

C&O Lightweight Passenger Equipment 1946 - 1972

By H. H. Harwood, Jr.



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This booklet was first published by the C&O Historical Society in 1973. It was the second publication the Society developed. Herbert H. Harwood, the author, was a C&O/B&O official and prominent railfan of the time. In addition to this pamphlet to the Society, he also wrote an extensive explanatory article about The Chessie (the Budd-built equipment in this pamphlet) in the July, 1968, issue of Trains magazine. The information shown in this pamphlet was current at the date of its publication in 1973, but of course, final dispositions up to the present time are not covered.

For additional information about these cars, go to C&O Historical Society's website ChessieShop.com, and go to catalog No. BK-21-501 for details about Society's most recent publication covering the Pullman-Standard cars in this pamphlet. For additional C&O passenger service information, consult catalog No. BK-21-718. For more expansive articles on the Budd-built cars for The Chessie, consult the following issues of the C&O Historical Magazine:

- May/June, 2016 – Combination Car
- November/December, 2017 – Coaches
- January/February, 2018 – Family Coaches
- March/April, 2018 – Twin-unit Diners
- May/June, 2018 – Lunch/counter/tavern/lounges
- July/August, 2018 – Cabin Domes
- January/February, 2019 – Dome/lounge/observation

Any of these magazines are available as digital downloads from the C&OHS by telephoning 540-862-2210 weekdays 9am-5pm.

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*REPRINTED FROM: The Chesapeake & Ohio Historical Newsletter
September - December, 1969 Updated to 1972*

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ALDERSON, WEST VIRGINIA
1973

PHOTO AND DIAGRAM CAPTIONS

<u>Page</u>	<u>Description</u>
Cover	<u>Chessie Dome/Coach/Observation #1875</u> on rear of <u>Chessie Trainset</u> . No. 1875 later saw service on the <u>Pere Marquettes</u> before being sold to the D&RGW in 1949. Photo: Budd Co.
2a TOP	<u>Pere Marquette Baggage Car #60</u> . Photo: Art Million Collection.
CENTER	<u>Pere Marquette RPO/Baggage combine #50</u> , built by Pullman in 1946. This car was used on the Northern Region until 1967 when it was transferred to the B&O and immediately scrapped. Photo: Art Million Collection.
BOTTOM	<u>Pere Marquette Diner #10</u> . Saw service on the Northern Region until 1967. Photo: Art Million Collection.
2b TOP	<u>Pere Marquette Coach/Observation #20</u> , was sold to C&EI in 1951 after seeing several years' service on the <u>Pere Marquettes</u> . Photo: Art Million Collection.
CENTER	<u>Pere Marquette Coach/Lounge #30</u> , also went to C&EI in 1951. Photo: Art Million Collection.
BOTTOM	<u>Pere Marquette Coach #135</u> , later became C&O #1701 and retained its Pere Marquette markings despite use on the C&O Chesapeake District trains and on the B&O's <u>Cincinnati</u> . Was sold to AMTRAK (#3925) in 1971. Photo: Art Million Collection.
4a TOP	<u>Chessie Tavern/Coach #1701</u> , builder's photo. Note wide diaphragms. Photo: Budd Co.
BOTTOM	<u>B&O Starlight Dome at Baltimore, 1965</u> . As originally built for <u>The Chessie</u> , these "Cabin cars" had 3DR/1BR/5Rmts ("cabins") and were meant for the "First Class" travelers on the all-daylight <u>Chessie</u> runs. It and the two others were sold to B&O in 1951, thence to SCL in 1969, and finally to AMTRAK in 1971. Searchlights were a B&O addition for use in the night trek of the <u>Capitol Limited</u> . Photo: H.H. Harwood Collection.
4b	Diagram of <u>C&O Lunch Counter/Diner Obs #1920</u> , built for <u>The Chessie</u> and now in AMTRAK's stable.
7a TOP	<u>Ten Roomette/6 Double Bedroom Sleeper #2609, White Sulphur Springs</u> was retained in regular service on <u>The George Washington</u> until the last days in 1970. Photo: H.H. Harwood Collection.
CENTER	<u>Diner #1925 Alleghany Club</u> also retained in service to the end of C&O operations and sold to AMTRAK. Photo: H.H. Harwood Collection.
BOTTOM	<u>Tavern/Lounge/Lunch Counter #1903 Chessie Club</u> was used in Northern Region service until 1970 when it began making occasional appearances on the Charlottesville-Newport News segment of <u>The George Washington</u> . Sold to AMTRAK. Photo: T.W. Dixon Collection.
7b TOP	<u>Coach #1626</u> , with fluted sides, as built. Photo: H.H. Harwood.
BOTTOM	<u>Coach #1650</u> , with fluted sides removed. Photo: H.H. Harwood.
9a	Official diagram of standard C&O 1ORmt/6DBR Pullman.
9b TOP	C&O and Town officials help dedicate the Pullman <u>City of Alderson</u> at Alderson, WV, July 11, 1951. Several of the "City" series Pullmans were dedicated with great Hurrah at their namesake locations in the first two years of the 1950's. What could make a town more proud? Photo: T.W. Dixon Collection.
BOTTOM	<u>Streamlined Hudson #491 with Dedication Special for Pullman City of Alderson</u> , July 11, 1951. Photo: T.W. Dixon Collection.
9c	Diagram of standard C&O Lightweight coach #1612-1655.
14a	Diagram and photo of 11DBR Pullman <u>Homestead</u> , built and used for the "Springs" trade between New York and White Sulphur Springs, WV, and Hot Springs, VA. Photo: H.H. Harwood Collection.
18a	Pullman <u>Virginia Hot Springs</u> lined out and ready for scrap at Huntington, WV coach yard, August, 1970. Photo: T.W. Dixon Collection. SCL Coach #5103 (originally C&O <u>Chessie Coach #1603</u> , and now AMTRAK #4403). Photo: H.H. Harwood Collection.

INTRODUCTION

Probably no other group of passenger cars was quite as distinctive or deluxe as the massive fleet ordered by C&O after World War II. And, to a large extent, no other group of passenger cars had quite the same drama, frustrations, and mystery of these. Personally pushed by C&O Board Chairman Robert R. Young, the railroad intended to operate a passenger service second to none, and to set an example for the rest of the railroad industry to follow. Its massive car orders and innovative designs got wide publicity in the late 1940's, and indeed did set many patterns which were widely adopted by carbuilders and railroads during the postwar passenger equipment boom. Yet the C&O itself suddenly found its equipment commitments and plans a corporate liability, and a curtain was dropped on many aspects of the program. Nonetheless, Young succeeded in creating some of the finest passenger equipment anywhere.

Young's aim was to totally modernize all aspects of C&O's passenger services. And total meant exactly that. He intended to replace every piece of main-line passenger equipment on the railroad, including all open-section Pullman sleepers. In addition, Young planned a lavish expansion of dining facilities, lounges, recreation facilities, and other comforts. Included was to be an entirely new daylight streamliner between Washington and Cincinnati -- the "Chessie" -- which would out-luxury anything else on rails. The "Chessie" story has been told fully in Trains magazine (July, 1968), but this was only one aspect of the equipment program. Altogether (including the "Chessie"), Young ordered a total of 351 cars for C&O, plus 25 more for the C&O-affiliated Nickel Plate. These 351 cars were meant to be the most advanced on any railroad, and incorporated many features designed by C&O's mechanical research group -- another Young-created organization headed by former aeronautical engineer K. A. Browne.

The postwar C&O program broke down as follows:

- 14 cars for the "Pere Marquette" streamliners; built by Pullman-Standard; ordered 1944, delivered 1946
- 46 cars for the "Chessie" streamliner, built by Budd Co.; ordered 1946, delivered 1948
- 287 cars for all other main-line services; built by Pullman-Standard; ordered 1946, delivered (in part) 1950
- 4 additional cars for the "Pere Marquette"; built by Pullman-Standard; ordered 1947, delivered (in part) 1950
- 351 cars total

But before these orders were completed, C&O suffered a drastic change of heart. Financial problems had appeared in 1948, and an extended coal miners strike in 1949 considerably worsened the picture. In addition, the passenger business already had begun to decline, and it was obvious that Young's plans were totally unrealistic -- particularly for a railroad of C&O's size and passenger-carrying potential. The large car orders, now in the process of completion, became an acute embarrassment to C&O. As a result, the orders were reduced as much as possible, and much of the new and nearly-new equipment -- including virtually all the "Chessie" cars and most of the 1946 "Pere Marquette" equipment -- was sold to other railroads. In some cases, cars were delivered directly from Pullman-Standard to another railroad on an order takeover arrangement; in some other cases, cars were delivered to C&O but sold before seeing any service.

In total, only 130 out of the original 351 cars were actually on the C&O roster by 1951. The rest had either been sold or orders cancelled before the cars were built. With reduced service levels of the early 1950's, these 130 cars were still enough to replace almost all heavyweight equipment on C&O main-line trains. The only major exceptions were head-end cars, diners, and some coaches used for overflow and excursion business.

As passenger operations were further cut back during the 1950's and 1960's, more of this new equipment was sold off-line, rebuilt, or retired. Since these were very high-quality cars, most were easily re-sold to other railroads. But by 1969 the market for secondhand passenger equipment had largely vaporized, and afterwards many surplus cars were simply scrapped.

C&O/B&O affiliation brought more extended use of the C&O lightweight equipment, since B&O was notably short of modern passenger cars -- particularly coaches. After 1967 C&O and B&O passenger cars were mingled relatively freely, although C&O equipment used on B&O had to be equipped with stiffer springs in deference to B&O's tighter clearances.

With the advent of Amtrak on May 1, 1971, a few C&O coaches and sleepers were temporarily continued in service pending Amtrak's final equipment purchases and assignments. At the present (January, 1973), Amtrak had made commitments to purchase only 17 C&O cars, all of which came from the Budd and Pullman-Standard orders of 1946. Of course, many other former C&O lightweight cars were bought by Amtrak from other railroads, including three from B&O.

At present, C&O has set aside three examples of its postwar passenger fleet for permanent preservation in the B&O museum in Baltimore -- coaches 1632 and 1652, and sleeper 2640. Also included for museum preservation is B&O sleeper 7048, built on C&O order but delivered directly to B&O in 1950. All four of these cars came from the 1950 Pullman-Standard group.

It should be noted that the Nickel Plate -- at that time controlled by C&O -- participated to a small extent in the same program, and ordered 10 coaches and 15 sleepers from Pullman-Standard at the same time as C&O in 1946. These were delivered in 1950 concurrently with the C&O order. The NKP coaches were identical to C&O's 1600-series and its 10 roomette/6 DBR sleepers were identical to C&O's 2600-series cars. As part of the order, NKP also included two 5DBR-lounge cars which were built to a different floor plan from any C&O cars (P-S floor plan 4169), but had a similar external appearance.

* * * * *

The tabulations on the following pages attempt to record the full details of C&O's postwar passenger fleet, including cars ordered but never built, and cars built on C&O's order but delivered directly to other railroads. To the extent possible, resales and retirements have been included up to late 1972.

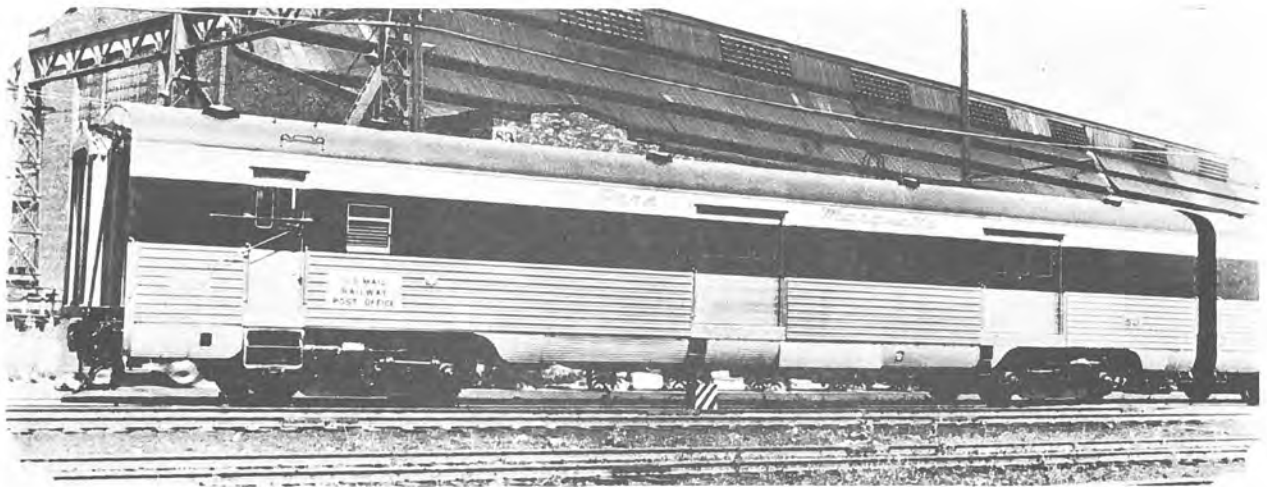
This study is divided into three parts, based on the original orders as follows:

- Part I: "Pere Marquette" equipment (Pullman-Standard); pages 3-4
- Part II: "Chessie" equipment (Budd); pages 5-7
- Part III: Pullman-Standard main-line equipment; pages 8-14

Each of these parts generally has two sections: (1) a general history of the group, and (2) specific equipment details, arranged by car number. The equipment detail section lists resales, scrappings, and such. The index at the end lists all C&O car numbers, plus all car numbers of ex-C&O cars sold to other railroads. In addition, an appendix (page 15) lists the NKP Pullman-Standard equipment.

H. H. Harwood, Jr.

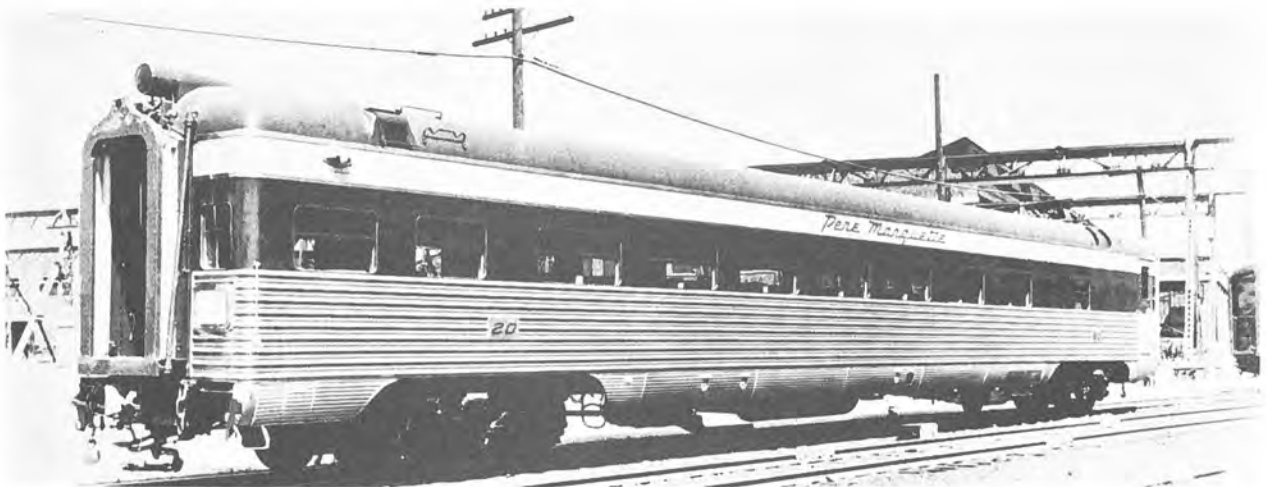
January, 1973



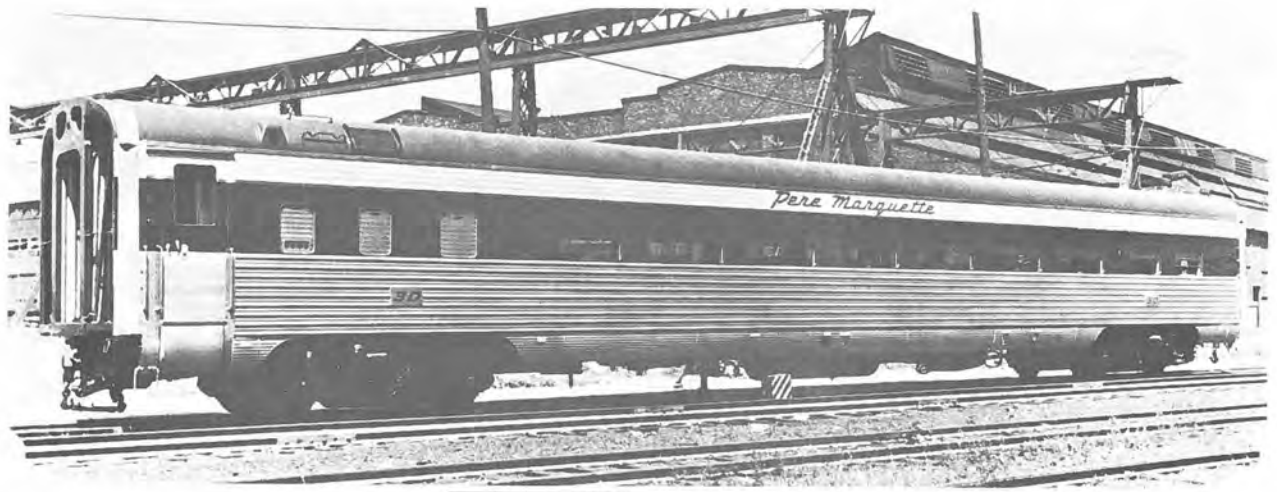
P.M. POSTAL - BAGGAGE #50



P.M. BAGGAGE #60



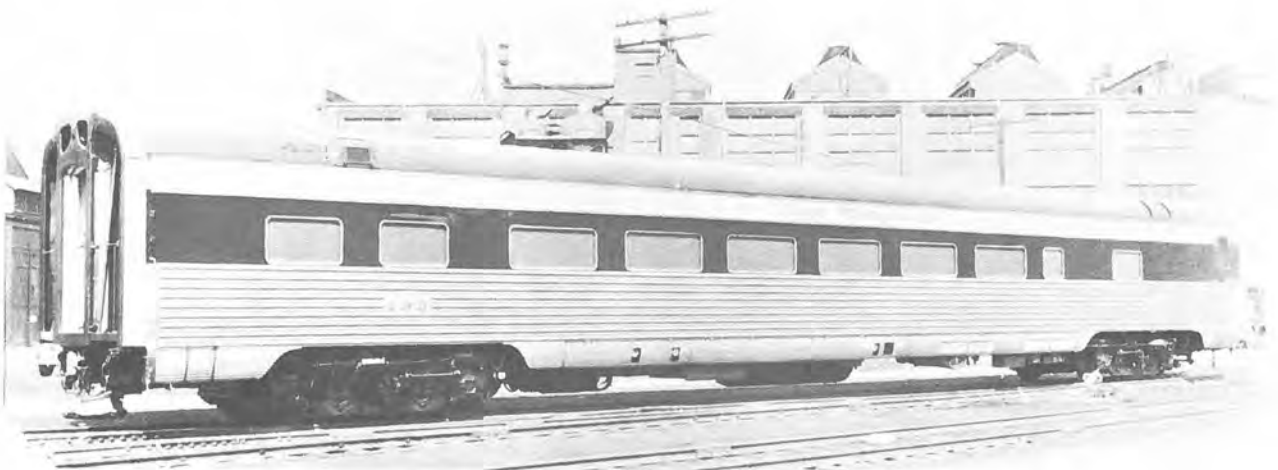
P.M. COACH #20



P.M. COACH #30



P.M. DINER #10



P.M. COACH #135

PART I

"PERE MARQUETTE" STREAMLINED EQUIPMENT

General History

In 1944, fourteen cars were ordered for service between Detroit and Grand Rapids, Mich. on the Pere Marquette Railway. At that time, the Pere Marquette was controlled and managed by C&O, although not yet merged. The new equipment was to be used for two 7-car trains, each one made up of the following consist:

- E-7 passenger diesel (single unit)
- RPO-baggage car
- Baggage
- Coach-observation (facing forward)
- Coach
- Diner
- Coach
- Coach-observation (facing rear)

The observation cars were flat-end design and arranged so that the coaches and diner would not have to be turned at either terminal. In effect, the consist was designed to be largely double-ended, somewhat like the Reading's "Crusader".

All 14 cars were built by Pullman-Standard and delivered in 1946. In outward appearance, they pioneered the distinctive "half-fluted" stainless steel sides characteristic of C&O's later Pullman-Standard equipment (see Part III).

The two 7-car trains were put in service as originally planned. In 1947, four additional cars were ordered to augment this equipment, as follows:

- 2 coaches, with lounge section
- 2 tavern-lounge-lunch counter cars

These four cars were built in 1950 by Pullman-Standard. Although ordered and built at approximately the same time as C&O's large Pullman-Standard fleet (Part III), these were a separate order and differed in appearance and floor plan. The coaches had narrower windows, no center bulkheads, and were lettered and numbered in the Pere Marquette series. The two lounge-lunch counter cars were to be numbered in C&O series and were similar to C&O's #1903 in floor plan, but had narrower windows and were to be lettered "Pere Marquette". The two coaches were delivered to C&O and placed in Northern Region (Pere Marquette) service as planned. However, the two lounge-lunch counter cars were purchased by the D&RGW and delivered directly to the Rio Grande by Pullman-Standard.

All equipment in both groups was lettered "Pere Marquette", and this lettering was retained after C&O merged the Pere Marquette in 1947.

The original 1946 coaches and coach-observation cars were sold to the C&EI in 1951 when delivery of C&O's large fleet of Pullman-Standard cars (Part III) created an equipment surplus. The remaining cars were used in Northern Region service until the late 1960's.

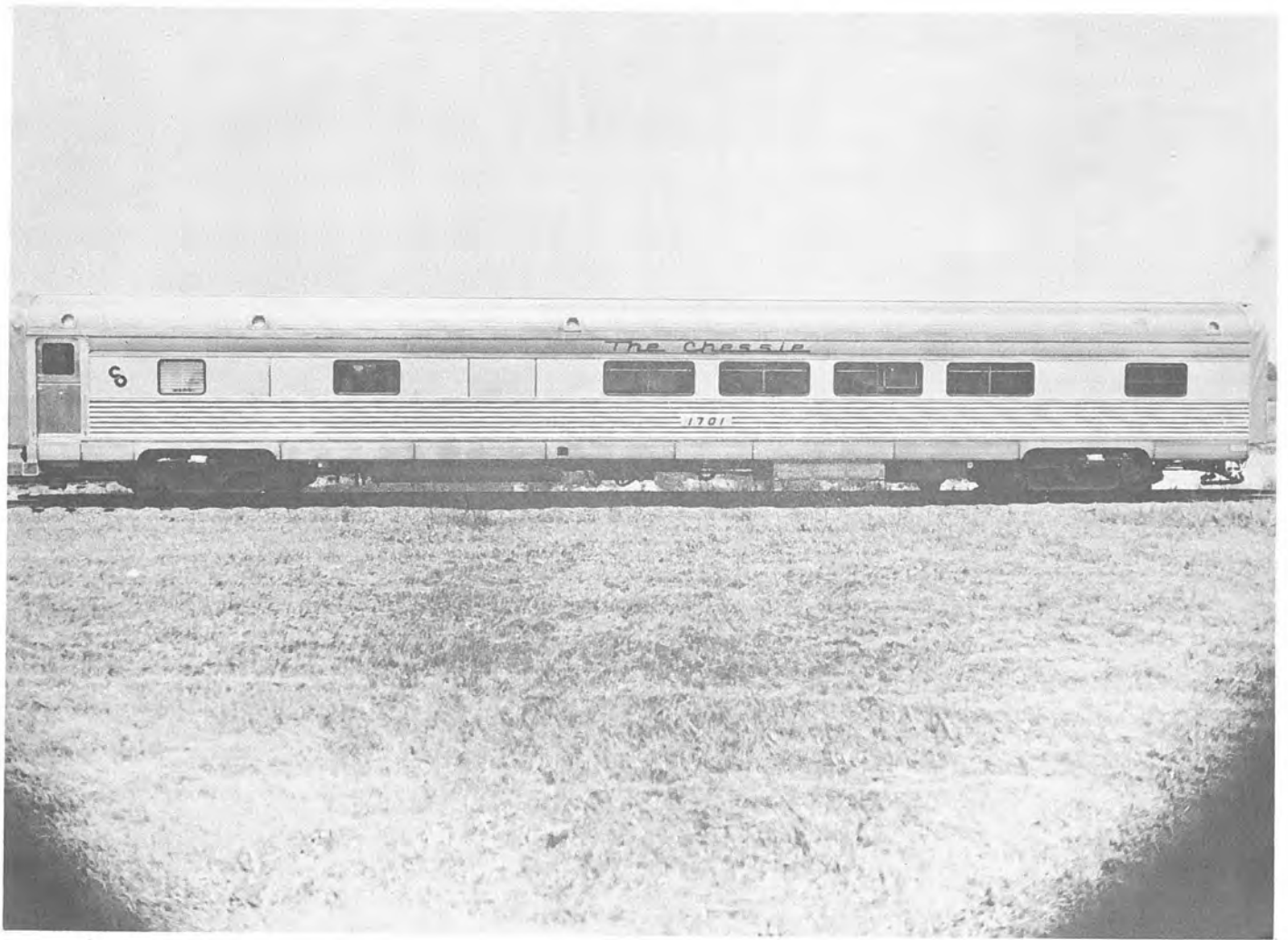
Equipment Details

10-11 Diner; center kitchen, with dining sections at each end. Seating cap. 44.
Built Pullman-Standard, 1946. Car 10 retired 1968; car 11 converted to cafeteria car, retired 1969.

PART I - Continued

Equipment Details-continued

- 20-23 Coach-observation. Seating cap. 58. Flat-end observation with end door.
Built Pullman-Standard, 1946. All cars sold to C&EI in 1951 as follows:
- 20 - to C&EI #471; scrapped 9/60
 - 21 - to C&EI #472; renumbered C&EI #438; retired 8/69; sold to PC (#3272).
 - 22 - to C&EI #473; scrapped 1965
 - 23 - to C&EI #474; renumbered C&EI #439; retired 8/69; sold to PC (#3272).
- 30-33 Coach-lounge. Seating cap. 63 (54 coach seats - 9 lounge). Built Pullman-Standard, 1946. All sold to C&EI in 1951 as follows:
- 30 - to C&EI #467; renumbered C&EI #436; retired 8/69; sold to PC (#3270).
 - 31 - to C&EI #468; scrapped 1966
 - 32 - to C&EI #469; scrapped 1967
 - 33 - to C&EI #470; renumbered C&EI #437; retired 8/69; sold to PC (#3271).
- 50-51 RPO-baggage (70'8"). Built Pullman-Standard, 1946. Retained in Northern Region (PM) service until 1967. In 1967, transferred to B&O and assigned B&O numbers 750-751. It is doubtful these cars were ever actually renumbered or used by B&O. Retired in 1967 and scrapped.
- 60-61 Baggage (70'). Built by Pullman-Standard, 1946. Car 60 retired 1969; car 61 retired 1967.
- 134-135 Coach-lounge. Seating cap. 63 (54 coach seats - 9 lounge). Built Pullman-Standard, 1950. Retained by C&O in Northern Region service. Subsequently, were renumbered and disposed of as follows:
- 134- renumbered C&O #1700 in 10/63. Sold to WM in 1971; became WM instruction car #1700.
 - 135- renumbered C&O #1701 in 10/63. Rebuilt as food-bar coach in 1967. Sold to Amtrak (#3925) in 1971.
- 1903-1904 Tavern-lounge-lunch counter. Built by Pullman-Standard, 1950. Order taken over by D&RGW before delivery to C&O; cars delivered directly to D&RGW as D&RGW #1291 ("Royal Gorge") and #1292 ("Eagle Cañon"). Both cars resold to Pennsylvania R.R. in early 1967 (PRR #1148-1149); later became Penn Central #4448-4449. Sold to Amtrak (#3361-3362) in 1972.
- After D&RGW took over this order in 1950, C&O assigned number 1903 to a similar lounge car in its own Pullman-Standard order -- see P.11, Part III for details.



PART II

"CHESSIE" STREAMLINED EQUIPMENT

General History

The story of the "Chessie" streamliner was fully told in Trains magazine, July, 1968. In sum, however, this train was designed as an inordinately luxurious streamliner operating between Washington and Cincinnati on a 12-hour daylight schedule. It was intended as an all-coach train, but included liberal lounge, dining, and recreation facilities, as well as a limited number of private rooms. Two dome cars were to be included in each consist.

Equipment for this train was ordered in 1946 from the Budd Company. In total, 46 cars were ordered -- enough to make up three complete "Chessie" train sets (two to handle the normal schedule and one set as spare) plus connecting trains. At that time, "Chessie" connecting services were planned between Charlottesville and Newport News and between Ashland, Ky. and Louisville.

The original consists were to be a pair of 10-car trains between Washington and Cincinnati, a four-car Newport News connection, and a four-car Louisville connection. The Ashland-Louisville connection was also to carry two sleepers eastbound only, which would connect with train no. 6 (the "FFV") at Ashland for New York. The Washington-Cincinnati consist was subsequently changed somewhat, and "final" consists in 1948 were to be as follows:

Washington-Cincinnati

M-1 turbine locomotive
Coach-lounge (Jim Crow) (vestibule rear)
Kitchen-crew car
Diner-theater
Coach-lounge (vestibule rear)
Coach-lounge (vestibule front)
Drawing room-cabin-dome car (vestibule front)
Lunch counter-tavern-lounge car (vestibule rear)
Family coach (vestibule rear)
Coach-lounge (vestibule front)
Coach-lounge (vestibule rear)
Coach-dome-observation (vestibule front)

Charlottesville-Newport News and Ashland-Louisville (one train each)

L-1 4-6-4 locomotive (streamlined)
Combine-coach (Jim Crow)
Coach-lounge
Coach-lounge
Diner-lounge-observation

All 46 "Chessie" cars were delivered in 1948. But by this time C&O had made the decision not to operate the "Chessie" as planned. Attempts were made to use most of the equipment on other C&O trains where practical. A few cars -- notably the twin-unit diner sets -- were immediately sold. Most of the coaches, combines, and observation cars were put on the Chicago-Grand Rapids runs for several years, and other units saw at least occasional service on C&O Southern Region trains. By 1951, however, the arrival of the large Pullman-Standard order (see Part III) had made the "Chessie" cars surplus, and most were sold off-line. Out of the original 46 cars, only four were retained by C&O after 1951. All four of these were sold to Amtrak in 1971.

PART II - Continued

Equipment Details

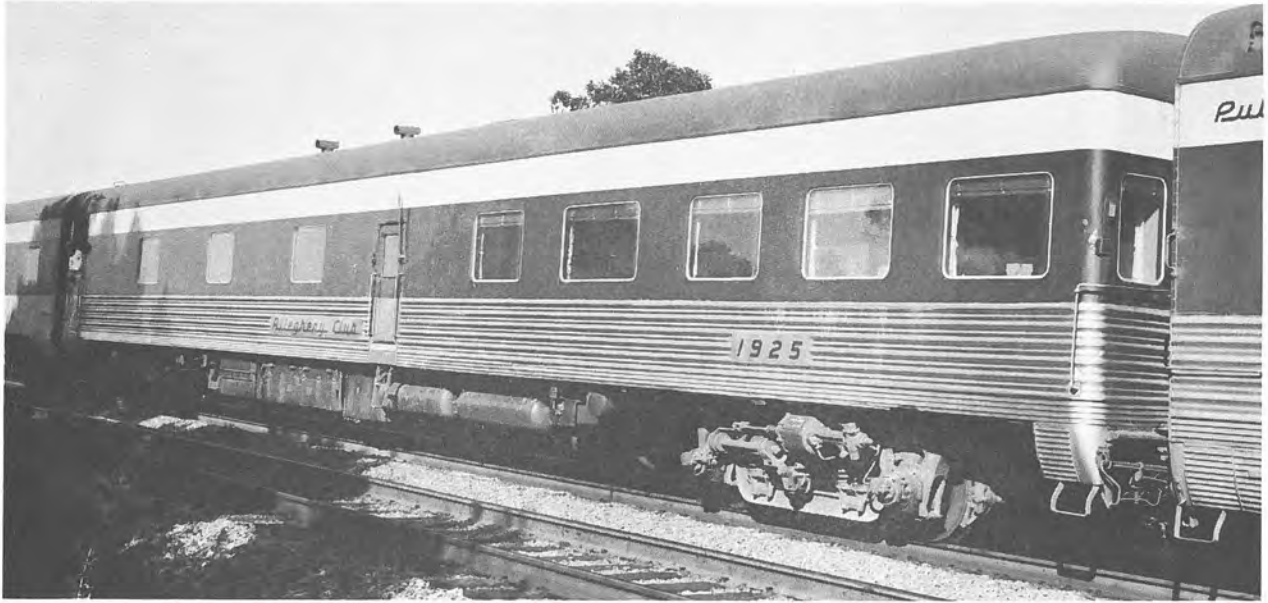
(All cars listed below built by Budd, 1948; full stainless steel exteriors.)

- 1400-1402 Coach-baggage combine. Seating capacity 28. Originally intended for use on "Chessie" connecting trains. Disposition as follows:
- 1400-1401- sold 1951 for service on General Roca Ry., Argentina
1402- retained by C&O. Briefly transferred to B&O ownership in 1968 (B&O #1402); returned to C&O 1969-70. Sold to Amtrak (#1600) in 1971.
- 1500-1511 Coach-lounge cars. Seating: 36 in coach seats, 8 in lounge. The 1500-series
1600-1609 and 1600-series cars were essentially identical, but floor plans were reversed so that vestibules would adjoin on alternate pairs of cars in the train (note consist on previous page). The 1500-series had vestibules at the rear of the car; 1600-series had vestibules at the front. All cars in both groups were sold in 1951 as follows:
- 1500- to ACL #270; later SCL #5100. Sold to Amtrak in 1971; originally assigned coach #4400, but rebuilt as bar-lounge #3300 in 1972.
1501 to 1503- to General Roca Ry., Argentina
1504- to SAL #6227; later SCL #5130; sold to Amtrak (#5000) in 1971
1505- to SAL #6228; later SCL #5131; sold to Amtrak (#5001) in 1971
1506 to 1509- to General Roca Ry., Argentina
1510- to SAL #6229; later SCL #5132. Sold to Amtrak (#5002) in 1971
1511- to General Roca Ry., Argentina
1600- to ACL #271; later SCL #5101. Sold to Amtrak (#4401) in 1971; converted to 48-seat coach #4830 in 1973.
1601- to SAL #6230; later SCL #5133. Sold to Amtrak (#5003) in 1971; but destroyed 12/23/71 before Amtrak took possession.
1602- to ACL #272; later SCL #5102. Sold to Amtrak in 1971; originally assigned coach #4402, but rebuilt as bar-lounge #3301 in 1972.
1603- to ACL #273; later SCL #5103. Sold to Amtrak (#4403) in 1971; converted to 48-seat coach #4831 in 1973.
1604- to SAL #6231; later SCL #5134. Sold to Amtrak (#5004) in 1971
1605- to ACL #274; later SCL #5104. Sold to Amtrak (#4404) in 1971; converted to 48-seat coach #4832 in 1973.
1606- to SAL #6232; later SCL #5106. Sold to Amtrak in 1971; originally assigned coach #4406, but rebuilt as bar-lounge #3302 in 1972.
1607- to SAL #6233; later SCL #5107. Sold to Amtrak (#4407) in 1971; converted to 48-seat coach #4834 in 1973.
1608- to SAL #6234; later SCL #5108. Sold to Amtrak (#4408) in 1971; to be converted to 48-seat coach #4835 1973, or later.
1609- to ACL #275; later SCL #5105. Sold to Amtrak (#4405) in 1971; converted to 48-seat coach #4833 in 1973.
- 1700-1702 Family coach. Coach seats for 32; also equipped with children's movie theater, playroom, food preparation and diaper-changing facilities. All cars sold to C&EI in 1951 as follows:
- 1700- to C&EI tavern-lounge #605 "Magnolia Blossom". Later wrecked on L&N.
1701- to C&EI tavern-lounge #606 "Magnolia Gardens". Rebuilt 8/65 as lunch counter-lounge #606 "Harvest Inn". Later assigned C&EI #33 (MP), but possibly not actually renumbered. Became L&N #2802 in 5/70. Sold to Amtrak (#8382) in 1971.
1702- to C&EI coach #475 (41 seats). Rebuilt 3/52 to buffet-parlor #703 "Woodland". Rebuilt 11/67 to tavern-lounge #34. Became L&N instruction car #40100 in 11/69.

PART II - Continued

Equipment Details - Continued

- 1850-1852 Dome-"cabin" cars. 3 drawing rooms, 1 bedroom, 5 roomettes ("cabins"). 24 seats in dome. Also contained conductor's room and, originally, train public communication system. All cars in series sold to B&O in early 1951; became B&O #7600 "Moonlight Dome", 7601 "Starlight Dome", and 7602 "Sunlight Dome". Resold by B&O to SCL (Hamburg Industries) in 1969; became SCL #6800-6802, same names. Sold to Amtrak (#9200-9202) in 1971.
- 1875-1877 Coach-dome-observation (round end). Seating: 20 coach seats, 24 dome seats, 16 observation-lounge seats. Newsstand-souvenir shop originally below dome. All cars sold in 1949 to D&RGW; became D&RGW #1248-1250. Modified by D&RGW for mid-train operation, with diaphragm at observation end and revised seating arrangement in lounge section, with 14 seats. All three cars resold in 1970 to Auto-Liner Corp., Omaha; Auto-Liner subsequently rebuilt them as private cars, as follows:
- D&RGW #1248- rebuilt as business car "Silver Holly" for Chapman S. Root, Daytona, Fla. Coach section replaced with 4 bedrooms, kitchen and shower; observation section converted to library-lounge, with cocktail lounge in dome.
- D&RGW #1249- rebuilt as private car "Big Ben" for Butterworth Tours, Moline, Ill. Coach section rebuilt as lounge-kitchen; observation section converted to parlor, with cocktail lounge in dome.
- D&RGW #1250- rebuilt as private car "Linoma" (#200) for Auto-Liner Corp., Omaha. Coach section retained, with bar added. Observation section refitted with 12 lounge chairs; dome converted to cocktail lounge.
- 1900-1902 Lunch counter-lounge-tavern. Seating: 10 in lounge, 25 in tavern section, 6 at lunch counter-soda fountain, 8 at snack tables. Also included fishbowl-water fountain in tavern section. Disposition as follows:
- 1900 - rebuilt as C&O office car #19 for Robert R. Young. Sold to NYC (#28) in 1954. Sold to Mrs. Charles S. Payson in 1959; named "Adios II". Resold to GTW (#90) in 1969, retaining name.
- 1901 - sold in 1951 for service on General Roca Ry., Argentina.
- 1902 - sold in 1951 for service on General Roca Ry., Argentina.
- 1920-1922 Diner-lounge-observation (flat end). Seating: 6 in observation-lounge section, 18 in tavern section, 16 at dining tables, 5 at lunch counter. Originally intended for "Chessie" connecting services between Newport News-Charlottesville and Louisville-Ashland. All cars retained in service by C&O and used primarily on the "George Washington" between Newport News and Cincinnati (later Washington-Cincinnati). Used on B&O "Capitol Limited" in 1970-71. Sold to Amtrak (#8300-8302) in 1971.
- 1940-1942 }
1970-1972 } Twin-unit diner sets. Cars 1940-1942 were kitchen-lunch counter-crew dormitory cars; cars 1970-1972 were full diners, convertible to movie theater use after dining hours. All cars sold to ACL in 1949 as follows:
- 1940 - to ACL #128; later SCL #5993. Sold to Auto Train, 1971 (AT #593)
- 1941 - to ACL #127; later SCL #5991. Sold to Auto Train, 1971 (AT #591)
- 1942 - to ACL #129; later SCL #5995. Sold to Auto Train, 1971 (AT #595)
- 1970 - to ACL "Winter Haven"; later SCL #5992. Sold to Auto Train, 1971 (#592)
- 1971 - to ACL "St. Petersburg"; later SCL #5990. Sold to Auto Train, 1971 (#590)
- 1972 - to ACL "Ft. Myers"; later SCL #5994. Sold to Auto Train, 1971 (#594)





PART III

PULLMAN-STANDARD MAIN-LINE PASSENGER EQUIPMENT

General History

In 1946, C&O announced what was publicized as the largest single passenger car order from one railroad to one carbuilder -- a total of 287 cars, to be built by the Pullman-Standard Co. With this order, C&O Board Chairman Robert R. Young intended to replace virtually every piece of prewar passenger equipment on the railroad, and eliminate all open-section sleeping cars. In retrospect, the order was wildly extravagant, but apparently had its basis in C&O's 1945 traffic levels -- a time when the three major trains (the "George Washington", "FFV", and "Sportsman") were each running in two sections -- and in Young's belief that first-class service and equipment would increase business.

Following his feeling that C&O's passenger service should be absolutely the finest -- and the most imaginative -- Young dictated a large number of twin-unit diners, lounges, and observation cars, plus many design innovations in the equipment. For example, the C&O sleepers pioneered cutaway roomette beds, bedrooms located in the center of the cars, and private toilets for all bedrooms. Washbasins were pedal-operated, and coach toilets fitted with sterilizing devices. Coaches incorporated a curved center section to break up the "bowling alley" effect of the car interior and create a more intimate atmosphere.

The exterior appearance of the cars was also unique: All cars in the fleet featured an unusual "half-fluted" design, with stainless steel fluted panels below the window line and smooth sides above. Colors were blue and dark yellow ("federal blue" and "enchantment yellow" were the official designations), with "Chesapeake and Ohio" in blue script lettering.

Intended consists for the full 287 cars are not now known, and probably were never finalized. But it is evident that the Washington-Cincinnati section of the "George Washington" was to carry a round-end observation car (5 DBR-lounge-buffet), while the "FFV" and "Sportsman" would each carry flat-end observations (also 5 DBR-lounge-buffet). All three trains were to be equipped with twin-unit diners and streamlined head-end equipment. (Much bulk head-end traffic was to be transferred to special trains.) Single-unit diners (with center kitchens, similar to PM #10-11) were to be used on branch connections such as Richmond/Newport News, Louisville, Columbus/Detroit, and extra sections. Several parlor-lounge-bar cars were also included, probably for services such as Columbus-Detroit.

C&O's 1948-49 financial crisis, declining passenger business, and internal management changes forced a drastic revision of the original 287-car order, which was still largely uncompleted because of postwar backlogs. C&O cut 99 cars from the order before they were built. In addition, it made arrangements with three other railroads to take delivery of 38 cars directly from Pullman-Standard. The D&RGW got 23 of various types; B&O and IC took a total of 15 sleepers. (The D&RGW cars were delivered with the C&O "half-fluted" sides; the B&O and IC cars had no fluting.) The remaining 150 cars in the order were delivered to C&O. Most went into main-line service, although 8 twin-unit diner sets, 4 Pullman-lounge-observation cars, and 12 10/6 Pullmans were sold to other railroads immediately after delivery.

As passenger service continued to shrink during the 1950's and 1960's, other cars in this group were sold, traded, or scrapped. With B&O affiliation, certain C&O coaches were equipped with harder springs (required for B&O clearances) and used on B&O long-distance trains. Between 1967 and 1970, C&O and B&O sleeper service was severely cut, and a large number of sleepers scrapped. With the inauguration of Amtrak operation on May 1, 1971, some coaches, sleepers, and diners of this group were temporarily retained in service, though most had been phased out by the end of 1971. Amtrak purchased only 6 C&O cars from this Pullman-Standard group.

PART III - Continued

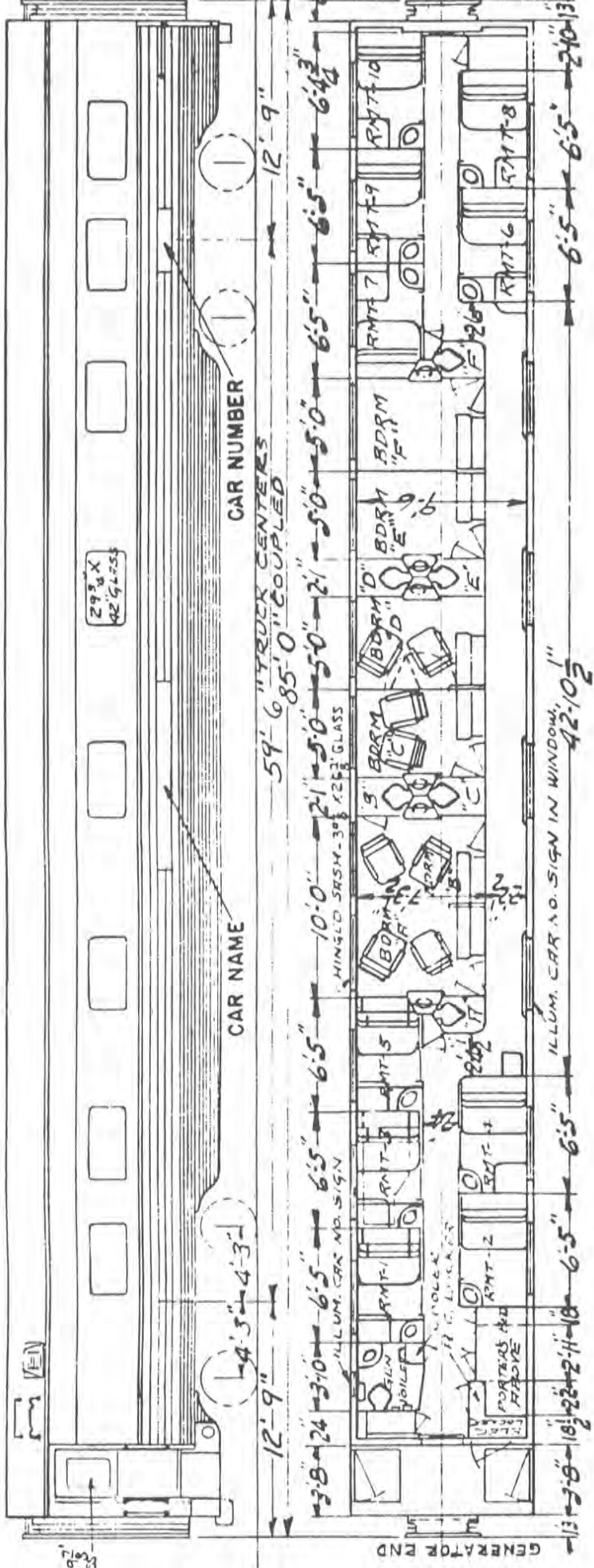
Tabulation of the Original 287-car Pullman-Standard Order and its Subsequent Disposition


Type of Car (P-S floor plan no. in parens.)	Number Originally Ordered (1946)	Number Actually Built (1950)	Delivered Directly to Other Railroads (1950)	Number Delivered to C&O (1950)	C&O Car Number Series
Full baggage (7609)	9	3	3 to D&RGW, #1210-1212	0	-
Mail-baggage (7603)	13	3	3 to D&RGW, #1200-1202	0	-
Postal (RPO) (7604)	8	0	(Order Cancelled)	-	-
Coach-baggage (7601)	13	3	2 to D&RGW, #1230-1231	1	1403
Coach (7600)	80	60	8 to D&RGW, #1240-47 (Note 1) (Specifications changed to straight coach)	59	1610-1668
Coach-lunch counter- telephone	19	7			
Parlor (7602)	4	4	- -	4	1800-1803
Tavern-lounge-lunch counter (7596)	2	2	1 to D&RGW, #1290 (Note 2)	1	1903
Kitchen-dorm. (7607)	14	8	- -	8	1950-1957*
Full diner (7605)	14	8	- -	8	1973-1980*
Single-unit diner, center kitchen (7608)	10	2	2 to D&RGW, #1280-81 (Note 3)	0	-
5DBR-buffet-lounge- round-end obsv. (4164)	2	0	(Order Cancelled)	-	-
5DBR-buffet-lounge- flat-end obsv. (4165)	7	8	- -	8	2500-2507*
5DBR-buffet-lounge (4166) (no obsv.)	8	0	(Order Cancelled)	-	-
10 Rmt./6 DBR sleeper (4167)	75	75	4 to D&RGW, #1270-73 (Note 4) 10 to B&O, #7040-49 (Note 5) 5 to IC (Note 6)	56	2600-2655*
11 DBR sleeper (4168)	5	5	- -	5	2800-2804
Parlor-bar-lounge (7606) (20 parlor seats)	4	0	(Order Cancelled)	-	-
TOTAL CARS	287	188	38	150	

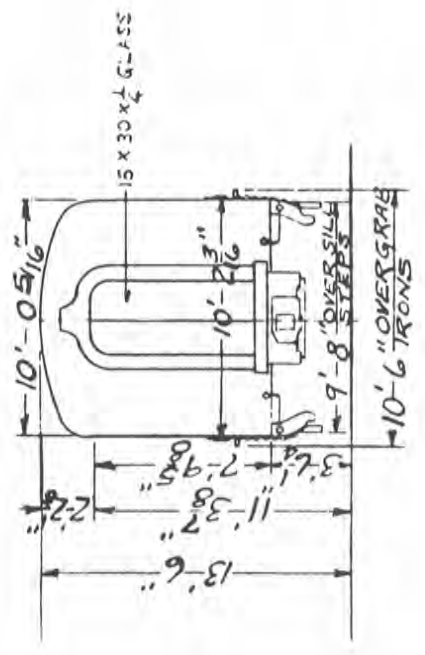
* Some or all of these series were immediately resold to other railroads in 1950, and not used by C&O. See details on following pages.

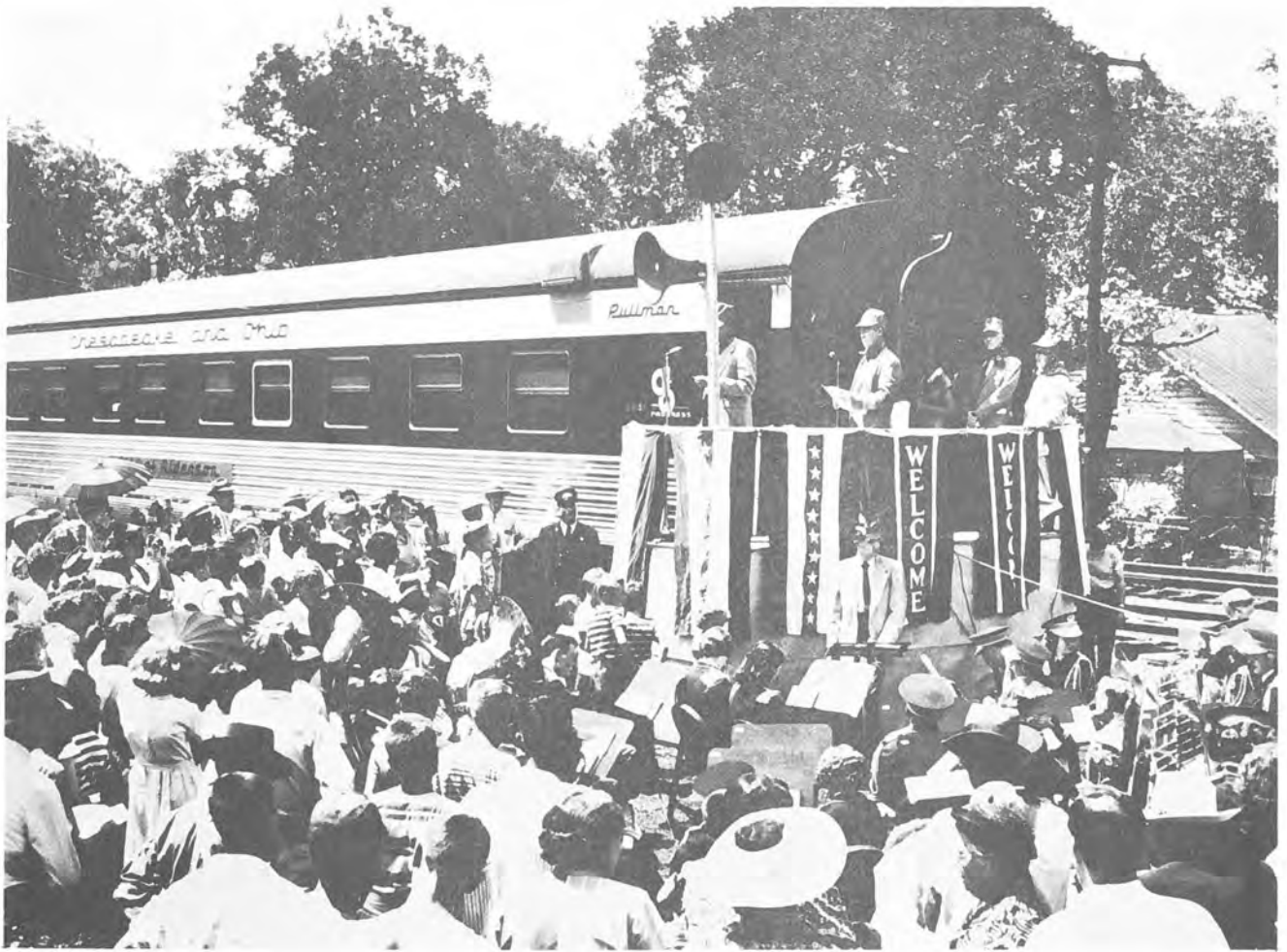
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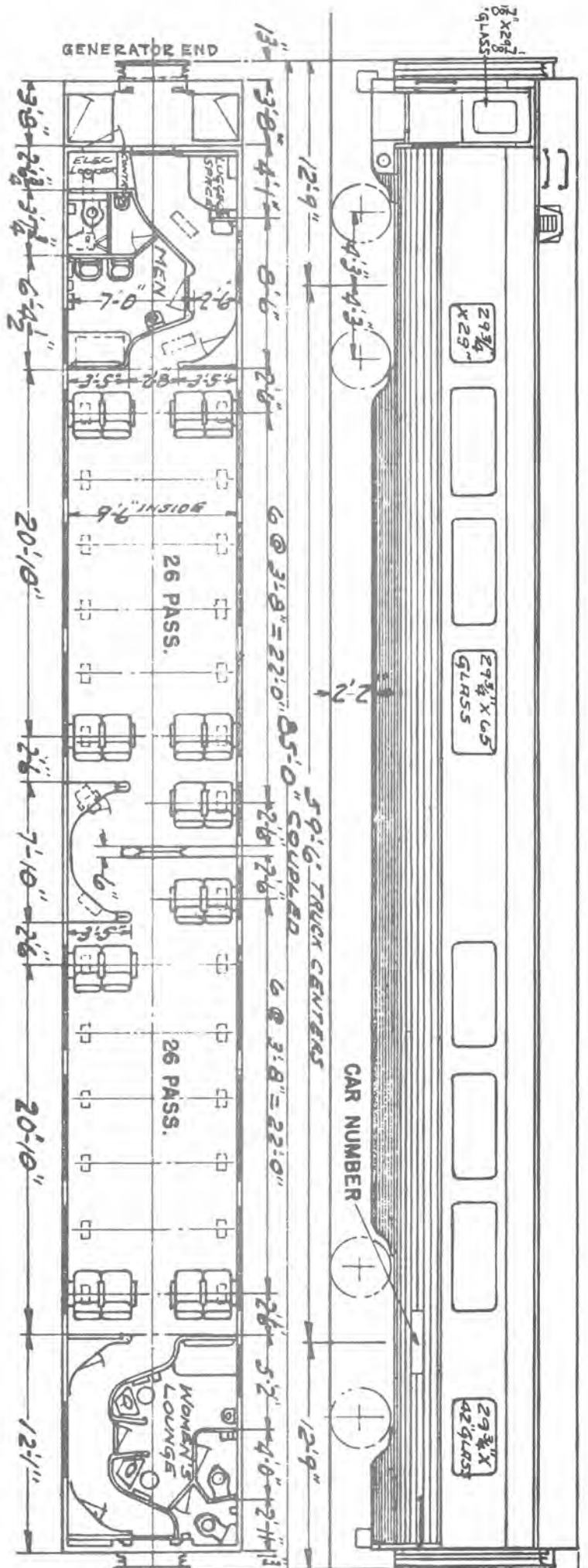
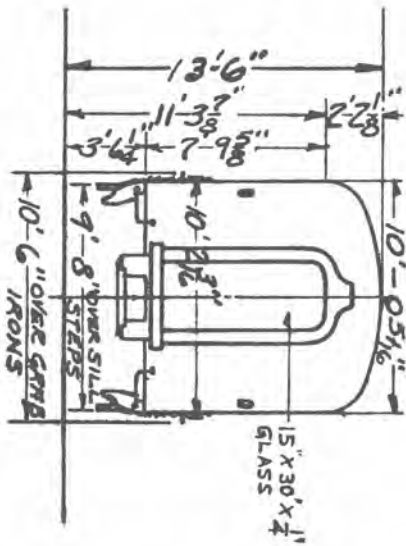
Notes on D&RGW-B&O-IC cars and full details of C&O cars on following pages



6-BEDROOMS 10-ROOMETTES	
CAR NUMBERS	
2600-2602, 2604-2614, 2621-2634,	
2636-2642, 2644-2646, 2653-2654	
	
MECHANICAL DEPARTMENT RICHMOND, VA. DATE FEB. 28, 1950	







COACH	
CAR NUMBER	1612-1655
C&O	
MECHANICAL DEPARTMENT	
RICHMOND, VA. DATE FEB. 26, 1950	

Equipment Details - Continued

1610-1668 (Continued)

1610-1611- Rebuilt as coach-diners in 1956, with 26 coach seats and 18 diner-lounge seats. Originally used between Charlottesville and Newport News on #43-46; later used Newport News-Cincinnati on #1-2. Sold to Amtrak in 1971 (Amtrak #8410-8411) and initially used in Washington-Parkersburg (B&O) service.

1630,1645,
1647,1648- Retired and scrapped 1969

1632,1652- Retired 1971 and held for preservation at B&O Museum, Baltimore.

1634,1637,1641,
1643,1649,1650- Sold to Amtrak, 1972 (Amtrak #5238-5243 in order).

1656-1663- Sold to SAL 6/58; became SAL #6242-6249; later SCL #5254-5261; sold to Amtrak (#5254-5261) in 1971.

1664-1666- Traded to C&NW 9/57 for three C&NW RDC cars; became C&NW #4383-3485. Resold to Southern Pacific (#2216-2218) in 1961.

1667-1668- Sold to SAL (#6250-6251) 6/58; later SCL #5262-5263. Sold to Amtrak (#5262-5263) in 1971.

In addition, a total of 14 cars were held for sale to two public transportation authorities. For Port Authority of Allegheny County, Pa.: #1624, 1626-1629, 1633,1636,1638. For Maryland DOT: 1616, 1620, 1639, 1644, 1646, 1656. Sales were not confirmed as of 1/31/73.

Nickel Plate coaches #100-109 were built to identical specifications, though were not a part of this group. See Appendix, page 15, for details.

1800-1803 Parlor Cars. Seating capacity 30 (P-S floor plan 7602). Used exclusively in Northern Region (PM) services between Detroit-Grand Rapids and Grand Rapids-Chicago. All cars sold to Missouri Pacific in January, 1959, as follows:

1800 "Torch Lake" - to MP parlor #752; rebuilt as coach MP #490; resold to CNJ (NJDOT) in 1969 as CNJ #330

1801 "Burt Lake" - to MP parlor #753; rebuilt as coach MP #491; resold to CNJ (NJDOT) in 1969 as CNJ #331

1802 "Charlevoix Lake" - to MP parlor #754; rebuilt as coach MP #492; resold to CNJ (NJDOT) in 1969 as CNJ #332

1802 "Elk Lake" - to MP parlor #755; rebuilt as coach MP #493; resold to CNJ (NJDOT) in 1969 as CNJ #333

1903 Tavern-lounge-lunch counter car. Seats: 38 in lounge section, 8 at lunch counter (P-S floor plan 7596). Named "Chessie Club". Assigned primarily to Northern Region service between Chicago and Grand Rapids, plus occasional special movements elsewhere. Removed from this run in 1969, but retained in occasional service between Newport News and Cincinnati. Sold to Amtrak (Amtrak #3360) in 1971.

1950-1957)

1973-1980) Twin-unit diner sets. Cars 1950-1957 were kitchen-crew dormitory units (P-S floor plan 7607). Cars #1973-1980 were full diners, with 52 seats in dining section and 12 in cocktail lounge (P-S floor plan 7605). Originally incorporated room for movie projection equipment. All cars delivered to C&O and assigned C&O numbers and names, but were never used by C&O. All were resold in 1950 to NYC, ACL, and TC as follows: (See next page)

Notes on Cars Delivered Directly to Other Railroads (from page 9)

- Note 1 : D&RGW coaches #1240-47 disposed of as follows; #1240 rebuilt as D&RGW office car #100 "Wilson McCarthy" in 1951. Coaches #1241-43, 1245-46 sold to D&H, 1967 (D&H #21-25). Coaches #1244, 1247 sold to Penn Central, 1970 (PC #3165-3166)
- Note 2 : D&RGW lunch-counter-lounge #1290 named "Castle Gate". Sold to D&H (#43), 1967
- Note 3 : D&RGW diners #1280-81 similar in floor plan to PM #10-11 (see page 3). Car #1280 named "Mt. Timpanagos"; #1281 "James Peak". Both sold to D&H (D&H #41-42, same names) in 1967.
- Note 4 : D&RGW sleepers #1270-73 named: 1270-"John Evans", 1271- "David Moffatt", 1272-"Brigham Young", 1273-"Heber C. Kimball". Rebuilt in 1950 as 5 Roomette-6DBR-5 section cars. Sold to National of Mexico, 1970 (#621-624).
- Note 5 : B&O sleepers #7040-49 delivered without fluted sides. Named: 7040-"Auglaise", 7041-"Catoctin", 7042-"Guyandotte", 7043-"Kokosing", 7044-"Muskatuck", 7045-"Opequon", 7046-"Shenango", 7047-"Tuscarawas", 7048-"Tygart", 7049-"Youghiogeny". All retired between 1967 and 1971, except #7048 retained for B&O Museum.
- Note 6 : IC sleepers delivered without fluted sides. Named: "Cairo", "Carbondale", "Centralia", "Champaign", "Covington". All retired by 1971.

Equipment Details on C&O Cars

(All cars on the following pages built by Pullman-Standard, 1950)

- 1403 Coach-baggage combine. Seating capacity 32 (P-S floor plan 7601) Donated 3/55 to Ford Foundation and rebuilt for use as part of the travelling educational exhibit "Schoolroom Progress U.S.A.".
- 1610-1668 Coaches. Seating capacity 52, with center divider; luggage compartment at end of car. (P-S floor plan 7600). This series delivered in full to C&O and used in general service on all parts of the C&O system.

Beginning in 1967, the stainless steel fluting on the remaining cars in this group was progressively removed because of maintenance problems. By 1971 most of the fleet which was still under C&O ownership at this time had been rebuilt with straight sides. Also beginning in 1967, certain cars in this group were equipped with semi-hard springs for use on B&O; by 1970, 15 cars (#1638-1655) had been so modified.

In 1969, coaches #1627 and 1638 were leased to the High Iron Co. for the Golden Spike Centennial excursion, and repainted in the light blue and gold color scheme used for this train; relettered "American Railroads". Both cars retained this color scheme until 1972.

Coaches in this series were disposed of piecemeal beginning in 1957, although the group continued to form the backbone of C&O passenger services through the 1960's. At the start of Amtrak operations 5/1/71, 39 coaches of this group remained on the active roster. Subsequently, Amtrak bought 8 cars and most of the balance were held for sale or scrapping. Disposition status at 1/31/73 was: (see next page)

PART III - Continued

Equipment Details - Continued

1950-1957 } (Continued)
 1973-1980 }

Names and disposition of twin-unit diner sets:

- 1950/1973 "Gadsby's Kitchen/Gadsby's Tavern" - to Illinois Central #4125-4125A. Renumbered IC #4175-4175A in 3/67. Retired 1969.
- 1951/1974 "Raleigh Kitchen/Raleigh Tavern" - to Illinois Central #4126-4126A. Renumbered IC #4176-4176A in 3/67. Retired 1969.
- 1952/1975 "Michies Kitchen/Michies Tavern" - to New York Central #470/409. NYC #470 resold to IC 10/56 (IC #4127A). NYC #409 resold to B&O in 2/57; became B&O #1092. Retired 1969.
- 1953/1976 "Hanover Kitchen/Hanover Tavern" - to New York Central #471/410. NYC #471 resold to IC 10/56 (IC # 4128A). NYC #410 resold to B&O in 2/57; became B&O #1094. Became B&O instruction car #IN-604 in 1961.
- 1954/1977 "Swan Kitchen/Swan Tavern" - to Atlantic Coast Line #125 (#1954) and "Port Tampa" (#1977); later became SCL #5997-5996 respectively. Sold in 1971 to Auto Train (AT#597-596).
- 1955/1978 "Postlewait's Kitchen/Postlewait's Tavern" - to Atlantic Coast Line #126 (#1955) and "Winter Park" (#1978); later SCL #5999-5998 respectively. Sold 1971 to Auto Train (AT #599-598).
- 1956/1979 "Caldwell's Kitchen/Caldwell's Tavern" - to New York Central #472-411. NYC #411 resold to IC 10/56 (IC #4127). NYC #472 resold to B&O in 2/57; became B&O #1093. Retired 1969.
- 1957/1980 "Botsford Kitchen/Botsford Tavern" - to New York Central #473-412. NYC #473 resold to B&O 2/57; became B&O #1095; retired 1969. NYC #412 resold to IC 10/56 (IC #4128).

2500-2507 Pullman-buffet-lounge-observation (flat-end). Five double bedrooms, with buffet and lounge seats for 26 (P-S floor plan 4165).

Four of these cars were resold to B&O immediately after delivery in 1950, and one additional car was rebuilt as an office car for C&O's president in 1951. The remaining three cars were retained by C&O. Their only regular consist use was between 1950 and about 1954 on trains #1-2 between Newport News and Cincinnati; otherwise they were used primarily on special movements and for overflow business. All three were rebuilt as diner-dormitory cars in 1962. Car names and disposition:

- 2500 "Blue Ridge Club" - converted to diner #1923 in 1962. Sold to Amtrak (Amtrak #8200) in 1971.
- 2501 "Shenandoah Club" - to B&O #7502 "Dana" in 1950. Sold to Amtrak (#3250) in 1971.
- 2502 "Tidewater Club" - to B&O #7500 "Nappanee" in 1950. Resold to Long Island R.R. in 1968; became LI #2000 "Amagansett"
- 2503 "Alleghany Club" - converted to diner #1925 in 1962. Sold to Amtrak (#8202) in 1971.
- 2504 "New River Club" - converted to C&O office car #29 in 1951. Sold in 1971 to Wildwood Center, Inc., Pittsburgh.
- 2505 "Ohio River Club" - to B&O #7503 "Metcalf" in 1950. Sold to Amtrak (#3252) in 1971.
- 2506 "Bluegrass Club" - converted to diner #1924 in 1962. Sold to Amtrak (#8201) in 1971.
- 2507 "Wolverine Club" - to B&O #7501 "Wawasee" in 1950. Sold to Amtrak (#3251) in 1971.

Equipment Details - Continued

2600-2655 Pullmans - 10 roomettes, 6 double bedrooms (P-S floor plan 4167). Bedrooms located at car center, roomettes at both ends.

Twelve cars in this group were sold to IC and ACL immediately after delivery in 1950. The balance were used by C&O in general service over the entire C&O system and interline connections. Originally, cars with names of Michigan cities were intended for Northern Region service (primarily between Chicago and Grand Rapids), but in later years cars were mingled freely.

At about the time these cars were delivered in 1950, the names assigned to some cars were changed, partly to accommodate names originally assigned to the 12 cars sold to IC and ACL.

C&O began selling and retiring cars from this group in the late 1950's. The severe cutback in C&O and B&O sleeper services between 1967 and 1970 resulted in a wholesale purge of cars in the series. By the advent of Amtrak in May, 1971, only 7 C&O sleepers of the group remained, plus 3 former C&O 2600-series cars under B&O ownership. Amtrak purchased none of the group, and for all practical purposes, all were out of service by the end of 1971. Car #2640 was kept for preservation at the B&O Museum.

Car names and disposition details:

- 2600 "City of Alexandria" - retired 1969; scrapped
- 2601 Originally "City of Arlington"; renamed "City of Ronceverte" 1/51; retd. 1967
- 2602 Originally "District of Columbia"; renamed "City of Montgomery" 1/51.
Retired 1969
- 2603 "City of Mount Hope" - sold to B&O 1957; became B&O #7050 "Allegheny".
Retired 1971.
- 2604 "City of Charlottesville" - retired 1969
- 2605 "Old Point Comfort" - retired 1969
- 2606 "City of Newport News" - retired 1971
- 2607 "City of Pikesville" - retired 1969; scrapped
- 2608 "City of Williamsburg" - retired 1969
- 2609 Originally "City of Virginia Beach"; renamed "White Sulphur Springs" 1/51.
Retired 1970
- 2610 "Yorktowne" - retired 1967
- 2611 "City of Richmond" - retired 1969
- 2612 "City of Waynesboro" - retired 1971
- 2613 "City of Staunton" - retired 1970
- 2614 "Virginia Hot Springs" - retired 1969
- 2615 "White Sulphur Springs" - sold to ACL, 1950; became ACL "Halifax County";
later SCL #6656, same name.
- 2616 "City of Ronceverte" - sold to ACL, 1950; became ACL "Dillon County";
later SCL #6655, same name. Sold to Amtrak (in error) 1972.
- 2617 "City of Beckley" - sold to ACL, 1950; became ACL "Bryan County";
later SCL #6654, same name.
- 2618 "City of Alderson" - sold to ACL, 1950; became ACL "Volusia County";
later SCL #6657, same name.
- 2619 "City of Montgomery" - sold to IC, 1950; became IC "Corinth" #3520.
- 2620 "City of Charleston" - sold to IC, 1950; became IC "Crystal Springs" #3522.
- 2621 "City of St. Albans" - retired, 1969
- 2622 "City of Huntington" - retired 1969

Equipment Details - Continued

2600-2655 (Continued)

- 2623 Originally "City of Kenova"; renamed "City of Marion" 1/51; retired 1969
 2624 "City of Ashland" - retired 1971
 2625 "City of Lexington" - retired 1969
 2626 "Town of Thurmond" - retired 1969
 2627 "City of Frankfort" - retired 1969
 2628 "City of Lynchburg" - retired 1969
 2629 "City of Maysville" - retired 1969
 2630 "City of Newport" - retired 1971
 2631 "City of Covington" - retired 1969
 2632 "City of Portsmouth" - retired 1971
 2633 Originally "City of Plymouth"; renamed "City of Alderson" 1/51; retired 1969
 2634 "City of Hinton" - retired 1969
 2635 "Town of Prince" - sold to B&O 1957; became B&O #7051 "Cuyahoga". Retired 1971
 2636 "City of Grand Rapids" - retired 1970
 2637 "City of Hampton" - retired 1969
 2638 "City of Clifton Forge" - retired 1969
 2639 Originally "City of Flint"; renamed "City of Logan" 12/50; retired 1969
 2640 Originally "City of Saginaw"; renamed "City of Beckley" 1/51; retired 1971; retained for B&O Museum.
 2641 Originally "City of Ludington"; renamed "City of Charleston". Retired 1971.
 2642 "Traverse City" - retired 1969
 2643 "City of Muskegon" - sold to B&O 1950; became B&O #7052 "Schuylkill". Retired 1971.
 2644 "Bay City" - retired 1969
 2645 Originally "City of Midland"; renamed "City of Fostoria" 3/51; retired 1969
 2646 "City of Phoebus" - retired 1969
 2647 "City of Fostoria" - sold to IC, 1950. Became IC "Chebanse" #3515
 2648 "City of Marion" - sold to IC 1950; became IC "Clifton" #3517
 2649 "City of Logan" - sold to IC 1950; became IC "Clarksdale" #3516
 2650 "City of Petosky" - sold to IC 1950; became IC "Coles County" #3519
 2651 "City of Benton Harbor" - sold to IC 1950; became IC "Cobden" #3518
 2652 "City of St. Joseph" - sold to IC 1950; became IC "Calvert" #3511
 2653 "City of Holland" - retired 1969
 2654 "City of Winchester" - retired 1969
 2655 Originally "City of Athens"; renamed "City of Petoskey" 1/51. Sold to B&O 1957; became B&O #7053 "Shenandoah". Retired 1971.

2800-2804 Pullman, 11 double bedroom (P-S floor plan 4168). All delivered and used by G&O, primarily for resort business between New York and White Sulphur Springs/Hot Springs. All cars sold to SCL (Hamburg Industries) in 1969. Car names and disposition details:

- 2800 "Homestead" - sold to SCL (Hamburg) 1/70; became SCL #6110, same name. Sold to Amtrak (#2242) 1971.
 2801 "Monticello" - sold to SCL (Hamburg) 8/69; became SCL #6107, same name. Sold to Amtrak (#2240) in 1971.
 2802 "Natural Bridge" - sold to SCL (Hamburg) 8/69; became SCL #6108, same name. Sold to Amtrak (#2241) in 1971.
 2803 "Mount Vernon" - sold to SCL (Hamburg) 1/70; became SCL #6111, same name. Sold to Amtrak (#2243) in 1971.
 2804 "Greenbrier" - sold to SCL (Hamburg) 8/69; became SCL #6109, same name. Retired by SCL 1970.

APPENDIX

NICKEL PLATE PULLMAN-STANDARD ORDER

General History

As mentioned in the introduction and in Part III, the Nickel Plate Road also participated in C&O's 1946 Pullman-Standard order, which was delivered concurrently with the C&O equipment in 1950. At this time, NKP was controlled by C&O, and Robert R. Young was also Board Chairman of the Nickel Plate. The Nickel Plate traditionally was a freight-oriented railroad serving a territory where the New York Central was by far the dominant passenger carrier. Hence NKP was largely spared the grand visions Young had for C&O's passenger service. However, Young did commit the road to 25 cars as a part of the Pullman-Standard group -- 10 coaches, 12 - 10/6 sleepers, and two 5DBR-buffet-lounge cars. These were to be used between Chicago-Buffalo-New York (via DL&W) and Cleveland-St. Louis.

Although sometimes confused with the identical C&O cars, the NKP equipment was ordered by -- and delivered to -- the Nickel Plate and was not associated with C&O ownership in any way. Furthermore, NKP equipment was never commonly mingled with C&O cars in regular service.

Two classes of NKP cars -- the coaches and 10/6 sleepers -- were identical to comparable C&O equipment. The two 5DBR-lounge cars were somewhat similar to C&O's 2500-series, but differed in several respects: They had no observation windows, and their kitchen space was larger, since they served light meals on the Cleveland-Chicago overnight run. This resulted in some interior rearrangement of bedroom location.

Equipment Details

- 100-109 Coaches; passenger capacity 52, with center bulkheads. Identical to C&O #1610-1668 (see p. 10). Cars #100-103 sold to ACL 10/64; became ACL #260-263; later SCL #5250-5253. Resold to Amtrak (#5250-5253) in 1971. Cars #104-109 became N&W #1704-1709 when NKP was merged; resold to Amtrak (#5244-5249) in 1971.
- 150-151 Sleeper - 5DBR-buffet-lounge (P-S floor plan 4169). Used between Cleveland and Chicago. Not directly comparable to any existing C&O car, although generally similar to unbuilt C&O 5DBR-lounge cars ordered under P-S floor plan 4166. Named: 150-"City of Cleveland"; 151-"City of Chicago". Became N&W #150-151 after merger, retaining NKP lettering. Sold to Amtrak (#3253-3254) in 1971.
- 200-212 Sleeper - 10 roomette/6 DBR, with center bedrooms (P-S floor plan 4167A). Virtually identical to C&O #2600-2655 (see p. 13). Like the C&O cars, these were all named for on-line cities. Names and dispositions:
- 200 "City of Buffalo" - sold to IC 8/65; to IC "Canton" #3526.
 - 201 "City of St. Louis" - sold to IC 8/65; to IC "Central City" #3527
 - 202 "City of Lorain" - sold to IC 8/65; to IC "Charles City" #3529
 - 203 "City of Indianapolis" - sold to IC 8/65; to IC "Chandeysson" #3528
 - 204 "City of Painesville" - sold to CNR 5/66
 - 205 "City of Erie" - sold to CNR 6/66
 - 206 "City of Toledo" - sold to IC 8/65; to IC "Calumet" #3525
 - 207 "City of Peoria" - sold to IC 8/65; to IC "Cook County" #3530
 - 208 "City of Kokomo" - sold to CNR 6/66
 - 209 "City of Muncie" - sold to CNR 6/66
 - 210 "City of Findlay" - sold to IC 8/65; to IC "Council Bluffs" #3531
 - 211 "City of Lima" - sold to IC 8/65; to IC "Cynthia" #3532
 - 212 "City of Ft. Wayne" - sold to CNR 5/66

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1875-1877	Dome-coach-observation	7
1900-1902	Lounge-lunch counter	7
1903	Lounge-lunch counter	11
1903-1904 (PM)	Lounge-lunch counter	4
1920-1922	Diner-lounge	7
1923-1925	Diner	12
1940-1942	Kitchen-lunch counter	7
1950-1957	Kitchen-dormitory	11-12
1970-1972	Full diner	7
1973-1980	Full diner	11-12
2500-2507	Sleeper-lounge-obsv.	12
2600-2655	Sleeper (10 Rmt./6DBR)	13-14
2800-2804	Sleeper (11 DBR)	14
<u>OTHER RAILROADS</u>		
Amtrak 1600	Combine	6
" 2240-2243	Sleeper (11 DBR)	14
" 3250-3252	Sleeper-lounge-obsv.	12
" 3253-3254	Sleeper-lounge	15
" 3300-3302	Bar-lounge	6
" 3360	Lounge-lunch counter	11
" 3361-3362	Lounge	4
" 3925	Coach-snack bar	4
" 4400-4408	Coach	6
" 4830-4835	Coach	6
" 5000-5004	Coach	6
" 5238-5243	Coach	11
" 5244-5249	Coach	15
" 5250-5253	Coach	15
" 5254-5261	Coach	10
" 8200-8202	Diner	12
" 8300-8302	Diner-lounge	7
" 8382	Lounge	6
" 8410-8411	Coach-diner	11
" 9200-9202	Dome-sleeper	7

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" 127-129	Kitchen-lunch counter	7
" 260-263	Coach	15
" 270-275	Coach	6
" "County" series	Sleeper (10 Rmt./6DBR)	13
" "Ft. Myers"	Diner	7
" "Port Tampa"	Diner	12
" "St. Petersburg"	Diner	7
" "Winter Haven"	Diner	7
" "Winter Park"	Diner	12
Auto Train 590-595	Diner	7
" 596-599	Diner	12
B&O 1092-1095	Twin-unit diner	12
" 7040-7049	Sleeper (10 Rmt./6DBR)	9-10
" 7050-7053	Sleeper (10 Rmt./6DBR)	14
" 7500-7503	Sleeper-lounge-obsv.	12
" 7600-7602	Dome-sleeper	7
CNJ 330-333	Coach	11
C&E I 33-34	Tavern	6
" 436-439	Coach	4
" 467-474	Coach	4
" 475	Coach	6
" 605-606	Tavern	6
" 703	Buffet-parlor	6
C&NW 3483-3485	Coach	11
D&H 21-25	Coach	10
" 41-42	Diner	10
" 43	Lounge	10
D&RGW 1200-1202	RPO-baggage	9
" 1210-1212	Baggage	9
" 1230-1231	Coach-baggage	9
" 1240-1247	Coach	9-10
" 1248-1250	Dome-coach-obsv.	7
" 1270-1273	Sleeper (10 Rmt./6DBR)	9-10
" 1280-1281	Diner	9-10
" 1290	Lounge	9-10
" 1291-1292	Lounge	4
GTW 90	Office Car	7
IC 3510-3522	Sleeper (10 Rmt/6DBR)	9-10
" " "	Sleeper (10 Rmt/6DBR)	13-14
" 3526-3532	Sleeper (10 Rmt/6DBR)	15
" 4125-4128	Twin-unit diner	12
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" 200-212	Sleeper (10 Rmt./6DBR)	15
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" 1704-1709	Coach	15
PRR 1148-1149	Lounge	4
PC 3165-3166	Coach	10
" 3270-3273	Coach	4
" 4448-4449	Lounge	4
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" 6242-6251	Coach	11
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" 5130-5134	Coach	6
" 5250-5253	Coach	15
" 5254-5263	Coach	11
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" 5996-5999	Twin-unit diner	12
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" 6654-6657	Sleeper (10 Rmt./6DBR)	13
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