earthlink.net

<u>Diner, LW, 83'2" (Budd)</u>			<u>Baggage/Express, HW, 73'6"</u>			<u>Baggage/Mail, HW, 73'11"</u>		
1476	B	KSs	1806	B	SDR	2057	B	MCR
<u>Diner, LW, 83'2" (P-S)</u>			1816	D	SDR	2057	D	MCL
1488	D	KS	1817	B	SDR	2058	D	MCL
<u>Diner, LW, 83'0" (Budd)</u>			1818	B#	SDL	2058	B	MCL
1489	D	KSs	1818	D	SDL	2058	E	MCR
1492	D	ASs	1823	D	SDR	<u>Coach/Smoker/Baggage, HW, 76'10"</u>		
1492	D	KS	1835	B	SDR	2544	B#	BCR
1498	B	ASs	1839	B	SDL	2544	D#	BCL
<u>Lunch counter Diner, LW, 83'2" (Budd)</u>			<u>Baggage/Express, HW, 84'7"</u>			<u>Coach/Baggage, HW, 83'11"</u>		
1505	D	ASs	1846	D	SDL	2603	B	BCR+RB
1505	D#	KSs	<u>Baggage/Express, HW, 79'8"</u>			2603	D	BCR+RB
<u>Cafe Observation, HW, 84'0"</u>			1852	B#	SDR	2603	D	BCL+RB
1509	D+	AS all grey	<u>Baggage/Express, HW, 78'3"</u>			2604	D	BCL+RB
1509	D	AS 2-tone grey	1857	D	BB	2604	B	BCL+RB
1509	B+	KS 2-tone grey	1859	B	--	2605	D	BCL+RB
1509	D#	KS 2-tone grey	1859	D	--	2606	B	BCL+RB
<u>Cafe/Lounge, HW, 86'1"</u>			1862	B	BB	2606	D	BCL+RB
1516	C+	AC 2-tone grey	1862	D	BB	2607	B	BCL+RB
<u>Diner/Chair, HW, 84'0"</u>			1866	D	--	2608	D#	BCR+RB
1523	B#	AC 2-tone grey	1876	D	BB	2608	D#	BCL+RB
1523	D#	AC 2-tone grey	1881	D	--	<u>Coach/Baggage, HW, 78'3"</u>		
1523	D	-- 2-tone grey	1882	D	--	2609	D#	BCL+RB
<u>Lounge, HW, 79'2"</u>			<u>Baggage/Express, HW, 73'7"</u>			2610	B	BCL+RB
1527	D	AC 2-tone grey	1893	B#	BB	2610	D	BCL+RB
1527	B	-- 2-tone grey	<u>Baggage/Express, HW, 73'4"</u>			2611	A	BCL+RB
1527	D	-- 2-tone grey	1902	D	SDL	2611	D	BCR+RB
1528	D	AC	<u>Baggage/Express, HW, 78'3"</u>			<u>Chair, LW, 84'6" (P-S)</u>		
1530	C+	--	1960	B	--	2794	B	VR (ex-Shanto)
1537	D#	AC (78'3")	1964	D#	--	2794	D	VR
1537	E	AC (78'3")	1965	D	--	2804	B	VR (ex-Chaco)
1537	B	-- (78'3")	1969	D	--	<u>Chair, LW, 85'0" (Budd)</u>		
1537	D#	-- (78'3")	<u>Baggage/Express, HW, 73'1"</u>			2816	B#	VL
<u>Lunch counter Diner, LW, 85'0" (Budd)</u>			1976	D	BB+RB	2821	B	VRs
1555	D#	KSs	1977	B	BB+RB	2822	B	VR
1556	D	KSs	<u>Horse Express, HW, 78'5"</u>			2823	B	VR
1560	B	ASs	<u>(Has one full width end door)</u>			2823	B	VRs
1564	D	KSs	1982	D	EDR+RB	2826	B	VRs
<u>Lunch counter Diner, LW, 85'0" (P-S)</u>			1982	B	EDL	2827	D	VR
1566	D	AS	1986	B	EDL+RB	2829	B	VL
1568	B	AS	1986	D	EDR+RB	2831	B	VL
1571	D#	AS	1988	D	EDR+RB	2831	D	VL
1571	D	KS	1989	D	EDR+RB	2834	D	VR
1575	D	KS	<u>Horse Express, HW, 82'2"</u>			2836	B	VR
<u>Baggage/Express, HW, 73'4"</u>			<u>(Has one full width end door)</u>			2837	C+	VRs
1660	D#	BB	1991	B	EDL+RB	2837	B	VRs
1660	B	--	1991	D	EDL+RB	2840	D	VL
1661	B#	--	1995	B	EDL+RB	2843	D	VR damaged
1708	D#	SDR	1995	D	EDL+RB	2844	D	VLs
<u>Baggage/Express, HW, 73'6"</u>			1996	D	EDR	2852	D	VRs
1715	D	SDR	1996	D	EDR+RB	2855	E	VRs
1715	B	SDL	1996	B	EDR+RB	<u>Chair, LW, 85'0" (P-S)</u>		
1728	D	SDR	1997	D	EDL+RB	2866	D	VRs
1731	B	SDL	1997	D	EDR	2873	D	VRs
1731	D	SDL	1998	B	EDL	2876	D	VRs
1744	D	SDL	<u>Baggage/Mail, HW, 74'2"</u>			2880	D	VRs
1745	D	SDL	2032	D	MCL	2880	B	VRs
1747	D	SDR	2033	B+	MCL	2889	B	VL
1753	B	SDR	2035	D	MCL	2892	D	VR
1778	D	SDR	2035	B	MCL	2894	D	VR
1778	D#	SDL	2035	D	MCL	2899	B	VRs
1782	D	SDL	<u>Baggage/Mail, HW, 73'1"</u>			2900	D	VL
1797	B	SDL	2052	B	MCR	2900	B	VLs
1801	D#	SDL	2052	D	MCR	2904	D	VL
1802	B	SDL	2052	D	MCL	2907	B	VR
1803	D	SDR	<u>Baggage/Mail, HW, 73'11"</u>			2907	D	VL
1805	B	SDR	2052	D	MCL	2910	B#	VRs
						2910	D	VL
						2914	D	VR
						2926	B	VR
						2930	D	VR

Chair, LW, 85'0" (P-S)

2935	B	VR
2937	B	VL

Chair, LW, 84'6" (P-S)

2953	D	VR (ex-Havasu)
2954	D	VR (ex-Hoskinnini) damaged

Chair, HW, 79'2"

3000	B	AC
3000	D#	--
3001	D	AC
3001	D	--
3002	D	--
3005	B#	--
3005	B#	AC
3006	B#	AC
3006	B#	--
3008	D	AC
3009	D#	--
3010	B	--
3010	D	AC
3011	B	AC
3013	D#	AC
3014	D	--
3015	D#	AC
3016	B	AC
3017	B	AC
3017	D	--
3018	B	AC
3018	B	--
3019	B	AC
3020	D	AC (Pkg AC)
3020	D	--
3021	B#	--
3023	D	AC (Pkg AC)
3024	D	--
3027	D	AC (Pkg AC)
3028	B	--
3029	D	AC
3032	B#	--
3033	D#	AC
3033	D	--
3034	B	AC
3035	C+#	--
3036	B	--
3037	D	AC
3037	D	--
3039	B#	AC
3040	D	--
3041	D	AC
3041	B	--
3044	D#	--
3047	D#	AC
3047	D	--
3048	B	AC
3049	D	AC
3050	D	AC
3051	D#	--
3056	B#	AC
3057	D#	AC
3058	B#	AC
3060	B	--
3061	B	AC
3062	D#	--
3063	D	--
3064	B	--
3064	D#	AC
3065	B+#	AC
3066	B+#	--
3067	D	AC
3067	B	--
3067	D	--

Chair, LW, 79'2" (StLCCo)

3071	B	VRs
------	---	-----

Chair, LW, 79'10" (Budd)

3074	B	VRs
3075	D	VRs
3078	B	VRs
3080	D	VRs
3081	D	VLs
3082	D	VR
3085	B	VLs
3086	D	VLs
3089	D	VLs
3090	B	VRs
3091	B	VLs
3094	B	VRs
3094	D	VRs
3094	B+#	VLs
3095	C+	VLs
3095	D	VRs
3097	B+	VRs
3098	B	VRs
3101	C+	VLs
3102	B	VRs
3102	C+	VRs
3108	B+#	VLs
3109	C+	VLs
3110	B+	VRs
3113	B+	VR
3113	D	VR
3116	B	VRs

Club/Lounge, LW, 79'10" (Budd)

3118	B	VRs
------	---	-----

Chair, LW, 79'8" (Budd)

3119	B+	VRs
------	----	-----

Chair/Smoker, HW, 79'2"

3127	D	AC
3130	B+	AC
3130	D	--
3135	B+	--
3135	C+	--
3136	B+	AC

Chair, LW, 83'10" (Budd)

3143	B	VRs
3144	B	VRs
3155	D	VLs
3155	D	VRs
3155	B	VL
3162	D	VLs

Parlor, HW, 84'8"

3230	B	--
3230	D#	--
3230	D	AC
3231	D#	--

Coach, HW, 78'10" non-AC

3335	D	
------	---	--

Snack, HW, 79'8"

3365	B	AC
3365	C+#	AC
3365	B	--
3366	B+#	AC
3366	D	AC
3366	B#	--
3366	C+#	--

Chair, HW, 79'8"

3367	C+#	AC
3367	B+	AC
3367	D	--
3368	D	AC
3368	B+	--
3368	C+#	--

Baggage/Mail, LW, 73'10" (Budd)

3400	C+#	MCRs
3402	B	MCRs

Baggage/Mail, LW, 73'8" (Budd)

3403	C+	MCRs
3403	C+	MCLs
3406	B	MCL
3406	D#	MCL
3408	C+	MCRs

Baggage, LW, 73'10" (ACF)

3409	B+#	---, s
3410	B+	Brk, s
3410	B	Brk
3411	D	---, s
3412	B	Brk, s
3414	B	Brk, s
3417	D	---, s
3419	D	---
3421	D	---, s
3423	B+	---, s
3424	B	Brk, s
3426	B	Brk, s

Baggage, LW, 79'10" (Budd)

3430	C+#	BB
3430	D	--

Baggage, LW, 73'2" (Budd)

3438	B	SDR, s
3446	B	SDR
3448	D	SDL
3451	B	SDR, s

Baggage, LW, 73'10" (ACF)

3453	B+	BB
3461	D	BB
3462	B+	BB

Dormitory, LW, 85'0" (P-S)

3474	B+	VLs (ex-Indian Arrow)
------	----	-----------------------

Baggage/Dormitory, 85'0" (P-S)

3479	C+#	BCL, s
Hi-level transition roofline		

Baggage/Dormitory, 80'4" (Budd)

3481	B	BCL, s
Hi-level transition roofline		

Baggage/Dormitory, 80'4" (P-S)

3482	B	BCL, s
3482	D	BCL, s
3482	D	BCL
Hi-level transition roofline		
3493	D	BCL, s
Standard roofline		

Baggage, LW, 73'10" (Budd)

3502	B	---, s
3504	D	---, s
3512	D	---
3512	B	Brk
3513	B+	Brk, s
3513	D	---, s
3515	D	---, s
3518	D	---, s
3527	D	---
3544	B	---, s

Baggage/Mail, LW, 73'10" (ACF)

3606	B	MCR
------	---	-----

Baggage, LW, 73'10" (Budd)

3656	D	--
------	---	----

Baggage, LW, 73'10" (ACF)

3660	B+	BB
3664	B	BB
3671	B	--
3679	D	--
3682	B	--
3683	B	--

Baggage, LW, 63'11" (AT&SF)

3702	D	--
3705	C+	--
3707	D	--
3716	D	BB
3719	D	BB
3726	D	--
3728	B+	BB
3731	B	--
3737	B+	BB
3747	B+	BB
3748	C+	BB
3757	B	--
3764	B	BB
3764	D	--
3783	C+	--
3790	D	--
3791	D	BB

Baggage, LW, 73'11" (AT&SF)

3800	B+	BB
3811	D	BB
3827	B+	--
3828	D	--
3848	D	BB
3906	B+	BB

Baggage, LW, 73'11" (AT&SF)
(Has one full width end door)

3993	D	EDL
3994	B#	EDL
3997	C+	EDR
3998	D	EDL
3998	B	EDL

Pullman, HW, 83'4"

8 sec., 1 DR, 2 comp.
Centwell B

Pullman, HW, 83'4"

6 sec., 1 DR, 4 DB
Choctaw Tribe C+# AS
Kaw Tribe C+# RS
Kiowa Tribe B+ AS

Pullman, LW, 84'6" (P-S)

8 sec., 2 comp., 2 DB
Talwiwi C+ VL
Tolchico B+ VL
Toroweap B# VR

Pullman, LW, 84'6" (P-S)

4 comp., 4 DB, 2DR
Bacobi C+ VL
Bacobi B+# VL
Hotevilla B VR
Hualpai D# VL
Kietsiel D VL
Klethla D VR
Moencopi C+ VL
Moencopi B VL
Mohave B VR
Nankoweap C+ VL
Nankoweap B+ VL
Naslini B+ VL
Nava C+ VL
Tchirege D VL
Tsankawi C+ VL

Pullman, LW, 84'6" (P-S)

10 rmt., 5 DB
Cascade Shoals D VL

Pullman, LW, 84'9" (P-S)

6 sec., 6 rmt., 4 DB
all names have "Valley" suffix
Cimarron B+# VLs
Cimarron C+# VLs
Estancia B VL
Hidden B+ VL
Kaw D VL
Monument B+ VL
Pleasant B+ VL
Red River D# VL
Surprise B+ VL
Surprise D VL
Sweetwater B+ VL
Verde C+ VL

Pullman, LW, 85'0" (P-S)

24 dplx rmt
Indian Drum D VRs
Indian Falls C+ VR
Indian Flute B+ VR
Indian Mesa B VR
Indian Mesa C+# VR
Indian Pony C+# VR
Indian Scout B+ VR
Indian Squaw B VR

Pullman, LW, 85'0" (P-S)

10 rmt., 3 DB, 2 comp.
Blue Grass D VL
Blue Heart B VL
Blue Point B VL
Blue Point D# VL

Pullman, LW, 85'0" (P-S)

4 comp., 2 DB, 2 DR
Regal Cross B+ VL
Regal Gorge B+ VL
Regal Hill D VL
Regal Oak B VRs
Regal Ruby B+ VLs
Regal Town B+ VLs
Regal Vale B VL

Pullman, LW, 85'0" (ACF)

4 comp., 2 DB, 2 DR
Regal Court B+ VL
Regal Elm C+ VL
Regal Elm B VL
Regal Gate B+# VL
Regal Gulf D VR
Regal Gulf B+# VL
Regal Inn B+ VR
Regal Inn B+ VL
Regal Isle B+ VL
Regal Lark B VL
Regal Manor D VL

Pullman, LW, 85'0" (Budd)

10 rmt., 6 DB
Pine Beach B VRs
Pine Bell B+ VL
Pine Cavern B VL
Pine Cavern D VL
Pine Creek B+ VL
Pine Crest B+ VL
Pine Dale B+ VL
Pine Dale C+ VL
Pine Fern B# VL
Pine Gem C+ VR
Pine Hill B+ VL
Pine Pass B+ VL
Pine Peak B+ VL
Pine Range B+ VL
Pine Range C+ VL

Pullman, LW, 85'0" (ACF)

10 rmt., 6 DB
Palm Arch C+ VL
Palm Arch B VL
Palm Haven B VL
Palm Leaf B+ VLs
Palm Loch B VL
Palm Loch D VL
Palm Lore B+ VR
Palm Lore C+ VL
Palm Star C+ VL
Palm Summit B+ VL

END PASSENGER TRAIN CAR LISTSANTA FE BUSINESS CARS

3	D	OPL	(HW)
12	B	OPR	(HW)
12	D	OPL	(HW)
17	B	OPR	(HW)
18	B#	OPR	(HW)
20	B	OPR	(Wood)
"Track Recording Car"			
27	D	BB	(Wood)
"Instruction"			
33	B	OPR	(Rblt HW)
37	B	OPR	(HW)
37	D	OPL	(HW)
38	B	OPR	(Rblt HW)
38	D	OPR	(Rblt HW)
39	C+	OPR	(HW)
406	D	OPR	(HW)
(Shadowline paint scheme)			
5000	C+	OPR	(HW)
"Instruction"			
5002(1st)	C#	OPR	(Wood)
5002(2nd)	C+	OPL	(HW)
5003	B#		(Wood)
"Physical Examination"			
5004	B#		(Wood)
"Eye & Ear Examination"			

END BUSINESS CAR LISTSANTA FE MAINTENANCE OF WAY CARS

192989	C+	77'	ex-coach
194336	D		ex-baggage
194420	B#		ex-baggage
196072	B+	70'	ex-baggage
198132	B+		Wa-85 flat
198748	B+#	70'	ex-coach
198819	B+#	78'	ex-baggage
198865	C+#	78'	ex-coach
198984	D		ex-AC chair
199012	C+#		ex-coach
199188	B		ex-coach
203117	B		ex-LW baggage

END MAINTENANCE OF WAY CAR LISTOTHER SANTA FE CARS

2127	B	62'	Express Box
2141	B	62'	Express Box
4000	B	56'	Express Reefer
4009	D#	56'	Express Reefer
4019	B	56'	Express Reefer
11384	B	41'	SFRD Rr48
32153	B+	41'	SFRD Rr23
32620	B+#	41'	SFRD Rr23
36350	B+#	41'	SFRD Rr33
202213	B	41'	Bx12 Boxcar