

FORMER NICKEL PLATE ROAD PASSENGER CARS

N&W#	NKP#	CAR TYPE	BUILDER	BLT	COMMENTS
1	1	Business	Pullman	2/29	renumbered N&W 103; sold to private owner in 1971.
2	2	Business	Pullman	7/29	renumbered N&W 102; sold 10-21-65 to Canadian National.
	3	Business	Pullman	1916	sold 8-11-65 to private owner as <i>Quickstep</i> .
4	4	Business	Pullman	1925	renumbered N&W 105 on 8-30-67 at Roanoke Shops; sold ?-70 to Crown Controls Corp.
6	6	Business	Pullman	1923	sold to private owners
7	7	Business	Pullman	1923	former <i>Kitchi Gammi Club</i> ; renumbered N&W 107; later converted to MoW 521417.
150	150	BR/BUF/L	Pull-Std	1950	<i>City of Cleveland</i> ; 11/1970 retired and stripped out; sold to Amtrak 12-22-71.
151	151	BR/BUF/L	Pull-Std	1950	<i>City of Chicago</i> ; 11/1970 retired and stripped out; sold to Amtrak 12-22-71.
	200	Sleeper	Pull-Std	1950	10-6; <i>City of Buffalo</i> ; retired 8/65; sold 1965 to Illinois Central.
	201	Sleeper	Pull-Std	1950	10-6; <i>City Of St. Louis</i> ; retired 8/65; sold 1965 to Illinois Central.
	202	Sleeper	Pull-Std	1950	10-6; <i>City of Lorain</i> ; retired 8/65; sold 1965 to Illinois Central.
	203	Sleeper	Pull-Std	1950	10-6; <i>City of Indianapolis</i> ; retired 8/65; sold 1965 to Illinois Central.
	204	Sleeper	Pull-Std	1950	10-6; <i>City of Painesville</i> ; retired 4-25-66; sold 1966 to Canadian National.
	205	Sleeper	Pull-Std	1950	10-6; <i>City of Erie</i> ; retired 4-25-66; sold 1966 to Canadian National.
	206	Sleeper	Pull-Std	1950	10-6; <i>City of Toledo</i> ; retired 8/65; sold 1965 to Illinois Central.
	207	Sleeper	Pull-Std	1950	10-6; <i>City of Peoria</i> ; retired 8/65; sold 1965 to Illinois Central.
	208	Sleeper	Pull-Std	1950	10-6; <i>City of Kokomo</i> ; retired 4-25-66; sold 1966 to Canadian National.
	209	Sleeper	Pull-Std	1950	10-6; <i>City of Muncie</i> ; retired 4-25-66; sold 1966 to Canadian National.
	210	Sleeper	Pull-Std	1950	10-6; <i>City of Findlay</i> ; retired 8/65; sold 1965 to Illinois Central.
	211	Sleeper	Pull-Std	1950	10-6; <i>City of Lima</i> ; retired 8/65; sold 1965 to Illinois Central.
	212	Sleeper	Pull-Std	1950	10-6; <i>City of Fort Wayne</i> ; retired 4-25-66; sold 1966 to Canadian National.
	215	Sleeper	Pull-Std	1939	18 roomette; <i>City of St. Marys</i> . Retired 4-6-67.
	216	Sleeper	Pull-Std	1937	18 roomette; <i>City of Coldwater</i> . Retired 4-6-67.
280	8500	Box Exp	NKP	1947	
281	8501	Box Exp	NKP	1947	
282	8502	Box Exp	NKP	1947	
283	8503	Box Exp	NKP	1947	
284	8504	Box Exp	NKP	1947	
285	8505	Box Exp	NKP	1947	
286	8506	Box Exp	NKP	1947	
287	8507	Box Exp	NKP	1947	
288	8508	Box Exp	NKP	1947	
289	8509	Box Exp	NKP	1947	Changed to N&W #289 at Portsmouth, OH; changed to

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1012	12	Diner/L		1929	Power Car N&W 208509 at Portsmouth, OH on 7-17-69. Retired 4-7-67; sold 6-22-67 to Sol Tick
1025	125	Diner/L	Pullman	1930	Retired and sold 12-1965.
1026	126	Diner/L	Pullman	1930	Retired 1-24-66.
1027	127	Diner/L	Pullman	1927	Retired 9-6-66; converted at Princeton, WV 5-26-67 to Bunk-Cook-Diner and changed to MofW #521415.
1028	128	Diner/L	Pullman	6-1927	Original NKP #105, then 128. Changed to N&W at Decatur Shops on 4-7-65; sold to M. D. Freidman Scrap 3-30-70.
1029	129	Diner		1930	Retired 1965 (renumbered Apaper only@- YES); sold 10-21-65 to Edwards International Corp.
1030	130	Diner		1930	Retired 1965 (renumbered Apaper only@- YES); sold 10-21-65 to Edwards International Corp.
1031	131	Diner		1930	Retired 1965 (renumbered Apaper only@?)
1256	356	Mail/Exp	Pullman	1924	Retired 1968.
1257	357	Mail/Exp	Pullman	1924	Retired 1965; sold 10-14-65 to Sol Tick & Co.
1258	358	Mail/Exp	Pullman	1924	Retired 1968.
1259	359	Mail/Exp	Pullman	1924	Retired 1968.
1260	360	Mail/Exp	Pullman	1924	Retired 1965; sold 10-14-65 to Sol Tick & Co., Decatur
1261	361	Mail/Exp	St. Louis	1934	Retired 1968.
1270	326	Bag/Exp	Pullman	6-1923	
1271	327	Bag/Exp	Pullman	6-1923	Changed to N&W at Roanoke 5-31-67; retired 11-9-71.
1272	328	Bag/Exp	Pullman	12-1929	Changed to N&W at Roanoke 5-31-66; retired 11-9-71.
1273	329	Bag/Exp	Pullman	12-1929	
1274	330	Bag/Exp	Pullman	12-1929	Changed to N&W at Roanoke 12-30-65; retired 10-27-70 (PA 17904).
1275	331	Bag/Exp	Pullman	12-1929	Retired 1968.
1276	332	Bag/Exp	Pullman	12-1929	Retired 1968.
1277	339	Bag/Exp	Std St	1914	12/1969; retired; sold Sol Tick
1278	340	Bag/Auto	Pullman	12-1924	Retired 1968.
1279	341	Bag/Auto	Pullman	12-1924	Changed to N&W at Roanoke 2-1966; retired 11-9-71.
1280	342	Bag/Auto	Pullman	12-1924	Retired 9-6-67.
1281	343	Bag/Auto	Pullman	12-1929	11/1969; retired; sold M. D. M. D. Freidman
1282	344	Bag/Auto	Pullman	12-1929	8/4/69, converted to MofW at Frankfort, re# 526706 tool and material car.
1283	345	Bag/Exp	ACF	10-1945	Never changed from NKP markings; retired as NKP 345 on 11-9-71.
1284	346	Bag/Exp	ACF	10-1945	Changed to N&W at Decatur 5-4-65; retired 11-9-71.
1285	347	Bag/Exp	ACF	10-1945	11/1970, retired; stripped out.
1286	348	Bag/Exp	ACF	10-1945	Changed to N&W at Roanoke 1-17-69; retired 11-9-71.
1287	349	Bag/Exp	ACF	10-1945	Changed to N&W at Decatur 1-26-65; retired 11-9-71.
1704	104	Coach	Pull-Std	1950	Changed to N&W at Roanoke 11-26-65; retired 7/21/71 sold to Amtrak 10-19-71.
1705	105	Coach	Pull-Std	1950	Changed to N&W at Decatur 4-12-65; retired 7/21/71; sold to Amtrak 10-19-71.
1706	106	Coach	Pull-Std	1950	Changed to N&W at Roanoke 11-26-65; retired 7/21/71; sold to Amtrak 10-19-71.
1707	107	Chair	Pull-Std	1950	Changed to N&W at Decatur 8-5-65; retired 7/21/71; sold to Amtrak 10-19-71.
1708	108	Chair	Pull-Std	1950	Changed to N&W at Roanoke 11-19-65; retired 7/21/71; sold to Amtrak 10-19-71.

1709	109	Chair	Pull-Std	1950	Changed to N&W at Roanoke 11-19-65; retired 7/21/71; sold to Amtrak 10-19-71.
1790 <sup>1</sup>	90				

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<sup>1</sup> According to *Nickel Plate Passenger Service, The Post War Years*, this car was an 80 seat coach built by Pullman in 1930, Lot No.6305, and retired 1960 and sold to Midwest Railroad Historical Foundation.

## NOTES

1. Box Express cars 280-289 were probably changed from NKP markings to N&W at Portsmouth; however, this is not certain.
2. Find out what N&W 208509 is. MofW? **Yes. According to *Nickel Plate Road Passenger Service the Postwar Years*, by Kevin J. Holland, this was converted to a Power Car.**

Original

Revised August 24, 1997.

Revised November 21, 1999.

Revised January 18, 2000

Revised November 19, 2000