

- Pages 22, 386 - In his Cleveland, The Making of a City, William Ganson Rose stated that the Lake View & Collamer was chartered on February 3, 1874, and was promoted by John D. Rockefeller. Rose wrote that the LV&C had "miniature" engines made at Pittsburgh and ran its first train on October 7, 1875. My authority for the May 1, 1875 opening is the Railroad Gazette for December 11, 1875. The same periodical's May 8, 1875 number reported that the LV&C was "presently operating with a steam-car" between Becker Avenue and Euclid Village. Elsewhere in the same issue and in the July 31, 1875 Railroad Gazette, it was stated that the Globe Iron Works of Cleveland were building the LV&C's locomotives.
- Page 23 - The Cliff House was dedicated on December 24, 1868 and the Rocky River Rail Road ran trains to that place the year around until 1882.
- Page 56 - Aside from the CP&A Branch, the Nickel Plate completely abandoned only one short piece of route mileage during its history. This was the 5.637 miles of the Massillon Branch (part of the original W&LE mainline) between Orrville, Burton City, and Dalton. This was officially abandoned November 30, 1954 and was subsequently taken up. After 1932 this portion of the W&LE had no regular service and was rarely used.
- In 1933 the Nickel Plate sold 5.48 miles of the Clover Leaf main between ~~MC Junction and Maumee to the city of Toledo~~ which used the right of way for the Anthony Wayne Trail. A new 6.75-mile line was opened at that time which extended from Walbridge Junction (just west of MC Junction Yard) to a point on the old mainline 1.13 miles west of Maumee depot. The new line was north of the old and was located immediately south of the Wabash from Walbridge Junction to Wanick Junction, 5.19 miles. Over this distance, the two mains were jointly operated as double track. The 1.13-mile remnant of the old main line reaching Maumee depot is still used as a switching lead. During 1965 another 3 miles of the old Clover Leaf, east of Waterville, was abandoned and taken up to make way for another freeway project. A new track was built giving Clover Leaf trains access to the Wabash west of Maumee.
- Page 59 - Not all the original iron viaducts were rebuilt. Bridge 107.21, the 690-foot structure across Crooked Creek at East Springfield, Pa., was replaced by a sand fill during the summer of 1901. On July 11, 1901, while the work was in progress, the main span collapsed under a construction train due to the pressure of sand against the legs of a tower. The accident killed 9 men, including five unidentified Italians.
- Page 87 - The steamer Island Queen met the trains at Fremont until September 19, 1864 when it was boarded and seized by a Confederate naval party. The vessel was subsequently scuttled off Marblehead after an abortive attempt to free Rebel captives from the Johnson's Island prison camp.

- Page 332 - Leaving Salem, the Salem Railroad ran parallel to and north of the Pennsylvania to a point about 2 miles southeast of Salem, then extended northeast and east to the Erie, about 1/4-mile south of Washingtonville proper. The road was substantially built and can be easily seen south of State Route 14-A west of Washingtonville. W&LE annual reports show the mileage of the Salem Branch as 6.92 at the end of 1931: .94 from 1932 through 1935; and .85 at the end of 1936. The remnant was apparently at Salem and was probably operated by the PRR or the Stark Electric after the Youngstown & Ohio River discontinued operations in 1931.
- Pages 332, 333 - The gravity railroad referred to was built and operated by the Clough Stone Company, probably before the Civil War. It extended about 4 miles northward from the South Amherst quarries to the mouth of Beaver Creek at Oak Point. The mole exists to this day. A Lorain County history, published in 1916, describes the road as a narrow gauge and states it was taken up in the 1870's. Mules and, later, a small engine were used to return the empty cars to the quarries.
- Page 367 - There has been no service over the Y&O Branch since the end of mining operations in the Little Short Creek valley in 1963. However, the 3.7-mile branch is still intact from Connor south to and beyond the village of Glen Robbins.
- Page 369 - In December 1963 the Nickel Plate opened a 3-mile branch extending south from the AC&NA Branch to Hanna's new Franklin Mine near New Athens. This was the Nickel Plate's last new route construction.
- Page 371 - Class P 2nd 49, re 309, to AC&Y 309 and Midland Continental 309: When on the MC, this locomotive evidently had Brooks boiler 40786 which was furnished with NKP 2nd 50, re 310, re AC&Y 310. Since the initial I.C.C. valuation report of 1918 reveals no changes of class P boilers, the exchange probably occurred when the AC&Y added superheaters to the engines it bought from NKP in 1920. It is possible that the construction plate was misapplied to the 309 during the modification. AC&Y records show no renumbering of the class P engines.
- Page 374 - Trains 5 and 6 were last dispatched on September 9, 1965 and completed their runs the next day. This brought to a close scheduled passenger train service on the former Nickel Plate system.
- Page 392 - Engine 1st 114, re 295, was used in stationary boiler service at Broadway during 1918-1919.
- Page 409 - Hudson 177 was sold August 21, 1953
- Page 411 - Berkshire 755 was installed during October 1964 at Conneaut by the Conneaut Historical Railroad Museum for permanent display. Engine 757 and 763 are still held at Bellevue and Conneaut for donation.
- Page 415 - Engine 820 was dismantled at Brewster on November 30, 1964.
- Pages 417, 418 - GP7 2nd 424 was demolished in a collision at Liberty Center, Ind., on August 2, 1965. It has since been cannibalized.
- Pages 417, 418 - NKP diesels have been assigned numbers in N&W 2000 series. For example, NKP 141 and 705 are now N&W 2141 and 2705. Very few units have been renumbered to date. GP30 units 902 and 903 are now the 2902 and 2903 but still carry the Nickel Plate herald on the long hoods and have their original paint jobs.

- Pages 445, 446 - According to George Hayes Coleman, Connetton Valley 9 and 15 were resold to the Utah & Northern. While this seems highly unlikely, the engines may have gone to other Utah roads. The 15 probably became Salt Lake & Ogden 15 after being changed to standard gauge, possibly at the Clover Leaf's Delnos shop.
- Page 462 - Business car 27 (first) had sleeping accommodations for three.
- Page 463 - Business car 4 (second) became N&W 4 on April 21, 1965. Also during 1965, the 1-spot became N&W 1.
- Page 464 - Coaches 1-24 originally had coal stoves and oil lamps. The 1 was wrecked at South Whitley on March 30, 1906 and was rebuilt at Stony Island the following December with Gould platforms and friction buffers added. No. 2 was rebuilt with Gould platforms, vestibules, and friction buffers in 1900. No. 252 was rebuilt as a combine some time prior to 1918.
- Page 464 - Open-platform coaches 842 and 843 seated 57 as did LE&W 144-146. The latter were also Barney & Smith-built in 1892 and became bunk cars in 1924. No. 853, ex LE&W 153, was originally a 57-passenger open-platform coach. In December 1921 it was rebuilt as combination smoker-baggage car with a 35-foot baggage compartment. There were two longitudinal benches in the passenger compartment that would accommodate about eight persons. LE&W 183 and 184 were 56-passenger wooden coaches with open platforms built by Ohio Falls in 1881. They were 58-or 59 feet long, overall, and weighed 29.3 tons light. No. 184 was retired in 1920; the 183 was transferred to MofW service in July 1923 and was retired in October 1930 as NKP x-22583.
- Page 465 - Diners 100-103 had 6 kw axle-driven generators and electrical systems with Willard 16-cell storage batteries installed in 1913 (101 and 103) and 1914 (100 and 102). The 100-101 got Baker heaters and steam pipes in 1911.
- Page 466 - As combines, the 250 and 252 seated 42. The 252 was removed from revenue service by 1918. The 821-826 were 28-passenger combines (smoker-R.P.O.) with vestibule ends.
- Page 466 - NKP 837 (not listed) was an arch-roofed, open-platform caboose with a 20-foot baggage compartment and side doors. It was built at South Lima as LE&W 37 in 1918 for the Muncie-Rushville mixed train. The car was wood with steel underframe, measured 41 feet 8 inches over the couplers, and weighed 20.5 tons light. Passengers and crew rode on two 9-foot bunks in the rear compartment. The LE&W classed it as a baggage car. In later years it was NKP MofW car X-53002.
- Page 466 - Notes on cars 880-887 should be amended to exclude the 881 and 886 which were always coaches.
- Page 466 - LE&W 35 (not listed) was a combination passenger-baggage car with wood underframe, open platform, and was built at Peru by the IP&C prior to 1890. It was 49 feet 8 inches long over the coupler faces, weighed 33.5 tons, and seated 28 passengers. The car was retired in July 1922.
- Page 466 - Baggage cars 354-355 weighed 39.3 tons. The 814-815, ex LE&W 225-226, had cleristery roofs and were of wooden construction. ~~They were not ex-LE&W 14-15, built~~

- Page 466 - LE&W 11-15 (not listed) were R.P.O.-Baggage cars built by Ohio Falls in 1888. They were wooden, measured 50 feet over end sills, and weighed about 26.5 tons. No. 15 was retired in June 1925; the 11 became LE&W X-5611 in 1922 and later to NKP X-55516. This MofW bunk car is now assigned to the Muncie relief train.
- No. 827 was a combination R.P.O.-baggage car. It had a cleristery roof.
- Page 467 - Nos. 800,802-804 were ex-LE&W 200,202-204 and had cleristory roofs with two doors on each side. LE&W 201 was retired in 1923.
- Nos. 810-813 had arch roofs and two side doors on each side.
- Page 467 - Safety Instruction car 11, built by Pullman in 1925 as 12-1 sleeper East Berkshire, was converted about 1950 with classroom, projection room, Baker heater, etc. To N&W 411, August 20, 1965. Briefly carried N&W number 557311.
- Page 469 - Additions to W&LE car roster:
- 014 sold to General Equipment Co., 1921
 - 018, originally car 05, burned at Pine Valley about 1956
 - 019 destroyed 1939
 - 034 converted to MofW kitchen car 0298 in February 1919
 - 073-076,078,079 - to bunk cars 1932
 - 077 - dismantled 1932
 - 080-082 to bunk cars 925-927 in 1934. ~~Destroyed 1945~~
 - 083 - body installed as temporary yard office at Cleveland, 1940
 - 084-085 - to bunk cars 1934. Destroyed 1945 and 1944
 - 086 - dismantled 1942
 - 098 - to 0117 in 1914
 - 099 - to 0120 in 1916
 - 0100- to 0118 in 1914
 - 0101 - to 0119 in 1916
 - 0110 - converted to baggage car and renumbered 0143 about 1919
 - 0111 - destroyed in a wreck at Cowans, 1918
 - 0112 - to baggage car 0141, 1916
- Page 470 - Cabooses 1250-1274 (not listed) were wood cupola type with archbar trucks. Bought second-hand from C&O in 1941.

Lakewood, Ohio
January 2, 1966