

1) Atchison Topeka & Santa Fe Locomotive 811 - Atchison Topeka & Santa Fe steam locomotive No. 811 was built in 1902 by the Baldwin Locomotive Works of Philadelphia, Pennsylvania. No. 811 ended its career with the Santa Fe as a switch engine in Chanute, Kansas, being taken out of service on July 23, 1952. After almost two years in storage, the locomotive was donated to Atchison on June 1, 1954 and placed on display.

2) Missouri Pacific 40' Boxcar 9249 - 40' boxcars were once the backbone of most railroad's freight car fleets and were used to ship anything from furniture to grain. By the 1970's larger and more specialized cars pushed the once ubiquitous 40' boxcar to the wayside. Built in 1926.

3) Missouri Pacific Flatcar 9127 - This car's exact history is unknown, thought it was built in 1936.

4) Missouri Pacific 40' Boxcar 121175 - Originally built in 1925 as steel framed boxcar with wood sides and rebuilt into its present configuration in October of 1950, this car is one of a group of cars that were specially equipped to carry less than carload freight on Missouri Pacific passenger trains between 1951 and 1960. The cars were not interchanged with other railroads and wore a special paint scheme to match the Mopac's "Eagle" streamliner passenger trains.

5) Burlington Northern Water Tank Car 973151 - Used to haul water for MOW projects, this car was constructed by placing an older (circa 1920's) riveted tank car tank on a newer (circa 1950) flatcar. Originally Great Northern Railroad X6518, the car became BN 973151 after the 1970 merger that created the Burlington Northern.

6) Atchison Topeka & Santa Fe Caboose 999468 - Built in 1942 by the AT&SF and rebuilt into its present configuration in 1970. It is an excellent example of the iconic Santa Fe cupola caboose. Home to the conductor and rear brakeman, Caboose served as a train crew's home away from home.

7) Kansas City Southern Caboose 400 - Built in 1976, this bay window caboose was the first of the last group (#400-406) of cabooses built for the

Kansas City Southern. KCS 400 was overhauled by the railroad before being donated to the museum.

8) Burlington Northern Caboose 10410 - Built by the Chicago Burlington & Quincy Railroad's Havelock, Nebraska shops in September 1954. and was officially retired in November of 1992. The "Streamlined" cupola was a distinctive CB&Q design intended to impart a "modern railroad" impression on shippers.

9) Chicago Burlington & Quincy Chair Car 4703 "Silver Gleam" - Built by Budd in 1940, the Silver Gleam saw service on the Silver Streak Zephyr between Kansas City, Omaha and Lincoln.

10) Chicago Burlington & Quincy Railway Post Office 1604 "Silver Pouch" - Built by Budd in October 1952, this was the last stainless steel Railway Post Office car purchased by the CB&Q. RPO's were used to sort and carry mail on passenger trains. Until 1967, much of America's mail was carried by and sorted aboard passenger trains.

11) Atchison Topeka & Santa Fe Caboose 999575

12) Atchison Topeka & Santa Fe Caboose 999952

13) Fairmont Push Cart - Used by track crews to carry tools and track materials. Could be pulled by a motor car / speeder or pushed along by hand. The cart could be lifted off the track and out of the way by a couple of workers.

14) Missouri Pacific Maintenance of Way Diner 14259 - Built in 1962 by the MoPac's DeSoto

Missouri shops as part of a group of 50 cars intended for use in carrying mail and express on passenger trains. MP 14259 was rebuilt as a dining car for track crews in the early 1970's.

15) Missouri Pacific Snowplow X5790 - Built at the MoPac's Atchison shops in 1928, utilizing the frame of a former steam locomotive tender. The plow remained in service into the late 1980's and was mainly used on the now abandoned Central Branch line running northwest from Atchison.

16) Missouri Pacific Caboose 13615 - Built in November of 1973 by International Car Company, this is a "Wide Vision" caboose. The "Wide Vision" design was the most modern incarnation of the cupola caboose design.

17) Missouri Pacific Baggage Car - Exact history and number unknown. Built between 1910 and 1930.

NOTE - No.s 18, 19 and 20 are displayed alongside the freight depot and are accessible from the gift shop in the depot.

18) Missouri Pacific 50' Boxcar 794826 / 15451 - Steel boxcar built in June of 1969. .

19) United States Army Transportation Corps Boxcar - Following World War II and in light of the start of the Cold War, the US Military began to prepare for the possibility of a third major conflict in Europe. Railroads played a major part in moving troops and supplies during WWII and it was felt that that role would be reprised should WWII erupt. To that end, the United States developed and built a large fleet of freight cars and locomotives that would be suitable for use on railroads in Europe and elsewhere. The freight cars were built by the Pressed Steel Car Co. and known as the "Knockdown Fleet". The cars were designed to be easily taken apart and shipped overseas as kits to be reassembled into anything from a flatcar to a gondola or boxcar. Thankfully, their intended use never came to be and many of the cars were placed in use at various military bases in the US.

20) Atchison Topeka & Santa Fe Caboose 2207 - Santa Fe class CE-5 caboose built in April 1928. Rebuilt in the early 1970's for use as a transfer caboose in Kansas City.

21) Missouri Pacific 50' Boxcar - exact number unknown, dates from the 1940's - 1950's.

22) Atchison Topeka & Santa Fe Passenger Coach 2865 - Built in 1947 by Pullman Standard for service on the Santa Fe's "El Capitan" passenger train. Used in Amtrak service from 1971 to 1981 and then sold into private ownership.

Crane - Hand powered dock crane built around 1894. Was used at the CB&Q freight depot in Atchison before being moved to the museum.

Shanty - Switchman's shanty from the south end of the CB&Q yard in St. Joseph Missouri.

