

VERMONT CENTRAL

161-21	1 "GOVERNOR PAINE" * 6-2-0 * M.W. Baldwin, 1849 (343) - 17 1/2 x 20 - 78 - 1 - 11,42 - 761.2 - 34,900 - 56,450 VC 1 "G.P." : 1 "Jos. CLARK" Drawing (1865)
161-75	1 "JOSEPH CLARK" * 4-4-0 * M.W. Baldwin, 1849 (343) as 6-2-0 - As rebuilt to 4-4-0, 1863 - 15x24-60 - - 11,42 - 761.2 - 34,900 - 56,450 VC 1 "GP" : VC 1 "J.C." : Southeastern RR ?, 1879 Sc. 1929 c. 187
161-73	19 "BETHEL" * 4-4-0 * M.W. Baldwin, 1851 - As rebuilt, 1861 - 15x24-60 - 11,42 - 807.9 - 36,985 - 56,426 VC 19 "OREGON" : 19 "BETHEL" : B&L 188 Traded to -
161-42	24 "MONTPELIER" * 4-4-0 * Hinkley & Drury, 1852 - 15x24-60 - 9.5 - 624.0 - 26,920 - 43,800 Sc. 1878 BF
161-74	26 "JAMES M. FOSS" * 4-4-0 * St. Albans Shop, 1869 - 16x22-66 - 11,42 - 921.9 - - 66,200 VC 26 "J.M.F." : CV 26 "J.M.F." : CV 7 (1900) 1869 (1873) CV 26 :
161-10 & 96	32 "B.P. CHENEY" * 4-4-0 * Essex Co., 1852 - After two rebuilds - 16x22-66 - - 11,42 - VC 32 "RICHMOND" : 32 "B.P. CHENEY" 1873 (1869) CV 32 "B.P.C." : CV 32 Sc. 1897 c. 1870
161-62	34 "THE STRANGER" * 4-4-0 * Taunton, 1852 (116) - 15x20-66 - 10,21 - 833.1 - 34,000 - 52,885 VC 34 "THE STRANGER" : VC Rut. Div. 39 "TICONDEROGA" Sc. 1880 c. 1868 (1871)
161-89	35 "RICHFORD" * 4-4-0 * Hinkley & Drury, 1852 - As rebuilt, 1870 - 15x24-60 - - 11.11 - 792.9 - 52,885 VC 35 "SWANTON" : VC 35 "RICHFORD" : VC Rut. Div. 41 : CV Rut. Div. 229 Sc. 1897 (1873) (1871)
161-75 & 82	40 "GOV. SMITH" * 4-4-0 * Southern, 1852 - As rebuilt, 1866 - 15x20-66 - - 11.75 - 750.6 - - 55,520 VC 40 "IRON HORSE" : 40 "G.S." : sold SSC RR in 1889 & returned to CV, 1889 : CV 40 "I.V. FUTVOYE" (1889) Sc. 1895 1866
161-81	41 "RANDOLPH" * 4-4-0 * Hinkley & Drury, 1856 - As rebuilt, 1859 - 15x24-60 - - 10.53 - 889.1 - VC 41 "R." : CV 41 "R." Sc. 1879 1869 (1873)
161-159	47 "HARTFORD" * 4-4-0 * Northfield Shops, 1865 15x24-60 - - 11.42 - 872.9 - 37,800 - 58,000 Sc. 1895 VC 47 "H." : CV 47 "H." (1873)
161-160	58 "GEN. SHERMAN" * 4-4-0 * Manchester, 1866 - 16x24-60 - 14.00 - 941.60 - 36,550 - 58,500 VC 58 "GEN. SHERMAN" : 58 "R. CAMP" : CV 58 "R. CAMP" Sc. 1899 (1871) (1873)
161-160	63 "STOWE" * 4-4-0 * St. Albans Shop, 1872 - 17x24-68 - - 16.04 - - 45,450 - 72,550 - VC 63 "S." : CV 63 "S." CV Rut. Div. 1 "BURLINGTON" : CV Rut. Div. 201 : Rutland 62 c. 1880 (1886) (1873) (1901)
161-184	81 "PACIFIC" * 2-6-0 * BLW, 1871 (2454) - 17x24-54 - VC 81 "P." : CV Rut. Div. 38 "AMERICA" : CV Rut. Div. 228 : Rutland 370 : NYCL 1879 (1901) (1905)
161-98	2 "ST. ALBANS" * 4-4-0 * Taunton, 1869 (464) - 16x24-60 - 43,050 - 68,100 VC 2 "ST. A." : VC Rut. Div. 37 "SHELBURNE" : CV 227 : CV 204 : Rutland 63

VERMONT CENTRAL

VERMONT CENTRAL

161-92

8 "E.F. PERKINS" #4-4-0 X Hinckley & Drury, 1848 - 15X20-66 - - -

11.42-754.9-52,600 Sc. 1893 VC 8 "LAMAILLE":

VC 8 "E.F. PERKINS": CV 8 "E.F.P.": CV 8 Sc. 1893 VC 8 "LAMAILLE": Sc. 1870

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11.42-754.9-52,600 Sc. 1893 VC 8 "LAMAILLE":  
VC 8 "E.F. PERKINS": CV 8 "E.F.P.": CV 8 Sc. 1893 VC 8 "LAMAILLE": Sc. 1870  
161-93 19 "BETHEL" #4-4-0 X M... VC 19 "BETHEL": Sc. 1870  
161-94 24 "MONTPELIER" #4-4-0 X Hinckley & Drury, 1848 - 15X20-66 - - -  
161-95 25 "JAMES M. FOSTER" #4-4-0 X ... VC 25 "JAMES M. FOSTER": Sc. 1870  
161-96 27 "B.P. CHENEY" #4-4-0 X ... VC 27 "B.P. CHENEY": Sc. 1870  
161-97 31 "THE STRANGER" #4-4-0 X ... VC 31 "THE STRANGER": Sc. 1870  
161-98 32 "RICHMOND" #4-4-0 X ... VC 32 "RICHMOND": Sc. 1870  
161-99 33 "SWANTON" #4-4-0 X ... VC 33 "SWANTON": Sc. 1870  
161-100 40 "GOV. SMITH" #4-4-0 X ... VC 40 "GOV. SMITH": Sc. 1870  
161-101 41 "RANDOLPH" #4-4-0 X ... VC 41 "RANDOLPH": Sc. 1870  
161-102 47 "HARTFORD" #4-4-0 X ... VC 47 "HARTFORD": Sc. 1870  
161-103 50 "GEN. SHEPHERD" #4-4-0 X ... VC 50 "GEN. SHEPHERD": Sc. 1870  
161-104 58 "R. CAMP" #4-4-0 X ... VC 58 "R. CAMP": Sc. 1870  
161-105 63 "STONE" #4-4-0 X ... VC 63 "STONE": Sc. 1870  
161-106 81 "BACIFIC" #4-4-0 X ... VC 81 "BACIFIC": Sc. 1870  
161-107 82 "A. ... VC 82 "A. ...": Sc. 1870

VIRGINIAN RY.

168-272	2 *0-8-0*SA*A-R, 1909(45974) - 22x28-51-200-182,300-45,200 Ret. 1955 1952
25-45 & 103 25-179 168-272	4 *0-8-0*SA*BLW, 1910(35034) - As 2 Donated Princeton, 1957
141, 145 & 180 25-34, 168-273	5 *0-8-0*SA* " " (35035) - As 2 Sc. 1934 BP
25-180 168-273	202 *4-6-0*TA*A-R, 1907(42998) - Partly rebuilt - 21 1/2 x 26-63-200-145,700-198,800-32,430 Sc. 1949 273 → 1940 141 → 1948
168-274 25-181	203 *4-6-0*TA*A-R, 1907(42999) - 21x26-63-200-145,700-198,800-30,940 Sc. 1947 BP
25-98, 144 & 145 168-270	210 *4-6-2*PA*A-R, 1920(61992) - 26x28-69-190-189,000-298,000-44,300 Sc. 1957 BP
25-71 & 145 25-126 168-271	210 *4-6-2*PA*A-R, 1920(61992) - 26x28-69-200-189,000-298,000-46,630 BP changed Sc. 1957 270 → 1938 144 → 1954 145 → 1955
25-144 & 208 25-146 168-274	212 *4-6-2*PA*A-R, 1920(61994) - As 210(270) Sc. 1960 145 → 1955
20-20	213 *4-6-2*PA*A-R, 1920(61995) - " " " " 1959 271 → 1938
25-113	214 *4-6-2*PA*A-R, 1920(61996) - " " " " 1957 144 → 1950
20-21	215 *4-6-2*PA*A-R, 1920(61997) - " " " " " " 274 → 1938
168-272	241 *0-8-0*SB*Lima, 1942(7964) - 25x28-52-200-46.9-244,000-57,200 C#0 241: Vgn. 241 Sc. 1959 1956 (1950)
168-273	242 *0-8-0*SB*Lima, 1942(7965) - As 241 C#0 242: Vgn. 242 Sc. 1957 1950 (1950)
25-129	248 *0-8-0*SB*Lima, 1943(7971) - " " C#0 248: Vgn. 248 " 1959 1956 (1950)
25-181	249 *0-8-0*SB*Lima, 1943(7972) - " " C#0 249: Vgn. 249 " " 1959 (1950)
168-274	250 *0-8-0*SB*Lima, 1943(7973) - " " C#0 251: Vgn. 251 " 1957 1953 (1950)
25-25 168-268 & 275	251 *0-8-0*SB*Lima, 1943(7974) - " " C#0 251: Vgn. 251 " 1958 (1950)
165-268 & 275	253 *0-8-0*SB*Lima, 1943(7976) - " " C#0 253: Vgn. 253 " " 1958 Sold 1958
25-182 168-275	294 *4-4-0*EA*BLW, 1906(28558) - 18x26-63-200-148,000-22,700 - As rebuilt, 1925 Deepwater RY 11: Vgn 100: 294 1937 1936 (1907) (1925) Sc.
25-21	295 *4-4-0*EA*BLW, 1906(28568) - 18x26-67-200-150,500-21,400 As rebuilt, 1925 - Deepwater 12: Vgn 101: 295 Sc. 1953 1936 (1907) (1925)
25-27	296 *4-4-0*EA*BLW, 1906(29666) - As 295 Tidewater RY 13: Vgn RY 102: 296 Sc. 1937 1936 (1907) (1925)
25-183 168-287	305 *2-8-0*CC*A-R, 1909(45972) - 20x24-50-180-137,800-29,400 Sc. 1933 BP
25-21	401 *2-8-2*MA*BLW, 1905(26626) - 22x28-51-200-217,300-45,200 Deepwater 31: Vgn 401 Sc. 1933 1913 (1907)
25-183 168-287	404 *2-8-2*MA*BLW, 1907(31420) - 22x28-51-200-214,600-45,200 Sc. 1933
	410 *2-8-2*MD*BLD, 1921(55099) - Rebuilt on tender frame & running gear of Triplex XA #700 - 26x32-56-185-305,720-60,800 Vgn 700: 410 Sc. 1953 BP (1921)

VIRGINIAN RY

168-278	410 *2-8-2* MID*BLW, 1921(55099) - Rebuilt on tender frame & running gear of Triplex KA 700 - 26X32-56-200-305,720-67,700 Sc. 1953 1948
25-147 & 183 168-276	421 *2-8-2* MB*BLW, 1909(33396) - 24X32-56-200-218,500-261,000-55,900 Sc. 1953 183 & 276 -> BP 147 -> 1948
25-139	425 *2-8-2 * 1 MB* BLW, 1909(33414) - As 421 Sc. 1958
25-102	429 *2-8-2* MB* " " (33431) - " " " "
25-138	430 *2-8-2* MB* " " (33432) - " " " 1955 1955
25-127	432 *2-8-2* MB* " , 1910(34162) - " " " 1959 1950
25-77	433 *2-8-2* MB* " " (34163) - " " " 1938
25-44 & 84	437 *2-8-2* MB* " " (34277) - " " " 1953
168-278	440 *2-8-2* MB* " " (35067) - " " " 1955 1938
168-277	441 *2-8-2* MB* " " (35068) - " " " 1947 1930
25-139	443 *2-8-2* MB* " " (35115) - " " " 1953
25-169	446 *2-8-2* MB* " " (35214) - " " " 1955
25-Front.	447 *2-8-2* MB* " " (35215) - " " " "
168-277 25-46 & 74 168-277	451 *2-8-2* MB* " " (34924) - " " " 1953 1930
	453 *2-8-2* MB* " " (34922) - " " " 1955 277 -> 1948
168-278 25-184 168-276	457 *2-8-2* MB* " " (34986) - " " " 1953 1940
	462 *2-8-2* MC*BLW, 1912(37651) - 26X32-56-185-313,800-60,800 Sc. 1955 BP
25-135	468 *2-8-2* MC* " " (37657) - As 462 " 1960
168-279	474 *2-8-2* MC* " " (38906) - " " " 1954 1940
168-279	476 *2-8-2* MC* " " (38908) - " " " 1955 1940
25-53	480 *2-8-2* MC-A*BLW, 1912(38904) - # 472 as modernized and reno. in 1938 - 26X32-57-200-312,650-64,500 Vgn. 472: 480 Sc. 1955
25-155 & 184	481 *2-8-2* MC-A*BLW, 1912(37655) - # 466 modernized and reno. in 1937 - As 480 Vgn. 466: 481 Sc. 1955 155 -> 1954
25-114 & 149	482 *2-8-2* MC-A*BLW, 1912(37659) - # 470 modernized and reno. in 1937 - As 480 Vgn. 470: 482 Sc. 1955 149 -> 1951
168-279	484 *2-8-2* MC-A*BLW, 1912(37652) - # 463 modernized and reno. in 1941 - As 480 Vgn. 463: 484 Sc. 1955 1950
25-185 168-285	500 *2-6-6-0* AA*A-R, 1909(45976) - 22 & 35X30-54-200-279,900-295,600-70,800-84,960 Sc. 1933 BP
25-49 136-203 25-185 168-280	502 *2-6-6-0* AA*A-R, 1909(45978) - As 500 " " 194s
	505 *2-8-4* BA* Lima, 1946(9107) - 26X34-69-245-295,600-460,400-69,370 Sc. 1960
25-137 168-280	506 *2-8-4* BA* Lima, 1946(9108) - As 505 " " 280 -> 1948 137 -> 1953
25-106	507 *2-8-4* BA* " " (9109) - " " " " 1952

VIRGINIAN RY

168-280	508 * 2-8-4 * BA * Lima, 1946 (9110) - As 505	Sc. 1960	1953
136-204	514 * 2-6-6-0 * AC * BLW, 1910 (35306) - 25 & 36 X 32 - 56 - 210 - 78 - 356,780 - 388,320 - 90,000 - 107,500	Sc. 1933	
25-185 168-285 25-186 168-286	517 * 2-6-6-0 * AC * BLW, 1910 (35309) - As 514	" "	BPs
25-50 136-207 168-286	600 * 2-8-8-2 * AB * BLW, 1910 (35094) - BLW firetube type feedwater heater and reheater for low pressure steam - 26 & 40 X 32 - 56 - 210 - 84 - 448,750 - 97,400 - 116,900	Sc. 1937	BPs
25-153 168-286	604 * 2-8-8-2 * AD * A-R, 1912 (51030) - 28 & 44 X 32 - 56 - 200 - 99 - 6828 - 1320 - 479,200 - 540,000 - 115,000 - 138,000	Sc. 1937	BPs
25-186 136-205 168-286 25-186 136-206 168-287	605 * 2-8-8-2 * AD * A-R, 1913 (52552) - As 604	" "	186 -> BPs 286 -> BPs
136-211	610 * 2-8-8-0 * AF * BLW, 1921 (55100) - Rebuilt from engine of Triplex XA #700 - 28 & 44 X 32 - 56 - 200 - 108 - 487,390 - 526,910 - 115,000 - 138,000 Modified to 2-8-8-2 at Princeton Sh., 1942		BPs
8-122 25-187 168-287	610 * 2-8-8-2 * AF * BLW, 1921 (55100) - Modified from 1st 610 2-8-8-0 by Vgn RY at Princeton Shop, 1942 - 28 & 44 X 32 - 56 - 200 - 108 - 533,400 - 115,000 - 138,000	Sc. 1953	
25-188	700 * 2-8-8-8-4 * XA * BLW, 1916 (44448) - (6) 34 X 32 - 56 - 215 - 108 - 844,000 - 166,300 - 199,560 - Rebuilt in 1921 to two locos		BPs
25-155 168-267	703 * 2-8-8-2 * US-D * A-R, 1919 (61115) - As rebuilt from US-A to US-D, 1947 - 25 & 39 X 32 - 57 - 240 - <sup>478,000</sup> 96 - 531,000 - 101,300 - 121,600	Sc. 1955	
136-212 168-289	705 * 2-8-8-2 * US-A * A-R, 1919 (61117) - 25 & 39 X 32 - 57 - 240 - 96 - 478,000 - 531,000 - 101,300 - 121,600 - Rebuilt, 1947	Sc. 1955	267 -> 1939
25-66 & 72 168-288	706 * 2-8-8-2 * US-A * A-R, 1919 (61118) - As 705	Sc. 1954	
25-117 & 118 168-288 25-187 168-289	711 * 2-8-8-2 * US-A * " " (61123) - As 705	" 1955	72 -> 192
25-88 & 188	712 * 2-8-8-2 * US-A * " " (61124) - As 705	" "	1937
168-288 25-187 168-289	713 * 2-8-8-2 * US-A * " " (61125) - As 705	" "	117 -> 1953
	715 * 2-8-8-2 * US-A * " " (61127) - As 705	" 1954	1937
	719 * 2-8-8-2 * US-A * " " (61131) - As 705	" "	BPs
	721 * 2-8-8-2 * US-C * " , 1923 (64550) - 25 & 39 X 32 - 57 - 250 - 96 - 478,000 - 531,000 - 105,800 - 126,900 Rebuilt 1937	Sc. 1954	88 -> 1950
168-267	722 * 2-8-8-2 * US-B * A-R, 1923 (64551) - As 705	" "	
168-290	723 * 2-8-8-2 * US-C * " " (64552) - As 721	" "	1937
168-290	725 * 2-8-8-2 * US-B * " " (64554) - As 705	" "	1937
168-289	726 * 2-8-8-2 * US-C * " " (64555) - As 721	" "	1938
168-290	728 * 2-8-8-2 * US-C * " " (64557) - As 721	" "	1937

VIRGINIAN RY

25-187	731 *2-8-8-2*US-B*A-R, 1923(64560) - As 705	Sc. 1954	
136-209	732 *2-8-8-2*US-B* " " (64561) - As 705	" "	
136-213	736 *2-8-8-2*US-E*A-S, 1919(61082) - 25 \$39 X 32 - 57-270 - 96 - 491,000 - 547,700 - 114,150 - 136,990 N&W 2014: AT&SF 1794: <sup>(1947)</sup> Vgn 736	Sc. 1955	
25-150	737 *2-8-8-2*US-E*A-S, 1919(61083) - As 736 <sup>(1943)</sup> N&W 2015: AT&SF 1792: Vgn <sup>(1947)</sup> 737	Sc. 1955	1952
38-90	738 *2-8-8-2*US-E*A-S, 1919(61089) - As 736 <sup>(1944)</sup> N&W 2021: AT&SF 1798: Vgn <sup>(1947)</sup> 738	Sc. 1955	
168-291	739 *2-8-8-2*US-E*A-S, 1919(61090) - As 736 <sup>(1944)</sup> N&W 2022: AT&SF 1791: Vgn <sup>(1947)</sup> 739	Sc. 1955	1949
25-188	741 *2-8-8-2*US-E*A-S, 1919(61097) - As 736 <sup>(1943)</sup> N&W 2029: AT&SF 1795: Vgn <sup>(1947)</sup> 741	Sc. 1955	
25-Back	742 *2-8-8-2*US-E*A-S, 1919(61103) - As 736 <sup>(1943)</sup> N&W 2035: AT&SF 1796: Vgn <sup>(1947)</sup> 742	Sc. 1955	
25-156, 157 & 189	800 *2-10-10-2*AE*A-S, 1918(60000) - 30 \$48 X 32 - 56 - 215 - 108 - 8600 - 2120 - 617,000 - 684,000 - 147,200 - 176,600	Sc. 1952	BPs
<sup>23-181</sup> 25-157 168-291	802 *2-10-10-2*AE*A-S, 1918(60002) - As 800	Sc. 1948	BPs
136-207 136-208 168-291	806 *2-10-10-2*AE*A-S, 1918(60006) - " " " "	" "	" "
25-73 23-179	807 *2-10-10-2*AE*A-S, 1918(60007) - " " " "	" "	291 → 1957
25-65	808 *2-10-10-2*AE*A-S, 1918(60008) - " " " "	" "	1952
25-96 & 189 72-73 168-292	900 *2-8-8-2* A *A-S, 1919 - 25 \$39 X 32 - 57 - 240 - 531,000 - 101,200 - Not delivered, sent by USRA to N&W		BPs
25-153	900 *2-6-6-6*AG* Lima, 1945(8859) - (4) 22 1/2 X 33 - 67 - 260 - 135 - 495,000 - 753,000 - 110,200	Sc. 1960	BPs
25-3 & 101	901 *2-6-6-6*AG * Lima, 1945(8860) - As 900	" "	" "
136-212 136-210 168-292	902 *2-6-6-6*AG * Lima, 1945(8861) - " " " "	" "	101 → 1951
136-292	904 *2-6-6-6*AG * Lima, 1945(8863) - " " " "	" "	" "
	906 *2-6-6-6*AG * Lima, 1945(8865) - " " " "	" "	1948
	907 *2-6-6-6*AG * Lima, 1945(8866) - " " " "	" "	1946

VIRGINIA & TRUCKEE

34- 144 & 152	4" VIRGINIA * 2-6-0 * BLW, 1869 (1946) - 16X24-48-55,000	Sc. c. 1917
82-217	5(2) * 2-6-0 * Alco, 1925 (66302) - 19X26-51-150,000	Nev. Copper Belt 5: V&T 5(2) (1947)
142, 143, 145, 31-147, 148 & 153	11" RENO * 4-4-0 * BLW, 1872 (2816) - 16X24-57-65,000	145, 147 & 153 → 1931 153 → 1941
9-106	12" GENOA * 4-4-0 * BLW, 1873 (3090) - A511	
F-1	13" EMPIRE * 2-6-0 * BLW, 1873 (3091) - 16X24-48-70,000 - Shown as restored for exhibition	
	V&T 13"E. (1881); Pacific Portland Cement Co. (1924) ?	Sc. 1938
31-144 & 151	20" TAHOE * 2-6-0 * BLW, 1875 (3687) - 17X24-48-75,000	
9-99	21" J.W. BOWKER * 2-4-0 * BLW, 1875 (3689) - 14X22-48 1/2 - 130-65,000-9,880	V&T 21" J.W.B. (1896) (1937)
	21" Mexico: Sierra Nevada Wood & Lbr. Co. 3: R&LHS	On exhibition
31-151	24" MERRIMAC * 2-6-0 * BLW, 1876 (3891) - 17X24-48-75,000	V&T 24" M. (1901)
	Verdi Lumber Co. 2: Boca & Loyalty 4: Western Pacific 123	Sc. 1930
31-152 82-191	25(2) * 2-6-0 * BLW, 1905 (25016) - 17X24-60-90,000	c. 1907
82-196	26 * 4-6-0 *	
31-145, 147 & 151 82-195 & 204	27 * 4-6-0 * BLW, 1913 (39453) - 18X24-56-121,000	Ret. 1948

VACA VALLEY (See Page 2)

-105 1 "VACAVILLE" \* 2-2-0 \* Vulcan I.W., 1867 Napa Valley "CALISTOGA": VV1 "V."

1877

VALLEY RR

106-32 & 35 1 \* 2-6-0 \*

106-35 58 \* 3 Tr. Shay \* Lima, 1908 (2059) - 130,000 CPL Co 58; VRR 58 <sup>(c. 1930)</sup>

113A-17 ? \* 4-6-0 \*

VANCOUVER PLYWOOD Co.

50-100 & 103 2 \* 2 Tr. \* Heister, 1910 (1198) - c. 120,000

1950

VERDILUMBER Co.

31-413 1 \* 2-6-0 \* BLW, 1875 (3685) - 17x24-48-75,000 Virg. & Truckee 19: VL Co, 1 <sup>(1901)</sup>

1904

31-415 2(2) \* 2 Tr. Shay \* Lima, 1903 (771) - (3) 11x12-32-90,000

31-415 3 \* 3 Tr. Shay \* Lima, 1913 (2672) - (3) 12x15-36-200-155,000 - 30,350  
VL Co 3; Clover Valley Lumber Co. 3

1926

31-414 20 \* 2 Tr. Shay \* Lima, 1907 (1829) - (3) 12x12-40-110,000 Sc. by 1951

VENTURA COUNTY

82-284 4 \* 2-6-0 \*

VERMONT CENTRAL

~~8-34 "Gov. PAINE" \* 6 2-0 \* BLW, 1849 177x20-78~~

~~BW~~

~~63-78 CV 703 \* 2-10-4 \* T-16 \*~~

VERMONT & MASSACHUSETTS

30-34 3 ✓ \* 4-4-0 \* Hinkley, 1849

VERMONT VALLEY

~~50-30 3 "WESTMINSTER" \* 4 4 0 \* Rogers, 1851 (276) - 14x20-60 - VV 3 "W."; Rut. & Bur. 38; RRR 58~~

VICKSBURG SHREVEPORT & PACIFIC

39-213 311(2) \* 4-4-0 \* Richmond, 1901 (319) - VS&P 311(2); 301(3); I.N. Cent. 4973

BP

39-211 343 \* 2-6-0 \* C-3 \* BLW, 1904 (24023) - Ala. & Vick. 443(1); VS&P 343 <sup>(1907)</sup>

VICTORIA & SIDNEY

1-82 2-124 3 \* 4-4-0 \*

VINCENT LUMBER Co.

Gauge 3-6

100-60 1 \* 2 Tr. Shay \* Lima Sc. 1906

100-61 2 \* 2 Tr. Shay \* Lima, 1906 (1795) - (3) 8x8 - 50,000 Sc. 1931

100-61, 62 & 64 3 \* G.I.B \* Climax, 1897 (166) - 50,000 Sc. 1931

VIRGINIA & CAROLINA SOUTHERN

82-56 & 83 29 \* 4-6-0 \*

VIRGINIA CENTRAL

20-214 "WESTWARD Ho" \* 4-4-0 \* , 1857

VIRGINIA COAL & IRON Co.

66 ? \* 0-4-0 T \* Grant, c. 1870

VIRGINIA & SOUTHEASTERN

39-27 65 \* 2-8-0 \* A-S, 1905 (38508) - 21x26-51-190-168,000-36,310 VESE 65:  
V&SW 65: Southern 210(2) (1916) Sc. 1941

BP



VIRGINIA & SOUTHWESTERN

39-27 40 \*2-8-0\* BLW, 1899 (17106) - 21x26-51-190-155,000 - 36,310 Sc, 1933  
V&SW 40: Southern 204 (1916) Sc. 1935

39-28 72 \*2-8-0\* A-S, 1909 (44445) - 21x26-51-190-171,000 - 36,310 V&SW 72: Sou. 217(2) (1916) BP

39-28 101(1) \*4-6-0\* A-S, 1907 (44805) - 19 1/2 x 26-63-200-160,000 - 26,680  
V&SW 101(1): Southern 931(2) (1916) Sc. 1934 BP

39-28 110 \*2-8-2\* BLW, 1913 (40722) - 27x30-63-175-272,940 - 51,630  
V&SW 110: Southern 4633 (1916) Ret, 1939 BP

VIRGINIA & TENNESSEE

~~147-10 F-2 4-160 "ROANOKE" \*4-4-0\* Tredegar Iron Works, 1854 - 16x24 - 54 - 119,000~~

VISALIA

5-48 33-325 2 \*2-4-4T\* BLW, 1877 (4226) - As rebuilt from 0-4-4T

VOLOGDA - ARCHANGEL (Russia)

8-76 65 \*0-6-6-0\* BLW, 1915 - Gauge 3-6 BP

VACA VALLEY

2-104 2" BEN ELY \*2-6-0\* BLW, 1875 - 14x22-48 - 55,500 VV 2" B.E.:  
Vaca Valley & Clear Lake 2: Northern 1022: SP 1500 c. 1875

VICTORIA VANCOUVER & EASTERN

VERDE TUNNEL & SMELTER Co. 1911

136-347 500 \*2-6-6-2\* Alco, 1920 - 23 & 37x32-57-220-72-447,000 - 88,000  
VT & S Co 500: Southern Pacific 3930 (1943)

VIRGINIA ANTHRACITE COAL & RAILWAY Co.

168-65 #116 147-120 2" MERRIMAC \*2-6-2\* A-R, 1902 (29718) - 18x24-50-180-68 -  
140,000 - 23,790 VAC & RY 2" M": N&W 91, cl. 0-28 Sc. 1916 (1912)

VICTORIA - DIAMANTINA E.F.

148-104 A \*2-6-6-2\* BLW BP

VERMONT VALLEY

161-83 1" PUTNEY \*4-4-0\* Rogers, 1851 (267) - 14x20-66 - Rebuilt 1869 VV 1" PUTNEY":  
Rutland & Burl 36: Rutland 36 (1865) (1867)

38-35 161-85 3" WESTMINSTER \*4-4-0\* Rogers, 1851 (276) - 14x20-60 - V  
VV 3" W.: Rutland & Burl 38: Rutland 38 (1865) (1867)

161-88 6 \*4-4-0\*

VIRGINIA - CAROLINA RY

168-67 1 \*4-6-0\* BLW, 1881 (5783) - 19x24-55-90,150  
N&W RR 42: V-C R

168-67 3 \*2-8-0\* BLW, 1908 (33025) - 20x24-50-140-170,675 -  
22850 - V-C 3: NEWRY 3(3) (1921) Sc. 1921

VIRGINIA & TENNESSEE

168-20

R.L. OWEN (1) \* 0-6-0 \* BLW, 1863 - 18 1/2 X 22 - 51 - 56, 500

V&T "R.L. OWEN" (1): 18(2) Out by 1867

4-160 F-2  
147-10 168-21

12" ROANOKE" (1) \* 4-4-0 \* J.R. Anderson (Tredgar), 1854 - 16 X 24 - 56 - 44, 900

Out by 1866

# WABASH

96-40	7	*0-4-0	*A-3*WStL&P, 1885-16x24-52-145-60,000-14,840 WStL&P 1007: Wab. 7 Sold 1917 c. 1888
96-73	23	*4-6-0	*H-4*Springfield Sh., 1890-18x24-70-160-101,000-15,320 Sc. 1923
96-61	152	*4-4-0	*D-21*Springfield Sh., 1879-17x24-64-87000 Sc. 1916 WStL&P 152: 1152: Wabash 152 BP?
96-56	405	*4-4-0	<sup>P-25*</sup> *Manchester, 1880 (893)-17x24-64-75,000 Sc. 1911 Detroit, Butler & St. Louis 3: WStL&P 405: 1405: Wab. 405
F-2	410	*4-4-0	*16x24-64-Quincy, Missouri & Pacific 4: WStL&P 410: 1410: Wabash 410 Ret. by 1913
96-40	548	*0-6-0	*B-7*A-RI, (41178)-21x26-52-185-154,040-34,670 Wab. Pitts. Term. 2208: Wab. 548 Sc. 1950 1948
F-2	573	*2-6-0	*F-4*Rhode Is., 1899 as cross-comp - As rebuilt - 19x28-64-190-124,525-25,510 Wab. 754: 573
8-110	601	*4-4-2	*E-1*BLW, 1898 (15791?) - 19x26-74-200-157,900-21,860 Wab. 601: 1601 Sc. 1931 BP
19-329	608	*4-4-2	*E-2*Richmond, 1901 (3233)-19x26-79-200-161,600-20,200 Wabash 608: 696: 626 Sc. 1933 BP
96-65	609	*4-4-2	*E-2*Richmond, 1901 (3234)-As 608 Wabash 609: 697: 627 Sc. 1931 BP
96-65	619	*4-4-2	*E-3*A-B, 1903 (27689)-21x26-84-215-180,700-25,250 Sc. 1945 1941
96-75	642	*4-6-0	*H-12*BLW, 1904 (24547)-21x28-74-220-193,330-33,500 Sc. 1931 1933
96-77	644	*4-6-0	*H-12*BLW, 1904 (24567)-As 642 Sc. 1931 BP
96-63	657	*4-4-0	*D-30*BLW, 1899 (16916)-18½x26-78-185-122,905-18,170 Sc. 1931 1933
40-65	659	*4-4-0	*D-30*BLW, 1899 (16918)-Vauclain comp. BP
96-113	660	*4-6-2	*J-1*A-R, 1912 (50635)-24x26-74-215-248,840-36,980 Sc. 1952 1950
F-2	671	*4-6-2	*J-1*BLW, 1912 (37727)-As 660 Sc. 1951
F-2	672	*4-6-2	*J-1*BLW, 1912 (37728)-As 660 Sc. 1951 1941
96-79	673	*4-6-2	*J-1*BLW, 1912 (37761)-As 660 Sc. 1954 1938
46-16	700	*4-6-4	*P1*A-S, 1925 (66158) as 2-8-2 - Rebuilt at Decatur Shops, 1943-26x28-80-220-374,680-44,240 Wabash 2600: 700 Sc. 1956
96-88	701	*4-6-4	*P-1*A-S, 1925 (66159) as 2-8-2 - Rebuilt at Decatur Shops, 1943 - As 700 Wab. 2601: 701 Sc. 1956
63-90	702	*4-6-4	*P-1*A-S, 1925 (66160) as 2-8-2 - Rebuilt at Decatur Shops, 1944 - As 700 - Wab. 2602: 702 Sc. 1956
96-67	774	*2-6-0	*F-4*BLW, 1899 (16952)-19x28-64-195-123,525-26,590 Wab. 774: 596 Sc. 1935 BP

## WABASH

96-69	817	*2-6-0	*F-7	*Richmond, 1901(3253) as cross-comp. - As simplified - 19x28-64-200-149,520-26,850	1949
96-42	1559	*0-8-0	*C-4	*Lima, 1926(7024) - 25x28-52-195- 223,800-55,780 Sc. 1951	1950
96-103	1610	*4-4-2	*E-5	*A-5, 1907(43298) - 19x26-69-200-161,300- 23,125 Ann Arbor 200: Wab. 1610: AA 1610 Sc. 1936	
96-79	1676	*4-6-2	*J-2	*A-RL&M, 1907(43326) as 2-6-2- Rebuilt by Wabash, 1916 - 23x28-70-215-241,000-38,670 Wabash 2055: <sup>(1916)</sup> 1676 Sc. 1951	1949
96-71	2006	*2-6-2	*G-1	*BLW, 1906(28849) - 23x28-70-215-228,200- 38,670 Sc. 1936	
96-81	2325	*2-8-0	*I-3	*BLW, 1906(29341) - 22 $\frac{1}{2}$ x30-58-210-224,100- 46,740 W&LE 2325: Wabash 2325 Sc. 1947	
96-81	2432	*2-8-2	*K-1	*BLW, 1912(37868) - 26x30-64-210-266,840- 54,410 Sc. 1951	
20-116	2507	*2-10-2	*L-1	*A-B, 1917(57559) - 29x32-64-210-395,000- 75,080 Sc. 1951	BP
<sup>133-5</sup> 96-85	2520	*2-10-2	*L-1	*A-B, 1917(57572) - As 2507 Sc. 1950 <sup>5-1948</sup> 1947	
96-85	2600	*2-8-2	*K-4	*A-S, 1925(66158) - (1) 23x32 & (2) 23x28-64- 210-304,490-67,870 Rebuilt 1943 to P-1,700 Sc. 1956	
96-83	2711	*2-8-2	*K-4b	*A-S, 1925(66149) - 27x32-64-210-346,480- 76,900 w. booster Sc. 1951	1948
96-87	2806	*4-8-2	*M-1	*BLW, 1930(61155) - 27x32-70-245-406,400 69,400 Sc. 1953	1948
96-88	2810	*4-8-2	*M-1	*BLW, 1930(61177) - As 2806 Sc. 1953	
96-83	2917	*4-8-4	*O-1	*BLW, 1930(61568) - 29x32-70-250-454,090- 70,820 Sc. 1956	1936
96-88	2919	*4-8-4	*O-1	*BLW, 1931(61588) - As 2917 Sc. 1955	c. 1942
46-187	2921	*4-8-4	*O-1	*BLW, 1931(61590) - As 2917 Sc. 1955	BP

WABASH

132-331	2800 *4-8-2*M-1* BLW, 1930(61149) - As 2806	Sc. 1953	1946
132-329	2820 *4-8-2*M-1* BLW, 1930(61203) - As 2806	Sc. 1953	1950
132-330	2821 *4-8-2*M-1* BLW, 1930(61204) - As 2806	Sc. 1953	
133-126	2905 *4-8-4*O-1* BLW, 1930(61438) - As 2917	Sc. 1955	1947
133-127	2906 *4-8-4*O-1* BLW, 1930(61482) - As 2917	Sc. 1956	1941
133-129	2910 *4-8-4*O-1* BLW, 1930(61516) - As 2917	Sc. 1956	1947

WESTERN OF ALABAMA

45-83	5(2)	*0-6-0 * Rogers, 1896(5121)-18X24-51-98,000	Ret. by 1917	BP
45-83	12(3)	*4-6-0 * " 1900(5617)-20X26-67-190-162,500-25,070	(1926) WofA 12(3):175 Ret. 1952	1916
45-83	18(2)	*4-4-0 * BLW, 1895(14337)-18X24-72-160-103,000-14,690	Sc. 1923 Sold 1905	BP
45-61	30(2)	*4-4-0 * Rogers, 1884(3495)-17X24-66-80,000	WofA 30(2):15(2) Sc. 1947	BP
45-85	100	*0-6-0 * E * A-RL&M, 1907(42033)-19X24-52-180-118,000-25,490	(1907) Ret. 1950	1947
45-84	102	*0-6-0 * E * Rogers, 1903(5975)-As 100	WofA 2:102 Ret. 1950	1947
45-84&85	105	*0-6-0 * E * A-C, 1910(48023)- " "	Sc. 1947	84 → BP 85 → 1947
45-85&86	115	*0-8-0 * G * A-P, 1918(60136)-25X28-51-175-46,6-2781-	214,000-51,040 Ret. 1954	- 86 → 1947 85 → 1950
45-86	120	*2-8-0 * C * A-R, 1913(53278)-23X28-53-190-205,000-45,130	(1943) Birmingham Southern 387; WofA 120 Ret. 1951	1950
45-86	127	*4-6-0 * A * Rogers, 1903(5899)-Rebuilt-	(1907) 21X28-61-200-142,000-180,800-34,410 WofA 10(2):127 Ret. 1952	1950
45-87	128	*4-6-0 * A * Rogers, 1904(6276)-Rebuilt-As 127	WofA 11(3):128 Sc. 1951 (1907)	1946
45-87	129	*4-6-0 * A * A-R, 1911(49686)-As 127	Dest. 1945	BP
45-78	130	*4-6-0 * A * " 1912(50959)- " "	Ret. 1945	1940
45-88	131	*4-6-0 * A * " " (52945)- " "	" " " 1952	BP
45-87	131	*4-6-0 * A * As above but rebuilt		1947
45-90	151	*4-6-2 * P * A-R, 1910(48868)-22X28-72-200-219,000-32,000	(1934) (1938) WofA 151: Georgia 252: 255	BP
45-89	160	*4-6-0 * A * A-RL&M, 1906(40402)-21X28-78-200-193,200-26,900-	(1906) (1907) (1924) A&WP 15(2): WofA 15(3):160,161 Ret. 1953	1916
45-69, 88&89	161	*4-6-0 * A * " " " (40402)-Rebuilt 1924-22X28-72-200	154,900-198,500-32,000 As above Ret. 1953	69 → 1910 88 → 1951 89 → 1949
45-88	170	*4-6-0 * A * Rogers, 1899(5472)-20X26-72-190-126,000-158,000-	(1907) 23,330 WofA 17(3):170 Ret. 1938 c. 1925	
45-89	171	*4-6-0 * A * " 1903(5977)-As 170	WofA 19(3):171:173 Ret. 1938	
45-89	173	*4-6-0 * A * " " " - Rebuilt in 1924-	(1907) (1924) 21X26-72-200-185,000-27,070 WofA 19(3):171:173 Ret. 1938	1934
45-77 & 90	175	*4-6-0 * A * " 1900(5617)-Rebuilt in 1926-	(1926) As 173- WofA 12(3):175 Ret. 1952	1939
45-90	175	*4-6-0 * A * " " " - As rebuilt for freight service -	(1926) 21X28-61-200-186,000-34,410 WofA 12(3):175 Ret. 1952	1947
45-79 #91	180	*4-8-2 * M * A-R, 1920(62594)-21X28-69-190-203,500-316,000-	47,780 Ret. 1954	91 → 1938 138 → 1939 73 → 1939
132-138 132-1368137 45-91	181	*4-8-2 * M * " " (62595)-As 180	" " 1952	137 → BP 136 → 1939 BP 1940
45-66 & 92	185	*4-8-2 * M * A-S, 1924(65749)-27X28-73-200-215,300-315,200-	(1936) 44,080 FEC 402: WofA 185 Ret. 1954	66 → 1940 92 → 1950

WESTERN OF ALABAMA

132-139 & 141  
45-61, 75 & 92  
132-140  
45-74 & 92  
45-74, 75 & 93

186	*4-8-2 * M * A-S, 1924 (65766) - As 185	Ret. 1954	(1936)	139 → 1942 75 → 1946
187	*4-8-2 * M * " " (65765) - " " " 418' " " " 187	FEC 419: WofA 186	(1936)	61 & 92 → 1950 Ret. 140 92 → 1939 1954 1930 74 → 1948
190	*4-6-2 * P * Lima, 1926 (7009) - 27X28-73-200 - 192,500 - 303,500 - 47,530	Ret. 1954		93 → 1930 & 1935 74 → 1940 75 → 1948
350	*2-8-2 * F * " 1918 (5691) - 27X30-63-180 - 282,000 - 53,110	Ret. 1954		
351	*2-8-2 * F * " " (5692) - As 350 - WofA 300: 350	Ret. 1952	(1918?)	1947
377	*2-8-2 * F * " " 1925 (6936) - " " -	Ret. 1952		1947
378	*2-8-2 * F * " " (7005) - " " -	Ret. 1954		1939
380	*2-8-2 * F * BLW, 1944 (70888) - 27X32-63-200 - 337,800 - 62,950	Ret. 1954		1946

WESTERN MARYLAND

Year	Number	Description	Year	Number	Description	Year	Number	Description
46-243	113-78	6 *3 Tr. Shay * Lima, 1945 (3354) - (3) 17x18-48 - 200-324,000-59,740	1945	3354		1945	3354	
23-135	781	*2-8-0 * Alco, 1914 - 25x30-52-200-247,500 - 61,300	1914		1914			BP
23-187	810	*2-8-0 * H-9 * BLW, 1921 - 27x32-61-210-294,900 - 68,260	1921		1921			BP
49-138	831	*2-8-0 * BLW - 27x32-61-220-74.9 - 3474 - 945 - 287,910 - 309,910 - 71,510						1949
8-137	1112	*2-10-0 * BLW, 1927 - 30x32-61-240-419,280-96,310	1927		1927			BP
8-169	1203	*4-6-6-4 * BLW, 1940 - (4) 22x32-69-250-119-601,000-96,000	1940		1940			BP
8-167	1207	*4-6-6-4 * BLW, 1940 - As 1203	1940		1940			
8-170	1208	*4-6-6-4 * BLW, 1940 - As 1203	1940		1940			
8-169	1212	*4-6-6-4 * BLW, 1941 - As 1203	1941		1941			
8-188	1401	*4-8-4 * J-1 * BLW, 1942 - 26 1/2 x 32-69-255-506,500 - 70,600	1942		1942			BP
125-23	5	*3 Tr. Shay * Lima, 1910 - C8011: WM 5	1910		1954			1939
125-15	103	*4-6-0 * G7*						1934
125-49	153	*4-6-2 * K1 * BLW, 1909 - WM 153: SAL 873	1909		1943			1934
125-39	158	*4-6-2 * K-1 * BLW, 1909 - WM 158: SAL 873	1909		1943			1934
125-48	202	*4-6-2 * K-2 * BLW, 1912 - WM 202: SAL 873	1912		1943			1951
125-47	204	*4-6-2 * K-2 * BLW, 1912 - WM 204: SAL 873	1912		1943			1951
125-13	205	*4-6-2 * K-2 * BLW, 1912 - WM 205: SAL 873	1912		1943			1951
125-34	206	*4-6-2 * K-2 * BLW, 1912 - WM 206: SAL 873	1912		1943			1951
125-37	348	*2-8-0 * H3c * BLW, 1892 (12803) - 19x26-50-180-113,900 - 28,720	1892		1905			
		West Virginia Central & Pittsburgh 29: WM 348 - S Sc. 1952						
125-1	455	*2-8-0 * BLW, 1903 (21696) - 22x28-50-190-173,900 - 43,770	1903		1945			
		WVC & P 44: WM 455						
125-50	506	*2-8-0 * BLW, 1905	1905					
125-21	730	*2-8-0 * H7a*						1950
125-28	761	*2-8-0 *						1948
125-51	780	*2-8-0 * H8 * Alco, 1914	1914					c. 1945
125-24	802	*2-8-0 *						1942
125-9	803	*2-8-0 * BLW, 1921	1921		1923			
		801-840			841-850			
125-6	805	*2-8-0 * BLW, 1921	1921					1944
125-4	823	*2-8-0 * BLW, 1921	1921					1948
125-12	837	*2-8-0 * BLW, 1921	1921					
125-19	840	*2-8-0 * BLW, 1921	1921					1948
125-42	910	*2-8-8-2 * L-1 * Lima, 1918 - 26 1/2 x 40 x 30 - 52-220-100-507,000-106,000	1918					1946
125-2	920	*2-8-8-2 * L-2 * Lima, 1918 - 26 1/2 x 40 x 30 - 52-210-89-499,000-101,000	1918					1944
125-26	921	*2-8-8-2 * L-2 * Lima, 1918 - As 920	1918					1942
125-44	923	*2-8-8-2 * L-2 * Lima, 1918 - As 920 Tender booster @ 12,000	1918					1943
125-20	953	*0-6-6-0 * BLW, 1910 - as 2-6-6-2 - As rebuilt	1910					1944
		23 1/2 x 35 x 32 - 55-200-78-350,000 - 74,000						



WESTERN MARYLAND

WESTERN MARYLAND

BP 125-7  
BP 125-48  
BP 125-25  
BP 125-33  
BP 125-40  
BP 125-31  
BP 125-17  
BP 125-36  
BP 125-11  
BP 133-246  
BP 133-245  
BP 133-244  
BP 136-270  
BP 136-268  
BP 136-269  
BP 136-270  
BP 136-269  
BP 136-271  
BP 136-272  
BP 156-76

958 \*2-6-6-2\* \* BLW, 1910 - 23# 35X32 - 55-200-78 - 342,000 - 74,000

1008 \*0-6-0\* \* BLW, 1910 - 23# 35X32 - 55-200-78 - 342,000 - 74,000

1053 \*0-8-0\* \* C 1a \* BLW, 1910 - 23# 35X32 - 55-200-78 - 342,000 - 74,000

1073 \*0-8-0\* \* BLW, 1910 - 23# 35X32 - 55-200-78 - 342,000 - 74,000

1106 \*2-10-0\* \* I 1 \* BLW, 1910 - 23# 35X32 - 55-200-78 - 342,000 - 74,000

1111 \*2-10-0\* \* BLW, 1910 - 23# 35X32 - 55-200-78 - 342,000 - 74,000

1120 \*2-10-0\* \* BLW, 1910 - 23# 35X32 - 55-200-78 - 342,000 - 74,000

1207 \*4-6-6-4\* \* BLW, 1940 - A5 1401

1411 \*4-8-4\* \* J 1 \* BLW, 1947 - A5 1401

1403 \*4-8-4\* \* J 1 \* BLW, 1947 - A5 1401

1405 \*4-8-4\* \* J 1 \* BLW, 1947 - A5 1401

1407 \*4-8-4\* \* J 1 \* BLW, 1947 - A5 1401

3 \*2 Trk. Shay \* Lima, - Lantz Coal Co. 2563; WM (1929) Coal Co 2 (1932) Green Smokeless

900 \*4 Trk. Shay \* Lima, 1906 - 3(17X18) - 46-200-47 - 160,000 - 53,000  
WM 900: Noroeste Mexico (1910)

915 \*2-8-8-2\* \* L-1 \* Lima, 1915 - A5 920

924 \*2-8-8-2\* \* L-1 \* Lima, 1918 - A5 923

956 \*2-6-6-2\* \* BLW, 1910 - 23# 35X32 - 55-200-78 - 342,000 - 74,000

956 \*0-6-6-0\* \* BLW, 1910 - 23# 35X32 - 55-200-78 - 342,000 - 74,000

1202 \*4-6-6-4\* \* BLW, 1940 - A5 1401

107 \*2-8-0\* \* BLW, 1910 - 23# 35X32 - 55-200-78 - 342,000 - 74,000

# WESTERN PACIFIC

129-96 31-326 60-264	1	*2-8-0 * C 43 * BLW, 1906	
31-330	4	*2-8-0 * C 43 * BLW, 1906	
60-266	21	*2-8-0 * C 43 * Alco, 1909 - 22x30-57-200-203,000-43,300	BP
31-330	32	*2-8-0 * C 43 * Alco, 1909 - As 21	
126-35 23-103	34	*2-8-0 * C 43 * Alco, 1909 - As 21	32 → 1940 BP
60-268	71	*4-6-0 * TP 29 * Alco, 1908-	
31-326 126-35 1-190 46-71	87	*4-6-0 * TP 29A Alco, 1909 - 21x26-67-200-29,090	c. 1925 35 → 1950
1-190	94	*4-6-0 * TP 29 * Alco, 1909 - As 87	190 → 1910
1-190	104	*4-6-0 * TP 29 * Alco, 1909 - As 87	1910
60-272	121	*4-6-0 * TF 17 * Richmond, 1896 - Alameda & Sandozquin 1: WP 121	
60-266	151	*0-6-0 * S 31 * Alco, 1909	(1936) 1948
31-327 126-34	178	*4-8-2 * MT 44 * Alco, 1924 - Florida East Coast 412: WP 178	1948
31-330	252	*2-8-8-2 * M 137 * BLW, 1931 - (4) 26x32-63-250-663,100 - c. 137,000 - 151,000 (with booster)	34 → 1949
126-34 46-185 126-27	254	*2-8-8-2 * M 137 * BLW, 1931 - As 252	34 → 1939
136-57 8-151	259	*2-8-8-2 * M 137 * BLW, 1938 - As 252	151 → BP
54-359	324	*2-8-2 * MK 60 * Alco, 1924	1940
31-328	407	*4-6-6-4 * M 100 * Alco, 1938 - As 402	Sc. 1950
126-33	50	*2-8-0 * C-43 * Alco, 1909	1939
126-28	62	*2-8-0 * C-43 * Alco, 1909	
126-31	179	*4-8-2 * MT 44 * A-S, 1924 FEC 414: WP 179	(1936) As 172 1951
126-27	204	*2-6-6-2 * M 80 * Alco, 1917 - As 202	1939
126-32 36-54	207	*2-6-6-2 * M 80 * Alco, 1924 - As 202	1938
126-28 33-210	482	*4-8-4 * GS 64 * Lima, 1943 - 27x30-73 1/2-260-466,100-64,200	1948
129-117	177	*4-8-2 * MT 44 * A-S, 1924 - FEC 410: WP 177	As 172 1937
132-345	172	*4-8-2 * MT-44 * A-S, 1924 - 26x28-73-200-314,000-44,000	(1936) FEC 404: WP 172 1948
132-344	179	*4-8-2 * MT-44 * A-S, 1924 - As 172	(1936) FEC 414: WP 179 1951
132-343	180	*4-8-2 * MT-44 * A-S, 1924 - As 172	(1936) FEC 415: WP 180
133-211	484	*4-8-4 * GS-64 * Lima, 1943 - As 482	1946
136-53	262	*2-6-6-2 * M-80 * Alco, 1917 - 22 1/2 x 32-57-200-72-429,000-80,000	
136-54	203	*2-6-6-2 * M-80 * Alco, 1917 - As 202	
136-55	253	*2-8-8-2 * M-137 * Alco, 1931 - As 252	
136-56	256	*2-8-8-2 * M-137 * BLW, 1931 - As 252	
136-57	402	*4-6-6-4 * M-100 * Alco, 1938 - (4) 22x32-70-265-108-607,000-100,000	
136-55 & 56	406	*4-6-6-4 * M-100 - Alco, 1938 - As 402	
W	334	*2-8-2	

WEYERHAUSER TIMBER CO.

6-78 136-299	1	*2-8-2*BLW, 1912	
50-105	4	*3Tr. Heisler* Heisler, 1928 (1573) - 18 1/2 X 16 - 44 - 200 - 26 - 198,000 - 44,000	WTC Co 4: Mud Bay Logging Co 4 (1950) BP
50-228	9	*2-6-6-2 T* BLW	
6-88	99	*2-6-2 T* Porter, 1912	
6-136 136-302	103	*2-8-2 * BLW, 1913	1938
6-107 136-300	106	*2-6-6-2 T* BLW, 1929 - (4) 16 X 24 - 44 - 200 - 26 - 246,000 - 45,000	WTC Co 110: Rayonier 110 (1954)
6-89 136-301	110	*2-6-6-2 T* BLW, 1928 - (4) 17 1/2 X 24 - 44 - 200 - 26 - 229,000 - 38,000	WTC Co 111: Canadian Forest Products 111 (1947)
6-89 136-304	111	*2-6-6-2 T* BLW, 1929 - (4) 16 X 24 - 44 - 210 - 42 - 263,000 - 47,000	WTC Co 112: Kosmos Logging Co. 12 (1950)
50-234	112	*2-6-6-2 T* BLW, 1937 - 18 1/2 X 24 - 44 - 200 - 26 - 247,000 - 43,000	WTC Co. 120: Sierra 38 (1952)
50-232	120	*2-6-6-2 * BLW, 1936 - 20 1/2 X 28 - 51 - 225 - 57 - 296,000 - 60,000	
6-93 & 103 6-90	200	*2-8-8-2 * BLW, 1929 - 23 1/2 X 28 - 51 - 215 - 65 - 355,000 - 75,000	
50-233 & 236 136-301	201	*2-8-8-2 * BLW, 1933 - As 200	
1-183	?	*2-6-6-2 *	BP
136-304	108	*2-6-6-2 T* BLW, 1926 - 17 1/2 X 24 X 44 - 200 - 26 - 226,000 - 38,000	Potlatch Lumber Co 24; Potlatch Forest Co. 24: WTC Co 108 Preserved (1931) (1937)
136-303	111(2)	*2-6-6-2 T* BLW, 1924 - 17 1/2 X 24 - 44 - 200 - 26 - 220,000 - 38,000	Clemens Logging Co 6: WTC Co 111(2) (1936)
136-357	6	*2-6-6-2 * BLW, 1928 - 18 1/2 X 24 - 44 - 200 - 32 - 210,000 - 43,000	Mud Bay Logging Co. 8; Weyerhaeuser Tbr. Co. 6: PS & SV 6 (1941) (1970) 1971

# WHEELING & LAKE ERIE

19-286	1	"MILAN" *4-4-0* National L.W., 1877 - Gauge 3'-0" - 9x16-36-22,080 - Laid up in 1879, no further record	1877
136-274 19-441	3	*0-6-6T* Mason, 1881 (653) - 17x24-49 - -22.17 - -66,080 - 77,700	Sc. 1895
136-275 19-299	6	*2-4-4T* " 1877 (582) - Gauge 3'-0" - Rebuilt by Mason in 1881 to std. gauge - 12x16-42 New York & Manhattan Beach? : W&LE 6	Sc. 1890
136-274 19-298	11	*2-4-6T* Mason, 1882 (672) - As 3	Sc. 1894
19-441	14	*4-4-0* " " (677) as 2-4-6T - Rebuilt by W&LE in 1886 as 4-4-0 - 16x24-48 W&LE 14: 22(2)	Sc. 1899
66-Frontis.	19	*4-4-0*D-2* Mason, 1882 (687) - 16x24-68½ - 150 - 77,300 - 11,440	Ret. c. 1894
19-283	26	*4-4-0*D-2* New York L.W., 1883 (56) - 16x24-62-150 - 14,6 - 56,800 88,100 - 12,630 W&L 26: 56(2) Sold 1900	1889
19-310	28(2)	*4-4-0*D-2* Mason, 1882 (688) - 16x24-68½ - 150 - 47,000 - 77,300 - 11,440 W&LE 20: 28(2): 57(2) Sold 1901	1897
19-311	31	*4-6-0*G-1* New York L.W., 1886 (202) - 17x24-56-155 - 16.8 - 72,100 - 98,500 - 16,320 W&LE 31: 41(2): 81(2) Sc. 1917	c. 1889
19-311	32(2)	*4-4-0*D-3* New York L.W., 1884 (83) - 17x24-62-150 - 15.6 - 53,000 - 84,000 - 14,260 Lackawanna & Pittsburgh 206: W&LE 30: 32(2): 59(2): 322: 1402	Sc. 1924
19-308	33	*4-6-0*G-1* Cooke, 1887 (1872) - 17x24-50-150 - 73,500 - 100,200 - 17,690 W&LE 33: 70(2): 17(3): 110: 579 Sc. 1909	c. 1890
19-309	33(2)	*4-4-0*D-3* New York L.W., 1884 (67) - 17x24-62-150 - 17.0 - 57,200 - 89,200 - 14,260 W&LE 27: 33(2): 60(2): 323: 1403 Sc. 1927	1897
19-444	34	*4-6-0*G-1* Cooke, 1887 (1873) - As 33 W&LE 34: 71(2): 18(2): 111: 580 Sc. 1911	BP
19-311	48	*4-6-0*G-1* New York L.W., 1891 (678) - 17x24-56-155 - 16.8 - 73,500 - 100,200 - 16,320 W&LE 48: 88(2): 557 Sc. 1923	1896
19-449	67(3)	*4-4-0*D-4* BLW, 1903 (22308) - 19½x26-72-190 - 44.1 - 94,740 - 140,240 22,180 W&LE 67(3): 354: 2205(2) Sc. 1931	BP
9-125 19-308	70(2)	*4-6-0*G-1* Cooke, 1887 (1872) - 17x24-50-150 - 16.0 - 69,700 - 94,200 - 17,690 - W&LE 33: 70(2): 17(3): 110: 579 Sc. 1909	
19-311	85	*4-6-0*G-2* Pittsburgh, 1893 (1426) - 18x24-50-155 - 22.7 - 79,800 - 104,900 - 20,490 W&LE 70: 85: 125: 588 Sc. 1917	c. 1896
19-304 & 305	88	*4-6-0*G-2* Cooke, 1891 (2091) - 18x24-56-155 - 16.8 - 85,000 - 111,600 - 18,290 Toledo, Ann Arbor & North Mich. 48: W&LE 72: 88: 128: 589: 1809	(1894) c. 1898
19-310	94	*4-6-0*G-4* Cooke, 1896 (2330) - 19x26-56-150 - 25.3 - 94,200 - 120,800 - 21,370 W&LE 94: 164: 633 Sc. 1917	1896
19-321	192	*2-8-0*H-3* Pittsburgh, 1900 (2053) - 20x28-57-180 - 30.3 - 132,200 - 148,500 - 30,060 - W&LE 192: 671: General Equipment Co? TstL & W 134: NYC & StL 834	(1917) 1900

# WHEELING & LAKE ERIE

19-449	203 *2-8-0 *H-4 * Pittsburgh, 1902(2369) - Cross compound, (1905) Sc.	22 & 33 x 28 - 57-200 - 30.2 - 142,000 - 161,000 - 31,700 W&LE 203: 682 1916	BP
19-331	251 *2-8-0 *H-5 * BLW, 1903(22003) - Vauclain comp. - 15 1/2 x 26 x 30 - 57-180 - (1905) (1923)	47.0 - 169,040 - 190,940 - 35,510 W&LE 251: 701: 3552 Sc. 1932	BP
19-447	618 *4-6-0 *G-3 * Brooks, 1893(2313) - 19 x 24 - 56 1/2 - 160 - 21.7 - 93,600 - 116,500 - (1899) (1906)	21,040 CC&S 27: W&LE 152: 618 Sc. 1923	1906
19-458	804 *2-6-6-2 *I-2 * A-B, 1917(54037) - 25 1/2 x 39 x 32 - 63-200 - 99.0 - 362,500 - (1919)	435,000 - 80,480 W&LE 804: 8405 Sc. 1939	BP
19-330	2001 *4-4-2 *E-1 * A-B, 1905(30916) - 21 x 26 - 79 - 200 - 46.7 - 100,400 - (1905) (1919)	190,500 - 24,670 W-PT 2001: W&LE 2001: 2301 Sc. 1938	1909
19-321	2003 *4-4-2 *E-1 * A-B, 1905(30918) - As 2001 - (1905) (1919)	W-PT 2003: W&LE 2003: 2303 Sc. 1938	1905
19-451	2210 *0-6-0 *B-5 * A-RI, 1906(41180) - 21 x 26 - 52 - 180 - 159,240 - 33,740 (1910)	W&LE 2210: Nabash 528	1910
19-350	2303 *4-4-2 *E-1 * A-B, 1905(30918) - 21 x 26 - 79 - 190 - 46.7 - 101,430 - 191,530 (1905) (1919) Sc.	23,440 W-PT 2003: W&LE 2003: 2303 1938	1938
19-316	2306 *4-4-2 *E-1 * " " (30921) - As 2303 (1905) (1920) Sc.	W-PT 2006: W&LE 2006: 2306 1938	
19-344	2308(2) *4-4-0 *D-5 * BLW, 1910(34271) - 19 x 26 - 67 - 190 - 33.2 - 98,060 - 145,660 - (1920)	AB&A 30: W&LE 2308(2) Sc. 1929	
19-345	2409 *2-8-0 *H-10 * A-S, 1913(53730) - 26 x 30 - 57 - 185 - 66.6 - 236,000 - 266,500 - (1919)	55,950 - W&LE 2409: 6059 Sc. 1941	1915
19-455	2751 *4-6-0 *G-5 * Brooks, 1899(3140) - 19 1/2 x 30 - 63 - 180 - 32.5 - 118,000 - 158,000 - (1917) (1919)	27,700 - LS&MS 355: 5050: Coshocton, Otsego & Eastern 3: W&LE 270: 2751 Sc. 1931	1927
19-459	3967 *0-6-0 *B-5 * W&LE, 1937(40) - 21 x 28 - 51 - 200 - 33.0 - 167,850 - 41,160 (1949) (1951)	W&LE 3967: NYL&W 3967: 367 Sc. 1953	BP
19-344	4304 *2-8-0 *H-6b * A-B, 1905(30870) - 22 1/2 x 30 - 57 - 200 - 50.5 - 193,700 - (1905) (1917) (1919)	216,800 - 45,300 W-PT 2126: W&LE 2126: 433: 4304 Sc. 1950	
F-2	4313 *2-8-0 *H-6b * A-B, 1905(30886) - As rebuilt from H-6 - 22 1/2 x 30 - 57 - (1905)	190 - 50.5 - 193,700 - 216,800 - 43,030 W-PT 2124: W&LE 2124: (1917) (1918)	442: 4313 Sc. 1950
19-351	5106 *0-8-0 *C-1a * W&LE, 1928(41) - 25 x 28 - 51 - 180 - 46.6 - 219,130 - (1949) (1954)	52,500 - W&LE 5106: NYC&StL 5106: 276(2) Sc. 1954	BP
19-459	5110 *0-8-0 *C-1a * W&LE, 1928(8) - As 5106 (1949) (1951)	W&LE 5110: NYC&StL 5110: 280(2) Sc. 1953	BP
75-54	6007 *2-8-2 *M-1 * A-B, 1918(59726) - 27 x 32 - 63 - 190 - 70.8 - (1949) (1951)	239,840 - 321,680 - 59,850 W&LE 6007: NYC&StL 6007: 677 Sc. 1955	

WHEELING & LAKE ERIE

19-342	6020 *2-8-2*M-1*A-B, 1918(60384) - 27x32-63-200 - 70.8 - 239,840 - 321,680 - 62,950 W&LE 6020; NYC&StL 6020: 690 Sc. 1956
19-455	6053 *2-8-0*K-10*A-S, 1913(53724) - 26x30-57-200-66.6-244,420-274,920-60,480 W&LE 2403:6053:NYC&StL 6053:928 Sc. 1952
19-353	6413 *2-8-4*K-1*A-S, 1939(69123) - 25x34-69-245-90.3-269,050-413,170-64,130 W&LE 6413: NYC&StL 6413: 813 Sc. 1961 1949
19-461	6417 *2-8-4*K-1*A-S, 1941(69430) - As 6413 - W&LE 6417: NYC&StL 6417: 817 Sc. 1961 BP
F-2	6801 *4-8-2*K-3*N&W, 1926(235) - 28x30-63-225-84.1-273,420-399,150-68,880 N&W 200: RF&P 515: W&LE 6801: Sc. 1952
F-3 132-379 38-88	6806 *4-8-2*K-3*N&W, 1926(240) - As 6801 N&W 205: RF&P 520: W&LE 6806: NYC&StL 6806: 846 Sc. 1954 379-1950
F-1 19-352	8002 *2-6-6-2*I-3*BLW, 1919(52265) - 23x35x32-57-225-76.3-360,000-452,000-80,300 W&LE 8002: NYC&StL 8002: 941 Sc. 1955 F-3 -> 1950 F-1 -> 1937
F-3 19-458 136-277 23-179	8006 *2-6-6-2*I-3*BLW, 1919(52290) - As 8002 - Sc. 1941
	8009 *2-6-6-2*I-3* " " (52350) - " " W&LE 8009: NYC&StL 8009: 943 Sc. 1955 BP
19-345	8414 *2-6-6-2*I-2*A-B, 1917(57707) - 25 1/2 x 39x32-63-200-99.0-362,500-435,000-80,480 W&LE 813: 8414: Sc. 1939
F-3	6012 *2-8-2*M-1*A-B, 1918(60376) - 27x32-63-200-70.8-239,840-321,680-62,950 W&LE 6012: NYC&StL 6012: 682 Sc. 1955
F-3	6414 *2-8-4*K-1*A-S, 1939(69124) - As 6413 W&LE 6414: NYC&StL 6414: 814 1963 194
F-3	6807 *4-8-2*K-3*N&W, 1926(241) - As 6806 N&W 206: D&RGW 1550: W&LE 6807: NYC&StL 6807: Sc. 1952
1 132-378	6802 *4-8-2*K-3*N&W, 1926(236) - As 6801 N&W 201: RF&P 516: W&LE 6802 1952 1949
136-276	8008 *2-6-6-2*I-3*BLW, 1919(52330) - As 8002 Sc. 1941
136-275	8410 *2-6-6-2*I-2*A-B, 1917(57852) - As 8414 W&LE 809: 8410 Sc. 1939
136-276	8411 *2-6-6-2*I-2*A-B, 1917(57704) - As 8414 W&LE 810: 8411 Sc. 1939

WABASH-PITTSBURGH TERMINAL

19-456 2131 \*2-8-0 \* A-B, 1905 (30875) - 21x30-57-200-50-5-187,360-  
208,860-39,460 W-PT 2131: W&LE 2131: 435: 4306 Sc. 1950 BP  
(1905) (1911) (1918)

WABASH, ST. LOUIS & PACIFIC

F-1 3-77 325 \*COL. ROBERT ANDREWS \* 4-4-0 \* Rogers, 1880 (2618) - 17x24-64-87,000  
WSL&P 325: 1325: Wabash 325 Sc. 1891 BP  
(1885) (1887)

3-76 345 \*4-6-0 \* Rhode Is., 1880 (823) - 19x24-64-160-98,000-18700  
WSL&P 345: 1345: Wabash 345 Sc. 1916 BP  
(1885) (1887)

3-77 1119 \*4-4-0 \* Rogers, 1863 (1074) - As rebuilt - 15x24-64-75,000  
Gt. West. of Ill. "DECATUR": TW&W 119: Wabash RY 119: WSL&P 119: 1119  
(1863) (1877) (1879) (1885)

3-77 1351 \*4-6-0 \* Rhode Is., 1880 (829) - As 345 - Later rebuilt to H-2  
WSL&P 351: 1351: Wabash 1351 Sc. 1916  
(1885) (1887)

96-59 1490 \*4-4-0 \* Manchester, 1867 (96) - 15x24-60 Peoria, Pekin & Jackson-  
ville 8: WSL&P 490: 1490: Wabash 1490: CP&STL? c. 1885  
(1881) (1885) (1887) (1888)

WACCAMAN LUMBER Co.

42-34 3 \*2-6-2 \* BLW - 13x22-42-170-13,3-767-56,400-76,400-12,790 BP

WADLEY & MT. VERNON

8-82 3 \*4-4-0 \* BLW, 1890 BP

WADLEY SOUTHERN

82-32 6 \*4-6-0 \*

82-29 53 \*4-6-0 \*

WAGNER & WILSON

Gauge 3-0

107-59 1 \*2-Tr. Shay \* Lima, 1890 (305) - 26,000

107-59 2 \*0-4-2 \* Porter 1889 (1085) - 28,000

WAIMAN, THOMAS C.

106-88 296 \*2 Tr. Shay \* Lima, 1890 (296) - 60,000

WAIMANALO SUGAR Co.

Gauge 3-0

Hawaii

9-108 1" CHLOE \* 0-4-2 T \* BLW, 1885 As restored

9-107 3" OLOMAHA \* 0-4-2 T \* BLW, 1883 " "

WALKILL VALLEY

Gauge 6-0

16-148 26-30 1 \*4-4-0 \* Hinkley, 1851 (29) - 17x20-62-52,100  
New York & Erie 99: WV 1  
(1870)

WALLACE RUN LUMBER Co.

100-80 1 \*0-4-0 T \* Gauge 3-6

WARREN & FARNSWORTH VALLEY

107-26 6 \*4-4-0 \* Wyoming L.W., 1882 (116) - W&V 6: TV 4

WARREN, JOHNSONVILLE & SALINE RIVER

42-20  
122-222 101 \*2-8-0 \* BLW, \*16x24-44-175-19.8-1147-85,900-  
98,950-20,770 BP

WARREN & OUCHITA VALLEY82-97  
122-224

1 \*4-6-0\*

WARREN & SALINE RIVER

122-222

10 \*2-8-2\*

1938

122-224

123 \*4-6-0\*

1957

122-222

153 \*4-6-0\*

1938

WARREN SPRUCE Co.

50-175

6 \*2-6-2T\* , 1918

1918

WARRENTON RR148-52  
43-122

3 \*0-4-4T\* BLW, 1906(27916)

BP

122 → BP

123 → 1936

43-122 &amp; 123

4 \*2-4-2\* BLW, 1922(55467) WRR 4: Beaufort &amp; Moosehead 4

WASHBURN & NORTHWESTERN

Gauge 3-0

34-50  
64-179

7 \*2-8-0\* BLW, 1880(4919) - 15x18 - 37-150 - 13,8-816.1 - 53,750 -

61,750 - 13,960 DSP &amp; P 51: 191; D &amp; G 191: C &amp; S 31: W &amp; N 7:

Thunder Lake Lumber Co. ?

1903

WASHINGTON & COLUMBIA RIVER

2-149

1 \*4-6-0\* Ore. &amp; Wash. Ter. ?; W &amp; CR 1: NP 150

WASHINGTON, IDAHO & MONTANA

86-41

1 \*4-6-0\*

1908

WASHINGTON NORTHERN

50-58

1 \*2 Tr. Heisler &amp; Heisler

WASHINGTON & OLD DOMINION

39-247

2 \*2-8-0\* BLW, 1912(38951) - W &amp; OD 2: So. Georgia (1920) ?

BP

WASHINGTON & PLYMOUTH

44-12

10 \*4-4-2\* BLW, 1902

BP

WASHINGTON TERMINAL

18-24

18 \*0-8-0\* C I \* Juniata Sh., 1927(4112) - 27x30-56-250 -  
6175 - 278,000 - 78,110WATAUGA RY

42-22

101 \*2-8-0\* BLW, - 20x24-51-200-32.9-1971 -  
128,000-144,000-32,000

BP

WATERLOO MINING Co.

32-818

1 \*0-4-0T\* Porter, 1888(937) - 7x12

32-819

2 \*0-6-0T\* Porter, 1888(962) - 8x14

WATERMAN LUMBER Co.

42-35

3 \*2-6-2\* BLW, - 15x20-46-180-14-991 -  
61,000-83,500-14,970

BP

WATERVILLE

1-161

949 \*4-6-0\*



WATSON LANDS LUMBER Co.

Gauge 3-0

- 108-49 1 \*2 Tr. Shay \* Lima, 1895 (495) - 36,000  
 108-54 2 \*Cl. B \* Climax, 1898? - 40,000  
 108-52&55 4 \*2 Tr. Shay \* Lima, 1896 (523) - 80,000  
 108-54&55 5 \*Cl. B \* Climax, 1906 - 76,000

52 → 1905

c. 1914

WEATHERFORD, MINERAL WELLS & NORTHWESTERN

82-345 5 \*4-6-0\*

WEAVER, HENRY P.

106-37 ? \*2 Tr. Shay \* Lima, 1888 (223) - 50,000

WEED LUMBER Co.

2-170 3 \*2-8-0\*

c. 1900

WELLINGTON & MANAWATU

New Zealand

40-66 14 \*2-6-0 \* BLW Vaucrain comp.

BP

WELLMAN IRON & STEEL Co.

5-50 7 \*0-4-0 T \* BLW, 1893 (13352) - Gauge 2-6

BP

WENATCHEE VALLEY & NORTHERN

1-161 10? \*2-6-0 \* BLW

BP

WEST CHESTER & PHILADELPHIA

12-37 ? \*4-4-0 \*

WEST END CHEMICAL Co.

32-804 3 \*0-4-0 T \*

1940

WESTERN & ATLANTIC

4-169 9-90 43" GENERAL \*4-4-0 \* RK &amp; G, 1855 - 15x22-60-140-9,820 As restored

4-169 "TEXAS" \*4-4-0 \* DC &amp; Co.

WESTERN NEW YORK & PENNSYLVANIA

Gauge 3-0

108-93&95 201 \*2-6-0 \* Brooks, 1879 (349) - WNY & P 201; LSClough & Co. 2 1911<sup>sc</sup>

123-124 206 \*4-4-0 \*

WESTERN PACIFIC OF CALIFORNIA5-136  
27-44 33-343 J "WM. PENN" \*4-2-0 T \* R. Norris, 1835 - Rebuilt by Norris-Lancaster, 186510x15-54 Phila. & Columbia "WM. PENN": Strasburg RR "W. P.":  
(1863)W.P. of Cal. J "W.P.": C.P. 175: Pacific Iron & Nail Co. "DUPE"  
(1855)WESTERN RIVE Co.

50-86 1 \*2 Tr. Shay \* Lima, 1910

WESTERN RR OF BUENOS AIRS

8-43 "LA PLATA" \*4-4-0 \* BLW, 1884 - Gauge 5-6

BP

WESTERN RR OF MASSACHUSETTS

8-27 ? \*0-8-0 \* BLW, 1842

D

16-165 "VULCAN" \*4-2-0 \* Wm. Norris, c. 1842

D

16-167 "ADDISON GILMORE" \*4-2-2 \* W of M, 1851

D

16-166 45 \*4-4-0 \* W of M, 1851 - Rebuilt from "A.G.", 4-2-2 - 15<sup>3</sup>/<sub>8</sub> x 26-72

WESTERN RR OF MASSACHUSETTS

5-86 83 "ARIZONA" \* 4-4-0 \* W of M, 1866

WEST FELICIANA

4-181 200 "G.H. GORDON" \* 4-4-0 \* Norris

WEST FORK LOGGING Co.

6-82 91 \* 3 Tr. Heisler \* Heisler, 1928-180,000

WEST FORK TIMBER Co.

6-101 75 \* 2-6-2T \* BLW?

C. 1932

WEST JERSEY

12-196 14 \* 4-4-0 \*

PRR 55: WJ 14

5-92 18 \* 4-4-0 \* Danforth

BP

WEST JERSEY & SEASHORE

59-16 10 \* 4-4-0 \* P \* Altoona Sh., 1893

WEST SHORE

48-21 12 \* 4-4-0 \*

1888

26-55 17 \* 4-4-0 \*

16-149 28 \* 4-4-0 \* Rogers, 1883-18x24-69-150-109,100-14,370

26-53 32 \* 4-4-0 \* Rogers

1886

26-65 67 \* 4-4-0 \*

16-151 74 \* 4-4-0 \* Rogers

16-153 83 \* 4-4-0 \* Rogers, 1883-18x24-70-140-94,500-13,220

16-150 140 \* 4-4-0 \*

16-153 187 \* 2-6-0 \* Sch., 1892-19x26-64-165-120,000-20,570

BP

16-152 26-161 195 \* 2-6-0 \* Sch.

WEST SIDE LUMBER Co.

50-250 &amp; 252 14 \* 3 Tr. Shay \* Lima

F-2 10 \* 2 Tr. Shay \* Lima

1938

WEST VIRGINIA CENTRAL & PITTSBURGH

113-81 9 \* 2-8-0 \*

113-69 27 \* 2-8-0 \*

WEST VIRGINIA MIDLAND

60-39 ? \* 2-8-0 \* BLW, 1881 -

Gauge 3-0

WEST VIRGINIA NORTHERN

111-41 10 \* 2-8-0 \*

WEST WISCONSIN

3-22 10 "D.A. BALDWIN" \* 4-4-0 \* BLW, 1871

3-22 11 "T. HUMBERT" \* 4-4-0 \* BLW, 1871

3-22 12 "GEO. W. CLINTON" \* 4-4-0 \* BLW, 1871

3-22 14 "MATT. H. CARPENTER" \* 4-4-0 \* BLW, 1871

WHEELER & DUSENBURY

110-14, 24 & 26	3	*0-6-4T* Porter, 1899 (1939)	Sc.c. 1940
110-21	4	*2-6-0* Brooks	
110-14 & 26	5	*2-6-0* Lima, 1910 (1107)	Sc.c. 1940
110-17	6	*2 Tr. Shay* Lima, 1911 (2405) - 84,000	Sc.c. 1940
110-25 & 99-8	7	*2 Tr. * Heisler, 1918 (1378) - 94,000	99-8 -> BP

WHITE DEER & LOGAN TON RY

101-40, 42 & 60	1	*Cl.B* Climax, 1906 (742) - 60,000 WD & LRY 1; South River Lbr. Co. 3	Gauge 3-0 Sold 1941
101-38 & 59	2	*Cl.B* Climax, 1893 (110) - 50,000 Laurelton Lbr. Co. 1; WDV RR 2; WD & LRY 2;	Pardee Lbr Co. 110: Sold 1918

WHITE DEER VALLEY RR

113A-05	5	*Cl.A* Climax, 1889 - 24,000	
101-39 & 57	309	*Cl.B* Climax, 1902 - 60,000	Sold 1906

WHITE PASS & YUKON

40-68	6	*2-8-0* BLW; - Vauclain comp	BP
61-171	20	*2-8-0* BLW, 1890 (11355) - 16x20 - 37-150 - 76,000 - 17,570 DL & G 272: C & S 69: WP & Y 20	Sc. 1946 1946

WHITE RIVER LUMBER Co.

50-93	4	*3 Tr. Shay* Lima	1948
50-226	5	*2-8-2*	1945

WHITE SULPHUR SPRING & YELLOWSTONE

86-52	36	*4-4-0*	1942
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WHITES CREEK LUMBER Co.

112-55	1	*Cl.A* Climax, 1906	Gauge 3-0
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WHITMER- STEELE LUMBER Co.

101-49	2	*Cl.B* Climax, 1896 (155) - 50,000 - Laurelton Lbr. Co. 2: W-S L Co 2; W-S L Co 2; South River Lbr. Co. 4	Sc. by 1943
101-46	3	*Cl.B* Climax, 1900 (201) - 60,000 Laurelton Lbr. Co 3: W-S L Co 3; South River Lbr. Co. 2	Sc. 1930s
101-47	4	*Cl.B* Climax, 1893 - 60,000 Laurelton Lbr. Co. 4; White Deer Valley RR 4; W-S L Co 4; W-S L Co 4	Sc. 1921
101-48	5	*2 Tr. Shay* Lima, 1912 (2629) - 60,000	Sold 1916

WHITNEY Co.

1-183	2501	*2-6-0*	
50-227	501	"BIG JACK" *2-8-0* BLW, 1920	

WICHITA FALLS & NORTH WESTERN

116-43	23	*2-8-0*	
116-42	104	*4-4-0*	

WICHITA FALLS & SOUTHERN

116-13 14 \*2-6-0\*  
82-106 30 \*4-6-0\*

WICHITA NORTHWESTERN

F-1 3 \*4-4-0\* ex CR&P  
F-1 5 \*4-4-0\* " "  
F-1 6 \*4-6-0\*  
F-1 7 \*4-6-0\* ex AT&SF  
F-1 8 \*4-6-0\* " "  
F-1 9 \*4-6-0\* " "  
F-1 10 \*2-8-0\* " O&N  
F-1 11 \*2-8-0\* " Midland Valley  
F-1 12 \*4-6-0\* " MP

WICHITA VALLEY

34-248 13 \*2-6-0\*B-3N\* BLW, 1890(11138) - 19x24-64-160-110,000 -  
18,410 B&MR 242: CB&Q 1027: WV 13 Sc. 1928 c. 1915  
(1904) (1909)

WICKWIRE SPENCER STEEL CO.

49-43 4 \*0-4-0\* BLW, 1902-16x24-50-200-104,800-20,890  
P&R 1187: WSS Co 4: Strasburg 4 1945

WICOMIKO & PACOMAKE

5-117 "L. SHOWELL" \*4-4-0\* BLW, 1868- BP  
WILKES-BARRE COAL & IRON CO.

41-36 4 \*0-4-0T\* BLW Inside-connected mine loco. BP

WILLAMETTE BRIDGE RY Gauge 3-6

5-66 8-55 4 \*2-6-0T Dummy\* BLW, 1890(10683) BP  
F-2 5 \*4-4-0

WILLAMETTE VALLEY & COAST

1-110 "CORVALLIS" \*2-6-0\* Grant, 1874  
F-2 1 \*4-4-0\* c. 1915  
1-116 2 \*4-4-0\* Rogers  
1-117 6 \*4-4-0\* Cooke  
1-120 7 \*4-4-0\*  
1-120 11 \*4-4-0\*

WILLAMETTE VALLEY LUMBER CO.

47-195 6 \*2 Tr. Heister & Heister, 1896(1004) - (2) 16x14-40-60,000  
Simpson Log. Co. 5 "TOLLIE"; Weed Lbr. Co. ? : NCRG ? :  
WV L Co 6 Sold 1914  
(1914)

WILMINGTON, COLUMBIA & AUGUSTA

F-2 81 \*4-4-0\* BLW

WILMINGTON & WELDON

F-2 4-125	"EDW. KIDDER" *4-4-0 * Mason, 1866(225) - 14x22-60 - W&W "E.K": 33:95:ACL 401	BP
83-12	39" R.R. BRIDGES *4-4-0 * Rogers, 1867(1483) - W&W 39" R.R.B.: 100	Gone by 1901
83-76	115 *4-4-0 *	
4-99	111 *4-4-0 * Hinkley & Drury, 1846(83) - 15x20-54 - 42,000 Old Colony & Fall River "JOB TERRY": USMRR "J.T": W&W "J.T": 111: ACL 411	
46-49	138 *0-6-0 * E-4 * A-R, 1905 - 19x24-51-180 - 163,370 - 25,990	BP
F-2 8-101 22-153	153 *4-4-2 * BLW, 1895 - 19x24-72-180 - 26.1 - 2047.2 - 73,000 - 129,800 - 18,410	BP

WILSON, G.W.

113-80	1 *C.I.A Gilbert * Dunkirk Eng. Co., 1891 - 36,000	BP
113-80	2 *2 Tr. Shay * Lima, 1900(615) - 32,000	
113-96	4 *2 Tr. Shay * Lima	

WINONA & ST. PETER

15-68	4 *4-4-0 * Sch., 1883(1728) - 17x24-63-140 - 83,150 - 13,100 C&NW 508: W&SP 4: C&NW 892 Sc. 1912	
3-39	5 *4-4-0 * C&NW, 1880 C&NW 67: W&SP 5: C&NW 893	Sold 1909
3-21	17" OCONTO *4-4-0 * G-2 * Rhode Is, 1873 - 16x24-63-130 - 71,400 - 10,780 W&SP 17" O": C&NW 1017 Sc. 1900	

WINSTON-SALEM SOUTHBOUND

38-92	200 *4-8-0 *	
82-66	202 *4-8-0 *	
38-91	716 *2-8-0 * A-R, 1904 - 21x30-56-200 - 157,850 - 175,100 - 40,160 N&W 716: W-S S 716	

WISCONSIN CENTRAL

94-42	8" MARATHON *4-4-0 * BLW, 1872	c. 1880
121-105	24 *2-4-0 *	1899
94-43	48 *4-4-0 *	1899
94-43	53 *4-4-0 *	1899
121-100	83 *4-4-0 *	
8-23	94 *2-4-4 T * BLW, 1886 WC 94: C&GW 624: B80?	BP
94-43	99 *4-4-0 *	1889
94-43	104 *4-4-0 *	1889
23-41	211 *4-6-0 * Brooks, 1891 - 19x24-63-180 - 130,000 - 21,040	BP

WISCONSIN LOGGING & TIMBER Co.

50-185	1 *2 Tr. Heisler * Heisler	
50-86	3 *2 Tr. Shay * Lima, (884)	
3-176 50-223	7 *2-6-2 * BLW,	



WEST SIDE BELT

WSB1000:DAH 1500(1918)

136-360 1000 \*0-6-6-0\*Alco, 1910 - 20 1/2 & 33x32 - 55-225-72-325,000-74,000

BP

WINSTON-SALEM SOUTHBOUND

136-213 400 \*2-6-6-2\*BLW, 1914-22 & 35x32 - 56-200-72-412,000-68,000  
N&W 1393: W-S SB 400 (1941)  
Sc. 1956

WARWICK IRON & STEEL Co.

148-35 1 \*0-4-0T\*BLW

BP

WISCONSIN LUMBER Co.

148-56 1 \*2-4-2\*BLW

BP

WARD, J.L. CONSTRUCTION Co.

155-105 102 \*0-4-0T\* 3'-0" gauge

WILKES-BARRE & EASTERN

158-102 32 \*

1885

WHITE PASS & YUKON

Gauge 3-0

W 7 \*2-8-0\*BLW -Vauclain comp

W 60 \*4-6-0\*BLW

W 69 \*2-8-0\*BLW, 1908

BP

W 70 \*2-8-2\*BLW, 1938

W 185 \*2-8-2\*BLW, 1943

BP  
1982  
On display

WEST RIVER

164-96 & 37  
163-128 1 \*2-8-0\*

WHITE RIVER RR

163-139 1 \*4-4-0\*

163-139 & 140 2 \*4-4-0\*

163-140 & 143 5 \*4-4-0\*

163-148 6 \*2-4-2T\*

1915

WESTERN ALLEGHENY

W 80 \*2-8-0\*Alco, 1913(53470) - 26x28-62-205-245,080-53,200  
PRR 7085; WA 80 (1927)

W 84 \*2-8-0\*BLW, 1915(42419) - A5 80 PRR 7621; WA 84 (1929)

W 85 \*2-8-0\*BLW, 1915(42405) - A5 80 PRR 7107; WA 85 (1930)

W 86 \*2-8-0\*Alco, 1910(48677) - A5 80 PRR 9920; WA 86 (1950)

W 73 \*2-8-0\*A-B, - 21x28-57-200-184,000-36,830  
BR&P 317; WA 73

W 101 \*4-6-0\*Alco, 1907

# FILE IN W

## WESTERN ALLEGHENY ROSTER

WA No      2-8-0 except as noted

31	ex PM&K&Y 275: P&LE 9404 <sup>To</sup> ; Tallulah Falls 76	2-8-0	Pittsburgh
32	ex P&LE 129: 9308	"	"
33	ex " 123: 9322	"	"
60	ex PRR 2517: 634: 6246: 6311		
70	ex BR&P 264		
71	ex " 314		
72	ex " 310: To Missouri & North Arkansas	37	
72	ex " 319		
73	ex " 259		
74	ex " 266		
75	ex " 313		
80	ex PRR 7085 - Alco, 1913 (53470) - To WA	3/27	
81	ex " 7560 - " " (53493) - "	4/29	
82	ex " 7106 - BLW " (40889) - "	3/28	
83	ex " 7559 - Alco " (53492) - "	3/28	
84	ex " 7621 - BLW 1915 (42419) - "	7/29	
85	ex " 7107 - " " (42405) - "	3/30	
86	ex " 9920 - Alco 1910 (48677) - "	4/50	Built as H8c
87	ex " 8646 - BLW " (34677) - "	7/58	" " H8A



YEON & PELTON Co.

Gauge 3-6

6-19  
58-35 #96  
6-19 #77

1 \*0-4-0T\* \*  
Two-truck  
5 \* Climax \*

\* Climax, 1902; S/N 457

1903

6-19 → 1903

YREKA R.R.

2-115 1" OLD BETSY" \*2-4-2T\* Baldwin, 1889; Shop No. 9648 - 12x18 - 46

YEON & PELTON Co.

Gauge 3-6

50-74  
50-74  
50-46 #74

2 \*0-4-4T\*  
3 \*0-4-4T\*  
4 \*2-6-0T\*

Baldwin, 1889; S/N 9847  
Baldwin, 1889; S/N 9973  
Baldwin, 1890; S/N 10683

YANCEY R.R.

B 3 \*4-6-0\* Baldwin, 1905; S/N 27048 - 19x26-63-200-157,700-  
25,300 South & Western 1: C C & O 99: Clinchfield 99:  
(1908)  
(1954) (1955)  
Black Mountain 3: Yancey 3:

YREKA WESTERN

F-1 19 \*2-8-2\*

1973

YORK & PEACH BOTTOM

Gauge 3-0

67-13  
67-13

5 \*2-6-0\*  
6 \*4-4-0\*

\* Pittsburgh, 1882; S/N 624 - 12x18-42 1/2 - 39,000 Drg.  
Y & P B 5: York Southern 5 (1894)  
\* Pittsburgh, 1884; S/N 705 - 12x18-43 - 40,000 Drg.  
Y & P B 6: York Southern 6 (1894)

YORK SOUTHERN

67-49 2" J.C. NEVILLE" \*2-6-0\* Baldwin, 1895; S/N 14408 - 17x24-56-160 -  
16840 Y S 2" J.C.N.: Maryland & Penn. 2 Ret. 1927 1895

YAZOO & MISSISSIPPI VALLEY

122-155 1901 \*4-4-0\*

1898

YORKTOWN HOOROLE & TAMPA

130-47

1315 \*0-6-0\*

\* Co, Shops, 1887 - KCSTJ & CB 42: 510: CB & Q 1315: YH & T 1315 Sc. 1955 1934  
(1898) (1904) (1915)

ZANESVILLE BELT & TERMINAL

19-456 | \*0-6-0 \* \*Pittsburgh, 1882-17x24-49-120-72,000-14,440-<sup>sc. 1911</sup>

ZANESVILLE & WESTERN

16-333 9718 \*4-4-0 \* \*

16-333 9721 \*4-4-0 \* \*Brooks, 1890

ZUNI MOUNTAIN RR

62-167 4 \*4-6-0 \*

ZARTMAN, W.P.

100-49 494 \*2-T Climax \*Climax, C.I.B., 1904 (494) - 40,000 Gauge 3-6 C.1904

OLD LOCOMOTIVES - NO PICTURE

BEEBE & CLEGG - Head the Train Blow

- 40 Old Colony R.R. "RANDOLPH" \* 4-4-0 \* Inside connected
- 44 Naugatuck R.R. "JERICHO" \* 4-4-0 \* - Purdy type boiler
- 48 Cape Cod R.R. "HIGHLAND LIGHT" \* 4-4-0 \* Mason

BEEBE - High Iron

- 25 Central Pacific <sup>13</sup>"HERCULES" \* 2-6-0 \* Danforth L&M, 1865 - 18" X 22" - 48" - 70,000# - Rebuilt to 4-4-0, 1871 CP#3; SP 1266; 1514 Wood
- 30 " " "60" JUPITER" \* 4-4-0 \* Schenck, 1868 - 16" X 24" - 60" - Shop No. 553, Sold 1892
- 37 Union Pacific 66 \* 4-4-0 \* - Schenck, <sup>UP 66; 515</sup> 1868; Shop No 508 - 16" X 24" - 60" - 68,600# CP 60; SP 1195; Caha Valley, Globe & Nor. 1
- 38 Central Pacific 22 "AUBURN" \* 4-6-0 \* McKay & Aldus, 1866 - 17" X 24" - 54" - 73,800# - Wood CP 22 "A"; SP 1525 Scrapped 1892
- 39 Central Pacific 113 "FALCON" \* 4-4-0 \* Danforth L&M, 1868 - 15" X 22" - 56" - 60,250# - Wood CP 113 "F"; SP 1129 Scrapped 1895
- 12-158 Jeffersonville R.R. "WILLIAM G. ARMSTRONG" \* 4-4-0 \* Mason, 1843 - 17 1/2" - 60,000#
- 12-158 Madison & Indianapolis R.R. "JOHN BRADSHAW" \* 0-8-0 T \* Baldwin, 1850 - 42" - Built as a rack rail loco.
- 12-159 Madison & Indianapolis R.R. "W. J. BRIGHT" \* 0-10-0 T \* M & I Shops
- 12-159 Philadelphia & Columbia R.R. "GREEN HAWK" \* Norris, 1832
- 12-159 " " " " " " "BLACK HAWK" \* " "
- 12-159 " " " " " " "TOMAHAWK" \* " "
- 12-159 " " " " " " "LANCASTER" \* 4-2-0 \* Baldwin, 1834
- 12-159 " " " " " " "COLUMBIA" \* 4-2-0 \* " , 1834
- 12-159 Allegheny Portage R.R. "BOSTON" \* 4-2-0 \* 1835 - 48" - 17,000#
- 12-159 " " " " " " "DELAWARE" \* 4-2-0 \*
- 12-159 " " " " " " "ALLEGHENY" \* 4-2-0 \*
- 12-159 " " " " " " "PITTSBURGH" \* 4-2-0 \*
- 12-160 Baltimore & Susquehanna "HERALD" \* 0-4-0? \* Stephenson, England
- 12-160 P.R.R. "DAUPHIN" \* 0-8-0 \* Baldwin, 1848 - 17" X 22" - 43" - 50,975# Sold to P&R after short service
- 12-160 P.R.R. "MIFFLIN" \* 6-2-0 \* Baldwin, 1849 - 14" X 20" - 72" - 47,000# - 1800# on drivers
- 12-160 P.R.R. "BLAIR" \* 6-2-0 \* Baldwin, 1850 - 14" X 20" - 72" - 47,000# - 1800# " "
- 12-161 P.R.R. "JUNIATA" \* 4-4-0 \* Baldwin, 1849 - 14" X 20" - 54"
- 12-161 P.R.R. "HUNTINGTON" \* 4-4-0 \* " " - 14" X 20" - 54"
- 12-161 P.R.R. "ALLEGHENY" \* 4-4-0 \* " 1850 - 14 1/2" X 20" - 54"
- 12-161 P.R.R. "CLINTON" \* 4-4-0 \* " " - 15" X 20" - 54"
- 12-161 P.R.R. "COLUMBIA" \* 4-4-0 \* " " - " - "
- 12-161 P.R.R. "ELK" \* 4-4-0 \* " " - " - "
- 12-161 P.R.R. "ERIE" \* 4-4-0 \* " " - " - "

OLD LOCOMOTIVES - NO PICTURE

12-161	P.R.R. "VENANGO" X 4-4-0 X Baldwin, 1850 - 15' X 20" - 54"
12-161	P.R.R. "CENTRE" X 4-4-0 X " " - " - "
12-161	P.R.R. "ARMSTRONG" X 4-4-0 X " " - 13 1/2' X 22" - 60"
12-161	P.R.R. "BEAVER" X 0-3-0 X " " - 14 1/2' X 18" - 42"
12-161	P.R.R. "CLEARFIELD" X 4-4-0 X " , 1851 - 15' X 20" - 54"
12-161	P.R.R. "CRANFORD" X 4-4-0 X " " - " - "
12-161	P.R.R. "BRADFORD" X 4-4-0 X " " - " - "
12-161	P.R.R. "FAYETTE" X 4-4-0 X " , 1852 - " - "
12-161	P.R.R. "GREEN" X 4-4-0 X " " - " - "
12-161	P.R.R. "BOYLE" X 4-4-0 X " " - 13 1/2' X 22" - "
12-161	P.R.R. "SUSQUEHANNA" 4-4-0 X " " - " - "
12-161	P.R.R. "SOMERSET" X 4-4-0 X " " - 13' X 20" - "
12-161	P.R.R. "PIKE" X 4-4-0 X " " - " - "
12-161	P.R.R. "UNION" X 4-4-0 X " " - " - "
12-162	P.R.R. "BRADFORD" X 4-6-0 X " " - 18' X 22" - 44' - 46,000\$ - 64,500\$
12-162	P.R.R. "DAUPHIN" X 4-6-0 X " " - " " " "
12-162	P.R.R. "LAWRENCE" X 4-6-0 X " " - " " " "
12-162	P.R.R. "MERCER" X 4-6-0 X " " - " " " "
12-162	P.R.R. "LEBANON" X 4-6-0 X " " - " " " "
12-162	P.R.R. "CUMBERLAND" X 2-6-0 X
12-162	P.R.R. "KITATINY" X 2-6-0 X R Norris & Son, 1854 - P.R.R. "K"; 92
Budgets 712	P.R.R. "PLU" X 0-3-0 X Wiggins, 1854 +