

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

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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

Road Numbers	Description	Builder	Length	Build Date	Type	Notes
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