

| Road Numbers | Description | Builder | Length | Build Date | Type | Notes |
|--------------|-----------------|-----------------|---------|------------|-------|--|
| 1 | Express | Jackson & Sharp | | 1903 | Wood | |
| 2 | Express | Jackson & Sharp | | 1903 | Wood | |
| 3 | Express | Jackson & Sharp | | 1903 | Wood | destroyed 12/29/1919 |
| 4 | Express | Jackson & Sharp | | 1903 | Wood | |
| 5 | Express | Jackson & Sharp | | 1903 | Wood | renumbered in 1906 to 103 |
| 6 | Express | Jackson & Sharp | | 1903 | Wood | Non-Revenue service as 2097 |
| 41 | Coach | | | | Wood | |
| 99 | Instruction Car | WM | | Feb 1945 | W/SU | converted from Business Car 202 |
| 100 (1st) | | | | | | |
| 100 (2nd) | Instruction Car | WM | 78'7.5" | Dec 1953 | Steel | converted from coach 832 |
| 101 | | | | | | |
| 102 | Baggage | Jackson & Sharp | | July 1902 | Wood | converted to MOW 2061 3/14/1919-set off at Md Junction 3/12/1924 |
| 103 | Baggage | Jackson & Sharp | | July 1902 | Wood | renumbered from #5-converted to MOW 2091 4/13/1926-scrapped Jan 1933 |
| 104 | Baggage | Jackson & Sharp | | July 1902 | Wood | converted to MOW 2066 5/15/1919-set off at Cheat Junction 7/5/1932 |
| 105 | Baggage | Jackson & Sharp | | July 1902 | Wood | retired 1915 |
| 106 | Baggage | Jackson & Sharp | | July 1902 | Wood | converted to MOW 2093 6/24/1926-scrapped at Md Jct 10/2/1940 |
| 107 | Baggage | Barney & Smith | | 1909 | Wood | destroyed 6/12/1915 |
| 108 | Baggage | Barney & Smith | | 1909 | Wood | converted to MOW 2086-scrapped 3/31/1927 |
| 109 | Baggage | Barney & Smith | 62'4" | Aug 1911 | W/SU | scrapped at Md Jct 1/5/1957 |
| 110 | Baggage | Barney & Smith | 62'4" | Aug 1911 | W/SU | set off at Laurel Bank 12/30/1949 |
| 111 | Baggage | WM | | 1888 | Wood | Cherry Run office 6/7/1926 |
| 112 | Baggage | WM | | 1882 | Wood | converted to MOW 2087 2/1/1926-Ridgeley Tool House 9/4/1927 |
| 113 | Baggage | WM | | 1878 | Wood | Bowest Bunk House 9/28/1920-removed 11/10/1930 |
| 114 | Baggage | Barney & Smith | | 1885 | Wood | originally B&H 23-converted to MOW 2084 1/30/1926 |
| 130 | Baggage | Barney & Smith | 64'4" | Aug 1912 | W/SU | scrapped 5-9-1957 |
| 131 | Baggage | Barney & Smith | 64'4" | Aug 1912 | W/SU | scrapped 5-9-1957 |
| 132 | Baggage | Barney & Smith | 64'4" | Aug 1912 | W/SU | not on roster 1/1/1918-possibly not built |
| 133 | Baggage | Barney & Smith | 64'4" | Aug 1912 | W/SU | converted to MOW 3028 6/1/1954-scrapped 11/5/1963 |
| 134 | Baggage | Barney & Smith | 64'4" | Aug 1912 | W/SU | converted to MOW 3029 12/15/1954-to Daily Wood Products 4/1/1967 |
| 135 | Baggage | Pullman | 64'4" | Nov 1917 | W/SU | converted to MOW 3030 10/1/1954 |
| 136 | Baggage | Pullman | 64'4" | Nov 1917 | W/SU | converted to MOW 3048 1/2/1959 |
| 137 | Baggage | Pullman | 64'4" | Nov 1917 | W/SU | sold to Marshall Equip Co 9/16/1955 |
| 138 | Baggage | Pullman | 64'4" | Nov 1917 | W/SU | sold to Marshall Equip Co 1957-to Long Island #7750 |
| 139 | Baggage | Pullman | 64'4" | Nov 1917 | W/SU | converted to RPO 186 1/30/1931 |
| 140 | Baggage | Pullman | 64'4" | Nov 1917 | W/SU | converted to RPO 187 3/21/1931 |
| 150 (1st) | RPO | Pullman | 65'0" | Oct 1906 | Wood | off roster 1/1/1918 |
| 150 (2nd) | Steam Generator | WM | 76'0" | Oct 1957 | Steel | converted from Combine 335 |
| 151 | RPO | Pullman | 65'0" | Oct 1906 | Wood | converted to MOW 2095 2/4/1937 |
| 152 (1st) | RPO | Barney & Smith | 65'0" | June 1909 | Wood | converted to MOW 2077-converted to baggage car (same #) |
| 152 (2nd) | Baggage | WM | 65'0" | | | converted from MOW 2077 (RPO 152) |
| 153 | RPO | Barney & Smith | 65'0" | June 1909 | Wood | converted to MOW 2085 |
| 154 | RPO | Barney & Smith | 65'0" | Sept 1911 | W/SU | converted to MOW 2028 |
| 155 | RPO | Barney & Smith | 65'0" | Sept 1911 | W/SU | converted to MOW 2009 |
| 156 | RPO | Barney & Smith | 65'0" | Sept 1911 | W/SU | sold Pardee & Curtain Lumber Co 7/25/1930, #1901 |
| 157 | RPO | Barney & Smith | 65'0" | Sept 1911 | W/SU | converted to MOW 1426 |
| 158 | RPO | | 65'0" | | | off roster 1/1/1918 |
| 159 | RPO | | 65'0" | | | off roster 1/1/1918 |

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|--------------|--------------------|------------------------|-----------|------------|-------|---|
| 179 | RPO | PRR Altoona Shops | 74'4.5" | 1913 | Steel | acquired 12/1937-converted to MOW 3027 |
| 180 | RPO | Barney & Smith | 65'0" | May 1913 | Steel | |
| 181 | RPO | Barney & Smith | 65'0" | May 1913 | Steel | |
| 182 | RPO | Barney & Smith | 65'0" | May 1913 | Steel | |
| 183 | RPO | Barney & Smith | 65'0" | May 1913 | Steel | |
| 184 | RPO | Barney & Smith | 65'0" | May 1913 | Steel | |
| 185 | RPO | Barney & Smith | 65'0" | May 1913 | Steel | converted to MOW 3036 8/25/1954 |
| 186 | RPO | Pullman | 73'0.5" | Nov 1917 | Steel | converted from Baggage 139 1/30/1931 |
| 187 | RPO | Pullman | 73'0.5" | Nov 1917 | Steel | converted from Baggage 140 3/21/1931 |
| 200 (1st) | Business Car (Obs) | Jackson & Sharp | 71'0" | 1904 | Wood | to non-revenue 1945-retired 9/9/1955 |
| 200 (2nd) | Rider Car | WM | 78'7.5" | Dec 1959 | Steel | converted from Coach 835 |
| 201 | Business Car | South Baltimore Car Co | 71'0" | Dec 1889 | Wood | from WVaC&P-converted to MOW 2014 10/1925-retired 1947 |
| 202 | Business Car (Obs) | Barney & Smith | 75'9.5" | Oct 1911 | W/SU | converted to instruction Car 99 2/1944 |
| 203 | Business Car (Obs) | Pullman | 81'11.75" | Mar 1914 | Steel | AC in 1941-sold Strasburg 3/1964 |
| 204 | Business Car (Obs) | Pullman | 81'11" | June 1918 | Steel | purchased 2/12/1943 (private)-AC in 1949-sold 3/1964 (private) |
| 250 | Baggage/Mail | | 50'0" | | Wood | renumbered 114 |
| 251 | Baggage/Mail | | 50'0" | | Wood | renumbered 112 |
| 252 | Baggage/Mail | | 50'0" | | Wood | renumbered 111 |
| 253 | Baggage/Mail | | 50'0" | | Wood | |
| 254 | Baggage/Mail | | 50'0" | | Wood | converted to MOW 2055 3/6/1919 |
| 255 | Baggage/Mail | | 50'0" | | Wood | converted to MOW 2056 3/6/1919 |
| 256 | Baggage/Mail | | 50'0" | | Wood | converted to MOW 2092 6/19/1926 |
| 257 | Baggage/Mail | | 50'0" | | Wood | converted to MOW 2057 3/19/1919 |
| 258 | Baggage/Mail | | 50'0" | | Wood | converted to MOW 2060 3/19/1919 |
| 300 | Combine | Murphy & Allison | | July 1865 | Wood | converted to MOW 1909-retired Port Covington 12/1925-scrapped 6/22/1939 |
| 301 | Combine | Murphy & Allison | | July 1865 | Wood | |
| 302 | Combine | Harlan & Hollingsworth | 52'0.5" | 1876 | Wood | converted to MOW 2072-not on roster 3/1/1920 |
| 303 | Combine | Harlan & Hollingsworth | 52'0.5" | 1876 | Wood | destroyed 10/10/1919 |
| 304 | Combine | Harlan & Hollingsworth | 52'0.5" | 1876 | Wood | converted to MOW 2043 |
| 305 | Combine | Harlan & Hollingsworth | 52'0.5" | 1876 | Wood | not on roster 1/1/1918 |
| 306 | Combine | Harlan & Hollingsworth | 52'0.5" | 1876 | Wood | converted to MOW 2073 11/26/1919 |
| 307 | Combine | Harlan & Hollingsworth | 52'0.5" | 1876 | Wood | not on roster 1/1/1918 |
| 308 | Combine | Harlan & Hollingsworth | 52'0.5" | 1876 | Wood | set off trucks 10/6/1919 |
| 309 | Combine | Jackson & Sharp | 57'10" | 1884 | Wood | |
| 310 | Combine | Jackson & Sharp | 54'2.5" | 1880 | Wood | converted to MOW 2086 |
| 311 | Combine | Jackson & Sharp | 54'2.5" | 1880 | Wood | not on roster 1/1/1918 |
| 312 | Combine | Jackson & Sharp | 54'2.5" | 1880 | Wood | not on roster 1/1/1918 |
| 313 | Combine | Jackson & Sharp | 54'2.5" | 1880 | Wood | not on roster 1/1/1918 |
| 314 | Combine | Jackson & Sharp | 54'2.5" | 1880 | Wood | |
| 325 | Combine | Pullman | 67'5" | Oct 1906 | Wood | converted to MOW 2037 |
| 326 | Combine | Pullman | 67'5" | Oct 1906 | Wood | converted to MOW 2038 2/4/1937 |
| 327 | Combine | Pullman | 67'5" | Oct 1906 | Wood | converted to MOW 2039-retired 9/27/1940 |
| 328 | Combine | Pullman | 67'5" | Oct 1906 | Wood | converted to MOW 2040 |
| 329 | Combine | Barney & Smith | 67'5.5" | Aug 1911 | W/SU | converted to MOW 3026 |
| 330 | Combine | Barney & Smith | 67'5.5" | Aug 1911 | W/SU | converted to MOW 2010 |
| 331 | Combine | Barney & Smith | 67'7" | Aug 1912 | W/SU | not on roster 1/1/1918 |
| 332 | Combine | Barney & Smith | 67'7" | Aug 1912 | W/SU | not on roster 1/1/1918 |

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| 333 | Combine | Barney & Smith | 67'7" | Aug 1912 | W/SU | not on roster 1/1/1918 |
| 334 | Combine | Barney & Smith | 67'7" | Aug 1912 | W/SU | not on roster 1/1/1918 |
| 335 | Combine | Pullman | 76'0" | Dec 1917 | Steel | converted to Steam Generator Car 150 (2nd) 12/1953 |
| 336 | Combine | Pullman | 76'0" | Dec 1917 | Steel | |
| 376 | Combine | | | | Wood | destroyed 5/4/1918 |
| 377 | Combine | | | | Wood | converted to MOW 2050 1/7/1919 |
| 400 | Parlor (Obs) | | | | Wood | not on roster 1/1/1918 |
| 401 | Parlor | Jackson & Sharp | | July 1903 | Wood | "Blue Mountain"-converted to MOW 1427 9/2/1920-retired 3/1931 |
| 402 | Parlor (Obs) | Pullman | | Oct 1906 | Wood | "Maryland"-converted to MOW 2089 12/15/1925-retired 2/4/1937 |
| 403 | Parlor (Obs) | Pullman | | Oct 1906 | Wood | "West Virginia"-converted to MOW 2090 12/15/1925 |
| 404 | Parlor | Barney & Smith | 71'0" | 1909 | Wood | converted to MOW 2096 6/16/1926 |
| 405 | Café-Parlor | Pullman | 81'10" | Nov 1917 | Steel | Sold SAL #1050 6/1926 |
| 406 | Café-Parlor | Pullman | 81'10" | Nov 1917 | Steel | Sold SAL #1051 6/1926 |
| 439 | Coach | | | | Wood | from WVaC&P-converted to MOW 1966 pre 1/1/1918 |
| 500 | Coach | | | | Wood | not on roster 1/1/1918 |
| 501 | Coach | | | | Wood | not on roster 1/1/1918 |
| 502 | Coach | | | | Wood | not on roster 1/1/1918 |
| 503 | Coach | | | | Wood | not on roster 1/1/1918 |
| 504 | Coach | | | | Wood | not on roster 1/1/1918 |
| 505 | Coach | | | | Wood | not on roster 1/1/1918 |
| 506 | Coach | | | | Wood | not on roster 1/1/1918 |
| 507 | Coach | | | | Wood | not on roster 1/1/1918 |
| 508 | Coach | | | | Wood | not on roster 1/1/1918 |
| 509 | Coach | | | | Wood | not on roster 1/1/1918 |
| 510 | Coach | | | | Wood | not on roster 1/1/1918 |
| 511 | Coach | | | | Wood | not on roster 1/1/1918 |
| 512 | Coach | | | | Wood | not on roster 1/1/1918 |
| 513 | Coach | | | | Wood | not on roster 1/1/1918 |
| 514 | Coach | | | | Wood | not on roster 1/1/1918 |
| 515 | Coach | | | | Wood | not on roster 1/1/1918 |
| 516 | Coach | | | | Wood | not on roster 1/1/1918 |
| 517 | Coach | | | | Wood | not on roster 1/1/1918 |
| 518 | Coach | | | | Wood | not on roster 1/1/1918 |
| 519 | Coach | | | | Wood | not on roster 1/1/1918 |
| 520 | Coach | | | | Wood | converted to MOW 1637 pre 1/1/1918 |
| 521 | Coach | | | | Wood | converted to MOW 2065 pre 1/1/1918 |
| 522 | Coach | | | | Wood | not on roster 1/1/1918 |
| 523 | Coach | | | | Wood | not on roster 1/1/1918 |
| 524 | Coach | | | | Wood | not on roster 1/1/1918 |
| 525 | Coach | | | | Wood | not on roster 1/1/1918 |
| 526 | Coach | | | | Wood | converted to MOW 2048 pre 1/1/1918 |
| 527 | Coach | | | | Wood | retired 1914 |
| 528 | Coach | | | | Wood | |
| 529 | Coach | | | | Wood | converted to MOW 2049 12/12/1918-retired 2/4/1937 |
| 530 | Coach | | | | Wood | converted to MOW 1643 pre 1/1/1918 |
| 531 | Coach | | | | Wood | not on roster 1/1/1918 |
| 532 | Coach | | | | Wood | converted to MOW 2062 pre 1/1/1918 |

| Road Numbers | Description | Builder | Length | Build Date | Type | Notes |
|--------------|-------------|-----------------|--------|------------|------|--|
| 533 | Coach | | | | Wood | not on roster 1/1/1918 |
| 534 | Coach | | | | Wood | not on roster 1/1/1918 |
| 535 | Coach | | | | Wood | not on roster 1/1/1918 |
| 536 | Coach | | | | Wood | converted to MOW 2063 pre 1/1/1918 |
| 537 | Coach | | | | Wood | not on roster 1/1/1918 |
| 538 | Coach | | | | Wood | not on roster 1/1/1918 |
| 539 | Coach | | | | Wood | retired 6/1916 but not destroyed-converted to MOW 2047 11/7/1919 |
| 540 | Coach | | | | Wood | not on roster 1/1/1918 |
| 541 | Coach | | | | Wood | converted to MOW 2074 pre 1/1/1918 |
| 542 | Coach | | | | Wood | converted to MOW 2044 pre 1/1/1918 |
| 543 | Coach | | | | Wood | not on roster 1/1/1918 |
| 544 | Coach | | | | Wood | not on roster 1/1/1918 |
| 545 | Coach | | | | Wood | not on roster 1/1/1918 |
| 546 | Coach | | | | Wood | not on roster 1/1/1918 |
| 547 | Coach | | | | Wood | not on roster 1/1/1918 |
| 548 | Coach | | | | Wood | not on roster 1/1/1918 |
| 549 | Coach | | | | Wood | not on roster 1/1/1918 |
| 550 | Coach | | | | Wood | not on roster 1/1/1918 |
| 551 | Coach | | | | Wood | not on roster 1/1/1918 |
| 552 | Coach | | | | Wood | not on roster 1/1/1918 |
| 553 | Coach | | | | Wood | not on roster 1/1/1918 |
| 554 | Coach | | | | Wood | not on roster 1/1/1918 |
| 555 | Coach | | | | Wood | converted to MOW 2067 5/5/1919-retired 2/4/1937 |
| 556 | Coach | | | | Wood | not on roster 1/1/1918 |
| 557 | Coach | | | | Wood | converted to MOW 2071 10/2/1919 |
| 558 | Coach | | | | Wood | converted to MOW 2058 3/28/1919 |
| 600 | Coach | Jackson & Sharp | | Oct 1903 | Wood | converted to MOW 2055 1921-retired 3/31/1927 |
| 601 | Coach | Jackson & Sharp | | Oct 1903 | Wood | converted to MOW 2056 1921-retired 3/31/1927 |
| 602 | Coach | Jackson & Sharp | | Oct 1903 | Wood | converted to MOW 2051 1/7/1919-retired 3/31/1927 |
| 603 | Coach | Jackson & Sharp | | Oct 1903 | Wood | converted to MOW 2068 5/17/1919-retired 11/1927 |
| 604 | Coach | Jackson & Sharp | | Oct 1903 | Wood | converted to MOW 2071 11/1/1919 |
| 605 | Coach | Jackson & Sharp | | Oct 1903 | Wood | converted to MOW 2052 1/7/1919 |
| 606 | Coach | Jackson & Sharp | | Oct 1903 | Wood | converted to MOW 2062 1921-retired 3/31/1927 |
| 607 | Coach | Jackson & Sharp | | Oct 1903 | Wood | retired 1921 |
| 608 | Coach | Jackson & Sharp | | Oct 1903 | Wood | retired pre 1918 |
| 609 | Coach | Jackson & Sharp | | Oct 1903 | Wood | converted to MOW 2053 1/7/1919 |
| 610 | Coach | Jackson & Sharp | | Oct 1903 | Wood | converted to MOW 2054 1/7/1919 |
| 611 | Coach | Jackson & Sharp | | Oct 1903 | Wood | retired pre 1918 |
| 612 | Coach | Jackson & Sharp | | Oct 1903 | Wood | converted to MOW 2057 pre 1918-retired 3/31/1927 |
| 613 | Coach | Jackson & Sharp | | 1903 | Wood | converted to MOW 2058 pre 1918-retired 3/31/1927 |
| 614 | Coach | Jackson & Sharp | | 1903 | Wood | converted to MOW 2094 pre 1918 |
| 615 | Coach | Jackson & Sharp | | 1901 | Wood | retired 1921 |
| 616 | Coach | Jackson & Sharp | | 1907 | Wood | retired between 1918 and 1920 |
| 617 | Coach | Jackson & Sharp | 61'3" | July 1903 | Wood | renumbered 706 by 1918 |
| 700 | Coach | Pullman | 61'3" | Sep 1900 | Wood | WVC #46-converted to MOW 2060 3/31/1927 |
| 701 | Coach | Pullman | 61'3" | Sep 1900 | Wood | WVC #47-not on roster 1/1/1918 |
| 702 | Coach | Pullman | 61'3" | Sep 1900 | Wood | WVC #48-converted to MOW 2061 3/31/1927 |

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|--------------|-------------|-----------------|---------|------------|-------|--|
| 703 | Coach | Pullman | 61'3" | Sep 1900 | Wood | WVC #49-converted to MOW 2063 after 3/1920 |
| 704 | Coach | Jackson & Sharp | 61'3" | July 1903 | Wood | converted to MOW 2094 3/31/1927 |
| 705 | Coach | Jackson & Sharp | 61'3" | July 1903 | Wood | converted to MOW 2083 after 3/1920 |
| 706 | Coach | Jackson & Sharp | 61'3" | July 1903 | Wood | converted to MOW 2050 7/3/1929-retired 4/1937 |
| 707 | Coach | Jackson & Sharp | 61'3" | July 1903 | Wood | converted to MOW 2068 after 3/1920 |
| 708 | Coach | Pullman | 68'0" | Oct 1906 | Wood | renumbered to 904 5/1918 |
| 709 | Coach | Pullman | 68'0" | Oct 1906 | Wood | renumbered to 905 5/1918 |
| 710 | Coach | Pullman | 68'0" | Oct 1906 | Wood | converted to MOW 2036 |
| 711 | Coach | Pullman | 68'0" | Oct 1906 | Wood | converted to MOW 2054 |
| 712 | Coach | Pullman | 68'0" | Oct 1906 | Wood | converted to MOW 2059 (1st) |
| 713 | Coach | Barney & Smith | 67'7" | Aug 1911 | W/SU | converted to MOW 2059 (2nd) 11/22/1939 |
| 714 | Coach | Barney & Smith | 67'7" | Aug 1911 | W/SU | converted to MOW 2006 |
| 715 | Coach | Barney & Smith | 67'7" | Aug 1911 | W/SU | converted to MOW 2032 |
| 716 | Coach | Barney & Smith | 67'7" | Aug 1911 | W/SU | converted to MOW 2002 2/4/1937 |
| 717 | Coach | Barney & Smith | 67'7" | Aug 1911 | W/SU | converted to MOW 2003 2/4/1937 |
| 718 | Coach | Barney & Smith | 67'7" | Aug 1911 | W/SU | converted to MOW 2004 2/4/1937 |
| 719 | Coach | Barney & Smith | 67'7" | Aug 1911 | W/SU | converted to MOW 2001 2/4/1937 |
| 720 | Coach | Barney & Smith | 67'7" | Aug 1911 | W/SU | converted to MOW 2007 |
| 721 | Coach | Barney & Smith | 67'7" | Aug 1911 | W/SU | converted to MOW 2034 |
| 722 | Coach | Barney & Smith | 67'7" | Aug 1911 | W/SU | converted to MOW 2064 11/22/1939 |
| 723 | Coach | Barney & Smith | 67'7" | Aug 1911 | W/SU | converted to MOW 2035 3/1930 |
| 724 | Coach | Barney & Smith | 67'7" | Aug 1911 | W/SU | converted to MOW 2066 11/22/1939 |
| 725 | Coach | Barney & Smith | 67'7" | Aug 1911 | W/SU | converted to MOW 2033 |
| 726 | Coach | Barney & Smith | 67'7" | Aug 1911 | W/SU | converted to MOW |
| 727 | Coach | Barney & Smith | 67'7" | Aug 1911 | W/SU | |
| 800 | Coach | Barney & Smith | 67'7" | Aug 1912 | W/SU | restored at Strasburg, PA |
| 801 | Coach | Barney & Smith | 67'7" | Aug 1912 | W/SU | |
| 802 | Coach | Barney & Smith | 67'7" | Aug 1912 | W/SU | converted to kitchen/dining car 1988 5/9/1945 |
| 803 | Coach | Barney & Smith | 67'7" | Aug 1912 | W/SU | converted to kitchen/dining car 1989 5/9/1945 |
| 804 | Coach | Barney & Smith | 67'7" | Aug 1912 | W/SU | converted to kitchen/dining car 1990 5/9/1945 |
| 805 | Coach | Barney & Smith | 67'7" | Aug 1912 | W/SU | converted to kitchen/dining car 1991 5/9/1945 |
| 806 | Coach | Barney & Smith | 67'7" | Aug 1912 | W/SU | converted to living car 1992 5/9/1945 |
| 807 | Coach | Barney & Smith | 67'7" | Aug 1912 | W/SU | converted to living car 1993 5/9/1945 |
| 808 | Coach | Barney & Smith | 67'7" | Aug 1912 | W/SU | converted to living car 2062 (plan for hospital car) |
| 809 | Coach | Barney & Smith | 67'7" | Aug 1912 | W/SU | converted to living car 1994 5/9/1945 |
| 810 | Coach | Barney & Smith | 67'7" | Aug 1912 | W/SU | converted to living car 1995 5/9/1945 |
| 811 | Coach | Barney & Smith | 67'7" | Aug 1912 | W/SU | converted to living car 1996 5/9/1945 |
| 812 | Coach | Barney & Smith | 67'7" | Aug 1912 | W/SU | converted to living car 1997 5/9/1945 |
| 813 | Coach | Barney & Smith | 67'7" | Aug 1912 | W/SU | converted to living car 1998 5/9/1945 |
| 814 | Coach | Barney & Smith | 67'7" | Aug 1912 | W/SU | converted to living car 1999 5/9/1945 |
| 815 | Coach | Barney & Smith | 67'7" | Aug 1912 | W/SU | converted to living car 5/9/1945 |
| 816 | Coach | Barney & Smith | 67'7" | Aug 1912 | W/SU | converted to living car 5/9/1945 |
| 817 | Coach | Barney & Smith | 67'7" | Aug 1912 | W/SU | converted to living car 5/9/1945 |
| 825 | Coach | Pullman | 78'7.5" | Nov 1917 | Steel | converted to MOW 3038 8/25/1954 |
| 826 | Coach | Pullman | 78'7.5" | Nov 1917 | Steel | converted to MOW 3039 8/25/1954 |
| 827 | Coach | Pullman | 78'7.5" | Nov 1917 | Steel | converted to MOW 3040 8/25/1954 |
| 828 | Coach | Pullman | 78'7.5" | Nov 1917 | Steel | |

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| 829 | Coach | Pullman | 78'7.5" | Nov 1917 | Steel | converted to MOW K-3037 8/25/1954 |
| 830 | Coach | Pullman | 78'7.5" | Nov 1917 | Steel | converted to MOW 3041 8/25/1954 |
| 831 | Coach | Pullman | 78'7.5" | Nov 1917 | Steel | |
| 832 | Coach | Pullman | 78'7.5" | Nov 1917 | Steel | converted to Instruction Car 100 (2nd) in 12/1953 |
| 833 | Coach | Pullman | 78'7.5" | Nov 1917 | Steel | AC in 1941 |
| 834 | Coach | Pullman | 78'7.5" | Nov 1917 | Steel | AC in 1941 |
| 835 | Coach | Pullman | 78'7.5" | Nov 1917 | Steel | converted to Rider Car 200 (2nd) in 1959-AC in 1941 |
| 836 | Coach | Pullman | 78'7.5" | Nov 1917 | Steel | AC in 1938 |
| 837 | Coach | Pullman | 78'7.5" | Nov 1917 | Steel | converted to MOW 3042 in 1958-AC in 1938 |
| 838 | Coach | Pullman | 78'7.5" | Nov 1917 | Steel | converted to MOW 3043 10/15/1958-AC in 1938 |
| 839 | Coach | Pullman | 78'7.5" | Nov 1917 | Steel | AC in 1938 |
| 900 | Coach | Pullman | | | Wood | still on roster 3/1/1920 |
| 901 | Coach | Jackson & Sharp | 68'0" | 1901 | Wood | still on roster 3/1/1920 |
| 902 | Coach | Jackson & Sharp | 68'0" | 1901 | Wood | converted to MOW 2064 3/29/1919 |
| 903 | Coach | Jackson & Sharp | 68'0" | 1901 | Wood | converted to MOW 2069 6/27/1919 |
| 904 | Coach | Pullman | 68'0" | Oct 1906 | Wood | renumbered from 708 5/1918-converted to MOW 2064 (2nd) 8/17/1929 |
| 905 | Coach | Pullman | 68'0" | Oct 1906 | Wood | renumbered from 709 5/1918-converted to MOW 2044 8/17/1929 |
| 1700 | Coach/Lounge | Pullman | 85'0" | Mar 1950 | Steel | Built for Pere Marquette #134-C&O transfer in 1963-WM acquired 12/1971 |