

OGDENSBURG & LAKE CHAMPLAIN

30-69 4" JOHN C. PRATT \* 4-4-0 \* Taunton, 1868 (438) - 16 X 24 - 60 - 62,500 O&LC 4" J.C.P. : 4" H.A. CHURCH : 304 "H.A.C." Sc 1892-95

30-56 161-44 5" DEER \* 4-4-0 \* Kirk, 1850 - 16 X 20 - 68 Northern of New York 5" D : Ogdensburg RR 5" D : O&LC 5" D 1868 (1858) (1864) Sc

30-56 161-45 5-89 13" ST. LAWRENCE \* 4-4-0 \* Hinkley & Drury, 1849 (234) - As rebuilt at Malone Shops, 1862 - 15 X 20 - 54 - 55,000 Northern RR of NY 13" CHATEAUGAY : Ogdensburg RR 13" C : O&LC 13" ST.L. : Rutland 75 : Gone by 1905 (1858) (1862) (1901)

162-14 30-345 17" ECONOMY \* 2-6-0 \* Portland, 1882 (456) - 18 X 24 - 54 - 81,800 O&LC 17" E. : O&LC 317" E. : Rutland 382 : NYCL 1882 BF (1883) (1901) (1905)

30-338 23" RIDEAU \* 4-4-0 \* Hinkley & Drury, 1850 (281) - As rebuilt at Malone Shops - 16 X 20 - 60 Northern RR of NY 23" ST. REGIS : Ogdensburg RR 23" ST.R. : O&LC 23" RIDEAU (1858)

30-344 161-161 31" GENESSEE \* 4-4-0 \* Essex Co., 1851 - As rebuilt and renumbered, 16 X 24 - 54 - Northern RR of NY 19" GENESSEE : Ogdensburg RR 19" G. : O&LC 31" G Sc 1870 (1858) (1864)

30-345 161-174 301" W. J. RUST \* 4-4-0 \* Amoskeag, 1851 (16) - As rebuilt at Malone Shops. - 15 X 20 - 60 - 56,300 - Northern RR of NY 1" SOBEL : Ogdensburg RR 1" J.C. PRATT : O&LC 301 Sc 1892

30-345 320 \* 2-6-0 \* B.L.W., 1890 (10914) - 19 X 26 - 54 - 107,000 O&LC 320 : Rutland 320 : 394 : NYCL 1894 : Rutland 152 Ref. 1923 (1892) (1901) (1905) (1913)

162-37 30-347 324 \* 4-4-0 \* B.L.W., 1890 (10924) - 17 X 24 - 49 - 87,900 - O&LC 324 : Rutland 324 : 172 : NYC 795 (1892) (1901) (1905)

162-31 30-345 334" W.K. BLODGETT \* 4-4-0 \* Mason, 1868 (297) - 16 X 22 - 66 - 13,000 - 888.5 - 61,000 Cent. Vermont 62" RICHMOND : O&LC 334 "JOHN SCHRIEB" : O&LC 334 "W.K. BLODGETT" Sc 1895

16-141 30-347 340 \* 2-8-0 \* Sch., 1897 (4646) - Cross-comp. - 22 & 34 X 28 - 51 - 159,000 O&LC 340 : Rutland 551 : NYCL 2425 : 2402 : Rutland 11 Ref. 1934 BF

OREGON & CALIFORNIA

F-2 1-90	A	*0-4-0*		1895
1-86, 89 & 119	3	*4-4-0*		86 → 1870
1-93	5	*SALEM* 4-4-0* BLW, 1870		
1-100	8	*4-4-0* BLW, 1871 - O&C 8: SP 1246: 1502: Brookly Shop Switcher 261	(O&C) (1891) (1907) (1917)	c. 1885
F-2	11	*4-4-0*		1889
1-93	18	*4-4-0* BLW, 1879 - O&C 18: SP 1234: 1509	(O&C) (1891) (1907)	
1-99	20	*2-6-0* BLW, 1880 - Western Oregon? : O&C 20: SP 1512: 1600: Salem, Falls City #Western 7: Oregon & Southeastern 7		c. 1890
1-93	21	*4-4-0*		
1-115	22	*4-4-0* BLW, 1883 - O&C 22: SP 1355 Sc. by 1920		c. 1884
F-2 1-92 & 98	31	*2-6-0* BLW, 1882 - O&C 31: SP 1515: 1603	(O&C) (1891) (1901)	92 → 1897
F-2	32	*2-6-0*		1890
33-114	33	*2-6-0* BLW, 1883 - O&C 33: SP 1517: 1605: Pac. Ry & Nav. Co? : SP 1605 Sc. 1917 c. 1884	(1891) (1901) (1910) (1916)	
1-92	39	*2-6-0* BLW, 1883 - O&C 39: SP 1758: 1611	(O&C) (1891) (1901)	1890
1-118 1-118	43	*0-4-0* BLW, 1883 - O&C 43: SP 1011: Independence & Manmouth?		
33-183 37-25	45	*2-8-0* Sacramento Shops, 1887 - 19x30-51-150-28.0* 1600-96,500-111,350- 27,080 O&C 45: SP 1901: 2501	(1891) (1901)	113 → BP



OREGON RAILROAD & NAVIGATION Co.

1-61	3	*0-6-0* Porter, Bell & Co, 1876 - Gauge 3-0 Walla Walla & Col. Riv. 2" Columbia": ORR&N 3 1901	
2-139	17	*2-6-0* Cooke, 1872 - Virginia & Truckee 15" Aurora": ORY&N 49; UP 1380: ORR&N 17	
2-59	35	*4-4-0* BLW, 1882	
1-24	59	*4-4-0*	1908
1-30	70	*4-4-0* Manchester	
1-30	72	*4-4-0* Manchester?	c.1910
2-136	73	*4-4-0* BLW, 1883 ORY&N 73; UP 549: ORR&N 73; UP 1108	
1-36	81	*4-4-0?*	
1-18	84	*4-4-0*	1899
1-29	85	*4-4-0*	
1-27	113	*4-6-0* Manchester, 1883	c.1906
1-28	134	*4-6-0*	1907
2-142	164	*2-8-0* New York L.W., 1883 ORY&N 86; UP 1294: ORR&N 164; UP 704 Sc. 1933	
1-32	194	*4-6-2* BLW	BP
1-31	201	*2-8-0*	BF
1-32	209	*4-6-0* A-B, 1908	BF
1-32	215	*4-6-0* BLW	BF
1-28	383	*2-8-0*	
1-32	8-72	440 *2-8-2* BLW, 1910 - 23 <sup>3</sup> / <sub>4</sub> x 30 - 57 - 263,000	BF
1-28	761	*2-8-0?*	
136-46	451	*2-8-8-2* BLW, 1910 ( 7 - 26 & 40 x 30 - 57 - 200 - 68 - 439,000 - 86,000 ORR&N Co 451: O-WRR&N Co 701: 3801 (1911) (1915)	
136-46	3801	*2-8-8-2* BLW, 1910 ( 7 - 26 & 40 x 30 - 57 - 200 - 68 - 439,000 - 86,000 ORR&N Co 451: O-WRR&N Co 701: 3801 (1911) (1915)	
136-47	3802	*2-8-8-2* BLW, 1910 ( 7 - 26 & 40 x 30 - 57 - 200 - 68 - 439,000 - 86,000 ORR&N Co 451: O-WRR&N Co 701: 3801 (1911) (1915)	

OREGON RAILWAY & NAVIGATION CO.

1-22	7	*0-6-0T*		
1-31	9	*2-6-0*BLW		
1-20	11	*2-6-0*BLW	ORY&N II; Tacoma Eastern I	1882
1-30	14	*0-4-0T*		
1-22	19	*4-4-0?*		
1-32	20	*4-4-0*		c.1880
1-40	23	*4-4-0*		
1-29	32	*2-6-0*		
1-32	45	*4-6-0* New York L.W., 1899		BF
1-23, 27 & 30	46	*4-4-0* BLW		23 → 1883
3-180	52	*0-4-0T* BLW, 1882		
1-23	57	*4-4-0*		1888
2-59	59	*4-4-0* Manchester, 1883		
1-33	62	*4-4-0*		
F-2	63	*4-4-0*		1884
1-30	73	*4-4-0*		
1-31	75	*4-6-0*		
1-36	80	*4-4-0?*		
2-58	81	*4-4-0* BLW, 1883		c.1883
1-30	83	*2-8-0* New York L.W.,		
1-28	84	*4-4-0*		c.1888
1-27	113	* ? *		
1-31	130	*4-6-0*		
1-32	133	*4-6-0* New York L.W.	- As rebuilt by ORY&N	
F-2	134	*4-6-0*		1914

OREGON SHORT LINE

3-183	1	* 2-6-0*	Gauge 3-0	c. 1900
5-149	205	* 4-4-0*		1899
2-60	450	* 4-4-0*	Grant, 1887	
3-182	525	* 4-6-0*		
2-61	560	* 0-6-0*	BLW, 1901	1904
5-141	630	* 4-6-0*		
5-141	644	* 4-6-0*		
2-61	722	* 4-6-0*		1904
1-31	759	* 4-4-0*		
2-61	770	* 2-6-0*	BLW - Vauchain comp,	1901
72-25	854	* 4-4-2*		
2-95	856	* 4-4-2*		c. 1912
72-25	875	* 4-6-2*		
2-60	906	* 4-8-0*	Cooke, 1899	1904
2-60	940	* 2-8-0*	Cooke, 1897	
2-58	998	* 4-6-0*		
136-48	11	* 3 Trk. Stay	* Lima, ( ) - New East Tintia II; OSL II: San Pedro, LA & SL 60	c. 1882 (1903)
136-47	3700	* 2-8-8-2*	BLW, 1909 - 26#40 X 30 - 57-200-68-439,000 - 86,000 (1915) (1917) UP 2000: 3600: OSL 3700	
136-49	3704	* 2-8-8-0*	Alco, 1923 - 26#41 X 32 - 57-210-88-487,000 - 103,000 (1942) OSL 3704: UP 3565	
136-49	3705	* 2-8-8-0*	Alco, 1923 - As rebuilt 1936 - (4) 23 X 32 - 59-218-88 - 511,000 - 100,000 (1942) OSL 3705: UP 3566	

OREGON - WASHINGTON RAIL ROAD & NAVIGATION Co.

2-147  
93-75 & 98  
2-147  
93-75 & 98

N1 #4-4-0\* Gauge 3-0

N1 \*4-4-0\* BLW, 1887(4224) - 14x18 - 45-130 - 45,600 - 8,660 So. Pac. Coast 7; 23:  
(1898) (1915)  
Ilwaco RR 2: O-WRR&N N1: 1 Sc. 1931 98 → 192

93-100 & 105

2 \*2-6-0\* BLW, 1880(5121) - 12x18 - 43-125 - 42,000 - 7,585 Utah Northern 19; 23:  
(1887) (1906) (1908) (1915)  
Portland & Willamette Valley 1: IRR&N 4: IRR 4: O-WRR&N N2: 2 Sc. 1931 193

93-77

N3 \*4-4-0\* BLW, 1880(4956) - 12x18 - 45-140 - 50,400 - 6,655 So. Pac. Coast 9:  
(1908) (1915)  
Ilwaco RR 5: O-WRR&N N3: 3 Sc. 1931 192

93-77

N4 \*4-6-0\* BLW, 1891(11925) - 16x24 - 50-140 - 74,000 - 14,620 So. Pac. Coast 23:  
(1908) (1915)  
Ilwaco RR 6: O-WRR&N N4: 4 Sc. 1931 191

93-109

4 \*4-6-0\* As N4

1-149

5 \*4-4-0\*

Std. Gauge

1-30

201 \*4-6-2\* BLW

1-31

205 \*4-6-2\*

1-27

362 \*2-8-0\*

c. 1913

136-46

3803 \*2-8-8-0\* Alco, 1923 - 26 & 41 x 32 - 57-210 - 88 - 487,000 - 103,000  
(1944)  
O-WRR&N 3803: UP 3567

136-47

3804 \*2-8-8-0\* Alco, 1923 - Simplified & rebuilt - (4) 23 x 30 - 59-218 - 88 -  
(1944)  
511,000 - 100,000 O-WRR&N 3804: UP 3568

OAK POINT PILING & TIMBER Co.

50-190 "OLD RUSTY" \* 2 Tr. Shay \* Lima

OCEAN SHORE

57-264 1 \* 4-4-0 \*

OESTE DE MINAS, E de F (Brazil)

40-73 18 \* 4-6-0 \* BLW - Vauchain comp.

OESTE DE SAGUA LA GRANDE, FC DEL (Cuba)

5-178 2 "MANUELITO" \* 0-4-0 \* Rogers, 1880 (2687)

OHIO CENTRAL

16-318 16 \* 4-4-0 \* Brooks, 1880 61-70,000

16-318 39 \* 4-4-0 \* OCRR, 1882

OHIO, INDIANA & WESTERN

16-285 ? \* 0-6-0 \*

OHIO & MISSISSIPPI

13-60 4 \* 4-4-0 \* Niles & Co., 1854

13-59 28 \* 4-4-0 \*

OHIO RIVER

13-62 20 \* 4-6-0 \* D \* Brooks - 18x24-57-140-104,600-16,230

OR 20:30: B&O 296 Ret. by 1912

OHIO RIVER & WESTERN Gauge 3-0

70-210 9 \* 4-4-0 \*

67-60 11 \* 4-4-0 \* Pittsburgh, 1887 (949) - 15x20 - 49-56,000 Maryland Central 7;  
(1897) (1900) (1902)  
Balt. & Lehigh 7; Bellaire, Zanesville & Cincinnati 11; OREW 11; PRR 9667 Ret. c. 1928

OHIO & TOLEDO

19-292 1 \* 2-4-0 \* National L.W., 1874 - Gauge 3-0 - 24,000 "E.R. ECKLEY"

OIL CREEK

5-6 11 \* 4-4-0 \* Sch.

5-33 "OIL CITY" \* 4-4-0 \*

OIL CREEK & ALLEGHENY

5-103 23-11 3 \* 4-4-0 \* BLW, 1870 (2127)

OLD COLONY

F-2 203 \* 4-4-0 \* Rhode Is., 1882 OC 203: NYNH&H 1917

OLEAN, BRADFORD & WARREN

Gauge 3-0

123-114 3 "STATE LINE" \* 2-6-0 \* Brooks, 1878 (321) - 12x18-36

OLIVER IRON MINING Co.

35-144 4 \* 0-6-0 \* T \*

35-144 56 \* 0-6-0 \*

35-140 307 \* 0-6-0 \*

35-140 700 \* 0-8-0 \*

OREGON

Gauge 3-0

2-145 4 "BROWNVILLE" \* 2-6-0 \* Pittsburgh, 1882 - 12x16-36 - 37,300 Oregon 4 "B."  
Oregonian ? : SP 1025(2); McKenzie Ship Yard ?

BP



OREGON - AMERICAN LUMBER Co.

6-133 102 \*2 Tr. Shay\* Lima  
50-29 104 \*2-6-2T\*

OREGON, CALIFORNIA & EASTERN

1-183 2 \*2-6-0\* BLW, 1888 - Buf., Roch. & Pitts. ? : Spok. Int. 12: OC&E 2

OREGON CENTRAL

1-84 2 \*4-4-0\*

OREGON & EUREKA

6-86 2 \*0-4-0T\*

OREGONIAN

33-361 4 \*2-6-0\* Gauge 3-0

1-104 5 \*2-6-0\* Porter " " - 36,000

1-190 6 \*2-6-0\* Porter, 1880 " " - 12x16-85#

F-2 1-106 & 109 7 \*2-6-0\* Porter " "

1-105 8 'C.N. SCOTT' \*4-4-0\* " " O. 8' C.N.S.: SP 1026 (Northern Ry) (1903)

1-109 33-36 11 \*4-4-0\* Rogers, 1868 (1594) - 15x22-56 - 60,250 - Std. gauge - CP 104 "RAMBLER";  
(1877) (1890)(OAG) (1891) (1899) (1901) Sc. 1915 (1905)  
Sac. & Placerville 3; Oregonian 11; SP 1427; Northern 1021; SP 1008; Portland Shops 3

OREGON LUMBER Co.

Gauge 3-0

88-108 7 \*3 Tr. Shay\* Lima, 1929 (3345) - New Mexico Lbr. Co. 7: Oregon Lbr. Co. 7;  
(1962)  
Black Hills Central RR. 7

88-108 100 \*2 Tr. \*Heisler, 1924 (1510) - Sc. 1954

88-108 101 \*2 Tr. Shay\* Lima, 1907 (1834) - SV 101: OLC 101 Sc. 1941

88-109 102 \*2 Tr. Shay\* Lima, 1907 (1885) - (3) 8x10 - 29-48,500 Sold 1945

88-52 & 109 104 \*2 Tr. \*Heisler, 1910 (1188) - Hilgard Lbr. Co. 2: Nibley-Nimnaugh Lbr. Co. 2;  
(c. 1915)  
OLCo 104 Sc. 1947

88-52 & 109 105 \*Cl. B \* Climax, 1919 (1538) - Halleck & Howard Lbr. Co. 6: OLC Co. 105 Sc. 1949

OREGON & NORTHWESTERN

1-40 5 \*2-8-0\*

F-2 63-159 1400 \*2-8-2\*

OREGON PACIFIC

1-117 10 \*4-4-0\*

OREGON PACIFIC & EASTERN

F-2 19 \*2-6-2\*

OREGON PORTAGE

1-31 "ETTIE" \*0-6-0T\*

1-12 "OREGON  
PORT" \*0-4-0 T\* Vulcan Iron Works, 1862

OREGON SHORT LINE & UTAH NORTHERN

3-188 589 \*4-4-0\* Grant, 1867 OSL 4: OSL & UN 589 1889

3-189 1461 \*4-6-0\* Rhoads, 1890 BP  
27-181 32-629 368 \*4-4-0\* Sch., 1868 (529) - 16x24-54 - 68,600 UP 125: Utah Sals, 10 (1879): OSL & UN 368

OREGON & SOUTHEASTERN

F-2 1-183 50-25 3 \*2-6-0\*

6-119 50-25 4 \*4-4-0\* BLW

OREGON SOUTHERN

6-14 53-249 ? \*4-4-0\* Rhodels.

OREGON STEAM NAVIGATION Co.

1-12 "D.F. BRADFORD" \*4-2-4T\* DC&Co, c.1860 - Gauge 5-0 Cascade "D.F.B."; OSN "D.F.B."

1-17 "J.C. AINSWORTH" \*4-2-4T\* DC&Co, c.1860 - Gauge 5-0

1-15 "J.S. RUCKEL" \*4-4-0\* DC&Co, 1865 - Gauge 5-0 - 12X22-55-50,000 OSN "J.S.R."; ORY&N 3

1-15 5-140 "S.G. REED" \*4-4-0\* DC&Co, 1865 - Gauge 5-0 - 12X22-55-50,000 OSN "S.G.R."; ORY&N 4 <sup>140-1867</sup>

OREGON & TEXAS

103-89 383 \*3 Tr. Shay\* Lima, 1892 (383) - 80,000 O&T 383: Emporium & Rich Valley, 383 (c.1906)

OREGON TIMBER & LOGGING Co.

50-102 3 \*2 Tr.\* Heisler

OREGON & WASHINGTON TERRITORY

1-56 9 \*4-6-0\*

OREGON WATER POWER & RAILWAY Co.

2-141 107 \*4-4-0\*

2-141 112 \*4-4-0\* BLW - ORY&N 34; ? : OWPERY 112

ORIENTAL MEXICANO, FC (Mexico) Gauge 3-0

48-134, 136 & 137 144 \*2-8-0\* G-024 \*BLW, 1902 (20384) - 16X20-38-175-84,880-98,460-20,040  
(1902) (1930)  
San Marcos y Tecoluth 78: OM 3: 144

OSAGE RY

8-131 10 \*2-10-0\* BLW - 24X28-56-217,200

OSTRANDER RY & TIMBER Co.

50-67 & 187 1 \*2 Tr. Shay\* Lima

50-187 2 \*2 Tr. Shay\* Lima

50-217 4 \*2-6-2T\* BLW

OTTAWA, ARNPRIOR & PARRY SOUND

40-22 694 \*2-8-0\* BLW - Yauclair comp. BP

OUTER HARBOR TERMINAL

73-353 2 \*0-6-0\* Hinkley, 1882 - 16X24-51-130-14.5-1185-77,500-13,300  
AT&SF 218: 2238: O+IT 2

OZAN - GRAYSONIA LUMBER Co.

122-202 3 \*2 Tr. Shay\* Lima Little Rock, Mamelle & Western ? : O-G L Co 3

OZARK & CHEROKEE CENTRAL

122-237 2679 \*4-6-0\*

OREGON & SOUTHERN

126-79 4 \*4-4-0\* \*4-4-0\*

1931

OREGON SOUTHERN

103-52

103-52 3 437-2400

OREGON STEAM NAVIGATION CO

1-12

1-12 "D.E. BRADSHAW" 4-H-2-414-DACA-1865-Gauge 5-0 - Cascade Dist. Co. Astoria

1-17

1-17 "J.C. AINSWORTH" 4-H-2-414-DACA-1865-Gauge 5-0

1-12

1-12 "J.S. BUCKLEY" 4-H-4-04-DACA-1865-Gauge 5-0 - 15122-55-50000 OREGON STEAM NAVIGATION CO

1-12

1-12 "S.G. BRAD" 4-H-4-04-DACA-1865-Gauge 5-0 - 15122-55-50000 OREGON STEAM NAVIGATION CO

OREGON & TEXAS

103-52

103-52 3 437-2400

OREGON TIMBER & LOGGING CO

20-102

20-102 3 437-2400

OREGON & WASHINGTON TERRITORY

1-22

1-22 9 414-00

OREGON WATER POWER & RAILWAY CO

2-141

2-141 107 414-00

2-141

2-141 112 414-00 R.W. - OREGON ST. & O.W.P. CO

ORIENTAL MEXICANO F.C.

144

144 42-8-00 2-014 \* R.W. (1902) (1902) - 15122-55-50000 - 15122-55-50000 - 15122-55-50000

OSAGE RY

8-131

8-131 10 42-10-00 R.W. - 2HX28-55-21200

OSTRANDER RY & TIMBER CO

20-418127

20-418127 1 437-2400

20-187

20-187 2 437-2400

20-510

20-510 4 42-4-00 R.W.

OTTAWA ARRIVAL & PART SOUND

40-22

40-22 414 42-8-00 R.W. - Vancouver goods

OUTER HARBOR TERMINAL

72-222

72-222 2 40-2-00 HICKORY, 1865 - 15122-55-50000 - 15122-55-50000 - 15122-55-50000

ATESE RY: 2228: OHT 2

OAK - GRAYSONIA LUMBER CO

152-202

152-202 3 437-2400

OAK & CHESTER CENTRAL

152-222

152-222 2 437-2400

OREGON & SOUTHERN

152-22

152-22 4 414-00

1931

ONTARIO NORTHLAND

133-162 1101 \* 4-8-4\* Canadian, 1936 - 22½x30-69-275-371,320-54,500-64,950 T&NO 1101: ON 1101  
 133-1 1103 \* 4-8-4\* " " - As 1101 T&NO 1103: ON 1103

OSTRANDER RY & TIMBER Co.

136-332 7 \* 2-6-6-2 T\* BLW, 1926 - 18x28x24-44-200-32-246,000-43,000  
 ORY & T Co 7: Weyerhaeuser Tbr. Co. 5; Kosmas Tbr. Co. 11;  
 US Plywood Co. 11; Puget Sound & Snoqualmie Valley 11

OESTE DE MINAS, Eda F

148-84 80 \* 4-6-2\* BLW BP  
 148-94 100 \* 2-8-2\* BLW BP

ONEIDA & WESTERN

150-191 26 \* 2-8-0\*A-P, 1910(47985) - Monongahela 125: BR&L?; O&W 26 1936  
 150-193 27 \* 2-8-0\*A-P, 1902(25195) - 20x26-50 P&LE 9328: BR&L?;  
 O&W 27 Sc. 1954 1941  
 150-193 28 \* 2-8-0\*A-P, 1902(25196) - 21x30-50 P&LE 159: 9329: BR&L?;  
 O&W 28: Alabama Central 28 Sc. 1961

OVERTON COUNTY

150-161 3 \* 4-6-0\* BLW, 1889(10430) - 18x24-56½ WNY & P 124: 130:  
 PRR 6266: O&G 66: SI&E 670: OC 3: TK&N 3?: TC 100: 500  
 (1909) Sc. 1924

OLD DOMINION RR (Mine in Arizona)

160-918 2(1)\* 0-4-0 T\* Porter  
 160-923 7 \* 0-4-0 T\* Porter



PENNSYLVANIA R.R.

NOTE - Numbers replaced names in 1857

9-70	"CHESAPEAKE"	*4-6-0	*R. Norris & Son, 1847	- 14½x22-46-44,000	D
9-39 36-11	"PERRY"	*0-8-0	*Baldwin, 1848 (334)	- 17x22-43-50,975	D
9-40 36-11	"INDIANA"	*6-2-0	*Baldwin, 1849 (372)	- 14x20-72-18,000-47,000	D
36-12	"JUNIATA"	*4-4-0	*Baldwin, 1849	- 15x20-54-25,825-45,275	D
12-182	"CLARION"	*4-4-0	*Baldwin, 1850	- 14½x20-54	
12-184	"WESTMORELAND"	*0-8-0	*Baldwin, 1850	- 17x22-43- Ret. 1866	
			PRR "WESTMORELAND": 14 (1)		BE
12-183 36-43	"WYOMING"	*4-4-0	*Baldwin, 1850	- 13½x22-60-22,875-38,675	BE
12-183 36-13	"ANTELOPE"	*4-4-0	*Seth Wilmarth, 1852	- 16x22-78-37,900-61,300	BE
36-13	"BERKS"	*4-6-0	*Baldwin, 1852	- 18x22-44-46,100-64,500	D
36-13	"CUMBERLAND"	*2-6-0	*Baldwin, 1852	- 18x22-44-48,200-59,600	D
36-13	"LATROBE"	*2-6-0	*Smith & Perkins, 1852	- 17x22-44-41,800-54,200	D
36-14	"LOYALHANNA"	*4-4-0	*R. Norris & Son, 1853	- 16x24-60-40,900-59,000	D
36-14	"PLUTO"	*0-8-0	*Winans, 1853	- 19x22-44-59,100	D
12-183	"ALLEGRIPPUS"	*2-6-0	*R. Norris & Son, 1854	- PRR "ALLEGRIPPUS": 96 (1)	BE
36-15	"BELLE"	*4-4-0	*Baldwin, 1854	- -72- (General design)	BL
36-15	"IRON CITY"	*0-8-0	*Baldwin, 1854	- 19x22-43-66,000	BL
36-36	1 (3)	*4-4-0	*K	*As rebuilt by PRR - 18x24-72-140-34.7-1230-12,850	
18-35 46-53	1 (4)	*2-8-0	*H Gsb	*Baldwin, 1906 ( ) - 23x28-56-195-49-2871-182,350-204,800-43,840	35 → 1934
18-36 36-51	5 (5)	*2-8-0	*H G	*Altoona, 1899 ( ) - 22x28-56-205-33.3-2812-166,400-186,500-42,170	BP
12-193 59-9	10 (4)	*4-4-0	*K	*Altoona, 1881 ( ) - 18x24-78-140-34.7-1230-64,900-96,700-11,860	
36-60 59-107 & 161	10 (5)	*4-4-2	*E 3rd	*Jun. Sh., 1908 (1854) - As rebuilt from CIE 3rd, 1912 161 → 1913, 167 → 1930s 22x26-80-195-55.5-2028-522-127,200-196,600-26,070 - Sc. 1939	
5-161 36-33	13 (2)	*4-4-0	*A	*Altoona, 1869 ( ) - 17x24-68-125-16.2-1049-47,850-77,700-10,840	33 → c. 1870
9-42	14 (2)	*0-6-0 T	*	Baldwin, 1852	D
12-184 36-22	14 (3)	*4-6-0	*	Norris (Lancaster), 1866	- 19x24-48-50,000-70,000 D
18-22 36-73	15 (5)	*0-6-0	*B 8	*Jun. Sh., 1911 (2306) - 20x24-56-205-31.6-1868-143,450-29,870 - Sc. 1930	22 → 1912
23-13 36-31	19 (2)	*4-6-0	*E	*Altoona, 1872 ( ) - 18x22-50-125-16.3-1096-62,100-84,800-15,150	BP
36-24	26 (1)	*4-4-0	*	Baldwin, 1852 ( ) - As rebuilt by Altoona, 1866	
				PRR "BUTLER": 26 (1)	
36-29	28 (2)	*4-4-0	*A	*Altoona, 1872 ( ) - As 13 (2)	BP
36-24	34 (2)	*0-6-0 T	*F	*Baldwin, 1867 ( ) - 15x18-44-65,400	BP



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12-185	40(1) * 4-4-0 *	Seth Wilmarth, 1852	PRR "ATLANTA": 40(1)	
12-239	44(4) * 4-4-0 * C	* Baldwin, 1876 ( ) -	17x24-62-125-17.6-	
		1083-50,950-79,100-11,890		1889
36-255 12-187	45(1) * 2-6-0 *	Baldwin, 1853 ( ) -	As rebuilt by PRR, 1864	
			PRR "NORTHUMBERLAND": 45(1)	
36-34	48(3) * 0-6-0T * F	* Altoona, 1869 ( ) -	15x18-44-125-10.7-713-	
		71,300-9,780		BP
18-134 22-85	51(4) * 4-4-2 * EGs	* Jun. Sh., 1914 (2794) -	23½x26-80-205-55.2-	
		3509-613-136,000-243,600-31,275-	Ret. 1953	1914
18-127 22-3	68(4) * 4-4-2 * EGs	* Jun. Sh., 1914 (2805) -	As 51(4) -	Sc. 1949 127 → BP
36-26	85(1) * 4-4-0 *	R. Norris & Son, 1854 -	As rebuilt by PRR, 1865	1865
59-102	86(6) * 4-6-2 * K2a	* Jun. Sh., 1911 (2349) -	24x26-80-205-178,500-	
		272,000-32,620 -	Sc. 1949	
18-108 36-46	88(4) * 4-4-0 * L	* Altoona, 1895 ( ) -	18½x26-80-185-33.2-1905-	
		93,100-134,500-17,500		BP
22-52 & 58	89(4) * 4-4-2 * EGs	<sup>Prototype</sup> * Jun. Sh., 1912 (2426) -	22x26-80-205-55.23-	
		3348.2-688.81-141,000-234,200-27,410	Sc. 1948	New
36-46	92(3) * 4-4-0 * P	* Altoona, ( ) -	19x24-80-175-33.2-	
		1583-87,300-127,050-16,110		
22-146	92(4) * 4-4-2 * EGs	* Jun. Sh., 1914 (2788) -	As 51(4) -	Sc. 1948 1948
18-16	94(6) * 0-4-0 * A5s	* Jun. Sh., 1917 (3191?) -	20x24-50-185-38.3-	
		1009-219-131,750-30,190 -	Ret. 1956	As restored For exhibit.
36-21	96(2) * 0-4-0 *	Baldwin, 1866 ( ) -	14x22-50- c. 42,000	
18-110 59-87 & 93	96(4) * 4-4-0 * D16a	* Altoona ( ) -	As 88(4)	110 → 1902 87 → 1907
36-20	98(1) * 2-8-0T *	Baldwin, 1854 as an 0-8-0 -	As rebuilt by	
		PRR in 1864	PRR "BEDFORD": 98(1), 2-8-0T	BP
12-2	98(7) * 4-4-0 * D16b	* Jun. Sh.		
18-107 59-19	101(3) * 4-4-0 * D16a	* Altoona, 1895 ( ) -	As 88(4)	BP
36-44	101(?) * 0-6-0 * B4a	* Altoona, 1902 ( ) -	19x24-50-160-17.8-	
		1353-107,500-23,570		BP
36-20	110(2) * 0-6-0T *	Baldwin, 1863 ( ) -	15x18-44- c. 55,000	
18-62	110(5) * 2-8-2 * L1s	* Baldwin, 1916 (44269) -	27x30-62-205-70-	
		4050-1215-240,200-320,700-61,470 -	Sc. 1959	
12-185	111(2) * 0-6-0T *			c. 1880
59-39	116(4) * 4-4-2 * E3a	* Jun. Sh., 1903 ( ) -	22x26-80-205-	
		55.5-2640-118,400-190,600-27,410		
36-26	117(1) * 4-6-0 *	Baldwin, 1855 ( ) -	As rebuilt by PRR	
		Sc. 1878	PRR "BLACK OAK": 117(1)	
5-99 36-16	118(1) * 4-6-0 *	Baldwin, 1855 ( ) -	As rebuilt by PRR	

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	118(1)	19x22-48-	-42,200-	61,000-	Sc. 1872	PRR "AUGHWICK": 118(1)	(1857)
18-58	59-148	121(5) *	2-8-2	*L1s	*Jun. Sh., 1917(3376)	- As 110(5) - Sc. 1958	1922
	36-28	124(3) ? *	2-8-0	*I	*Altoona, 1875( )	- 20x24-50-125-23-	
					1259-79,400-91,640-20,400		BP
	59-129	128 *	2-8-0	*H1	*	As 124(3)?	
	69-24				"SENECA"		
12-186	36-19	131(2) *	2-6-0	*	Winans, 1856	- As rebuilt by PRR 1862	BP
	36-23	137(2) *	4-6-0	*	Baldwin, 1864( )	- 18x22-54-c.50,000-c.70,000	
	36-36	138(3) *	4-4-0	*BA	*Altoona, 1881( )	- 18x24-68-125-17.6-	
					1083-53,750-82,200-12,150		BP
	36-17	139(1) *	4-4-0	*	Baldwin, 1857( )	- 17x22-56-48,850-64,550	Sc. 1876 D
	36-21	142(3) *	4-4-0	*	Altoona, 1867( )	- 16x24-61-38,150-61,100	(empty) (empty)
	12-187	143(2) *	0-4-0T	*	Baldwin, 1862( )		BP
18-145	59-96	150(4) *	4-6-2	*K2	*Jun. Sh., 1910(2001)	- 24x26-80-205-55.4-4629-	
					185,900-278,800-32,620-	To K2s, 1914 - Sc. 1948	BP
	59-168 & 169	151(5) *	4-4-2	*E3a	*Jun. Sh., 1905( )	- As 116(4)	168 -> 1908
	12-187	153(2) *	4-6-0	*	R. Norris & Son		BD
F-2	8-42						42 -> BE
	9-43	154(1) *	4-4-0	*	Baldwin, 1856	PRR "TIGER": 154	43 -> D
	36-17	156(2) *	4-4-0	*	Baldwin, 1859(947)	- 16x24-66-40,675-63,800	D
	F-2						
12-191	36-18	166(1) *	4-4-0	*	Lancaster L.W., 1853	- As rebuilt by PRR 1866	(1857)
					16x20-66-33,200-55,200	Phila. & Col. "WHEATLAND": PRR 166(1)	1867
	36-61	178(3) *	4-4-0	*D16sb	*Jun. Sh., 1900( )	- As rebuilt by PRR,	
					20 1/2 x 26-68-175-33.2-1404-347-98,500-141,100-23,900		
12-185	36-16	187(1) *	4-4-0	*	New Jersey L.W., 1856	- 16x22-54-32,200-53,000	
					Phila. & Col. "CORPORAL TRIM": PRR 187(1)		
	5-95	195(1) *	4-4-0	*	Lancaster L.W., 1857	- As rebuilt by PRR	(1857)
					Phila. & Col. "JOHN C. BRECKINRIDGE": PRR 195(1)		
	84-237						
22-147 & 170		198(5) *	4-4-2	*E6s	*Jun. Sh., 1914(2856)	- As 51(4) - Ret. 1951	
	36-22	200(1) ? *	2-6-0	*	Smith & Perkins, c. 1853	- As rebuilt by PRR, 1865 -	
					18x24-48-56,000-66,000 - Sc. 1877		1865
	36-17	207(1) *	4-6-0	*	Baldwin, 1854	- As rebuilt by PRR,	
					19x22-48-48,000-64,000 - Allegheny Portage "Thos. H. Forsyth": PRR 207		(1857)
5-60	36-18	212(1) *	2-4-0T	*	Baldwin, 1861(1000)	- 10x18-56-42,850	
	12-186	214(1) *	4-6-0	*	Baldwin, 1861( )		BP
	5-31	216(1) *	0-6-0T	*	Baldwin, 1861(1008)	- 15x18-44-44,800	BP
	5-38						
12-186		217(1) *	4-4-4T	*	Baldwin, 1861(1005)		BP
	12-201	218(5) *	0-6-0	*B8	*Jun. Sh., 1907(1645)	- As 15(5) - Sc. 1946	
	36-18	224(1) *	4-6-0	*	Baldwin, 1861( )	- 16 1/2 x 22-50-49,000-57,000	
	59-21	225(3) *	4-4-0	*D16a	*Jun. Sh., 1906( )	- As 88(4)	BP
	22-122	231(4) *	4-4-2	*E6s	*Jun. Sh., 1914(2858)	- As 51(4) - Sc. 1948	1925

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36-19	233(1) * 4-6-0 *	Rogers, 1862-18x22-49-49,000-66,000	
59-104	238(4) * 4-6-2 * K 2a * Jun. Sh., 1911 (2350) - As 86(6) - Sc. 1931		
59-44	263(4) * 4-4-2 * E 3a * Jun. Sh., 1905 ( ) - As 116(4)		
18-30 36-50	267(3) * 2-6-0 * Fla * Altoona, 1898 ( ) - 20x28-62-185-30.1-1884-127,000-145,000-28,400		BP
18-128 22-14 59-31	269(3) * 4-4-2 * E 1a * Altoona, 1900-20½x26-80-205-55.5-2640-109,030-176,600-23,800-Sc. 1917		BP
36-46	272(4) * 4-4-0 * D 16b * Altoona, 1901 ( ) - 18½x26-68-185-33.2-1900-97,100-134,000-20,580		BP
23-23 36-28	274(2) * 4-4-0 * C * Altoona, 1875 ( ) - As 44(4)		BP
36-19	278(1) * 4-4-0 *	R. Norris & Son, 1863-17x24-66-44,000-67,200	
36-47 59-19	296(4) * 4-4-0 * D 16a * Altoona, ( ) - As 88(4) - 47→1899		
36-21	297(1) * 4-6-0 *	R. Norris & Son, 1864-17x24-54-58,000-75,000	
18-62	305(4) * 2-8-2 * L 1s * Jun. Sh., 1917 (3227) - As 110(5) - Sc. 1960		
22-28 36-62	313(4) * 2-8-0 * H 9s * Baldwin, 1913 (40346) - 25x28-62-205-55.2-3066-781-223,300-251,000-49,180-Sc. 1949		BP
36-35 59-11	317(2) * 4-4-0 * K * Altoona, 1881 ( ) - As 10(4)		BP
18-129 & 123 59-106	318(3) * 4-4-2 * E 3sd * Jun. Sh., 1908 (1856) - As 10(5) - Sc. 1937 Built as E 3d, to E 3sd, 1912 PRR 318: 4098		
F-2 36-23	325(1) * 4-4-0 *	Baldwin, 1864 ( ) - 17x24-66 - c.44,000 - c.68,500	
4-187,188 & 189	331(1) * 4-4-0 *		1865
36-48	347(2) * 2-6-0 *	R. Norris & Son, 1865 as a 4-4-0 - Rebuilt by PRR, 1866 as 2-6-0 - 19x24-66-54,000-64,300 - Rebuilt by PRR, 1870 as 4-4-0 - Sc. 1876	1866 BP
36-20	348(1) * 4-4-0 *	R. Norris & Son, 1865 (1178) - 17x24-66-44,000-67,200	
59-13	351 * 4-4-0 * O * Altoona, 1889 ( ) - 18x24-62-160-17.3-1296-66,000-105,000-17,060		BP
36-29	358 * 4-4-0 * C Anth. * Altoona, 1874 ( ) - 17x24-62-125-28.7-1158-52,600-81,800-11,890		BP
18-26	373(5) * 2-8-8-2 * H H 1 * Sch., 1919 (59853) - 27 & 39x32-58-270-96-485,000-539,000-114,150-Sc. 1947 N&W 2000: PRR 373(5)		(1943) 1947
59-170 136-261 38-90	374(4) * 4-4-2 * E 3a * , 1905 ( ) - As 116(4)		1907
	374(5) * 2-8-8-2 * H H 1 * Sch., 1919 (61076) - As 373(5) - Sc. 1948 N&W 2008: PRR 374(5)		
36-40	380(2) * 0-4-0 T * Q * Altoona, 1885 ( ) - 15x24-50-125-12.2-602-72,000-11,480 - Equipped with saddle tank and tender		BP
18-115	382(4) * 4-4-0 * D 16b *	- As 272(4)	1903
36-23	383(1) * 4-6-0 *	Baldwin, 1866 ( ) - 18x22-55 - c.50,000 - c.70,000	
22-109	393(3) * 4-4-2 * E 6s * Jun. Sh., 1914 (2786) - As 51(4) - Sc. 1950		1914

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18-63	405(4)* 2-8-2 *L1s *Jun. Sh., 1915(2923) - As 110(5) - Sc. 1949	1939
36-25	417(1)* 4-6-0 * NJL&X, 1867 - 18x22-54-73,000	BP
8-48 36-25	422(1)* 4-4-0 * Baldwin, 1867( ) - 17x24-66-c.45,000 - c.70,000	BP
22-106	425(3)* 4-4-2 *EGs *Jun. Sh., 1914(2859) - As 51(4) - Ret. 1950	
36-39	433(3)* 2-8-0 *I *Altoona, 1881( ) - As 124(3)?	BP
36-40	437(6)* 2-8-0 *R *Altoona, 1886( ) - 20x24-50-140-31.2-1732-100,590-114,620-22,850	BP
36-49	450 * 4-6-0 *G4a *Altoona, 1901( ) - 20x28-62-225-30.8-2816-142,000-183,000-34,550	BP
22-132, 135 & 139	84-181	101 → 1917
36-81 59-101	460(3)* 4-4-2 *EGs *Jun. Sh., 1914(2860) - As 51(4) - Sc. ?	81 → 1954
59-29	461(4)* 4-4-0 *D16d *Altoona, 1900( ) - 18½x26-80-185-33.2-1900-98,000-138,000-17,500	
36-31	489(1)* 4-6-0 *D *Altoona, 1871( ) - 18x22-56-125-14.5-1087-58,400-83,500-13,520	BP
18-20	491(3)* 0-6-0 *BGsa *Jun. Sh. 1913(2742) - 22x24-56-205-177,350-36,140 - Ret. 1952	1940
36-30	495(2)* 2-8-0 *I *Altoona, 1879 - As 124(3)	
18-122	508(4)* 4-6-0 *G5s *Jun. Sh., 1923(3809) - 24x28-68-205-55.2-2862-798-178,000-237,000-41,330 - Ret. 1951	1948
18-23	525(3)* 0-6-0 *BGsb *Jun. Sh., 1916(3070) - 22x24-56-205-61.6-1907-464-180,300-36,140 - Sc. 1949	
59-72	526(3)* 4-4-2 *E2 *Jun. Sh., 1902( ) - 20½x26-80-205-55.5-2640-118,280-186,480-23,800	
18-161	526(4)* 4-6-2 *K4s *Jun. Sh., 1918(3502) - 27x28-80-205-70-4050-1215-201,830-308,890-44,460 - Sc. 1955	1930
5-168		
18-113 36-27	568(2)* 4-4-0 *O * -18x24-68-160-17.3-1296-66,900-103,500-15,550	c.1892
59-27	593(3)* 4-4-0 *D16d *Altoona, 1900( ) - As 461(4)	c.1912
12-122	601(2)* 4-4-0 *P * -18½x24-68-140-34.7-1530-67,800-100,600-14,370	1892
18-181 & 185	612(5)* 4-6-2 *K4sa *Jun. Sh., 1917(3259) - 27x28-80-205-70-4050-1215-201,830-308,890-44,460 - Ret. 1958	
18-19	616(4)* 0-4-0 *A3 *Altoona, 1896( ) - 17x24-50-160-14.2-899-82,300-18,870	
59-24	631(3)* 4-4-0 *D16a *Altoona, 1898( ) - As 88(4)	1902
22-137 & 147	645(4)* 4-4-2 *EGs *Jun. Sh., 1914(2846) - As 51(4)	136 → 1954
18-112	676(3)* 4-4-0 *D16sb * - As 178(3)	1920
69-7 18-128	698(3)* 4-4-2 *E1 *Altoona, 1899( ) - 20½x26-80-185-68-2320-101,550-173,450-21,480 PRR 698(3): Longls. 198	(1903)



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84-116 69-8 22-13	700(3) * 4-4-2	* E1	* Altoona, 1899 ( ) - As 698(3)	PRR 700(3); Long Is. 199 (1903) 116 → 1899 13 → 1899 8 → 1900
59-12	728(2) * 4-4-0	* D11a	* Altoona, 1886(1054) - As 601(2)	
22-96, 97, 101, 102 & 103 59-163 & 164	737(4) * 4-4-2	* E65	* Jun. Sh., 1914(2820) - As 51(4) - Sc. 1948	1914
59-38 & 40	744(3) * 4-4-2	* E3a	* Jun. Sh., 1904 ( ) - As 116(4)	1904
18-35	759(3) * 4-4-2	* E65	* Jun. Sh., 1914(2821) - As 51(4) - Sc. 1949	1949
59-111	782(3) * 4-4-2	* E65	* Jun. Sh., 1914(2806) - As 51(4)	
18-134 20-105 & 116 34-236 59-165	779(3) * 4-4-2	* E65	* Jun. Sh., 1914(2822) - As 51(4) - Ret. 1952	236 → 1944 165 → 1914 116 → 1914
18-67 & 69	790(4) * 2-10-0	* I1s	* Jun. Sh., 1916(3165) - 30 1/2 x 32-62-250-69.9-4332-1460-391,800-371,800-90,000 - To I1sa, 1943 - Sc. 1956	BP
18-30	806(2) * 2-6-0	* F1a	* Altoona, ( ) - As 267(3)	
18-128 22-13 36-54 59-29	820(3) * 4-4-2	* E1	* Altoona, 1899 ( ) - As 698(3) - LI 200(1903)	PRR 820. 7 → 1900 BP
59-108	837(2) * 4-4-2	* E2	* Altoona, 1901 ( ) - As 526(3)	1913
8-96 59-130	839 (2) * 2-6-0	* F3	* Baldwin, 1901 ( ) -	BP
59-155	852(1) * 4-6-0	* D	* Altoona, ( ) - As 489(1)	
18-118 36-49	863(3) * 4-6-0	* G4	* Altoona, 1900 ( ) - 20x28-72-225-30.8-2816-140,500-184,300-29,750	BP
18-102	866(3) * 4-4-0	* D16sb	* As 178(3)	1917
59-130	869(2) * 2-6-0	* F1a	* As 267(3)	BP
59-157	903(3) * 4-4-0	* D16a	* As 88(4)	1896
59-141	906(3) * 2-8-2	* L1s	* Baldwin, 1916(42750) - As 110(5) - Sc. 1949	BP
36-73 18-16 59-153	913(3) * 0-4-0	* A5s	* Jun. Sh., 1917(3188?) - As 94(6) - Sc. 1952	
36-50	914(2) * 0-4-0	* U	* Altoona, 1895 ( ) - As 616(4)	BP
12-202	914(3) * 0-6-0	* B6sb	* Jun. Sh., 1916(3167) - As 525(3) - Ret. 1952	
59-107	917(3) * 4-4-2	* E3d	* Jun. Sh., 1908(1857) - 22x26-80-205-55.5-2640-122,900-190,400-27,410 - Sc. 1939?	
18-31	923(3) * 2-6-0	* F1	* - 20x28-62-185-30-1865-126,500-144,500-28,400	
59-22	926(2) * 4-4-0	* D13a	* Altoona, 1897 ( )	
59-114	927(3) * 4-6-2	* K2	* Jun. Sh., 1910(2086) - As 150(4) - Sc. 1935	To K2s, 1913
36-29	930(1) * 4-4-0	* G	* Altoona, 1873 ( ) - 15x22-56-125-13.3-721-40,700-65,200-9,390	
59-150	933(2) * 0-4-0 T	* Q	* - As 380(2) - Has tender	BP
F-1	935(1) * 4-4-0	* D5	* - As 930(1)	
59-76	937(2) * 4-4-0	* C	* Baldwin, 1876 ( ) - As 44(4)	
36-41 12-196 59-76	937(3) * 4-4-0	* O	* Altoona, 1891 ( ) - As 568(2)	
18-108	937(4) * 4-4-0	* D16b	* Jun. Sh., 1906 ( ) - As 272(4)	BP
36-34	949(1) * 0-6-0	* H	* Altoona, 1873 ( ) - 15x22-44-125-13.2-856-64,700-11,950	BP



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23-17 36-33	950(1) * 2-8-0	* I	* Baldwin, 1873( )	- 20x24-49-125-25.8-1361- c.87,000 - c.96,000 - 20,820	BP
36-38	953(2) * 4-4-0	* A Anth.	* Altoona, 1882( )	- 17x24-68-140-34,7-1280-64,000-93,500-12,140	BP
59-68 & 69	955(2) * 4-4-2	* E 3d	* Jun. Sh., 1908(1858)	- As 917(3) - To E 3sd, 1912 1908	Sc. 1935
18-37	957(3) * 2-8-0	* H 8b	* Jun. Sh., 1908(1900)	- 24x28-62-205-55.2-240,700-45,330 - To H 9s, 1916 - Ret. 1955	BP
36-38	963(1) * 0-6-0	* M	* Altoona, 1883( )	- 19x24-50-125-15.0-1196-91,700-18,410	BP
5-2 & 43	990(1) * 2-8-0	* I	* Pittsburgh, 1883( )	- As 950(1)	BP
59-77 & 173	997(3) * 4-6-2	* K 2	* Jun. Sh., 1910(2117)	- As 150(4) - 1915 - 1931 1912	To K 2s, Sc.
59-82	1028(2) * 4-4-2	* E 3d	* Jun. Sh., 1908(1859)	- As 917(3) - To E 3sd, 1912 - (1914)	1909
59-160	1028(2) * 4-4-2	* E 3sd	* Jun. Sh., 1908(1859)	- As 10(5) - From E 3d, 1912 - (1914)	1913
18-114	1035(2) * 4-4-0	* D 16sb *		As 178(3)	
59-153	1042(2) * 0-6-0	* B 8	* Baldwin, 1904(23490)	- As 15(5)	BP
18-114	1046(2) * 4-4-0	* D 16b *		As 272(4)	
36-39	1050(1) * 4-4-0	* O	* Altoona, 1883( )	- 18x24-62-130-17.6-1392-59,000-95,000-13,860	BP
18-108 36-48	1052(2) * 4-4-0	* D 16d	* Altoona, 1900( )	- 18 1/2 x 26-80-185-33.2-1900-98,000-138,000-17,500	BP
18-103 36-39 59-13	1063(1) * 4-4-0	* P	* Altoona, 1883( )	- 18 1/2 x 24-68-140-34,7-1530-67,800-100,600-14,370	18-103 → BE
18-106 36-35	1066(1) * 4-4-0	* K	* Altoona, 1883( )	- As 10(4)	BP
22-70	1067(3) * 4-4-2	* E 6s	* Jun. Sh., 1910(2159)	as 5075, Cl. E 6 - Rebuilt in 1913 to Cl. E 6s - 23 1/2 x 26-80-205-55.13-2856.2-721-133,100-240,000-31,275	Ret. 1950
12-199 18-129 & 130 22-54 & 55 59-109	1092(3) * 4-4-2	* E 6sa	* Jun. Sh., 1912(2428)	- As 89(4) except for Young rotary valves and cylinder construction - Later rebuilt to piston valves	Ret. 1952
22-57	1092(3) * 4-4-2	* E 6s	* Jun. Sh., 1912(2428)	- As 89(4) with piston valves	Ret. 1952
59-139	1093(3) * 2-8-0	* H 8b	* Jun. Sh., 1911(2238)	- As 957(3) - To H 9, 1922	Sc. 1933
18-171	1120(2) * 4-6-2	* K 4s	* Jun. Sh., 1917(3283)	- As 526(4) - As streamlined	Sc. 1954
18-47	1145(2) * 2-8-0	* H 9s	* Baldwin, 1911(35848)	as H 8b - To H 9s, 1918 - As 313(4) - Ret. 1955	
23-118 & 119	1163(2) * 4-4-2	* E 6s	* Jun. Sh., 1914(2824)	- As 51 - Sc. 1948	118 → 1916 119 → 1922
F-1	1165(1) * 2-8-0	* H 3 *		- As 437(6)	1906
18-57	1169(2) * 2-8-2	* L 1s	* Jun. Sh., 1915(2985)	- As 110(5) - Sc. 1950	
F-1	1176(1) * 2-8-0	* H 3 *		- As 437(6)	

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12-195	59-15	1178(2)*4-4-0	*P	*	- 18 $\frac{1}{2}$ x24-68-175-33.2-		
					1571-79,500-114,500-17,970		
22-Front	83					83 → 1911	
	59-10	1179(3)*4-4-2	*EGs	*Jun. Sh., 1914(2826)	- As 51(4) - Sc. 1949	Front → 1911	
	18-38	1187(2)*2-8-0	*H3	*Altoona, ( )	- As 437(6)		
					As restored for exhibition	1939	
	18-36	1188(1)*2-8-0	*H3a	*Altoona, 1888( )	- 20x24-50-150-		
					111,500-126,500-24,480		
	18-189	1188(2)*4-6-2	*K4s	*Jun. Sh., 1917(3285)	- As 526(4) - Ret. 1955		
	59-133	1195(1)*2-8-0	*H3	*Altoona, 1888( )	- As 437(6)		
	18-46	1196(2)*2-8-0	*H9s	*Jun. Sh., 1912(2423)	as H8b - To H9s, 1925 -		
					As 314(4) - Sc. 1959		
	18-48	1221(2)*2-8-0	*H8b	*Jun. Sh., 1909(1950)	- As 957(3) - To H8sb, 1913 -	Sc. 1941	
	12-148	1222(1)*4-4-0	*D7a	*Altoona, 1888( )	- 17x24-62-140-34.7-		
					1280 - - - 13,310	BP	
	18-109	46-48	1223(2)*4-4-0	*D16sb	*	- As 178(3)	109 → 1937
84-236	22-7	1238(2)*4-4-2	*EGs	*Jun. Sh., 1914(2827)	- As 51(4) - Ret. 1951	236 → 1945	
	18-37	1288(2)*2-8-0	*H8sb	*Jun. Sh., 1913(2581)	- 24x28-62-205-		
					55.2-252,500-45,330 - To H9s, 1922	BP	
	22-125	1321(2)*4-4-2	*EGs	*Jun. Sh., 1914(2807)	- As 51(4) - Sc. 1948	1915	
	18-59	1343(2)*2-8-2	*L1s	*Baldwin, 1916(42819)	- As 110(5) - Ret. 1958	1956	
	22-114	1347(2)*4-4-2	*EGs	*Jun. Sh., 1914(2834)	- As 51(4) - Ret. 1950	1917	
	18-172	1361(2)*4-6-2	*K4s	*Jun. Sh., 1918(3475)	- As 526(4) Ret. 1956		
					On display at the Horseshoe Curve		
36-67	18-52	59-141	1372(3)*2-8-2	*L1s	*Baldwin, 1918(49424)	- As 110(5) - Sc. 1950	BPs
	18-135	1381(2)*4-4-2	*EGs	*Jun. Sh., 1914(2836)	- As 51(4) - Sc. 1948	1932	
	18-155	1387(3)*4-6-2	*K2sa	*Jun. Sh., 1913(2618)	- 24x26-80-205-		
					297,000-32,620 - Sc. 1949		
36-55	22-12	59-156	1395(2)*4-4-0	*D16a	*	- As 88(4)	1902
	22-110	59-177	1397(2)*4-4-2	*EGs	*Jun. Sh., 1914(2784)	- As 51(4) - Ret. 1951	1914
	18-139	59-100	1413(2)*4-4-2	*E2a	*Altoona, 1902( )	- 20 $\frac{1}{2}$ x26-80-205-55.5-	
					2640 - 23,800	100 → 1911 139 → 1911	
	59-46	852	1416(2)*4-4-2	*E2a	*	( ) - As 1413(2)	
	18-36	36-50	1431(2)*2-8-0	*H5	*Altoona, 1898( )	- 23 $\frac{1}{2}$ x28-56-185-33.3-	
					2902-175,700-196,500-43,400	BP	
	59-32	833	1435(2)*4-4-2	*E2	*Altoona, 1901( )	- As 526(3)	1901
	59-115	1458(2)*4-6-2	*K2s	*Jun. Sh., 1910(2118)	as K2 - To K2s, 1913		
					24x26-80-205-283,000-32,600 - Ret. by 1950		
	8-61	8-84	1486(1)*2-8-0	*	*Baldwin, 1891( )	- Yauclain comp.	BP
23-49	36-43	1502(1)*4-6-0	*	*Baldwin, 1892( )	- Yauclain comp. - 14 $\frac{1}{2}$ x24x24-		

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	1502(1)	72-180-28.3-2135-101,300-132,000-16,500-Experimental	BP
36-44	1503(1) * 4-6-0 *	Sch., 1892( ) - Cross-comp. - 20 & 30 x 24-74-180-26.2-1953-106,000-143,000-15,000-Exp.	BP
36-44	1504(1) * 4-4-0 *	Sch., 1892( ) - 19x24-78-180-26.2-1816-81,500-126,700-17,000-Sc. 1911-Experimental	BP
8-89 18-106 36-43 59-157	1510(1) * 4-4-0 *	Baldwin, 1892( ) - Vauclain comp. - 13 & 22 x 24-78-180-38.5-1696-83,900-122,400-12,900- <sup>Sc. by</sup> 1911-Exp.	BP
18-107 36-43 59-18	1515(1) * 4-4-0 * T	* Altoona, 1892( ) - Lindner cross comp. - 19 1/2 x 31 x 28-84-205-30-1824-95,200-145,500-20,800-Exp.	BP
22-89 & 138	1564(2) * 4-4-2	* E 6s * Jun. Sh., 1914 (2839) - As 51(4) - Sc. 1952	138 → 1914
59-38	1586(2) * 4-4-2	* E 3a * Jun., Sh., 1903( ) - As 116(4)	c. 1906
F-1	1592(2) * 4-6-0	* G 5s * Jun. Sh., 1923 (3788) - As 508(4)	BP
59-175	1601(2) * 4-4-2	* E 3a * Jun. Sh., 1903( ) - As 116(4)	c. 1911
59-152	1607(3) * 0-6-0	* B 8 * Jun. Sh., 1904( ) - As 15(5)	
59-84, 92 & 167	1610(3) * 4-4-2	* E 3a * Jun. Sh., 1904( ) - As 116(4)	58 → 1906 167 → 1906 92 → 1909 84 → 1910
22-15	1624(3) * 4-4-2	* E 3a * Jun. Sh., 1904( ) - 22 x 26-80-205-55.5-2640-115,300-183,500-27,410	c. 1904
18-61	1627(2) * 2-8-2	* L 1s * Jun. Sh., 1915 (2969) - As 110(5) - Sc. 1955	
18-115	1634(2) * 4-4-0	* D 16a * As 88(4)	
18-106 36-42	1639(1) * 4-4-0	* P * Altoona, 1893( ) - As 1178(2)	
18-133	1645(2) * 4-4-2	* E 6s * Jun. Sh., 1914 (2802) - As 51(4) - Sc. 1948	c. 1914
F-1	1648(3) * 4-6-0	* G 5s * Jun. Sh., 1923 (3786) - As 508(4) - Sc. 1949	c. 1949
22-148	1649(2) * 4-4-2	* E 6s * Jun. Sh., 1914 (2808) - As 51(4) - PRR 1649: (1917) (1918) (1918) NYP&N 46: 13: PRR 6513(1) - Ret. 1951	
36-45	1651(2) * 4-4-0	* P * Altoona, 1894( ) - As 92(3)	BP
59-17	1658(1) * 4-4-0	* P * Altoona, 1893( ) - 18 1/2 x 24-78-175-332-1583-82,600-122,600-15,660	1895
36-45 59-17	1659(1) * 4-4-0	* P * Altoona, 1893( ) - As 1658(1)	
22-117	1680(3) * 4-4-2	* E 6s * Jun. Sh., 1914 (2843) - As 51(4) - Ret. 1950	1918
59-115 & 117 12-200 18-162 46-99	1737(2) * 4-6-2	* K 4s * Jun. Sh., 1914 (2825) - As 526(4) - PRR 1737(2): 3750 - Sc. 1960	115 & 117 → BP 162 → BP
12-150 18-52 & 54 59-140 & 141	1752(2) * 2-8-2	* L 1s * Jun. Sh., 1914 (2816) - As 110(5) - Sc. 1948	BP
18-43	1773(2) * 2-8-0	* H 8sb * Jun. Sh., 1912 (2407) - As 1288(2) - To H 9s, 1945	1939
18-47	1775(2) * 2-8-0	* H 9s * Baldwin, 1911 (35763) - As 313(4) - Built as H 8b, to H 9s, 1924 - Ret. 1951	1929
22-85, 108 & 111 59-177	1794(2) * 4-4-2	* E 6s * Jun. Sh., 1914 (2779) - As 51(4) - Sc. 1949	1914
18-30	1949(1) * 2-6-0	* F 3b * Baldwin, 1901( ) -	1904
18-118 36-72	1961(2) * 4-6-0	* G 5s * Jun. Sh., 1923 (3820) - As 508(4) - Ret. 1950	BP
18-122	1966(2) * 4-6-0	* G 5s * Jun. Sh., 1923 (3825) - As 508(4) - Sc. 1949	

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18-128 22-14 36-54	1968(1) * 4-4-2	* E2	* Jun. Sh., 1901( )	- As 526(3)	128 → BP
59-93, 168 & 170	1973(1) * 4-4-2	* E2	* Jun. Sh., 1901( )	- As 526(3)	170 → 1907
18-136	1979(1) * 4-4-2	* E2 *		- As 526(3)	
18-22	1979(2) * 0-6-0	* B6sb	* Jun. Sh., 1924(3840)	- As 525(3)	- Sold 1949
59-179	1980(2) * 4-6-2	* K4s	* Jun. Sh., 1918(3434)	- As 526(4)	- Sc. 1949 1924
18-179	1985(2) * 4-6-2	* K4s	* Jun. Sh., 1918(3438)	- As 526(4)	- To K4sa-1956 -1923 <sup>Sc.</sup>
18-49	1995(1) * 2-8-0	* H6a *		- 22x28-56-205-49-	
			2844-175,900-194,500-42,170		
59-172	2019(1) * 4-4-2	* E3 *	, 1902( )	- 22x26-80-205-55.5-	
			2640-115,300-183,500-27,410		1909
36-55	2024(1) * 4-4-2	* E3a	* Altoona, 1902( )	- As 116(4)	BP
63-135	2032(2) * 4-6-2	* K4s	* Jun. Sh., 1918(3439)	- As 526(4)	- Ret. 1956
22-15 59-34	2034(1) * 4-4-2	* E2 *		- As 526(3)	c. 1901
12-196 36-57	2063(1) * 2-6-0	* F3c	* Baldwin, 1902( )	- 20x28-62-205-47.1-	
			2469-142,900-165,900-31,480		BP
59-169 & 172	2066(2) * 4-4-2	* E3a	* Jun. Sh., 1905( )	- As 116(4)	
36-57	2106(1) * 2-8-0	* H6a	* Baldwin, 1902( )	- As 1995(1)	BP
18-49	2318(1) * 2-8-0	* H6sb *		- As 1(4)	1921
18-25	2382(3) * 0-6-0	* B6sb	* Jun. Sh., 1917(3335)	- As 525(3)	- Ret. 1952 1922
59-44	2413(1) * 4-4-2	* E3a *		- As 116(4)	c. 1908
59-43 & 112	2427(1) * 4-4-2	* E3a	* Jun. Sh., 1903(1054)	- As 116(4)	112 → 1911
22-20	2435(1) * 4-4-2	* E3a *		- As 116(4)	
59-116 18-131	2445(2) * 4-6-2	* K4s	* Jun. Sh., 1917(3260)	- As 526(4)	- Ret. 1953 1921
22-17 36-55	2512(1) * 4-4-2	*	* French built, 1904 - de Glehn bal. comp. -		
	(2) 14 <sup>3</sup> / <sub>16</sub> & (2) 23 <sup>5</sup> / <sub>8</sub>	x 25 <sup>3</sup> / <sub>2</sub> - 80 <sup>3</sup> / <sub>2</sub>	- 227,500-334-2576-87,850-164,000-19560		BP
59-138	2546(1) * 2-8-0	* H6a	* Baldwin, 1905( )	- As 1995(1)	1911
18-45	2578(1) * 2-8-0	* H6s *			1913
18-171	2665(2) * 4-6-2	* K4s	* Jun. Sh., 1918(3478)	- As 526(4)	- Streamlined 1940 <sup>Sc. 1955</sup>
22-24	2752(1) * 2-8-0	* H6b	* Altoona, 1905( )	- 22x28-56-205-49-	
			2844-178,700-200,700-42,170		BP
18-128 22-18 59-63	2759(1) * 4-4-2	* E28	* Baldwin, 1905( )	- Balanced comp. - Experimental -	
	(2) 16 & (2) 27x26-80-205-55.5-2869-127,000-204,000-23,500				BP
18-128 59-63	2760(1) * 4-4-2	* E29	* Sch., 1905( )	- Balanced comp. - Experimental -	
	(2) 16 & (2) 27x26-80-205-55.5-2846-123,000-199,000-23,500				BP
18-147 23-111 59-59, 60 & 62	2761(1) * 2-6-2	* J28	* Sch., 1905( )	- 21 <sup>1</sup> / <sub>2</sub> x28-80-200-	
	55.0-234,500-27,500				BP
59-83	2766(1) * 4-4-2	* E2a	* Jun. Sh., 1905( )	- As 1413(2)	1909
59-160 & 162	2768(1) * 4-4-2	* E2a	* Jun. Sh., 1905( )	- As 1413(2)	1913
59-54	2770(1) * 4-4-2	* E2a	* Jun. Sh., 1905( )	- As 1413(2)	



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59-40 # 56	2771(1) * 4-4-2	* E 2a	* Jun. Sh., 1905 ( )	- As 1413(2)	40 → 1912
59-89	2772(1) * 4-4-2	* E 2a	* Jun. Sh., 1905 ( )	- As 1413(2)	
12-197 59-35	2773(1) * 4-4-2	* E 2a	* Altoona, 1902 ( )	- As 1413(2)	
18-23	2788(1) * 0-6-0T	* B 8a	* Baldwin, 1905 ( )	as 2-8-0 - Rebuilt by PRR to 0-6-0T - 20x24-56-205-31.6-1868-167,700-29,870	
36-57	2826(1) * 2-8-0	* H 6b	* Baldwin, 1905 ( )	- As 2752(1)	BP
18-53	2861(2) * 2-8-2	* L 1s	* Baldwin, 1918(50741)	- As rebuilt by PRR in 1932 with Emerson water tube firebox - Sc. 1947	BP
59-134	2906(1) * 2-8-0	* H 6b	* Baldwin, 1905(26863)	- As 2752(1)	
59-41	2988(1) * 4-4-2	* E 3a	* Jun. Sh., 1905 ( )	- As 116(4)	
59-82	2991(1) * 4-4-2	* E 2a	* Jun. Sh., 1905 ( )	- As 1413(2)	1909
59-64	2997(1) * 4-4-2	* E 3d	* Jun. Sh., 1906(1422)	- As 917(3)	BP
36-59 59-65	2999(1) * 4-4-2	* E 3d	* Jun. Sh., 1906(1424)	- As 917(3)	BP
59-65	3004(2) * 4-4-2	* E 3d	* Jun. Sh., 1906 ( )	- As 917(3)	
18-132	3006(2) * 4-4-2	* E 3d	* Jun. Sh., 1906 ( )	- As 917(3)	1908
F-1	3064(2) * 4-6-0	* G 5s	* Jun. Sh., 1923(3799)	- As 508(4) - Ret. 1950	1948
59-78	3119(1) * 4-4-0	* D 16b	* Altoona, 1901 ( )	- As 272(4) - PRR 3119; 4119	(1903)
59-171	3136(1) * 4-4-2	* E 2d	* Jun. Sh., 1906 ( )	- 20 1/2 x 26-80-205- 55.5-2640-190,400-23,800	
84-239 59-104	3148(1) * 4-4-2	* E 2d	* Jun. Sh., 1906 ( )	- As 3136(1)	1910
59-75	3151(1) * 4-4-2	* E 2d	* Jun. Sh., 1906 ( )	- As 3136(1) - Sc. 1938	
12-198 59-64	3155(1) * 4-4-2	* E 2d	* Jun. Sh., 1906 ( )	- As 3136(1)	1906
18-132	3156(1) * 4-4-2	* E 2d	* Jun. Sh., ( )	- As 3136(1)	
18-137 59-6884	3158(1) * 4-4-2	* E 2d	* Jun. Sh., ( )	- As 3136(1) -	64 → 1907 137 → 1914
59-107	3159(1) * 4-4-2	* E 3sd	* Jun. Sh., ( )	- As rebuilt by PRR from E 2d - As 10(5)	1913
22-26	3198(1) * 2-8-0	* H 8	* Jun. Sh., 1907(1611)	- 24x28-62-205-55.2- 3842-209,800-242,000-45,330 - To H 8s, 1913 - Sc. 1940	BP
36-62	3213(1) * 2-8-0	* H 8	* Jun. Sh., 1907(1633)	- As 3198(1) - To H 8s, 1913 - To H 9s, 1930 - Sc. 1947	BP
59-134	3219(2) * 2-8-0	* H 6b	* Baldwin, 1907(32376)	- As 2752(1) - Reno 728(3), 1908 - To H 6sb, 1915 - Sc. 1940	1908
18-17	3233(3) * 0-6-0	* B 6sb	* Jun. Sh., 1916(3075)	- As 525(3) - Sc. 1959	1940
18-61	3276(2) * 2-8-2	* L 1s	* Jun. Sh., 1915(2995)	- As 110(5) - Sc. 1950	1933
18-150	3325(1) * 4-6-2	* K 2s	* Jun. Sh., 1910(2122)	as K 2 - To K 2s, 1913 As 1458(2) - Sc. 1940	1933
22-22 59-174	3337(1) * 4-6-2	* K 2	* Jun. Sh., 1911(2191)	- As 150(4) - To K 2s, 1914	1911
59-90	3345(1) * 4-6-2	* K 2	* Jun. Sh., 1911(2200)	- As 150(4) - To K 2s, 1913	1911
59-57	3348(1) * 4-6-2	* K 2	* Jun. Sh., 1911(2203)	- As 150(4) - To K 2s, 1914	1911



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18-149	59-55	3349(1) * 4-6-2	* K 2	* Jun. Sh., 1911(2204) - As 150(4) - To K 2s, 1914	Sc. 1931	1914
12-199	22-21	3356(1) * 4-6-2	* K 2	* Jun. Sh., 1911(2216) - As 150(4) - To K 2s, 1917	Sc. 1947	21 → 1917
	59-103	3358(1) * 4-6-2	* K 2	* Jun. Sh., 1911(2218) - As 150(4) - To K 2s, 1913	Sc. 1947	1913
	18-150	3359(1) * 4-6-2	* K 2s	* Jun. Sh., 1911(2219) - To K 2s, 1914 - As 1458(2)	Sc. 1947	192
	59-175	3370(1) * 4-6-2	* K 2	* Jun. Sh., 1911(2273) - As 150(4) - To K 2s, 1914	Sc. 1932	
	59-115	3371(1) * 4-6-2	* K 2sb	* Jun. Sh., 1911(2332) <sup>as K 2b</sup> - To K 2sb, 1912 - 24K26-72-205-192,500-286,600-36,240 - Sc. 1934	Sc. 1929	
	59-174	3373(1) * 4-6-2	* K 2	* Jun. Sh., 1911(2297) - As 150(4) - To K 2s, 1912 - 1911	Sc. 1929	1911
	59-176	3373(1) * 4-6-2	* K 2s	* Jun. Sh., 1911(2297) as K 2 - To K 2s, 1912 - As 1458(2) 1911	Sc. 1929	1911
	18-145	3375(1) * 4-6-2	* K 2sb	* Jun. Sh., 1911(2333) as K 2b - To K 2sb, 1912 - As 3371(1) - Sc. 1931		
	59-174	3377(1) * 4-6-2	* K 2	* Jun. Sh., 1911(2272) - As 150(4) - To K 2s, 1915 - Sc. 1933	Sc. 1935	
	36-60	3379(1) * 4-6-2	* K 2	* Jun. Sh., 1911(2275) - As 150(4) - To K 2s, 1913	Sc. 1932	BP
	18-151	3380(1) * 4-6-2	* K 2	* Jun. Sh., 1911(2277) - As 150(4) - To K 2s, 1914		1914
	18-146	3395(1) * 4-6-2	* K 29s	* Sch., 1911(50186) as K 29 - To K 29s, 1913 - 27X28-80-200-66-4625-988-197,800-317,000-43,380 - 1929 BP	Sc	
	23-143	59-118				
	18-18 & 27	23-155				
	136-256	3396(1) * 2-8-8-2	* H H 1s	* Sch., 1911(50187) - (4) 27X28-56-160-97-Experimental 437,500-482,500-99,140 - Sc. 1928 155 BP		
	18-18 & 27	36-69				
	136-257	3397(1) * 0-8-8-0	* C C 1s	* Baldwin, 1912(37674) - 25#39X30-56-205-78-4911-1263-408,700-82,800 - Sc. 1931		BP
	148-106					
	59-176	3402(1) * 4-6-2	* K 2sa	* Jun. Sh., 1912(2447) - As 1387(3) - Sc. 1932		1913
	18-149	3403(4) * 4-6-2	* K 2sa	* Jun. Sh., 1912(2448) - As 1387(3) - Sc. 1938		1917
	18-35	3506(1) * 2-8-0	* H 9s	* Jun. Sh., 1913(2683) - As 313(4) - Ret. 1954		
	18-21	3597(4) * 2-8-0	* H 9s	* Baldwin, 1913(40850) - As 313(4) - Ret. 1955		
	59-116	3670(4) * 4-6-2	* K 4s	* Jun. Sh., 1918(3495) - As 526(4) - Sc. 1955		1919
	18-187	3676(1) * 4-6-2	* K 4s	* Jun. Sh., 1918(3447) - As 526(4) - Sc. 1956		
	59-117	3678(1) * 4-6-2	* K 4s	* Jun. Sh., 1918(3449) - As 526(4) - Streamlined 1941 - Sc. 1957		1924
	12-202	18-18				
	36-70	46-119				
	59-147	3700(1) * 2-8-8-0	* H C 1s	* Jun. Sh., 1919(3633) - (4) 30 1/2 x 32-62-205-112-6652-2914-572,450-603,500-135,000 - Sc. 1929 Experimental.		
	18-77	3721(1) * 2-10-0	* I 1s	* Jun. Sh., 1919(3642) - As 790(4) - Sc. 1956		1922
	18-175	3731(1) * 4-6-2	* K 4s	* Jun. Sh., 1920(3683) - As 526(4) - Ret. 1952		1921
	59-122	3738(1) * 4-6-2	* K 4s	* Jun. Sh., 1920(3690) - As 526(4) - Sc. 1950		
	59-121	3750(1) * 4-6-2	* K 4s	* Jun. Sh., 1920(3703) - As 526(4) - Reno 1737(2), on displ 1956		
	59-178	3758(1) * 4-6-2	* K 4s	* Jun. Sh., 1920(3711) - As 526(4) - Ret. 1950 1924		
	18-178	3761(1) * 4-6-2	* K 4s	* Jun. Sh., 1920(3714) - As 526(4) - Ret. 1952		
	59-178	3763(1) * 4-6-2	* K 4s	* Jun. Sh., 1920(3716) - As 526(4) - Sc. 1948		1924
	12-204	63-59				
	18-170 & 102	3768(1) * 4-6-2	* K 4s	* Jun. Sh., 1920(3721) - As 526(4) - Total wt. 337,860 As streamlined, 1936 - Ret. 1953		

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18-187	3770(4)* 4-6-2	*K4s *Jun. Sh., 1920(3723) - As 526(4) - Sc. 1948
59-123	3771(1)* 4-6-2	*K4s *Jun. Sh., 1920(3724) - As 526(4) - Sc. 1947
18-155	3799(2)* 4-6-2	*K2s *Jun. Sh., 1911(2172) as K2 - To K2s, 1913- (1918) (1921) As 1458(2) - PRR 3329: 6262: 3799 - Sc. 1949
59-120	3807(2)* 4-6-2	*K4s *Jun. Sh., 1923(3732) - As 526(4) - Ret. 1957 1926
18-188 & 189 36-52	3847(1)* 4-6-2	*K4s *Jun. Sh., 1923(3742) - As 526(4) - Ret. 1953
18-180	3858(1)* 4-6-2	*K4s *Jun. Sh., 1923(3753) - As 526(4) - Ret. 1958
18-163	3872(1)* 4-6-2	*K4s *Jun. Sh., 1923(3767) - As 526(4) - Ret. 1958
18-169 & 186	3876(1)* 4-6-2	*K4s *Jun. Sh., 1923(3772) - As 526(4) - Ret. 1950 169-1934
59-122	3877(1)* 4-6-2	*K4s *Jun. Sh., 1923(3773) - As 526(4) - Ret. 1956 BP
36-58 59-179	3881(1)* 4-6-2	*K4s *Jun. Sh., 1923(3777) - As 526(4) - Sc. 1949 1925
18-19	3895(1)* 0-4-0	*A5s *Jun. Sh., 1924(3873) - As 94(6) - Sc 1950
18-14	4035(2)* 0-6-0	*B6sb *Jun. Sh., 1916(3150) - As 525(3) - Ret. 1957
18-113	4131(2)* 4-4-0	*D16a? * - As 88(4) c.1910
22-30 59-104	4133(2)* 4-4-2	*E5 *Jun. Sh., 1910(2017) - 22x26-80-205-55.5- 2640 - 127,000 - 200,000 - 27,410 - To E5s, 1913 - Sc. 1949
18-50	4149(2)* 2-8-2	*L1s *Jun. Sh., 1915(2978) - As 110(5) - Ret. 1950
36-41	4169(1)* 4-4-0	*O *Altoona, 1891 - Shown as partially rebuilt - As 351(1)
36-72	4179(3)* 0-6-0	*B6sb *Jun. Sh., 1924(3866) - As 525(3) - Ret. 1955
18-63	4190(2)* 2-8-2	*L1s *Baldwin, 1917(45439) - As 110(5) - Ret. 1951
18-79	4230(1)* 2-10-0	*Ilsa *Baldwin, 1923(56215) as I1s - To Ilsa, 1934 - 30 1/2 x 32-62-250-69.9-4391-2283-352,500-386,100-96,000 - Sc. 1959
8-100 23-191 36-67	4300(1)* 2-10-0	*I1s *Baldwin, 1922(55725) - 386,100 - 90,000 - To Ilsa, 1943 - Sc. 1956 BP 30 1/2 x 32-62-250-69.9-4391-2283-352,500 -
18-67	4375(1)* 2-10-0	*I1s *Baldwin, 1923(55965) - As 4300(1) - To Ilsa, 1943 Sc. 1954
18-68	4409(1)* 2-10-0	*Ilsa *Baldwin, 1923(56165) as I1s - To Ilsa, 1936 - As 4230(1) - Sc. 1953 1938
8-123	4471(1)* 2-10-0	*I1s *Baldwin, 1923(56494) - As 4300(1) - To Ilsa, 1942 BP Ret. 1958
59-146	4493(1)* 2-10-0	*I1s *Baldwin, 1923(56554) - As 4300(1) - To Ilsa, 1935 Sc. 1957
59-142	4525(1)* 2-10-0	*I1s *Baldwin, 1923(56869) - As 4300(1) - To Ilsa, 1942 BP Ret. 1958
18-79	4574(1)* 2-10-0	*Ilsa *Baldwin, 1923(56967) as I1s - To Ilsa, 1939 - As 4230(1) - Ret. 1953
18-71 & 77	4587(1)* 2-10-0	*Ilsa *Baldwin, 1923(57049) as I1s - To Ilsa, 1940 - As 4230(1) - Sc. 1959
12-203 18-69	4605(1)* 2-10-0	*I1s *Baldwin, 1923(57125) - As 4300(1) - To Ilsa, 1938 Sc. 1956
18-75	4612(1)* 2-10-0	*Ilsa *Baldwin, 1923(57132) as I1s - To Ilsa, 1935 As 4230(1) - Sc. 1959
59-141 18-198 & 199 36-71	4699(1)* 2-10-0	*I1s *Baldwin, 1923(57317) - As 4300(1) - To Ilsa, 1941 BP Ret. 1950
	4700(1)* 4-8-2	*M1 *Jun. Sh., 1923(3819) - 27x30-72-250-70 - Sc. 1950 (1933) 4499 - 2283 - 273,500 - 383,100 - 64,550 - PRR 4700: 6699 BP

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59-116	5022(3)* 4-6-2	*K4s	Jun. Sh., 1917(3252) - As 526(4) - Sc. 1958	
18-189	5038(2)* 4-6-2	*K4s	*Jun. Sh., 1917(3254) - As 526(4) - Ret. ?	
18-111	5049(1)* 4-4-0	*D16a*	As 88(4)	1910
18-112	5051(1)* 4-4-0	*D14b*	As 165B(1)	
59-27	5065(2)* 4-4-0	*D16b	*Jun. Sh., 1908(1892) - As 272(4) - To D16sb, 1916	
18-110	5068(1)* 4-4-0	*D14b*		1911
59-99	5072(2)* 4-6-2	*K4s	*Jun. Sh., 1917(3253) - As 526(4) - Sc. 1949	1929
12-198 22-3849-46851	5075(2)* 4-4-2	*E6	*Jun. Sh., 1910(2159) - 22x26-80-205-55,1-	
36-63 46-77	3582- 133,300-231,500-27,410-		To E6s, 1913 (1911) PRR 5075(2): 1067(3) - Ret. 1950	BP, etc.
18-112	5079(1)* 4-4-0	*D16sb	*Altoona, 1900 ( ) - As 178(3)	1938
18-21	5101(2)* 0-6-0	*B6sa	*Jun. Sh., 1914(2773) - As 491(3) - Ret. 1950	1941
18-138	5120(2)* 4-4-2	*E3sd*	As 10(5)	1916
59-14	5123(1)* 4-4-0	*P	*	
59-107	5127(2)* 4-4-2	*E3d	*Jun. Sh., 1907(1734) - As 917(3) - To E3sd, 1913	Sc. 1937 1912
18-28	5163(1)* 2-6-0	*F3c	*	As 2063(1) 1912
18-138	5165(2)* 4-4-2	*E3sd	*Jun. Sh., 1907(1735) as E3d - To E3sd, 1913 - As 10(5) - Sc. 1937	
59-22	5167(1)* 4-4-0	*D16c	*Altoona, 1899 (2068)	
59-163	5183(2)* 4-6-2	*K2sa	*Jun. Sh., 1912(2515) - As 1387(3) - Sc. 1934	
22-35	5208(2)* 4-4-2	*E3d	*	- As 917(3) 1912
18-49	5217(2)* 2-8-0	*H9s	*Baldwin, 1913(40505) - As 313(4) - (1914) PRR 1192(2); 5217(2) - Sc. 1949	1917
18-23	5224(3)* 0-6-0	*B6sb	*Jun. Sh., 1917(3344) - As 525(3) - Ret. 1958	
59-152	5235(1)* 0-6-0	*B4a	*	As 101? 1937
63-41	5354(1)* 4-6-2	*K4s	*Jun. Sh., 1924(3878) - As 526(4)	
36-65	5357(1)* 4-6-2	*K4s	*Jun. Sh., 1924(3881) - As 526(4) - Sc. 1949	BP
18-169	5358(1)* 4-6-2	*K4s	*Jun. Sh., 1924(3882) - As 526(4) - Sc. 1956	1934
18-136	5371(2)* 4-6-2	*K4s	*Jun. Sh., 1924(3895) - As 526(4) - Ret. 1950	
18-180	5372(2)* 4-6-2	*K4s	*Jun. Sh., 1924(3896) - As 526(4) - Sc. 1955	
59-118	5373(2)* 4-6-2	*K4s	*Jun. Sh., 1924(3897) - As 526(4) - Sc. 1948	1925
59-181	5375(2)* 4-6-2	*K4s	*Jun. Sh., 1924(3899) - As 526(4) - Ret. 1952	1925
18-173	5380(2)* 4-6-2	*K4s	*Jun. Sh., 1924(3905) - As 526(4) - Sc. 1949	1924
59-121	5396(2)* 4-6-2	*K4s	*Jun. Sh., 1924(3921) - As 526(4) - Ret. 1955	1927
18-188	5399(1)* 4-6-2	*K4s	*Jun. Sh., 1924(3924) - As 526(4) - Ret. 1953	1939 1948
18-163 8-137	5400(1)* 4-6-2	*K4s	*Baldwin, 1927(59761) - As 526(4) - Sc. 1956	BPs
18-168 59-123	5404(1)* 4-6-2	*K4s	*Baldwin, 1927(59776) - As 526(4) - Sc. 1950	
18-174	5405(1)* 4-6-2	*K4s	*Baldwin, 1927(59787) - As 526(4) - To K4sa - Sc. 1956	
88-305 18-138 59-1258136	5406(1)* 4-6-2	*K4s	*Baldwin, 1927(59788) - As 526(4) - Sc. 1958	125→1929



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18-177	5408(1)*4-6-2	*K4s	*Baldwin, 1927(59790) - As 526(4) - Ret. 1955	193
59-124	5409(1)*4-6-2	*K4s	*Baldwin, 1927(59791) - As 526(4) - Sc. 1955	
12-200 18-181	5412(1)*4-6-2	*K4s	*Baldwin, 1927(59794) - As 526(4) - Ret. 1956	200→192
18-179	5415(1)*4-6-2	*K4s	*Baldwin, 1927(59797) - As 526(4) - Sc. 1948	
18-174	5425(1)*4-6-2	*K4s	*Baldwin, 1927(59807) - As 526(4) - Sc. 1948	1938
18-188	5436(1)*4-6-2	*K4s	*Baldwin, 1927(59851) - As 526(4) - Sc. 1955	1940
18-185	5448(1)*4-6-2	*K4s	*Baldwin, 1927(59863) - As 526(4) - Sc. 1948	
18-177	5455(1)*4-6-2	*K4s	*Baldwin, 1927(59870) - As 526(4) - Ret. 1953	1937
18-163	5471(1)*4-6-2	*K4s	*Baldwin, 1927(59918) - As 526(4) - Ret. 1956	1956
18-175	5488(1)*4-6-2	*K4s	*Jun. Sh., 1927(4175) - As 526(4) - Sc. 1948	
18-186	5493(1)*4-6-2	*K4s	*Jun. Sh., 1927(4184) - As 526(4) - Sc. 1955	
63-40 136-262	5498(1)*4-6-2	*K4s	*Jun. Sh., 1927(4187) - As 526(4) - Ret. 1956	
18-222	5500(1)*4-4-4-4	*T1	*Jun. Sh., 1945(4560) - (4) 19 <sup>3</sup> / <sub>4</sub> x 26 - 80 - 300 - 92.0 - 502,200 - 65,000 - continuous contour cams. Ret. 1953	
12-204	5505(1)*4-4-4-4	*T1	*Jun. Sh., 1945(4565) - As 5500(1) - Ret. 1953	204→BP 1948
18-216 46-247	5511(1)*4-4-4-4	*T1	*Jun. Sh., 1946(4571) - As 5500(1) - Ret. 1953	219→BP 225→BP
18-219, 223 & 225	5511(1)*4-4-4-4	*T1	*Jun. Sh., 1946(4571) - As 5500(1) - Ret. 1953	
18-222	5529(1)*4-4-4-4	*T1	*Baldwin, 1945(72768) - As 5500(1) - Ret. 1953	
8-180	5533(1)*4-4-4-4	*T1	*Baldwin, 1946(72772) - As 5500(1) - Ret. 1953	BP
18-219 & 220	5533(1)*4-4-4-4	*T1	*Baldwin, 1946(72772) - As 5500(1) - Ret. 1953	
18-224	5535(1)*4-4-4-4	*T1	*Baldwin, 1946(72774) - As 5500(1) - Ret. 1953	1948
18-223	5542(1)*4-4-4-4	*T1	*Baldwin, 1946(72781) - As 5500(1) - Sc. 1956	
136-262	5547(1)*4-4-4-4	*T1a	*Baldwin, 1946(72786) - As 5500(1) - Equipped with Walschaert valve gear - Sc. 1956	
18-191 & 193	5698(1)*4-6-2	*K5	*Jun. Sh., 1929(4205) - 27x30 - 80 - 250 - 69.9 - 4825 - 1634 - 208,250 - 327,560 - 54,675 - Ret. 1952	BP, etc
8143 & 144	5699(1)*4-6-2	*K5	*Baldwin, 1929(60660) - As 5698(1) - Ret. 1953	
18-190, 191, 192 & 193	5699(1)*4-6-2	*K5	*Baldwin, 1929(60660) - As 5698(1) - Ret. 1953	
F-1	5704(1)*4-6-0	*G5s	*Juniata Sh., 1924(3929) - As 508(4) - PRR 5704(1):1814(2)	
18-121	5707(1)*4-6-0	*G5s	*Jun. Sh., 1924(3932) - As 508(4) - Ret. 1954 (1951) 1948	
18-120	5716(1)*4-6-0	*G5s	*Jun. Sh., 1924(3941) - As 508(4) - PRR 5716(1):1820(2)	
59-136	5724(1)*4-6-0	*G5s	*Jun. Sh., 1924(3949) - As 508(4) - Sc. 1949	1931
18-119	5725(1)*4-6-0	*G5s	*Jun. Sh., 1924(3950) - As 508(4) - Sc. 1949	1940
F-1	5741(1)*4-6-0	*G5s	*Jun. Sh., 1924(3966) - As 508(4) - Ret. 1955	On display → 1969
18-129 36-64	6056(3)*4-4-2	*E6s	*Jun. Sh., 1914(2814) - As 51(4) -	BP
18-124	6078(1)*4-4-2	*E3a	* As 116(4)	1920
22-78	6084(2)*4-4-2	*E6s	*Jun. Sh., 1914(2811) - As 51(4) - Sc. 1948	c. 1914
12-207 18-226 & 229 46-215 63-79	6100(1)*6-4-4-6	*S1	*Jun. Sh., 1939(4341) - (4) 22x26 - 84 - 300 - 132 - 608,170 - 76,400 - Sc. 1949	63-79→New BP
18-219 & 221 23-265	6110(1)*4-4-4-4	*T1	*Baldwin, 1942(62,451) - (4) 19 <sup>3</sup> / <sub>4</sub> x 26 - 80 - 300 - 92 - 497,200 - 65,000 - Ret. 1953	219→BP



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18-230, 231, 232 & 233  
12-206 18-234  
136-260

6130(1) \* 4-6-4-4 \* Q1 \* Jun. Sh., 1942(4383) - (2) 23x28 & (2) 19 1/2 x 26 -  
77-300 - 98,3 - 593,500 - 81,796 - 90,040 w. boost. - Ret. 1952  
BP & other photos

18-235 6131(1) \* 4-4-6-4 \* Q2 \* Jun. Sh., 1944(4527) - (2) 19 3/4 x 28 & (2) 22 3/4 x 29 - 69-  
300 - 121,711 - 619,100 - 100,800 - 115,800 w. boost. - Ret. 1952 BP

18-94 6165(1) \* 2-10-4 \* J1 \* Jun. Sh., 1944(4524) - 29x34 - 69-270 -  
377,800 - 577,975 - 95,100 - 110,100

18-95 6170(1) \* 2-10-4 \* J1 \* Jun. Sh., 1944(4530) - As 6165(1)

18-236 6176(1) \* 4-4-6-4 \* Q2 \* Jun. Sh., 1945(4536) - As 6131(1) - Ret. 1953

12-206 18-234 23-265 46-241 6184(1) \* 4-4-6-4 \* Q2 \* Jun. Sh., 1945(4544) - As 6131(1) - Ret. 1953 BPs

18-237 6185(1) \* 4-4-6-4 \* Q2 \* Jun. Sh., 1945(4545) - As 6131(1) - Ret. 1953

63-135 6190(1) \* 4-4-6-4 \* Q2 \* Jun. Sh., 1945(4550) - As 6131(1) - Sc. 1956

18-238 6192(1) \* 4-4-6-4 \* Q2 \* Jun. Sh., 1945(4552) - As 6131(1) - Sc. 1956

18-237 6193(1) \* 4-4-6-4 \* Q2 \* Jun. Sh., 1945(4553) - As 6131(1) - Sc. 1956

18-236 6194(1) \* 4-4-6-4 \* Q2 \* Jun. Sh., 1945(4554) - As 6131(1) - Sc. 1956

18-238 6199(1) \* 4-4-6-4 \* Q2 \* Jun. Sh., 1945(4559) - As 6131(1) - Sc. 1955 1951

8-184 12-207 18-240 & 244 46-231 63-134 6200(1) \* 6-8-6 \* S2 \* Baldwin, 1944(70900) - Steam Turbine - 68-310 -  
120 - 582,700 - 70,500 - Ret. 1952 BPs and other photos

18-98 6425(3) \* 2-10-4 \* J1a \* Jun. Sh., 1943(4482) - As 6165(1) - Sc. 1959

18-92 6432(2) \* 2-10-4 \* J1a \* Jun. Sh., 1943(4489) - As 6165(1) -

18-88 6439(3) \* 2-10-4 \* J1 \* Jun. Sh., 1943(4498) - As 6165(1)

18-91 6444(2) \* 2-10-4 \* J1 \* Jun. Sh., 1943(4503) - As 6165(1) BP

18-95 6456(3) \* 2-10-4 \* J1 \* Jun. Sh., 1943(4405) - As 6165(1)

18-96 6464(3) \* 2-10-4 \* J1 \* Jun. Sh., 1943(4413) - As 6165(1)

12-206 18-91 46-227 6474(2) \* 2-10-4 \* J1 \* Jun. Sh., 1943(4425) - As 6165(1) BPs

18-96 6495(2) \* 2-10-4 \* J1a \* Jun. Sh., 1943(4452) - As 6165(1)

18-135 6513(1) \* 4-4-2 \* E6s \* Jun. Sh., 1914(2808) - As 51(4) - Ret. 1951

PRR 1649(3); NYP&N 46: 13; PRP 6513(1)

22-31 6536(1) \* 4-4-2 \* E5s \* Jun. Sh., 1911(2226) as E5 - To E5s, 1916 -  
22x26 - 80-205 - 55.5 - 208,800 - 27,410 NYP&N 36; PRP 6536(1)  
Sc. 1948 (1918) Ret. 1950

18x24 6551(1) \* 0-8-0 \* C1 \* Jun. Sh., 1925(3982) - 27x30-56-250-278,000 - 78,110 1926

18-17 & 25 6556(1) \* 0-8-0 \* C1 \* Jun. Sh., 1925(3987) - As 6551(1) - Ret. 1949 BPs

18-25 6570(1) \* 0-8-0 \* C1 \* Jun. Sh., 1925(4001) - As 6551(1) - Ret. 1949

18-207 6703(1) \* 4-8-2 \* M1a \* Baldwin, 1930(61246) - 27x30-72-250-390,000 -  
64,550 - Ret. 1952 1941

8-150 18-198 6707(1) \* 4-8-2 \* M1a \* Baldwin, 1930(61295) - As 6703(1) - Ret. 1954

18-212 6716(1) \* 4-8-2 \* M1a \* Baldwin, 1930(61310) - As 6703(1) - To M1b, 1949 Ret. 1956

18-213 6717(1) \* 4-8-2 \* M1a \* Baldwin, 1930(61311) - As 6703(1) - To M1b, 1948 Sc. 1958

18-203 6730(1) \* 4-8-2 \* M1a \* Baldwin, 1930(61346) - As 6703(1) - Ret. 1952 1949

18-201 6738(1) \* 4-8-2 \* M1a \* Baldwin, 1930(61366) - As 6703(1) - To M1b, 1948 Sc. 1959 1947

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36-80	6739 (1) * 4-8-2	* M1a	* Baldwin, 1930(61367) - As 6703(1) - To M1b by 1953	Ret. 1958	1956
18-206	6746 (1) * 4-8-2	* M1a	* Baldwin, 1930(61406) - As 6703(1) -	Ret. 1954	1939
18-214	6747 (1) * 4-8-2	* M1a	* Baldwin, 1930(61407) - As 6703(1) - To M1b, 1948 -	Sc. 1959	
18-213	6751 (1) * 4-8-2	* M1a	* Jun. Sh., 1930(4221) - As 6703(1) - To M1b, 1944 -	Sc. 1959	
18-215	6758 (1) * 4-8-2	* M1a	* Jun. Sh., 1930(4229) - As 6703(1) - To M1b, 1948 -	Sc. 1958	
18-194	6761 (1) * 4-8-2	* M1a	* Jun. Sh., 1930(4233) - As 6703(1) - To M1b, 1949 -	Sc. 1958	
18-198	6775 (1) * 4-8-2	* M1a	* Lima, 1930(7443) - As 6703(1)		BP
18-210	6793 (1) * 4-8-2	* M1a	* Lima, 1930(7461) - As 6703(1) -	Sc. 1959	
8-135	6800 (1) * 4-8-2	* M1	* Baldwin, 1926(59340) - 27x30-72-250-385,000-64,550		BP
18-207	6802 (1) * 4-8-2	* M1	* Baldwin, 1926(59358) - As 6703(1) -	Sc. 1956	
46-127	6813 (1) * 4-8-2	* M1	* Baldwin, 1926(59369) - As 6703(1) -	Sc. 1956	
18-215	6815 (1) * 4-8-2	* M1	* Baldwin, 1926(59408) - As 6703(1) -	Sc. 1959	
18-198	6845 (1) * 4-8-2	* M1	* Baldwin, 1926(59462) - As 6703(1) -	Ret. 1955	1941
18-211	6874 (1) * 4-8-2	* M1	* Baldwin, 1926(59499) - As 6703(1) -	Ret. 1952	
59-94	6884 (1) * 4-8-2	* M1	* Baldwin, 1926(59509) - As 6703(1) -	Sc. 1949	
18-212	6888 (1) * 4-8-2	* M1	* Baldwin, 1926(59513) - As 6703(1) -	Sc. 1959	1957
18-212	6914 (1) * 4-8-2	* M1	* Baldwin, 1926(59573) - As 6703(1) -	Ret. 1952	
18-210	6918 (1) * 4-8-2	* M1	* Baldwin, 1926(59577) - As 6703(1) -	Sc. 1950	1949
18-214	6921 (1) * 4-8-2	* M1	* Baldwin, 1926(59580) - As 6703(1) -	Sc. 1959	
18-197	6925 (1) * 4-8-2	* M1	* Baldwin, 1926(59584) - As 6703(1) -	Ret. 1955	
18-204	6965 (1) * 4-8-2	* M1	* Baldwin, 1926(59674) - As 6703(1) -	Sc. 1950	
18-198	6979 (1) * 4-8-2	* M1	* Lima, 1926(7103) - As 6703(1) -	Sc. 1959	BP
59-53	7002 (1) * 4-4-2	* E2	* Jun. Sh., 1902 ( ) - As 526(3) -		
18-132	7002 (1) * 4-4-2	* E7sa	* Jun. Sh., 1902 ( ) as E2 - As rebuilt from E2		
18-145	7049 (2) * 4-6-2	* K2a	* Sch., 1912(50526) - As 86(6) -	Sc. 1933	BP
18-143	7067 (2) * 4-6-2	* K28	* Pittsburgh, 1907(41525) - 24x26-80-205-273,600-32,620 - To K28s, 1916 -	Sc. 1933	BP
18-122	7080 (2) * 4-6-0	* G4	* - As 863(3)		
18-46	7103 (2) * 2-8-0	* H10s	* Baldwin, 1915(42404) - 26x28-62-205-55,2-3066-781-223,000-247,500-53,200 -	Ret. 1951	1935
59-149	7109 (1) * 0-4-0T	* A29	* Fort Wayne Sh., 1879 - Shown as rebuilt -	Sc. 1912	1910
59-151	7130 (1) * 0-6-0	* B3	* Altoona, 1885 ( ) - PFW&C 130: PRR 7130		
18-158	7133 (2) * 4-6-2	* K4s	* Jun. Sh., 1918(3513) - As 526(4) -	Ret. 1956	
18-85 36-69 23-173 59-146	7139 (2) * 2-10-2	* N2s	* Baldwin, 1919(52093) - 30x32-63-190-88.3-5145-1569-293,000-380,000-73,830 -	Sc. 1949	BP
18-42	7198 (4) * 2-8-0	* H8sa	* Baldwin, 1910(34774) as H8a - To H8sa, 1919		
			24x28-62-205-55,2 - 243,500-45,330 -	Sc. 1948	1938
46-115	7246 (3) * 2-10-2	* N1s	* Bracks, 1918(58580) - 30x32-62-215-79.9-4721-1749-351,000-435,000-84,890 -	Ret. 1950	

## PENNSYLVANIA R.R.

18-18	36-70 136-259	7250(2)*0-8-8-0*CC2s*	Baldwin, 1919(51716)-	26E40X28-	51-225-	
			96-4911-1263-458,150-99,790-	Sc. 1947		18870 → BP
59-113		7272(2)*4-6-2	*K2sa*	Jun. Sh., 1912(2368)-	As 1387(3)-	Sc. 1934
59-17		7273(4)*4-6-0	*G3	*Fort Wayne Sh., 1892-		
59-17		7279(1)*4-6-0	*G3a*	Fort Wayne Sh., 1893-	PF+W&C 279: PRR 7279(1)	
18-154		7301(2)*4-6-2	*K3s*	Baldwin, 1913(39791)-	26X26-80-205-55.4-	
				3680-1011-193,000-302,000-	38,280-	Sc. 1947 1930
59-37		7315(2)*4-4-2	*E2a*	Jun. Sh., 1902( )-	As 1413(2)	
18-27		7335(2)*0-8-8-0	*CC2s*	Baldwin, 1919(51904)-	As 7250(2)-	Sc. 1948
18-52		7345(3)*2-8-2	*L1s*	Lima, 1917(5346)-	As 110(5)-	PRR 7345: 8197-1953 Ret. (1919) BP
18-131		7373(4)*4-4-2	*E2b*	Sch., 1903( )-	20½x26-80-205-187,000-	23,800 1905
18-37		7374(2)*2-8-0	*H10s*	Pittsburgh, 1913(53481)-	As 7103(2)-	Ret. 1955 BP
18-131		7375(1)*4-4-2	*E2a*	Alco, 1903	- As 1413(2)-	To E7s, #9714
18-141		7408(1)*4-4-2	*E7s*		- 22½x26-80-205-55.5-	
				2453-412-121,000-191,000-	28,670	1920
36-56		7451(1)*4-4-2	*E28*	Baldwin, 1905( )-	Balanced comp. -	168x27x26
				80-205-55.5-2869-127,000-	204,000-23,500-	Experimental BP
22-18	59-62	7452(1)*4-4-2	*E29*	Sch., 1905( )-	Balanced comp. -	
				As 2760(1) -	Experimental	BPs
18-147	59-61	7453(1)*2-6-2	*J28*	Sch., 1905( )-	21½x28-80-200-55-	
				233,500-27,500-	Experimental	147 → BP
59-37		7482(1)*4-4-2	*E2b*	Jun. Sh., 1906( )-	As 7373(1)	
59-108		7484(1)*4-4-2	*E7s*	Jun. Sh., 1906( )-	As 7408(1)	
59-137		7501(3)*2-8-0	*H8a*	Jun. Sh., 1907(1819)-	24X28-62-205-235,000-	
				45,330 - To H8sq, 1922 -	PRR 7509(3): 7501(3) -	Sc. 1937 (1908?)
18-141		7515(1)*4-6-2	*K2s*	Jun. Sh., 1910(2021) as K2 -	To K2s, 1918 -	As 1458(2) Sc. 1947 1920
18-157		7519(1)*4-6-2	*K2s*	Jun. Sh., 1910(2044) as K2 -	To K2s, 1916 -	As 1458(2) Sc. 1948
18-47		7529(3)*2-8-0	*H8a*	Baldwin, 1910(34803) -	As 7501(3) -	To H8sq, 1918 Sc. 1949
18-42		7537(2)*2-8-0	*H8a*	Baldwin, 1910(34892) -	As 7501(3) -	Sc. 1947 1938
18-43		7608(2)*2-8-0	*H9sc*	Jun. Sh., 1912(2539) as H8sc -	To H9sq, 1915 and	
				H9sc, 1921 -	25X28-62-205-55.2-240,945-	49,180 - Sc. 1948 1930
18-82		7646(2)*2-10-2	*N1s*	Baldwin, 1919(52119) -	As 7246(3) -	Sc. 1948
18-26		7649(2)*0-8-8-0	*CC2s*	Baldwin, 1919(51938) -	As 7250(2) -	Sc. 1948
18-43		7669(3)*2-8-0	*H10s*	Jun. Sh., 1912(2542) as H8sc -	To H9sq, 1916	
				and H10s, 1919 -	As 7103(2) -	Ret. 1952
18-20		7682(2)*0-6-0	*B6*	Lima, 1913(1313) -	22X24-56-205-41.2-	
				2495-169,000-36,140-	To B6s, 1927 -	Sc. 1948 BP
18-36	22-25	7748(1)*2-8-0	*H28*	Sch., 1905( )-	23X32-63-200-55.4-	
				3779-201,500-221,500-	45,680	36 → BP



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23-105	7785(1) * 2-8-0	*H8a	*Baldwin, 1910(34895) - As 7501(3) - To H10s, 1916 - Ret. 1956	BP	
18-32	7797(1) * 2-8-0	*H10s	*Pittsburgh, 1913(53634) - As 7103(2) - Sc. 1955		
18-20	7834(1) * 0-6-0	*B29	*Pittsburgh, 1906( ) - 19X26-51-180 - 135,000 - 28,160	BP	
59-133	7904(1) * 2-8-0	*H2	*Allegheny Shops, 1890 - PFW&C 253; PRR 7904(1)		
59-133	7906(1) * 2-8-0	*H3c	*Fort Wayne Shops, 1892		
18-131	7907(2) * 4-4-2	*E7s	* , 1902 - As 7408(1) - PRR 8907:7907		
59-139	8089(2) * 2-8-0	*H10s	*Baldwin, 1913(40997) - As 7103(2) - Sc. 1950	BP	
18-155	8091(2) * 4-6-2	*K3s	*Baldwin, 1913(39794) - As 7301(2) - Sc. 1949		
18-27	8183(2) * 0-8-8-0	*CC2s	*Baldwin, 1919(52372) - As 7250(2) - Sc. 1948		
63-35	8197(3) * 2-8-2	*L1s	*Lima, 1917(5346) - As <sup>(1919)</sup> 110(5) - Ret. 1953 PRR 7345: 8197		
18-86	8231(2) * 2-10-2	*N2sa	*Brooks, 1919(60972) - 30X32-63-190-883- 5397-1569-293,000-380,700-73,830 - Sc. 1949		
18-31	8279(1) * 2-6-0	*Fla	*Altoona, 1898( ) - As 267(3)		
18-19	8342 * 0-4-0T	*A3s	*Jun. Sh., 1895( ) as A3, 0-4-0 - Rebuilt by PRR to 0-4-0T - 17X24-50-160-14.2-899-18,870 C&P 426; PRR 8342		
18-180	8378(2) * 4-6-2	*K4s	*Jun. Sh., 1918(3537) - As 526(4) - Sc. 1949		
18-41	8421(2) * 2-8-0	*H10s	*Lima, 1915(5072) - As 7103(2) - Sc. 1949	1942	
12-197	8542(1) * 0-8-0T	*C31	*Baldwin, 1892( )		
18-136	8588(1) * 4-4-2	*E7s	* - As 7408(1)	1929	
18-37	8654(1) * 2-8-0	*H8a	*Pittsburgh, 1910(47575) - As 7501(3) - To H10s, 1916 Sc. 1955	BP	
36-60	8-74				
18-145	59-109	8661(1) * 4-6-2	*K3s	*Baldwin, 1913(40000) - As 7301(2) - Sc. 1947	BP
12-201	18-154	8704(3) * 4-6-2	*K21s	*Sch., 1910(47740) as VK 21+ To VK 21s, 1915 - To K21s, 1917 - 24X26-80-200-31,800 - Sc. 1929 Vandalia 4: PRR 8704(3) <sup>(1917)</sup>	
36-72	8976(1) * 0-6-0	*B6	*Baldwin, 1913(39931) - As 7682(2) - Reno 7976, 1917 - To B6s, 1925 - Sc. 1949 PRR 8976(4): 7976(2) <sup>(1917)</sup>	BP	
18-42	9102(1) * 2-8-0	*H6sb	*Baldwin, 1905( ) - As 1(4)		
18-21	9215(3) * 0-6-0	*B28s	*Pittsburgh, 1918(60417) - 21X28-51-190-167,200 - 39,100 - Sc. 1948 PRR 9215: 9991 <sup>(1948)</sup>		
18-84	36-69	9353(4) * 2-10-2	*N1s	*Baldwin, 1919(52247) - As 7246(3) - Sc. 1948	BP
18-43	9624(1) * 2-8-0	*H10s	*Lima, 1916(5143) - As 7103(2) - Grand Rapids & Indiana 105: PRR 9624(1): 8003(1) Ret. 1956 <sup>(1920) (1951)</sup>		
18-59	9630(1) * 2-8-2	*L2s	*Sch., 1919(60942) - 26X30-63-200-292,000 - 54,730 - Ret. 1948 Grand Rapids & Indiana III: PRR 9630(1) <sup>(1921)</sup>		
18-31	9685(1) * 2-6-0	*F	* Gauge 3-0	1923	
18-37					
36-63	59-140	9710(2) * 2-8-0	*H10s	*Baldwin, 1915(42212) - As 7103(2) - Sc. 1957 - Over →	



PENNSYLVANIA R.R.

(cont)	9710(2)* 2-8-0	*H10s	* PRR 9710(2): 8899(2): 9909(2)	(1919) (1951)	BPs
18-52	9722(3)* 2-8-2	*L1s	*Baldwin, 1917(45312) - As 110(5) - Sc. 1947	(1919)	BP
			PRR 9722(3): 7945(4)		
18-85	9859(2)* 2-10-2	*N2s	*Brooks, 1919(60997) - As 7139(2)		BP
18-86	9860(3)* 2-10-2	*N1s	*Baldwin, 1919(52331) - As 7246(3) - Sc. 1949		
18-42	9925(1)* 2-8-0	*H8c	*Brooks, 1910(48682) - 24X28-62-205-239,500-45,330 - To H8sc, 1925 - Sc. 1948		
18-43	9938(4)* 2-8-0	*H8sc	*Brooks, 1910(48695) as H8c - <sup>To H8sc, 1928</sup> 24X28-62-205-249,500 - 45,330 - Sc. 1948		
18-154	9999(1)* 4-6-2	*K2a	*Jun. Sh., 1911(2179) - As 86(6) - To K2s, 1916 - 1939	Sc.	
59-151	10067 * 0-8-0	*C29	*Fort Wayne Sh. 1883 as H1 - Rebuilt to C29 - PRR 7067(1): 10067		
18-113	10233 * 4-4-0	*D8a	*Altoona, 1887 - As 1050(1)		
36-41	? * 2-4-0	*	*Beyer, Peacock & Co, England, 1889 - 3 cyl. experimental Webb compound - (2) 14X24 & (1) 30X24 - 75-175 - 20.5 - 1457 - 60,770 - 99,350 - 16,400 - Sc. 1898		BP

PENNSYLVANIA R.R.

F-2	1600(2)*	4-4-2	*EGs	*Jun. Sh., 1914(284)	-As 51(4)		1940
18-60	1695(2)*	2-8-2	*LIs	*Jun. Sh., 1918(3414)	-As 110(5)	-Ret.	1952
18-71	4373(1)*	2-10-0	*Ilsa	*Baldwin, 1923(55963)	as IIs	-To Ilsa, 1934-	
					As 4230(1)	-Ret.	1954
18-129	5120(2)*	4-4-2	*E3d	*		-As 917(3)	
F-2	5495(1)*	4-6-2	*K4s	*Jun. Sh., 1928(4182)	-As 526(4)	-Ret.	1956
18-84	7227(3)*	2-10-2	*NIs	*Brooks, 1918(58563)	-As 7246(3)	-Sc.	1948 BP
18-36	8606(1)*	2-8-0	*H6b	*Pittsburgh, 1906( )	-As 2752(1)		BP
84-219	919(3)*	0-6-0	*B8	*	As 15(5)		
84-219	1708(2)*	0-6-0	*B8	*	As 15(5)		
84-222	1286(3)*	2-8-2	*LIs	*Jun. Sh., 1916(3016)	-As 110(5)	-Sc.	1952 1945
84-302	1589(2)*	4-6-0	*G5s	*Jun. Sh., 1923(3817)	-As 508(4)	-Sc.	1953 1928
84-219	2015(2)*	0-6-0	*B6sb	*Jun. Sh., 1924(3844)	-As 525(3)	-Sc.	1950 1938
84-218	2826(2)*	2-8-0	*H9s	*BLW, 1910(35644)	-As 313(4)	-Sc.	1950 (4914) 1949
84-234	3228(4)*	4-6-2	*K2sa	*Jun. Sh., 1912(2460)	-As 1387(3)	-PRR 6084; 3228	Sc. 1948
84-222	3408(2)*	2-8-2	*LIs	*Jun. Sh., 1918(3453)	-As 110(5)	-Sc.	1951
84-319	3522(1)*	2-8-0	*H9s	*Jun. Sh., 1913(2702)	-As 313(4)	-Sc.	1950
84-222	3590(2)*	2-8-2	*LIs	*BLW, 1919(51589)	-As 110(5)	-Sc.	1957 1944
84-233	3655(1)*	4-6-2	*K4s	*Jun. Sh., 1918(3451)	-As 612(5)	-Sc.	1955 1949
84-305	4176(3)*	4-4-2	*E3cl	*Jun. Sh., 1907(1730)	-As 917(3)	-Sc.	1928
84-252	7938(4)*	4-6-2	*K4s	*Jun. Sh., 1918(3539)	-As 612(5)	-Sc.	1950 c. 1945
113-96	5053(1)*	4-4-0	*D-13a	*			
127-73	343	0-6-0	*				1936
127-73	2946	2-8-0	*				1936
132-225	6782(1)*	4-8-2	*M-1a	*Lima, 1930(7450)	-As 6703	Sc.	1958
132-223	6825(1)*	4-8-2	*M-1	*BLW, 1926(59418)	-As 6800	Sc.	1959 1937
132-224	6926(1)*	4-8-2	*M-1	*BLW, 1926(59585)	-As 6800	Ret.	1955 1937
132-227	6935(1)*	4-8-2	*M-1	*BLW, 1926(59594)	-As 6800	Ret.	1953 1935
132-5	6966(1)*	4-8-2	*M-1	*BLW, 1926(59675)	-As 6800	Ret.	1954 1940
236-260	611(1)*	4-4-4-4	*T-1	*BLW, 1942(62452)	-As 610	Ret.	1953
F-3	4578	2-10-0	*I-1sa	*BLW, 1928(57040)		Sc.	1959 1956
12-127	5338	4-6-2	*				

PENNSYLVANIA R.R. CLASSES

Altoona Machine Shop 1866, Dec. to 1904, Jan.

Juniata Shop 1891, July to 1946

CLASS		TYPE	FIRST PHOTO	BUILT	DATA	
1868-1895	1895					
Q	A2	0-4-0T	380(2)	1885	Complete	44" drivers 55" "
Q	A2a	0-4-0T			Partial	55" "
U	A3	0-4-0	616(4)	1896	Comp.	A
	A3a	0-4-0T			Part.	B
	A3s	0-4-0T	8342(?)	1895	Part.	BA
	A4	0-4-0		1906	Part.	C
	A5s	0-4-0	94(6)	1917	Comp.	C
F	B1	0-6-0T	48(3)	1869	Comp.	CA
H	B2	0-6-0	949(1)	1873	Comp.	D
M	B3	0-6-0	963(1)	1883	Comp.	K
M	B4	0-6-0	(2)1			160# b.p.
M	B4a	0-6-0	101(?)	1902	Comp.	160# b.p.
M	B4b	0-6-0T			Part.	160# b.p.
	B5	0-6-0				Conversions of H1 & H2a
	B5a	0-6-0				" " " "
	B6	0-6-0	7682(2)	1913	Comp.	N
	B6a	0-6-0			Part.	O
	B6s	0-6-0			Part.	O
	B6sa	0-6-0	491(3)	1913	Part.	O
	B6sb	0-6-0	525(3)	1916	Comp.	O
	B7	0-6-0				Conversions of H3, H3a & H3b
	B7a	0-6-0				P
	B8	0-6-0	(15)(5)	1914	Comp.	P
	B8a	0-6-0T	2788(1)	1905	Comp.	P
	B21	0-6-0				ex Vandalia
	B22	0-6-0				" " "
	B23	0-6-0			Part.	" " "
	B28s	0-6-0	9215(3)	1918	Part.	P
	B29	0-6-0	7834(1)	1906	Part.	P
	B31	0-6-0				P
	B32	0-6-0				T
	B33	0-6-0				I
	B34	0-6-0				L

PENNSYLVANIA R.R. CLASSES

CLASS		TYPE	FIRST	BUILT	DATA	
1868-1895	1895		PHOTO			
	B35	0-6-0				
	C1	0-8-0	655(1)	1925	Part.	
	C29	0-8-0				Conversions of H1, H2 & H2
	C30	0-8-0T				
	C31	0-8-0T				
A	D1	4-4-0	13(2)	1869	Comp.	
B	D2	4-4-0			Part.	
BA	D2a	4-4-0	138(3)	1881	Comp.	
C	D3	4-4-0	44(4)	1876	Comp.	
Canth.	D4	4-4-0	358(?)	1874	Comp.	
CA anth.	D4a	4-4-0			Part.	
G	D5	4-4-0	930(1)	1873	Comp.	
K	D6	4-4-0	10(4)	1881	Comp.	
K	D6a	4-4-0	1(3)	0-2-0	Part.	Rebuild
K	D6b	4-4-0			Part.	
L		4-4-0				One built
A anth.	D7	4-4-0	953(2)	1882	Comp.	
A anth.	D7a	4-4-0	1222(1)	1888	Part.	
N	D8	4-4-0			Part.	
O	D8a	4-4-0	1050(1)	1883	Comp.	
O	D9	4-4-0				160# b.p.
O	D9a	4-4-0				160# b.p.
O	D10	4-4-0	351	1889	Comp.	160# b.p.
O	D10a	4-4-0	568(2)		Comp.	160# b.p.
P	D11	4-4-0			Comp.	
P	D11a	4-4-0	601(2)	1883	Comp.	
P	D12	4-4-0				160# b.p.
P	D12a	4-4-0				160# b.p.
P	D13	4-4-0			Part.	160# b.p.
P	D13c	4-4-0	1178(2)		Comp.	160# b.p.
P	D14	4-4-0	1658(1)	1893	Comp.	175# b.p.
P	D14a	4-4-0	92(3)		Comp.	175# b.p.
P	D14b	4-4-0				175# b.p.
T	D15	4-4-0	1515(1)	1892	Comp.	Exp. cross comp.
L	D16	4-4-0			Comp.	
L	D16a	4-4-0	88(4)	1895	Comp.	



# PENNSYLVANIA R.R. CLASSES

CLASS	TYPE	FIRST PHOTO	BUILT	DATA	CLASS
1868-1895	1895				1868-1895
D16b	4-4-0	272(4)	1901	Comp.	
D16c	4-4-0				
D16d	4-4-0	461(4)	1900	Comp.	
D16sb	4-4-0	178(3)	1900	Comp.	
E1	4-4-2	698(3)	1899	Comp.	
E1a	4-4-2	269(3)	1900	Comp.	
E2	4-4-2	526(3)	1901	Comp.	D
E2a	4-4-2	1413(2)	1902	Part.	E
E2b	4-4-2	7373(1)	1903	Part.	X
E2c	4-4-2				
E2d	4-4-2	3136(1)	1906	Part.	
E2sd	4-4-2				
E3	4-4-2	2019(1)	1902	Comp.	
E3a	4-4-2	116(4)	1903	Comp.	
E3sa	4-4-2				
E3d	4-4-2	917(3)	1908	Comp.	
E3sd	4-4-2	10(5)	1912	Comp.	
E5	4-4-2	4133(2)	1910	Comp.	
E5s	4-4-2	6536(1)	1916	Part.	
E6	4-4-2	5075(2)	1910	Comp.	
E6s	4-4-2	89(4)	1912	Comp.	Prototype
E6sd	4-4-2	51(4)	1914	Comp.	Production type
E6sa	4-4-2	1092(3)	1912		Young rotary valves
E7s	4-4-2	7408(1)		Comp.	
E7sa	4-4-2	7002(1)			E2 rebuild
E21	4-4-2				
E22	4-4-2				
E23s	4-4-2			Part.	
E28	4-4-2	2759(1)	1905	Comp.	Exp. bal. comp.
E29	4-4-2	2760(1)	1905	Comp.	Exp. bal. comp.
Eodd	4-4-2				
deGlehn	4-4-2	2512(1)	1904	Comp.	Exp. French-built comp.
F1	2-6-0	923(3)		Comp.	
F1a	2-6-0	267(3)	1898	Comp.	
F2	2-6-0				
F3	2-6-0				Experimental

# PENNSYLVANIA R.R. CLASSES

CLASS	TYPE	FIRST	BUILT	DATA	PHOTO
	F3b	2-6-0	(H) 275	1901	Disc
	F3c	2-6-0	2063(1)	1902	Comp.
	F3sc	2-6-0	(H) 124	1901	Disc
	F24	2-6-0	(S) 178(3)	1901	Disc
	F25	2-6-0	(S) 178(3)	1901	Disc
	F27s	2-6-0	(S) 178(3)	1906	Part.
D	G1	4-6-0	489(1)	1871	Comp.
E	G2	4-6-0	19(2)	1872	Comp.
X	G3	4-6-0	285(?)	1893	Comp.
	G3a	4-6-0		1893	Part.
	G4	4-6-0	863(3)	1900	Comp.
	G4a	4-6-0	450(?)	1901	Comp.
	G4b	4-6-0	(1) 1103	1901	Comp.
	G4s	4-6-0	(H) 1103	1901	Comp.
	G5s	4-6-0	508(4)	1923	Comp.
	G5s	4-6-0	(S) 1103	1923	Comp.
	G34b	4-6-0	(S) 1103	1923	Comp.
	G35	4-6-0	(S) 1103	1923	Comp.
	G36	4-6-0	(S) 1103	1923	Comp.
	G37	4-6-0	(S) 1103	1923	Comp.
	G53sd	4-6-0	(H) 1103	1923	Comp.
I	H1	2-8-0	950(4)	1873	Comp.
	H2	2-8-0	(S) 1025(3)	1873	Comp.
	H2a	2-8-0	(S) 1025(3)	1873	Comp.
R	H3	2-8-0	437(6)	1886	Comp.
	H3a	2-8-0	1188(1)	1888	Part.
	H3b	2-8-0		1888	Comp.
	H3c	2-8-0		1888	Comp.
	H3d	2-8-0		1888	Comp.
	H3e	2-8-0		1888	Comp.
	H4	2-8-0		1888	Comp.
	H5	2-8-0	1431(2)	1898	Comp.
	H6	2-8-0	5(5)	1899	Comp.
	H6a	2-8-0	1995(1)	1905	Comp.
	H6b	2-8-0	2752(1)	1905	Comp.
	H6s	2-8-0		1905	Comp.

ex Vandalia

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First 40 locos.  
Final design.

PENNSYLVANIA R.R. CLASSES

CLASS		TYPE	FIRST PHOTO	BUILT	DATA	
1868-1895	1895					
	H6sa	2-8-0				
	H6sb	2-8-0	1(4)	1906-5	Part.	
	H8	2-8-0	3198(1)	1907	Comp.	
	H8a	2-8-0	7501(3)	1910	Part.	
	H8b	2-8-0	957(3)	1908	Part.	
	H8c	2-8-0	9925(1)	1910	Part.	
	H8sa	2-8-0	7198(4)	1919	Part.	
	H8sb	2-8-0	11288(2)	1913	Part.	
	H8sc	2-8-0	9938(1)	1928	Part.	
	H9	2-8-0				Conversion from H8b
	H9s	2-8-0	313(4)	1913	Comp.	
	H9sa	2-8-0			Part.	Conversion from H8a
	H9sc	2-8-0	7608(2)	1921	Part.	Conversion from H8c
	H10s	2-8-0	7103(2)	1915	Comp.	
	H28	2-8-0			Part.	Experimental
	I1s	2-10-0	790(4)	1916	Comp.	Prototype - 50% cutoff
	I1s	2-10-0	4300(1)	1922	Comp.	Production model
	I1sa	2-10-0	4230(1)	1934	Comp.	78% cutoff
	J1	2-10-4	6165(1)	1944	Part.	
	J1a	2-10-4	6425(3)	1943	Part.	
	J28	2-6-2	2761(1)	1905	Comp.	Experimental
	K1	4-6-2				Designed but never built
	K2	4-6-2	150(4)	1910	Comp.	
	K2a	4-6-2	86(6)	1911	Part.	
	K2b	4-6-2			Part.	
	K2s	4-6-2	1458(2)	1913	Part.	
	K2sa	4-6-2	1387(3)	1913	Part.	
	K2sb	4-6-2	3371(1)	1912	Part.	
	K3s	4-6-2	7301(2)	1913	Comp.	
	K4s	4-6-2	526(4)	1918	Comp.	
	K4sa	4-6-2	612(5)	1917	Comp.	
	K5	4-6-2	5698(1)	1929	Comp.	
	K21s	4-6-2	8704(3)	1917	Part.	ex Vandalia
	K28	4-6-2	7067(2)	1907	Part.	Experimental
	K28s	4-6-2				
	K29s	4-6-2	3395(1)	1913	Comp.	







PENNSYLVANIA R.F. LOCOMOTIVE CLASSES

1867-1895

1867-1895	1895	TYPE	ESTAB.	CYLS.	DR.	S.P.	H.S.	S.H.S.	WTRDR.	TOT. WT.	T.F.	
	B 33	0-6-0										
	B 34	0-6-0										
	B 35	0-6-0										
	C 1	0-8-0	1924	27x30	56	250	61.75		278,000	278,000	78,110	Limited cutoff Conversions from H1, H2 & H2a
	C 29	0-8-0										
	C 30	0-8-0T	1895									
	C 31	0-8-0T	1892									
A	D 1	4-4-0	1867	17x24	68	125	16.2	1049	47,850	77,700	10,840	
B	D 2	4-4-0	1867	18x24	62	125	17.6		53,750	82,200	12,150	13,325
BA	D 2a	4-4-0	1881	18x24	68	125	17.6	1083	50,950	79,100	11,890	
C	D 3	4-4-0	1867	17x24	62	125	17.6	1083	56,200	81,800	11,890	
C anth.	D 4	4-4-0	1873	17x24	62	125	28.7	1158			10,840	
CA anth.	D 4a	4-4-0	1875	17x24	68	125					9,390	
G	D 5	4-4-0	1870	15x22	56	125	13.3	721	44,700	65,200	9,390	
K	D 6	4-4-0	1881	18x24	78	140	34.7	1230	64,900	96,700	11,860	One built
L		4-4-0	1881									
A Anth.	D 7	4-4-0	1882	17x24	68	140	34.7	1280	64,000	93,500	12,140	
A Anth.	D 7a	4-4-0	1882	17x24	62	140	34.7	1280			13,310	
N	D 8	4-4-0	1883	17x24	62	130	17.6	1342			12,360	
O	D 8a	4-4-0	1883	18x24	62	130	17.6	1392	59,000	95,000	13,860	
O	D 10	4-4-0	1889	18x24	62	160	17.3	1296	66,000	105,000	17,060	
O	D 10a	4-4-0	1889	18x24	68	160	17.3	1296	64,900	103,500	15,550	
P	D 11	4-4-0	1883	18½x24	62	140	34.7	1530			15,760	
P	D 11a	4-4-0	1883	18½x24	68	140	34.7	1530	67,800	100,600	14,370	
P	D 13	4-4-0		18½x24	68	175					17,970	
P	D 13c	4-4-0	1893	18½x24	68	175	33.2	1571	79,500	114,500	17,970	
P	D 14	4-4-0	1893	18½x24	78	175	33.2	1583	82,600	122,600	15,660	
P	D 14a	4-4-0	1894	19x24	80	175	33.2	1583	87,300	127,050	16,110	
T	D 15	4-4-0	1892	19½x31x28	84	205	30	1824	95,200	145,500	20,800	compound Exp. Linder cross
L	D 16	4-4-0	1895	18½x26	68	185	33.2	1905	93,600	135,300	20,580	
L	D 16a	4-4-0	1895	18½x26	80	185	33.2	1905	93,100	134,500	17,500	

PENNSYLVANIA R.R. LOCOMOTIVE CLASSES

1895

1867-1895

1867-1895	1895	TYPE	ESTAB.	CYLS.	DR.	S.P. G.	H.S.	S.H.S.	WT AND DR.	TOT. WT.	T.F.
D 16b	4-4-0	1901	18½ X 26	68	185	33.2	1900		97,100	134,000	20,580
D 16c	4-4-0										
D 16d	4-4-0	1902	18½ X 26	80	185	33.2	1900		98,000	138,000	17,500
D 16sb	4-4-0		20½ X 26	68	175	33.2	1404	347	98,500	141,100	23,900
E 1	4-4-2	1899	20½ X 26	80	185	68	2320		101,550	173,450	21,480
E 1a	4-4-2	1900									
E 2	4-4-2	1901	20½ X 26	80	205	55.5	2640		118,280	186,480	23,800
E 2a	4-4-2	1902	20½ X 26	80	205	55.5	2640				23,800
E 2b	4-4-2	1903	25½ X 26	80	205				187,000		23,800
E 2c	4-4-2	1903									
E 2d	4-4-2	1906	20½ X 26	80	205	55.5	2640		190,400		23,800
E 2sd	4-4-2										
E 3	4-4-2	1901	22 X 26	80	205	55.5	2640		115,300	183,500	27,410
E 3a	4-4-2	1902	22 X 26	80	205	55.5	2640	533	118,400	190,600	27,410
E 3sa	4-4-2										
E 3d	4-4-2	1906	22 X 26	80	205	55.5	2640		122,900	190,400	27,410
E 3sd	4-4-2		22 X 26	80	195	55.5	2038		127,200	196,600	26,070
E 5	4-4-2	1910	22 X 26	80	205	55.5	2640		127,000	200,000	27,410
E 5s	4-4-2		22 X 26	80	205	55.5			202,800		27,410
E 6	4-4-2	1910	22 X 26	80	205	55.1	3582		133,300	231,500	27,410
E 6s	4-4-2	1912	23½ X 26	80	205	55.1	3509	613	136,000	243,600	31,275
E 6sa	4-4-2	1912									
E 7s	4-4-2	1916	22½ X 26	80	205	55.5	2453	412	121,000	191,000	23,670
E 7sa	4-4-2										
E 21	4-4-2										
E 22	4-4-2										
E 23s	4-4-2		21½ X 26	79					187,700		
E 28	4-4-2	1905	16½ X 27 X 26	80	205	55.5	2869		127,000	204,000	23,500
E 29	4-4-2	1905	16½ X 27 X 26	80	205	55.5	2869		123,000	199,000	23,500
de Glehn	4-4-2	1904	14½ X 23½ X 25½	80 3/16	227.5	33.4	2576		87,850	164,000	19,560
E ODD	4-4-2	1907									

Conversion

Bald. balanced comp.  
Experimental  
Alico bal. comp.  
Experimental  
Experimental  
Bal. comp.

1867-1895	1895	TYPE	ESTAB.	CYLS.	DR.	S.P.	G.	H.S.	S.H.S.	WT. ON DR.	Tot. WT.	T.F.
	F 1	2-6-0	1895	20x28	62	185	30	1865		126,500	144,500	28,400
	F 1a	2-6-0	1897	20x28	62	185	30.1	1884		127,000	145,000	28,400
	F 2	2-6-0	1895									
	F 3	2-6-0	1901									
	F 3b	2-6-0	1901?									
	F 3c	2-6-0	1901?	20x28	62	205	47.1	2469		142,900	165,900	31,480
	F 3sc	2-6-0										
	F 24	2-6-0										
	F 25	2-6-0										
	F 27s	2-6-0	1906	21½x26	63	200				191,650	34,930	
D	G 1	4-6-0	1868	18x22	56	125	14.5	1087		58,400	83,500	13,520
E	G 2	4-6-0	1869	18x22	50	125	16.3	1096		62,100	84,800	15,150
X	G 3	4-6-0	1893	19x24	68	180	31.3	1901		116,000	146,500	19,500
	G 4	4-6-0	1899	20x28	72	225	30.8	2816		140,500	184,300	29,750
	G 4a	4-6-0	1900	20x28	62	225	30.8	2816		142,000	183,000	34,550
	G 4b	4-6-0										
	G 4c	4-6-0										
	G 5s	4-6-0	1923	24x28	68	205	55.2	2862	798	178,000	237,000	41,330
	G 34b	4-6-0										
	G 35	4-6-0										
	G 36s	4-6-0										
	G 37s	4-6-0										
	G 33sd	4-6-0										
I	H 1	2-8-0	1875	20x24	50	125	23	1259		79,400	91,640	20,400
	H 2a	2-8-0										
R	H 3	2-8-0	1885	20x24	50	140	31.2	1732		100,590	114,620	22,850
	H 3a	2-8-0		20x24	50	150				111,500	126,500	24,480
	H 3b	2-8-0	1893	20x24	50	150	31.5	1498		115,000	127,000	22,480
	H 3c	2-8-0										
	H 3d	2-8-0										
	H 3e	2-8-0										

Orig. design for first 40 locos.

Experimental

ex Vandalia

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"



1895

## PENNSYLVANIA R.R. LOCOMOTIVE CLASSES

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1867- 1895	1895	TYPE	ESTAB.	CYLS.	DR.	S.P.	G.W.	H.S.	S.H.S.	WT.ONDR.	TOT.WT.	T.F.	
		H 4	1897										
		H 5	1898	23½x28	56	185	33.3	2902		175,700	196,500	43,420	
		H 6	1899	22x28	56	205	33.3	2812		166,400	186,500	42,170	
		H 6a	1901	22x28	56	205	49	2844		175,700	194,500	42,170	
		H 6b	1905	22x28	56	205	49	2844		178,700	200,700	42,170	
		H 6s	2-8-0										
		H 6sa	2-8-0										
		H 6sb	2-8-0	23x28	56	195	49	2844	?	182,350	204,800	43,840	
		H 8	1907	24x28	62	205	55.2	3842		209,800	242,000	45,330	
		H 8a	1907	24x28	62	205	55.2				235,000	45,330	
		H 8b	1908	24x28	62	205	55.2				240,700	45,330	
		H 8c	1910	24x28	62	205	55.2				239,500	45,330	
		H 8s	2-8-0										
		H 8sa	2-8-0	24x28	62	205	55.2				243,500	45,330	
		H 8sb	2-8-0	24x28	62	205	55.2				252,500	45,330	
		H 8sc	2-8-0	24x28	62	205	55.2				249,500	45,330	
		H 9	2-8-0	25x28									Conversion from H8b
		H 9s	1913	25x28	62	205	55.2	3066	781	223,300	251,000	49,180	
		H 9sa	2-8-0	25x28									Conversion from H8a
		H 9sc	2-8-0	25x28	62	205	55.2				240,945	49,180	Conversion from H8c
		H 10s	1913	26x28	62	205	55.2	3066	781	223,000	247,500	53,200	
		H 28	1905	23x32	63	200		3779		201,500	221,500	45,680	Experimental
		I 1s	1916	30½x32	62	250	69.9	4332	1460	341,800	371,800	90,000	Prototype Limited cut off Baldwin design
		I 1s	1922	30½x32	62	250	69.9	4391	2283	352,500	386,100	90,000	"
		I 1sa	2-10-0	30½x32	62	250	69.9	4391	2283	352,500	386,100	96,000	"
		J 1	1942	29x34	69	270				377,800	577,975	95,100	140,100 booster
		J 1a	1943	29x34	69	270				377,800	577,975	95,100	110,100 "
		J 28	1905	21½x28	80	200	55	3882		163,000	230,000	27,500	Experimental
		K 1	1909?										Never built
		K 2	1910	24x26	80	205	55.4	4629		185,900	278,800	32,620	
		K 2a	1911	24x26	80	205				178,500	272,000	32,620	
		K 2b	1911	24x26	72	205						36,240	

1867-  
1895

## PENNSYLVANIA RR. LOCOMOTIVE CLASSES

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CLASS	TYPE	ESTAB.	CYLS.	DR.	S.P.	GR.	H.S.	S.H.S.	WT. ON DR.	TOT. WT.	T.F.	REMARKS
K2s	4-6-2		24 X 26	80	205				288,500	32,620	32,620	Later 297,000
K2sa	4-6-2		24 X 26	72	205				192,500	36,240	36,240	
K2sb	4-6-2		26 X 26	80	205	55.4	3680	1011	193,000	38,280	38,280	
K3s	4-6-2	1913	27 X 28	80	205	70	4050	1215	201,830	308,890	44,460	
K4s	4-6-2	1914	27 X 30	80	250	69.9	4285	1634	208,250	327,560	54,675	?
K5	4-6-2	1930	24 X 26	80	200				256,000	31,800	31,800	ex Nandalia
K21s	4-6-2	1916	24 X 26	80	205				273,600	32,620	32,620	Experimental
K2B	4-6-2	1907	24 X 26	80	205							
K2Bs	4-6-2											
K29s	4-6-2	1911	27 X 28	80	200				197,800	317,000	43,375	Experimental
L1s	2-8-2	1914	27 X 30	62	205	70	4050	1215	249,200	320,700	61,470	
L2s	2-8-2	1919	26 X 30	63	200				292,000	54,730	54,730	Gr. Rapids & Indiana
M1	4-8-2	1923	27 X 30	72	250	70	4499	2283	273,500	383,100	64,550	#4700 prototype
M1a	4-8-2	1930	27 X 30	72	250				390,000	64,550	64,550	
N1s	2-10-2	1918	30 X 32	62	215	79.9	4721	1749	351,000	435,000	84,890	
N2s	2-10-2	1919	30 X 32	63	190	88.3	5145	1569	293,000	380,000	73,830	
N2sa	2-10-2	1923	30 X 32	63	190	88.3	5397	1569	293,000	380,700	73,830	Rebuilt N2s
Q1	4-6-4-4	1942	(2) 23 X 28	77	300	98.3			593,500	81,790	90,040	
Q2	4-4-6-4	1944	(2) 19 1/2 X 26	69	300	121.7			619,100	100,800	115,800	.85 = C
S1	6-4-4-6	1939	(2) 23 1/2 X 24	84	300	132			608,170	71,900	71,900	Limited cutoff
S2	6-8-6	1944	(4) 22 X 26	68	310	120			582,700	70,500	70,500	Turbine
T1	4-4-4-4	1942	(4) 19 1/2 X 26	80	300	92			502,200	65,000	65,000	
T1a	4-4-4-4											
CC1s	0-8-8-0	1912	25 X 39 X 30	56	205	78	4911	1263	408,700	82,800	82,800	Experimental
CC2s	0-8-8-0	1919	26 X 40 X 28	51	225	96	4911	1263	458,150	99,700	99,700	
HC1s	2-8-8-0	1919	(4) 30 1/2 X 32	62	205	112	6652	2914	572,450	603,500	135,000	Limited cutoff
HH1s	2-8-8-2	1911	(4) 27 X 28	56	160				437,500	482,500	99,140	Experimental
HH1	2-8-8-2		27 X 39 X 32	57	270				485,000	539,660	114,150	ex N & W

## PENNSYLVANIA R. LOCOMOTIVE CLASSES

1867- 1895	1895	TYPE	ESTAB.	CYLS.	DR.	S.P.	G.A.	H.S.	S.H.S.	WT. ON DR.	TOT. WT.	T. F.	
K	D 6a	4-4-0		18 X 24	72	140	34.7	1230				12,850	
K	D 6b	4-4-0		18 X 24	68	140	34.7	1230				13,610	wrong 1895 class may be
X	G 3a	4-6-0		19 X 24	62	180	31.3	1901				21,380	
	I 1sa	2-10-0		30½ X 32	62	250	69.9	4391	2283	352,500	386,100	96,000	78% Cutoff changed
	K 4sa	4-6-2		27 X 28	80	205	70	4050	1215	261,830	308,890	44,460	
	G 5s	4-6-0	1924 to 1929	24 X 28	68	205	55.2	2855	613	178,000	237,000	41,330	Final design 1924 to 1929

PACIFIC COAST RR

58-147	10	* 0-6-0 * BLW, 1897 (15501) - 17x24-50-80,000 Columbia & Puget Sound 10: PCRR 10: Port of Seattle 10: USA 41032 (1916) (1941) (1942)	1941
58-147	14	* 2-8-0 * A-R1, 1907 (41965) - 20x24-52-124,500 C&PS 14: PCRR 14 Sc. 1959 194 (1916)	194
58-136 & 137	15	* 2-8-0 * A-R1, 1907 (41966) - As 14 C&PS 15: PCRR 15 (1916)	136 → 195
58-137 & 146	16	* 2-8-0 * A-B, 1910 (48294) - 20x24-52-128,000 C&PS 16: PCRR 16 1953 146 → 193 (1916) Sc.	146 → 193
58-146	17	* 0-6-0 * A-B, 1910 (48296) - 19x26-51-127,000 C&PS 17: PCRR 17 Sc. 1951 (1916)	1951
58-148	18	* 4-4-0 * A-B, 1910 (48295) - 18x24-62-110,000 C&PS 18: PCRR 18 Sc. 1939 192 (1916)	1939

PACIFIC COAST RY

Gauge 3-0

58-21	2	* 4-4-0 * BLW, 1876 (3968) - 12x16-42-130-44,000-6,060 San Luis Obispo & Santa Maria Valley 2 "JOHN STARFORD": PCRY 2 Sc. 1904 (1882)	1904
58-34	3	* 4-4-0 * Grant, 1881 (1410) - 12x18-44-140-46,000-7,010 PCRR 3: PCRY 3: (1899) 104 rebuilt Sc. 1912 (1882)	1888
58-27 & 86	4	* 2-6-0 * Grant, 1881 ( ) - 15x18-36-140-48,000-13,390 PCRR 4: PCRY 4: (1898) 102 rebuilt Sc. 1912 (1882) (1898)	1884
58-60	5	* 2-6-0 * Grant, 1881 ( ) - As 4 - PCRR 5: PCRY 5: 103 Sc. 1905 (1882) (1898)	1905
58-26 & 86	6	* 4-4-0 * BLW, 1883 (6921) - 13x18-41-140-43,000-8,820 Ret. 1900 26 → 188	189
58-40 & 88	101	* 2-6-0 * BLW, 1893 (13732) - 14x18-42-140-55,640-10,000 Sc. 1924 40 → 190	190
58-88	102	* 2-6-0 * Grant, 1881 ( ) - See 4 190	190
58-88	103	* 2-6-0 * Grant, 1881 ( ) - See 5 88 → 193	193
73, 77 & 88 2-110	105	* 2-8-0 * BLW, 1904 (23968) - 16x20-36-160-73,000-19,340 Sc. 1943 73 → 1938 77 → 194 528,110 → B	1943
58-52, 74 & 89	106	* 2-8-0 * BLW, 1904 (24696) - As 105 Sc. 1938 74 → 193	1938
58-52 & 89	107	* 2-8-0 * BLW, 1904 (24848) - As 105 Ret. 1935 89 → 193	1935
58-75	108	* 2-8-0 * BLW, 1905 (25043) - As 105 Ret. 1935	1935
58-89	109	* 2-8-0 * BLW, 1906 (27225) - As 105 Sc. 1935 1928	1935
58-66, 79 & 90	110	* 4-6-0 * BLW, 1910 (34528) - 16x20-44-180-89,000-17,800 N-C-0 10: PCRY 110 Sc. 1948 (1928)	1948
58-90	111	* 4-6-0 * BLW, 1911 (37394) - As 110 N-C-0 11: PCRY 111: Oahu RY 111 Sc. (1928) (Hawaii) (1942) Sc. 1946	1946



PEORIA & EASTERN

16-297	11	*4-6-2*Ko* P&E 1915 - 22X26-75-246,000 CCC&StL 6451: P&E 6451: 11	(1934) (1937) Ret. 1945
17-78	17	*4-6-2*K-14b* A-S, 1911 (50673) - 25X26-72-274,000 NYC 3081: P&E 3081:	(1927) Ret. 1951
17-78	18	*4-6-2*K-14b* A-S, 1911 (50676) - As 17 NYC 3084: P&E 3084: 18	(1927) (1937) Ret. 1951 1937
17-79	19	*4-6-2*K-14b* A-S, 1912 (50690) - As 17 NYC 3108: P&E 3108: 19	(1927) (1937) Ret. 1950 1942
17-45	21	*2-8-2*H-5e* A-B, 1912 - 25X32-63-280,000 NYC 3607: P&E 3607:	(1937) Ret. 1950 1938
17-45	33	*2-8-2*H-5la* A-B, 1913 - NYC 4128: 6128: P&E 6128: 33	Built as G-5e 2-8-0, rebuilt to H-5la 2-8-2 (1925) (1937) Ret. 1951
17-45	36	*2-8-2*H-5)* A-B, 1913 - CCC&StL 6716: P&E 6716: 36	(1925) (1937) Ret. 1950
17-149	39	*4-8-2*L-1b* A-S, 1918 (56940) - 28X28-69-345,000 NYC 2560: P&E 39	(1940) Ret. 1951
17-143	46	*4-8-2*L-1d* Lima, 1918 (5611) - As 39 NYC 2666: P&E 2666: 46	(1936) (1937) Ret. 1951 1937
17-78	63	*4-6-2*K-3k* A-S, 1917 (56853) - 23 1/2 X 26-79-200-30,900 CCC&StL 6468:	(1930) (1946) NYC 6468: P&E 63
17-19	72	*0-6-0*B-11h* BLW, 1913 (40477) - 21X23-58-171,000 CCC&StL 7390 -	(1924) (1941) P&E 7390: 72 Ret. 1951
16-287	3084	*4-6-2*K-14b* A-S, 1911 (50676) - As rebuilt, 1929-30 NYC 3084:	(1927) (1937) P&E 3084: 18 Ret. 1951
16-286	6144	*2-8-2*H-5)ax* A-B, 1913 - NYC 4144: 6144: P&E 6144: 34	(1919) (1925) (1937)
16-287	6877	*2-8-0*G-46* A-S, 1912 - 25X30-57-180-249,000 - 50,330	(1924)
16-286	6955	*4-4-2*I-j* A-S, (41396) - CCC&StL 6955: P&E 6955	(1924) (1937) (1941) Ret. 1934 1937
16-286	7384	*0-6-0*B-11h* BLW, 1913 (40477) - CCC&StL 7384: P&E 7384: 50: 70	(1914) (1937) Ret. 1951
127-11	29	*2-8-2*H-5L* A-B, 1913 - CCC&StL 6963: NYC 6023: P&E 29	(1937)
171-219	52	*4-8-2*L-1c* Lima, 1918 - As rebuilt after boiler explosion, Sold to P&E in 1941.	(1941) NYC 2633: P&E 52
171-161	62	*4-6-2*K-3k* Alco, 1917 - CCC&StL 6467: P&E 62	

PERE MARQUETTE

- 20-19 249 \*0-8-0\*C-16\*A-S, 1930(68476)-25X28-52-200-46.9-240,000-57,210  
PM 249: C&O 389 BF
- 82-303 323 \*2-8-0\*
- 20-53 615 \*2-8-0\*C\*A-R, 1910-22X30-61-200-217,500-40,470 PM 615: C&O 764 Sc. by 1951 194
- 20-242 717 \*4-6-2\*SP-3\*A-B, 1920(62588)-23X28-77-190-50.4-149,000-243,000-31,070  
PM 717: C&O 416 Sc. 1949 193
- 20-242 722 \*4-6-2\*SP-3\*A-B, 1920(62593)-A5 717 PM 722: C&O 421 1948
- 20-62 1004 \*2-8-2\*MK\*BLW, 1913 Sc. 1948 BF
- F-2 1097 \*2-8-2\*BLW, 1912(38538)-28X32-63-190?-328,600-64,310? Erie 3068: PM 1097
- 20-116 1114 \*2-10-2\*SF\*A-B, 1918-26X32-57-200-66.8-264,930-324,000-64,520  
PM 1114: C&O 2988 Sc. 1952 BF
- 23-245 1201 \*2-8-4\*N\*Lima, 1937-26X34-69-245-436,500-69,370 Sc. 1953 BF
- 74-269 1199 \*2-10-4\*SF-6\*BLW, 1919-29X32-63-205-100.0-4767- -293,560-374,100-  
74,450- (1922) (1930) (1947) LV 4073: Hocking Valley 143: PM 1199: C&O 2961
- 20-118 1215 \*2-8-4\*N\*Lima, 1937-A5 1201
- 20-92 1222 \*2-8-4\*N-1\*Lima, 1941-26X34-69-245-90.0-277,600-442,500-69,370  
PM 1222: C&O 2656 Sc. 1953 BF
- 20-93 1237 \*2-8-4\*N-2\*Lima, 1944-26X34-69-245-90.0-278,000-456,100-69,370-83,77  
PM 1237: C&O 2679 BF
- 20-19 1338 \*0-8-0\*S-1\*BLW, 1929(60966)-22X28-52-210-47.5-220,600-46,520 Sc. 1952 BF

PHILADELPHIA WILMINGTON & BALTIMORE

4-77	"JOHN M. FORBES" * 4-4-0 * BLW, 1861 (993)				BT
36-37	"S. F. DUPONT" * 4-4-0 *	1862-16x24-60-62,000			BT
36-37	56 * 4-4-0 *	1875-17x24-67 $\frac{1}{4}$ -	-17,1-1107-48,700-75,700		
12-193	64 * 4-4-0 *				c.1865
12-192	98 * 4-4-0 *	1870			
59-12	115 * 4-4-0 * Altoona Shops, 1887 (1149)				
18-107 & 108	225 * 4-4-0 * Altoona Shops, 1893 -	18x24-78-175-122,600-15,660			BT
59-23	227 * 4-4-0 * Altoona Shops, 1901			PW&B 227: PRR 5227 (1)	

PITTSBURGH, BESSEMER & LAKE ERIE

79-50	1	* 4-4-0 * E3A * BLW, 1876-17x24-62-145 - 84,000 - 13,788 -
		PRR ? : Meadville, Conneaut Lake & Linesville 3: PS&LE 19: (1889) (1891) PB&LE 19: PB&LE 1 - Sc. 1913 (1897) (1900)
79-151	15	* 4-4-0 * E5A * Cooke, 1900 (2504) - 20x26-68-190 - 135,350 - 24,700 - Sc. 1936 1900
79-78	25	* 2-6-0 * M2A * Pittsburgh, 1892 (3240) - 18x24-56-150 - 99,000 - 17,704 PS&LE 25: PB&LE 25: 25 - Sold 1916 (1897) (1900)
79-79	30	* 4-6-0 * T1A * Pittsburgh, 1893 (1304) - 19x24-56 - 179 - 112,900 - 23,566 PS&LE 26: PB&LE 26: 30 - Sc. 1923 (1897) (1900)
79-148	30	* 4-6-0 * * Pittsburgh, 1895 (1557) - 19x26-56-145 - 120,750 - 20,588 PS&LE 30: PB&LE 30: 40 - 1924 1898 (1897) (1900) Sc. 1898
79-80	40	* 4-6-0 * T2A * Pittsburgh, 1895 (1557) - As rebuilt c. 1903 - 19x26-62-176 - 127,750 - 22,616 - PS&LE 30: PB&LE 30: 40 - Sc. 1924 (1897) (1900)
79-80	53	* 2-6-0 * BLW, 1897 (15329) - 20x26-56-180 - 149,000 - 28,414 PB&LE 53: 53 Sc. 1926 1900 BP
79-79	61	* 2-6-0 * M3B * BLW, 1898 (15706) - 20x26-56-180 - 149,000 - 28,414 PB&LE 61: 61: Union RR ? c. 1900 (1900) (1926)
79-61 & 124	150	* 2-8-0 * C3A * Pittsburgh, 1900 (2100) - 24x32-54 - 220 - 251,400 - 63,829 - Sc. 1943 61 -> BP 124 -> 1902
23-67 79-81	151	* 2-8-0 * C3A * Pittsburgh, 1900 (2101) - As 150 - Sc. 1936 BP
79-98	200	* 4-4-0 * E1A * BLW, 1885 (7641) - As rebuilt to an inspection loco. in 1900 - 15x24-61-123 - 65,455 - 9254 - Meadville & Linesville 2: Meadville, Conneaut Lake & Linesville 2: PS&LE 18: PB&LE 18: 200 - Sc. 1911 (1891) (1897) (1900)
79-60	210	* 0-4-0 * BLW, 1873 - 12x24 - 50-120 - 7,050 - Wampum Furnace Co. ? : S&A 11: PS&LE 11: PB&LE 11: 210 1900 (1883) (1897) (1900)
79-88	211	* 0-6-0 * S1A * Pittsburgh, 1894 (1531) - 18x24-50-143 - 91,400 - 18,868 - PS&LE 5(2): PB&LE 5: 211 - Sc. 1923 (1897) (1900)
79-88	229	* *



PITTSBURGH & LAKE ERIE

156-166	1	* 0-4-0 *Pittsburgh, 1878(366) - 15X24-50-120-56,000-11,015 P&LE 1: Pennsylvania Salt Co. ? (1874)	1878+
156-166	2	* 0-4-0 *Pittsburgh, 1878(367) - As 1 P&LE 2: Penna. Salt Co. ? (1874)	
156-173	4	* 0-6-0 *Pittsburgh, 1878(369) - 16X24-56-125-69,000-11,660 Ret 1890	BP
156-167	6	* 4-4-0 *Pittsburgh, 1879(371) - 17X24-63-125-74,800-11,700 Gone by 1902	BP
16-336	9	* 4-4-0 *Pittsburgh, 1879(374) - As 6 Gone by 1902	BP
16-336	16	* 4-4-0 *Pittsburgh, 1879(381) - As 6 " " 1900	
156-169	17	* 4-4-0 *Pittsburgh, 1879(382) - As 6 Rebuilt & gone by 1900	
156-67 & 168	23"	PITTSBURGH * 4-4-0 * Pittsburgh, 1893(1412) - Rebuilt in 1906 to #23 and rebuilt in 1911 - 17x24-62-155-109,400-13,440 - Sc. 1925 P&LE 96: 9250: 23 "P." 64 → 1902 (1906) Sc. 1925	
16-336	25	* 4-4-0 *Pittsburgh, 1880(442) - 16X24-63- -74,800 Gone 1890	
156-167	35	* 0-4-0 *Pittsburgh, 1887(908) - 17X24-52- -74,100 Gone by 1901	
156-62	38	* 0-6-0 *P&L Shops, 1899-18X24-50-150-99,700-19,140 P&LE 38: San Antonio & Aransas Pass RY 99 (1912)	
16-342	51	* 4-6-0 *Pittsburgh, 1887(914) - 18X24-51-160-98,100-20,735 Ret. by 1897-98	
156-172	57	* 4-6-0 *Pittsburgh, 1888(978) - 18X24-51-160-101,350-20,735 P&LE 57: Boca & Loyaltan 7: Western Pacific 125 (1916)	BP
16-342	67	* 4-6-0 *Pittsburgh, 1891(1228) - 18X24-50-160-101,350-21,120	
16-342	80	* 4-6-0 *Pittsburgh, 1895(1549) - 18X24-52-160-79,120-20,340 P&LE 80: 9152 Sold to Atlantic Equip. Co. (1906) (1909)	
16-343	83	* 4-6-0 *Pittsburgh, 1896(1593) - As 80 Sold 1909 P&LE 83: 9154: Indian Creek Valley 1 (1906) (1909)	
156-70	85	* 4-6-0 *Pittsburgh, 1896(1595) - As 80 P&LE 85: 9156 Sold 1909 (1906)	
156-177	89	* 4-4-0 *Pittsburgh, 1901(2340) - 19X26-76-200-130,000-20,995 P&L 89: 9253 Sc. 1926 (1906)	
16-334	90	* 4-4-0 *Pittsburgh, 1901(2341) - As 89 P&LE 90: 9254 Sc. 1925 (1906)	
16-337	92	* 4-4-0 *Pitts., 1901(2273) - As 89 P&L 92: 9256	BP
156-182	135	* 2-8-0 *Pitts., 1897(1814) - 20X26-50-180-140,000-31,825 P&LE 135: 9314: Morristown & Erie 6 (1907) (1914)	BP
156-1	138	* 2-8-0 *Pitts., 1899(1938) - As 135 P&LE 138: 9317: Winfield RR 1 (1907) (1915)	
156-56	144	* 2-8-0 *Pitts., 1900(2074) - As 135 P&LE 144: (Monongahela RR 106 (1907)	1900
16-340	156	* 2-8-0 *A-P, 1902(25193) - 21X30-50-200-190,000-44,980 Sc. 1951 Sc. 1953	BP
171-96	192	* 2-8-2 *H-10a *A-S, 1923(64754) - 28X30-63-210-335,000-66,825 1948	
156-183	194	* 2-8-0 *A-P, 1903(28380) - 21X30-50-200-192,000-44,980 P&LE 194: 9364 Sc. 1932 (1907)	
17-37	198	* 2-8-2 *H-10a *A-S, 1923(64760) - As 192 Sc. 1953	
156-110 & 186	200	* 2-8-2 *H-10a *A-S, 1923(64762) - As 192 Sc. 1952 110 → 1948	
171-81	201	* 2-8-2 *H-10b *A-S, 1924(65612) - 28X30-63-200-66.4- 4375-337,000-63,500 Sc. 1953	BP

PITTSBURGH & LAKE ERIE

156-111	205	* 2-8-2 * H-10b * A-S, 1924 (65616) - As 201	Sc. 1954	1949
171-91	206	* 2-8-2 * H-10b * A-S, 1924 (65617) - As 201	Sc. 1953	1948
156-111	211X	* 2-8-2 * H-10b * A-S, 1924 (65622) - As 201	Sc. 1954	1950
171-90	216	* 2-8-2 * H-10b * Lima, 1924 (6836) - 28X30-63-200-66.4-4375- 334,500-63,500-74,700 NYC 2335; P&L 216	(1950) Sc. 1954	
156-177	303	* 4-4-2 * A-S, 1903 (26339) - 20X26-72-200-168,000-24,555 P&L 303: 9202	(1906) Sc. 1937	
16-348 MWR 30-5	305	* 4-4-2 * A-S, 1903 (26341) - As 303	P&LE 305: 9204	(1906) Sc. 1947
16-337	329	* 4-4-0 * A-P, 1906 (39456) - 19X26-72-200-151,900-22,160	Sc. 1926	BP
17-13	8000	* 0-8-0 * U-3k * Lima, 1937 (7671) - 25X28-52-190-47-232,500-54,510		BP
156-176 17-21 171-35	8005	* 0-8-0 * U-3k * Lima, 1937 (7676) - As 8000		
	8058	* 0-8-0 * U-3L * A-S, 1944 (71878) - 25X28-52-190-517-2777- 239-234,000-54,350		35 → 1944
171-35	8060	* 0-8-0 * U-3L * A-S, 1944 (71880) - As 8058		
171-27 156-176 171-34	8065	* 0-8-0 * U-3L * A-S, 1944 (71885) - As 8058		
	9000	* 0-8-0 * U-3j * Lima, 1929 (7403) - 25X28-52-190-230,400- 54,510	(1951) P&LE 9000: 7950	BP
16-339 23-45	9006	* 0-8-0 * * P&LE Shops, 1897-18X24-50-150-99,700- 19,140	(1906) P&LE 31: 9006: Penna Steel Co 44	
171-21	9047	* 0-6-0 * B-104 * P&LE Shops, 1909-20X26-50-200-152,050-35,360		
156-173	9051	* 0-6-0 * B-104 * P&LE Shops, All - As 9047	Sc. 1949	1911
17-22 156-174 171-21 17-15	9052	* 0-6-0 * B-104 * P&LE Shops, 1911 - As 9047	Sc. 1950	
	9060	* 0-6-0 * B-104 * P&LE Shops, 1912 - As 9047	Sc. 1951	174 → 195
156-172 171-44	9090	* 0-8-8-0 * NU-1b * A-B, 1916 (55679) - 26 1/2 X 28-51-220-80-5296-1235- 466,500-100,500	Sc. 1951	171-1942
16-341 136-264	9091	* 0-8-8-0 * NU-1b * A-B, 1916 (55680) - As 9090	Sc. 1947	341 → BP
156-178	9200	* 4-4-2 * I-100 * A-S, 1903 (26337) - 20X26-72-200-46,271-2941.5- 168,000-24,550	(1936) Sc. 1938 P&L 3 301: 9200	1929
171-129 156-178 171-129	9201	* 4-4-2 * I-100 * A-S, 1903 (26338) - As 9200	Sc. 1938 P&LE 302: 9201	(1906) 1924
	9204	* 4-4-2 * I-100 * A-S, 1903 (26341) - As 9200	Sc. 1947 P&LE 305: 9204	(1906) 1787 1941
156-170	9213	* 4-6-0 * * A-P, 1911 (49838) - 22X26-72-200-206,900-29,710-1928		1918
16-346	9214	* 4-6-0 * * A-P, 1911 (49839) - As 9213	Sc. 1932	BP
156-90	9227	* 4-6-2 * K-4a * A-B, 1917 (57434) - 23 1/2 X 25-72-200-56.5- - 177,000-276,000-34,000	Sc. 1951	
16-349 156-179	9227	* 4-6-2 * K-4a * As above	- Slightly improved & cleaned up	1938
16-344 16-349 156-102	9228	* 4-6-2 * K-4a * A-B, 1917 (57435) - As 9227	Sc. 1951	
	9229	* 4-6-2 * K-4a * A-B, 1917 (57436) - As 9227	Sc. 1952	
171-170	9231	* 4-6-2 * K-4b * A-B, 1918 (58084) - As 9227	Sc. 1951	BP
171-170	9231	* 4-6-2 * K-4b * As above	- As 9227 plus Booster	1938

PITTSBURGH & LAKE ERIE

171-171	9234 * 4-6-2 * K-4b * A-B, 1918 (58087) - As 9227			
171-171	9234 * 4-6-2 * K-4b * " " " - As 9227	15-20 years later than above		
156-180	9235 * 4-6-2 * K-5b * A-S, 1927 (67150) - 25x28-79-205-302,000-38,545			
	P&LE 9235; CCG&STL <sup>(1931)</sup> 6531: <sup>(1936)</sup> 4931	Sc. 1952		1927
171-172	9239 * 4-6-2 * K-5b * A-S, 1927 (67154) - As 9235			
	P&LE 9239; CCC&STL <sup>(1931)</sup> 6535: <sup>(1936)</sup> 4935	Sc. 1952		1928
17-63	9240 * 4-6-2 * K-5b * A-S, 1927 (67155) - As 9235			
	P&LE 9240; CCC&STL <sup>(1931)</sup> 6536: <sup>(1936)</sup> 4936	Sc. 1952		BP
156-106	9245 * 4-6-2 * K-6a * A-B, 1925 (66088) - 26x28-75-200-298,000-42,905			
	B&A 590: P&LE <sup>(1931)</sup> 9245	Sc. 1951		1950
171-179	9246 * 4-6-2 * K-6a * A-B, 1925 (66089) - As 9245	B&A 591; P&LE <sup>(1931)</sup> 9246	Sc. 1951	1938
156-181	9247 * 4-6-2 * K-6a * A-B, 1925 (66090) - As 9245	B&A 592; P&LE <sup>(1931)</sup> 9247	Sc. 1951	1925
17-69	9248 * 4-6-2 * K-6a * A-B, 1925 (66091) - As 9245	B&A 593; P&LE <sup>(1931)</sup> 9248	Sc. 1951	1938
156-107	9249 * 4-6-2 * K-6a * A-B, 1926 (66092) - As 9245	B&A 594; P&LE <sup>(1931)</sup> 9249	Sc. 1951	
152-181	9250 * 4-6-2 * K-6b * A-S, 1926 (67160) - 26x28-75-200-67.8-301,000-			
171-178	42,905 B&A 595; P&LE <sup>(1931)</sup> 9250	Sc. 1950		178 → 1936
156-182	9252 * 4-6-2 * K-6b * A-S, 1926 (67162) - As 9250	B&A 597; P&LE <sup>(1931)</sup> 9252	Sc. 1952	
16-337	9253 * 4-4-0 * * Pittsburgh, 1901 (2340) - 19x26-76-200-130,000-20,995			
	P&LE 89: 9253 <sup>(1906)</sup>	Sc. 1925		
17-68	9253 * 4-6-2 * K-6b * A-S, 1926 (67163) - As 9250	B&A 598; P&LE <sup>(1931)</sup> 9253	Sc. 1952	194
156-177	9255 * 4-4-0 * * Pittsburgh, 1901 (2272) - As 9253	P&LE <sup>(1906)</sup> 91: 9255	Sc. 1927	1925
156-169	9267 * 4-4-0 * * A-P, 1906 (39457) - 19x26-72-200-151,900-22,160			
	P&LE 330: 9267 <sup>(1906)</sup>	Sc. 1926		1923
17-180	9326 * 2-8-0 * G-102d * A-P, 1902 (25193) - As rebuilt - 22½x30-52-200-			
	200,500-49,650 P&LE 156: 9326 <sup>(1907)</sup>	Sc. 1951		1940
171-60	9368 * 2-8-0 * G-102d * A-P, 1903 (28384) - 21x30-50-200-192,000-44,980			
	P&LE 198: 9368 <sup>(1907)</sup>	Sc. 1951		1950
171-60	9378 * 2-8-0 * G-103 * A-P, 1910 (47517) - 21x30-51-200-192,000-44,100			
		Sc. 1939		1935
156-76	9390 * 2-8-0 * * A-P, 1910 (47596) - As 9378	Sc. 1932		1912
171-58	9392 * 2-8-0 * G-103 * A-P, 1910 (47598) - As 9378	Sc. 1938		
	P&LE 9392: Lake Erie & Eastern <sup>(1928)</sup> 9489			BP
16-341	9394 * 2-8-0 * G-104 * P&LE Shops, 1913 - As rebuilt - 22½x30-52-200-200,500-			
	49,650	Sc. 1952		1948
17-180	9396 * 2-8-0 * G-104 * P&LE Shops, 1913 - As rebuilt - As 9394			
156-165	9400 * 2-8-4 * A-2a * A-S, 1948 (75845) - 26x32-63-230-90.3-4292-			
171-50				
156-187				
171-118				
171-115				
17-49 & 52				
171-102	9401 * 2-8-4 * A-2a * A-S, 1948 (75846) - As 9400	Sc. 1956		BPs
171-112	9402 * 2-8-4 * A-2a * A-S, 1948 (75847) - As 9400	Sc. 1956		
171-114	9403 * 2-8-4 * A-2a * A-S, 1948 (75848) - As 9400	Sc. 1956		

PITTSBURGH & LAKE ERIE

- 156-121 9404 \* 2-8-4 \* A-2a \* A-5, 1948 (75849) - As 9400 Sc. 1956
- 156-120 9405 \* 2-8-4 \* A-2a \* A-5, 1948 (75850) - As 9400 Sc. 1956
- 156-187 9406 \* 2-8-4 \* A-2a \* A-5, 1948 (75851) - As 9400 Sc. 1956 1950
- 171-80 9504 \* 2-8-2 \* H-8a \* A-B, 1916 (55650) - 27 X 30 - 57 - 185 - <sup>(1944)</sup>60 - 4740 - -
- 329,500 - 60,240 P&LE 9504: Cambria & Indiana <sup>25</sup> BP
- 156-186 <sup>8-85</sup> 171-80 9510 \* 2-8-2 \* H-9a \* BLW, 1919 (51433) - 27 X 32 - 63 - 190 - 325,000 - 59,985 BF
- 171-67 9513 \* 2-8-2 \* H-9a \* BLW, 1919 (51436) - As 9510 Sc. 1950 194
- 156-186 9515 \* 2-8-2 \* H-9a \* BLW, 1919 (51474) - As 9510 Sc. 1951 1938
- <sup>171-80</sup> 9511 \* 2-8-2 \* H-9a \* BLW, 1919 (51433) - As 9510 Sc. 1952
- <sup>16-340</sup> 171-25 X100016 \* 0-6-0 DT \* B-104a \* McKees Rocks Shops 1912 as 0-6-0, B-104 - Conv to saddle tank, 1925 #9065
- Reno X100016 in 1931 As rebuilt, <sup>(1925)</sup>20 X 26 - 50 - 200 - 172,600 -
- 35,360 P&LE 9065 (0-6-0): 9065 (0-6-0 ST):
- <sup>(1931)</sup>X100016 (0-6-0 ST) Sc. 1954



PITTSBURGH, MCKEESPORT & YOUGHIOGHENY

156-61	105	*4-4-0*	Pittsburgh, 1889(899)-17X24-62-	-176,000		
			McKeesport & Belle Vernon 1: PMcK&Y 105: 205	(1891) (1900)	Gone	1901 1899
16-339	108	*0-6-0*	Pittsburgh, 1897(1716)-20X26-50-180-	128,900-31,820		
			PMcK&Y 108: 9121: 208(1): Pittsburgh Crucible Steel Co 4	(1906) (1900)	(1923)	BP
5-3	152	*4-6-0*	Pittsburgh, 1883(665)-18X24-51-160-	79,120-20,735		
			PMcK&Y 152: Ohio Southern	(1897)		BP
16-343	162	*4-6-0*	Pittsburgh, 1883(677)-As 152			
156-172			PMcK&Y 162: Ohio Sou.	(1897)		58
156-62	207	*4-4-0*	Taunton, 1853(144)-14X20-66		Plattsburg &	
			Montreal "WEST CHAZY": Providence & Worcester "PROVIDENCE":			
			McKeesport & Belle Vernon ? : PMcK&Y 107: 207	(before 1900) (1900)	Gone	1901 1901
16-340	272	*2-8-0*	Pittsburgh, 1897(1757)-20X26-50-180-	140,000-31,825		
			PMcK&Y 272: 9401(1)		Sold by 1911	BP
156-182	279	*2-8-0*	Pittsburgh, 1899(1943)-As 272			
			Muscle Shoals, Birmingham & Pensacola 9: St. L-SF 871	(1907)		
16-339	9130	*0-6-0*	P&LE Shops, 1906-	18X24-50-150-	153,000-19,905	
			PMcK&Y 238: 9130	(1906)	Sc. 1949	
156-173	9140	*0-6-0*	P&LE Shops, 1910-	20X26-50-200-	153,000-35,360	Sc. 1951
156-174	9145	*0-6-0*	P&LE Shops, 1910-	As 9140		Sc. 1929 1910
156-174	9158(2)	*0-6-0*	P&LE Shops, 1912-	As 9140		Sc. 1932 1931
156-170	9207	*4-6-0*	A-P, 1909(45964)-22X26-78-	200-206,900-	27,425	Sc. 1940 1931
16-346	9209	*4-6-0*	A-P, 1909(45966)-As 9207			Sc. 1932 BP
171-144	9218	*4-6-0*	A-P, 1912(51321)-As 9207			Sc. 1932 144 → BP
156-171	9221	*4-6-0*	P&LE Shops, 1915-	22X28-72-200-	210,000-29,710	Sc. 1949 1938
171-145	9222	*4-6-0*	P&LE Shops, 1915-	As 9221		Sc. 1949 145 → 1938
156-157, 158 & 171	9410	*2-8-0*	Pittsburgh, 1899(1945)-20X26-50-180-	140,000-31,825		
			PMcK&Y 281: 9410: JLRJ 104	(1907) (1916)		1907
156-184	9420	*2-8-0*	A-P, 1906(40227)-21X30-50-200-	170,000-44,100		Sc. 1929 1926
156-186	9565	*2-8-2*	A-B, 1917(57058)-27X30-57-	185-320,500-	60,240	
			PMcK&Y 9565: Pemex	(1945)	5016: 4109	1938
156-185	9583	*2-8-2*	A-B, 1918(60348)-27X32-63-	190-325,000-	59,985	Sc. 1952
171-144	9223	*4-6-0*	P&LE Shops, 1915-	As 9221		Sc. 1947
171-86	9558	*2-8-2*	A-B, 1917(56781)-27X30-57-	185-320,500-	60,240	Sold Monongahela RR in 1948
171-86	9579	*2-8-2*	A-B, 1918(58092)-As 9558			Sold 1945
171-87	9580	*2-8-2*	H-9a X A-B, 1918(60345)-27X32-	63-190-	70.8-4628-	
			-		-33,000-60,000	
171-88	9582	*2-8-2*	H-9a X A-B, 1918(60347)-As 9580			
171-87	9591	*2-8-2*	H-9a X A-S, 1919(61030)-27X32-	63-190-	325,000-59,985	Sc. 1953

PRESTON RR

113-15	1(3)	*2 Tr. Shay * Lima	Ligonier Lbr. Co. 1: PRR 1(3)
113-01803	4	*0-6-0 * Porter	
113-15	6	*2 Tr. Shay * Lima, 1906(1693) - 84,000	(1906-07)
113-04	7	*4-6-0 * Pittsburgh, 1883	B&O 209: PRR 7
113-7, 11813	8	*3 Tr. Shay * Lima, 1906(1727) - 130,000	
113-14	15	*2-6-0 * BLW, 1914(41465) - 130,000	
113-00822	16	*3 Tr. Shay * Lima, 1912(2596) - 130,000	
113-19	17	*0-6-0 * BLW, 1905(29658)	West. Mary. 1003: PRR 17
113-20	18	*2-8-0 * BLW, 1904(24738) - W. Va. Northern 8: PRR 18	1937

PACIFIC COAST BORAX Co.

Gauge 3-0

32-824 1" MARION \* 2 Tr. \* Heisler, 1898 (1018) - 50,000

32-824 2" FRANCIS \* 2 Tr. \* Heisler, 1899 (1026) - 70,000

32-824 ? \* 0-4-0 T \* Porter

PACIFIC COAST STEAMSHIP Co.

58-125 1(1) "CAPTAIN GOODALL" \* <sup>0-4-0T</sup>Dummy \* National I.W., 1882

Ret. 1907

c. 1890

58-124 2(1) "MCKINLEY" \* <sup>0-4-0T</sup>Dummy \* National I.W., 1882

Ret. 1932

1913

58-125 3" SENATOR PERKINS \* <sup>0-4-0T</sup>Dummy \* National I.W., 1888

Ret. 1912

c. 1890

58-125 1(2) \* 0-4-0 T \* A-D, 1908 (45556)

Sold 1919

58-124 2(2) \* 0-4-0 T \* A-RL & M (46526)

Sold 1919

PACIFIC & EASTERN

F-1 1 \* 4-4-0 \*

c. 1917

90-115 3 \* 4-6-0 \* Rogers, 1902

PACIFIC ENGINEERING Co.

2-145 1 \* 4-4-0 \*

PACIFIC & IDAHO NORTHERN

2-149 100 \* 4-6-0 \*

2-149 101 \* 4-6-0 \*

PACIFIC IRON & NAIL Co.

27-44 "DUDE" \* 4-2-0 \* See Western Pacific of California J-10X18-54-24,000

c. 1890

PACIFIC LUMBER Co.

6-102 21 \* 4-4-0 \* Rogers, 1886

42-40 29 \* 2-6-2 \* BLW, - 18X24-52-160-17,4-1765-90,000-120,000-20,340 B

PACIFIC PORTLAND CEMENT Co.

31-338 5 \* 2-6-0 \* BLW, 1908 (32627) - 18X24-48-180-124,000-24,790

Ocean Shore. 5: Cent. Cal. 5: PPCCo 5

1948

PACIFIC RY & NAV Co.

1-153 2-145 1 \* 4-4-0 \* BLW, 1880-17X24-63-NP33:839:PRY&NCo1

1907

PAJARO VALLEY CONSOLIDATED

76-188 10 \* 2-4-4 T \* Sch. 1898 (4740) - 13X18-42-77,000 Golden Circle 51 "Oro":

(c. 1901) Flor. & Cr. Cr. 51: PVC 10

Sc. 1935

1935

PALMER LIBBY LOGGING Co.

50-147 & 212 2 \* Cl.B \* Climax

PANAMA RR

Gauge 5-0

5-32 "COLON" \* 0-4-0 T \* Portland, 1865 (186) - 12X18-42

5-177 51 "LE MANS" \* 4-4-0 \* Cooke, 1883 (1529)

PARDEE LUMBER Co.

Gauge 3-6

101-20 110 \* Cl.B \* Climax, 1893 (110) - 50,000 PLCo 110; Laurelton Lbr. Co. 1: White Deer

(1902) Valley RR 1: WDVRY 2: South River Lbr. Co. 1 (1916)

Sc. 1943

101-21 & 22 121 \* Cl.B \* Climax, 1894-95 (121) - 50,000 PLCo 121: Hosterman Lbr. Co. 1 (1903)

PARIS-ORLEANS RY

(France)

8-68 446 \*4-6-0\*BLW, 1907 - Balanced comp.

BP

PARK & OCEAN

3-166 6 \*2-4-2T\*BLW

PARSONS PULP & LUMBER Co.

113-76 2 \*2 Tr. Shay\* Lima, 1896(500) - (3) 10x12

113-76 3 \*2 Tr. shay\* Lima, 1901(660) - (3) 10x10

PARSONS PULP & PAPER Co.

113-77 2 \*2 Tr. Shay\* Lima, 1896(500) - (3) 10x12

113-77 3 \*2 Tr. Shay\* Lima, 1901(660) - (3) 10x10

PATERSON & RAMAPO

10-26 "RAMAPO" \*4-4-0\* RK&G, 1848 (142) - 13x20-72 or 14 1/2 x 18-72 P&R "R."; Sussex Mirco? BW

PAULISTA RY

40-75 38 \*4-4-0\*BLW - Vauclain comp  
40-62 40 \*2-8-0\*BLW - Vauclain comp  
8-89 91 \*2-10-2\*BLW - Meter gauge - 20x22-42-159,600

BP  
BP  
BP

PAYETTE VALLEY

2-143 104 \*4-4-0\*

PEACH BOTTOM RY, MIDDLE DIVISION

Gauge 3-0

67-7 2 "S.G. BOND" \*2-4-0\* Porter-Bell, 1874(205) - 10x16-36-27,000 PB 2"s.G.B.:  
York & Peach Bottom 2

c. 1874

67-7 3 \*0-6-6T\* Mason, 1876(561) - 12x16-34-38,000

BP

PEARL RIVER VALLEY LUMBER Co.

F-2 202 \*2-8-2\*

1938

PECOS VALLEY & NORTHEASTERN

62-43 5 \*4-4-0\*

1902

P.E.E.B.

(Brazil)

40-7 29 \*4-6-0\*BLW - Vauclain comp

BP

PEKIN-HANKOW RY

(China)

8-94 ? \*2-6-2\*BLW, 1921 - 20x26-59-154,600

BP

PELICAN BAY LUMBER Co.

50-160 1 \*2 Tr. Shay\* Lima

PEMBINA BRANCH, CANADIAN PACIFIC

3-23 56-8 1 "COUNTESS OF DUFFERIN" \*4-4-0\*BLW, 1872(2660) - 17x24-57 NP 56: PB, CP 1 "C.A.D.":  
CP 151: Columbia River Lbr. Co. ? 8 on exhibition

3-23 2 "JOSEPH WHITEHEAD" \*4-4-0\*BLW, 1878(4319) - 17x24-60 PB, CP 2 "J.W.": CP 144 Sc. 1902

PENINSULAR

3-176 3 \*4-6-0\*BLW, 1890 Satsop 3: Peninsular 3

2-135 6 \*2-6-2\*BLW

5-152 42-17 7" SOL. SIMPSON" \*4-6-0\*BLW, 1907(30606) - 16x24-46-160-16.0-1410-70,200-  
98,200-18,160 17 -> BP



DENINSILLAR LUMBER Co.

50-59 #101

3 \*2 Tr. \* Heisler

101 - New

PENNSYLVANIA CANAL & RR Co.

5-101 203 "C.F. WELLES, JR." \* 4-4-0 \* BLW, 1871

BP

91-64 234 \* 4-6-0 \* LV "VERMONT"; PC&RR 234

91-60 236 "TOM HICKEN" \* 4-4-0 \* LV 17 1/2 "TOM HICKEN"; PC&RR 236

91-55 "ROBT. E. PATTISON" \* 4-4-0 \* BLW, 1883

BP

PENNSYLVANIA COAL Co.

10-81 11 \* 2-6-0 \* Dickson, 1886 (503) - 18x24-56-130-68.0-1087-85,350-98,800-15,340  
(1901)  
PCCo 11: E & WV 206; Erie 738 Sc. 1909

PENNSYLVANIA & NEW YORK

8-24 23-33 293 \* 4-8-0 \* BLW, 1887 - 20x24 - 50 1/2 - 130 - 112,180 - 21,140

BP

PENNSYLVANIA - READING SEASHORE LINES

F-1 1813 \* 4-6-0 \* G 5s \* Jun. Sh., 1924 (3926) - 24x28-62-205-237,000-41,330  
(1951)  
PRR 5701; P-R SL 1813 Sc. 1955

59-11 6028 \* 4-4-2 \* E 6s \* Jun. Sh., 1914 (2813) - 23 1/2 x 26-80-205-55.2-3509-613-136,000-243,600-31,275

PENNSYLVANIA STATE Co.

105-08 3 \* 2 Tr. Shay \* Lima, 1903 (829) - 80,000

PENNSYLVANIA SOUTHERN

111-62 4 \* 4-6-0 \*

F-1 5 \* 2-8-0 \* A-S, 1911 PS 5: Lake Erie, Franklin & Clarion 5

BP

PENNES MINING Co.

9-59 "SOCAVAN" \* 0-6-0 T \* BLW, 1896 - Vauclain comp rack loco.

BP

PEORIA & PEKIN UNION

73-64 17 \* 4-4-0 \* BLW, 1894 (13928) - 17x24-63-180-18.0-1377-69,200-105,700-16,840  
(1950) (c. 1915)  
AT&SF 890; 0117; P&PU 17 c. 1922

PERMANENTE METALS Co.

85-96 2515 \* 0-6-0 T \* BLW, 1900 (17685) - Vauclain comp. - 11 1/2 x 19 x 30 - 40 - 200 - 75,000 - 17,750  
McCloud River 6 (2); Atkinson Const. Co. 6; A.D. Schnader 6; PMCo 2515

PERRY LUMBER Co.

Gauge 3-0

100-92 113A - 1406 265 "ALFARATA" \* C1, B \* Climax, 1900 - Sold 1900

PHELPS DODGE CORP.

68-405 105 \* 0-6-0 \*

68-405 106 \* 2-8-0 \*

68-404 116 \* 0-6-0 \*

110-91 116 \* 3 Tr. \* Heisler, 1929 - 219,000

BP

PHILADELPHIA & COLUMBIA

36-4 "LANCASTER" \* 4-2-0 \* BLW, 1834 - 9x16-54-17,000 (General design)

D

12-178 "WASHINGTON" \* 4-2-0 \* Wm. Norris, 1836 - Warner says inside connected.  
Drawing possibly not correct.  
- OVER -

D

PHILADELPHIA & COLUMBIA

- 36-6 "TIoga" \*4-4-0\* Norris Bros, 1848 - -48-58,000 P&C.T.: PRR ? (1857)  
 12-184 "BERKS" \*4-6-0\* BLW, 1852 - 18x22-44-46,000-64,500 (1857)  
 12-180 "JOHN C. BRECKINRIDGE" \*4-4-0\* Lancaster L.W., 1857 (179) P&C "J.C.B": PRR 195 (1)

PHILADELPHIA, GERMANTOWN & NORRISTOWN

- 8-3 & 14  
 9-22 "OLD IRONSIDES" \*2-2-0\* BLW, 1832 (1) - 9½x18-54-10,000 Drawing & photo of replica  
 9-30 ? \*4-4-0\* James Brooks, 1836 - The first 4-4-0

PHILADELPHIA & READING COAL & IRON Co.

- 41-38 "PINE KNOT" \*0-4-0T\* BLW Mineloco.

PHILADELPHIA & TRENTON

- 9-47  
 12-178 36-10 "BLACK HAWK" \*4-2-0\* BLW, 1835 (1)

PHILIPPINE RY

Gauge 3-6

- 8-132 28 \*2-6-0\* BLW, - 15x18-44-78,200

PHOENIX & EASTERN

- MWR 31-1 14 \*4-6-0\* A-B, 1903 (27602) - 19x26-63-190-110,500-142,000-24,060 (1901) (1924)  
 33-473 585 \*2-6-0\* M-4\* Cooke, 1901 - SP 2127: 1643: P&E 585: AE ? : SP 1643

PINE CREEK LUMBER & TIMBER Co.

Gauge 3-0

- 100-59 3 \*3Tr, Cl.B\* Climax, 1906 (696) - 30,000 Sold 1917  
 100-53 4? \*3Tr, Cl.B\* Climax, 1912 - 70,000 Sold 1917

PINEY RUN RR

Gauge 3-0

- 112-37 3 \*Geared\* New Century Machine Works

PINKERTON LUMBER Co.

Gauge 3-0

- 112-45 149 \*Cl.A\* Climax, 1896 (149) - 32,000

PISCHE PACIFIC TRANSPORTATION Co.

Gauge 3-0

- 32-700 2 \*2Tr, Shay\* Lima, 1891 (362) - (3) 6x10-21-20,000  
 32-700 & 701 3 \*2Tr, Shay\* Lima, 1909 (2194) - (3) 8x8-26½-48,000  
 32-702 279 \*2-6-0\* A-S, 1912 (50829) - 11x18-43-150-9.28-418-44,500-52,500-6,460 (1927)  
 C&NW 279: PPTCo 279

PITTSBURGH, AKRON & WESTERN

- 19-425 26 \*2-6-0\* Brooks, 1895 (2554) - 18x24-56-120-15.7 - -94,000-108,000-18,880 (1901) (1905) (1920)  
 PA&W 26: LE&W 126: 5360; ACEY 5360 Sc. 1921

PITTSBURGH, CINCINNATI & ST. LOUIS

- 12-192 90 \*4-4-0\* 1868  
 59-135 340 \*4-6-0\* G4\*

PITTSBURGH & CONNELLSVILLE

- 13-49 446 \*2-8-0\* B&O, 1880 - 20x24-50-130-103,700-21,220  
 B&O 285: P&C 446: B&O 446

PITTSBURGH & CONNELLSVILLE GAS, COAL & COKE Co.

- 5-180 "JOHN F. DRAYO" \*0-4-0T\* Pittsburgh & McKeesport Car Co.

PITTSBURGH & EASTERN

16-147 1 \*2-8-0\* A-S, 1896 - 20X26-51-180-142,000-31,200  
P&E 1: Fall Brook Coal Co. 81; NYCE&HR 2301

PITTSBURGH FORT WAYNE & CHICAGO

12-182 "PRESIDENT" \*4-6-0\* BLW, 1890

12-144 263 \*2-8-0\* Ft. Wayne Sh., 1892

18-118 36-49 285 \*4-6-0\* X \* Ft. Wayne Sh., 1893 - 19X24-68-180-31,3-1901-116,000-144,500-19,500

PITTSBURGH JUNCTION

13-63 6 \*0-6-0\* D \* Pittsburgh, 1892 - 18X24-50-140-90,400-18,510 PJG: B&O 322

13-63 9 \*2-8-0\* E \* Pittsburgh, 1892 - 22X28-58-170-160,000-39,170 PJ9: B&O 1757

PITTSBURGH LOCOMOTIVE WORKS

79-81 200 \*0-4-0\* T \*

PITTSBURGH & SHAWMUT

117-222 577 \*2-8-2\* A-S, 1929 (68048) - 27X32-63-205-333,000-64,520 C1&L 577: P&S 577 (1947)

PITTSBURGH SHAWMUT & NORTHERN

106-87 2 \*4-4-0\* Mt. Jewett, Clermont & Northern 1: P&S 2

PITTSBURGH SHENANGO & LAKE ERIE

79-33 & 36 4 \*4-4-0\* Pittsburgh, 1876 (330) - 16X24-62-125-74,500-10,530 Shenango & Allegheny 4: P&S & LE 4: P&B & LE 4: 202 Sc. 1911 36 -> 1900 33 -> 1901

79-78 11 \*0-4-0\* BLW, 1873 - 12X24-50-120 - 7,050 Wampum Furnace Co. ? (1888) (1897) (1900) S&A 11: P&S & LE 11: P&B & LE 11: 210 Sc. 1904 1888

79-42 23 \*2-6-0\* Pittsburgh, 1891 (1241) - 18X24-56-150-99,000-17,700 (1897) (1900) P&S & LE 23: P&B & LE 23: 23 Sc. 1914 1892

79-44 27 \*4-6-0\* Pittsburgh, 1893 (1437) - 19X24-56-130-112,900-23,570 (1897) (1900) P&S & LE 27: P&B & LE 27: 31 Sc. 1923

PITTSBURGH & WESTERN

13-64 60-254 11 \*2-6-0\* C \* Pittsburgh, 1882 - Gauge 3-0 - 13X20-44-140-44,500-9,140 (1902) P&W 11: B&O 900(2) Ret. by 1911 1882

5-2 108 \*4-4-0\* \* Pittsburgh, 1883 - 17X24-66 BP

13-65 250 \*4-6-0\* N \* Pittsburgh, 1897 - 20X26-68-185-145,000-24,050 (1902) P&W 250: B&O 1337 BP

PITTSBURGH WESTMORELAND & SOMERSET

112-92 8? \* ? \* ex PRR

112-94 3 \*3 Tr. Shay \* Lima, 1905 (1572) - 140,000

112-93 395 \*2 Tr. Shay \* Lima, 1892 (395) - 84,000 BP

PITTSBURGH & WEST VIRGINIA

74-81 1052 \*2-8-2\* A-B, 1918 - 27X32-63-200-239,320-320,000-62,950 (1945) CRRNJ 858: P&W V 1057

136-255 8-155 1101 \*2-6-6-4\* J1 \* BLW, 1934 - (4) 23X32-63-225-528,040-97,900-113,500 tender booster 155: 1940 BP

136-255 1106 \*2-6-6-4\* \* BLW, 1937 - A5 1101 except no tender booster

PLACERVILLE & LAKE TAHOE

89-107 1 \*3Tr. Shay\* Lima, 1904(885)-(3) 12X15-36-200-140,000-30,000  
(1911)  
P&LT 1: Camino, Placerville & Lake Tahoe 1

1905

POKEGAMA SUGAR PINE LUMBER Co.

2-171 6-75 1" Old Blue \*0-4-2T\* BLW

POLSON LOGGING Co.

5-187 12 \*Cl. B\* Climax, (409)

5-76 45 \*2-6-2\*

42-47 101 \*2-8-2\* BLW, - 18X24-44-180-25.5-2108-113,550-141,150-27,040

BF

BF

PORTLAND, FREDERICKSBURG & PIEDMONT

8-35 1 \*4-4-0\* BLW, 1889 - Gauge 3-0

BF

PORTLAND LUMBER Co. (Penna.)

109-30 'HARRY HYDE' \*0-4-2T\* Porter

BF

109-30 ? \*0-4-0T\* Porter, 1883 (616)

PORTLAND LUMBER Co. (Wash.)

50-47 3 \*0-4-0T\*

50-192 & 193 4 \*2Tr. Shay\* Lima

50-96 6 \*Cl. B\* Climax, 1904 (457)

50-191 671 \*2Tr. Shay\* Lima

PORTLAND & OGDENSBURG

5-78 1" 'PRESUMPCOTT' \*4-4-0\* Souther, 1853-14X20-60 Portland & Kennebec 6" 'RICHMOND':  
P&O 1" 'P.' Sc. 1888

5-82 "SACO" \*4-4-0\*

PORTLAND & OGDENSBURG, VERMONT DIVISION

5-78 HYDE PARK \*4-4-0\* Portland, 1871 (202)

BF

PORTLAND & ROCHESTER

5-84 3" 'ROCHESTER' \*4-4-0\* Portland 1867

5-161 15" 'ONWARD' \*4-2-2\* Hinkley, 1887

PORTLAND, SACO & PORTSMOUTH

5-83 12" 'BONNEBEAG' \*4-4-0\* Portland, 1866 (137) - 15X22

PORTLAND & SOUTHWESTERN

50-55 90-123 1 \*2-6-2\* BLW

183 -> BF

1-83 50-225 17 \*2-8-2\* BLW

PORTLAND TERMINAL (Maine)

69-21 827 \*0-6-0\*

PORTLAND, VANCOUVER & YAKIMA

F-2 2-141 50-54 1 \*4-4-0\*

1903

PORTLAND & WILLAMETTE VALLEY Gauge 3-0

1-149 93-50 1 \*2-6-0\* BLW, 1880(512) - 12X18-43-125-42,000-6,410 Utah Northern 19:  
(1887) (1900) (1908) (1915)  
23: P&WV 1: IREN 4: IRR 4: O-WRR&N N2: 2 Sc. 1931 1906



PORT TOWNSEND SOUTHERN

Gauge 3-0

58-133 6 \*2-4-2T\* Porter, 1897(1784) - 10X16-40-41,000 (1915) PTS G; NP? (1902) 1897

POTATO CREEK RR

104-69 1 \*3Tr Shay\* Lima, 1892(379) - 140,000 Goodyear Lbr Co 11: FC RR 1 1948  
104-69 2 \*3 Tr, Shay\* Lima,  
104-66 9 \*3 Tr, Shay\* Lima  
104-69 22 \*2-4-2T\*

POTLATCH FORESTS, INC.

50-104 91 \*3 Tr.\* Heister 1948

POTOSI Y RIO VERDE, FC Gauge 3-0 (Mexico)

48-88 2 \*2-8-0\* BLW, 1899(16525) - 14X18-36-55,000-65,000  
48-72 3 \*2 Tr. Shay\* Lima, 1903(833) - (3) 10X12-29 1/2 c.1903

PRESCOTT & EASTERN

160-552 5-139 11 \*4-6-0\* Brooks, 1898(3078) - P&E 11; AT&SF 2431 So, 1927 BP

PRESCOTT & NORTHWESTERN

82-93 122-216 7 \*2-6-2\* BLW, 1919(51771) - Ozin Lbr. Co 7; Caddo & Choctaw 7: P&NW 7  
122-217 14 \*2-6-0\* BLW, 1909(33154) 1950  
122-217 16 \*2-8-2\* BLW, 1914 BP  
122-218 17 \*2-8-2\* BLW, 1916(43057) 1950

PRINCE CONSOLIDATED MINING Co.

32-725 2511 \*2-8-0\* SP Shops, 1888(64) - 19X30-51-150-111,350-27,080 (1915)  
O&C 48: SP 1911: 2511: PCM Co 2511 1938

PRINCE CONSOLIDATED MINING & SMELTING Co.

32-724 25 \*2-8-0\* SP Shops, 1887(50) - As PCM Co 2511  
O&C 47: SP 1910: 2510: PCM & S Co. 25 c.1900

PROSPECT PARK & CONEY ISLAND

84-55 8 \*0-4-0T\* 1897

PROCTOR, THOMAS E. LUMBER Co.

102-68 2 \*2 Tr. Shay\* Lima, 1892(412) - 80,000

PROSPER MILL Co.

6-39 1 \*2-4-0\*

P.T. & E. RR

Gauge 3-0

108-92 1 \*2-4-4T\* Brooks, 1889(1562)  
108-95 2 \*2-6-0\* Brooks, (379) West. NY & Pa 201: PT&E 2

PUGET SOUND & BAKER RIVER

1-161 F-3 1 \*4-6-0\* BLW BP  
2 \*4-6-0\*

PUGET SOUND & GRAY'S HARBOR

2-134 7 \*2-4-2T\* BLW

PULLMAN RR

5-105 4 \*2-4-2T\* Rhode Is., (2943) BP

PUNJAB PUBLIC WORKS DEPT.

POST TOWNSEND COUNTRY

8-102

\*0-6-4T\*BLW, 1923-17-24-42-153,000

58-133

FB

1921	POTATO CREEK PR	1	*37-2-20-100
1922	POTATO CREEK PR	2	*37-2-20-100
1923	POTATO CREEK PR	3	*37-2-20-100
1924	POTATO CREEK PR	4	*37-2-20-100
1925	POTATO CREEK PR	5	*37-2-20-100
1926	POTATO CREEK PR	6	*37-2-20-100
1927	POTATO CREEK PR	7	*37-2-20-100
1928	POTATO CREEK PR	8	*37-2-20-100
1929	POTATO CREEK PR	9	*37-2-20-100
1930	POTATO CREEK PR	10	*37-2-20-100
1931	POTATO CREEK PR	11	*37-2-20-100
1932	POTATO CREEK PR	12	*37-2-20-100
1933	POTATO CREEK PR	13	*37-2-20-100
1934	POTATO CREEK PR	14	*37-2-20-100
1935	POTATO CREEK PR	15	*37-2-20-100
1936	POTATO CREEK PR	16	*37-2-20-100
1937	POTATO CREEK PR	17	*37-2-20-100
1938	POTATO CREEK PR	18	*37-2-20-100
1939	POTATO CREEK PR	19	*37-2-20-100
1940	POTATO CREEK PR	20	*37-2-20-100
1941	POTATO CREEK PR	21	*37-2-20-100
1942	POTATO CREEK PR	22	*37-2-20-100
1943	POTATO CREEK PR	23	*37-2-20-100
1944	POTATO CREEK PR	24	*37-2-20-100
1945	POTATO CREEK PR	25	*37-2-20-100
1946	POTATO CREEK PR	26	*37-2-20-100
1947	POTATO CREEK PR	27	*37-2-20-100
1948	POTATO CREEK PR	28	*37-2-20-100
1949	POTATO CREEK PR	29	*37-2-20-100
1950	POTATO CREEK PR	30	*37-2-20-100
1951	POTATO CREEK PR	31	*37-2-20-100
1952	POTATO CREEK PR	32	*37-2-20-100
1953	POTATO CREEK PR	33	*37-2-20-100
1954	POTATO CREEK PR	34	*37-2-20-100
1955	POTATO CREEK PR	35	*37-2-20-100
1956	POTATO CREEK PR	36	*37-2-20-100
1957	POTATO CREEK PR	37	*37-2-20-100
1958	POTATO CREEK PR	38	*37-2-20-100
1959	POTATO CREEK PR	39	*37-2-20-100
1960	POTATO CREEK PR	40	*37-2-20-100
1961	POTATO CREEK PR	41	*37-2-20-100
1962	POTATO CREEK PR	42	*37-2-20-100
1963	POTATO CREEK PR	43	*37-2-20-100
1964	POTATO CREEK PR	44	*37-2-20-100
1965	POTATO CREEK PR	45	*37-2-20-100
1966	POTATO CREEK PR	46	*37-2-20-100
1967	POTATO CREEK PR	47	*37-2-20-100
1968	POTATO CREEK PR	48	*37-2-20-100
1969	POTATO CREEK PR	49	*37-2-20-100
1970	POTATO CREEK PR	50	*37-2-20-100
1971	POTATO CREEK PR	51	*37-2-20-100
1972	POTATO CREEK PR	52	*37-2-20-100
1973	POTATO CREEK PR	53	*37-2-20-100
1974	POTATO CREEK PR	54	*37-2-20-100
1975	POTATO CREEK PR	55	*37-2-20-100
1976	POTATO CREEK PR	56	*37-2-20-100
1977	POTATO CREEK PR	57	*37-2-20-100
1978	POTATO CREEK PR	58	*37-2-20-100
1979	POTATO CREEK PR	59	*37-2-20-100
1980	POTATO CREEK PR	60	*37-2-20-100
1981	POTATO CREEK PR	61	*37-2-20-100
1982	POTATO CREEK PR	62	*37-2-20-100
1983	POTATO CREEK PR	63	*37-2-20-100
1984	POTATO CREEK PR	64	*37-2-20-100
1985	POTATO CREEK PR	65	*37-2-20-100
1986	POTATO CREEK PR	66	*37-2-20-100
1987	POTATO CREEK PR	67	*37-2-20-100
1988	POTATO CREEK PR	68	*37-2-20-100
1989	POTATO CREEK PR	69	*37-2-20-100
1990	POTATO CREEK PR	70	*37-2-20-100
1991	POTATO CREEK PR	71	*37-2-20-100
1992	POTATO CREEK PR	72	*37-2-20-100
1993	POTATO CREEK PR	73	*37-2-20-100
1994	POTATO CREEK PR	74	*37-2-20-100
1995	POTATO CREEK PR	75	*37-2-20-100
1996	POTATO CREEK PR	76	*37-2-20-100
1997	POTATO CREEK PR	77	*37-2-20-100
1998	POTATO CREEK PR	78	*37-2-20-100
1999	POTATO CREEK PR	79	*37-2-20-100
2000	POTATO CREEK PR	80	*37-2-20-100

PARAGOULD SOUTHEASTERN

129-40 1(2) \*4-4-0\* Grant, 1882(1515) - 13x20-50-35,000-55,000 - Ag. std. gauged 10/87  
(1886) (1891) (1894)  
T&SL 38" R.B. WRIGHT: S+LA&T 38: S+LS-W 38: PS-W 1(2) Ret. 1899 1895

PARIS & MT PLEASANT

129-74 333 \*2-6-0\* BLW, 1906(29481) - 19x26-51-200-138,000-159,000-31,290  
(1949)  
S+LS-W 333: P&M+P 333 Ret. 1955 1955

PACIFICO, FC DEL

129-108 639 \*2-8-0\* BLW, 1921(54379) - 25x30-61-190-212,300-243,000-49,640  
(1952)  
S+LS-W 763: F del P 639 Ret. 1955 1955

POISON LOGGING Co.

136-331 3000 \*2-6-6-2\* BLW, 1907 - 21 1/2 x 33 x 32-55-200-78-305,000-58,000  
(1940) (1945)  
NP 3000: P L Co. 3100: Rayonier 3000

PENINSULAR RY

136-332 13 \*2-6-6-T\* BLW, 1926 - 18 1/2 x 28 x 24 - 44-200-32-243,000-43,000  
(1938)  
Peninsular 13: Simpson Logging Co. 13

PANTHER GAP RY

136-332 4 \*2 Trk, Cowles \* Cowles, 1892

PORTLAND & SOUTHWESTERN

136-333 2 \*2-6-6-2\* BLW, 1910 - 18 1/2 x 28 x 28 - 51-200-26-252,000-50,000  
(1918)  
P&SW 2: Alton & Southern 8

POTLATCH LUMBER Co.

136-333 24 \*2-6-6-2 T\* BLW, 1926 - 17 1/2 x 26 x 24 - 200-26-226,000-38,000  
(1931)  
Potlatch Lumber Co 24: Potlatch Forests Co. 24 BP

PACIFIC RR

139-12 6 "GASCONADE" \*4-4-0\* Taunton, 1854 BP

PITTSBURG, BINGHAMTON & EASTERN

142-50 20 \*4-6-0\* A-RI, 1906(41519) - 21x26-62- PB&E 20: Bang. & Arros, 140 1911  
(1908)

PAWNEE RR

143-17 157 \*4-4-0\* Rogers, 1853(429) - 13 1/2 x 22 - 60-54,000  
(1860) (1862)  
Ill. Central 17: Dubuque & Southwestern ? : Dubuque & Sioux City 7 Iowa  
(1867) (1889)  
Ill. Central 157: Pawnee 157 Sc. 1903 1891

POTOMAC, FREDERICKSBURG & PIEDMONT Gauge 3-0

148-49 2 \*4-4-0\* BLW BP

PAULISTA RY

148-73 26 \*0-6-2 T\* BLW BP

148-80 81 \*2-6-2 T\* BLW BP

QUEBEC, MONTREAL, OTTAWA & OCCIDENTAL

5-172 18" Les Deux Montagnes # 4-4-0\*

5-172 23" Lotbiniere # 4-4-0\* Portland

BP

QUEBEC, MONTREAL & SOUTHERN

21X26-63-200-30940

28-225 204 \*4-6-0\* H-2-a \* Montreal, 1907 (43716) GM# 5204: SN 1204(2) Sc 1931

BP

QUARTETTE MINING Co.

32-852 1 \*0-6-2T \* \* Porter, 1901: Shop No. 2423-10x14

QUEBEC CENTRAL

56-140 55 \* 2-8-0 \* \* Sch, 1904 - CP 3427: QC 55

1932

56-139 1108 \* 4-6-0 \* \* , 1913 CP 1108: QC 1108

56-138 2556 \* 4-6-2 \* \* C P R Y, 1908 CP 1156: 2556: QC 2556

1959

QUINN, T.H. & Co.

109-61 1 \* 2 Tr. Shay \* Lima, -35,000 Used at Quinwood

109-71 1 \* 2 Tr. Shay \* Lima, 1894 (470) - " " Straight

109-73 3 \* 2 Tr. \* Heister, 1899 (1039) - 74,000

QUEBEC, MONTREAL & SOUTHERN

135-46 150 \* 2-8-0 \* M-9-a \* D & H (Green Island, <sup>#51 1884</sup> 1889) - 20X26-57-170-26,360

GMES 150: CN 1985

Sc. 1930

QUEBEC RY. LIGHT & POWER Co.

135-48 22 \* 2-6-0 \* F-13-a \* Montreal, 1928 (67559) - 18X24-56-200-23,610 Sc. 1959



RAYONIER, INC.

50-245	2	* 3-Trk. Willamette * Willamette, 1929	
50-245	3	* 2-Trk. Shay * Lima	
136-334	8	* 2-6-6-2 T * BLW, 1924 - 17#26x24 - 44-200-26 - 213,000 - 38,000 Bloodel-Donovan Lbr. Mills 8; Rayonier 8 Preserved	(1945)
136-335	14	* 2-6-6-6 T * BLW, 1927 - 20#31x28 - 51-215-57 - 289,000 - 57,000 B-D L M 14; Rayonier 14 Preserved	(1945)
6-103 50-253 136-338	38	* 2-6-6-2 * BLW, 1934 - 20#31x28 - 51-225-57 - 296,000 - 60,000 Weyerhaeuser Timber Co. 4; Sierra 38; Rayonier 38	(1952) (1955) 253 1959
50-225	45	* 2-6-2 *	1955
50-254	90	* 2-8-2 *	1950
136-410	110	* 2-6-6-2 T * BLW, 1928 - 17#26x24 - 44-200-26 - 229,000 - 38,000 Weyerhaeuser Timb. Co. 110(1); Rayonier 110; Wasatch Mountain RY 110	(1954) (1968)
136-336	111	* 2-6-6-2 T * BLW, 1937 - 18#28x24 - 44-200-26 - 247,000 - 43,000 Weyerhaeuser Timb. Co. 110(2); Rayonier 111; California Western 46	(1954)
50-254 136-336	120	* 2-6-6-2 * BLW, 1936 - 20#31x28 - 51-225-57 - 296,000 - 60,000 Weyerhaeuser Timb. Co. 120; Chehalis Western 120; Weyerhaeuser 120; Rayonier 120	(1941) (1934) 336 → 1959
50-191	191	* 2-Trk Shay * Lima, 1930	
136-335	3100	* 2-6-6-2 * BLW, 1909 - 20#31x30 - 55-210-53 - 305,000 - 58,000 NP 4000; 3100; Polson Log. Co. 3100; Rayonier 3100	(1910) (1940) (1945)

READING CO.

Reading Co. succeeded the Philadelphia & Reading RY on Aug. 31, 1923. Since there was no change in the motive power setup, either in class or number, the P&R is dropped in this listing.

	5-24	"ROCKET"	*0-4-0*	Braithwaite, Milner & Co, 1838 (England) - 10x16		
105-05	9-55	"GOWAN & MARKS"	*4-4-0*	Eastwick & Harrison, 1839 - 12½x18-42-22,000	D	
	5-20	"UNITED STATES"	*0-6-0*	BLW, 1844		
	8-32	?	*0-8-0*	BLW, 1846 - 15½x20-46, 40,000	BE	
	5-27	"TENNESSEE"	*2-6-0*	Co. Shops, 1852	60,525	
	8-50	1	*4-4-0*	BLW, 1898 - Inspection loco. P&R 1:101 Sc. 1929	BP	
	74-334	7	*4-4-0*	D-3K *BLW, 1886 - 18½x22-61½ - 160 - 73,850 - 108,550 - 16,650	1914	
	74-328	99	*0-10-0*	Co. Shops, 1863 as 0-12-0 - As rebuilt 1885		
				20x26-42¾ - 107,000 - Sc. 1912	1887	
	74-335	101	*4-4-0*	BLW, 1898 - Inspection loco. - 14x20-60-83,650		
				P&R 1:101: Rdg. 101 Sc. 1929		
167-111	49-90	105	*4-6-2	*G-1sa* Co. Shops, 1916 - 25x28-80-200-176,925 - 273,600 - 37,190	BP	
49-22	49-99	105	*4-6-2	*G-1sa* Co. Shops, 1916 - 25x28-80-220-176,925 - 273,600 - 40,900	22 → 1948	
75-311	49-92	106	*4-6-2	*G-1sa* Co. Shops, 1916 - As 105 (BP)	1928	
75-314	49-1,89,	107	*4-6-2	*G-1sa* Co. Shops, - As 105 (1948)	314 → 1931	
90,148	74-174,	108	*4-6-2	*G-1sa* Co. Shops, - As 105 (1948) - As semi-streamlined, 1934 → 47-89 89 → 1941 148 → 1948 108 → 1949 89 → 1947 142 → 1949	1 → BP, 1934 346 → 1937 81 → 1941	
49-25,	89-142	109	*4-6-2	*G-1sa* Co. Shops, - As 105 (1948)		
22-28	46-105	110	*4-4-4	*C-1a* Co. Shops, 1915 - 23½x26-80-240-133,000 - 230,800 - 36,610 # 110: 350	BPs	
49-76	74-340					
	49-174	110	*4-6-2	*G-1sa* Co. Shops, - As 105 (1948)	1933	
	49-77	111	*4-4-2	*P-7sb* Co. Shops, 1915 as C-1a, 4-4-4 - As rebuilt, 1916		
				23½x26-80-215-129,210-231,925-32,800 # 111: 351	1916 346 → 1937 81 → 1941	
	74-31 & 346	111	*4-6-2	*G-1sa* Co. Shops, - As 105 (1948)		
	49-54	74-365	112	*4-6-2	*G-1sa* Co. Shops, - As 105 (1948)	
	49-109	113	*4-6-2	*G-1sa* Co. Shops, - As 105 (1948)		
	49-55	114	*4-6-2	*G-1sa* Co. Shops, - As 105 (1948)	1948	
	49-34 & 114	116	*4-6-2	*G-1sa* Co. Shops, - As 105 (1948)		
	49-102	117	*4-6-2	*G-1sa* Co. Shops, - As 105 (1948)	pre 1937	
	49-90 & 107	117	*4-6-2	*G-1sas* Co. Shops, - As sheathed, 1937		
				25x28-80-220-198,520-306,340-40,900	1938	
	49-91	117	*4-6-2	*G-1sa* Co. Shops, - Sheathing off - As 105 (1948)	1951	
	49-91	74-30	118	*4-6-2	*G-1sas* Co. Shops, - As 117 (sheathed)	30 → 1938

## READING Co.

49-90#152 74-344	119	* 4-6-2	*G-1sa* Co. Shops,	- As 105(1948)	152→1949	
49-122 74-344 74-328	120	* 4-6-2	*G-1sa* Co. Shops,	- As 105(1948)		1890
75-254 167-150 49-89	121	* 0-6-0	*B-2b * Co. Shops, 1883-	16X18-43-120-65,700-10,980		
49-23	122	* 4-6-2	*G-1sa* Co. Shops,	- As 105(1948)		150→c,1930
49-121	129	* 4-6-2	*G-1sa* Co. Shops,	- As 105(1948)		1948
49-195 74-344 74-334	131	* 4-6-2	*G-1sa* BLW, 1924-	As 105(1948)		195→1941 344→1943
	134	* 4-6-2	*G-1sa* BLW, 1924-	As 105(1948)		
	149	* 4-4-0	*D-1e * BLW, 1883-	18½x22-61½-130-65,800-		99,500-13,530 1916
49-65	163	* 4-4-0	*D-3h * Co. Shops, 1881 as D-2a-	As rebuilt 1903-		18½x22-61½-180-84,000-122,500-18,730
49-64#65 74-335	168	* 4-4-0	*D-3h * Co. Shops,	as D-2c - As rebuilt 1904-	As 163	
8-134 49-94	175	* 4-6-2	*G-2sa* BLW, 1926-	25X28-80-230-192,540-		305,360-42,800 134→BP
49-53#108	175	* 4-6-2	*G-2sa* BLW, 1926-	As rebuilt 1947-	25X28-80-230-	193,100-315,700-42,800 108→1948
49-191 49-26#94	176	* 4-6-2	*G-2sa* BLW, 1926-	As rebuilt, 1947-	As 175(1948)	
74-32, 101#117 49-17, 32#95	178	* 4-6-2	*G-2sa* BLW, 1926-	As 175 (BP) and (1948)		32#94→1936 94→1947
75-183#308	179	* 4-6-2	*G-2sa* BLW, 1926-	As 175 (BP) and (1948)		308→1928 17→1948 95→1947 183→1949
8-37	196	* 4-4-0	*	* BLW, 1883-	21X22-68½-135-103,000-	16,250 BP
74-328	197	* 0-10-0	*	* Co. Shops, 1863-	16X26-42¾-88,700	
49-65 74-334 74-352 8-147	198	* 4-4-0	*D-4e * Co. Shops, 1883-	18½x22-68½-160-	67,000-	100,000-14,950
49-61,94#146	200	* 4-6-2	*G-1sb* BLW, 1925-	25X28-74-220-	177,210-	288,120-44,200 BP
49-87#88 49-81,91, 103,122#185	201	* 4-6-2	*G-1sb* BLW, 1925-			184,350-304,400-44,200 87→200 (BP) 88→200 (1948)
49-91 49-62,88, 105,115#143	202	* 4-6-2	*G-1sb * BLW, 1925-			87→1938 91→1946 91#122→200 (BP) 122→1939 91→1946 185→1947 81→1948
74-334	203	* 4-6-2	*G-1sb * BLW, 1925-	As 200 (BP)		1946
	204	* 4-6-2	*G-1sb * BLW, 1925-			88→200 (BP) 62,105,115#143→200 (1948) 143→1947 62→1951
49-25,82,85, 93,95#197	206	* 4-4-0	*D-4f * Co. Shops, 1886-	18½x22-68½-160-	68,700-	(1900) 104,500-14,950 # 206: 202
75-183#335	210	* 4-6-2	*G-3 * Co. Shops, 1948-	25X28-80-260-		197,180-329,450-48,340 335→1949 197→1952
49-20	211	* 4-6-2	*G-3 * Co. Shops, 1948-	As 210		1948
49-96 49-95#100 74-344	212	* 4-6-2	*G-3 * Co. Shops, 1948-	As 210		1948
	213	* 4-6-2	*G-3 * Co. Shops, 1948-	As 210		95→1955

READING CO.

49-37,40, 80 & 112 75-179	214	* 4-6-2	* G-3	* Co. Shops, 1948 - As 210	112 → 1955	80 → 1948 79 → 1953
49-39, 93 & 98	215	* 4-6-2	* G-3	* Co. Shops, 1948 - As 210		39 → 1949 95 → 1951 177 → 1949
49-19, 108, 172 & 190	216	* 4-6-2	* G-3	* Co. Shops, 1948 - As 210	19 → 1950	190 → 1952
49-35, 112 & 128	217	* 4-6-2	* G-3	* Co. Shops, 1948 - As 210		
49-24 & 113	218	* 4-6-2	* G-3	* Co. Shops, 1948 - As 210		24 → 1948
49-38 & 188	219	* 4-6-2	* G-3	* Co. Shops, 1948 - As 210		38 → 1948
49-64	220	* 4-4-0	* D-5c	* BLW, 1890 - 21X22-68½-160-73,000-135,000-24,080		
74-335	223	* 4-4-0	* D-5c	* BLW, 1890 - As 220		24,080
49-64	269	* 4-4-0	* D-5f	* BLW, 1901 - 21X22-68½-200-89,000-135,000-		
49-64	273	* 4-4-0	* D-5f	* BLW, 1901 - As 269		1914
49-65	288	* 4-4-0	* D-5h	* BLW, 1906 - 21X22-68½-200-99,480-144,100-24,080		
74-341	299	* 4-6-0	* L-6b	* BLW, 1893 as Vauclain comp. 2-4-2 - As rebuilt 1905 - 19X26-74-185-123,375-163,750-19,950		1919
49-74 167 - 117, 137 & 170	300	* 4-4-2	* P-6sb	* Co. Shops, 1909 as P-6a - Shown after 2nd rebuild - 22X26-80-215-122,000-217,450-28,750		117 → c 192 1939 182 → 1914 191 → 1915 182 → 1930
49-191 75-182 167-150 49-194	301	* 4-4-2	* P-6b	* Co. Shops, 1909 - (C) 19X26-80-215-122,000-217,450-28,750		
46-69 49-75 74-339 167-88	302	* 4-4-2	* P-6sb	* Co. Shops, 1909 - As 300		177 → 1915
49-74 74-339	303	* 4-4-2	* P-6a	* Co. Shops, 1909 - (3) 19X24-80-240-126,925-0 223,750 - 33,140		88 → 1910 BPs 1941
49-74	305	* 4-4-2	* P-2b	* Co. Shops, 1911 - 20½X26-78-205-102,050- 192,400-24,410 - Sc. 1936		1935
69-5	308	* 2-6-0	*	* ex 2-4-2?		
49-74	308	* 4-4-2	* P-2b	* Co. Shops, 1911 - As 305		1933
75-81 167-55 69-1	321	* 4-4-2	*	*		1915
40-86	322	* 4-4-2	* P-3a	* BLW, 1900 - Vauclain comp.		1900
75-81 167-102 74-338	326	* 4-4-2	*	* BLW, - Vauclain comp		BP
	326	* 4-4-2	*	* BLW, -		1916
	328	* 4-4-2	* P-4a	* BLW, 1902 - 21X24-84½-225-89,900- 176,300-24,100		
75-182 167-3 22-158 74-27	330	* 4-4-2	*	* Co. Shops, 1906 as P-5a - Co. Shop rebuild 1914		1914
	344	* 4-4-2	*	* Co. Shops, 1906 as P-5a - As rebuilt 1912 by Co. Shops - (3) 19X24-80-230-94.5-2470-548-124,875- 234,025-31,760		BP 27 → 1913 BP
49-75	344	* 4-4-2	* P-5sc	* Co. Shops, 1906 - Shown after Co. Shops rebuild, 1917 22X26-80-215-94.5-124,875-234,025-28,750		1924
167-170 74-338	345	* 4-4-2	* P-5sd	* Co. Shops, 1906 - As rebuilt 1915 23X26-80-215-224,020-31,420		
49-75	346	* 4-4-2	* P-5sd	* Co. Shops, 1906 - Shown as Co. Shops rebuild, 1916 - 23X26-80-215-129,035-224,020-31,420 - Sc. 1945		1941



READING CO.

49-16	347	* 4-4-2	* P-5sd * Co. Shops, 1906 - All as 346	
49-75 167-103 & 116	349	* 4-4-2	* P-5sex Co. Shops, 1906 - Shown as rebuilt c. 1917 23x27-86-215-134,500-220,500-30,350	103 → c. 1915
20-88 49-77 74-340	350	* 4-4-2	* P-7sb * Co. Shops, 1915 as C-1a, 4-4-4 - Rebuilt by Co. Shops, 1916 to 4-4-2 - 23½x26-80-215-129,210-231,925-32,800-#110:350	77 → 1948 (1916) 1924
75-82	351	* 4-4-2	* P-7sb * All as 350	#111: 351 (1916) 1924
75-309	352	* 4-4-2	* P-7sb * All as 350	#112: 352 (1916) 1928
49-33 & 77 74-340	353	* 4-4-2	* P-7sb * All as 350	#113: 353 (1916) 340 → 1937 77 → 1949
49-78	376	* 2-6-4T	* Q-1d * BLW, 1903 - 20x24-61½-200-115,925- 211,625-26,590	
49-78	381	* 2-6-4T	* Q-1d * BLW, 1903 - As 376	
46-41 8-47 & 59 40-2	383	* 2-6-4T	* Q-1b * BLW, 1903 - 20x24-61½-200-201,700-26,590	
	385	* 4-2-2	* * BLW, 1895 - Vauclain comp. - 13 & 22 x 26-84¼- 115,000	#385: 316 BPs
49-10 & 66	405	* 4-4-0	* D-8c * Co. Shops, 1911 - 20x24-68½-210-115,250- 166,925-25,020	
49-66 & 115	406	* 4-4-0	* D-8sd * Co. Shops, 1911 as D-8c - As rebuilt to D-8sd, c. 1921- 21x24-68½-200-120,660-169,825-26,270	66 → 1932
9-146	408	* 4-6-0	* * Co. Shops, 1877	D
49-61	413	* 4-4-0	* D-11s * BLW, 1914 - 21x24-68½-210-120,530- 173,490-27,580	
49-67	414	* 4-4-0	* D-11s * BLW, 1914 - As 413	
49-67	415	* 4-4-0	* D-11s * BLW, 1914 - As 413	
74-335	418	* 4-4-0	* D-11s * BLW, 1914 - As 413	
74-381	419	* 4-4-0	* D-11s * BLW, 1914 - As 413	
49-69	541	* 4-6-0	* L-1a * BLW, 1890 - 20x24-61½-145-93,000- 121,000-19,240 - Sc. 1942	1940
8-67	547	* 0-4-0T	* * BLW, 1890 - Also equipped with a small tender	BP
49-69	551	* 4-6-0	* L-1c * BLW, 1892 as L-2a Vau. comp. - Simplified, ? - 20x24-61½-175-95,500-129,900-23,200	
49-148 74-29	560	* 4-6-0	* L-3se * BLW, 1898 as Vau. comp. - As simplified & rebuilt - 22x26-61½-200-139,375-187,500-34,750	29 → 1937 148 → 1942
49-68	564	* 4-6-0	* L-3se * BLW, 1898 - All as 560	
49-69 & 191	565	* 4-6-0	* L-4e * BLW, 1899 as Vau. comp. - Simplified - 21x26-61½-200-129,025-167,200-31,700 - Ret. 1934	191 → 1930
167-142 49-68	568	* 4-6-0	* L-4e * BLW, 1899 - All as 565	
49-70	571	* 4-6-0	* L-4f * BLW, 1900 as Vau. comp. - Simplified - 21x26-61½-185-114,825-155,525-29,300	
8-78	573	* 4-6-0	* * BLW	BP

READING CO.

49-68	574	* 4-6-0	* L-3se * BLW,	as Vauc. comp. - Simplified - As 560	
75-202	575	* 4-6-0	* *		1906
49-69	579	* 4-6-0	* L-3se * BLW,	as Vauc. comp. - Simplified - As 560	
74-341	587	* 4-6-0	* L-5sc * BLW,	as rebuilt - 22x28-68½ - 200- 147,550 - 186,350 - 33,630	
75-67	589	* 4-6-0	* L-5sc * BLW,	as rebuilt - As 587	
74-322	590	* 4-6-0	* L-5sc * BLW,	as rebuilt - As 587	1946
23-27	593	* 4-6-0	* * BLW,	1890 - 22x28-50½ - 145 - 146,700 - 33,075 BF	
75-67	597	* 4-6-0	* L-5sc * BLW,	as rebuilt - As 587	
49-62	599	* 4-6-0	* L-5sc * BLW,	as rebuilt - As 587	
49-70 & 101	600	* 4-6-0	* L-5sc * BLW,	1903 as rebuilt - As 587	101 → 1945
49-71 74-342	602	* 4-6-0	* L-7sb *	as rebuilt 1917-18 - 22x28-68½ - 205 - 169,000 - 216,640 - 37,680 - Sc. 1948	71 → 1948
74-347	604	* 2-8-0	* I-6a * BLW,	1891 - Vauc. comp. - 14 & 24x26-50½ - 175,131,000 - 149,000	1891
49-71	605	* 4-6-0	* L-7sb *	- As 602	
49-55, 114 & 149	606	* 4-6-0	* L-7sb *	- As 602	149 → 1947 55 → 1948
114 & 144	608	* 4-6-0	* L-7sb *	- As 602	
49-73 & 144	609	* 4-6-0	* L-7sb *	- As 602	144 → 1948
49-63, 142 & 156	614	* 4-6-0	* L-7sb *	- As 602	1948
74-342 & 343	616	* 4-6-0	* L-6sa * BLW,	1905 as #603 - As rebuilt 1917 & 1930 - 23x28-68½ - 220-90-1898-840-187,175-235,400-40,440 - Ret. 1945 #603: 616	84 → 1934
74-341	619	* 2-4-2	* M-1a * BLW,	1892 - Vauc. comp. - 13 & 22x24-78- 175-73,300-140,000-12,580	1892
8-90	623	* 2-6-6T	* * BLW,	1892 - Vauc. comp.	BF
49-72	652	* 4-6-0	* L-8se * Co. Shops,	1911 - As rebuilt, 1924 - 22x24-68½ - 200- 152,900 - 198,300 - 28,800	
49-72	675	* 4-6-0	* * Co. Shops,	1911 - (3) 19x24	c. 1915
49-32	675	* 4-6-0	* L-10sb * Co. Shops,	1911 as 3-cyl. simple - As rebuilt to 2 cyls. 1916 - 22x26-74-215 - 167,250 - 221,050 - 31,100	
49-18 & 73	676	* 4-6-0	* L-10sb * Co. Shops,	1911 - All as 675 - Sc. 1948	73 → 1947
49-72	691	* 4-6-0	* L-8sc * BLW,	1906 - As rebuilt? - 22x26-68½ - 200- 161,375 - 199,800 - 31,200 - Sc. 1947	1946
5-51	694	* 2-4-2	* * BLW,	1893 (13370) - Vauc. comp.	BF
8-93 69-6	765	* 2-8-0	* I-3a * BLW,	1882 - As rebuilt, 1902 - 20x24-50½ - 200- 119,400 - 137,700 - 32,315 - Sc. 1945	
49-124	804	* 2-8-0	* I-2f * Co. Shops,	1907 - 20½x24-50-175 - 135,625 - 154,400 - 30,000 - Ret. 1940	1938

READING CO.

49-124	910	* 2-8-0	* I-4d	* BLW, 1893 as Vauclain comp. - As rebuilt c. 1903 -	22x26-55½-175-130,800-147,400-33,730-	1945
8-41 23-25	932	* 2-8-0	*	* BLW, 1887-20x24-50½-145-120,000-23,430		BP
49-125	939	* 2-8-0	* I-5b	* BLW, 1890-22x28-50½-145-131,600-	146,700-33,080-Sc. 1945	1941
49-124	949	* 2-8-0	* I-5a	* BLW, 1888-As rebuilt 1892-22x28-50½-145-	131,800-147,300-33,080	1938
8-29	955	* 2-8-0	* I-	* BLW, 1888		BP
49-125	959	* 2-8-0	* I-5c	* BLW, 1891 as Vauclain comp. - As rebuilt c. 1903 -	22x28-50½-175-136,600-151,000-39,920 - Ret. 1941	1940
8-27	965	* 2-8-0	*	* BLW		BP
49-126	972	* 2-8-0	* I-7a	* BLW, 1899-22x28-56-180-145,000	163,000-37,030-Sc. 1945	1939
49-126	1012	* 2-8-0	* I-7b	* BLW, c. 1899-22x28-56-180-145,000-	165,000-37,030	
40-76 69-3	1027	* 4-4-2	*	* BLW, 1897 - Vauclain comp. - 13# 22x26-84½-	200-WOD 78,600-14,400	BP 76 → 3 → 1897
49-153	1045	* 2-8-0	* I-7l	* BLW, c. 1901 - As rebuilt c. 1906 - 21x28-55½-	200-145,425-163,875-37,850.	1946
49-126	1068	* 2-8-0	* I-7l	* BLW, c. 1901 - All as 1045 - Ret. 1945		
49-126	1070	* 2-8-0	* I-7l	* BLW, c. 1901 - All as 1045		1945
74-347	1083	* 2-8-0	* I-7m	* BLW, - 21x28-55½-200-148,000-	166,650-37,850	
49-127	1091	* 2-8-0	* I-7m	* BLW, c. 1903 - As rebuilt c. 1906 - As 1083		
49-125	1103	* 2-8-0	* I-6a	* BLW, 1900 - As rebuilt 1905 - 22x28-55½-	185-169,225-188,225-38,400-Sc. 1940	
49-125	1115	* 2-8-0	* I-6d	* BLW, 1907-22x28-55-190-177,725-	202,400-39,800	
49-161	1129	* 2-10-0	* J-1sa	* BLW, c. 1917-25x28-52-160-183,500-	208,400-51,490-Sc. 1935	
49-42	1147	* 0-4-0	* A-5a	*	-18x24-50-185-110,450-24,460-Sc. 1945	1945
49-44	1169	* 0-4-0	* A-5a	*	-As 1147	1939
49-154	1171	* 0-4-0	* A-5a	*	-As 1147	
49-43	1187	* 0-4-0	* A-4b	* BLW, c. 1903-16x24-50-200-104,800-20,890		c. 1933
49-44 74-329	1240	* 0-4-0	* A-4b	* BLW, c. 1903 - As 1187		329 → 1938
49-42	1249	* 0-4-0	* A-4b	* BLW, c. 1903 - As 1187		1939
49-45 & 201 74-329	1251	* 0-6-0 T	* B-4a	* Co. Shops, #18-20x24-50-150-120,000-24,500		201 → 1954
49-47	1305	* 0-6-0	* B-5b	* BLW, 1899-20x24-50-180-121,000-29,380		
49-47	1312	* 0-6-0	* B-6a	* BLW, 1903-20x24-50½-200-124,900-32,320		1939

READING CO.

( 49-49

1317 \* 0-6-0 \* B-8a \* BLW, 1907 - 20x26-50-200-154,125-35,360 1947

49-47 1327 \* 0-6-0 \* B-7a \* - 20x28-55-200-162,100-34,620

74-330 1335 \* 0-6-0 \* B-7a \* - As 1327

49-48 1338 \* 0-6-0 \* B-7a \* - As 1327

49-47 1340 \* 0-6-0 \* B-7a \* - As 1327 1946

49-51 1350 \* 0-6-0 \* B-7a \* - As 1327

49-46 1351 \* 0-6-0 \* B-7a \* - As 1327

49-49 1395 \* 0-6-0 \* B-8b \* - 20x26-50-210-156,000-37,150 1948

49-52 1408 \* 0-8-0 \* E-3b \* BLW, 1905 - 21x28-55-205-177,710-39,120

49-52 1423 \* 0-8-0 \* E-4a \* BLW, as 2-8-0 - Co. Shops rebuild -  
22x26-55 1/2 - 180-155,600-34,690 1945

→ 49-49

1453 \* 0-6-0 \* B-9a \* Co. Shops, c.1917 - 23x28-55 1/2 - 185-169,800-41,700 1949

74-330 1436 \* 0-8-0 \* E-4a \* BLW, as 2-8-0 - As 1423

74-330 1460 \* 0-6-0 \* B-9a \* Co. Shops - As 1453 1948

49-50 1463 \* 0-6-0 \* B-9a \* Co. Shops, c.1917 - As 1453

49-49 1470 \* 0-6-0 \* B-9a \* Co. Shops, 1918 - As 1453 1941

49-52 1491 \* 0-8-0 \* E-5sa \* BLW, 1925 - 26x32-55 1/2 - 215-280,610-71,250

( 49-52

1492 \* 0-8-0 \* E-5sa \* BLW, 1925 - As 1491

49-41 1493 \* 0-8-0 \* E-5sa \* BLW, 1925 - As 1491

49-127 1508 \* 2-8-0 \* I-8a \* - 22 1/2 x 30 - 61 1/2 - 210-203,975-226,250-44,080

74-347 1511 \* 2-8-0 \* I-8a \* - As 1508

49-128 1516 \* 2-8-0 \* \* \*

49-147 1520 \* 2-8-0 \* I-8sb \* - 23x30-61 1/2 - 210-211,150-235,650-46,060 1948

49-155 1529 \* 2-8-0 \* I-8sd \* - 23 3/4 x 30 - 55 1/2 - 210-208,275-231,950-54,430 1946

49-132 1533 \* 2-8-0 \* I-8sd \* - As 1529

49-54 1535 \* 2-8-0 \* I-8sb \* - As 1520

49-132 1540 \* 2-8-0 \* I-8sb \* - As 1520

49-127 1546 \* 2-8-0 \* I-8a \* Co. Shops, 1910 - As 1508 c.1915

74-355 1555 \* 2-8-0 \* I-8sb \* - As 1520 1946

49-128 1562 \* 2-8-0 \* \* \* 1948

49-25 1563 \* 2-8-0 \* I-8sb \* - As 1520 1946

74-347 1570 \* 2-8-0 \* I-8sb \* - As 1520

49-137 1575 \* 2-8-0 \* \* \*

49-186 1576 \* 2-8-0 \* I-8sb \* - As 1520 1941

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1587 \* 2-8-0 \* \* \*

74-348 1589 \* 2-8-0 \* I-8sb \* - As 1520 1940

49-138 1593 \* 2-8-0 \* \* \*

49-140 1615 \* 2-8-0 \* I-8sb \* - As 1520

49-132 1617 \* 2-8-0 \* I-9sd \* Co. Shops, 1914 - As 1529



READING CO.

49-30 & 132	1663 * 2-8-0	*I-9sb * BLW,	- 25x32-55½-210-257,600-	
			285,000 - 64,300	
49-137	1665 * 2-8-0	*I-9sb * BLW,	- As 1663	
49-56 & 58	1673 * 2-8-0	*I-9sb * BLW,	- As 1663	
74-348	1674 * 2-8-0	*I-9sb * BLW,	- As 1663	
49-141 74-353	1676 * 2-8-0	*I-9sb * BLW,	- As 1663	1949
49-155	1677 * 2-8-0	*I-9sb * BLW,	- As 1663	1946
49-114 & 154	1687 * 2-8-0	*I-9sb * BLW,	- As 1663	154 → 1949
49-139	1690 * 2-8-0	*I-9sb * BLW,	- As 1663	1948
49-133	1692 * 2-8-0	*I-9sd * BLW,	- 25x32-55½-210-257,600-	
			285,000 - 64,300	
49-151 74-350	1698 * 2-8-0	*I-9sd * BLW	- As 1692	1949
49-158	1700 * 2-8-2	*M-1a * Co.Shops, 1912 -	24x32-61½-225-108,0-	
			249,700-334,425-57,320	BP
49-153 & 194	1700 * 2-8-2	*M-1sa * Co.Shops, 1912 -	Co.Shop rebuild - 24x32-61½-215-	
			108,0-249,700-334,425-54,700	
49-22	1700 * 2-8-2	*M-1sa * Co.Shops, 1912 -	2nd rebuild - 25x32-61½-225-	
			108,0-249,700-334,425-62,200	1948
49-159	1702 * 2-8-2	*M-1sa * BLW,	- As 1700 (1st)	
23-145	1704 * 2-8-2	*M-1sa * BLW,	- As 1700 (1st)	BP
74-349	1705 * 2-8-2	*M-1sa * BLW,	- As 1700 (2nd)	1946
49-100	1706 * 2-8-2	*M-1sa * BLW,	- As 1700 (2nd)	
75-84	1707 * 2-8-2	*M-1sa *	- As 1700 (2nd)	
49-35	1710 * 2-8-2	*M-1sa * BLW,	- As 1700 (2nd)	
74-349	1712 * 2-8-2	*M-1sa * BLW,	- As 1700 (1st)	
49-160	1723 * 2-8-2	*M-1sa * BLW,	- As 1700 (2nd)	
74-349	1725 * 2-8-2	*M-1sa * BLW,	- As 1700 (2nd)	1949
49-116 & 160	1727 * 2-8-2	*M-1sa * BLW,	as M-1sb - As 1700 (2nd)	
49-159	1728 * 2-8-2	*M-1sb * BLW, 1916 -	24x32-55½-215-108,0-	
			248,730-332,225-60,690	
49-159	1730 * 2-8-2	*M-1sb * BLW, 1916 -	As 1728	1939
49-160	1733 * 2-8-2	*M-1sb * BLW,	- As 1728	
49-18 75-84	1735 * 2-8-2	*M-1sa * BLW,	as M-1sb - As rebuilt to M-1sa (2nd) 18 → 194	
49-97	1738 * 2-8-2	*M-1sa * BLW,	as M-1sb - As 1735	
75-280	1741 * 2-8-2	*M-1sa * BLW,	as M-1sb - As 1735	
49-99	1744 * 2-8-2	*M-1sa * BLW,	as M-1sb - As 1735	1949
49-184	1751 * 2-8-2	*M-1sb * BLW,	- As 1728	1940
49-34 & 82	1752 * 2-8-2	*M-1sa * BLW,	as M-1sb - As 1735	82 → 1947
49-159 & 160	1754 * 2-8-2	*M-1sb * BLW,	as M-1sb - As 1728 & 1735	

READING Co.

49-162	1811	*2-8-8-2	*N-1sd	*BLW, 1919	- Simplified by Co. Shops - (4) 23x32-55½ - -108- 215-465,430-500,700-114,400	
49-163	1815	*2-8-8-0	*N-1sd	*BLW, 1919	as 2-8-8-2 - Rebuilt by Co. Shops - (4) 23x32- -108- 55½-225-477,850-495,180-116,670	
49-86	1816	*2-8-8-0	*N-1sd	*BLW, 1919	as 2-8-8-2 - As 1815	
46-109	1817	*2-8-8-2	*N-1sq	*BLW, 1918	- 26#40 x32-55½-210-435,500- 478,500-98,400	BP
74-359	1817	*2-8-8-0	*N-1sd	*BLW, 1918	as 2-8-8-2 - As 1815	
49-162	1819	*2-8-8-2	*N-1sb	*BLW, 1921	- 26#40 x32-55½-210-435,500- 478,500-98,400	1939
49-162	1819	*2-8-8-0	*N-1sd	*BLW, 1921	as 2-8-8-2 - As 1815	
49-162	1822	*2-8-8-2	*N-1sb	*BLW, 1921	- As 1819	
49-161	1824	*2-8-8-0	*N-1sd	*BLW, 1921	as 2-8-8-2 - As 1815	
49-134	1826	*2-8-8-0	*N-1sd	*BLW, 1921	as 2-8-8-2 - As 1815	
157,170#190	1827	*2-8-8-0	*N-1sd	*BLW, 1921	as 2-8-8-2 - As 1815	170 → 1949
49-163 74-359	1829	*2-8-8-0	*N-1sd	*BLW, 1921	as 2-8-8-2 - As 1815	163 → 1951
49-163#197	1830	*2-8-8-0	*N-1sd	*BLW, 1921	as 2-8-8-2 - As 1815	
49-133	1900	*2-8-0	*I-9sb	*BLW,	- 25x32-55½-210-257,600- 285,000-64,300 - # 1900: 1968	
49-133	1953	*2-8-0	*I-9sc	*BLW,	- 25½x32-61½-225-261,190- 287,950-64,710 # 1640: 1953	1946
49-153	1955	*2-8-0	*I-9sc	*BLW,	- As 1953- # 1900: 1955	1955
49-144	1956	*2-8-0	*I-9sc	*BLW,	- As 1953- # 1901: 1956	1956
49-123	1967	*2-8-0	*I-9sc	*BLW,	- As 1953- # 1912: 1967	1951
74-353	1968	*2-8-0	*I-9sc	*BLW,	- As 1953 # 1913: 1968	
49-83	1974	*2-8-0	*I-9sc	*BLW,	- As 1953 # 1919: 1974	
49-133	1975	*2-8-0	*I-9sc	*BLW,	- As 1953 # 1920: 1975	
49-33 74-333	2000	*2-8-0	*I-10sa	*BLW, 1923	- 27x32-61½-220-94.5-3328- 762-291,570-322,690-71,000	33 → 1948
49-24 #134	2001	*2-8-0	*I-10sa	*BLW, 1923	- As 2000	
49-138 74-336	2003	*2-8-0	*I-10sa	*BLW, 1923	- As 2000	Both → 1948
49-137	2004	*2-8-0	*I-10sa	*BLW, 1923	- As 2000	
49-134	2006	*2-8-0	*I-10sa	*BLW, 1923	- As 2000	1949
74-336	2007	*2-8-0	*I-10sa	*BLW,	- As 2000	1937
49-82	2008	*2-8-0	*I-10sa	*BLW,	- As 2000	1948
8-101	2010	*2-8-0	*I-10sa	*BLW, 1923	- As 2000	BP
74-357 49-135	2014	*2-8-0	*I-10sa	*BLW,	- As 2000	135 → 1937
49-29	2015	*2-8-0	*I-10sa	*BLW,	- As 2000	
49-14 74-383	2016	*2-8-0	*I-10sa	*BLW,	- As 2000	

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74-337	2026	* 2-8-0	* I-10sa	* BLW,	-As 2000	
49-134	2027	* 2-8-0	* I-10sa	* BLW,	-As 2000	1939
49-136 46-245 49-145, 198, 200 # 205 74-361 75-396	2032	* 2-8-0	* I-10sa	* BLW,	-As 2000 # 2032: 2112	
49-147, 169 # 202 133-227 75-303	2100	* 4-8-4	* T-1	* BLW,	as I-10sa - Co. Shops rebuild to T-1	200 → 195 361 → 196
49-168, 176 # 178	2102	* 4-8-4	* T-1	* All as 2100	# 2022: 2102	147 → 196
49-180	2103	* 4-8-4	* T-1	* All as 2100	# 2023: 2103	168 → 195
49-180 75-85 F-1	2111	* 4-8-4	* T-1	* All as 2100	# 2031: 2111	
49-180 74-360	2112	* 4-8-4	* T-1	* All as 2100	# 2032: 2112	
49-180 133-226 74-360	2113	* 4-8-4	* T-1	* All as 2100	# 2033: 2113	F-1 → 1931 226 → 1949
49-23	2114	* 4-8-4	* T-1	* All as 2100	# 2034: 2114	360 → 1956
49-177 # 187	2118	* 4-8-4	* T-1	* All as 2100	# 2038: 2118	1950
49-176	2119	* 4-8-4	* T-1	* All as 2100	# 2039: 2119	177 → 1950
49-86 75-85	2120	* 4-8-4	* T-1	* All as 2100	# 2040: 2120	
49-84 49-145, 200, 204 # 207	2121	* 4-8-4	* T-1	* All as 2100	# 2041: 2121	
49-60	2123	* 4-8-4	* T-1	* All as 2100	# 2043: 2123	
49-8 49-60 # 167 133-224 49-168	2124	* 4-8-4	* T-1	* All as 2100	# 2044: 2124	200 → 1959 207 → 1960
49-164	2125	* 4-8-4	* T-1	* All as 2100	# 2045: 2125	
49-175 # 186	2127	* 4-8-4	* T-1	* All as 2100	# 2047: 2127	
63-122 74-332	2128	* 4-8-4	* T-1	* All as 2100	# 2048: 2128	
74-331 # 351	2129	* 4-8-4	* T-1	* All as 2100	# 2049: 2129	
49-84	3000	* 2-10-2	* K-1sa	* BLW,	as 2-8-8-2 - Co. Shops rebuild - 30 1/2 x 32 - 61 1/2 - 220 - 353,050 - 439,800 - 90,500 #1800: 3000	
74-358	3002	* 2-10-2	* K-1sa	* BLW,	as 2-8-8-2 - Co. Shops rebuild and later modified #1802 & 3002	Both → 1950
49-164 74-324	3004	* 2-10-2	*	* BLW,	as 2-8-8-2 - Co. Shops rebuild and later modified #1804: 3004	Both → 1953
49-164 74-333	3005	* 2-10-2	*	* Same procedure as 3002 #1805: 3005		Both → 1953
49-165	3006	* 2-10-2	*	" " " " #186: 3006		1950
74-358	3007	* 2-10-2	* K-1sa	* BLW,	as 2-8-8-2 - As 3000 #1807: 3007 (1930)	
49-164 74-324	3010	* 2-10-2	* K-1sa	* BLW,	as 2-8-8-2 - Co. Shops rebuild, Caprotti gear - 30 1/2 x 32 - 61 1/2 - 220 - 353,050 - 439,800 - 90,500	324 → 1937 164 → 1946
49-164 74-333	3110	* 2-10-2	*	* As farther modified by Co. Shops		333 → 1953
49-165	3011	* 2-10-2	* K-1se	* BLW, 1931 - As modified by Co. Shops - 30 1/2 x 32 - 61 1/2 - 225 - 363,900 - 451,000 - 92,570		1950
74-358	3012	* 2-10-2	* K-1sb	* BLW, 1931 - 30 1/2 x 32 - 61 1/2 - 225 - 363,900 - 451,000 - 92,570		c. 1937
49-165 # 189	3012	* 2-10-2	*	* BLW, 1931 - As modified by Co. Shops		189 → 1953
49-8	3013	* 2-10-2	*	* BLW, 1931 - " " " " "		



READING Co.

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8-152	3014	*2-10-2	*K-1sb	*BLW, 1931	- As 3012				
49-164	3015	*2-10-2	*K-1sb	*BLW, 1931	- As 3012				
49-10 & 14	3016	*2-10-2	*	*BLW, 1931	- As modified by Co. Shops				
49-83	3018	*2-10-2	*K-1sb	*BLW, 1931	- As 3012				
49-189	3018	*2-10-2	*	*BLW, 1931	- As modified by Co. Shops				1952
49-171	3019	*2-10-2	*	*BLW, 1931	- " " " " " " " " " " " "				1951
133-224	2005	*2-8-0	*I-10sa	*BLW, 1923	- As 2000				
133-225	2108	*4-8-4	*T-1	*BLW,	as I-10sa - Co. Shops rebuild - As 2100				1948
F-3	1466	*0-6-0	*B-9a						
F-3	1559	*2-8-0	*I-8sb						
136-263	"ATLAS"	*0-8-0	*	*BLW, 1846					Flexible beam truck
136-264	1803	*2-8-8-2	*N-1sa	*BLW, 1917	- 26 1/2 x 40 x 32 - 55 1/2 - 210 - 108 - 478,500 - 98,400				
136-267	1821	*2-8-8-2	*N-1sd	*BLW, 1919	- (4) 23 x 32 - 55 1/2 - 215 - 108 - 501,000 - 111,000				As simplified
136-267	1823	*2-8-8-0	*N-1sd	*BLW, 1919	as 2-8-8-2 - Simplified & rebuilt by Co. Shops - As 1815				
136-266	1830	*2-8-8-2	*N-1sd	*BLW, 1919	- As 1803				
167-98	8	*4-4-0	*D-4g	*BLW, 1889 (9977)	- 18 1/2 x 22 - 68 1/2 - 160 - 69,000 - 104,700 - 14,950				ACRR 1011: P&R 8
167-86 & 98	10	*4-4-0	*D-4g	*BLW, 1899 (9980)	- As 8				ACRR 1013: P&R 10
167-73	12	*4-4-0	*D-4g	*BLW, 1894	- As 8				South Jersey 4: Seacoast RE-4: ACRR 1030: P&R 12
167-125	14	*4-4-0	*D-4g	*BLW, 1894	- As 8				South Jersey 6: Seacoast RE 6: ACRR 1032: P&R 14
167-83 & 170	18	*4-4-0	*D-9d	*BLW, 1889 (9997)	- 21 x 22 - 78 - 185 - 88,300 - 135,400 - 19,560				ACRR 1017: P&R 18
167-51	19	*4-6-0	*H-1c	*P&R, 1874	- 18 x 24 - 54 - 120 - 63,800 - 89,000 - 14,690				P&R 19: ACRR 1022: P&R 32
167-84 & 113	19	*4-4-0	*D-9b	*BLW, 1889 (10031)	- 21 x 22 - 78 - 175 - 84,700 - 128,200 - 18,500				ACRR 1018: P&R 19
167-68	20	*4-4-0	*D-5b	*BLW, 1889 (10001)	- 21 x 22 - 68 1/2 - 160 - 73,000 - 107,000 - 19,260				ACRR 1019: P&R 20
167-95	20	*4-4-0	*D-9e	*BLW, 1889 (10001)	- 21 x 22 - 74 - 200 - 96,050 - 142,475 - 22,290				ACRR 1019: Rldg 20
167-144	23	*4-4-0	*D-9e	*BLW, 1894 (14016)	- As 20				ACRR 1035: P&R 23
167-75	26	*4-4-2	*P-1e	*BLW, 1896 (15878)	as Vauclain comp. - As simplified				
					20 x 26 - 84 1/2 - 200 - 93,200 - 166,600 - 20,985				ACRR 1028 - P&R 26
167-78	29	*4-4-2	*P-1e	*BLW, 1898 (15879)	as Vauclain comp. - As simplified				
					As 26				ACRR 1029: 29



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READING CO

167-152	125 *4-6-2*G-1sa* Co. Shops, 1923	1924
167-132	127 *4-6-2*G-1sa*	1924
167-171	132 *4-6-2*G-1sa* , 1924	1924
167-34	137 *4-4-0*C-6a* P&R 354; 137-S *Sc, 1911	1911
167-37	149 *4-6-0* *Wm. Norris, 1865	
167-110	141 *4-4-0*C-6a* , 1876	
167-170	152 *4-4-0* *BLW, 1883 - As rebuilt	1920
167-169	304 *4-4-2*P- *Co. Shops, 1911 - As rebuilt	1924
167-140	309 *4-4-2*P-2b * Sc, 1935	1924
167-93	310 *4-4-2* * , 1911 As rebuilt in 1914 to P-2b	
167-84	323 *4-4-2*P-3c *BLW, 1900X	c. 1910
167-151	340 *4-4-2*P-5a* - 21X27-86-230-223,200 - 27,065	c. 1930
167-113	343 *4-4-2*P-5a* - As 340	c. 1920
167-82	344 *4-4-2*P-5a*	c. 1905
167-75	503 *4-6-0*	1900
167-171	600 *4-6-0*L-5se*BLW, 1903-	1924
167-5	613 *4-6-0*	
167-89	675 *4-6-0*L-10a* Co. Shops, 1911 - 3cyl simple - (E) 19X24-74 - 240 - 226,750 - 35,825	1912
167-119	1150 *0-4-0*A-5sa*	
167-119	1163 *0-4-0*A-5*	1924
167-103	1294 *0-6-0*T*	
167-118	1599 *2-8-0*I-8sb* 23X30-61½-210-235,650 - 46,060	1924

READING Co.  
PARTIAL ROSTER

PAGE	CLASS	No. SERIES	TYPE	
49-42	A-4a	1187-1249	0-4-0	BLW, 1902-03
-42	A-4b	1187-1249	0-4-0	BLW, 1902-03 - Co. Shops rebuilds
-42	A-5a	1147-1184	0-4-0	BLW & Co. Shops, 1906-13, except 1155
74-328	B-2b	121	0-6-0	Co. Shops, 1883
49-45	B-4a	1251	0-6-0T	Co. Shops, 1918
49-47	B-5b	1305 & 1306	0-6-0	BLW, 1899
49-47	B-6a	1311, 1312 & 1314	0-6-0	BLW, 1903
49-47	B-7a	1321-1356	0-6-0	BLW & Co. Shops, 1906-13
49-49	B-8a	1316-1318	0-6-0	BLW, 1907
-49	B-8b	1393-1399	0-6-0	Co. Shops, 1913 & 1921
-49	B-9a	1451-1470	0-6-0	Co. Shops, 1916-18
74-340	C-1a	110-113	4-4-4	Co. Shops, 1915
-334	D-1e	148-154	4-4-0	BLW, 1883
	D-2a/c	163 & 168	4-4-0	Co. Shops, 1881-82
49-64	D-3h	163 & 168	4-4-0	- Co. Shops rebuild 1903-04
74-334	D-3K	7	4-4-0	BLW, 1886
49-65	D-4e	198	4-4-0	Co. Shops, 1883
74-334	D-4f	201-204	4-4-0	Co. Shops, 1886 - ex 134, 206, 439 & 892 in 1900
49-64	D-5c	220 & 223	4-4-0	BLW, 1890
-64	D-5f	269 & 273	4-4-0	BLW, 1901-02
-65	D-5h	280, 287 & 288	4-4-0	BLW, 1906
-66	D-8c	403	4-4-0	Co. Shops, 1911
-66	D-8ad	401, 404, 406-408	4-4-0	Co. Shops, 1920-22
-67	D-11a	410-419	4-4-0	BLW, 1914
-52	E-3b	1400-1409	0-8-0	BLW, 1905 except 1402 & 1405
-52	E-4a	1410-1436	0-8-0	BLW, 1892 as 2-8-0 - Co. Shops rebuild, 1916-22
-52	E-5sa	1490-1499	0-8-0	BLW, 1924-25
-89	G-1sa	105-129	4-6-2	Co. Shops, 1916-23
74-327	G-1sa	105-118 119-134	4-6-2	
49-89	G-1sa	130-134	4-6-2	BLW, 1924
-90	G-1sas	117 & 118	4-6-2	Co. Shops, 1916-23 - As sheathed
-91	G-1sb	200-204	4-6-2	BLW, 1925
-94	G-1sb	200-204	4-6-2	BLW, 1925 - Co. Shops rebuild, 1947
74-328	G-2a	1449	0-10-0	Co. Shops, 1863 as 0-12-0T - As rebuilt, 1885
49-94	G-2sa	175-179	4-6-2	BLW, 1926
-95	G-2sa	175-179	4-6-2	BLW, 1926 - Co. Shops rebuild, 1947
-95	G-3	210-219	4-6-2	Co. Shops, 1948

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PARTIAL ROSTER

PAGE	CLASS	No. SERIES	TYPE	
49-124	I-2f	804	2-8-0	Co. Shops, 1907
-124	I-3a	765	2-8-0	BLW, 1882 - Co. Shops rebuild, 1902
-124	I-4d	910, 916, 917, 919 & 922	2-8-0	BLW, 1893 - Co. Shops rebuild, 1903-04
-124	I-5a	946 & 949	2-8-0	BLW, 1888 - Co. Shops rebuild, 1892
-125	I-5b	939	2-8-0	BLW, 1890
-125	I-5c	951, 952 & 959	2-8-0	BLW, 1891 Vauclain comp. - Co. Shops rebuild, 1902-04
74-347	I-6a	604	2-8-0	BLW, 1891 Vauclain comp.
49-125	I-6a	1103	2-8-0	BLW, 1900 - BLW rebuild, 1905
-125	I-6c	1112-1115, 1117, 1119, 1123 & 1124	2-8-0	BLW, 1907 - Co. Shops rebuild, 1921-24
-126	I-7a/b/c/d	961-1097	2-8-0	BLW, 1899-1900
-126	I-7a	972	2-8-0	BLW, 1899
-126	I-7b	1004, 1012 & 1020	2-8-0	BLW, 1899-1900
-126	I-7c		2-8-0	
-127	I-7d	1075-1095 982, 985 &	2-8-0	BLW, 1902-03
-126	I-7l	1064-1070	2-8-0	BLW, 1900-01 - Co. Shops rebuild from I-7c, 1905-06
-127	I-7m	1075-1095	2-8-0	BLW, 1902-03 - Co. Shops rebuild from I-7d, 1905-06
-127	I-8a	1501-1565	2-8-0	BLW, 1905-06
-127	I-8a	1566-1585	2-8-0	Co. Shops, 1910
-128	I-8b	1501-1585	2-8-0	Co. Shops, 1915-36 conv. 28 from I-8a
-128	I-8b	1586-1610	2-8-0	Co. Shops, 1912-14
-128	I-8b	1612-1615	2-8-0	Co. Shops, 1912-14
-128	I-8sb	1611	2-8-0	Co. Shops, 1913
-128	I-8sb	1501-1615	2-8-0	Co. Shops, 1915-36 conv. 50 from I-8a/b
-132	I-8c	1616 & 1617	2-8-0	Co. Shops, 1914
-132	I-8sd	1529, 1533, 1545, 1582-84, 1612, 1616 & 1617	2-8-0	Co. Shops rebuild from I-8a/b/c
-132	I-9sa	1650-1669	2-8-0	BLW, c. 1920
-132	I-9sb	1625-1649	2-8-0	BLW, 1920
-132	I-9sb	1670-1699	2-8-0	BLW, c. 1920
-132	I-9sb	1900-1924	2-8-0	BLW, c. 1920
-132	I-9sb	1650-1669	2-8-0	BLW, c. 1920 - Reclassed c. 1945 ex 1628, 1636, 1638, 1640, 1644, 1900-1924
-133	I-9sc	1950-1979	2-8-0	Co. Shops rebuild, 1945-47
-133	I-9sd	1676-1680 1685-1699	2-8-0	Co. Shops rebuild, 1948-49
-134	I-10sa	2000-2049	2-8-0	BLW, 1923-25
-161	J-1sa	1126-1129	2-10-0	BLW, 1917-18
-164	K-1sa	3000-3009	2-10-2	Co. Shops, 1927-30 - Rebuild from N-1sa 1800-1809
-164	K-1sb	3011-3020	2-10-2	BLW, 1931
-164	K-1sc	3010	2-10-2	Co. Shops, 1930 - Rebuilt from N-1sc 1810 To K-1sa in 1942



READING Co. PARTIAL ROSTER

PAGE	CLASS	No. SERIES	TYPE	
49-165	K-1sd	3000-3020 except 3019	2-10-2	Co. Shops rebuild
-165	K-1se	3019	2-10-2	Co. Shops rebuild
-69	L-1a	539	4-6-0	BLW, 1890 - Vauclain comp
74-327	L-1a	541	4-6-0	
49-69	L-1c	539 & 551	4-6-0	BLW, 1890-92 - Co. Shops rebuilds { 539 ex L-1a 555 ex L-2a
-69	L-2a	551	4-6-0	BLW, 1892 - Vauclain comp. { simplified by Co. Shops,
-69	L-3se	536-564, 572-574 & 578-580	4-6-0	BLW, 1898 - Vauclain comp. { later rebuilt in 1920-21
-69	L-4e	565, 566, 568 & 569	4-6-0	BLW, 1899 - Vauclain comp. { simplified by Co. Shops, later rebuilt
-70	L-4f	571 & 576	4-6-0	BLW, 1900 - Vauclain comp. { " "
-70	L-5sc	587-591 597-601	4-6-0	BLW, 1902-03 - Co. Shops rebuilds 1917-22
74-341	L-6b	299	4-6-0	BLW, 1892 - Vauclain comp. 2-4-2 - Co. Shop rebuild, 1905
49-71	L-6sa	616	4-6-0	BLW, 1905 as 603 - Co. Shops rebuilds 1917-18 & 1930
-71	L-7sb	602, 604-609, 611-615	4-6-0	BLW, 1905 & Co. Shops, 1910 - Co. Shops rebuilds, 1917-18
-72	L-8sc	690-698 & 700	4-6-0	BLW, 1906 - Co. Shops rebuilds, 1926-28
-72	L-8se	650-654	4-6-0	Co. Shops, 1911 - Co. Shops rebuilds, 1924
-73	L-10sb	675 & 676	4-6-0	Co. Shops, 1911
74-341	M-1a	619	2-4-2	BLW, 1892 - Vauclain comp.
49-158	M-1a	1700	2-8-2	Co. Shops, 1912 as built - Later M-1sa
-159	M-1sa	1700-1726	2-8-2	Co. Shops, 1912 and BLW, 1913-15
-159	M-1sb	1727-1756	2-8-2	BLW, 1916-17
-160	M-1sa	1700-1756	2-8-2	Co. Shops rebuilds by 1943 of all 2-8-2s
-162	N-1sa	1800-1830	2-8-8-2	BLW, 1917-19
-162	N-1sb	1817, 1819, 1820, 1822-1830	2-8-8-2	Co. Shops rebuilds
-162	N-1sc	1810, 1812-1815	2-8-8-2	Co. Shops rebuilds
-162	N-1sd	1811, 1816, 1818 & 1821	2-8-8-2	Co. Shops rebuilds, 1930-36, simplified
-162	N-1sd	1811-1830	2-8-8-0	Co. Shops rebuilds, final status, trailing trucks removed
-74	P-2b	305, 308 & 365	4-4-2	Co. Shops, 1911
74-338	P-4a	328	4-4-2	BLW, 1902
-338	P-4d	328	4-4-2	" " - Co. Shops rebuild, 1914
49-75	P-5sc	344	4-4-2	Co. Shops, 1906 - " " " " 1917
-75	P-5sd	341, 345-347 348, 342,	4-4-2	" " " - " " " " , 1914-15
-75	P-5se	343, 348 & 349	4-4-2	" " " - " " " " , 1915-17
74-339	P-6a	300, 303 & 344	4-4-2	Co. Shops, 1909
49-74	P-6sb	300-303	4-4-2	" " " - Co. Shops rebuild, 1916
-74	P-6sb	306-308	4-4-2	" " " - " " " later rebuild
-77	P-7sb	350-353	4-4-2	Co. Shops, 1915 as 4-4-4s - Rebuilt, 1916
46-41	Q-1b	376-385	2-6-4 T	BLW, 1903-04





READING G  
PARTIAL SPECIFICATIONS

A-4a	1187-1249	0-4-0	16x24	44	200			104,800		23,740
A-4b	1187-1249	0-4-0	16x24	50	200			104,800		20,890
A-5a	1147-1184	0-4-0	18x24	50	185			110,450		24,460
B-2b	121	0-6-0	16x18	43	120			65,700		10,930
B-4a	1251	0-6-0T	20x24	50	150			120,000		24,500
B-5b	1305-1306	0-6-0	20x24	50	180			121,000		29,380
B-6a	1311,1312#1314	0-6-0	20x24	50 1/2	200			124,900		32,320
B-7a	1321-1356	0-6-0	20x28	55	200			162,100		34,620
B-8a	1316-1318	0-6-0	20x26	50	200			154,125		35,360
B-8b	1393-1399	0-6-0	20x26	50	210			156,000		37,150
B-9a	1451-1470	0-6-0	23x28	55 1/2	185			169,800		41,700
C-1a	110-113	4-4-4	23 1/2 x 26	80	240			133,000	230,800	36,400
D-1e	148-154	4-4-0	18 1/2 x 22	61 1/2	130			65,800	99,500	13,530
D-2a/c	163 & 168	4-4-0	18 1/2 x 22	68 1/2	130			84,000	122,500	12,150
D-3h	163 & 168	4-4-0	18 1/2 x 22	61 1/2	180			84,000	122,500	18,730
D-3k	7	4-4-0	18 1/2 x 22	61 1/2	160			73,850	108,550	16,650
D-4e	198	4-4-0	18 1/2 x 22	68 1/2	160			67,000	100,000	14,950
D-4f	201-204 223	4-4-0	18 1/2 x 22	68 1/2	160			68,700	104,500	14,950
D-5c	220	4-4-0	21x22	68 1/2	160			73,000	107,000	19,260
D-5f	269 & 273	4-4-0	21x22	68 1/2	200			89,000	135,000	24,080
D-5h	280,287 & 288	4-4-0	21x22	68 1/2	200			99,480	144,100	24,080
D-8c	405 401, 404,	4-4-0	20x24	68 1/2	210			115,250	146,925	25,020
D-8sd	406-408	4-4-0	21x24	68 1/2	200			120,660	169,825	26,270
D-11s	410-419 except 1402 & 1405	4-4-0	21x24	68 1/2	210			120,530	173,490	27,580
E-3b	1400-1405	0-8-0	21x28	55	205			177,710		39,120
E-4a	1410-1436	0-8-0	22x26	55 1/2	180			155,600		34,690
E-5sa	1490-1499 1494 &	0-8-0	26x32	55 1/2	215			280,610		71,250
E-5sa	1496-1499	0-8-0	26x32	55 1/2	235			280,610		77,860
Orig G-1sa	105-119	4-6-2	25x28	80	200			176,925	273,600	37,190
Orig All later	G-1sa	120-124	4-6-2	25x28	80	210		176,925	273,600	39,050
	G-1sa	105-129	4-6-2	25x28	80	220		176,925	273,600	40,900
	G-1sa	130-134	4-6-2	25x28	80	220		176,925	273,600	40,900
	G-1sas	117 & 118	4-6-2	25x28	80	220		198,520	306,340	40,900
Orig 1947 rebuild	G-1sb	200-204	4-6-2	25x28	74	220		177,210	288,120	44,200
	G-1sb	200-204 1449	4-6-2	25x28	74	220		184,380	304,400	44,200
	G-2a	0-10-0	20x26	42 3/4				107,000		
Orig 1947 rebuild	G-2sa	175-179	4-6-2	25x28	80	230		192,540	305,360	42,800
	G-2sa	175-179	4-6-2	25x28	80	230		193,100	315,700	42,800

READING CO. BUILDING  
PARTIAL SPECIFICATIONS

G-3	210-219	4-6-2	25X28	80	260	95		197,180	329,450	48,340	
I-2f	804	2-8-0	20½X24	50	175			135,625	154,400	30,010	
I-3a	765	2-8-0	20X24	50½	200			119,400	137,700	32,320	
	910, 916,										
I-4a	917, 919 & 922	2-8-0	22X26	55½	175			130,800	147,400	33,730	
I-5a	946 & 949	2-8-0	22X28	50½	145			131,800	147,300	33,080	
I-5b	939	2-8-0	22X28	50½	145			131,600	146,700	33,080	
I-5c	951, 952 & 959	2-8-0	22X28	50½	175			136,600	151,000	39,920	
			Vauc. comp.								
I-6a	604	2-8-0	14#24X26	50½	175			131,000	149,000		
I-6a	1103	2-8-0	22X28	55½	185			169,225	188,225	38,400	
I-6c	1112-1124	2-8-0	22X28	55	190			177,725	202,400	39,780	
	1112-1115, 1117,										
I-6d	1119, 1123 & 1124	2-8-0	22X28	55	190			177,725	202,400	39,780	
I-7a/b/c/d	961-1097	2-8-0									
I-7a	972	2-8-0	22X28	56	180	33		145,000	163,000	37,030	
	1004,										
I-7b	1012 & 1020	2-8-0	22X28	56	180	33		145,000	163,000	37,030	
I-7c		2-8-0	22X28	56	180	47.5					
I-7d	1075-1095	2-8-0	22X28	56		47.5					
	982, 985,										
I-7l	1024-1070	2-8-0	21X28	55½	200	47.5		145,425	163,875	37,850	
I-7m	1075-1095	2-8-0	21X28	55½	200	47.5		148,000	166,650	37,850	
I-8a	1501-1585	2-8-0	22½X30	61½	210			203,975	226,250	44,080	
	23 conversions										
I-8b	1501-1585	2-8-0	23X30	61½	210			211,150	235,650	46,060	
	except 1611										
I-8b	1586-1615	2-8-0	23X30	61½	210			211,150	235,650	46,060	
I-8sb	1611	2-8-0	23X30	61½	210			211,150	235,650	46,060	
	50 conversions										
I-8sb	1501-1615	2-8-0	23X30	61½	210			211,150	235,650	46,060	
I-8c	1616 & 1617	2-8-0									
	1529, 1533, 1545										
I-8sd	1582-1585	2-8-0	23½X30	55½	210			208,275	231,950	54,430	
	1612, 1616 & 1617										
I-9sa	1650-1669	2-8-0	25X32	55½	210			257,600	285,000	64,300	
I-9sb	1625-1649	2-8-0	25X32	55½	210			257,600	285,000	64,300	
I-9sb	1670-1699	2-8-0	25X32	55½	210			257,600	285,000	64,300	
I-9sb	1900-1924	2-8-0	25X32	55½	210			257,600	285,000	64,300	
	converted c. 1945										
I-9sb	1650-1669	2-8-0	25X32	55½	210			257,600	285,000	64,300	
I-9sc	1950-1979	2-8-0	25½X32	61½	225			261,190	287,950	64,710	
	1676-1680										
I-9sd	1685-1699	2-8-0	25X32	55½	210			257,600	285,000	64,300	
I-10sa	2000-2049	2-8-0	27X32	61½	220	94.5	3328	762	291,750	322,690	71,000
J-1sa	1126-1129	2-10-0	25X28	52	160			183,500	208,400	51,490	
K-1sa	3000-3009	2-10-2	30½X32	61½	220			353,050	439,800	90,500	
K-1sb	3011-3020	2-10-2	30½X32	61½	225			363,900	451,000	92,570	
K-1sc	3010	2-10-2	30½X32	61½	220			353,050	439,800	90,500	

1921-22  
Rebuild

READING Co.

PARTIAL SPECIFICATIONS

K-1sd	3000-3018 3020	2-10-2	30½x32	61½	225				92,570
K-1se	3019	2-10-2	30x32	61½	235			96,600	96,600
L-1a	539 & 541	4-6-0	20x24	61½	145		93,000	121,000	19,240
L-1c	539 & 551 Vauc. comp.	4-6-0	20x24	61½	175		95,500	129,900	23,200
L-2a	551 556-564,	4-6-0							
L-3se	572-574, 578-580 565, 566,	4-6-0	22x26	61½	200		139,375	187,500	34,750
L-4e	568 & 569	4-6-0	21x26	61½	200		129,025	167,200	31,700
L-4f	571 & 576 587-591	4-6-0	21x26	61½	185		114,825	155,525	29,300
L-5sc	597-601	4-6-0	22x28	68½	200		147,550	186,350	33,630
L-6sa	616	4-6-0	23x28	68½	220		187,175	235,400	40,440
L-6b	299 602, 604-609,	4-6-0	19x26	74	185		123,375	163,750	19,950
L-7sb	611-615 690-698	4-6-0	22x28	68½	205		169,000	216,640	37,680
L-8sc	700	4-6-0	22x26	68½	200		161,375	199,800	31,200
L-8se	650-654	4-6-0	22x24	68½	200		152,900	198,300	28,800
L-10sb	675 & 676	4-6-0	22x26	74	215		167,250	221,050	31,100
M-1a	619	2-4-2	13 & 22x24	78	175		73,300	140,000	12,580
M-1a	1700	2-8-2	24x32	61½	225		249,700	334,425	57,320
M-1sa	1701-1726	2-8-2	24x32	61½	215		249,700	334,425	54,700
M-1sb	1727-1756 by 1943	2-8-2	24x32	55½	215		248,735	332,225	60,690
M-1sa	1700-1756	2-8-2	25x32	61½	225		249,700	334,425	62,200
N-1sa	1800-1830 1817, 1819, 1820,	2-8-8-2	26 & 40x32	55½	210		435,500	478,500	98,400
N-1sb	1822-1830 1810	2-8-8-2	26 & 40x32	55½	210		435,500	478,500	98,400
N-1sc	1812-1815 1811, 1816,	2-8-8-2	26 & 40x32	55½	210		435,500	478,500	98,400
N-1sd	1818 & 1821	2-8-8-2	(4) 23x32	55½	215		465,430	500,700	111,400
N-1sd	1811-1830 305,	2-8-8-0	(4) 23x32	55½	225		477,845	495,180	116,600
P-2b	308 & 365	4-4-2	20½x26	78	205		102,050	192,400	24,410
P-4a	328	4-4-2	21x24	84 7/8	225		89,900	176,300	24,100
P-4d	328	4-4-2	21x24	80	225		89,900	176,300	25,300
P-5sc	344 341	4-4-2	22x26	80	215		124,875	234,025	28,750
P-5sd	345-347 340, 342,	4-4-2	23x26	80	215		129,035	224,020	31,420
P-5se	343, 348 & 349	4-4-2	23x27	86	215		134,500	220,500	30,350
P-6a	300-303 1916 rebuild	4-4-2	(3) 19x24	80	240		126,925	223,750	33,140
P-6sb	300-303 late rebuild	4-4-2	22½x24	80	225		117,775	226,700	29,050
P-6sb	300-303	4-4-2	22x26	80	215		122,000	217,450	28,750
P-7sb	350-353	4-4-2	23½x26	80	215		129,210	231,925	32,800
Q-1b	376-385	2-6-4T							
Q-1d	376-385	2-6-4T	20x24	61½	200		115,925	211,625	26,590
T-1	2100-2129	4-8-4	27x32	70	240		278,200	441,300	68,000 79,100



RICHMOND, FREDERICKSBURG & POTOMAC

136-194	1	*2-8-8-2*	Alco, 1924-(4) 23X32-57-205-565,000-104,000 (1924) (1943) CEO 1117:1558:RF&P 1	BP
8-22	18	*4-4-0*	BLW, 1885-	BP
83-160	38	*4-6-0*		BP
R	302	*4-6-2*		
R	307	*4-6-2*		1940
46-153	325	*4-6-2*	BLW, 1927-27X28-75-225-52,050	153 → BP RF&P
71-16	502	*4-8-2*	A-R, 1924-27X30-73-225-381,000-57,300 (1926)	201:502(1926)
132-272	503	*4-8-2*	A-R, 1925-As 502	RF&P 202:503
132-273	517	*4-8-2*	N&W Roanoke Shops, 1926-28X30-63-225-275,400- 401,900-68880 N&W 202:RF&P 517:W&LE 6803: (1944) (1948) NYC&StL 6803 Sc.1952	1940
38-88	518	*4-8-2*	N&W Roanoke Shops, 1926-As 517 N&W 203: (1944) (1948) (1949) (1951) RF&P 518:W&LE 6804:NYC&StL 6804:844 Sc.1953	1946
71-20	526	*2-8-4*		1948
R	551	*4-8-4*	BLW, 1937-27X30-77-260-466,040-62,770 "GENERAL ROBERT E. LEE"	BP
8-165	552	*4-8-4*	BLW, 1937-As 551 "GENERAL T.J. JACKSON"	BP
46-207	553	*4-8-4*	BLW, 1937-As 551 "GENERAL J.E.B. STUART"	
133-169	555	*4-8-4*	BLW, 1937-As 551 "GENERAL J.E. JOHNSTON"	1940
8-164	602	*4-8-4*	BLW, 1938-27X30-77-260-408,400-62,770 "GOVERNOR THOMAS JEFFERSON"	BPs
71-17	602	*4-8-4*	As above	1940
133-166&167	606	*4-8-4*	BLW, 1938-As 602 "GOVERNOR JOHN TYLER"	BP
133-171	610	*4-8-4*	BLW, 1942-As 602 "FITZ HUGH LEE"	BP
8-182	613	*4-8-4*	BLW, 1945-27X30-77-260-414,000-62,770 "JOHN MARSHALL"	
71-15	617	*4-8-4*	BLW, 1945-As 613 "JOHN RANDOLPH"	1953
20-291	618	*4-8-4*	BLW, 1945-As 613 "JAMES MADISON"	
133-170&173	619	*4-8-4*	BLW, 1945-As 613 "WILLIAM BYRD"	BP
8-187	621	*4-8-4*	BLW, 1945-As 613 "RICHARD HENRY LEE"	1946
133-171				

RIO GRANDE SOUTHERN

GAUGE 3-0

60-209	1(1)	*2-8-0*BLW, 1881(5672) - 15X20-36-155-60,000-16,540 D&RG 242 "BARRANCA": RGS 1: Sc. 1904 (1890) 1895
81-591	2	*2-8-0*BLW, 1882(5945) - As 1(1) D&RG 256: RGS 2 Sc. 1916 (1891) Ret. 1907
81-134	3	*2-8-0*BLW, 1881(5670) - As 1(1) D&RG 243 "Coxo": RGS 3: 1920s c. 190 Sc. 1904 (1891)
77-95 81-19	5	*2-8-0*BLW, 1881(5689) - As 1(1) D&RG 245 "FRYING PAN": RGS 5 1892 Sc. 1904 (1891)
81-592	6	*2-8-0*BLW, 1881(5771) - As 1(1) D&RG 246 "OTTERBEE'S": RGS 6 1929 Sc. 1904 (1891)
81-93 & 96 153-30	9	*2-8-0*BLW, 1881(5800) - As 1(1) D&RG 249: RGS 9 1904 30s 1892 Sc. 1904 (1891)
81-200	10	*2-8-0*BLW, 1881(5895) - As 1(1) D&RG 250: RGS 10 Ret. 1920s c. 191
81-75	11	*2-6-0*BLW, 1878(4336) - 12X16-36-130-40,000-7,060 D&RG 29 "COCHETOPE": A.T. Sullenberger I: D&RG 29: RGS 11 Geo. M. Dilley & Son: Yellow Pine Lbr. Co. (1888) (1888) (1891)
81-115, 132 & 133	12	*2-8-0*BLW, 1881(5896) - As 1(1) D&RG 251: RGS 12 1920s 132 → 1902 Sc. 1904 (1891)
81-171	13	*2-8-0*BLW, 1881(5917) - As 1(1) D&RG 252: RGS 13 1916 171 → 1909 Sc. 1904 (1891)
60-215 81-83	14	*0-6-0*OT*BLW, 1881(5737) - 14X16-36-130-48,000-9,640 D&RG 105: RGS 14; Yellow Pine Lbr. Co. 4 (1891) (1891)
81-585 & 593	15	*2-8-0*BLW, 1881(5919) - D&RG 253: RGS 15 Ret. 1920s 585 → 1904 Sc. 1904 (1891)
81-160	16	*2-8-0*BLW, 1881(5923) - As 1(1) D&RG 254: RGS 16 Ret. 1920s 1914 Sc. 1904 (1891)
81-105	17	*2-8-0*BLW, 1881(5924) - As 1(1) D&RG 255: RGS 17 Ret. 1920s 200 → 1923 Sc. 1904 (1891)
147 & 200	18	*2-8-0*BLW, 1882(5957) - As 1(1) D&RG 258: RGS 18 Sc. 1916 128 → 189 Sc. 1916 (1891)
81-111 & 128	18	*2-8-0*BLW, 1882(5957) - As 1(1) D&RG 258: RGS 18 Sc. 1916 128 → 189 Sc. 1916 (1891)
81-129 & 157	19	*2-8-0*BLW, 1882(5956) - As 1(1) D&RG 259: RGS 19 Sc. 1916 157 → 190 Sc. 1916 (1891)
81-199, 495, 504, 594 & 595	20(2)	*4-6-0*Sch, 1899(5007) - 16X20-42-180-85,000-18,650 Florence & Cripple Greek 20 "PORTLAND": RGS 20(2): Rocky Mt. RR Club 504 → 1947s 594 → 1938 & 1951 1947s Sc. 1916 (1916) (4952)
81-104 & 164	21	*2-8-0*BLW, 1882(5968) - As 1(1) D&RG 261: RGS 21 Sc. 1916 164 → 1906 Sc. 1916 (1891)
81-107 & 150	22(1)	*4-6-0*BLW, 1882(5954) - 14X20-45-140-53,400-10,500 D&RG 158: D&RGW RY 158: RGW 20: RGS 22(1) Sc. 1916 150 → 1903 Sc. 1916 (1891) (1892) (1892)
60-215	22(1)	*4-6-0*BLW, 1882(5954) - 14X20-45-140-53,400-10,500 D&RG 158: D&RGW RY 158: RGW 20: RGS 22(1) Sc. 1916 150 → 1903 Sc. 1916 (1891) (1892) (1892)
76-189 81-198, 441, 452 & 596	22(2)	*4-6-0*Sch, 1900(5421) - As 20(2) F&CC 24 "LAST DOLLAR": RGS 22(2) Ret. 1942 Sc. 1946 452 → 1940 Sc. 1946 (1891) (1896) (1890)
81-162 & 163	23	*4-6-0*BLW, 1882(5960) - As 22(1) - D&RG 159: D&RGW RY 159: RGW 21 RGS 23 Sc. 1916 163 → 1907 Sc. 1916 (1891)
60-214	25(1)	*4-6-0*New York L.W., 1884(96) - 14X20 Denver Circle T: RGW 31: RGS 25 Sc. 1916 173 → 1909 Sc. 1916 (1890) (1891)
81-173 & 598	25(1)	*4-6-0*New York L.W., 1884(96) - 14X20 Denver Circle T: RGW 31: RGS 25 Sc. 1916 173 → 1909 Sc. 1916 (1890) (1891)
153-30 60-220	25(2)	*4-6-0*Sch, 1899(5008) - As 20(2) Florence & Cripple Crcek 21 ISABELLA 25: RGS 25(2) Sc. 1940 199 → 1920 Sc. 1940 (1905) (1916) (1891)
81-195, 199, 500 & 599	25(2)	*4-6-0*Sch, 1899(5008) - As 20(2) Florence & Cripple Crcek 21 ISABELLA 25: RGS 25(2) Sc. 1940 199 → 1920 Sc. 1940 (1905) (1916) (1891)
60-215	32	*2-8-0*BLW, 1880(5185) - 15X18-36-130-56,000-12,450 D&RG 77 "RINCONADA": D&RGW RY 77: RGW 77: RGS 32: Silverton, Goldstone & Northerly 32 "Gold KING" Sc. 1910 Sc. 1910 (1891) (1886) (1890) (1891)
81-72	34(2)	*2-Trk Shay* Lima, 1890(269) - (3) 10X12-29 1/2 Silverton RR 269: RGS 34(2): Siskiwit & Iron River RY? c. 1892 Sc. 1916 (1892) (1892)
60-218	36	*4-4-0*BLW, 1880(5119) - 12X18-45-130-40,000-6,380 D&RG 93 "ROARING FORKS": RGS 36 (1891) Sold

RIO GRANDE SOUTHERN

GAUGE 3-0

81-247,534 & 600  
 60-217  
 81-534 & 601  
 81-435,473 & 602  
 81-545,603 & 632  
 D 153-30  
 159-130  
 81-Frontier & 604  
 D 153-30  
 81-222,230 & 605  
 159-142

40 \*2-8-0\*BLW, 1881(5756) - 16X20-37-160-74,260-18,950  
 (1898) (1898) (1916) 247 → 1940  
 D&RG 411 "QUARTZ CREEK": 802: 402(2); RGS 40 Sc. 1943 602 → 1938 & 40 1941

41 \*2-8-0\*BLW, 1881(5731) - As 40 D&RG 409 "RED BUTTES": RGS 41  
 (1916)  
 Sold 1951 534 & 601 → 1939

42 \*2-8-0\*BLW, 1887(8626) - 16X20-36  $\frac{3}{4}$  - 145-70,300-17,100  
 (1916) 435 → 1939 473 → 1950  
 D&RG 420: RGS 42 Sold 1953 602 → 1937 & 1949

74 \*2-8-0\*Brooks, 1898(2951) - 16X20-37-180-95,520-21,170  
 (1909) (1919) (1921)  
 Col. & NW 30: Dery, Boulder & West 30; Morse Bros.: CBS 74  
 (1945) (1948) 30 → 1951 544 → 1951 D → 1951  
 Morse Bros.: RGS 74 Sold 1952 603 → 1949 545 → 1951

455 \*2-8-2\*BLW, 1903(21845) - 17X22-40-200-136,650-27,000  
 (1939) Sc. 1953 604 → 1941 & 1947

461 \*2-8-2\*BLW, 1903(21729) - As 455 D&RG 461: RGS 461  
 (1950) 605 → 1946  
 Sc. 1953 222,230 & 605 → 1951

RIO GRANDE WESTERN

60-110	1(3)	*2-8-0*775*BLW, 1895(14487) - Utah Central 1; RGW 1; rebuilt to SG, 1900; D&RG 554; rebuilt to NG, 1918: 306 Sc. 1935 <sup>(1899)</sup> <sub>(1909)</sub> 16x20-37-145-71,100-17,100 ← approximate Shown std. ga.
54-90 60-103 & 104	2(2)	*2-8-0*565*BLW, 1880(5166) - D&RG 75" UNCOMPANIGRE"; D&RG WRY 75; RGW 75; rebuilt to SG, 1891: 2 Ret. 1902-03 90 & 103 → 189 <sub>(Utah) (1886) (1892)</sub>
60-104	9(2)	*2-8-0*605*BLW, 1882(6110) - D&RG 290; D&RG WRY 290: RGW 107; rebuilt to SG, 1890: RGW 9 Sold 1902-03 <sub>(1890) (1892)</sub>
60-88	15	*4-4-0*42½N*BLW, 1883(6692) - 12x18-45-130-44,150-6,380 D&RG 108; D&RG WRY 108; RGW 15 Destroyed 1891 <sub>(Utah) (1886) (1890)</sub>
60-88	20	*4-6-0*45½N*BLW, 1882(5954) - 14x20-45-140-53,400-10,500 D&RG 158; D&RG WRY 158; RGW 20; RGS 22 Sc. 1916 <sub>(Utah) (1886) (1890) (1891)</sub>
60-93	30(1)	*4-6-0*47N*New York L.W., 1884(87 or 88) - 14x20-45-56,000 Denver Circle 4 or 5; RGW 30; rebuilt to SG, 1891; out in 1898 <sub>(1887)</sub>
54-92 60-286	33	*4-6-0*1155*New York L.W., 1889(536) - 18x24-60-155-114,800-17,075 RGW 33; D&RG 540 Sc. 1924 <sub>(1890)</sub>
60-93	36	*4-6-0*1155*New York L.W., 1889(539) - As 33 RGW 36; D&RG 543; Deep Creek 1 Sc. 1930 <sub>(1916) c. 1889</sub>
D	37	*4-6-0*1155*New York L.W., 1890(540) - As 33 RGW 37; D&RG 544 c. 1900 Sc. 1924 <sub>(1890)</sub>
153-36	41	*4-6-0*1155*New York L.W., 1891(674) - As 33 RGW 41; D&RG 548: 501 Sc. 1926 <sub>(1924) (1870)</sub>
60-95	51	*4-6-0*96½*New York L.W., 1890(568) - 17x24-60-155-104,200-15,460 RGW 51; D&RG 503 Sc. 1916 <sub>(1890)</sub>
54-100 & 101	54	*4-6-0* *New York L.W., 1890(571) - As 51 RGW 54; D&RG 506 1916 <sub>(1890) Sc.</sub>
54-93	59	*4-6-0*
60-102	62	*4-6-0* *BLW, 1892(12596) - 19x24-67-160-124,000-17,590 RGW 62; D&RG 551 Sc. 1924 <sub>(1908)</sub>
60-106	63	*4-6-0*T-19*BLW, 1892(12601) as a Vauclain comp.; rebuilt by Richmond to two-cyl. cross-comp., 1900; later simplified RGW 63; D&RG 712: 521 1924 <sub>(1908) (1924) Sc.</sub>
60-106 153-39	70	*4-6-0*215*BLW, 1898(15561) as a Vauclain comp.; RGW 70; D&RG 715: 526 Sc. 1924 <sub>(1908) (1924)</sub>
60-106 153-42	82	*4-6-0*1619*Sch., 1901(5726) - Cross-comp. → 22 & 34-67-185-161,500 Simplified 1906 RGW 70; D&RG 715: 526 Sc. 1924 <sub>(1908) (1924)</sub>
60-99	104	*2-8-0* *BLW, 1882(6077) as NG D&RG 287; D&RG WRY 287; RGW 104: to SG in 1891: 6 Sold 1902-03 <sub>(1890) (1892)</sub>
54-99 60-100	106	*2-8-0* *BLW, 1882(6097) as NG D&RG 289; D&RG WRY 289; RGW 106: to SG in 1890: 7 Sold 1903-08 99 → 189 <sub>(1890) (1892) (Utah) (1886)</sub>
60-95	114	*2-8-0*1135*BLW, 1889(10278) - 20x24-51-160-120,100-25,600 RGW 114; D&RG 633 Sc. 1917 <sub>(1908)</sub>
60-266 153-39	122	*2-8-0*1135*BLW, 1890(10384) - As 114 RGW 122; D&RG 641: 611 Sc. 1929 <sub>(1908) (1924)</sub>



RIO GRANDE WESTERN

- 60-105 144 \*2-8-0\*113 S\*BLW, 1891(12025)-As 114  
(1908) (1924)  
 RGW 144: D&RG 663: 623 Sc. 1924
- 60-105 201 \*2-6-0\*269\*BLW, 1898(15579)-20\*26-61-190-140,600-27,595  
(1908)  
 RGW 201: D&RG 941 Sold 1917
- D 60-112 302 \*2-8-0\*28 S\*Richmond, 1900(3008)-22\*28-56-185-183,000-  
(1908) (1924)  
 38,050 RGW 302: D&RG 962: 902 Sc. 1936
- 153-46 401 \*2-8-0\*285\*Richmond, 1900(3003)-22\*28-51\*185-179,600-  
(1908)  
 41,875 RGW 401: D&RG 971 Sc. 1929 BP
- 60-108 504 \*2-6-0\*1545\*Sch., 1901(5722)-Cross-compound - 22½ \*35 X36-  
(1908) (1924)  
 61-190-154,400 - RGW 504: D&RG 954: 594 Sc. 1929 BP  
 'Simplified 1907
- 60-108 601 \*2-8-0\*186 S\*Richmond, 1901(3185)-Cross-compound - 17\*28 X30-  
(1908) (1924)  
 153-46 57-199,000 RGW 601: D&RG 981: 941 Sc. 1936 BPs
- 60-108 702 \*2-8-0\*1995\*BLW, 1901(18778)-Vaughan comp. - 17\*28 X30-  
(1908) (1924)  
 56-199,000 RGW 702: D&RG 992: 932 Sc. 1946 BP

# RUTLAND

30-347	12(2)	*2-8-0	*G-14	*Sch., 1897; Shop No. 4647-19x28-54-135,500-153,600- Sc. 1934 O&LC 341: RRR 341: 552: 2426 (NYCL): As rebuilt from original cross compound 2403 (NYCL): 12(2)
30-213, 253 & 257	14(2)	*2-8-0	*G-34b	*Sch., 1910; Shop No. 48011-22x30-63-187,000-211,000- Sc. 1951 RRR 2414 (NYCL): 14(2)
30-249 & 340	15(2)	*2-8-0	*G-34b	*Sch., 1910; Shop No. 48012- As 14(2) - Sc. 1951 RRR 2415 (NYCL): 15(2)
161-94 30-326	16(2)	"MOSSALAMOO"	*4-4-0	*Taunton, 1868; Shop No. 448-16x24-60-43,050-68,100 Sc. 1900 RRR 16(2) "M.": CV 207: Sc. 1900
30-226	16(3)	*2-8-0	*G-34b	*Sch., 1910; Shop No. 48013- As 14(2) - Sc. 1951 RRR 2416 (NYCL): 16(3)
30-146 & 218	23(2)	*2-8-0	*G-34a	*Sch., 1907; Shop No. 43042-22½x30-63-186,000-209,000- Sc. 1951 RRR 2423 (NYCL): 23(2)
30-36 111-101-154	24	"N.L. DAVIS"	*4-4-0	*Taunton, 1868; Shop No. 426-15x22-60-67,600 Sc. 1900 RRR 24 "N.L.D.": CV 214: Sc. 1900 36→1870
30-335	25(2)	*2-8-0	*G-34c	*Sch., 1911; Shop No. 50151-22½x30-63-188,000-213,000- Sc. 1951 NYCL 2425 (NYCL): 25(2)
5-78 30-48	26	"EATHAN ALLEN"	*4-4-0	*Hinkley, 1854; Shop No. 549-15x24-60- Sc. 1893 R & B 26 "KNOW NOTHING": R & B 26 "A.J. CONANT": R & B 26 "EATHAN ALLAN": CV 216
30-71, 72, 221, 233 & 246	26	*2-8-0	*G-34d	*Sch., 1913; Shop No. 53280- As 25(2) - Sc. 1952 238→1948 NYCL 2426 (NYCL): RRR 26(2) 1948
30-60	27	*2-8-0	*G-34d	*Sch., 1913; Shop No. 53281- As 25(2) - Sc. 1951 RRR 2427 (NYCL): 27(2)
30-153	28(2)	*2-8-0	*G-34d	*Sch., 1913; Shop No. 53282- As 25(2) - Sc. 1951 As slightly changed in appearance RRR 2428 (NYCL): 28(2) 1939
<del>30-50</del>	<del>30</del>	<del>"PETER BUTLER"</del>	<del>*4-4-0</del>	<del>*Taunton, 1867; Shop No. 480 16x24-60-68,100 Sc. 1900 RRR 30 "P.B.": CV 70 1880</del>
30-218 & 340	31(2)	*2-8-0	*G-34d	*Sch., 1913; Shop No. 53285- As 25(2) - Sc. 1952 RRR 2431 (NYCL): 31(2)
30-33	32	"J.M. HAVEN"	*4-4-0	*Rutland Sh., 1870-16x22-66-67,600- Sc. 1900 RRR 32 "J.M.H.": CV 222 "J.M.H." 1870
30-71, 72, 236, 237, 247 & 339	32(2)	*2-8-2	*H-6a	*Sch., 1918; Shop No. 59609-26x30-63-220,000-292,000- Sc. 1951 72→1949
30-27	33	"GEO. B. CHASE"	*4-4-0	*Taunton, 1870; Shop No. 509-16x24-60-43,050-68,100 RRR 33 "G.B.C.": CV 223: Rutland 72
30-209	35(2)	*2-8-2	*H-6a	*Sch., 1918; Shop No. 59612- As 32(2) - Sc. 1951 1949
<del>30-51</del>	<del>36(2)</del>	<del>"J. BURDETT"</del>	<del>*4-4-0</del>	<del>*Taunton, 1867; Shop No. 466-16x24-60-67,500 Sc. 1900 RRR 36(2) "J.B.": 36(2) "J.B.": 226 (CV)</del>
30-215	36(3)	*2-8-2	*H-6a	*Sch., 1918; Shop No. 59613- As 35(2) - Sc. 1951 1949

# RUTLAND

161-198 30-338	37(2)	"SHELburnE"	*4-4-0	*Taunton, 1869; Shop No. 464 - 16x24-66-68,100 (1870) (1901)	CV 2 "ST. ALBANS"; RRR 37(2) "S.": 227(CV): 204(2)(CV): 63 138→187
30-233	37(3)	2-8-2	*4-6a	*Sch., 1918; Shop No. 59614 - As 32(2) - Sc. 1951 194	
30-128	44	*4-6-0	*F-12	*Manchester, 1902; Shop No. 26417 - 20x26-69- (3) (1913)	115,000-154,000 - Sc. 1939 RRR 204: 2044(NYCL): 44 192
30-338	49	*4-6-0	*F-12a	*Sch., 1902; Shop No. 26833 - 20x26-69- 117,000-158,000 - Sc. 1951 RRR 211(3): 2049(NYCL): 49	
30-49	50 ✓	*0-4-0	*	*Sch., 1891; Shop No. 3510 - 16x24-60-64,800 (1901) (1905) (1913)	Sc. c. 1915 A&StL 1(2): CV 211; Rut. 80: NYCL 50: Rut 50
30-223, 252 & 253	50(3)	*4-6-0	*F-11a	*Sch., 1902; Shop No. 26626 - 21x26-63-132,000 (1913)	168,000 - Sc. 1951 RRR 212(2): 2050(NYCL): 50(3) 223→194
30-229 & 248	52	*4-6-0	*F-11a	*Sch., 1902; Shop No. 26576 - As 50(3) - Sc. 1951 (1913)	RRR 422: 2052(NYCL): 52
30-210	53	*4-6-0	*F-11a	*Sch., 1902; Shop No. 26577 - As 50(3) - Sc. 1951 (1913)	RRR 423: 2053(NYCL): 53
30-340	54	*4-6-0	*F-11a	*Sch., 1902; Shop No. 26628 - As 50(3) - Sc. 1946 (1913)	RRR 482: 2054(NYCL): 54
30-165	63(2)	*4-6-0	*F-13	*Sch., 1898; Shop No. 4932 - 20x28-61-123,000 - 161,000 - Sc. 1939 StL & A 8(2): RRR 251(CV): 2153(NYCL): 2063(NYCL): 63(2)	
30-91	65	*4-4-0	*	*St. Albans Sh., CVRR, 1873 - 16x24-66 (1886) (1901)	CV 24 "PACIFIC": RRR 17 "CHAS. CLEMENT": CV 208: Rut. 65: 1058(NYCL) 1909 1903
30-330	67(2)	*4-4-0	*C-1	*Sch., 1891; Shop No. 3511 - 18x24-69-70,000-106,000- (1913)	Sc. 1932 A&StL 11: 232(CV): 182: 862(NYCL): 82: 67
30-73, 241, 278 & 342	72 ✓	*4-6-0	*F-2K	*Sch., 1910; Shop No. 47310 - 22½x26-69-148,000- (1913) (1913)	198,000 - Sc. 1951 NYCL 2038; Rut): 38(4): 72
30-144, 242 & 248	73(2)	*4-6-0	*F-2K	*Sch., 1910; Shop No. 47311 - As 72(2) - Sc. 1952 RRR 2039(NYCL): 39(3): 73(2)	
30-212, 261, 280 & 342	74(2)	*4-6-0	*F-2j	*Sch., 1912; Shop No. 51564 - 22½x26-69-155,000- 211,000 - Sc. 1953 RRR 2074(NYCL): 74(2) 280→1949	
30-337	75	*4-4-0	*	*As rebuilt by Malone Sh., O&L.C., 1862 - Orig. built by Hinkley & Drury, 1849; Shop No. 234 - 15x20-54-55,000 O&L.C. 13 "CHATEAUGAY"; 13 "ST. LAWRENCE": 313: RRR 313: 75 c. 1900	
30-258	75(2)	*4-6-0	*F-2j	*Sch., 1912; Shop No. 51565 - As 74(2) - Sc. 1951 (1913)	RRR 2075(NYCL): 75(2)
30-155, 220, 277 & 280	76(2)	*4-6-0	*F-2j	*Sch., 1912; Shop No. 51566 - As 74(2) - Sc. 1952 (1913)	RRR 2076(NYCL): 76(2)
30-214, 250, 274 & 284	77(2)	*4-6-0	*F2j.	*Sch., 1912; Shop No. 51567 - As 74(2) - Sc. 1951 (1913)	RRR 2077(NYCL): 77(2) 250→1948
30-155, 244, 260 & 263	79(2)	*4-6-0	*F2j	*Sch., 1912; Shop No. 51569 - As 74(2) - Sc. 1951 RRR 2079(NYCL): 79(2) (1913)	

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30-259, 282 & 342	80(3)	* 4-6-2	* K-1	* Sch., 1925; Shop No. 66327 - 25x28-69-278,000
30-137	81(3)	* 4-6-2	* K-1	* Sch., 1925; Shop No. 66328 - As 80(3)
30-258 & 275	82(3)	* 4-6-2	* K-1	* Sch., 1925; Shop No. 66329 - As 80(3) - Sc. 1952
30-156 & 270	83(3)	* 4-6-2	* K-2	* Sch., 1929; Shop No. 68052 - 25x28-73 - 175,800 - 292,500 - Sc. 1952 To Fort Smith & Western in 1951
30-267	84(2)	* 4-6-2	* K-2	* Sch. 1929; Shop No. 68053 - As 83(3) - Sc. 1951 To Fort Smith & Western 1951
30- Front, 167 & 244	85(2)	* 4-6-2	* K-2	* Sch. 1929; Shop No. 68054 - As 83(3) - Sc. 1951 To Fort Smith & Western, 1951 167 -> 1952
30-261, 281, 288 & 290	90	* 4-8-2	* L-1	* Sch., 1946; Shop No. 74376 - 26x30-73 - 232,600 - 348,000 - 54,310 Sc. 1955 -230-
132-373	91	* 4-8-2	* L-1	* Sch., 1946; Shop No. 74377 - As 90 - Sc. 1955 373 -> 1952
30-226 & 283	92	* 4-8-2	* L-1	* Sch., 1946; Shop No. 74378 - As 90 - Sc. 1955 282 -> 1946
30-162, 173, 289 & 292	93	* 4-8-2	* L-1	* Sch., 1946; Shop No. 74379 - As 90 - Sc. 1955 251 -> 1951
30-251, 277, 281 & 339	99	* 4-4-0	*	* This is questionable as a Rutland loco
30-222 & 234	100(2)	* 0-6-0	* B-2a	* Cooke, 1907; Shop No. 43035 - 19x26-51 - 136,000 - Sc. 1952 RRR 445 (NYCL): 100(2) 1946
30-216	101	* 0-6-0	* B-2a	* Cooke, 1907; Shop No. 43036 - As 100(2) - Sc. 1951 RRR 446 (NYCL): 101 (1913)
30-226	105	* 0-6-0	* B-2b	* Manchester, 1913; Shop No. 53286 - 19x26-51 - 139,000 - Sc. 1951 RRR 450 (NYCL): 105 (1913)
30-341	106	* 0-6-0	* B-2c	* Sch., 1914; Shop No. 54887 - 20x26-51 - 144,000 - Sc. 1953 RRR 451 (NYCL): 106 (1913)
30-217 & 341	107	* 0-6-0	* B-3	* Sch., 1924; Shop No. 66084 - 21x28-57 - 168,000 Sc. 1953 Clarendon & Pittsford 9: RRR 107 (1946)
30-131	110	* 0-8-0	* U-3	* Pittsburgh, 1918; Shop No. 60159 - 25x28-51 - 214,000 - Sc. 1951
30-84	171	* 4-4-0	*	* Sch. 1884; Shop No. 1919 - 17x24-64 - 84,500 - 1926 Sc. (1913) Kerr & Rot B & R 12 "TRENOR L. PARK": RRR 171: 794 (NYCL): 794 RRR 1964
30-33	203	* 0-4-0	*	Taunton, 1867; Shop No. 402 - 15x22-54 - 48,500 - Sc. 1900 RRR G "BENSLIDE": CV 203: Rutland 203 (1886) (1892)
30-334	203(2)	* 4-6-0	*	* Manchester, 1902; Shop No. 26416 - 20x26-69 - 200 - 115,000 - 154,000 - 25,620 RRR 203: 2043: 2043: 43 Sc. 1939 BP (NYCL) (1913)
<del>30-41</del>	<del>213 (cv)</del>	<del>* 4-4-0</del>	<del>*</del>	<del>* Amosk, 1853; Shop No. 72 - 15x22-60 - 67,000 Sc. 1900 R &amp; B 23 "Timothy Follette": 23 "Col. Merrill": 7 213 (cv)</del>
<del>30-46</del>	<del>214 (cv)</del>	<del>"N.L. Davis"</del>	<del>* 4-4-0</del>	<del>* Taunton, 1868; Shop No. 426 - 15x22-66 - 67,600 Sc. 1900 RRR 24 "N.L.D.": 214 "N.L.D. (cv)": 211 1888</del>
<del>30-49</del>	<del>215 (cv)</del>	<del>* 4-4-0</del>	<del>*</del>	<del>* Hinkley, 1854; Shop No. 546 - 15x24-60 - 57,700 Sc. 1893 R &amp; B 25 "Lake Dunmore": 25 "Dunmore": RRR 25: 215 (cv) 1887</del>
30-324	229 (cv)	* SALISBURY	* 4-4-0	* As rebuilt by Taunton, 1878 - Orig. built by Hinkley, 1852; Shop No. 400 - 15x24-63 - 52,890 - Sc. 1897 CV 39 "RICHFORD": RRR 41 "SALISBURY": 229 (cv) "S."



RUTLAND

<del>30-48</del>	<del>233(CV)* 4-4-0 *</del>	<del>* Sch., 1891: Shop No. 3512 - 18x24-69-105,500-</del>	<del>(1913)</del>
		<del>Sold 1900 A &amp; S 12: CV 233: RRR 233(CV): 183: 233(NYCL): 187</del>	
30-351	244 * 4-4-0 *	* Brooks, 1900: Shop No. 3448 - 18 1/2 x 26-68-127,000-	
		(1901) Sold 1902 RRR 244: 189: Can. Pac. 181(2): 299: 199	
30-337	447 * 0-6-0 *	* Manchester 1902: Shop No. 26419 - 18x24-51-	
		(1913) 101,700 - Sc. 1945 RRR 81: 447(NYCL): 447: 102	
30-114 & 115	793(NYCL)* 4-4-0*	* Sch. 1884: Shop No. 1918 - 17x24-64-60,000 - 84,500-	
		(1913) Sc. 1919 B & R 11(2) "M.S. COLBURN": RRR 170: 793(NYCL): 793(2) 1900	
30-118	794(NYCL)* 4-4-0 *	* Sch., 1884: Shop No. 1919 - As 793(NYCL) - Sc. 1926	
		(1913) B & R 12 "TRENOR L. PARK": RRR 171: 794(NYCL): 794(2) 1926	
30-348	794(2) * 4-4-0 *	* C-25 * Sch., 1884: Shop No. 1919 - 17x24-64-60,000 - 184,000-	
		Sc. 1926 Numbers as above	
30-63	796(NYCL)* 4-4-0 *	* Baldwin, 1890: Shop No. 10925 - 17x24-66-86,000 -	
		ERR (1905) (1913) Sc. 1916 O & LC 326: CV 326: 173: 796(NYCL): 796(2) 1903	
30-88	797(NYCL)* 4-4-0 *	* Baldwin, 1890: Shop No. 10841 - 17x24-63-80,000 -	
		(1901) (1905) or (1913) Sc. 1915 C & LV 6: RRR 174: 797(NYCL): 797(2) RRR	
30-60 & 62	864(NYCL)* 4-4-0 *	Sch., 1894: Shop No. 4199 - 18x24-64- Sold 1920	
		(1913) (1920) 1910s B & R 14 "J.G. McCullough": RRR 180: 864(NYCL): 84: FS & W 6	
30-63	865(NYCL)* 4-4-0 *	* Sch., 1894: Shop No. 4200 - As 864(NYCL) - Sold 1920.	
		(1901) (1905) (1913) (1920) B & R 15 "F.B. JENNINGS": RRR 181: 865(NYCL): 85: FS & W 5	
30-351	865(2) * 4-4-0 *	* Sch., 1894: Shop No. 4200 - As 864(NYCL) - Sold 1920	
		Numbers as above	
30-62	866(NYCL)* 4-4-0 *	* Sch., 1897: Shop No. 4550 - 18x24-69-110,000-	
		(1901) (1905) (1913) Ref. 1932 CV 236: Rutland 184: 866(NYCL): 86 1-1 1910	
16-142	869 * 4-4-0 *	* Sch., 1899: Shop No. 5110 - 18x24-69-190-	
		(1913) 70,000-110,000-18,200 RRR 242: 187: 869(NYCL): 89	
30-355	1000 * 4-4-0 *	* Brooks, 1897: Shop No. 2772 - 18x26-64-84,000-	
		(1913) 126,000 - Sc. 1935 STL & A 5(2): RRR 249: 190: 1000(NYCL): 80: 65	
30-119	1058 * 4-4-0 *	St. Albans Sh. CVRR, 1873 - 16x24-66-72,550	
		CV 24 "PACIFIC": RRR 17(2) "CHAS. CLEMENT": 208(CV): 65: 1058(NYCL) 1907	
30-119	1063(NYCL)* 4-4-0*	* Sch. 1889: Shop No. 2765 - 18x24-64-99,600 - Sc. 1919	
		(1901) (1905) (1913) NYC 698: CV 69: Rut. 123: 1063(NYCL): 1063	
30-126	1881(NYCL)* 2-6-0 *	* Sch., 1891: Shop No. 3352 - 18x24-55-88,000 -	
		(1913) 104,000 - Sc. 1920 B & R 6(2) "H.R. McCullough": 381: 1881(NYCL): 1881	
30-351	1881 * 2-6-0 *	* Sch., 1891: Shop No. 3352 - All as above	
30-128	1884 * 2-6-0 *	* E-1d * Sch., 1900: Shop No. 5591 - 20x28-57-135,000 -	
		155,000 - Sc. 1946 STL & A 3(3): RRR 320(2): 1884(NYCL): 144 1920	
30-108	1890(NYCL)* 2-6-0 *	* Sch., 1900: Shop No. 5406 - 19x26-57-103,000 -	
		121,000 - Sc. 1940 RRR 247: 390: 1890(NYCL): 150 1906	

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- 16-143  
30-337 (NYCL) 2043 \* 4-6-0 \* A-M, 1902(26416) - 20X26-69-200 - 115,000 - 154,000 -  
25,620 - Sc. 1939 RRR 203(2): 2043(NYCL): 43 (1913)
- 30-336 (NYCL) 2044 \* 4-6-0 \* A-M, 1902(26417) - As 2043 - Sc. 1939  
RRR 204(3): 2044(NYCL): 44 (1913) 1910
- 30-120 (NYCL) 2048 \* 4-6-0 \* A-S, 1902(26833) - 20X26-69-117,000 - 158,000 - Sc. 1946  
RRR 210(2): 2048(NYCL): 48 (1913)
- 30-120 (NYCL) 2049 \* 4-6-0 \* A-S, 1902(26834) - As 2048 - Sc. 1951  
RRR 211(3): 2049(NYCL): 49 (1913) 1910
- 16-142 (NYCL) 2059 \* 4-6-0 \* Rhode Is., 1894 (2985) - 19X24-57-140 - 82,000 - 112,000 - 18,090  
Sc. 1921 Smith & Hanford 62: O & LC 338: RRR 338:  
492: 2159(NYCL): 2059: 59 (1913)
- 30-62 (NYCL) 2064 \* 4-6-0 \* Sch., 1898 (4932) - 20X28-61-123,000 - 161,000 - Sc. 1939  
St. L & A: RRR 252: 421: 2154(NYCL): 2064(NYCL): 64 (1913) 1910
- 30-131 2075 \* 4-6-0 \* A-S, 1912 (51565) - 22 1/2 X 26-69-155,000 - 211,000 - Sc. 1951  
RRR 2075: 75 (1913)
- 30-108 2078 \* 4-6-0 \* A-S, 1912 (51568) - As 2075 - Sc. 1951 RRR 2078: 78 (1913) 1914
- 16-149  
127-71 2429 \* 2-8-0 \* A-S, 1913 (53283) - 22 1/2 X 30-63-195 - 188,000 - 214,000 - 39,960 -  
Sc. 1952 RRR 2429: 29 (1913)
- 127-71 201 \* 4-6-0 \* A-S, 1902 1904
- 154-255 48 \* 4-6-0 \* 1935
- 30-51 226 \* 4-4-0 \* Taunton, 1869 (466) - 16X24-66-43,400 - 67,500 -  
C771 "W.C. Smith": Rutland 38 "J. BURDETTE": Rutland 36 "J.B":  
CV 226: Rutland 226 (1871) (1896) 1896
- 161-152 1" BURLINGTON \* 4-4-0 \* Taunton, 1849 (33) - 15X18-60 - 34,100 -  
50,400 - Rutland & Burlington 1" B": Rutland 1" B" Sc. 1887 (1867)
- 161-158 11" Gay. PAGE \* 4-4-0 \* Taunton, 1868 (447) - 16X24-60 - 42,100 -  
68,100 - Rut. & Burl. 11" G.P.: Rutland 11" G.P.: CV 205" ROYS":  
Rutland 64: NYCL 1064: (1900) (1905) L.E.
- 161-154 35" LAWRENCE BARNES \* 4-4-0 \* Taunton, 1870 (514) - 16X24-60 -  
42,550 - 68,300 Rutland 35 "L.B.": CV 225 Sc. 1899 (1896)
- 30-32 16" ROCKINGHAM \* 4-4-0 \* Ballardvale, 1849 -  
R&B 16 "BLOE BIRD": R&B 16 "Rockingham":
- 161-928112 24" N.L. DAVIS \* 4-4-0 \* As on Sheet 1, some changes possibly pull 2 rebuilt

RALEIGH & CAPE FEAR

44-26 1 \*4-4-0 \*Richmond, 1898(2748)-14X20-48-150-61,000-10,410  
(1905) (1911)  
R&CF 1: Ral. & Southport 1: NSRR(2) 17(3) Ret. 1925 BP

RALEIGH & GASTON

43-14 "Raleigh" \*0-4-0 \*C. Tayleur & Co., 1836 (Eng.) Photo of a replica

43-14 "Tornado" \*4-2-0 \*C.W. Burr & Co., 1839 " " " "

8-64 43-16 9 \*4-4-0 \*BLW, 1883(6989)-16X24-54-64,000 SA-LSys 206:  
1900 (1900)  
SAL 206 (1): Columbia, Monroe & Charlotte ? 16 -> BP

RALEIGH & SOUTHPORT

44-26 5 \*4-6-0 \*Lima, 1905(1052)-17X24-56-180-112,000-18,950  
(1911)  
R&S 5: NSRR(2) 87 Ret. 1926 BP

44-26 9 \*4-6-0 \*BLW, 1911(36042)-17X24-56-180-111,250-18,950  
(1911)  
R&S 9: NSRR(2) 90 BP

RAMAL DUMONT

40-82 3 \*0-6-0 \*BLW Vauclain comp. BP

RAMAL FERREO CAMPINERO

40-23 3 \*2-6-2T \*BLW Vauclain comp. BP

RAPID CITY, BLACK HILLS & WESTERN

7-153 7 \*2-Truck Heisler \*Heisler, 1928(1566)-16 3/4 X 14-40-280-23-1138,088-36,000 Sold 1947 1929

7-152 14 \*4-6-0 \*Sch., 1890(3296)-19X24-59-170-120,400-21,220  
C&NW 142: RCBH&W 14 1946

7-162 15 \*4-6-0 \*Sch., 1890(3301)-As 14 C&NW 648: RCBH&W 15 1948

7-165 51 \*2-6-2 \*BLW, 1916(43386)-16X24-44-70,000 1934

7-163 55 \*2-6-0 \*BLW, 1916(35261)-20X24-52 Ill. Term. 10: RCBH&W 55 1944

RAYONIER, Inc.

50-245 2 \*3-Truck Willamette \*Willamette, 1929

50-245 3 \*2-Truck Shay \*Lima

136- 6-103 338 50-252 38 \*2-6-6-2 \*BLW, 1934-20 1/2 X 28-51-225-57-296,000-60,000 Weyerhaeuser Timb. Co. 4: Sierra 38 (1952): Rayonier 38 (1955) 1959

50-225 45 \*2-6-2 \* 1955

50-254 90 \*2-8-2 \* 1959

136- 336 50-254 120 \*2-6-6-2 \*BLW, 1936-20 1/2 X 28-51-225-57-296,000-60,000 Weyerhaeuser Trb. Co 120: Chehalis Western 120 (1941): Weyerhaeuser 120 (1949); (1954) 1959

50-91 191 \*2-Truck Shay \*Lima, 1935

READ & CAMPBELL

(Mexico)

48-95 "Patzcuaro" \*2-Truck Heisler \*Stearns Mfg. Co. - Gauge 3'-0" - The first Heisler BP

READING IRON CO.

49-44 1 \*0-4-0 \*BLW BP

RED RIVER LUMBER CO.

136- 282 50-92 300 \*H-Truck Shay \*Lima, 1907-(3) 17X18-46-200-39-160,000-53,000 (1922) 1936

Carolina & Northwestern 300: Red River Lbr. Co. 300



RENSSELAER & SARATOGA

28-92	"Erie"	*4-2-0* BLW, 1835(13) - 10 1/2 x 16 - 54-100 - 29,000 - 2,750 - Sc. prior to 1857	D
28-107	?	*4-4-0*	1869
28-104	25" S.M. Craver"	*4-2-4T* DC & Co., 1863 - - 62-56,000 - Spoon (1871) rebuilt to 4-4-0 - Sc. c. 1880 - R&S 25" S.M.C.: D&H CCo 120	1863
28-104	30" J.M. Marvin"	*4-4-0* Sch., 1867(432) - 15x24-60 - 64,500 - Rebuilt to double cab 2-8-0 by D&H(GI), 1899 - R&S 30" J.M.M.: D&H CCo 125: 285: D&H 702: QM&S 150 (1871) (1899) (1920)	
28-96	34" Gov. Page"	*4-4-0* Sch., 1868(499) - 16x24-60 - 70,300 - R&S 34" G.P.: D&H CCo 129: Adirondack & St. Lawrence 1 (1871)	
28-112 & 113	35" Geo. H. Craver"	*4-4-0* Sch., 1868(504) - 15x24-66 - 64,950 R&S 35" G.H.C.: D&H CCo 130: Poughkeepsie & Eastern 6 (1871)	
28-112	36" E. Thompson Gale"	*4-4-0* Sch., 1869(577) - 16x24-60 - 65,500 R&S 36" E.T.G.: D&H CCo 131 Sc. 1894 (1871)	
5-37 28-113	37" Com. Vanderbilt"	*4-4-0* Sch., 1870(629) - 16x24-66 - 68,400 - R&S 37" C.V.: D&H CCo 132: 416: D&H 416 Gone 1902	

RHODE ISLAND LOCO. WORKS

3-147	?	*4-6-0*	BW
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RICHMOND CEDAR WORKS

44-167	12	*0-4-0T* A-C, 1917(56987)	1936
42-33 44-167	10	*2-6-2* BLW, 1913(40081) - 12x16-36-170-14-436-39,450-54,450-9,250	33 -> BP 167 -> 1937

RICHMOND & DANVILLE

149-201 F-2	14	*4-4-0* Rogers	
39-8	41(2)	*0-6-0T* Rogers, 1882(3072) - R&D 41(2): Southern 1300: 1502 Sc. 1905 (1896) (1903)	BP
39-9	470	*2-6-0* Rogers, 1889(4203) - R&D 470: Georgia Pacific 470: Southern 561: 799(1): 855(2): 3047 Sc. 1947 (1896) (1902) (1903) (1905)	BP
39-9	517(1)	*2-8-0* BLW, 1886(8003) - R&D 517(1): Virg. Mid 551: Sou. 74 (1896) (1903) (1907) Sc.	BP
39-9	602	*4-4-0* BLW, 1886(8113) R&D 602: Sou. 822(4): 1829: 3829 1927 (1896) (1903)	BP
39-10	629	*4-6-0* Pittsburgh, 1889(1064) R&D 629: 802: Gr. Pac. 802: Sou. 388(1): 888(1): 907 Sc. 1935 (1896) (1898) (1903) Sc.	BP
39-10	810	*4-6-0* Rogers, 1890(4269) R&D 810: Sou. 382(1): 327(2): 966(2) 1932	BP
39-10	823	*4-6-0* BLW, 1893(13152) - Vauclain comp. - R&D 823: Sou. 303(1): 944(2) Sc. 1930 (1896) (1903)	BP

RICHMOND FREDERICKSBURG & POTOMAC

<del>8-22</del>	<del>18</del>	<del>*4-4-0* BLW, 1885</del>	<del>BP</del>
<del>F-2</del>	<del>302</del>	<del>*4-6-2*</del>	
<del>F-2</del>	<del>307</del>	<del>*4-6-2*</del>	<del>1910</del>
<del>71-16</del>	<del>325</del>	<del>*4-6-2* BLW, 1927-27x28-75-225-52,050</del>	<del>BP</del>



RICHMOND, FREDERICKSBURG & POTOMAC

58-88	518	*4-8-2	*N&W, 1926	28x30	63-225	275,100	401,900	
								62,880 N&W 203: RFBP 518; W&LE 6804; NYC&SI, L 1004; 844 Sc. 175
Fy 2	551	*4-8-4	*BLW, 1937	27x30	77-260	466,040	62,770	BP
8-185	552	*4-8-4	*BLW, 1937					As 551 BP
1/6-207	553	*4-8-4	*BLW, 1937					As 551 BP
71-17	133-166 & 167							
X-2	8-161	802	*4-8-4	*BLW, 1938	27x30	77-260	408,400	62,880 BP
71-19								
133-171	85-11	606	*4-8-4	*BLW, 1938				As 602 BP
	8-182	610	*4-8-4	*BLW, 1942	27x30	77	408,400	FITZ HUGH Lee BP
	20-291	617	*4-8-4	*BLW, 1945				As 613 1955
	20-187	619	*4-8-4	*BLW, 1947				As 613 BP

RICHMOND LOCO. WORKS

73-94	5-55	2427	*4-6-0	*Richmond, 1894 (2427)				20832x26-63-200-314-1964.8-109,000-145,000-22,000 - Cross compound - Randsburg 1: Both - Arizona & Utah 2: AT&SF 260 (2) (1905) Sc. 1924
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RICHMOND, YORK RIVER & CHESAPEAKE

39-11	27" Express	*0-4-0 T	*Danforth, 1878					Sc. 1899 RYR&C 27"E.: Sou. 1307. (1896) BP
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RIO GRANDE

5-118	1	*2-4-2 T	*BLW, 1872 (2664)					Gauge 3'-6" BP
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RIO GRANDE EASTERN

62-137	101	*2-6-2	*Sch., 1900 (5625)	19x24	51-190	22-1748	94-107,280	135,960-27,440 Col. Spr. & Cr. Cr. Dist. 101: RGE 101 (1923)
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RIO GRANDE & DACOSA SPRINGS

62-162	32	*2-8-0	*BLW					ex D&RG 70?
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RIO GRANDE SOUTHERN

60-209	1(1)	*2-8-0	*60	*BLW, 1881		D&RG 242: RGS 14		(1890) 1895
3-184	9	*2-8-0	*60	*BLW, 1881 (5800)		D&RG 249: RGS 9		(1891)
80-212	11	*2-6-0	*40	*BLW, 1878		D&RG 29: RGS 11		(1891)
60-215	14	*0-6-0 T	*48	*BLW, 1881		D&RG 105: RGS 14		(1891)
76-190	20 (2)	*4-6-0	*85	*Sch., 1899		Florence & Gipple Creek 20: RGS 20 (2) 1912 & 1919		(1916) 76-190
60-208, 209 & 228	22 (1)	*4-6-0	*45 1/2	*BLW, 1882		D&RG 158: D&RGW 158:		(1889) (1892)
						RGW 20: RGS (1)		(1889)
60-214	25 (1)	*4-6-0	*47	*New York L.W., 1884		Denver Circle 7: RGW 31.		(1891) RGS 25 (1)
76-189	25 (2)	*4-6-0	*85	*Sch., 1899		Florence & Gipple Creek 21: RGS 25 (2) 17-38		(1916) 189.
60-220	32	*2-8-0	*56	*BLW, 1880		D&RG 77: D&RGW 77:		(1889) (1891)
						RGW 77: RGS 32		(1891)
60-218	36	*4-4-0	*42	*BLW, 1880		D&RG 93: RGS 36		(1888) (1898) (1916)
60-211	40	*2-8-0	*70	*BLW, 1882		D&RG 111(1): 302(1): 401(1): RGS 40		(1916)
60-217	41	*2-8-0	*70	*BLW, 1882		D&RG 409: RGS 41		(1916)
60-209 & 222	42	*2-8-0	*70	*BLW, 1887		D&RG 420: RGS 42		(1916)
46-189	22 (2)	*4-6-0	*85	*A S, 1930 (5421)		F&CC 24: RGS 22 (2) (1916) 1946		Sc.



RIO GRANDE WESTERN

60-108 601(1) \* 2-8-0 \* 186 \* S \* Richmond, 1901 - Gross comp. - R&W 601(1):  
 (1907) (1908) (1924)  
 601(2): D&RG 981; 941(2) BP

60-108 702(1) \* 2-8-0 \* \* S \* BLW, 1901 - Vauchain comp. - R&W 702(1):  
 (1907) (1908) (1924)  
 702(2): D&RG 992; 952 BP

ROCHESTER & SYRACUSE

16-28 John Wilkison \* 4-4-0 \*

ROCKY RIVER

19-24 "Elias Sims" \* 4-2-0 T \* BLW, 1874 (3662) - 17x24-42-14,000 1881

5-63 19-24 "Rockport" \* 4-2-0 T \* BLW, 1868 (1727) - 17x24-42-14,000 BP

ROGERS LOCO. & MACHINE WORKS

5-42 76 \* 4-4-0 \* Rogers, 1876 - Gauge 5'-0" - 16x24-57-69,800  
 Mobile & Montgomery 76; L&N 623; 1123; 2123 BP

2-65 ? \* 4-4-0 \* BW

2-81 ? \* 4-4-0 \* BW

149 - Frontis

"THOMAS ROGERS" \* 4-4-0 \*

ROGUE RIVER VALLEY

1-189 1 \* 2-4-2 T \*

1-172 5 \* 0-4-4 T \*

ROME, WATERTOWN & OGDENSBURG

16-134 1 "Watertown" \* 4-4-0 \* 1878

16-135 31 "S.F. Phelps" \* 4-4-0 \* Sch., 1866

16-136 32 "Col. Wm. Lord" \* 4-4-0 \* Sch., 1866 RW&O 32 "Col. Wm. Lord"; NYC & HR 236 1867

5-90 17 "Antwerp" \* 4-4-0 \* Taunton, 1852

RONDOUT & OSWEGO

16-155 26-23 1 "Wm. C. Moore" \* 2-6-0 \* Dickson, 1869 (52) - 18x24-49-79,000  
 (1875)  
 R&O 1 "W.C.M."; Ulster & Delaware 1 Sold 1893

7 \* 2-6-0 T \* Danforth, 1871 (756) - 17x22-48  
 (1875) (1882)  
 R&O 7; U&D 7; 9; South Jersey? BP

26-58 3 "John C. Breadhead" \* 4-4-0 \* Danforth, 1870 - 18x24-54 - Sc., 1886  
 R. & O 3 "J.C.B."; U&D 3 "J.C.B." c. 1870

ROUMANIAN STATE RYS.

8-87 ? \* 2-8-0 \* BLW, 1900 - 21x28-56-167,000 BP

ROWLAND LUMBER CO.

42-16 44-37 5 \* 4-6-0 \* BLW, - 14x22-44-160 - 142-915 - 57,600 -  
 78,550 - 13,330 BP

44-36 8 \* 2-6-2 \* 1937

RUMFORD FALLS & RANGELEY LAKES

8-105 40-42 3 \* 2-6-0 \* BLW, 1897 - Vauchain comp. BP

RUSSIAN GOVT. RYS.

Gauge 5'-0"

8-76 E: 541 \* 2-10-0 \* BLW, 1915? - 25x28-52-200,000 BP



RUTLAND & BURLINGTON

5-19	30-323	8 "Pittsford" ✓	*4-4-0*	Taunton, 1850 (49)	-	16X20-54-34,100-50,500	R & B 8" P": Rutland 8" P" (1867)
5-26	30-6	15 "Chester" ✓	*4-4-0*	Taunton, 1850 (48)	-	15X20-60-34,700-52,800	R & B 15" C": R & B 15" C": CV 206 Sc. 1892
30-32	161-66	16 "Rockingham" ✓	*4-4-0*	Ballardvale Mfg. Co., 1849	-	Sc. 1868	R & B 16" BROWN BIRD": Rutland 16" ROCKINGHAM" (1867)
30-14	161-121	18 "Otter Creek" ✓	*4-4-0*	Hinkley, 1854 (549)	-	15X24-60-Sc. 1892	R & B 18" KNOW NOTHING": Rutland 18" OTTER CREEK": CV 209
30-13	161-121	23 "Col. Merrill" ✓	*4-4-0*	Amoskeag, 1853 (72)	-	As rebuilt in 1866	R & B 23" C.M": CV 213 "C.M" Sc. 1890

RAHWAY VALLEY

150-191	15	*2-8-0*	BLW, 1916 (43528)	-	19X26-50	Rebuilt 1926	Oheida & Western 20: BR&L ? : RV 15
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ROANE IRON CO.

150-212	11	*2-6-0*				3-0 gauge	
150-212	?	*0-4-0 T*	Porter, 1906 (3729)	-	10X16	H.S. Kerbaugh, Inc. ?	BR&L ? : Roane Iron Co. ?

ROCKWOOD & TENNESSEE RIVER

150-215	4	*2-6-0*	Rogers,	-			
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RAQUETTE LAKE RY

154-92	1(3)	*2-6-0	*5-1g	*Sch., 1900 (5506)	-	20X28-63-160,000	NYC & HR 1764: RL 1(3): NYC 1928 Sc. 1947
154-92	2(1)	*4-6-0	*F	*Sch., 1887 (2442)	-	18X24-57-105,100	NYC & HR 535: 678: 2023: 2183: RL 2(1) Sc. 1912

RIO GRANDE & PAGOSA SPRINGS

159-122	7	*2-8-0*					
159-123	32	*2-8-0*	BLW				
159-123	32	*2 Trk Shay*	Lima				

RAY COPPER MINES LTD.

160-640	?	*0-4-0 T*	Porter				NG
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RAY CONSOLIDATED COPPER CO.

160-745	2	*0-4-4 T*					2-6 Gauge
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RAY & GILA VALLEY

160-663	3	*0-6-0*	Cooke, 1910-11				
160-662	4	*2-8-2*	BLW, 1910-11	-	TE 47,500		BP
160-662	11	*2-4-2 T*	Porter, 1910-11				



RICHMOND, FREDERICKSBURG & POTOMAC

~~71-20 526 \* 2-8-1 \*~~ 1946

~~71-15 612 \* 4-5-6 \* DLW, 1845 27x30-77 260 114,000-62,500~~

REASER BALANCED VALVE Co.

73-80 2" Cooper Bros" \* 4-4-0 \* Rhode Is., 1885 (1554) - 18x24-69-150 - 19,2 - 551

1379 - 66,000 - 101,300 - 14,370 RBV Co. 2" C.B.: AT & SF 504:  
(1898) (1908)  
293: 89 Sold by 1907 EPI-SS/BP

RAHWAY VALLEY

75-277 13 \* 2-8-0 \* 1950

RIO GRANDE SOUTHERN

47-95 5 \* 2-8-0 \* BLW, 1881 - D & R Co. 245, RGS 5 (1894)

RED RIVER & GULF

82-16 200 \* 2-6-2 \*

RICE LAKE, DALLAS & MENOMINEE

94-34 1 \* 4-4-0 \*

REICHELTY BROS. - POE VALLEY RR

100-33 2 \* 2-T Climax \* Climax, Cl.B, 1899 - 36,000 Gauge 3-6

REICHELTY BROS. & Co.

100-31 3 \* 2-T Climax \* Climax, Cl.B, 1903 (373) - 40,000 Gauge 3-6

160-46 4 \* 2-T Climax \* Climax, Cl.B, 1915 (1305) - 50,000

REITZ & WHITMER Lbr Co.

101-11 1 \* Climax \* Climax, 1893 - 32,000 Gauge 3'-0" (1895)

Reitz & Whitmer Lbr Co. - Vintondale Lumber Co.

RICH LUMBER Co.

151-37 106-96 6 \* 3 Tr. Shay \* Lima, 1894 (464) - 130,000 RL Co. 2: 6

ROGERS, B.W.

107-69 2 \* Cl.B \* Climax, 1900? - 40,000 Ga. 3-0

107-69 298 \* 2 Tr. Shay \* Lima, 1890 (298) - 26,000

RAINE & RAINE

109: 99-1 1 \* 2 Tr. Shay \* Lima, 1890 (243) - Mt. Jewett, Kinzua & Riterville 1: (1892) R&R 1

REICHELTY BROS. PVRR

110: 99-3 2 \* 2 Tr. \* Climax, - 34,000 Drg.

RINARD, SYLVESTER

113-82 17 \* Cl.A \* Climax, 1891 (83) - 26,000 5-0 gauge

RUMBARGER, J.L.

113-75 & 76 301 \* 2 Tr. Shay \* Lima, 1890 (301) - (3) 9x8 cyl. 3-6 gauge

RAYONIER

156-410 110 \* 2 6 6 ET \* BLW, 1928 17x26x24 14 200-26 227,000 25,000 (1954) (09/68)

Weyerhaeuser Tr. Co. 1104: Rayonier 110: Wasatch Mountain R. 110

READER RR

122-193	11	* 2-6-2 *		1963
122-194	12	* 4-6-0 *	Texas-Mexican 12; Reader 12	1951
122-195	17	* 4-6-0 *		1937
122-195	108	* 2-6-2 *	BLW, 1920 (52820) - San Augustina Lbr. Co. 108: (1945)	
129-73	401	* 2-6-0 *	Anaelina & Neches River 108: Reader 108	1963
122-193	403	* 2-6-0 *	A-RL&M, 1905 (37533) - 20X26-51-180-140,000-158,000-31,200 S+LS-W 401; Reader 401 (1945)	1951
122-194	1702	* 2-8-0 *	A-RL&M, 1905 (37535) - AS 401 S+LS-W 403; Reader 403 (1937) Ret. 1949	1937
			BLW, 1942 (64641) - US Army 1702: Warren & Saline River ?; Reader 1702	1966

RADDIS LUMBER & VENEER Co.

128-25	1	* 4-4-0 *		
128-136	2	* 2-6-0 *	Porter	
128-136	3(1)	* 4-6-0 *		
128-137	4(2)	* 2-8-0 *		
128-137	5	* 2 Tr.	Heisler, 1923 (1477)	
128-138	6	* 2-8-0 *		
128-31,33 & 138	7(1)	* 4-4-0 *	BLW, 1881 (5931) - Sc. 1928 C5+PM&O 68: Bayfield Trsf. Co. ?; Vgchsmuth Lbr. Co. ?; PLEV Co 7(1)	
128-41	7(2)	* 2-6-2 *	BLW, 1912 (39003) - St. Croix Tr. Co. 1: Mellen Lbr. Co. 7: RLEV Co. 7(2); Dells & NE 10	
128-139	10	* 2 Tr.	Heisler, 1927 (1551)	c. 1930

Richmond, Fredericksburg & Potomac

132-272	502	* 1-8-2 *	A R, 1921 - 27X30 73-225-38,000 57,300 RF&P 201; 502 (1926)	
132-273	503	* 4-8-2 *	A R, 1925 - AS 502 RF&P 202, 503 275,400	1941
132-271	517	* 1-8-2 *	N&W Roanoke Sh, 1926 - 28X30-63-225-40,900-68,880 AS 518 (1944) (1948) (1949) N&W 202; RF&P 517; WALE 6803; NYC&SH 6803 Sc. 1932	1946
133-169	555	* 4-8-4 *	BLW, 1931 - AS 551	1940
133-170 & 175	618	* 4-8-4 *	BLW, 1945 - AS 613	
133-171	621	* 4-8-4 *	BLW, 1945 - AS 613	1946
✓ 136-124	1	* 2-8-8 2 *	Alco, 1924 - (1) 23X32 57-205 565,000 104,000 (1924) (1943) C&O 117; 1558; RF&P 1	

RAYONIER

136-334	8	* 2-6-6 2 TX	BLW, 1924 - 17X26X24 44-200 26 215,000 38,000 (1945)	
			Blockl. Donovan Lbr. Mills 8: Rayonier 8	Preserved
136-335	11	* 2-6-6 2 TX	BLW, 1927 20X31X28 51 215 57 289,000 57,000 (1945)	
			Blockl. Donovan Lbr. Mills 11: Rayonier 11	Preserved
136-336	111	* 2-6-6 2 TX	BLW, 1937 18X20X24 44 200 26 217,000 113,000 (1954) (1968)	
			Vlazerhauer Tr. Co. 110(2): Rayonier 111: California Western 116	
136-338	3100	* 2-6-6-2 *	BLW, 1909 - 20X31X30 55-210 53 305,000 58,000 (1910) (1940) (1945)	
			NP 4000; 3100: Polson Log. Co. 3100: Rayonier 3100:	

ROCKTON FRION

R 203 \*2-8-0