

MAGON, DUBLIN & SAVANNAH

43-107	34	*2-8-0 * A-B, 1908 (45724) - 22x28-53 - Birmingham Southern 34: MD&S 34	(1938)	1939
43-109 & 111	46	*2-10-0 * A-R, 1918 (58868) - 25x28-52-180-207,700-51,500 USA 1054: Sou. 8011: Erie 2468: MD&S 46	(1936) 109 → 1939	111 → 1945 #1074
43-109	47	*2-10-0 * BLW, 1918 (47775) - As 46 USA 1117: Erie 2483: MD&S 47	(1918) (1936)	1948
43-109	48	*2-10-0 * BLW, 1918 (48060) - As 46 USA 1173: Erie 2486: MD&S 48	(1918) (1936)	1948 1939
43-108	50	*0-6-0 * BLW, 1906 (28484) - 18x24-50-180-104,000-24,000		
43-107	51	*0-6-0 * Pittsburgh, 1892 (137) - 19x24-50-180-105,000-26,510 CHV&T 7: HV 7: MD&S 51		1916
43-105	97	*4-4-0 * BLW, 1900 (17650) - 17x24-62-180-98,500-17,120 Gainesville & Gulf 101: MD&S 97	(1911)	1916
43-105	98	*4-4-0 * BLW, 1909 (33517) - 18x24-62-180-114,400-19,190 MD&S 100: 98		1938
43-105	99	*4-4-0 * -17x24-62-180-104,300-17,120		1934
43-106	105	*4-6-0 * BLW, 1901 (19766) - 18x26-56-180-116,500-23,020		1916
43-106	106	*4-6-0 * BLW, 1901 (19767) - As 105		1916
43-106	109	*4-6-0 * BLW, 1899 (17288) - 19x26-56-180-134,500-25,640 WNY&P 135: PRR 6271: MD&S 109	(1911)	1916
43-100 & 110	110	*4-6-0 * BLW, 1920 (52922) - 18x26-56-185-136,500-23,650 J.F. Darby Lbr. Co. ? : MD&S 110		110 → 1945 108 → 1948
43-91, 104, 108 & 110	875	*4-6-2 * BLW, 1911 (36583) - 23x28-63-200-201,700-37,030 West Md 157: SAL 875: MD&S 875	(c, 1942) (1946)	108 → 1948 104 & 110 → 1949
43-107	993	*2-8-0 * BLW, 1904 (24428) - 21x30-57-200-178,940-39,460 SAL 703: 993: MD&S 993	(1916) (1937)	1940

MARYLAND & PENNSYLVANIA

67-49	1	*4-4-0*	BLW, 1895(14354)-16X24-62-160-13,410 York Southern 1; M&P <sup>(1901)</sup>	
67-70	4	*4-4-0*	Richmond, 1901(3287)-17X24-62-180-16,640	Ret, 1947
67-73	5	*4-4-0*	" , 1901(3288)-As 4	Ret, 1936
67-71, 76, 84 85, 95 & 117	6	*4-4-0*	" , 1901(3289)-As 4	Sc, 1952 71 → 1917 85 → Drg
67-73	23	*2-8-0*	BLW, 1902(20003)-19X24-50-175-25,770	Ret, 1947 1947
67-70 & 86	24	*2-8-0*	BLW, 1902(20004)-As 23	Ret, 1936
67-71	25	*2-8-0*	BLW, 1905(25426)-As 23	Ret, 1939
67-92	26(2)	*2-8-0*	BLW, 1912(38697)-As 23	Ret, 1947 Drg.
67-101, 115 122 & 126	27	*4-6-0*	BLW, 1906(29760)-19X24-56-180-23,660	Ret, 1955 142 → 1951
67-95, 100, 120, 142 & 147	28	*4-6-0*	BLW, 1910(34995)-As 27	Ret, 1955 100 → Drg, 147 → 1951
67-70	29	*0-6-0*	BLW, 1913(39492)-20X26-50-180-31,810	Ret, 1956
67-75, 132 & 133	30	*0-6-0*	BLW, 1913(40913)-As 29	Ret, 1956 75 → BP 133 → Drg.
67-75, 86 & 96	41	*2-8-0*	BLW, 1914(41504)-22X28-51-190-43,000	Ret, 1957
67-97 & 165	42	*2-8-0*	BLW, 1914(41505)-As 41	Ret, 1952 97 → 1940
8-132 67-98 & 150	43	*2-8-0*	BLW, 1925(58491)-22X28-51-190-207,050-43,000	
M	22	*2-8-0*		98 → BP 150 → Drg



McCLOUD RIVER R.R.

85-22884	1	* 2-6-0	* BLW, 1891(11627) - 16x24-50-140-78,000-13,760 California RY 2; McCR 1: 12 Sc. 1932 84→c.1878
110-99-1 85-86	2	* 3-Truck Heisler	* Stearns Mfg. Co., 1897 - 18x15-40-170-120,000-24,000 27.17
85-88	3	* 2-Truck Heisler	* Stearns Mfg. Co., 1897 - 16x40-40-160-90,000-17,508 Blakely RR?; Weed Lbr. Co?; Nev. Co. NG?; Willamette Valley Lbr Co.?, 1930 Sc.
85-34888	4	* 2-6-2	* BLW, 1898(16239) - 16x24-44-160-96,000-17,870 1936 88→BP Sc.
85-94	5	* 0-6-OT	* BLW, 1900(17684) - Vauclain comp. - 11½x19x30-40-200-75,000-17,750 McCR 5; Weed Lbr. Co.?: Lystol-Lawson Log. Co. 5
8-79 85-38890	6(1)	* 0-6-OT + 0-6-OT	* BLW, 1900(17684 & 17685) - Vauclain compounds - (4) 11½x19x30-40-200-161,400-35,500 - This loco. 79890 unsuccessful, separated into No. 5 and 6(2) → BP
85-93895	6(2)	* 0-6-OT	* BLW, 1900(17685) - Vauclain comp. - As 5 - McCR 6(2): Atkinson Const. Co. 6; A. D. Schrader 6; Permanente Metals Co. 251E
85-45896	7	* 4-6-0	* BLW, 1886(7935) - 17½x24-57-150-92,000-15,470 (c.1892) (c.1900) (c.1915) Atl. & Pac. 52; Weed Lumb. Co.?: McCR 7; F. Polandt
85-978138	8	* 2-6-2	* BLW, 1901(18595) - 16x24-44-160-107,000-17,870 (1939) McCR 7; Amador Central 7; on display at Lone, Cal
85-40898	9	* 2-6-2	* BLW, 1901(18596) - As 8 - McCR 9; Yreka Western 9: (1944) Amador Cent. 9; Nezperce & Idaho 9; to a museum 98→190
8-108 85-638100	10	* 2-6-2	* BLW, 1901(18674) - 16x24-44-180-107,000-20,110 (1925) McCR 10; Yreka Western 10 Sc. 1944 108→BP
1-171 85-101	11	* 2-6-2	* BLW, 1904(23875) - Vauclain comp. - 13x22x24-44-200-147,000-21,240 (1926) McCR 11; W.S. Zimmerman? 1939 Sc.
85-49,57; 85,1028138	12	* 2-6-0	* BLW, 1891(11627) - As 1 - Cal. RY 2; McCR 1: 2 1932
6-136 85-102	14	* 2-8-2	* BLW, 1907(30850) - 20x28-48-180-179,000-33,600
85-1038105	15	* 2-8-2	* BLW, 1907(30851) - As 14 McCR 16(1): Fruit Growers Supply Co. 4 (1929)
85-106	16(1)	* 3-Truck Shay	* Lima, 1911(2401) - (3) 14½x15-36-200-180,000-40,450
85-114	16(2)	* 2-8-2	* BLW, 1913(39394) - 20½x28-48-170-176,000-33,340 (1939) Silver Falls Timber Co. 101; McCR 16(2)
85-106	17(1)	* 3-Truck Shay	* Lima, 1911(2402) - As 16(1) - McCR 17(1): (1924) Fruit Growers Supply Co. 5
85-117	17(2)	* 2-8-2	* BLW, 1916(42912) - 20½x28-48-180-179,700-35,300 (1942) Pacific Port, Cement Co. 102; McCR 17(2) 1946
85-82,107888	18	* 2-8-2	* BLW, 1914(41709) - 20x28-48-180-178,400-33,600 (1956) Caddow & McCR 18; Yreka Western 18 4; United
85-109	19	* 2-8-2	* BLW, 1915(42000) - 20x28-48-180-178,400-33,600 (1924) (1925) (1953) Caddow & Choctaw 4; Choctaw River Lumber Co. 4; United Mining & Smelting Co. 2069; McCR 19; Yreka Western 19

McCLOUD RIVER R.R.

Track No.	Length	Location	Notes	Year
85-110	20 *	2-6-2	*BLW, 1924 (57617) - 17x24-46-185-132,000-22,315	1924 C. 1939
85-113	22 *	2-6-2	*A-S, 1925(66316) - 17x24-46-185-130,000 - 22,315	
85-113	23 *	2-6-2	*A-S, 1925(66317) - A5 22	1947
85-113	24 *	2-6-2	*A-S, 1925(66434) - 17x2-46-185-144,000 - 22,315	BP 1947 1982 1963
85-112	25 *	2-6-2	*A-S, 1925(66435) - A5 24	
50-253 85-115	26 *	2-8-2	*A-B, 1915(55492) - 20x28-48-180-195,000 - 33,600	
			Copper River & Northwestern 92: McCR 26 (1938)	115 → 1946
85-116	27 *	2-8-2	*A-B, 1915(57291) - A5 26 - CR&NW 73: McCR 27	(1938) 1950

MICHIGAN-CALIFORNIA LUMBER CO. Gauge 3'-0"

89-116	1(1)	*2T Heister *Stearns Mfg. Co., 1898(14) - 12½ x 12 - 33 - 160 - 50,000 - 10,500 <small>(1900) (1901)</small> Amer. River L. & Lbr. Co. 2: El Dorado Lbr. Co. 2: 1: <small>(1911)</small> C.D. Damaher Pine 1; M-C Lbr Co <small>(1918)</small> 1(1) Sc. 1942 1940
89-101, 105 & 133	1(2)	*3C3T Shay *Lima, 1917(2926) - 11 x 12 - 32 - 200 - 120,000 - 25,830 Swayne Lumber Co. 3: 1: M-C Lbr Co <small>(1942)</small> 1(2) Sc. 1951
50-85 89-105, 117 & 119	2	*2C2T Shay *Lima, 1884(122) - 10 x 8 - 24 - 180 - 46,000 - 13,000 <small>(1901)</small> Rumsey Lbr. Co. ? : El Dorado Lbr. Co. 2: <small>(1911)</small> C.D. Damaher Pine. Co. 2 : M-C Lbr. Co. 2 Ret. 1951, at Camino
89-120	3(1)	*3C2T Shay *Lima, 1886(159) - 10 x 10 - 28 - 160 - 41,100 - 13,000 <small>(1901)</small> Blodgett & Byrne ? : El Dorado Lbr. Co. 3: C.D. Damaher <small>(1911)</small> Pine Co. 3 : M-C Lbr. Co. <small>(1918)</small> 3(1)
89-131	3(2)	*3C3T Shay *Lima, 1920(3078) - 11 x 12 - 32 - 200 - 120,000 - 25,830 <small>(1939)</small> Swayne Lbr. Co. 2: M-C Lbr. Co. 3(2) Sc. 1951
89-121	4(1)	*2T Climax *Climax, 1902(339) - 12 x 14 - 31 - 160 - 67,000 - <small>(1911)</small> El Dorado Lbr. Co. 4: C.D. Damaher Pine Co. 4: <small>(1918)</small> M-C Lbr. Co. 4(1) Sc. 1942 1939
89-132	4(2)	*3C2T Shay *Lima, 1910(2369) - 10 x 10 - 29 - 180 - 66,400 - 14,300 <small>(1917)</small> Truckee Lumber Co. 3: Butte & Plumas RR 4: <small>(1940)</small> M-C Lbr. Co. 4(2) Sc. 1951
89-122	5	*3C2T Shay *Lima, 1903(797) - 9 x 8 - 26½ - 160 - 52,150 - 9,150 <small>(1911)</small> El Dorado Lbr. Co. 5: C.D. Damaher Pine Co. 5: <small>(1918)</small> M-C Lbr. Co. 5 Sc. 1953
89-123	6(1)	*0-4-0T *Porter, 1899(2049) - 7 x 12 - 16,000 <small>(1904)</small> Issaquah Coal Co. ? : El Dorado Lbr. Co. 6: C.D. Damaher <small>(1911)</small> Pine Co. 6: M-C Lbr. Co. <small>(1918)</small> 6(1) On display at Camino 1940
89-130	6(2)	*3C2T Shay *Lima, 1911(2924) - 10 x 10 - 29 - 180 - 72,000 - 13,000 <small>(1934)</small> Iron Mountain Ry 6: M-C Lbr. Co. 6(2) Sc. 1942
81-71, 77 & 135	6(3)	*3C3T Shay *Lima, 1927(3306) - 11 x 12 - 32 - 200 - 135,500 - 25,830 <small>(1935)</small> Madera Sugar Pine Lbr. Co. 6: Feather River Lbr. Co. 6: <small>(1944)</small> M-C Lbr. Co. 6(3) Sc. 1951
89-124	7	*3C2T Shay *Lima, 1904(868) - 10 x 10 - 28 - 180 - 66,000 - 14,800 <small>(1911)</small> El Dorado Lumber Co. 7: C.D. Damaher Pine Co. 7: <small>(1918)</small> M-C Lbr. Co. 7 Sc. 1951 1940
89-44	8	*3C2T Shay *Lima, 1906(1628) - 10 x 10 - 32 - 200 - 100,000 - 22,580 <small>(1911)</small> El Dorado Lbr. Co. 8: C.D. Damaher Pine Co. 8: <small>(1918)</small> M-C Lbr. Co. 8 Sc. 1950 1906
89-42 & 126	9	*3C2T Shay *Lima, 1913(2662) - 10 x 10 - 29 - 180 - 84,000 - 17,000 <small>(1918)</small> C.D. Damaher Pine Co. 9: M-C Lbr. Co. 9 44 → c. 1925 Sc. 1950

MICHIGAN-CALIFORNIA LUMBER Co. Gauge 3'-0"

89-127	10	*3C2T Shay	*Lima, 1914 (2756) - 11X12-32-100,000 - 22,580 C.D. Damaher Pine Co. 10; M-C Lbr. Co. 10 <sup>(1918)</sup> Sc. 1950
89-128	11	*0-4-0T	*Vulcan, c. 1901 (244) - 10X14-31-150 - 30,000 - 5,760 Wadelle & Fitch 7; P.W. McTurk Coal Co. ?; C. Cooper ?; C.D. Damaher Pine Co. 11; M-C Lbr. Co. 11 <sup>(1916)</sup> On display, Camino <sup>(1918)</sup>
89-129	12	*3C2T Shay	*Lima, 1918 (2960) - 10X10-29-180 - 72,000 - 14,320 Iron Mountain RY 10; M-C Lbr. Co. 12 <sup>(1929)</sup> Sc. 1950 c. 1947
89-133	14	* <sup>3C2T</sup> Shay	*Lima, 1909 (2183) - 8X12-28-160 - 51,200 - 9,490 Marsh Lbr. Co. 3; Feather River Lbr. Co. 3; M.J. Scanlon Lbr. Co. 3; M-C Lbr. Co. 14 <sup>(1944)</sup> Sc. c. 1943
89-134	15	* <sup>3C2T</sup> Shay	*Lima, 1923 (3212) - 10X12-29½ - 200 - 93,700 - 20,850 M.J. Scanlon Lbr. Co. 2; M-C Lbr. Co. 15 <sup>(1944)</sup> Sc. 1950



Locomotives all numbered in 1870. Names dropped in mid-seventies

MICHIGAN CENTRAL

Absorbed and numbered in NYC roster in 1936

16-293	20	*4-4-0*	Lowell, 1854 "STAG HOUND"	
16-292	64	*4-4-0*	Detroit L.W., 1856 "ATLANTIC"	
16-292		*4-4-0*	Amoskeag, 1856 "WHITE SEA"	
5-10 16-293	74	*4-4-0*	"QUICKSTEP"	C.1875
16-293	76	*0-4-0*	Hinkley, 1856 "MICHIGAN CITY"	
16-292		*4-4-0*	Detroit L.W., 1858 "RUSHER"	
5-106 16-294	100	*4-4-0*	Manchester, 1870(226) - "RUBY" - 16x24-63	106→1870
16-295	124	*0-6-0T*	BLW, 1870 - "ADMIRAL" - -48-56,000	BP
17-29	132	*2-8-2*	H-10a *Lima, 1923 - 28x30-63-210-66.4-335,000	
			66,640-77,690 MC 132: NYC 2232	BP
16-315	180	*4-4-0*	Manchester, 1872	
11-52	218	*4-4-0*	Dickson, 1879(214) - 17x24-63	BP
16-297	269	*2-6-0*	Sch., 1886 - 19x24-58	BE
16-298	285	*2-6-0*	Sch., 1961 - 20x28-64-200-162,500-29,750	BP
16-294	307	*4-4-0*		
16-307	338	*4-6-0*	Cross comp.	BE
16-307	433	*4-6-0*	Sch.	
16-301	509	*4-6-0*		
16-300	512	*4-6-0*	Sch., 1896	
16-298	611	*2-8-0*	A-S., 1904 - Cross comp. - 28x35x32-63-210-198,500-34,700	BP
16-310	7813	*2-8-0*		1926
16-298	7842	*2-8-0*	*G-60*	
16-298	7846	*2-8-0*	*G-60 *A-S., 1910 - 23x32-63-200-240,000-45,680	
			MC 7846: NYC 996	BP
16-299	7933	*2-8-2*	*H-7d *A-B, 1913 - 27x30-63-190-322,000-56,060	
			MC 7933: NYC 2033	BP
16-302	7957	*4-4-2*	*I-80a*	
			MC 258: 7957: 8089	
17-28 <sup>171-81</sup> 23-205	8000	*2-8-2*	*H-10 *Lima, 1922 - 28x30-63-200-66.4-4598 <sup>+</sup> -1780-334,000-63,470-74,570	MC 8000: NYC 370: 2090: 2100 BP
16-306	8131	*4-6-0*	*F-8ld*	
17-90	8207	*4-6-4*	*J-1b *A-S, 1927 - 25x28-79-225-81.5-347,500-42,370-53,270	MC 8207: NYC 5352 BP
16-300	8234	*4-6-0*	*F-8ld*	
16-300	8272	*4-6-0*	*F-82c *A-S, 1905 - 19½x26-57-200-158,500-29,490	BP
16-301	8286	*4-6-0*		
17-62	8310(1)	*4-6-2*	*K-3h *A-S, 1916 (55622) - 23½x26-79-200-272,500-30,900	MC 8310(1): 8400: NYC 4640 BP
16-303	8453	*4-6-2*	*K-80b *A-S, 1905 (30779) - 22x26-75-200-224,000-28,320	BP

# MICHIGAN CENTRAL

16-302	8458 * 4-6-2 * K-80e * A-5, 1906 (40495) - 22x26-75-200- 224,000 - 28,520	BP
16-303	8474 * 4-6-2 * K-80m * A-5, 1911 (49393) - 22x26-75-200- 247,000 - 28,520	BP
16-296	8700 * 0-8-8-0 * * A-B, 1916 - 26x40x28-51-220-81- 466,500 - 97,850 MC 8700: NYC <sup>(1936)</sup> 7109	BP
16-297	8843 * 0-6-0 * B-11g * BLN, 1913 MC 8843: NYC 6943	BP
16-295	E * 0-6-0 T * MC 140: E	
16-309	459 * 4-6-0 * * Sch., 1900 63"	BP
16-309	480 * 4-4-2 * * Sch., 1901 - 21x26-79-200-176,000-24,670 <sup>Sc, 1924</sup>	BP
16-309	499 * 4-6-2 * * Sch., 1904 - 22x26-75-200-221,000-28,520	BP
16-309	8420 * 4-6-2 * K-80h	1929
16-310	8415 * 4-6-2 * * Montreal, 1906	
16-295	E * 0-6-0 * MC 140: E <sup>(1936)</sup>	
136-249	8701 * 0-8-8-0 * * A-B, 1916 - As 8700 MC 8701: NYC 7110	
171-65	966 * 2-8-0 * G-6j *	
171-80	7968 * 2-8-2 * H-7e * Alco, 1920 - 27x30-63-200-60-4650-	
171-180	3200 * * * 328,000 - 59,000	BP
171-190	8200 * 4-6-4 * J-1b * A-5, 1927 - 25x28-79-225-81.5-4484- 351,500 - 42,800 - 53,200	BP
171-191	8210 * 4-6-4 * J-1c * A-5, 1929 - 25x28-79-225-81.5-4460- - 347,500 - 42,300 - 53,200 MC 8210: 5355 <sup>1936 - NYC</sup>	BP
171-153	8359 * 4-6-2 * K-5b * A-B, 1925 - 25x28-79-200-67.8- 184,500 - 301,000 - 37,600	BP
171-152	8412 * 4-6-2 * K-80a * Montreal, 1905 - 22x26-75-200-50.2- - 140,430 - 221,810 - 28,520	BP
171-152	8484 * 4-6-2 * K-80r * A-5, 1912 *	BP
171-31	8930 * 0-8-0 * U-2a * * 23 1/2 x 30 - 57-185-50.2- 2285 - 526 - 217,000 - 45,700	
16-295	E * 0-6-0 T * * Jackson Shops, 1904 as C1C-4 0-6-0 - Reno.	
171-24	8688, C1, B-82e, 1905 - Reno E, 1918 - Reno X-8688 and sent to Big Four in 1941 Sc, 1952	
171-20	8590 * * * C. 1936	
171-20	8590 * 0-6-0 * B-10n * Montreal, 1909	BP



MINNEAPOLIS, ST. PAUL & SAINT STE MARIE

( ) 3-25	42 * 4-4-0 * C-5 BLW, 1886 (8197) - As 6	
56-117	485 * 2-8-0 * F-12 * A-5, 1912 - 25x30-63-170-225,000 - 43,000	
56-121	493 * 2-8-0 * F-12 * A-5, 1913 - As 485	1951
94-24 40-30	600 * 2-10-0 * G BLW, 1900 - Vauclain comp. - 500 600:950	BP
56-121	736 * 4-6-2 * H-3 * A-5, - As 730	
56-116	737 * 4-6-2 * H-3 * A-5, - As 730	
94-24 56-119	950 * 2-10-0 * G * BLW, 1900 - Vauc. comp. - 500 600:950	
56-121	1000 * 2-8-2 * L BLW, 1902 - As rebuilt from Vauc. comp. Bismark, Washburn & Great Falls 3: MSTP & SStem 1000	
56-120	1008 * 2-8-2 * L-1 * A-5, 1913 - As 1003	
94-63 56-122	1020 * 2-8-2 * L-2 * A-B, 1920 - As 1019	
56-118	2438 * 2-8-0 * F-22 * A-5, 1911 - 25x30-63-170-225,000 - 43,000	
56-121	2711 * 4-6-2 * H-21 * A-5, - As 2707	1954
56-115	2713 * 4-6-2 * H-21 * A-5, - As 2707	
98-70 & 112 56-121	4010 * 4-8-2 * N-20 * - As 4003	70 → 1987
46-167	4018 * 4-8-2 * N-20 * MSTP & SStem, 1929 - 27x30-69-200 - 53,880 - 63,880	BP
( ) 46-213 56-122 94-58	5000 * 4-8-4 * O-20 * Lima, 1938 - 26x32-75-270-453,500 - 66,190 - 79,590	BP 122 → 1951
133-24-67 184 56-121	5001 * 4-8-4 * O-20 * Lima, 1938 - As 5000	184 & 121 → 1942
98-95 63-184 133-185 94-38	5002 * 4-8-4 * O-20 * Lima, 1938 - As 5000	185 → 1939 108 → 1953
94-33	6 * 4-4-0 * C-4 * BLW, 1886 - 17x24-63-145-94,200 - 13,570	1894
94-20	11 * 4-4-0 * C-4 * As 6	1892
94-35 98-86	27 * 4-4-0 * C-5 * BLW, 1886 - As 6	36 → 1903 39 → 1914
94-36 & 39 98-90 94-22	34 * 4-4-0 * C-5 * BLW, 1887 - As 6	86 → 1909
98-89	X-90 * O-6-0 T * B * Rhode Is., 1887 - 18x24-50-160 - = 21,150	89 → Sketch 90 → 1938
94-20	Built as O-6-0 MSTP & SStem 321: X-90	
94-39	102 * 2-6-0 * D * Rhode Is., 1888 - 19x24-57-160-103,520 - 20,670	20 → BP
94-20	109 * 2-6-0 * D-2 * A-5, 1903 - Grass-comp. - 21 & 32x26-55-200 - 148,000 - 26,600	1911
98-89 94-32	209 * 2-6-0 * D-4 * Rogers, 1899 - 19x26-63-160-131,360 - 20,260 NYC ? : Wise, & Nor. 7; 500 209	
94-19	303 * 4-4-0 * C * BLW, 1886-87 - 16x24-63-145-75,450 - 12,020 MSTP & SStem 303: Electric Short Line (1925) 89 → 1970 ? 32 → 1895	
94-22	320 * O-4-6 T * A * Rhode Is., 1887 - 17x20-57-160-69,190 - 13,790 MSStem & A 37: MSTP & SStem 320	D
94-118	340 * O-6-0 * B-3 * A-5, 1912 - 20x26-51-180-147,000 - 31,200	
	345 * O-6-0 * B-4 * - 20x26-51-180-151,000 - 31,200	1954

MILWAUKEE, ST PAUL & SONS STEEL WORK

94-107	352	* 0-6-0	* B-4*	As 345	
94-23	429	* 2-8-0	* F-7*	Sch., 1900 - Cross-comp - 22x35x30 - 55-210 - 176,100 - 37,000	
94-23 & 90	472	* 2-8-0	* F-9*	A-S, 1906 - As rebuilt from cross-comp.	
94-101	491	* 2-8-0	* F-12*	A-S, - 25x30-63-170 - 225,000 - 43,000	
94-26	503	* 4-6-0	* E*	Sch., 1898 - Cross-comp - 20x32x26 - 73-200 - 136,000 - 19,000	
98-91				Soo 503: 603	BP
94-26	505	* 4-6-0	* E-1*	BLW, 1902 - 20x26-69-200 - 156,830 - 25,620	
				Soo 505: 605	BP
94-25	700	* 4-6-2	* H*	BLW, 1904 - 18x26-62-200 - 157,630 - 23,100	
				Bismarck, Washburn & Gt. Falls 4: Soo 700	
94-27	701	* 4-6-2	* H-1*	A-S, 1904 - 20x26-69-200 - 202,000 - 25,620	
94-40	704	* 4-6-2	* H-1*	A-S, - As 701	1938
94-95	713	* 4-6-2	* H-1*	A-S, - As 701	
94-115	714	* 4-6-2	* H-1*	A-S, - As 701	1948
98-70					70 -> 194?
94-95	719	* 4-6-2	* H-1*	A-S, - As 701	
94-27 & 94	730	* 4-6-2	* H-3*	A-S, 1911 - 25x26-75-180 - 258,000 - 33,150	
98-Flora 3					
94-59	731	* 4-6-2	* H-3*	A-S, - As 730	
94-112	734	* 4-6-2	* H-3*	A-S, - As 730	
94-96 & 113	735	* 4-6-2	* H-3*	A-S, - As 730	
94-28 & 114	803	* 2-6-2	* J*	A-S, 1907 - As simplified	
94-28	1003	* 2-8-2	* L-1*	A-S, 1913 - 28x30-63-170 - 290,500 - 53,940	
94-2	1005	* 2-8-2	* L-1*	A-S, 1913 - As 1003	
94-110	1019	* 2-8-2	* L-2*	A-B, 1920 - 28x30-63-170 - 297,600 - 53,940	
94-79	1021	* 2-8-2	* L-2*	A-B, 1920 - As 1019	
94-29 & 71	1024	* 2-8-2	* L-4*	A-B, 1912 - 28x30-63-170 - 302,000 - 53,940	
				(1941) C 1 & L 504: Soo 1024	
94-29	1030	* 2-8-2	* L-3*	BLW, 1913 - 28x30-63-190 - 335,500 - 60,290	
94-29				(1941) CRI&P 2562: Soo 1030	
94-85	1031	* 2-8-2	* L-3*	BLW, 1913 - As 1030	(1941) CRI&P 2568: Soo 1031
94-36	2026	* 4-4-0	* C-22*	Sch., 1886 - 17x24-63 - 145-92,600 - 13,570	
94-41	2120	* 2-6-0	* D-20*	BLW, 1887 - 19x26-67-145 - 107,050 - 20,280	1912
94-107	2642	* 4-6-0	* E-24*	Brooks, 1900 - 20x26-57-200 - 149,600 - 31,080	
				Wisconsin Central 244: Soo 2642	
94-114	2644	* 4-6-0	* E-24*	Brooks, 1900 - As 2642	
98-28					
94-83	2700	* 4-6-2	* H-20*	A-S, 1909 - 26x26-69-200 - 206,000 - 25,620	28 -> 194?
94-75	2702	* 4-6-2	* H-20*	A-S, 1909 - As 2700	
94-66	2707	* 4-6-2	* H-21*	A-S, 1911 - 25x26-75-180 - 258,000 - 33,150	
94-65	2708	* 4-6-2	* H-21*	A-S, - As 2707	

MINNEAPOLIS, ST. PAUL & SAULT STE MARIE

94-648109	2717	* 4-6-2	*H-22*A-S, 1914-25x26-75-200-264,000-36,830	
94-104	2718	* 4-6-2	*H-23*A-S, 1923-25x26-75-200-271,000-36,830	
94-61898	2719	* 4-6-2	*H-23*A-S, 1923- As 2718	
98-70 94-73	2722	* 4-6-2	*H-23*A-S, 1923- As 2718	70-1932
94-26	2912	* 4-4-2	*K-20*A-B, 1905-20x26-79-200-160,400-22,380	
94-86	4003	* 4-8-2	*N-20*A-B, 1926-27x30-69-200-344,500-53,900-64,620	
94-9, 30&77	4007	* 4-8-2	*N-20*A-B, 1926- As 4003	
94-80&106	4008	* 4-8-2	*N-20*A-B, 1926- As 4003	
94-30	5003	* 4-8-4	*O-20* Lima, 1938- As 5000	
98-81	15	* 4-4-0	*C-4-5* BLW, 1886-87- As 6	1941
98-21	24	* 4-4-0	*C-4-5* BLW, 1886-87- As 6	C. 1903
98-67	28	* 4-4-0	*C-4-5* BLW, 1886-87- As 6	1914
98-32	129	* 2-6-0	*D-2*A-S, - As 109	Cross comp 1913
98-32	135	* 2-6-0	*D-2*A-S, - As 109	" " 1908
98-39	138	* 2-6-0	*D-2*A-S, - As 109	" " 1907
98-91 98-28	162	* 4-4-0	*	20- C. 1910
98-90	331	* 0-6-0	*B-1*A-C, - 19x24-51-180-119,600-25,990	1963
98-90	349	* 0-6-0	*B-4*A-B, 1915- As 345	1954
98-92	428	* 2-8-0	*F-7*A-S, 1900- As 427	1937
98-92	447	* 2-8-0	*F-9*A-S, 1905- As 447	1950
98-92	492	* 2-8-0	*F-12*A-S - As 491	1939
98-93	729	* 4-6-2	*H-3*A-S - As 730	1937
98-91	806	* 2-6-2	*J*A-S, 1907- As rebuilt from compound	1937
98-94	1002	* 2-8-2	*L-1*A-S, 1913- As 1003	1934
98-94	1034	* 2-8-2	*L-4*A-B, 1912- As 1024. C1&L 502: 500 1034	(1942) 1948
98-60	2715	* 4-6-2	*H-22-A-S, 1914- As 2717	1947
132-296 296	4017	* 4-8-2	*N-20-A-S, 1928- 27x30-69-200-342,000-53,900-64,620	296-1952 (1941) 1936
117-226	1027	* 2-8-2	*L-4*A-B, 1912(51659)- As 1024. C1&L 510: 500 1027	(1942) 1936
117-223	1036	* 2-8-2	*L-4*A-B, 1912(50707)- As 1024 C1&L 505: 500 1036	(1942) 1936
132-295	4016	* 4-8-2	*N-20*A-S, 1928- As 4017	1937
132-297	4018	* 4-8-2	*N-20* Soo Line, 1936- 27x30-69-200-338,700-53,900-64,820	1937

MISSOURI-ILLINOIS

Item No.	Description	Year	Notes	Year
139-251	*2-8-0*A-R,	1910	MR&BT 1: M-I	1938
139-253	*2-8-0*Richmond,	1899	(1929)	1946
# 254			7:	254 → 1946
139-246 & 253	*2-8-0*Richmond,	1901	(1929)	253 → 1951
139-257	*4-4-0*		11:	246 → 1951
139-252	*2-8-0*		(1929)	
139-296	*2-8-0*		21:	1934
			23:	1949
139-258	*4-6-2*BLW,	1917	24:	
			(1929)	
139-260	*2-8-0*Alco,	1925	31:	1937
139-260 & 261	*2-8-0*Alco,	1927		BP
139-262	*2-8-0*			1951
139-261	*2-8-0*		MP 92: M-I	1952
139-255	*2-8-2*MK-36*		(1951)	
139-255	*2-8-2*MK-36*		MP 155: M-I	1952
139-267	*4-6-2*		(1951)	
			M-I 502: 1282	1938
			" "	
				1949
				1949



# MISSOURI, KANSAS & TEXAS

3-108	1(4)	* 4-4-0 *	BLW, -Insp. loco. "TEXAS"	
5-72 8-32	2	* 0-4-0T *	BLW, 1894 - Inspection car	BP
3-102	14	* 4-4-0 *	Pittsburgh, 1870 (70)	1894
3-101	18	* 4-4-0 *	Sch., 1870 (664) - Sc. 1898	c. 1880
3-104	30	* 4-4-0 *	Grant, 1871 - Sc. 1900	1896
3-105	41	* 0-4-0T *	Grant, 1873	
3-105	54	* 4-4-0 *	Mason, 1873 (411)	1875
3-100	71	* 4-4-0 *	Rogers, 1873 (2449)	C. 1894
3-100	72	* 4-4-0 *	BLW, 1876 (4014)	
3-102 & 106	75	* 4-4-0 *	BLW, 1876 (4019)	106 → about as built, c. 1885 102 → partly rebuilt, c. 1890
3-105	80	* 4-4-0 *	BLW, 1877 (4157)	1887
3-104	82	* 4-4-0 *	BLW, 1877 (4110) - Sc. 1913	
3-101			MK&T 82: 338	1894
3-101	124	* 4-4-0 *	Dickson, 1889 (695) - 17x24-60 - Sc. 1921	
			Kansas City & Pacific 55: MK&T 305: 124: 327	1905
23-27	174	* 2-6-0 *	BLW, 1889 - 19x24-57-160 - 104,850 - 20,670 - Sc. 1920	BP
3-106 40-77	200(2)	* 2-6-0 *	BLW, 1892 (12678) - Vauclain comp.	BP
8-83	201	* 4-4-0 *	BLW, 1890	BP
3-103	202	* 2-6-0 *	BLW, 1891 (11733) - Sc. 1913 - MK&T 202: 134	1891
8-102	251	* 2-8-0 *	BLW, 1895	BP
8-86 40-67	294	* 4-6-0 *	BLW, 1892 - Vauclain comp.	BP
3-103	296	* 4-4-2 *	BLW, 1895 (14346)	1895
71-77	409	* 4-6-2 *		
F-3	410	* 4-6-2 *		

MISSOURI-KANSAS-TEXAS

116-105	306 * 4-4-0 *	1937
116-Frontis.	309 * 4-4-0 *	
116-948 & 138	314 * 4-4-0 *	94 → 1939
116-146	479 * 2-6-0 *	
116-147	521 * 2-6-0 *	1952
116-191	541 * 2-6-0 *	1945
116-148	551 * 2-6-0 *	
116-146	555 * 2-6-0 *	1946
116-147	559 * 2-6-0 *	1950
116-105	594 * 2-6-0 *	1934
116-98, 146 & 148	596 * 2-6-0 *	1946
116-149	1306 * 4-4-0 *	1950

M-K-T

F-2	559 * 2-6-0 *	
71-76	67 * 0-8-0 *	
71-76	268 * 4-6-0 *	
<del>116-98</del> 71-72	312 * 4-4-0 *	95 → 1941
71-74	379 * 4-6-2 *	
71-77	468 * 4-6-2 *	
F-1	521 * 2-6-0 *	1948
116-97 & F-106	1304 * 4-4-0 *	97 → 1949 106 → 1949 F-1 → 1948



# MISSOURI PACIFIC

139-31	1	*2-8-0*C-63*BLW, 1905 - <sup>As rebuilt</sup> 24X30-63-200-	- 46,630	1939
139-35	3	*2-8-0*C-63*BLW, 1905 - As rebuilt - As 1		1937
139-17	15	*0-6-0T* *BLW, 1878-		BP
139-32	15	*2-8-0*C-63*BLW, 1905 - 22X30-63-200-	- 39,180	BP
139-37	15	*2-8-0*C-63*BLW, 1905 - As rebuilt - As 1	Sc. 1955	1955
139-36	32	*2-8-0*C-63*BLW, 1905 - As rebuilt - As 1	Sc. 1954±	
139-264	72	*2-8-0*C-63*BLW, 1907 - As rebuilt - As 1		
139-33	98	*2-8-0*C-63*BLW, 1907 - As 15		BP
139-33	104	*2-8-0*C-63*A-B, 1909 - As 15		BP
139-32	105	*2-8-0*C-63*A-B, 1909 - As rebuilt - As 1		1947
139-36	111	*2-8-0*C-63*A-B, 1909 - Part rebuilt - As 15	Sc. 1938	
139-37	124	*2-8-0*C-63*A-B, 1909 - As rebuilt - As 1	Sc. 1955	1955
139-35	134	*2-8-0*C-63*A-B, 1910 - As rebuilt - As 1		1937
3-75	152	*2-6-0* Hinkley, 1870		1875
139-34	154	*2-8-0*C-63*A-B, 1910 - As rebuilt - As 1		1940
139-33	173	*2-8-0*C-63* No. Little Rock Shops, 1942 - As 1		1948
139-118	203	*0-6-0T* BLW, 1880		
3-75	305	*0-6-0* Rogers		BP
139-39	411	*2-8-0* * - As rebuilt		1949
139-40	417	*2-8-0* * - As rebuilt		1934
139-39	438	*2-8-0* * - As rebuilt		1949
139-38	459	*2-8-0*C-55*A-B, -	St. LIMES 1892: 459	1934
139-42	505	*2-8-0*C-55* Brooks, 1901 -	St. LIMES 1855: MP 505	1917
139-40	515	*2-8-0*C-55* Brooks, 1901 - Reboilered	St. LIMES 1865: MP 515: <sup>El Dorado &amp; Wason 16 (1937)</sup>	1934
139-40	516	*2-8-0*C-55*A-B, 1902 -	St. LIMES 1866: MP 516: <sup>(1938)</sup> E. Dor & Wes 17	1934
139-41	536	*2-8-0*C-55*A-B, 1902 -	St. LIMES 1886: MP 536	c. 1928
139-137	1107	*4-6-0* TN-69* Brooks, 1901 (3750) -	MP 1107: <sup>(1905)</sup> 7507	BP
139-156	1118	*4-6-2* P-69 * A-B, '02-'03 -	MP 1118: <sup>(1905)</sup> 6504 - <sup>(1905)</sup> 20X26-69-200 -	BP
139-55	1208	*2-8-2* * Alco		1951
139-55	1211	*2-8-2* * Alco		1951
139-54	1229	*2-8-2*		
139-53	1231	*2-8-2* *		
139-52	1241	*2-8-2* MK-63* A-S, 1911 -	27X30-63-170-275,500-50,160	BP
139-52	1250	*2-8-2* * A-S,		1947
139-54	1260	*2-8-2* MK-63* BLW,	- As rebilt. - 27X30-63-220- - 65,190	1948
139-54	1273	*2-8-2* MK-63* BLW,	- As rebilt. - As 1260	1953
139-38	1292	*2-8-0*C-55 * A-B, 1904 -	MP 1292: <sup>(1905)</sup> 431	BP
139-57	1301	*2-8-2* * Lima, 1919 - Modified		1951
139-57	1304	*2-8-2* * Lima, 1919 - As built		1949

MISSOURI PACIFIC

139-58	1305 *2-8-2*	*Lima, 1919	1942
63-138	1310 *2-8-2*	*Lima, 1919	
139-56	1313 *2-8-2*	*Lima, 1919	1934
63-139	1316 *2-8-2*	*BLW, 1919	
139-58	1316 *2-8-2*	*BLW, 1919	1948
139-58	1323 *2-8-2*	*Lima, 1919	1951
139-61	1413 *2-8-2*	*Alco, 1919	
139-64	1413 *2-8-2*	*Alco, 1919	1940
139-62	1422 *2-8-2*	*	1946
139-59	1423 *2-8-2*		BP
46-129	1430 *2-8-2*	*Alco, - 27x32-63-200-305, 115-62,950-67,420	
139-60	1443 *2-8-2*		
139-61	1444 *2-8-2*		
139-61	1455 *2-8-2*		
139-60	1466 *2-8-2*		
139-63	1471 *2-8-2*		
23-189			
139-59	1483 *2-8-2*	*Alco - 27x32-63-190-333,000-59,800-70,700	BP
139-63	1500 *2-8-2*		1948
63-148			
139-64	1524 *2-8-2*		64 → 1946
139-62	1528 *2-8-2*		1949
139-63	1537 *2-8-2*		1948
63-48	1555 *2-8-2*		
139-193	1571 *2-8-2*	* - As rebuilt from 3-cylinder Ret. 1953	
139-193	1699 *2-8-2*	MK-63 * A-S, 1925 - 3-cyl. -	BP
139-93	1701 *2-10-2*	SF-63 * A-B, 1916 -	(1924) St. LIME S 1501: MP 1701 1935
139-92	1702 *2-10-2*	SF-63 * A-B, 1916 -	(1924) St. LIME S 1502: MP 1702 1939
139-92	1702 *2-10-2*	SF-63 * A-B, 1916 - With tender booster	" " " " 1949
139-91	1703 *2-10-2*	SF-63 * A-B, 1916 - Worthington feed water heater	(1924) St. LIME S 1503: MP 1703 1949
139-90	1706 *2-10-2*	SF-63 * A-B, 1916 -	" 1506: " 1706 (1924) 1934
139-92	1706 *2-10-2*	SF-63 * A-B, 1916 - Modified	" " " " 1950
139-96 & 97	1715 *2-10-2*	SF-64 * A-B, 1917 (57554) - 29x32-64-210-395,000-75,060	(1942) Wabash 2502: MP 1715 Ret. 1953 96 → 1945 97 → 1951
139-96	1716 *2-10-2*	SF-64 * A-B, 1917 (57557) - As 1715	(1942) Wabash 2505: MP 1716 Ret. 1953 1945
139-99	1717 *2-10-2*	SF-64 * A-B, 1917 (57564) - As 1715	(1942) Wabash 2512: MP 1717 Ret. 1953 1942 (1942) 1945
139-97	1718 *2-10-2*	SF-64 * A-B, 1917 (57568) - As 1715	(1942) Wabash 2516: MP 1718 1945
63-46			
139-98 & 303	1719 *2-10-2*	SF-64 * A-B, 1917 (57574) - As 1715	(1942) Wabash 2522: MP 1719 98 → 1943 303
139-95	1721 *2-10-2*	*BLW, 1926	1940
F-3	1723 *2-10-2*	*BLW, 1926	
139-95	1729 *2-10-2*	*BLW, 1926	BP

MISSOURI PACIFIC

139-95	1729 * 2-10-2 * SF- * BLW, 1926 - With two tender boosters	1927
139-94	1729 * 2-10-2 * SF- * " " - With one tender booster	1940 94 → 1951
139-93 & 94	1729 * 2-10-2 * SF- * " " - With trailer truck booster	93 → 1953
139-197	1809 * 4-8-0 * * Brooks, 1901 - St LIMA # S 1809: MP 1809	1935
139-196	1815 * 4-8-0 * * " " " 1815; " 1815	1933
139-197	1817 * 4-8-0 * * " " " 1817; " 1817	1936 194 → 1938
139-194 & 197	1819 * 4-8-0 * * " " " 1819; " 1819	197 → 1940 76 & 78 → 1935 75 → 1933
139-75, 76 & 78	1901 * 2-8-4 * BK-63 * Lima, 1930 -	
F-1	1909 * 2-8-4 * BK-63 * Lima, 1930 -	BP
139-76	1912 * 2-8-4 * BK-63 * Lima, 1930 -	1935
139-77	1913 * 2-8-4 * BK-63 * Lima, 1930 -	
139-78	1914 * 2-8-4 * BK-63 * Lima, 1930 -	C. 1938
139-77	1915 * 2-8-4 * BK-63 * Lima, 1930 -	1937
139-79	1916 * 2-8-4 * BK-63 * Lima, 1930 -	
139-75	1922 * 2-8-4 * BK-63 * Lima, 1930 - 28X30-63-240-88.3-5413 -	
23-215	- - 412,200 - 69,400	BP
133-190	1929 * 2-8-4 * BK-63 * Lima, 1930 -	
139-229	2101 * 4-8-4 * N-75 * Sedalia Shops, 1940 - Rebuild of # 1904; 2-8-4, Lima, 1930 - 28X30-75-250-449,950-66,640	2nd BP
139-234	2104 * 4-8-4 * N-75 * Sedalia Shops - As 2101	1942
133-191	2108 * 4-8-4 * N-75 * " " - " 2101	
139-231 & 232	2109 * 4-8-4 * N-75 * " " - " 2101	232 → 1948
139-231	2110 * 4-8-4 * N-75 * " " - " 2101	
139-230 & 235	2111 * 4-8-4 * N-75 * " " - " 2101	1950
139-230	2113 * 4-8-4 * N-75 * " " - " 2101	1945
139-232	2117 * 4-8-4 * N-75 * " " - " 2101	
139-2	2118 * 4-8-4 * N-75 * " " - " 2101	
63-47	2119 * 4-8-4 * N-75 * " " - " 2101	
139-226 & 233	2120 * 4-8-4 * N-75 * " " - " 2101	233 → 1945 226 → 1946
Dust		
139- Jack &	2122 * 4-8-4 * N-75 * " " - " 2101	
139-228	2125 * 4-8-4 * N-75 * " " - " 2101	1942
133-193		
139-236, 240 & 241	2201 * 4-8-4 * N-73 * BLW, 1943 - 26X30-73-285-476,000-67,300	1943 245 → 1950
133-192		
139-245	2202 * 4-8-4 * N-73 * " " - As 2201	1972 → 1951
139-242	2204 * 4-8-4 * N-73 * " " - " 2201	
133-189		
139-239	2206 * 4-8-4 * N-73 * " " - " 2201	239 → 1946 189 → 1949
139-239	2208 * 4-8-4 * N-73 * " " - " 2201	1951
139-243 & 244	2212 * 4-8-4 * N-73 * " " - " 2201	243 → 1951
139-242 & 245	2213 * 4-8-4 * N-73 * " " - " 2201	245 → 1949
139-244	2215 * 4-8-4 * N-73 * " " - " 2201	1948

MISSOURI PACIFIC

139-139	2321	*4-6-0*A-B, 1901-	STLIMES 1714: MP	(1905) 2321	1950	(1905) 2321
139-140	2325	*4-6-0*A-B, 1901-	" 1718: "	(1905) 2325	1948	(1905) 2325
139-140	2331	*4-6-0*A-B, 1901-	" 1724: "	(1905) 2331	1932	(1905) 2331
139-140	2336	*4-6-0*A-B, 1901-	" 1729: "	(1905) 2336	1937	(1905) 2336
139-130&141	2348	*4-6-0* TN-61* A-B, 1901-	MP 1208: 2348	(1905) 2348	Ret. 1955	1951
139-141	2366	*4-6-0* A-B, 1901-	" 1226: 2366	(1905) 2366		1937
139-136	2504	*4-6-0* Rogers, -	STLIMES 577: MP	(1905) 2504		1936
139-136&305	2513	*4-6-0* Rogers, -	" 586: "	(1905) 2513		136→1936 305→1941
139-136	2523	*4-6-0* Cooke L&M, -	MP 772: 2523	(1905) 2523		1937
139-135	2644	*4-6-0* BLW, -	STLIMES 685: MP	(1905) 2644		1936
139-134	2720	*4-6-0* BLW, 1889-	STLIMES 650: MP	(1905) 2720		1936
139-135	2736	*4-6-0* TN-55*	STLIMES 651: MP	(1905) 2736	Ark. Cent. ?	1933
139-128	3607	*2-6-0* M-51* BLW, 1884	MP 854: 3607	(1905) 3607	Sc. 1947	1938
139-103	4000	*2-8-8-2* ML-55* BLW, 1912-	26&40 X 32-55-200-84-			
		-	- 435,000 - 94,400	STLIMES 4000: MP	4000	BP
136-148	4000	*2-8-8-2* ML-55* BLW, 1912-	With two tender boosters -	26&40 X 32-		
139-105			55-200-84- 435,000-94,400-122,400			1927
139-104	4000	*	- Tender boosters removed		1940 & 1942	
139-105	4000	*	-		Sc. 1946	1946
139-205&207	5201	*4-8-2* MT-63* A-S, 1913-	28 X 28-63-170-296,000-50,350			1936
132-20	5203	*4-8-2* MT-63* A-S, 1913-	As rebuilt - 26 X 28-63-200-296,000-51,080			1947
139-206	5207	*4-8-2* MT-63* A-S, 1913				1936
132-21	5207	*4-8-2* MT-63* A-S, 1913				206→1943
139-206	5207	*4-8-2* MT-63* A-S, 1913				21→1947
139-208	5301	*4-8-2* MT-69* A-R, 1919-	Modified 27 X 30-69-200-335,200-53,900		Sc. 1948	1939
132-22	5302	*4-8-2* MT-69* A-R, 1919-	Modified - As 5201			1935
139-208	5305	*4-8-2* MT-69* A-R, 1919-	As 5201			BP
139-207&211	5307	*4-8-2* MT-69* A-R, 1919-	Modified - As 5201			1937
139-208	5308	*4-8-2* MT-73* A-S, 1921-	27 X 30-73-210-343,400-53,480			BP
139-209	5308	*4-8-2* MT-73* A-S, 1921-	Modified - As above			1952
139-210	5309	*4-8-2* MT-73* A-S, 1921-	Modified - As 5308			1941
132-22	5311	*4-8-2* MT-73* A-S, 1921-	As built - As 5308			
139-209	5311	*4-8-2* MT-73* A-S, 1921-	Modified - As 5308			1949
139-209	5314	*4-8-2* MT-73* A-S, 1923-	Modified - As 5308			1948
139-210	5315	*4-8-2* MT-73* A-S, 1923-	Modified - As 5308			1941
132-23	5321	*4-8-2* MT-75* Sedalia Shops, 1939	complete rebuild - 26 1/2 X 30-75-			
139-212&213			225-370,100-53,720 MP 5306: 5321	(1939)		BP
139-215	5322	*4-8-2* MT-75* Sedalia Shops, 1939	comp. rebuild - As 5321 - MP 5308: 5322			1941
139-214	5322	*4-8-2* MT-75*	" " " " " " " " " " " "			1953
139-211	5324	*4-8-2* MT-75*	" " " " " " " " " " " "			BP
						5307; 5324





## MISSOURI PACIFIC

139-163	6436 *4-6-2*	*Alco, 1913 - Rebuilt	1951	
139-166	6440 *4-6-2*	*Alco, 1921 - Rebuilt		BP
139-166	6442 *4-6-2*	*Alco, 1921 -		
139-169	6445 *4-6-2*	*A-S, 1924		1938
139-169	6448 *4-6-2*	*A-S, 1924		BP
139-169	6450 *4-6-2*	*A-S, 1924		1933
139-158	6503 *4-6-2*	*		1934
139-157	6511 *4-6-2*			1939
139-157	6512 *4-6-2*		Sc 1952	1949
139-158	6514 *4-6-2*			1942
139-156	6520 *4-6-2*	S+LIM&S 1626; MP 6520		
139-168	6601 *4-6-2*	* MP 6445; 6601 (1948)	Sc. 1949	1948
139-168	6605 *4-6-2*	MP 6449; 6605		
139-170	6606 *4-6-2*	MP 6450; 6606		1946
139-171	6608 *4-6-2*	MP 6452; 6608		1938 & 1948
139-150	6609 *4-6-2*	MP 6453; 6609		1951
139-172	6612 *4-6-2*	P-73 * A-S, 1924		
139-173	6613 *4-6-2*	P-73 * " "	1941 & 1946	
139-174	6617 *4-6-2*	P-73 * " "		1950
139-172	6618 *4-6-2*	P-73 * " "		
139-177	6619 *4-6-2*	P-73 * " "		1948
139-176	6621 *4-6-2*	P-73 * " 1925		1949
139-175	6623 *4-6-2*	P-73 * " "		1936 & 1938
139-175	6623 *4-6-2*	P-73 * " "	Sc. 1952	1945 & 1952
139-172	6624 *4-6-2*	P-73 * " "		BP
139-177	6628 *4-6-2*	P-73 * " "		1951
139-138	7505 *4-6-0*			
139-138	7508 *4-6-0*			1931
139-129	8658 *4-4-0*			1937
139-116	9311 *0-6-0*	SW-51 *Alco, 1921		1949
139-116	9317 *0-6-0*	SW-51 * " "		1939
139-119	9527 *0-6-0*	T*	Ret, 1949	1946
139-114	9534 *0-6-0*	*Alco, 1904		
139-110	9602 *0-8-0*	SWB-51 *Alco		1948
139-110	9707 *0-8-0*	SWB-51 *BLW, 1924	1946	
139-106	9722 *0-8-0*	SWB-51 *Lima, 1926		1943
139-111	9733 *0-8-0*	SWB-51 *Lima, 1926		BP
139-112	9750 *0-8-0*	SWB-51 *Alco, 1927		1950
139-111	9767 *0-8-0*	SWB-51 *Lima, 1929		BP



MISSOURI PACIFIC

23-211  
139-111

9771 \*0-8-0\* SW8-51\* Lima, 1929- 25X28-51-198- 232,000- 57,750

BP5

139-113

9771 \*0-8-0\* SW8-51\* Lima, 1929-

1942

139-112

9772 \*0-8-0\* SW8-51\* Lima, 1929-

1942

139-113

9785 \*0-8-0\* SW8-51\* Lima, 1929-

139-115

9446 \*0-6-0\* SW-51\*

1934

MACHIASPORT R.R.

5-21 "LION" \* 0-4-0 \* Hinkley & Drury, 1846 - 9 1/2 x 17 - 42 1/2

5-21 "TIGER" \* 0-4-0 \* " " " "

MACON, DUBLIN & SAVANNAH

43-107 34 \* 2-8-0 \* A-B, 1908 (45724) - 22x28-53-  
Birmingham Southern 34: MD&S 34 <sup>(1938)</sup> 1939

43-109 & 111 46 \* 2-10-0 \* A-R, 1918 (58868) - 25x28-52-180 - 207,700 - 51,500  
USA 1054; Erie 2468: MD&S 46 <sup>(1918)</sup> <sup>(1937)</sup> 109 → 1939  
111 → 1945 & 1947

43-109 47 \* 2-10-0 \* BLW, 1918 (47720) - As 46  
USA ? ; Erie 2483: MD&S 47 <sup>(1918)</sup> <sup>(1937)</sup> 1948

43-109 48 \* 2-10-0 \* BLW, 1918 (48060) - As 46  
USA ? ; Erie 2486: MD&S 48 <sup>(1918)</sup> <sup>(1937)</sup> 1948

43-108 50 \* 0-6-0 \* BLW, 1906 (28484) - 18x24-50-180 - 104,000 - 24,000 <sup>1939</sup>

43-107 51 \* 0-6-0 \* Pittsburgh, 1892 (1371) - 19x24-50-180 - 105,000 - 26,510  
CHVST 7: HV 7: MD&S 51 1916

43-105 97 \* 4-4-0 \* BLW, 1900 (17650) - 17x24-62-180 - 98,500 - 17,120  
Gainesville & Gulf 101: MD&S 97 (911) 1916

43-105 98 \* 4-4-0 \* BLW, 1909 (33517) - 18x24-62-180 - 114,400 - 19,190  
MD&S 100: 98 1938

43-105 99 \* 4-4-0 \* - 17x24-62-180 - 104,300 - 17,120 c. 1934

43-106 105 \* 4-6-0 \* BLW, 1901 (19766) - 18x26-56-180 - 116,500 - 23,020 1916

43-106 106 \* 4-6-0 \* BLW, 1901 (19767) - As 105 1916

43-106 109 \* 4-6-0 \* BLW, 1899 (17288) - 19x26-56-180 - 134,500 - 25,640  
West. N.Y. & Penna. 135: PRR 627: MD&S 109 (911) 1916

43-108 & 110 110 \* 4-6-0 \* BLW, 1920 (52922) - 18x26-56-185 - 136,500 - 23,650  
J.F. Darby Lumber Co. : MD&S 110 110 → 1945  
108 → 1948

43-91 / 104, 108 & 110 875 \* 4-6-2 \* BLW, 1911 (36583) - 23x28-63-200 - 201,700 - 37,030  
Western Maryland 157: SAL 875: MD&S 875 <sup>(1942)</sup> <sup>(1946)</sup> 108 → 1948  
104 & 110 → 1949

43-107 993 \* 2-8-0 \* BLW, 1904 (24428) - 21x30-57-200 - 178,940 - 39,460  
SAL 702, 795: MD&S 795 <sup>(1916)</sup> <sup>(1937)</sup> 1948

MADEIRA MAMORE (Brazil)

8-73 12 \* 4-4-0 \* BLW, 1878 - As rebuilt by BLW

MADERA FLUME & TRADING Co.

6-108 "BETSY" \* 0-4-0T \* Geared loco.

MADERA SUGAR PINE Co.

50-65 1 \* \* Locally made - Gauge 3'-0"

MADISON & INDIANAPOLIS

8-33 BRIGHT \* 0-8-0 \* BLW, 1847 - Rackrail loco. - 15 1/2 x 20 (std. drive) and  
17 x 18 (rack drive) BE

MADRAS & SOUTHERN MAHRATTA (India)

8-126 900 \* 4-6-2 \* BLW, 1924 - Gauge 5'-6" - 22x28-74-184,600 BP (O)

MAD RIVER & LAKE ERIE

16-254 SANDUSKY \* 4-2-0 \* Rogers, 1837 - 11x16-54-19,000 Gauge 4'-10" D

MAHONING ORE & STEEL CO.

35-70 1 \* 0-6-0 \*

35-144 208 \* 0-8-0 \* BP

MAINE CENTRAL

23-107 150 \* 4-4-0 \* \* Alco, 1909 - 18x24-69-190-127,000-18,200 BP

46-137 469 \* 4-6-2 \* G-3b \* Alco, 1924 - 24x28-73-195-36,620-46,920

63-99 <sup>M</sup> 470 \* 4-6-2 \* S \* 1982  
622 \* 2-8-2 \* S \*

63-96 623 \* 2-8-2 \* S-1 \*

8-149 701 \* 4-6-4 \* \* BLW, 1930 - 23x28-73-312,590 BP

MAJOR & LOOMIS CO.

42-4 2 \* 0-4-4T \* BLW, - Gauge 3'-0" - 8x12-28-160-  
46-170 - 19,300 - 31,750 - 3730 BP

MANCHESTER, DORSET & GRANVILLE

30-117 1 \* 4-4-0 \* St. Albans Shop, V.C.R.R., 1872 - 16x24-60-74,300  
R.R. 9(3) "RUTLAND": 204 (CV): M.D. & G.L. (1902) (O)

MANISTEE & LUTHER Gauge 3'-0"

19-131 1 \* 0-6-4T \* Hinkley, 1881 - 13x16-66,000 - Toledo, Delphos  
& Burlington ? : Tol, Cin, & St. L ? : M&L 1 (1885?)

34-51 3 \* 2-8-0 \* BLW, 1880 (4957) - 15x18-37-150-13.8-81606-53750-  
61,750-13,960 - DSP & P 57: 197: DL & G 197: C & S 36: L & M 3 (1885) (1889) (1897) (1899) c. 1900

34-51 4 \* 2-8-0 \* BLW, 1880 (4951) - As 3 - DSP & P 55: 195:  
DL & G 195: C & S 34: L & M 4 (1899) (1899) (1899)

19-131 5 \* 2-8-0 \* BLW

MANITOU & DIKES PEAK

3-139 MANITOU \* \* Abt rack-rail loco.

8-57 40-59 ? \* 0-4-2T \* BLW, 1890 - Rack-rail loco. - 52,680 BP

MARIETTA & CINCINNATI

13-59 "WASHINGTON" \* 4-4-0 \* BE

MARIETTA & NORTH GEORGIA

14-39 4 <sup>"FRANK SIDDALE"</sup> \* 4-6-0 \* BLW, 1884 (7523) - Gauge 3'-0" BP

14-38 6 <sup>"EVAN P. POWELL"</sup> \* 4-6-0 \* BLW, 1886 (7869) - Gauge 3'-0" BP

14-39 14 \* 4-6-0 \* BLW, 1889 (9959) - 19x24-55-140-98,000-18,750 (O)  
M & N G 14: Atlanta, Knoxville & Northern 14: L & N 360:  
Frankfort & Cincinnati 7 BP

14-39 25 \* 2-8-0 \* BLW, 1892 (13108) - Vaucrain comp. - M & N G 25:  
AK & N 25: Texas Central 112: 133: MK & T 681

MARIETTA & PITTSBURGH

( 8-11

"MARIETTA" \* 4-4-0 \* BLW, 1870

BP

MARINETTE, TOMAHAWK & WESTERN

MWR 58-9

7 \* 0-6-0 \* Sch., 1891 (3628)

MWR 58-11

209 \* 2-6-0 \* Sch., 1891 (3628) - NYC & HR 718:1621:

Wisconsin Northern 7: MSH & Sstem 209: MT & W 209

1936

MARION COUNTY LUMBER Co.

42-11

3 \* 2-6-0 \* BLW, - 12x18-36-160-14-420-39,000-48,000-9,790

BP

MARSH LOGGING Co.

Gauge 3'-0"

31-407

3 \* Two-Truck Shay \* Lima, 1909 (2183) - 8x12-29-160-64,000 - MLC Co 3: Scanlon Lumber Co. 3: Mich.-Cal. Lumber Co. 14

MARYLAND CENTRAL

Gauge 3'-0"

67-17

1 \* 2-6-0 \* Brooks, 1881 (596) - 14x18-41-45,000 - Balt. & Delta 1: Maryland Central 1 (1882): Baltimore & Lehigh 1 (1891)

Drq.

67-17

2 \* 2-6-0 \* Balt. & Delta 2: MC 2 (1882): B&L 2 (1891)

67-21

4 \* 2-8-0 \* BLW, 1882 (6140) - 15x20-36-60,000 -

Balt. & Delta 4: MC 4 (1882): B&L 4 (1891) - Wrecked 1899

Drq

( 67-25

5 \* 4-4-0 \* Pittsburgh, 1883 (707) - 15x20-49-56,000 -

MC 5: B&L 5 (1891): Newport & Sherman's Valley 5 (1906)

BP

67-25

6 \* 4-4-0 \* Pittsburgh, 1883 (708) - As 5 -

MC 6: B&L 6 (1891): Tionesta Valley 6 (1900)

Drq.

MARYLAND & PENNSYLVANIA

67-49

1 \* 4-4-0 \* BLW, 1895 (14354) - 16x24-62-160-13,410 - York Southern 1; Md. & Pa. 1 (1901)

67-70

4 \* 4-4-0 \* Richmond, 1901 (3287) - 17x24-62-180-16,640 - Ret. 1947

67-73

5 \* 4-4-0 \* Richmond, 1901 (3288) - As 4 - Ret. 1936

67-71, 76, 84, 85, 95 & 117

6 \* 4-4-0 \* Richmond, 1901 (3289) - As 4 - Sc. 1952

71 -> 1917  
85 -> Drq

67-73

23 \* 2-8-0 \* BLW, 1902 (20003) - 19x24-50-175-25,770

Ret. 1947  
1943

67-708 & 86

24 \* 2-8-0 \* BLW, 1902 (20004) - As 23 - Ret. 1936

67-71

25 \* 2-8-0 \* BLW, 1905 (25126) - As 23 - Ret. 1939

67-92

26(2) \* 2-8-0 \* BLW, 1912 (38697) - As 23 - Ret. 1947

Drq.

67-101, 115, 122 & 126

27 \* 4-6-0 \* BLW, 1906 (29760) - 19x24-56-180-23,660 - Ret. 1955

67-95, 108, 120, 142 & 147

28 \* 4-6-0 \* BLW, 910 (34995) - As 27 - Ret. 1955

100 -> Drq, 147 -> 1955

67-70

29 \* 0-6-0 \* BLW, 1913 (39492) - 20x26 \* 50-180-31,810 - Ret. 1956

67-75, 132 & 133

30 \* 0-6-0 \* BLW, 1913 (40918) - As 29 - Ret. 1956

75 -> BP  
133 -> Drq.

67-7586 & 96

41 \* 2-8-0 \* BLW, 1914 (41504) - 22x28-51-190-13,000 - Ret. 1957

67-97 & 105

42 \* 2-8-0 \* BLW, 1914 (41505) - As 41 - Ret. 1952

97 -> 1940

67-98 & 150

43 \* 2-8-0 \* BLW, 1925 (58491) - 22x28-51-190-207,050-13,000

98 -> BP 150 -> Drq.



MARYSVILLE & NORTHERN

136-42-58  
328 50-173 2 \*Three-Truck Geared \*BLW, 1913-15x16-36-200-17-150,000-33,000 BP

MASCOT & WESTERN

68-370 374 1 \*4-6-0 \* SP 2154: M&S 1 374 → 1929

MASON COUNTY CENTRAL

2-138 4 \*2-6-2 \*  
6-85 ? \*4-4-0 \* BLW

MASON COUNTY LOGGING CO.

5-188 2 \*Two-Truck Heisler \* Heisler

MASON & OCEANA

Gauge 3'-0"

3-21 2 \*Two-Truck Shay \* Lima, 1886 (154)  
3-173 5 \*2-8-0 \* Grant, 1881  
3-173 7 \*2-8-0 \* Grant, 1882

MASTEN LOGGING CO.

50-53 ? \*2-Trk. Climax \* A \* Climax 1898 (183)

MAY CREEK LOGGING CO.

50-63 2 \*2-Trk. Climax \* Climax

MCCABE & STEEN

73-99 105 \*4-6-0 \* Cooke, 1901 (2709) - 19x26-56-185-30.2 -  
1970-107,050-130,250-26,350-Sc. 1934 - M.C. & S 105:  
Clinton & Oklahoma Western <sup>(1913)</sup> 103: AT & SF <sup>(1929)</sup> 393 (2) 1910

McCLOUD RIVER

~~1-171 1 \*2-6-0 \* BLW, 1891 - Sc. 1932 - California 2: McCR 1  
2-170 5-148 4 \*2-6-2 \* BLW, 1898 (16239) - Sc. 1939 109 → BP  
5-73 8-109 6 \*2-6-2 \* BLW, 1900 (17684 + 17685) - 2 Vauclain comps.  
40-29 50-220 Coupled back to back - 11 1/2 \* 19x20 - 40 - 200 - 16,400 BP  
8-108 10 \*2-6-2 \* BLW, 1901 BP  
1-171 11 \*2-6-2 \*  
6-136 14 \*2-6-2 \*  
6-136 16 \*2-6-2 \*  
50-253 26 \*2-8-2 \*~~

McDONALD & VAUGHAN

Gauge 3'-0"

2-172 1 \*4-4-0 \* "North Wind"

MCGAFFEY CO., THE

62-163 1 \*2-Truck Shay \* Lima

M.C. GARDNER (Camp Richardson)

31-423 "ORMSBY" \*2-6-0 \* Booth & Co., 1869 (12) - 14x22-40 - Sc. by 1900  
Virginia & Truckee 2 "ORMSBY": M.C.G. "ORMSBY"

MEDFORD CORP.

6-132 3 \*2-8-2 \* BLW, 1924

MELHORAMENTOS NO BRAZIL

( 40-78 10 \* 2-6-0 \* BLW. Vauclain comp. BP  
MEMPHIS, CLARKSVILLE & LOUISVILLE

4-127 "CAHENCK 4-4-0 \* BLW, 1860 (964) BP  
MEIXDOCING R.R.

6-88 "DAISY" 4-4-0 T \* BLW, 1875  
MERIDA A VALLADOLID (Mexico) Gauge 3'-0"

48-50 7" TUNCAS" 4-4-0 \* BLW, 1898 (16022) - Vauclain comp. BP  
May 7 "T." : Unidos de Yucatan 27 - Sc. 1947  
MEXICANO, F.C. (Mexico)

48-47 1 \* 2-6-0 \* E-1 \* BLW, 1902 (20092) - Gauge 2'-0" BP  
12X18-33-150-44,850-52,820-10,010 - Sc. 1953  
Cordova a Huatusco 1 "ELENA": Mexicano 1 1948

48-46 3 \* 2-6-0 \* E-1 \* BLW, 1905 (25368) - Gauge 2'-0" - As 1 - BP  
Sc. 1953 - Cordova a Huatusco 3 "BEATRIZ": Mex. 3 1948

48-42 13 \* 2-8-0 \* E-2 \* BLW, 1910 (34314) - Gauge 2'-6" - 15X20-36- BP  
160-74,300 - 82,890 - 17,000 - Ret. 1957 1955

48-38 22 \* 2-8-0 \* E-3 \* BLW, 1902 (20372) - Gauge 3'-0" - BP  
15X18-36-165-66,890-75,120-15,760 - Ret. 1952  
Tlacotepec a Huajuapán de León 3 "ACATLAN":  
San Marcos a Huajuapán de León 3: Mexicano 22 (1913) 1952

48-37 24 \* 2-8-0 \* G-028 \* BLW, 1899 (16452) - Gauge 3'-0" - 17X20 - BP  
38-180-90,750-99,720-23,270 - Ret. 1957  
NM 171: N de M 171: 259: Mexicano 24 (1948) 1952

5-176 ? \* 4-4-0 \* \* Dubs & Co., Glasgow, Scot., c. 1891 - Gauge 4'-8" BP  
18X26-72-175-77,400

8-91 200 \* 2-8-0 \* \* BLW, 1921 - Gauge 4'-8 1/2" - 22X28-51 BP  
191,700

MEXICANO DE SUR, F.C. (Mexico) Gauge 3'-0"

1-78-92 48-33 14 \* 2-8-0 \* G-030 \* BLW, 1906 (27599) - 17X20 38-145 - BP  
80,135-88,000-15,860 - Sc. 1930 - Mdel S 14: (1929) 277

48-146 105 \* 4-6-0 \* F-011 \* A-C, 1908 (42038) - 16X20-48-150 - BP  
58,000-87,000-11,200 - Ret. 1948  
Mdel S 22: 263: 105 1936

48-34 7 \* 4-4-0 \* C-02 \* Kitson & Co., 1891 (3312) - 14X22-45 - BP  
140-39,200-61,150-8,580 - Ret. 1931 -  
M del S 7: (1929) 241: (1930) 101 1899

MEXICO, TOLUCA & CUAUTITLAN Gauge 3'-0"

41-6 48-12 2" TLAINEPANTLA" 4-4-0 \* BLW, 1874 (3621) - 11X16-38-36,000 - BP  
MTEC 2 "T." : NM 6: (1881) Sc. 1905

OVER



MEXICO, TOLUCA & CUAUTITLAN

48-12 3" BARRIENTOS \* 2-8-0 \* BLEW, 1878 (4282) - 14x16-38-52,000 - (1881) BP  
Sold 1905 MT&C 3"B.: NM 8

MICHIGAN-CALIFORNIA LUMBER Co.

~~50-85 2 \* 2-Trk Shay \* Lima, 1884 (122) - Gauge 3'0"~~

MICHIGAN & OHIO

16-264 26 \* 2-6-0 \* Brooks, 1884 BP

MICHIGAN SOUTHERN

16-195 J.B. Jervis \* 4-4-0 \* Amoskeag, 1851 (23) BL

MICHIGAN SOUTHERN & NORTHERN INDIANA

16-196 PRAIRIE CHICKEN \* 4-4-0 \* 1867

MIDDLETOWN & UNIONVILLE

69-13 2 \* 4-4-0 \* 1931

21-181 6 \* 4-4-0 \* A-C, 1908 (44801) - 18x28-68-200 - 94,000 -  
142,000 - 22,680 - NYO & W 24(2) : M&U 6 (1935)

MIDLAND CONTINENTAL

F-1 303 \* 4-6-0 \* A-B, 1905 (38830) - 19x24-63-180 - 28,54 - 105,600 -  
136,500 - 21,040 - Sc. 1946 - NYC & STL 43(2) : 303 : (1920) (1930)  
AC&Y 303 : MC 303

MIDLAND PACIFIC

5-128 6 \* 0-6-0 \* Rogers, 1873 (2367) BP

MIDLAND RY OF CANADA

5-172 15 "ADOLPH HUGEL" \* 4-4-0 \* Portland, 1874 (298) BP

MIDLAND TERMINAL

~~82-281 51-130 55 \* 2-6-0 \*~~

~~51-146 60 \* 2-6-0 \*~~

MILL VALLEY & MT. TAMALPAIS SCENIC RY.

5-149 5 \* 2-Trk. Shay \* Lima

2-100 9 \* 2-Trk Heister \* Heister "BULL"

5-153 \* " \* Heister "Jos. E. EASTLAND" 1897

MILLWOOD COAL & COKE Co.

40-33 ? \* 0-6-0 T \* BLW, 1876 (3088) BP

MILTON CREEK LOGGING Co.

50-21 4 \* 2-Trk. Shay \* Lima

MILWAUKEE, LAKE SHORE & WESTERN

121-62A 15-43 7 \* 4-4-0 \* B \* Danforth & Cooke, 1874 (996) Sc. 1908 (1893)  
"BAY WASHINGTON" MLS&W 7 : C&NW 907

121-62B 15-45 11 \* 4-4-0 \* E-5 \* Rhode Is., 1877 - Sc. 1901 - MLS&W 11 :  
C&NW 911 1878

15-45 19 \* 0-4-0 \* C \* Rhode Is., 1880 - Sold 1899 - MLS&W 19 :  
C&NW 919 (1893)

MILWAUKEE, LAKE SHORE & WESTERN

( 121-622C  
15-42 52 \* 4-4-0 \* L \* BLW, 1884 - 16X24-69-135-66,000 - 11,190  
(7624) - MLS&W 52: C&NW 952 Sc. 1908

15-100 110 \* 0-6-0 \* P \* Rhode Is., 1891 (2582) - 17X24-52-145 - 90,000  
16,440 - Sc. 1923 - MLS&W 110: C&NW 1010

MILWAUKEE & ST. PAUL See 97 - 66 & 67

3-34 37 \* 4-4-0 \* Norris, 1848 - "FRIED MERRILL"  
11X24  
Milwaukee & Waukesha? : M&STP 37: CM&STP 37. Gone by 1888

5-130 42 \* 4-4-0 \* Niles, 1854 - M&STP 42 "DA. OLW" (1868): CM&STP 42 "DA. S" (1874): 1438 (1899) Gone by 1899 1868

5-112 75 \* 4-4-0 \* Sch., 1850 (11) - 14X22-60 - M&STP 75 "MILW." (1868): CM&STP 75 (1879) Gone by 1888

MINE HILL

5-66 30 \* 0-8-0 \* BLW, 1860 (972) BP

MINERA DE NAICA (Mexico)

48-99 4 \* 2-8-2 \* BLW, 1904 (24331) - Gauge 2'-6" - 10X14-28-37,500 BP

MINERA DE PENALES-AVALOS (Mexico)

48-92 2 \* 0-4-4-0 \* Orenstein-Koppel, 1902 - Gauge 2'-0" - Mallet comp.

MINERA DE SANTA ROSALIA (Mexico)

48-86 7 \* 0-6-0 T \* BLW, 1899 (16484) - Gauge 3'-0" - 11X16-36-37,000 c. 1968

MINNEAPOLIS, LYNDALE & LAKE CALHOUN

8-54 1 \* 0-4-2 T \* BLW BP

MINNEAPOLIS, NORTHFIELD & SOUTHERN

~~MNR 50-1 506 \* 2-10-0 \* BLW, 1911 (70675)~~

~~506 \* \* Alco~~

MINNEAPOLIS & ST. LOUIS

3-41 11 \* 4-4-0 \* \* BLW, 1879 (4740)

3-41 53 \* 0-4-0 \* \* Manchester, 1881 (942)

3-42 61 \* 4-4-0 \* \* Manchester, 1881 - M&STL 61: 123

3-43 67 \* 4-4-0 \* \* Manchester, 1881 - M&STL 67: 129 1892

46-107 615 \* 2-8-2 \* MAC 1 \* Alco, 1916 - 24X30 - 59-200 - 189,500 -  
259,900 - 49,790

MINNESOTA VALLEY

3-22 15-7 "SHAKOPEE" \* 4-2-4 T \* Col. & Indiana R.R. Shops, 1865 - Steam car

22 -> BP  
7 -> 1868

15-8 "E.F. DRAKE" \* 4-4-0 \* c. 1870

MISSISSIPPI & ATLANTIC

FB 4 \* 2-6-2 \*

MISSISSIPPI CENTRAL

F-1 121 \* 2-8-2 \*

F-2 130 \* 2-8-2 \*

1953

MISSISSIPPI RIVER & BONNE TERRE

3-98 21 \* 4-4-0 \* Richmond, 1893 (2390)

MISSOURI, IOWA & NEBRASKA

3-186 7"CLARK" \* 4-4-0 \* DC & Co, 1879 (1095) - 17X24-63 MI & N 7" C.; W & LEP 461 (1885) 142 (1885); Keokuk & West. ? (1887) BP

MISSOURI RIVER, FORT SCOTT & GULF

3-107 7 \* 4-4-0 \* Manchester, 1869 - MRFS & G 7: KCFSE & M 7 1888

3-107 19 \* 4-4-0 \* Manchester, 1870 - MRFS & G 7: KCFSE & M 19

MISSOURI SOUTHERN

3-98 1 \* 2-6-0 \* Gauge 3'-0" "ELLINGTON"

MITCHELL & McCLURE LUMBER CO.

35-62 4 \* 2-Trk Shay \* Lima C. 1898

MOBILE & MONTGOMERY

14-25 76 \* 4-4-0 \* Rogers, 1876 (2436) - 16X24-57-69,800 - MI & M 76: L & N 623: 1123: 2123 BP

MOBILE & OHIO

71-57 267 \* 4-6-2 \*  
71-57 459 \* 2-8-2 \*

MODESTO & EMPIRE TRACTION Co.

73-174 9 \* 2-6-2 \* BLW, 1923 (56728) - 17X24-44-175-96,000-125,720-23,400 - Mt. Shasta Power Corp. 4: Pac. Gas & Electric, 4: Key System, Ltd. 4: Oakland Terminal 4: AT & SF (1929) 2441: M & E T (1944) 9

73-97 309 \* 4-6-0 \* BLW, 1895 (14332) - 19X24-57-165-25.0-1923-100,000-130,000-21,400 San Francisco & San Juan Valley I. "Claus Spreckels": AT & SF (1929) 309: M & E T (1929) 309 1935

MOHAVE & MILLTOWN

32-856 1 \* 0-6-0T \* Porter, 1903 (2970) - 12X18 Gauge 3'-0"

MOHAVE NORTHERN

32F & 862 1 \* 0-6-0T \* Davenport, 1915 (1550) - 17X24- -190  
32-862 & 865 2 \* 0-6-0T \* Davenport, 1917 (1584) - 17X24- -190  
32-862 3 \* 0-6-0T \* Davenport, 1923 (1972) - 17X24- -190  
32-863 4 \* 2-4-2T \* Porter, 1912 (5111) - 14X20-44-170-83,900-12,870 - Sc. 1948 San Diego & Arizona 5: MN 4

MOHAWK & HUDSON

9-17 16-12 "DEWITT CLINTON" \* 0-4-0 \* West Point Foundry, 1831 - 5 1/2 X 16 - 54 - 50 - 6,450 380 - As originally built and not a success Photo  
9-82 16-12 "DEWITT CLINTON" \* 0-4-0 \* NYC-built replica of rebuilt loco.  
16-15 "ROBERT FULTON" \* 0-4-0 \* Robt. Stephenson, Eng., 1831 - - 48 - BD  
16-15 "JOHN BULL" \* 4-2-0 \* As rebuilt by M & H, 1833 BD  
16-16 "EXPERIMENT" \* 4-2-0 \* West Point Foundry, 1832 - 9 1/2 X 16 - 60 BD  
16-17 "BROTHER JONATHAN" \* 4-2-0 \* Rebuilt by M & H, 1833 - ex "EXPERIMENT" D 9 1/2 X 16 - 60



MOHAWK & HUDSON (cont.)

( 16-18 "MOHAWK" \*4-2-0\* Robt. Stephenson, Eng., 1834-10x14-48 BD  
MOLINO TIMBER CO.

50-85 1 \*2-Trk. Shay \* Lima, 1912 - Gauge 2'-6"

MONONGAHELA

23-213 183 \*2-8-2 \* \*BLW, 1927-26x30-63-200-318,740-  
54,720-65,720 BP

MONTANA

2-137 5 \*4-6-0 \* Sch., 1885-18x26-57 CM&PS 2500 ? : Montana 5: CM&SP 4400(1910):  
Sc. 1925 C. 1908

MONTANA SOUTHERN Gauge 3'-0"

76-179 2 \*2-8-0 \*BLW, 1897(15247)-16x20-38-160-14.06-1021-64,000-  
72,000-18,320-Sc. 1935 F&CC 12' Gold Coin: CC&CS 2: 37:  
MS 2(1926)

MONTE ALTO Y TLAINEPANTLA (Mexico)

48-72 6 \*2-2-0 \*BLW, 1923(57606)-Gauge 3'-0" BP

MONTE CRISTO

3-191 49 \*4-4-0 \*

MONTERREY STEEL CO. (Mexico)

( 48-84 2 \*0-4-0T \* BP

MONTOUR

74-141 52 \*2-8-2 \* \* 28x32-63-200-276,500-  
362,500-67,700 exDL&W

MONTPELIER & WELLS RIVER

F-1 14 \*4-4-0 \* 1935

MORELOS, F.C. (Mexico)

48-27 4 "MORELOS" \*4-4-0\*BLW, 1879(4879)-Gauge 3'-0"-11x16-41-  
Morelos 4"M.: Inter Oceanico 4-Sold by 1889 BP

MORGAN RUN

19-315 1 \*0-4-0T\* BLW Demolished 1899

MORGAN'S LOUISIANA & TEXAS

33-20 5 "SABINE" \*4-4-0\*Niles & Co., 1854 - New Orleans, Opelousas  
& Great Western 5: ML&T 5 "S." (1878): T&NO 505 (1887)  
Sold 1897 Restored and displayed 1923 Sc. 1942 1923

3-84 9 \*4-4-0 \* Taunton, 1857-14x22-63-62,000  
NOO&GW 9: ML&T 9: SP 509 (1885) 1884

( 33-333 27 \*0-4-4T\* BLW, 1879 - ML&T 27: T&NO 527:  
(1881) 14' Sc. 1916 BP

3-86 5-46 47 \*4-4-0 \*BLW, 1884(7486)-16x24-Sc. 1912  
ML&T 47: SP 547: 127 46 → BP  
86 → Use

33-63 708 \*4-4-0 \*BLW, 1887 ML&T 708: T&NO 223 1896



MORGAN'S LOUISIANA & TEXAS (cont.)

33-335 MW1202 \*0-6-0 T \*BLW 1888 as 0-6-0 - As rebuilt - Sc. 1941  
 (1895) (1907) (1924)  
 ML&T 711: T&NO 701: 29: ML&T MW1202 1924

MORGANTOWN & KINGSWOOD

13-72 4 \*2-8-0 \*BLW, 1918 - 22X28 - 50 - 200 - 188,200 - 46,080 -  
 (1928)  
 Ret. by 1939 M&K 4: B&O 414 BP

13-12 14 \*4-6-0 \*BLW, 1909 - 18X24 - 56 - 180 - 130,350 - 21,250  
 (1920)  
 Ret. by 1946 M&K 14: B&O 164 BP

MORRISTOWN & FRIE

F-1 6 \*2-8-0 \* 1937

MOSCOW-KIEV-VORONEJE (Russia)

40-54 ? \*4-6-0 \* BLW Vauclain comp. BP

MOSCOW-WINDAU-RIBINSK (Russia)

40-38 509 \*2-8-0 \* BLW Vauclain comp. BP

MOSHER & McDONALD

50-27 1" BELLE \*2-Trk. Shay \*Lima, 1891 (337) 1892

MOSQUITO & COAL CREEK

2-177 "RATTLER" \*0-6-0 T \*BLW  
 50-185 3 \*<sup>2-Trk.</sup> Climax \* Climax, 1899

MOUNTAIN TIMBER CO.

50-102 103 \*<sup>2-Trk.</sup> Heisler \* Heisler

MOUNT AIREY & EASTERN Gauge 3'-0"

52-31 9 \*2-8-0 \*BLW, 1893 (13364) - Orig. built as 0-8-0  
 17X20 - 38 1915

MOUNT GREYNA NARROW GAUGE Gauge 2'-0"

5-98 8-31 11 \*4-4-0 \*BLW, 1889

5-98 15 \*4-4-0 \*BLW

MOUNT HOOD

2-176 1(1) \*<sup>2-Trk.</sup> Shay \*Lima "Bud"

1-38 1(2) \*2-8-2 \*BLW?

MOUNT SHASTA PINE & MFG. Co.

50-65 1 \*0-4-0 T \*

MOUNT SHASTA POWER CORP.

73-174 1 \*2-6-2 \*BLW, 1923 (56728) - 17X24 - 44 - 175 - 96,000 - 125,720 -

23,400 - MSPC 4: Pacific Gas & Electric 4: (1943)

Key System, Ltd. 4: Oakland Terminal 4: AT&SH 2447 (1944)

Modesto & Empire Traction 9 BP

MUD BAY LOGGING Co.

50-211 4 \*2-8-2 \*BLW, 1912

5-188 6 \*<sup>2-Trk.</sup> Heisler \* Heisler

MULTNOQUIAH LUMBER & Box Co.

50-110 4 \*Williamette\* Williamette 1923 (6)

MUNCIE BELT

16-273 1 \*0-6-0\* Brooks, 1895 51-106000 / BD

MYSORE IRON & STEEL WORKS (India)

8-181 10 \*4-8-0\* BLW, 1942 (64349) - Gauge 2'-0" - 12x18-33-66,800 BP

MEADVILLE, CONNEAUT LAKE & LINESVILLE

79-48 2 \*4-4-0\* BLW, 1885 (7641) - 15x24-61-123-25 455-9254-  
M&L 2: MCL & L 2: P S & L 18: P B & L 18: 200 - 1911 1890

MONTEZUMA LUMBER Co.

81-410 271 \*2-8-0\* BLW, 1882 - D & RG 271: DERGW 271: ML Co. 271 (1941) 1941/1946

MARIANNA & BLOUNTS TOWN

82-14 101 \*4-6-0\*

MISSISSIPPI & ALABAMA

82-19,20 & 21 4 \*2-6-2\*

MURFREESBORO - NASHVILLE

82-92 7 \*2-6-0\*

MANCHESTER & ONEIDA

82-285 6 \*4-4-0\*

MILWAUKEE & ST. PAUL

86-26 <sup>31</sup> "T.S. Davis" \*4-4-0\* Swinburne, 1854 - LaCrosse & Milw. 31 "T.S. Davis": Mast P <sup>(1861)</sup> 31 "T.S.D": CM & St P <sup>(1862)</sup> 31 <sup>(1874)</sup> CM & St P 31

MONROE RY Gauge 3'-0"

91-58 "ASA PACKER" \*2-6-0\* BLW, 1872

MINNEAPOLIS, SAULT STE MARIE & ATLANTIC

94-19 1 \*4-4-0\* Rhoads, 1884

94-32 6 \*4-4-0\* BLW, 1886

MILWAUKEE & ST. PAUL

97-87 "TITAN" \*0-4-0\* Lawrence M.S., 1855 as 4-4-0 - As rebuilt, c. 1865  
15x20-49-51,900 LaCrosse & Milwaukee 4" "TITAN":  
M&St P 4" T": CM & St P 4: 1: 1000 Sc. 1905

McNITT - HUYETT LBR. Co. Gauge 3-6

100-67 1 \*2-T Climax\* Climax, Cl. A, 1900 - 30,000 Sold 1909?

100-70 & 92 3 \*2-T Climax\* Climax, Cl. A, 1909? - 44,000

MENSCH & LOWENSTEIN

103-14 1 \*0-4-0 T\*

MEDIX RUN LUMBER Co.

104-82 ? \*0-4-2 T\* Porter, 1898 (1370)

MOUNT JEWETT, KINZUA & REITERVILLE

106-00 1 \*2 Tr. Shay\* Lima, 1889 (243) - 70,000

106-02 & 04 2 \*2 Tr. Shay\* Lima, 1891 (323) - 80,000

12L

McMICHAELS, B.F.

107-62 3 \*Cl.B\* Climax, 1903-40,000 Ga. 3-0  
MAYBURG CHEMICAL Co.

108-66 1 \*Cl.B\* Climax, 1924-40,000 Sc. 1943

108-63 2(2) \*2 Tr. Shay\* Lima, 1908(2067)-84,000 Sc. 1943

108-65 \*Cl.B\* Climax, 1902-64(80,000) Sc. 1943  
MINER GREEN & Co.

108-87 2 \*0-4-2T\* Pontar, 1889(1085)-28,000 Gauge 3-0  
MOORE, J.B.

110-47 ? \*Cl.A\* Climax, 1888-24,000 3-0 gauge  
MOORE, KEPPEL & Co.

110-93 5 \*2 Tr.\* Climax, 1916-120,000  
MARKLETON LUMBER Co.

112-49 196 \*Cl.A\* Climax, 1899(196)-30,000 3-0 gauge  
McFARLAND & BOLLINGER

112-57 1 \*Cl.A\* Climax, 1901-30,000 3-0 gauge  
McKELVEY BROS.

113A 113-71 2 \*2 Tr. Shay\* Lima, 1913(2663)-48,000 3-0 gauge BP

1426 112-103 3 \*2 Tr. Shay\* Lima, 1920(3128)-70,000 3-0 gauge BP  
 113-72  
 112-104

McNEAL, M.E.

112-33 1 \*2 Tr. Shay\* Lima, 1907(1963)-84,000 Std. gauge

112-34 ? \*Cl.B\* Climax, -60,000 3-0 gauge

112-35 ? \*Cl.A\* Climax, -50,000 3-0 gauge

112-34 3 \*Cl.B\* Climax, 1920-60,000 3-0 gauge

112-35 4 \*Cl.B\* Climax, 1929-11 1/2 x 12-30-200-13-85,000-18,000 3-0 gauge

MUNCY LUMBER Co.

112-39 & 40 2 \*Cl.A\* Climax, -44,000 3-0 gauge  
MEADOW MOUNTAIN LUMBER Co.

113-43 2 \*Cl.B\* Climax, -60,000 3-0 gauge

113-45 3 \*Cl.B\* Climax, 1900-40,000 " "

113-38 4 \*Cl.B\* Climax, 1900?-60,000 " "

MORRISON, GROSS & Co.

113-74 2 \*2 Tr.\* Heister, 1924(1511)-48,000 3-0 gauge BP  
MILWAUKEE, LAKE SHORE & WESTERN

121-38H "BEN JONES" \*4-4-0\* ? , 1871 #1

121-58D 33 \*4-4-0\* MLS & W, 1885

121-34P 75 \*4-4-0\* Rhode Is., 1887(1743)-MLS & W 75; C & NW 975 Sc 1923 c. 1885  
MAIVERN & FREED VALLEY

122-202 TG \*2-6-0\* BLW 00-BP



MILWAUKEE & NORTHERN

121-10F&34A	2	*0-4-2* Brooks, 1883 (940) - 16x22-48-58,400 (1893) (1898) (1899) M&N 2: CM&STP 902: 54: 1053 Sold 1911	121-PS1 34A -> 1890
121-34A	3	*0-4-2* Brooks, 1885 (1064) - 16x22-48-58,400 (1893) (1898) (1899) M&N 3: CM&STP 903: 60: 1059 Sold 1911	121-PS1
121-34E	13	*0-6-0* Brooks, 1890 (1673) - 17x24-50-79,550 (1893) (1898) (1899) M&N 13: CM&STP 913: 104: 1104 Sold 1918	121-PS1 BP
121-10G	18	*4-4-0* Grant, 1872 - 15x22-62-63,000 (1873) (1882) (1893) (1899) M&N 3 "LYNDON": WC 18: M&N 18: CM&STP 918: 1420 Sc. 1907	121-PS1
121-26B	19	*4-4-0* Brooks, 1872 (106) - 16x24-61-74,700 (1873) (1882) (1893) (1899) (1910) (1913) M&N 4 "HOLSTEIN": WC 19: M&N 19: CM&STP 919: 1294: 1457: 150 Sc. 1918	1884
121-34G	29	*4-6-0* Brooks, 1887 (1256) - 18x24-50-150-96,000-19,830 (1893) (1899) (1912) M&N 29: CM&STP 929: 4: 2053 Sc. 1926	121-PS1 BP
121-34E	41	*4-6-0* Brooks, 1890 (1707) - 18x24-5T-112,350 (1893) (1894) (1912) M&N 41: CM&STP 941: 9: 2004 Sc. 1926	121-PS1 BP

MEMPHIS, PARIS & GULF

122-131	1	*4-6-0* MP&G 1: MD&G 201 c 1906	
122-133	3	*2-8-0* BLW, 1899 (11993) - 19x26 - WNY&P 171: PRR 6297- M&P & G 8	1909

MISSOURI & ARKANSAS

122-154	17	*4-4-0*	
122-153	18	*4-6-0*	1940
122-153	54	*2-8-2*	1942

MISSOURI & NORTH ARKANSAS

122-150	12	*2-8-0* BLW, 1907	BP
122-149	(16)	*4-4-0* BLW	Sc. 1936 BP
122-152	20	*4-6-0* BLW M&NA 20: Ark. & Ozarks 20	BP
122-151	21	*2-8-2* BLW, 1912 M&NA 21: 32	BP
122-151	36	*2-8-2* BLW, 1914	BP
122-152	52	*2-8-2*	1940

MURFREESBORO & NASHVILLE

122-189	6	*4-6-0*	
122-190	7	*2-6-0* BLW, 1920 (52233)	1952

Mc KEAN & BUFFALO

129-130	2"	W.M.H. GLENNY "0-4-2T* Brooks MANITOU & PIKES PEAK	BP
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MOSCOW, CAMDEN & SAN AUGUSTINE

126-68	1	*Rock rail loco	1922
MA	201	*2-6-0*	1954



MISSOURI & ARKANSAS

129-111 61 \* 2-8-0 \* A-S, 1903 (29117) - 24x32-62½-180-182,900-205,900-45,120  
Eric RR 1579: StLS-W 533: M&A 61 Ret. 1949

129-111 62 \* 2-8-0 \* A-S, 1904 (29135) - 22x32-62½-200-194,310-218,940-42,130  
Eric RR 1597: 2101: StLS-W 532: M&A 62 Ret. 1949

MISSOURI, OKLAHOMA & GULF

136-147 304 \* 2-6-6-2 \* BLW, 1912 - 21 & 32x30-55-210-53-316,000-60,000  
MO&G 304: Kansas, Oklahoma & Gulf 304

MAINE CENTRAL

136-248 1201 \* 2-6-6-2 \* Alco, 1911 - 23 & 35x30-61-200-50-308,000-62,000  
B&M 1291: Me C 1201

MOWER LUMBER Co. 12

136-289 12 \* 4 Trk. Shay \* Lima, 1921 as 3 Trk. Shay - As rebuilt by G.C. & E. to 4 Trk. Shay, 1928  
(3) 17x18-48-200-49-404,000-68,000 G.C. & E. 12: M.L.C. 12

MONTANA UNION

136-292 75 \* 3 Trk. Shay \* Lima, 1890 - (3) 15x16-40-200-34-200,000-44,000  
Montana Union 75: East Butte Copper Mining Co 75

MIDDLE FORK

136-330 7 \* 3 Trk. Heister \* Heister, 1941 - 16½x14 - 200-25-180,000-40,000

MUD BAY LOGGING Co.

136-330 8 \* 2-6-6-2 \* BLW, 1928 - 18 & 28x24-44-200-32-210,000-43,000  
MBL Co 8: Weyerhaeuser Trn, Co 6: Puget Sound & Snoqualmie Valley 6

MACMILLAN & BLOEDEL LTD

136-371 1006 \* 2-6-6-2 T \* BLW, 1928 - 17 & 26x24-44-200-26-220,000-38,000  
Saginaw Logging Co. 5: Bloedel, Stewart & Welch Ltd. 6: MacM & B Ltd 1006

MANATI SUGAR Co.

136-372 18 \* 2-6-6-2 \* BLW, 1916 - 14½ & 22x20-41-200-26-139,000-25,000 (Cuba)

MEXICANO

136-373 22 \* 0-6-6-0 Fairlie \* Avonside, Eng. 1871 - (4) 15x22-43-145-18-163,000-27,000

136-373 30 \* 0-6-6-0 T Fairlie \* Avonside, Eng. 1874 - (4) 16x22-45-145-28-170,000-30,850

136-374 157 \* 0-6-6-0 T Fairlie \* Neilson, Scot. 1883 - (4) 16x22-45-165-29-207,000-35,000

136-375 181 \* 0-6-6-0 T Fairlie \* North British 1908 - (4) 17x25-48-180-44-268,000-46,000

136-375 185 \* 0-6-6-0 T Fairlie \* Vulcan, Eng. 1911 - (4) 19x25-48-180-50-307,000-58,000

MINERA MEXICANA PENELES

136-376 2 \* 0-4-4-0 \* Orenstein & Koppel, Germany 1906 - 8 & 10½x10 - 22½-150-5.5-37,000-4,600 Minerals y Metales 2:  
MMP 2 Preserved in Mexico

MARION & EASTERN

139-84 6 \* 2-10-0 \* BLW, 1918 M&E 6: NOT & M 948

MISSISSIPPI RIVER & BONNE TERRE

- 139-254 7 \* 2-8-0 \* Richmond, 1899 MR&BT 7: M-I 7 BP
- 139-256 20 \* 4-4-0 \* Richmond, 1901 BP
- 139-256 21 \* 4-4-0 \* Richmond, 1898 (2390) 256 → BP
- 139-252 24 \* 2-8-0 \* A-B, 1921 BP
- 139-258 30 \* 4-6-2 \* BLW, 1917 BP
- 139-260 31 \* 4-6-2 \* BLW, 1917 1925

MERIDIAN & BIGBEE RIVER

- 142-60 116 \* 2-8-0 \* BLW, 1916 (44835) - 23X28 - 51 Sus. & N.Y., 116: M&BR 116 (c.1942)

MONT ALTO RR

- 146-109 1 \* 2-6-0 \* BLW, 1872

MOBILE, JACKSON & KANSAS CITY

- 148-76 10 \* 4-6-0 \* BLW BP

M.O.S.O.

- 148-105 304 \* 2-6-6-2 \* BLW BP
- McRae, D&H LUMBER Co. 3-0 gauge

- 150-130 5 \* 2 Trk. Climax \* Sc. 1944 Wright Lbr. Co. ? : D&H McR 5 1938

MIDDLE TENNESSEE

- 150-42 4 \* 4-4-0 \* Altoona Sh., 1884 (922) - 17X24 PRR 17: WNY&P 28: (1982)
- PRR 6235: S1&E 500: Mid. Tenn, 4 (1909)

MORGAN & FENTRESS

- 150-211 2 \* 2 Trk. Shay \* Lima, 1905 (1577) - 10X12 - 29 1/2 American Lbr. Co 3: (1914) (1915) (1918)
- S1&E 968: M&F 2: Burm. R&L. ? : Wasau Saw. Lbr. Co. 4: Masonite Corp. Sc. 1931

MINERA DE PINOLES, CIA (Mex)

- 40-37 "SAN VICENTE" \* 2-6-2 T \* BLW, - Vauclair comp - Rack & adhesion BP

MANCHESTER Loco WORKS

- M "UNION" \* 0-4-0 \* MLW

MIDLAND TERMINAL

- 152-343 52 \* 2-8-0 \* BLW, 1897 (15131) - 21X26 - 52 - 180 - - 2118.4 - 132,600 - 149,550 - 33,740 CM 50: MIT 52 Sc. 1949 c. 1949
- 54-130 82-231 55 \* 2-6-0 \*
- 152-252 & 253 59 \* 2-8-0 \* 1949
- 54-146 60 \* 2-6-0 \*
- 152-260 65 \* 2-6-2 ? \* 1949

MAC-A-MAC CORPORATION

- 154-198 1 \* 2 Trk. Heister \* Heister Mfg. Co. M

MARION RIVER CARRY

- 154-105 2 \* 0-6-0 T \* M

MIDLAND RR Co. OF NEW JERSEY

- 153-130 15 \* 4-4-0 \* Danforth L&M, 1879 (1093) - 18X24 - 63 3/8 NJ Midland 15: Midland RR of NJ 15: NY SEW 15 (1881)

MONTANA CENTRAL

BP 157-39 27 \*0-6-0\* Brooks, 1898(3056) - 19X28-49-160-137,000-28,060  
 (1897) (1935)  
 MC 27: GN 86(2): 96(2) Sc. 1937 BP

BP 51-33 100 \*4-8-0\* Brooks, 1897(2866) - 21X34-55-180-172,000-212,750-41,710  
 (1897) Ret. 1931 BP

MONTANA WESTERN

BP 157-61 10 \*2-6-0\* Brooks, 1893(2371) - 19X24-55-160-102,000-  
 118,000-21,420 GN 36(1): Butte, Anaconda & Pacific 361:  
 (1893) (1898) (pre 1906) (1906)  
 31(1): 10(1): Columbia Southern 10: Oregon Ry & Nav Co 10:  
 (1910) Ret. 1947 (pre 1929)  
 Oregon-Washington Ry & Nav Co 10: UP 4209: Montana Western 10 1933

McKEESPORT & BELLE VERNON

BP 156-169 1 \*4-4-0\* Pittsburgh, 1889(899) - 17X24-62-170,000  
 (1891) (1900) E&T  
 McK & BV 1: PMcK & Y 105: 205 Gone 1901 BP

MAGMA ARIZONA

BP 160-690 1 \*2-4-2 T\* Alco, 1915 Gauge 3-0

BP 160-690 3 \*2-4-2\* Alco, 1917 " "

BP 160-690 4 \*2-4-2\* Alco, 1917 " "

160-699 5 \*2-8-2\* Std. gauge

160-710 6 \*2-6-0\* BLW - Arizona & New Mexico ? : MA G  
 (1950)

160-716 7 \*2-8-2\* - Tremont & Gulf 30: MA 7 1963

MARICOPA & PHOENIX

BP 160-506 "TEMPE" \*4-6-0\*

BP 160-511 4 \*4-6-0\*

MARICOPA & PHOENIX & SALT RIVER VALLEY

BP 160-526 5 \*4-4-0\* BLW, 1894 - M&P "KYRENE": 5:  
 (1895) (1910) (1910) (1924)  
 M&P & SRV 5: M&P 5: AE 76: SP de M ? - Sc. 1948

BP 160-527 6 \*4-4-0\* BLW, 1898 - Gila Valley, Globe & Northern ? :  
 (1906) M&P & SRV 6

MINNEAPOLIS, NORTHFIELD & SOUTHERN RY

MWR 30-1 506(2) \*2-10-0\* BLW, 1944(70695) - USSR 2379: MNES 506(2) (1944)

" " 506(1) \*2-10-0\* A-B, 1918 - USRA 7125: Erie 2474: DM&N 506(1)

M 404 \*2-8-0\* Alco, 1905 - DM&N ? : MNES 404 Ret. 1949 (1927)

M 143 \*2-6-0\* Alco, 1907 - Cross-comp. - Soo Line ? : Minn. Western ? :  
 (1927) MNES 143 Ret. 1932

M 146 \*2-6-0\* Alco, 1907 - Cross-comp. - Soo Line ? : Minn. Western ? :  
 (1927) MNES 146 Ret. 1932 (1933)

M 503 \*2-10-0\* A-B, 1918 - USRA 1081: DT&I 308: MNES 503 (1933)

M 100 \*2-6-0\* Porter, 1920 -

M 502 \*2-10-0\* A-B, 1917 - USRA 1068: DT&I 302: MNES 502 (1932)

M 507 \*2-10-0\* A-B, 1918 - USRA 1157: Erie 2450: AT&N 427: MNES 507 (1943) (1945)

M 506 \*2-10-0\* BLW, 1944(70695) - As above

MARYS RIVER LOG Co

M 5-7 \* 2-Truck Shay \* Lima

1918



# NACIONALES DE MEXICO

## 3-0" Gauge

48-35	17	*2-8-0* BLW, 1894(14055) as a Vaucrain comp. - Shown as simple (1908) 16X18-38 Hidalgo y Noreste 17 "HUAYA": NdeM 17 Sc. by 1930
48-17	131	*4-6-0* F-03* BLW, 1889(9932) - 16X20-48-140-52,000-70,000- 10,380 NM 131: NdeM 131 Sc. by 1930
48-159	185	*4-6-0* F-013* BLW, 1924(57942) - 17X20-49-180-88,520- 109,280-18,050 NdeM 221: 185 Ret. 1965 (1930) 1952
48-123	186	*4-6-0* F-013* BLW, 1924(57943) - As 185 NdeM 222: 186 Ret. 1965 (1930) 1948
48-149	189	*4-6-0* F-013* BLW, 1924(57964) - As 185 NdeM 225: 189 Ret. 1954 (1930)
48-128	190	*4-6-0* F-013* BLW, 1924(57965) - As 185 NdeM 226: 190 Ret. 1965 (1930)
48-127	241	*2-8-0* G-017* BLW, 1901(19034) - 17X18-36-150-79,805-89,650- 18,420 Michoacan y Pacifico 7: NM 87: NdeM 87: 241 Ret. 1954 (1900) (1908) (1930)
48-18	243	*2-8-0* G-018* A-C, 1921(62095) - 16X20-38-160-76,000- 83,000-18,450 NdeM 207: 243 Ret. 1951 (1930)
136-377	244	*2-6-6-2* HR-01* A-S, 1928(67710) - (14) 15X22-43-210-53- 161,500-204,000-41,100 NdeM 244: 365 Ret. 1954 (1930) 1929
48-127	245	*2-8-0* G-026* BLW, 1892(12849) - 16X20-38-175-75,280- 94,090-20,040 NM 158: NdeM 158: 245 Ret. 1965 (1908) (1930)
48-129	255	*2-8-0* G-028* BLW, 1898(15789) - 17X20-38-180-90,750- 99,720-23,270 NM 167: NdeM 167: 255 Ret. 1965 (1908) (1930) Rebuilt from Vaucrain comp.
48-137	256	*2-8-0* G-028* BLW, 1898(15790) - As 255 NM 168: NdeM 168: 256 Ret. 1965 (1908) (1930)
48-117 & 154	262	*2-8-0* G-030* BLW, 1921(55023) - 18X22-41-180-99,270- 110,270-26,600 NdeM 187: 262 In service 1968 117 → 1964 (1930)
48-131, 132,133,153 & 178	263	*2-8-0* G-030* BLW, 1921(55024) - As 262 NdeM 188: 263 Ret. 1968 (1930)
48-109	265	*2-8-0* G-030* BLW, 1921(55026) - As 262 NdeM 190: 265 Sold 1968 (1930) 1948
48-118, 128 & 143	268	*2-8-0* G-030* BLW, 1921(55052) - As 262 NdeM 193: 268 Ret. 1965 (1930)
48-120	269	*2-8-0* G-030* BLW, 1921(55053) - As 262 NdeM 194: 269 (1930)
48-30	270	*2-8-0* G-030* BLW, 1921(55054) - As 262 NdeM 195: 270 Ret. 1968 (1930)
48- Frontis, 32,152,153 & 157	272	*2-8-0* G-030* BLW, 1921(55056) - As 262 NdeM 197: 272 (1930)
X & 33	273	*2-8-0* G-030* BLW, 1921(55057) - As 262 NdeM 198: 273: Coahuila y Zacatecas 273: NdeM 273 (1930) (1959) (1968)
48-116	274	*2-8-0* G-030* BLW, 1921(55058) - As 262 - Rebuilt to std. gauge, 1952 NdeM 199: 274: 930 (1930) (1952)

NACIONALES DE MEXICO

3-0" GAUGE

48-145 280 \*2-8-0\* BLW, 1921(55111) - As 262 NdeM 205: 280 (1930) Ret. 1965

48-140 365 \*2-6-6-2\* HR-01\* A-S, 1928(67710) - (4) 15X22-43-210-53-  
161,500-204,000-41,100 NdeM 244: 365 (1930) Ret. 1954 1952

48-105#108 366 \*2-6-6-2\* HR-01\* A-S, 1928(67711) - As 365 NdeM 245: 366 (1930) Ret. 1082  
136-379 1954 1942

48-VI#106 368 \*2-6-6-2\* HR-01\* A-S, 1934(68645) - (4) 15X22-43-210-53-172,500-  
216,000-41,100 Ret. 1954

48-102#105 369 \*2-6-6-2\* HR-01\* A-S, 1936(68773) - As 368 Ret. 1954  
43-166 400 \*2-8-2\* KR-03\* BLW, 1903(21910) - As rebuilt by NdeM  
17X22-40-200-113,375-139,535-27,020 - Rebuilt to std. gauge  
# (1949) (c.1948) (1949) 2250 D&RGW 458: NdeM 400: 2250

NACIONAL DE MEXICO

STANDARD GAUGE

8-90	149	*4-6-2*	*BLW, 1921-25X28-67-250,870	BP
8-91	811	*2-8-0*	*BLW, 1921-21X28-55-174,760	BP
8-91	934	*2-8-2*	*BLW, 1921-25X30-57-270,000	BP
136-376	1109	*2-6-6-2*	*BLW, 1911-21½ X 33 X 52-56-220-67- 338,000-70,000 NdeM 1109: 2011	1911
44-123	1656	*2-8-0*	*BLW, 1923(56855)-22X28-57-200-191,430- 40,420 Norf. Sou. RR 532(2); Norf. Sou. RY 532(2); NdeM 1656	1952
129-108	1784	*2-8-0*	*BLW, 1921(54491)-25X30-61-190-212,300- 243,000-49,640 S+LS-W 569: FC del Pacifico 668: NdeM 1784	1961 (1952) (1957)
136-378	2015	*2-6-6-2*	*BLW, 1911 - As rebuilt and completely modernized at BLW and home shops c. 1921 NdeM 1113: 2015	(1930)
136-378	2020	*2-6-6-2*	*BLW, 1911 - As 2015 NdeM 1118: 2020	(1930)
136-380	2031	*2-6-6-2*	*A-S, 1937-(4) 28X30-57-250-71-394,000- 73,000	
136-381 & 415	2033	*2-6-6-2*	*A-S, 1937 - As 2031 Page 415 shows larger tender	381 → 1938
62-193	2528	*4-6-2*		381-1947
133-329	3027	*4-8-4*OR-1*	*A-S, 1946-25X30-70-250-387,000-57,000	c. 1955
133-238	3033	*4-8-4*OR-1*	*BLW, 1946 - As 3027	1962
IN	3038	*4-8-4*OR-1*	*BLW, 1946 - As 3027	
133-2	3041	*4-8-4*OR-1*	*BLW, 1946 - As 3027	
133-241	3043	*4-8-4*OR-1*	*BLW, 1946 - As 3027	1952
133-238	3056	*4-8-4*OR-1*	*A-S, 1946 - As 3027	1961
132-358	3201	*4-8-2*TR-1*	*A-R, 1923-25X28-68-200-287,000-43,100 FEC 305: NdeM 3201	1960
132-359	3304	*4-8-2*TR-3*	*A-S, 1926-26X28-73-200-322,000-44,000 FEC 443: NdeM 3304	(1941) 1954
132-360	3306	*4-8-2*TR-3*	*A-S, 1926 - As 3304 FEC 445: NdeM 3306	1964
132-363	3315	*4-8-2*TR-3*	*A-S, 1925-26X28-73-200-318,000-44,000 FEC 422: NdeM 3315	(1941)
132-357 & 361	3316	*4-8-2*TR-3*	*A-S, 1925 - As 3315 FEC 425: NdeM 3316	(1941)
44-123	3351	*2-8-4*	*BLW, 1940(62323)-23½ X 30-63-250-335,400- 49,300 Norf. Sou. RR(2) 601; Norf. Sou. RY(2) 601: NdeM 3351	(1942) (1948) 1962

NASHVILLE, CHATTANOOGA & ST. LOUIS

150-61	3	*4-6-0*	1899
150-182	29	*4-4-0*	
150-238	35	*4-4-0*	c.1906
150-72	45	*4-4-0*	
150-239	49	*4-4-0*	1909
150-246	82	*4-6-0?*	c.1907
150-67	148	*4-6-0*G-100*Rogers, 1891	
150-142	199	* * *	c.1900
46-51	280	*4-6-0*BLW, 1905-22x26-66-200-32,410	BP
23-119	284	*4-6-0*BLW, 1908-Balanced comp=16&27x26-66-210-170,000-28,700	BP
150-141	297	*2-8-0* As rebuilt from 3-0 gauge Nashville & Tuscaloosa 5: NC & STL 297	
C	305	*2-8-0*	1948
148-85	337	*4-6-2*BLW	BP
150-69	372	*2-8-0*	1939
150-240	413	*2-8-0?*	1921
150-77	417	*2-8-0*H-7-c*	1951
150-171	507	*4-6-2*	c.1930
132-131	551	*4-8-2*J-1*A-R, 1919-27x30-69-200-327,000-53,800	c.1940
132-131	554	*4-8-2*J-1*A-R, 1919-As 551	BP 1926
132-133	556	*4-8-2*J-1a*BLW, 1922-27x30-69-200-327,000-53,800-64,800	
132-135	558	*4-8-2*J-1a*BLW, 1922-As 556	1948
132-134	561	*4-8-2*J-1c*BLW, 1925-As 556	1940
133-91	566	*4-8-4*J-2*A-S, 1930-25x30-70-250-381,000-57,000	1943
133-90	568	*4-8-4*J-2*A-S, 1930-As 566	1949
71-55	570	*4-8-4*J-3*A-S, 1942-25x30-70-250-400,500-57,000	
133-92	572	*4-8-4*J-3*A-S, 1942-As 570	1943
133-93	577	*4-8-4*J-3*A-S, 1942-As 570	1948
63-89	587	*4-8-4*J-3*A-S, 1943-As 570	
136-176	616	*2-8-2+2-8-0T Tractor * RR Shops, 1913-25x30 and 20x24-58 and 50-200-67-265,000-51,000-81,300	
150-248	702	*0-4-0T* Davenport, 1912-3-0 gauge-10x16-30	c.1916
136-176	901	*2-8-8-2*BLW, 1915-27&41x30-56-210-86-469,000-99,000	
8-136	555	*4-8-2*J-1a*BLW, 1922-As 556	BP
150-305	576	*4-8-4*J-3-A-S, 1942-As 570	On exhibition



NEW ORLEANS, TEXAS & MEXICO

139-125	301	*4-6-0*A-D, 1903	NOT&M 67: STL-SF 678: NOT&M 301	(1913)	(1916)	1948
139-124	362	*4-6-0*TN-67*BLW, 1903-	NOT&M 61: STL-SF 530: NOT&M 362		(1916)	1948
139-124 & 126	385	*4-6-0*TN-69*A-B, 1921-				126 → 1937 124 → 1948 80 → 1938
139-80 & 85	943	*2-10-0*D-52*A-R, 1918	- M-K-T 8000: Sou. 8000: NOT&M 113: 943			1918
139-83	944	*2-10-0*D-52*A-R, 1918	- St. Louis & Hannibal 19: NOT&M 114: 944			1948
139-85	946	*2-10-0*D-52*A-B, 1918	- NOT&M 116: 946			1937
139-84	948	*2-10-0*D-52*BLW, 1918	- Marion & Eastern 6: NOT&M 118: 948			
139-44	1034	*2-8-0*D-52*	STL-SF 974: NOT&M 104: 1034			
139-44	1037	*2-8-0*D-52*BLW, 1907	978: 107: 1037			

NEW YORK CENTRAL 1853-1869

	16-22	11	*4-4-0*				E
	16-28	25	*4-4-0*	,1853-16X22-72	"H. STEVENS"		1859
	16-29		*4-4-0*	,1853.	"DEAN RICHMOND"		
5-27	16-31	57	*4-4-0*	Sch., 1854 (96)	"W. R. GIFFORD"		
	16-27	94	*4-4-0*	New Jersey L & M, 1854	"EMPIRE STATE"		BL
	16-29		*4-4-0*	Sch., 1854 - 16X22-72	"DAVID UPTON"		
	16-30	268	*4-4-0*		"ROBERT L. DAVIS"		c. 1865
	16-30	276	*4-4-0*	Sch., 1865	"JOHN C. ELLIS"		
	16-30	280	*4-4-0*	NYC, 1867	"CEPHUS MANNING"		BL
	5-30	285	*4-4-0*	NYC, 1867			c. 1867
	16-31	320	*4-6-0*	Sch., 1855-17X24-54-52,000±			BL

NEW YORK CENTRAL 1914-1968

17-29	19-230	1	*2-8-2 *H-10a *Lima, 1922 - 28X30-63-210-66,4-4578-1780-248,000- 335,000-66,640-77,640	(1936) NYC 1: 2101	BP
	16-81	2	*0-6-0T* *BLW, 1883 - Dummy	(1936)	
	17-43	2	*2-8-2 *H-10a *Lima, 1922 - As 1	NYC 2: 2102	1922
	16-81	10	*0-6-0T* , 1890 - Dummy	Sc. 1932	
	26-191	22	*4-6-0* Fx *Sch., 1899 (5108) - As reblt. - 20X26-60-157,000 (1932) (1936)	U&D 22: NYC 22: 802	Sc. 1948
	26-164	23	*4-6-0* Fx *Sch., 1901 (6070) - 19X26-60-148,300 (1932) (1936) (1948)	U&D 23: NYC 23: 803; 1218	Sc. 1949
	26-169	30	*4-6-0* Fx *A-S, 1906 (39952) - 20X26-63-167,000 (1932) (1936) (1948)	U&D 30: NYC 30: 808: 1222	Sc. 1949
	26-193	36	*4-6-0 Fx *A-S, 1907 (43061) - 20X26-63-164,000 (1932) (1936) (1948)	U&D 36: NYC 36: 813: 1226	Sc. 1949
	17-178	38	*2-4-4T*		1920
	26-166	40	*4-6-0* Fx *A-S, 1907 (43065) - As reblt. - 21X26-63-176,500 (1932) (1936) (1948)	U&D 40: NYC 40: 817: 1230	Sc. 1949
	171-95	81	*2-8-2 *H-10a* -As 1		1932
	16-133	197	*0-6-0 *B-10 *A-S, 1904 - 21X28-57-180-152,500 - 33,140		
	171-27	262	*0-8-0 *U-3b *Lima, 1921 - 25X28-52 - 219,500	NYC 262: 7662	BP
	23-205	340	*2-8-2 *H-10b *Alco, 1924 - 28X30-63-200-337,000-63,470-74,670	NYC 340: 2380	BP
	171-97	368	*2-8-2 *H-10b*		
	23-169	415	*0-8-0* *Alco, 1918 - 25X28-51-175-214,000-51,040		BP
	171-16	625	*0-6-0*		
	171-127	781	*4-4-2 *I-10L *A-S, 1907 - Built as Cl, I-g, NYCEHR 3781: NYC 781		
	171-126	790	*4-4-2 *I-10g*		1927
	16-165				
	26-167 & 169	800	*4-6-0* Fx *Sch., 1899 (5106) - 19X26-60-200-148,300-26,590 (1932) (1936)	U&D 19: NYC 19: 800	Sc. 1946
	17-156				167 → 1941
	171-133, 231 & 252	800	*4-8-4 *HS-1a *Alco, 1931 *Experimental type - (1) 13 7/8 x 30, (2) 23X30- Booster (1936) 69-850 & 250-65-435,000-66,000-79,750	NYC 800: 80	Sc. 1939
	16-143	801	*4-4-2* *Sch., 1901 St. Law. & Adiron. 11: NYC 801		
	26-184	803	*4-6-0* Fx *Sch., 1901 (6070) - As NYC 23 (1932) (1936) (1948)	U&D 23: NYC 23: 803: 1218	Sc. 1949
	16-157				1936
	171-143	804	*4-6-0* Fx *A-S, 1902 (25800) - As NYC 23 (1932) (1936)	U&D 25: NYC 25: 804	Sc. 1948
	16-157				143 → 1939
	17-184	805	*4-6-0* Fx *A-S, 1902 - As NYC 23 (1932) (1936) (1948)	U&D 26: NYC 26: 805: 1220	Sc. 1949
					157 → 1940
	17-185	808	*4-6-0* Fx A-S, 1906 (39952) - 20X26-63-167,000 (1932) (1936) (1948)	U&D 30: NYC 30: 808: 1222	Sc. 1949

NEW YORK CENTRAL 1853-1869

	16-22	11	*4-4-0*				E
	16-28	25	*4-4-0*	, 1853-16X22-72	"H. STEVENS"		1859
	16-29		*4-4-0*	, 1853.	"DEAN RICHMOND"		
5-27	16-31	57	*4-4-0*	Sch., 1854 (96)	"W. R. GIFFORD"		
	16-27	94	*4-4-0*	New Jersey L & M, 1854	"EMPIRE STATE"		BL
	16-29		*4-4-0*	Sch., 1854 - 16X22-72	"DAVID UPTON"		
	16-30	268	*4-4-0*		"ROBERT L. DAVIS"		c. 1865
	16-30	276	*4-4-0*	Sch., 1865	"JOHN C. ELLIS"		
	16-30	280	*4-4-0*	NYC, 1867	"CEPHUS MANNING"		BL
	5-30	285	*4-4-0*	NYC, 1867			c. 1867
	16-31	320	*4-6-0*	Sch., 1855-17X24-54-52,000±			BL



NEW YORK CENTRAL 1914-1968

17-29	19-230	1	*2-8-2 *H-10a *Lima, 1922 - 28X30-63-210-66,4-4578-1780-248,000- 335,000-66,640-77,640	(1936) NYC 1: 2101	BP
	16-81	2	*0-6-0T* *BLW, 1883 - Dummy	(1936)	
	17-43	2	*2-8-2 *H-10a *Lima, 1922 - As 1	NYC 2: 2102	1922
	16-81	10	*0-6-0T* , 1890 - Dummy	Sc. 1932	
	26-191	22	*4-6-0* Fx *Sch., 1899 (5108) - As reblt. - 20X26-60-157,000 (1932) (1936)	U&D 22: NYC 22: 802	Sc. 1948
	26-164	23	*4-6-0* Fx *Sch., 1901 (6070) - 19X26-60-148,300 (1932) (1936) (1948)	U&D 23: NYC 23: 803; 1218	Sc. 1949
	26-169	30	*4-6-0* Fx *A-S, 1906 (39952) - 20X26-63-167,000 (1932) (1936) (1948)	U&D 30: NYC 30: 808: 1222	Sc. 1949
	26-193	36	*4-6-0 Fx *A-S, 1907 (43061) - 20X26-63-164,000 (1932) (1936) (1948)	U&D 36: NYC 36: 813: 1226	Sc. 1949
	17-178	38	*2-4-4T*		1920
	26-166	40	*4-6-0* Fx *A-S, 1907 (43065) - As reblt. - 21X26-63-176,500 (1932) (1936) (1948)	U&D 40: NYC 40: 817: 1230	Sc. 1949
	171-95	81	*2-8-2 *H-10a* -As 1		1932
	16-133	197	*0-6-0 *B-10 *A-S, 1904 - 21X28-57-180-152,500 - 33,140		
	171-27	262	*0-8-0 *U-3b *Lima, 1921 - 25X28-52 - 219,500	NYC 262: 7662	BP
	23-205	340	*2-8-2 *H-10b *Alco, 1924 - 28X30-63-200-337,000-63,470-74,670	NYC 340: 2380	BP
	171-97	368	*2-8-2 *H-10b*		
	23-169	415	*0-8-0* *Alco, 1918 - 25X28-51-175-214,000-51,040		BP
	171-16	625	*0-6-0*		
	171-127	781	*4-4-2 *I-10L *A-S, 1907 - Built as Cl, I-g, NYCEHR 3781: NYC 781		
	171-126	790	*4-4-2 *I-10g*		1927
	16-165	800	*4-6-0* Fx *Sch., 1899 (5106) - 19X26-60-200-148,300 - 26,590 (1932) (1936)	U&D 19: NYC 19: 800	Sc. 1946
	26-167 & 169				167 → 1941
	17-156	800	*4-8-4 *HS-1a *Alco, 1931 *Experimental type - (1) 13 1/4 x 30, (2) 23 x 30 - 69-850 & 250-65-435,000-66,000-79,750	NYC 800: 80	Sc. 1939
	171-133, 231 & 252				BP
	16-143	801	*4-4-2* *Sch., 1901 St. Law. & Adiron. 11: NYC 801		
	26-184	803	*4-6-0* Fx *Sch., 1901 (6070) - As NYC 23 (1932) (1936) (1948)	U&D 23: NYC 23: 803: 1218	Sc. 1949
	16-157	804	*4-6-0* Fx *A-S, 1902 (25800) - As NYC 23 (1932) (1936)	U&D 25: NYC 25: 804	Sc. 1948
	171-143				143 → 1939 157 → 1940
	16-157	805	*4-6-0* Fx *A-S, 1902 - As NYC 23 (1932) (1936) (1948)	U&D 26: NYC 26: 805: 1220	Sc. 1949
	17-184				
	17-185	808	*4-6-0* Fx *A-S, 1906 (39952) - 20X26-63-167,000 (1932) (1936) (1948)	U&D 30: NYC 30: 808: 1222	Sc. 1949

NEW YORK CENTRAL 1914-1968

26-165#173	809	* 4-6-0 *	Fx	*A-S, 1906 (39954) - As rebuilt - 21x26-63-176,500 (1932) (1936) U&D 32: NYC 32: 809 Sc. 1945	165 → 1936 173 → 1940
17-185 171-142	810	* 4-6-0 *	Fx	*A-S, 1906 (39955) - 20x26-62-167,000 (1932) (1936) (1948) U&D 33: NYC 33: 810: 1223 Sc. 1949	142 → 1941
16-159 26-173#176	811	* 4-6-0 *	Fx	*A-S, 1906 (39956) - As rebuilt - As 809 (1932) (1936) U&D 34: NYC 34: 811 Sc. 1948	
26-171#175	812	* 4-6-0 *	Fx	*A-S, 1906 (39957) - As 808 (1932) (1936) (1948) U&D 35: NYC 35: 812: 1225 Sc. 1949	142 → 1941 171 → 1948
171-143	813	* 4-6-0 *		ex U&D	C. 1940
26-156#174	814	* 4-6-0 *	Fx	*A-S, 1907 (43062) - As rebuilt - As 809 (1932) (1936) (1948) U&D 37: NYC 37: 814: 1227 Sc. 1949	
26-165#172	815	* 4-6-0 *	Fx	*A-S, 1907 (43063) - As rebuilt - As 809 (1932) (1936) (1948) U&D 38: NYC 38: 815: 1228 Sc. 1949	
26-178	817	* 4-6-0 *	Fx	*A-S, 1907 (43065) - As rebuilt - As 809 (1932) (1936) (1948) U&D 40: NYC 40: 817: 1230 Sc. 1949	165 → 1936 172 → 1940
16-85 171-135	819	* 4-6-0 *	F-12	*A-S, 1905 - 22x26-69-199,500 (1936) NYC&HR 2098: NYC 2098: 819	135 → 1935 139 → 1938 135 → 1938
171-135#139	822	* 4-6-0 *	F-12a *		(1936)
17-186	823	* 4-6-0 *	F-12a *	*A-S, 1906 - As 819 NYC&HR 2080: NYC 2080: 823	(1936)
63-113	824	* 4-6-0 *	F-12a *	*A-S, 1906 - As 819 NYC&HR 2084: NYC 2084: 824	(1936)
171-137	831	* 4-6-0 *	F-12e *		1941
171-128	837	* 4-4-2 *			1916
16-97	876	* 4-4-2 *			Sc. 1927
154-258	876	* 4-6-0 *	F-12g *	*A-S, 1908 - 22x26-69-213,000	1937
171-126	885	* 4-4-2 *	I-10f *		1924
171-61	913	* 2-8-0 *	G-96c *	*A-B, 1907 - K&M ? : NYC 913 (1907)	
26-160	960	* 4-4-2 *	*		1915
16-97 16-69	970	* 4-4-2 *		ex 2970	1923
26-166	1013	* 4-4-0 *	C *	NYC 877: 1037: 1038: 1013	
16-61	1038	* 4-4-0 *		ex 870	
16-68	1043	* 4-4-0 *			
171-64	1048	* 2-8-0 *	G-6+		1940
16-77	1086	* 4-4-0 *	C-14a *	*Sch., 1893 - As rebuilt Oswego Shops, 1906 - 19x24-70-180- 124,000 - 18,940 NYC&HR 999: 1086: NYC 1086 (1913) (1914)	
171-64	1101	* 2-8-0 *	G-73 *	*Brooks, 1901	C. 1940
17-182	1107	* 2-8-0 *	G-43c *	*A-B, 1902 - 21x30-63-184,500 LSEMS 5815: NYC 1107 (1936)	
17-182	1108	* 2-8-0 *	G-43c *	*A-B, 1902 - As 1107 LSEMS 5819: NYC 1108	
17-181	1121	* 2-8-0 *	G-46e *	*A-S, 1912 - 25x30-57-253,000 T&OC 9661: NYC 1121 (1936)	

NEW YORK CENTRAL 1914-1968

17-181	1149	* 2-8-0 *	G-46h * A-B, 1912-23x30-57-253,000	CCC&STL 6849: NYC 1149	(1936) 1939
16-277	1153	* 2-8-0 *	G-46h * A-B, 1912-A=1149	CCC&STL 6853: NYC 1153	(1936)
17-181	1170	* 2-8-0 *	G-46h * A-B, 1912-A=1149	CCC&STL 6870: NYC 1170	(1924)
171-60 16-299	1192	* 2-8-0 *		K&M ? : NYC 1192	
171-63	1199	* 2-8-0 *	G-6i * A-B, 1909-23x32-63-238,500		
			(1919) (1936) (1948) (1952)	MC 7823: 7641: NYC 971: 1117: 1199	
26-171	1225	* 4-6-0 *	Fx * A-S, 1906 (39957) - A=812	USD 35: NYC 35: 812: 1225	(1936) (1936) (1948) Sc. 1949 194
17-187	1234	* 4-6-0 *	H-5e * Alco, 1906	NYC 1234: Atl., Birm. & Coast 235	
17-186 16-86	1237	* 4-6-0 *	F-12a * A-S, 1906 - 22x26 - 69-199,500		
171-138	1244	* 4-6-0 *			
171-135	1251	* 4-6-0 *	F-12g *		1947-1950
171-131	1264	* 4-6-0 *	F-12g *		
171-138	1267	* 4-6-0 *	F-12g *		
16-308	1290	* 4-6-0 *			
17-34 16-90	1305	* 2-8-2 *	H-5n * A-B, 1914-25x32-63-289,300	NYC 3835: 1305	(1936)
127-6	1315	* 2-8-2 *	H-5p * A-B, 1915-A=1305	NYC 3853: 1315	1936
127-Cover	1320	* 2-8-2 *	H-5g * West Albany Shops, 1915-25x32-63-289,300		1957
17-44	1331	* 2-8-2 *	H-5p * A-B, 1916-A=1305	NYC 3877: 1331	
17-14	1343	* 2-6-6-2 *	NE-2g * A-S, 1921-2 1/2 E. 34x32-57-200-566 -		
			- 373,000 - 67,500 c. - 81,000 s.	NYC 1343: 1943	BP
136-251 171-51	1348	* 2-6-6-2 *	E-2g * A-S, 1921-A=1343	NYC 1348: 1948	(1936) 51 - 1950
127-10	1351	* 2-8-2 *	H-5p * A-B, 1917-25x32-63-289,300		1939
17-16	1357	* 2-6-6-2 *	NE-2d * A-S, 1917-2 1/2 E. 34x32-57-200-566 -		
			- 373,000 - 67,500	NYC 1357: 1935	
171-48	1359	* 2-6-6-2 *			1942
F-2	1359	* 2-8-2 *	H-5p *	NYC 3912: 1359	(1936)
127-4	1366	* 2-8-2 *	H-5g *	- A=1366	1938
136-250	1391	* 2-6-6-2 *	* Alco, 1911 - A=1343	NYC & HR 1391: NYC 1391	(1914)
16-221	1394	* 2-8-2 *	H-5p * A-B, 1915 - A=1305	NYC 4082: 1394	(1936) 1955
17-34	1405	* 2-8-2 *	*	- Orig. blt. as 2-8-0 - A=rebuilt	
16-53	1411	* 4-4-0 *	C-12 *		1921
17-39	1428	* 2-8-2 *	H-5L *	- Orig. blt. as 2-8-0 - A=rebuilt by A-B, 1913	
			25x32-63-280,000	NYC 4120: 1428	(1936)
127-9	1440	* 2-8-2 *	H-5+ * Lima, 1916 - 25x32-63-295,300	NYC 3940: 1440	(1936)
171-74	1444	* 2-8-2 *	H-5+ * Lima, 1916 - 25x32-63-180-565-4010 -		
			284,000 - 48,550		
16-91	1456	* 2-8-2 *	H-5+ * Lima, 1916 - 25x32-63-180-335,900-48,570 -		
			58,470	NYC 3956: 1456	(1936)
17-34	1475	* 2-8-2 *	H-5+ *	- A=1456	NYC 3975: 1475 (1936)

NEW YORK CENTRAL 1914-1968

16-88	1524	*	2-8-2	*	H-5L	* Orig. bld. as 2-8-0 - As rebuilt by A-B, 1913 - As 1428	1956
171-74	1529	*	2-8-2	*	H-5p	* As rebuilt from 2-8-0, Cl. G-51 IHB 7877: NYC 1529	
17-35	1534	*	2-8-2	*	H-5L	* Orig. bld. as 2-8-0 - As rebuilt by A-B, 1913 As 1428 (1936) CCC&STL 6034: NYC 1534	
127-7	1571	*	2-8-2	*	H-5+	* Lima, 1916 - 25X32-63-286,000 NYC 6071: 1571 (1936)	1949
16-278	1575	*	2-8-2	*	H-5+	* Lima, 1916 - As 1456 CCC&STL 6075: NYC 1575 (1936)	
171-76	1579	*	2-8-2	*	H-5+	*	1949
16-278	1584	*	2-8-2	*	H-5+	* Lima, 1916 - As 1456 CCC&STL 6084: NYC 1584 (1936)	
17-34	1586	*	2-8-2	*	H-5+	* Lima, 1916 - As 1456 CCC&STL 6086: NYC 1586 (1936)	
171-72	1591	*	2-8-2	*			1948
16-220	1594	*	2-8-2	*	H-5p	* A-B, 1906 as 2-8-0 - As rebuilt by A-B, 1915 - 25X32-63-180- (1936) 284,100-48570 CCC&STL 4106: NYC 1594	
16-82	1718	*	2-6-0	*	E-1b	* NYC & HR 1899 - 20X26-57-180-160,688-27,920 (1936) NYC & HR 815: NYC 1718: 1913	1936
17-31	1724	*	2-8-2	*	H-6a	* BLW, 1918 (50671) - 26X30-63-300,500 (1936) (1951) CCC&STL 6113: NYC 1724: 6313	1937
171-83	1746	*	2-8-2	*	H-6a	* 26X30-63-200-66,7-3777-292,000-54,700	1949
171-82	1780	*	2-8-2	*	H-6a	* As 1746	
17-31	1786	*	2-8-2	*	H-6a	* A-S, 1918 (57659) - As 1724 MC 7986: NYC 1786: 6355 (1936) (1951)	
154-256	1818	*	2-8-2	*	H-6a	* A-S, 1918 - As 1724	1936
154-257	1821	*	2-8-2	*	H-6a	* A-S, 1918 - As 1724	1937
171-83	1824	*	2-8-2	*	H-6a	* - As 1724	c. 1950
17-35	1842	*	2-8-2	*	H-6a	* A-S, 1918 (60292) - As 1724 NYC 5142: 1842: 6387 (1936) (1951)	
171-82	1852	*	2-8-2	*	H-6a	* Lima, 1918 - As 1746 NYC 5152: 1852 (1936)	1939
171-82	1853	*	2-8-2	*	H-6a	* Lima, 1918 - As 1746 NYC 5153: 1853 (1936) (1951)	1949
17-34	1855	*	2-8-2	*	H-6a	* Lima, 1918 (5755) - As 1746 NYC 5155: 1855: 6397 (1936)	
17-217	1878	*	2-8-2	*	H-6a	* Lima, 1918 (5778) - As 1746 NYC 5178: 1878	
154-258	1881	*	2-8-2	*	H-6a	* Lima, 1918 - As 1746	1937
17-33	1882	*	2-8-2	*	H-6a	* Lima, 1918 (5782) - As 1746 NYC 5182: 1882 (1936)	
17-36	1889	*	2-8-2	*	H-6a	* Lima, 1919 (5789) - As 1746 NYC 5189: 1889 (1936)	
17-42	1894	*	2-8-2	*	H-62	* Lima, 1919 (5794) - As 1746 NYC 5194: 1894	
17-183	1896	*	2-Trk, Shay	*		* Lima, 1923 (3235) - (3) 12X12-36-200-29-139,400 - 27,400 (1936) NYC 1896: 7185	BP
136-352	1897	*	2-Trk, Shay	*		* Lima, 1923 (3236) - As 1896 NYC 1897: 7186 (1936)	
154-141	1901	*	2-6-0	*	E c	* A-S, 1907 - 19X26-64-120,000	1938
154-256	1920	*	2-6-0	*	E-1d	* A-S, 1900 - 20X28-57-160,000	1937
16-151	1924	*	0-6-0T	*		* BLW, 1883 - Built as NYWS & B 105 (1936)	
17-187	1924	*	2-6-0	*	E-1e	* A-S, 1919 - As 1920 NYC 1861: 1924 (1936)	
136-252	171-49	1933	* 2-6-6-2	*	NE-2d	* A-S, 1917 - As 1357 - NYC 1354: 1933	49 → 1939



## NEW YORK CENTRAL 1914-1968

171-53	1937	* 2-6-6-2 *	NE-2d *			
171-51	1943	* 2-6-6-2 *	*			
171-49	1944	* 2-6-6-2 *				
171-50	1945	* 2-6-6-2 *	NE-2d *			
17-16#17	1947	* 2-6-6-2 *	NE-2g *	A-S, 1921-	NYC 1347: 1947	(1936)
17-35	1954	* 2-8-2 *	H-7e *	A-S, 1920- 27X30-63-343,100	CCCESTL 6154; NYC 1954	(1936)
17-42	1956	* 2-8-2 *	H-7e *	A-S, 1920- As 1934	CCCESTL 6156; NYC 1956	(1936)
17-35	1957	* 2-8-2 *	H-7e *	A-S, 1920- As 1954	CCCESTL 6157; NYC 1957	(1936)
171-88	1958	* 2-8-2 *	H-7e *	A-B, 1920- 27X30-57-185-60-4740-	-	-
				328,000-59,000		
171-85	1960	* 2-8-2 *	H-7e *	A= 1958		1953±
17-43						(1936)
171-88	1968	* 2-8-2 *	H-7e *	A-S, 1920- As 1954	CCCESTL 6168; NYC 1968	(1936)
17-37	1985	* 2-8-2 *	H-7e *	A-S, 1920- As 1954	CCCESTL 6185; NYC 1985	(1936)
17-42	1986	* 2-8-2 *	H-7e *	A-S, 1920- As 1954	CCCESTL 6186; NYC 1986	(1936)
171-84	1996	* 2-8-2 *	H-7e			
171-85	2001	* 2-8-2 *	H-7c *	A-B, 1913- 27X30-63-330,600	MC 7901; NYC 2001	(1936) 1949
17-40	2002	* 2-8-2 *	H-7c *	A-B, 1913- As 2001	MC 7902; NYC 2002	(1936)
16-299	2010	* 2-8-2 *	H-7c *	A-B, 1913- As 2001	MC 7910; NYC 2010	(1936)
171-141	2014	* 4-6-0 *	F-3 *	BLVX		
127-8	2014	* 2-8-2 *	H-7c *	A-B, 1913- As 2001		1946
17-40	2030	* 2-8-2 *	H-7d *	A-B, 1913- As 2001	MC 7930; NYC 2030	(1936)
171-84	2049	* 2-8-2 *	H-7b *	A-B, 1913-		
171-84	2054	* 2-8-2 *	H-7a *	A-B, 1912-		
171-139	2070	* 4-6-0 *	*			1914
171-94	2071	* 2-8-2 *	H-10b *	- 28X30-63-200-66,4-4375-	-	
154-258	2088	* 4-6-0 *	*	- 334,500-63,500		1949
154-258	2088	* 4-6-0 *	*			1916
17-32	2095	* 2-8-2 *	H-10b *	Lima, 1924- 28X30-63-337,000	NYC 2327; 2095	(1936)
26-136	2097	* 4-6-0 *	*			1919
171-97	2102	* 2-8-2 *	H-10a *			1947
17-42	2113	* 2-8-2 *	H-10g *	Lima, 1922- 28X30-63-342,500	NYC 13; 2113	(1936)
154-172	2114	* 4-6-0 *	*			c. 1920=
17-37	2178	* 2-8-2 *	H-10a *		NYC 78; 2178	(1936) 1938
17-43	2191	* 2-8-2 *	H-10a *	A-S, 1923- As 2113	NYC 91; 2191	(1936)
17-38	2197	* 2-8-2 *	H-10a *	A-S, 1923- As 2113	NYC 97; 2197	(1936)
17-36	2218	* 2-8-2 *	H-10a *	A-S, 1923- As 2113	MC 118; NYC 2218	(1936)
17-42	2232	* 2-8-2 *	H-10a *	Lima, 1923- As 2113	MC 132; NYC 2232	(1936)
17-32	2234	* 2-8-2 *	H-10a *	A-S, 1922- As 2113	NYC 134; 2234	(1936) 1945
17-39	2252	* 2-8-2 *	H-10a *	A-S, 1922- As 2113	NYC 1521; 2252	(1936)

NEW YORK CENTRAL 1914-1968

17-43	2323	*	2-8-2	*	H-10b	* Lima, 1924 - As 2095	NYC 223: 2323 (1936)	
17-44	2329	*	2-8-2	*	H-10b	* Lima, 1924 - As 2095	NYC 229: 2329 (1936)	
17-217	2367	*	2-8-2	*	H-10b	* A-S, 1924 - As 2095	MC 327: NYC 2367 (1936)	
171-95	2371	*	2-8-2	*	H-10b	*		
171-91	2397	*	2-8-2	*	H-10b	*		1944
171-226	2462	*	4-8-2	*	L-2d	* A-S, 1929 - 27X30-69-225-75.3-4676-	(1936)	
17-128						- 365,000-60,620-73,020	NYC 2462: 2962	BP
23-167	132-76	2500	*	4-8-2	* L-1a	* A-S, 1916 - 28X28-69-190-66.8-4430-		
						- 343,000-51,380		BP
17-150	2502	*	4-8-2	*	L-1a	* A-S, 1916 - As 2500		
171-216	2509	*	4-8-2	*	L-1a	* A-S, 1916 * A= 2500		
132-77	2511	*	4-8-2	*	L-1a	* A-S, 1916 - 28X28-69-200-54080	As upgraded 4,000	1950
171-221	2512	*	4-8-2	*	L-1a	* A-S, 1916 - As 2500		
132-77	2516	*	4-8-2	*	L-1a	* A-S, 1916 - As 2500		1923
171-220	2540	*	4-8-2	*	L-1b	* A-S, 1917-		
132-78	2548	*	4-8-2	*	L-1b	* A-S, 1917/8 - As 2511 upgraded		c. 1945
171-216	2561	*	4-8-2	*	L-1b	* A-S,		
17-128	2568	*	4-8-2	*		* A-S, as 2 cyl. - As reblt. to 3 cyl. by A-S, 1922		
23-201	171-218					3-25X28-69-200-66.9- - - - 368,000-64,670-75,670		201 -> BP 218 -> 1923
171-218	2569	*	4-8-2	*		* A-S, as 2 cyl. - As reblt. to 3 cyl. in 1924	Sc. 1936	
17-142	2577	*	4-8-2	*	L-1b	* A-S, 1918 - 28X28 - 69 - 364,500		
171-216	2600	*	4-8-2	*	L-1c	* Lima, 1918 - 28X28 - 69 - 190 - 66.8 - 4430 -		
						- 343,000 - 51,380		1919
171-217	2624	*	4-8-2	*	L-1c	* Lima, 1918 - As 2600		
17-128	2629	*	4-8-2	*	L-1c	* Lima, 1918 - As 2600		BP
171-223	2635	*	4-8-2	*	L-1c	* Lima, 1918 - As 2600		
171-220	2645	*	4-8-2	*	L-1d	* Lima, 1918 - 28X28 - 69 - 190 - 66.8 - 4430 -		
						- 343,000 - 51,400		
171-216	2646	*	4-8-2	*	L-1d	* Lima, 1918 - As 2645		
132-81	2647	*	4-8-2	*	L-1c	* Lima, 1918-		1919
132-81	2661	*	4-8-2	*	L-1d	* Lima, 1918 - As 2511	upgraded	1942
171-222	2677	*	4-8-2	*	L-1d	* Lima, 1918 - As 2645		1947
171-54	2685	*	2-8-0	*	G-4a	* A-S, 1903 - As reblt., 1907 from compound - Cyl. 23X30		
17-128 & 143	2700	*	4-8-2	*	L-2a	* A-S, 1925 - 27X30-69-225-75.3-364,000-60,620-73,020		128 -> BP
23-197								
17-141	2717	*	4-8-2	*	L-2a	* A-S, 1926 - As 2700		
17-135	2718	*	4-8-2	*	L-2a	* A-S, 1926 - As 2700		
17-4	2725	*	4-8-2	*	L-2a	* A-S, 1926 - As 2700		
171-225	2726	*	4-8-2	*	L-2a	* A-S, 1926 - with disc wheels		1935
132-82	2730	*	4-8-2	*	L-2a	* A-S, 1926 - As 2700		1946

NEW YORK CENTRAL 1914-1963

17-129	2743	* 4-8-2 *	L-2a	* A-S, 1926 - As 2700		BPs
171-233	2773	* 4-8-2 *	L-2a	* A-S, 1926 - As 2700		
17-152	2775	* 4-8-2 *	L-2a	* A-S, 1926 - As 2700		
17-149	2776	* 4-8-2 *	L-2a	* A-S, 1926 - As 2700		
171-236 17-141	2785	* 4-8-2 *	L-2a	* A-S, 1926 - As 2700		
171-232	2790	* 4-8-2 *	L-2a	* A-S, 1926 - As 2700		
171-225	2793	* 4-8-2 *	L-2a	* A-S, 1926 - As 2700		1934
17-140	2799	* 4-8-2 *	L-2a	* A-S, 1926 - As 2700		
17-129	2800	* 4-8-2 *	L-2c	* A-S, 1929 - 27x30-69-225-75.3- 367,000-60,620-73,320		BP
171-230	2815	* 4-8-2 *	L-2c	* A-S, 1929 - As 2800		1940
171-228 & 231	2818	* 4-8-2 *	L-2c	* A-S, 1929 - As 2800		231 → 1951
171-230	2828	* 4-8-2 *	L-2c	* A-S, 1929 - As 2800		
132-83	2837	* 4-8-2 *	L-2c	* A-S, 1929 - As 2800 - As shrouded for REXALL train		1936
132-84	2837	* 4-8-2 *	L-2c	* A-S, 1929 - As 2800 - Back to reg. appearance		1948
17-144	2861	* 4-8-2 *	L-2c	* A-S, 1929 - As 2800		
132-85	2864	* 4-8-2 *	L-2c	* A-S, 1929 - As 2800		1938
171-227 17-121	2865	* 4-8-2 *	L-2c	* A-S, 1929 -		
171-287	2873	* 4-8-2 *	L-2c	* A-S, 1929 -		1936
171-226	2878	* 4-8-2 *	L-2c	* A-S, 1929 - 27x30-63-225-75.3-4556- - 365,000-60,620-73,020		1938 ±
63-92	2890	* 4-8-2 *	L-2c	* A-S, 1929 - As 2878		
171-227	2905	* 4-8-2 *	L-2b	* A-S, 1929 - 27x30-69-225-75.3-4556- - 364,000-60,620-73,020		
17-132	2907	* 4-8-2 *	L-2b	* A-S, 1929 - As 2905 CCC&SL 6207; NYC (1936) 2907		1950
171-227	2917	* 4-8-2 *	L-2b	* A-S, 1929 - As 2905 CCC&SL 6217; NYC (1936) 2917		1939
132-88	2937	* 4-8-2 *	L-2d	* A-S, 1929 - 27x30-69-225-369,100-60,620 (1936) 73,020 CCC&SL 6237; NYC 2937		
16-88	2938	* 2-8-0 *		* A-S, 1908		
171-229	2955	* 4-8-2 *	L-2d	* A-S, 1929 - As 2937 NYC 2455: 2955 (1936)		1949
17-134	2970	* 4-8-2 *	L-2d	* A-S, 1929 - 27x30-69-225-370,150-60,620-73,020 (1936) NYC 2470: 2970		
17-138	2978	* 4-8-2 *	L-2d	* A-S, 1930 - As 2970 NYC 2478: (1936) 2978		
171-226	2982	* 4-8-2 *	L-2d	* A-S, 1930 - As 2970 NYC 2482: 2982 (1936)		1939
17-142 132-87	2983	* 4-8-2 *	L-2d	* A-S, 1930 - As 2970 NYC 2483: 2983 (1936)		
171-239	2995	* 4-8-2 *	L-2d	* A-S, 1930 - As rebuilt - 25 1/2 x 30-69-250-370,150- (1936) 60,100-73,800 NYC 2495: 2995		239 → 1940 87 → 1950
117-238 & 239 132-87	2998	* 4-8-2 *	L-2d	* A-S, 1930 - As rebilt for experimental purposes, 1939 - 25 1/2 x 30-69-250-75.3-4556- - 385,100-60,100-73,850 NYC 2498: 2998 (1936)		238 → 1940 87 → 1942 239 → 1948

NEW YORK CENTRAL 1914-1968

17-129 171-246	3000	* 4-8-2 *	L-3a	* A-S, 1940 -	25 1/2 x 30-69-250-75.3-4676 -	-	-
					388,500 - 60,100	246 rs refitted with 72" drivers	129-BP
132-90	3001	* 4-8-2 *	L-3a	* A-S, 1940 -	As 3000		1956
171-240	3006	* 4-8-2 *	L-3a	* A-S, 1940 -	As 3000		
171-247 83-179	3007	* 4-8-2 *	L-3a	* A-S, 1940 -	As 3000		1940
171-246	3008	* 4-8-2 *	L-3a	* A-S, 1940 -	As 3000		246 → 1946
171-240	3009	* 4-8-2 *	L-3a	* A-S, 1940 -	As 3000		BP
16-109	3012	* 4-6-2 *	K-11a	* A-B, 1911 (49267) -	26x26-67-180-272,000 - 38,970		
					(1914) (1936) (1912)	NYC & HR 3012 : NYC 3012; 4412 ex K-10a	
17-129	3012	* 4-8-2 *	L-3a	* A-S, 1940 -	As 3000		
132-91	3018	* 4-8-2 *	L-3a	* A-S, 1940 -	As 3000		
17-214	3020	* 4-8-2 *	L-3a	* A-S, 1940 -	As 3000		
17-142	3025	* 4-8-2 *	L-3b	* A-S, 1940 -	25 1/2 x 30-69-393,500		
17-133	3035	* 4-8-2 *	L-3b	* Lima, 1940 -	25 1/2 x 30-69-250-75.3-4676 -	-	-
					- 393,500 - 60,100 - 74,100		
171-249 17-130 & 137	3036	* 4-8-2 *	L-3b	* Lima, 1940 -	As 3035		1942
171-240	3037	* 4-8-2 *	L-3b	* Lima, 1940 -	As 3035		240 → BP
132-90	3044	* 4-8-2 *	L-3b	* Lima, 1940 -	As 3035		c. 1945
17-148	3047	* 4-8-2 *	L-3b	* Lima, 1940 (7991) -	As 3035		
17-151	3048	* 4-8-2 *	L-3b	* Lima, 1940 (7992) -	As 3035		
17-151	3051	* 4-8-2 *	L-3c	* A-S, 1942 -	25 1/2 x 30-69-250-75.3-4676 -	-	-
					- 399,000 - 60,100 - 74,100		
132-93	3056	* 4-8-2 *	L-3c	* A-S, 1942 -	As 3051		1952
154-259 17-130	3057	* 4-6-2 *	K-11c	*			1936
132-92	3064	* 4-8-2 *	L-3c	* A-S, 1942 -	As 3051		130 → BP
154-259	3092	* 4-6-2 *					1935
171-7	3104	* 4-8-2 *	L-4a	*			
171-212	3110	* 4-8-2 *	L-4a	* Lima, 1942 -	26 x 30-72-250-75.3-4676 -	-	-
					- 396,000 - 59,900		
17-130 23-235	3113	* 4-8-2 *	L-4a	* Lima, 1943 (7991) -	As 3110		BP
171-242	3116	* 4-8-2 *	L-4a	* Lima, 1943 (7994) -	As 3110		1944
171-245	3117	* 4-8-2 *	L-4a	* Lima, 1943 (7995) -	As 3110		1949
154-260	3121	* 4-6-2 *					1935
17-130	3122	* 4-8-2 *	L-4a	* Lima, 1943 (8000) -	As 3110		BP
17-145	3125	* 4-8-2 *	L-4b	* Lima, 1943 (8292) -	26 x 30-72-250-75.3-4676 -	-	-
132-5	3126	* 4-8-2 *	L-4b	*			
					- 451,100 - 59,900		
132-5	3126	* 4-8-2 *	L-4b	* Lima, 1943 (8293) -	As 3125		1951
132-95	3128	* 4-8-2 *	L-4b	* Lima, 1943 (8295) -	As 3125		
17-6	3130	* 4-8-2 *	L-4b	* Lima, 1943 (8297) -	As 3125		



## NEW YORK CENTRAL 1914-1968

17-149	3132	* 4-8-2 * L-4b * Lima, 1943 (8299) - As 3125	
17-131	3135	* 4-8-2 * L-4b * Lima, 1943 (8302) - As 3125	BPs
17-143	3138	* 4-8-2 * L-4b * Lima, 1945 (8305) - As 3125	1943
17-148	3139	* 4-8-2 * L-4b * Lima, 1943 (8306) - As 3125	1943
171-242	3142	* 4-8-2 * L-4b * Lima, 1943 (8309) - As 3125	1943
171-243	7146	* 4-8-2 * L-4b * Lima, 1943 (8312) - As 3125	1944
63-111	3148	* 4-8-2 * L-4b * Lima, 1943 (8315) - As 3125	
132-94	3149	* 4-8-2 * L-4b * Lima, 1943 (8316) - As 3125	94 → 1946 243 → 1951
171-243	3149	* 4-8-2 * L-4b * Lima, 1943 (8316) - As 3125	
17-80	3153	* 4-6-2 * K-11c * A-S, 1912 (51773) - NYC & HR 3153: NYC 3153:	(1914) 1931
17-23		(1936) 4553	
171-162	3267	* 4-6-2 * K-3g * A-B, 1923 (63949) - 23½ x 26 - 79-200 - 56,5 - 295,500 - 30,900 - 40,600 NYC 3267: 4667	(1936) BPs
17-77	3268	* 4-6-2 * K-3g * A-B, 1923 (63950) - As 3267 NYC 3268: 4668	(1936) 1929
16-108	3382	* 4-6-2 * K-3d * A-S, 1912 (51744) - 23½ x 26 - 79-200 - 290,200 - 30,900 NYC & HR 3382: NYC 3382: 4831	(1914) 1914
16-110	3386	* 4-6-2 * K-3d * A-S, 1912 (51748) - As 3382 - NYC & HR 3386: NYC 3386	(1914)
17-82	3428	* 4-6-2 * K-3a * A-S, 1911 (49459) - 23½ x 26 - 79-200 - - 30,900 NYC & HR 3428: NYC 3428: 4807	(1914) (1936) 1917
16-103	3455	* 4-6-2 * K-2f * A-S, 1908 (45308) - NYC & HR 3455: NYC 3455	(1914) (1914)
16-101	3569	* 4-6-2 * K-2e * A-S, 1908 (45258) - NYC & HR 3569: NYC 3569	1917
127-5	3668	* 2-8-2 * H-5+ *	
171-70	3751	* 2-8-2 * H-5 * A-S, 1913	BP
16-93	3775	* 4-4-2 *	
116-90	3904	* 2-8-2 * H-5p *	(1936) NYC 3904: 1351 1935
127-7	3925	* 2-8-2 * H-5q *	NYC 3904: 1351 1935
17-28	3983	* 2-8-2 * H-5+ * Lima, 1916 - 25x32-63-180-56,5-295,300 - 48,570 NYC 3983: 1483	(1936) BP
171-128	4322	* 4-4-2 *	
16-190	4388	* 4-6-2 * K-14g * A-S, 1913 (54185) - 26x26-72-275,600 B & A 588: NYC 4388	(1951) 1951
16-111	4396	* 4-6-2 * K-14f * A-S, 1913 (54170) - ex K-11f, 1924-25 25x26-72-281,500 NYC 3174: 4396	(1936) 1951
17-74	4398	* 4-6-2 * K-14f * A-S, 1913 (54188) - As 1496 NYC 3191: 4398	(1936) 1951
171-166	4399	* 4-6-2 * K-14f *	1951
16-215	4419	* 0-6-0 * B-56a *	(1914) (1936) LS & MS 4519: NYC 4419: 7001
17-83	4431	* 4-6-2 * K-11a * A-B, 1911 (49286) - 26x26-69-272,000 NYC 3031: 4431	(1936)
171-157	4459	* 4-6-2 * K-11c *	Oil burner
154-237	4471	* 4-6-2 * K-11c * BLW, 1911 - 20x26-69-272,000	1937
154-259	4477	* 4-6-2 * K-11c * BLW, - As 4471	1938

NEW YORK CENTRAL 1914-1968

154-260	4479 *	4-6-2 *	K-11c *	BLW, 1912-As 4471	ex 3079		1938
154-262	4483 *	4-6-2 *	K-11b *	A-S, 1911 - 26x26-67-272,000			158 → 1940 2-62 → 1952
171-158	4518 *	4-6-2 *	K-11b *				1941
171-159	4518 *	4-6-2 *	K-11b *				
171-157	4522 *	4-6-2 *	K-11d *				
63-136	4531 *	4-6-2 *	K-11d *	A-S, 1912 (51195) -	NYC 3131: 4531	(1936)	
17-72	4552 *	4-6-2 *	K-11e *	A-S, 1912 (51772) - 25x26-67-272,000	NYC 3152: 4552	(1936)	1940
171-159	4569 *	4-6-2 *	K-11e *				
154-261	4570 *	4-6-2 *	K-11f *	A-S, - 25x26-67-272,000			1937
16-215	4579 *	0-6-0 *	B-56g *		LS&MS 4579: NYC 4579: 7079	(1914) (1936)	
171-157	4580 *	4-6-2 *					
17-218	4587 *	4-6-2 *	K-11f *	A-S, 1913 (54184) - As 4570	NYC 3187: 4587	(1936)	
17-80	4589 *	4-6-2 *	K-11f *	A-S, 1913 (54186) - As 4570	NYC 3189: 4589	(1936)	1938
17-23	4591 *	0-10-0 *	M-1b *				1926
17-74	4596 *	4-6-2 *	K-11f *	A-S, 1913 (54193) - As 4570	NYC 3196: 4596	(1936)	
17-70	4598 *	4-6-2 *	K-11f *	A-S, 1913 (54195) - As 4570	NYC 3198: 4598	(1936)	1949
17-83	4685 *	4-6-2 *	K-3q *	A-B, 1923 (63967) - As 3267	NYC 3285: 4685		
17-76	4704(2) *	4-6-2 *	K-3p *	A-S, 1920 (62319) - 23½x26-79-200-276,000-30,900-	NYC 3304: 4704(2)	(1936)	
26-177	4709(2) *	4-6-2 *	K-3p *	A-S, 1920 (62324) - As 4704(2)	NYC 3309: 4709	(1936)	
17-164	4714(2) *	4-6-2 *	K-3p *	A-S, 1920 (62329) - As 4704(2)	NYC 3314: 4714(2)	(1936)	
17-84	4714(2) *	4-6-2 *	K-3p *	A-S, 1920 (62329) - As 4704(2)	NYC 3314: 4714(2)	(1936)	
16-224	4724(1) *	4-6-2 *	K-41 *	As rebuilt at Collingwood Shops from 2-6-2: A-B, 1905	LS&MS 4724: NYC 4724	(1914)	
17-73	4748 *	4-6-2 *	K-3n *	A-B, 1918 (58123) - 25½x26-79-289,100	NYC 3348: 4748	(1936)	1945
16-227	4753 *	4-4-2 *	I-40a *		NYC 4753: 4321	(1936)	
171-128	4754 *	4-4-2 *	I-40a *	A-S, 1907 - 19x26-69-180-39.2-2285,1-166,000-20,810			1918
17-77	4804(2) *	4-6-2 *	K-3r *	A-B, 1925 (66101) - 23½x26-79-200-278,000-30,900	CCC&SL 6504: NYC 4804	(1936)	1951
17-67	4854(2) *	4-6-2 *	K-3g *	A-S, 1913 (54062) - 23½x26-79-200-290,200-30,900	NYC&HR 3376: NYC 3376: 4854	(1914) (1936)	
171-165	4856 *	4-6-2 *	K-3				
171-160	4890 *	4-6-2 *	K-3q *				
17-83	4871(2) *	4-6-2 *	K-3L *	A-S, 1917 (58094) - 23½x26-79-276,000	CCC&SL 6471: NYC 4871	(1936)	1936
16-237&245	4881(1) *	4-6-2 *	K-2L *	A-S, 1910 (47214) - 22x28-79-200-29,160	LS&MS 4881: NYC 4881	(1914)	c. 1916
63-111	4886(2) *	4-6-2 *	K-3q *	A-S, 1923 (63975)	CCC&SL 6486: NYC 4886	(1936)	
171-161	4907 *	4-6-2 *	K-3q *				
16-228	4908 *	4-6-2 *	K-3c *	A-S, 1913 (54130) - 23½x26-79-200-30,900	LS&MS 4908: NYC 4908: 4840	(1914) (1936)	

NEW YORK CENTRAL 1914-1968

	4908(2) * 4-6-2 * K-5b * A-S, 1926(67112) - 25x28-79-302,000 (1936) CCC&StL 6508; NYC 3908	
17-82 14-24	4912 * 4-6-2 * K-5b * A-S, 1926(67116) - As 4908 CCC&StL 6512; NYC 4912 (1936)	
171-173 17-118	4915 * 4-6-2 * K-5b * A-S, 1926(67140) - As 4908 MC 8355; CCC&StL 6515; NYC 4915 (1928) (1936)	
171-288	4915 * 4-6-2 * * As above but streamlined (1928) (1936)	
17-74 17-118	4916 * 4-6-2 * K-5b * A-S, 1926(67141) - As 4908 MC 8356; CCC&StL 6516; NYC 4916 (1928) (1936)	
171-288	4917 * 4-6-2 * K-5b * A-S, 1926(67142) - As 4908 MC 8357; CCC&StL 6517; NYC 4917 1941 (Shrouded)	
171-174 17-82	4918 * 4-6-2 *	195
171-173	4928 * 4-6-2 * K-5a * A-B, 1925(66094) - 25x28-79-200-301,000-37,660-47,350 (1929) (1936) MC 8352; CCC&StL 6528; NYC 4928	173 → 1945 (1929) (1936)
17-64	4929 * 4-6-2 * K-5a * A-B, 1925(66095) - As 4928 MC 8353; CCC&StL 6529; NYC 4929 (1929)	
17-81	4931 * 4-6-2 * K-5b * A-S, 1927(67150) - As 4908(2) (1931) (1936) P&LE 9235; CCC&StL 6531; NYC 4931	
17-65	4935 * 4-6-2 * K-5b * A-S, 1927(67154) - As 4908(2) (1931) (1936) P&LE 9239; CCC&StL 6535; NYC 4935	
17-81	4936 * 4-6-2 * K-5b * A-S, 1927(67155) - As 4908(2) (1931) (1936) P&LE 9240; CCC&StL 6536; NYC 4936	
17-65	4937 * 4-6-2 * K-5b * A-S, 1927(67156) - As 4908(2) (1931) (1936) P&LE 9241; CCC&StL 6537; NYC 4937	
171-153 171-153	5000 * 4-6-2 * K-5c * A-S, 1924 - 26x28-79-200-67.8 - - - - - 186,000 - 308,000 - 40,700	1906 BP
16-208	5034 * 4-6-0 * F-46c *	1906
171-80 17-28	5136 * 2-8-2 * H-6a * Alco, 1918	
23-171	5155 * 2-8-2 * H-6a * Lima, 1918 - 26x30 - 63-200-66.7 - 292,000 - 54,720 (1936) NYC 5155 : 1855	BP
154-256	5192 * 4-6-2 *	1938
17-90	5200 * 4-6-4 * J-1a * A-S, 1927 - 25x28-79-225-81.5 - 4187-1745-201,800 - 343,000 - 42,370 - 53,270	BP
17-102	5204 * 4-6-4 * J-1a * A-S, 1927 - As 5200	BP
171-207	5206 * 4-6-4 * J-1b * A-S, 1927 - 25x28-79-225-81.5 - 4484 - - - 346,500 - 42,300 - 53,200	
17-108	5213 * 4-6-4 * J-1b * A-S, 1927 - As 5206	
17-94	5222 * 4-6-4 * J-1b * A-S, 1927 - As 5206	
17-108	5228 * 4-6-4 * J-1b * A-S, 1927 - As 5206	
17-99	5232 * 4-6-4 * J-1b * A-S, 1927 - As 5206	
17-110	5237 * 4-6-4 * J-1b * A-S, 1927 - As 5206	
17-102	5246 * 4-6-4 * J-1b * A-S, 1927 - As 5206	
17-103	5247 * 4-6-4 * J-1b * A-S, 1927 - As 5206	1938
63-40	5248 * 4-6-4 * J-1b * A-S, 1927 - As 5206	

NEW YORK CENTRAL 1914-1968

63-189	5249	*	4-6-4	*	J-1b	*A-S, 1927-As 5206		
17-101	5259	*	4-6-4	*	J-1c	*A-S, 1929-25x28-79-225-81.5-351,000-42,370-53,270		
17-101	5272	*	4-6-4	*	J-1c	*A-S, 1929-		
17-90	5273	*	4-6-4	*	J-1c	*A-S, 1929-		
17-6890	5275	*	4-6-4	*	J-1d	*A-S, 1929-25x28-79-225-81.5-4484-	-	-
						353,000-42,370-53,270		90 → BP
171-206	5279	*	4-6-4	*	J-1d	*A-S, 1929-As 5275		1937
17-95								
72-14	5280	*	4-6-4	*	J-1d	*A-S, 1929-As 5275		1927
								1919
171-145	5293	*	4-6-0	*		, 1900-Indiana, Ill. & Iowa 29: NYC 5293		1927
17-95	5295	*	4-6-4	*	J-1d	*A-S, 1930-As 5275		1930
46-151								
17-107	5297	*	4-6-4	*	J-1d	*A-S, 1930-As 5275		1947
17-88	5298	*	4-6-4	*	J-1d	*A-S, 1930-As 5275		
16-245	5299	*	4-6-0	*				
171-200	5308	*	4-6-4	*	J-1d	*A-S, 1930-As 5275		
17-100	5309	*	4-6-4	*	J-1d	*A-S, 1930-As 5275		
17-111	5310	*	4-6-4	*	J-1d	*A-S, 1930-As 5275		
171-202	5320	*	4-6-4	*	J-1e	*A-S, 1931-25x28-79-225-81.5-4484-	-	-
						351,500-42,300-53,200		1932 ±
17-91								
171-190	5324	*	4-6-4	*	J-1e	*A-S, 1931-As 5320		BPs
17-111	5341	*	4-6-4	*	J-1e	*A-S, 1931-As 5320		
17-119	5344	*	4-6-4	*	J-1e	*A-S, 1931-As 5320 As originally built		
17-119								
63-78	5344	*	4-6-4	*		*As rebuilt by NYC - 23 <sup>3</sup> / <sub>4</sub> x28-79-225-81.5-	-	-
171-284#293						352,000-38,240-49,240 Strouder		
17-103	5379	*	4-6-4	*	J-1d	*A-S, 1929-As 5275- CCC&SL 6604: NYC	5379	(1936)
17-112	5384	*	4-6-4	*	J-1d	*A-S, 1929-As 5275- " 6609: "	5384	(1936)
17-111	5404	*	4-6-4	*	J-1e	*A-S, 1931-As 5320- " 6629: "	5404	(1936)
17-91&103	5405	*	4-6-4	*	J-3a	*A-S, 1937-22 <sup>1</sup> / <sub>2</sub> x29-79-275-82-4187-	-	-
						-360,000-43,440-55,540		BPs
171-206	5412	*	4-6-4	*	J-3a	*A-S, 1937-As 5405		1938
17-223	5413	*	4-6-4	*	J-3a	*A-S, 1937-As 5405		
17-102	5424	*	4-6-4	*	J-3a	*A-S, 1937-As 5405		
17-120								
171-292	5426	*	4-6-4	*	J-3a	*A-S, 1937-As 5405		292 → 194
171-192	5428	*	4-6-4	*	J-3a	*A-S, 1937-As 5405		
17-116#120	5429	*	4-6-4	*	J-3a	*A-S, 1937-As 5405		
17-98	5431	*	4-6-4	*	J-3a	*A-S, 1937-As 5405		1949
17-113	5436	*	4-6-4	*	J-3a	*A-S, 1937-As 5405		
171-191	5437	*	4-6-4	*	J-3a	*A-S, 1937-As 5405		BP
171-193	5438	*	4-6-4	*	J-3a	*A-S, 1937-As 5405		
17-100	5441	*	4-6-4	*	J-3a	*A-S, 1937-As 5405		



NEW YORK CENTRAL 1914-1968

171-203 17-116 171-290	5442 * 4-6-4 * J-3a *				
	5445 * 4-6-4 * J-3a *	*A-S, 1938-22 1/2 x 29-79-275-82-4187-1745-201,800-	43,440-55,540	Page 290 streamlined	116 -> BP
17-123	5446 * 4-6-4 * J-3a *	*A-S, 1938-A5 5445			
17-123 & 125 17-119	5449 * 4-6-4 * J-3a *	*A-S, 1938-A5 5445			
63-74	5450 * 4-6-4 * J-3a *	*A-S, 1938-A5 5445			
17-125	5451 * 4-6-4 * J-3a *	*A-S, 1938-A5 5445			
17-117	5453 * 4-6-4 * J-3a *	*A-S, 1938-A5 5445			
17-156, 167 & 168 171-257	5500 * 4-6-4 * S-2a *	*A-S, 1946-25 1/2 x 32-79-275-100-275,000-485,000-61,570			257 -> 174 BP
171-63	5780 * 2-8-0 * G-43a *	*A-B, 1901			1927
171-61	5849 * 2-8-0 * G-43d *	*A-B, 1902-LS&MS 849, NYC 5849			1926
17-180	5888 * 2-8-0 * G-46c *	*A-B, 1906			1934
186-251	5899 * 0-8-8-0 *	*Alco, 1912-26 1/2 x 40 x 23-51-220-81-466,000-101,000	(1914) LS&MS 5899; NYC 5899		
17-14	5904 * 0-8-8-0 * NU-1c *	*A-B, 1916-A5 5899 NYC 5904; 7104	(1936)		BP
17-15 17-156	5905 * 0-8-8-0 * NU-1c *	*A-B, 1916-A5 5899 NYC 5905; 7105	(1936)		
171-254	6000 * 4-8-4 * S-1a *	*A-S, 1945-25 x 32-75-275-100.1-			
		275,000 - 471,000 - 62,330 A5 bit			156 -> BP
171-255 17-157 & 163 46-249	6000 * 4-8-4 * S-1a *	- with 79" drivers	275,000		1946 ±
	6001 * 4-8-4 * S-1b *	*A-S, 1945-25 1/2 x 32-79-275-100.1-471,000-61,570			BP
17-161 133-232	6002 * 4-8-4 * S-1b *	*A-S, 1945-A5 6001			
171-266	6006 * 4-8-4 * S-1b *	*A-S, 1945-A5 6001			1950
17-156	6008 * 4-8-4 * S-1b *	*A-S, 1945-A5 6001			BP
17-159 & 162	6009 * 4-8-4 * S-1b *	*A-S, 1945-A5 6001			
133-232	6010 * 4-8-4 * S-1b *	*A-S, 1946-A5 6001			
63-137	6012 * 4-8-4 * S-1b *	*A-S, 1946-A5 6001			
176-256 & 264	6014 * 4-8-4 * S-1b *	*A-S, 1946-A5 6001			264 -> 1944
17-160	6015 * 4-8-4 * S-1b *	*A-S, 1946-A5 6001			
171-256	6016 * 4-8-4 * S-1b *	*A-S, 1946-A5 6001			1945 ±
17-159	6017 * 4-8-4 * S-1b *	*A-S, 1946-A5 6001			
17-170 17-175	6019 * 4-8-4 * S-1b *	*A-S, 1946-A5 6001			
133-233	6020 * 4-8-4 * S-1b *	*A-S, 1946-A5 6001			233 -> 1953
171-267 17-157 & 163	6022 * 4-8-4 * S-1b *	*A-S, 1946-A5 6001			
171-261 17-171	6023 * 4-8-4 * S-1b *	*A-S, 1946-A5 6001			
171-259	6024 * 4-8-4 * S-1b *	*A-S, 1946-A5 6001			
17-38	6317 * 2-8-2 * H-6a *	*BLW, 1918(49830)-CCC&S+L 6091: NYC 1703: 1811: 6317	(1936) (1950) (1951)		1949
17-43	6366 * 2-8-2 * H-6a *	*A-S, 1918(59704)- NYC 5109: 1809: 6366	(1936) (1951)		
171-22 16-81	6722 * 0-6-0 * B-11K *				
171-24	6766 * 0-6-0T *	B-10b * Orig. built by A-C, 1906 as 0-6-0	NYC 633: 6766 (1936)	Sc. 1952	24 -> 1937

NEW YORK CENTRAL 1914-1962

17-22	6770	* 0-6-0 *	B-10k	* A-RI, 1907-21x28-58-163,000	NYC 4550: 6770	(1936)
17-19	X6771	* 0-6-0T *	B-10z	* CCC&StL 7324: NYC X6771		(1936)
171-25						25 → 194
171-22	6786	* 0-6-0 *	B-11p	* NYC 6786: Cin. Un. Term. 13		(1949)
16-27						
171-22	6823	* 0-6-0 *	B-11d	* Lima, 1913-21x28-58-171,000	CCC&StL 7376: NYC 6823	(1936) 22 → 1948
17-19	6832	* 0-6-0 *	B-11e	* A-P, 1913-As 6823		
171-18	6941	* 0-6-0 *	B-11g	* BLW, 1913		1948
17-22	7064	* 0-6-0 *	B-56g	* A-P, 1911-20x26-52-161,000	LS&MS 4564: NYC 7064	(1936)
171-41	7099	* 0-8-8-0 *	NU-1a	* A-B, 1913-26x40x28-51-220-80-5289-1235-1852.5-466,000-100,000	LSEMS 5899: NYC 7099	1945
136-253	7101	* 0-8-8-0 *		* Alco, 1916-26x40x28-51-220-81-466,000-101,000		(1936) NYC 5901: 7101
171-40	7104	* 0-8-8-0 *	NU-1a	*		1936
171-44	7106	* 0-8-8-0 *	NU-1e	* A-S, 1921-26x40x28-51-220-80.3-5289-1235-468,500-100,500		
171-45	7187	* 2 Trk Shay *		* Lima, - NYC 1896: 1900: 7187		1940
171-43	7191	* 0-10-0 *	M-1e	*		
171-42	7192	* 0-10-0 *	M-1a	* A-B, 1907-24x28-52-210-55-3673.1-274,000-55,360		1935
16-296						
171-43	7198	* 0-10-0 *	M-1f	* - MC 8998: NYC 7198		(1936)
17-18	7207	* 0-8-0 *	U-60	* Beech Grove Shops, 1917-23x30-57-212,500		(1936) CCC&StL 7457: NYC 7207
17-24						
171-37	7210	* 0-8-0 *	U-60	* Allas 7207	CCC&StL 7460: NYC 7210	(1936)
17-24	7213	* 0-8-0 *	U-60	* Allas 7207	CCC&StL 7463: NYC 7213	(1936) 1937
17-18	7227	* 0-8-0 *	U-61	* Beech Grove Shops, 1921-25x30-58-222,000		(1936) CCC&StL 7477: NYC 7227 1937
17-18	7229	* 0-8-0 *	U-61	* Beech Grove Shops, 1921-As 7227-		(1936) 1937
				CCC&StL 7479: NYC 7229		1947
171-37	7234	* 0-8-0 *	U-61			1950
17-20	7361	* 0-8-0 *	U-2d	* A-P, 1917-23½x30-58-218,000	NYC 661: 7361	(1936) 1938
171-31	7419	* 0-8-0 *	U-26	*		1937
171-30	7449	* 0-8-0 *	U-2b	*		
171-30	7453	* 0-8-0 *	U-2?	*		1939
17-18	7484	* 0-8-0 *	U-2k	* Lima, 1923-23½x30-57-215,000	B&A 57: NYC 7484	(1951) 1921
171-29	7506	* 0-8-0 *	U-2e?	*		
17-23	7514	* 0-8-0 *	U-2e	* Lima, 1917-As 7361	MC 8914: NYC 7514	(1936) 1938
171-29	7516	* 0-8-0 *	U-2e	*		
17-18	7525	* 0-8-0 *	U-2e	* Lima, 1917-As 7361	MC 8925: NYC 7525	(1936) 1950
17-20	7526	* 0-8-0 *	U-2e	* Lima, 1917-As 7361	MC 8926: NYC 7526	(1936)
171-32	7713	* 0-8-0 *				
171-23	7725	* 0-8-0 *	U-3b	* Lima, 1921- B&A 53: NYC 7725		1921

NEW YORK CENTRAL 1914-1968

MWR 58-21	7743	* 0-8-0 *	U-3a	* A-B, 1919 (61246) - CCC&STL 7443: Louisville & Jefferson Bridge & RR 12; NYC 7743 (1936)	
17-19	7818	* 0-8-0 *	U-3a	* A-B, 1918-25X28-52-219,500 NYC 418; 7818 (1936)	
17-19	7988	* 0-8-0 *	U-3b	* Lima, 1920-25X28-52-222,500 CCC&STL 7488: NYC 7988 (1936)	
17-23	7991	* 0-8-0 *	U-3b	* Lima, 1921- A=7988 CCC&STL 7491: NYC 7991 (1936)	1950
17-21	X 8688	* 0-6-0 T *		* Rebuilt from MC 8688, 0-6-0	

# NEW YORK CENTRAL & HUDSON RIVER 1869-1914

16-54	23	*0-4-4 T*	Inspection loco, "ONEIDA"	
16-57	25	*4-2-4 T*	" " "MONITOR"	
16-55	26	*4-2-4 T*	" " "ONTARIO"	
16-56	28	*4-4-0 *	" " "HUDSON"	
154-25 16-55	29	*4-2-4 T*	" " "MOHAWK" Built 1892 Sc. 1925 c. 1910	
16-128	40	*2-4-4 T*	Rogers, 1888-14x22-55-145-106,500-9,660	
16-80	49	*2-4-4 T*	A-B, 1910-16x22-57-160-142,700-13,440	BP & 1911
16-242	70	*4-4-0 *		
16-43	82	*4-4-0 *	HRRR, 1867-17x24-70 Sc. 1900 HRRR "REUBEN E. FENTON"; NYC & HR 82	
16-49	83?	*0-4-0 *	E. B. Fla. Sh., 1882-16x22-52-135-54,900-12,430 Sold 1909 ± NYC & HR 83?; Shoneattles RY?	
16-79	23-91	106	*0-6-0 * Alco, 1905-21x28-57-180-152,700-33,140	BP
16-26	110	*4-4-0 *		E
16-31	151	*4-4-0 *		Sc. 1904
16-48	173	*4-4-0 *	-17x24-64-140-85,800-12,900	BP
16-45	179	*4-4-0 *	Rochester Sh., 1872	D
16-136	237	*4-4-0 *	Sch., 1866- RW&O 33, NYC & HR 237	
16-54	251	*4-2-4 T*	Insp. loco. -11x15-56-140-3,860 "MONITOR"	
16-45	349	*4-4-0 *	Sch., 1872	
16-47	363	*4-4-0 *		
16-79	365	*0-6-0 *	A-C, 1903-19x26-51-180-134,000-28,160	BP
16-47	367	*4-4-0 *	Sch., 1877	BP
16-46	422	*4-4-0 *	Sch., 1873	
16-29	475	*4-4-0 *	, 1853	
16-54	513	*4-2-4 T*	Built as 4-2-0, #77 - As rebuilt at West Albany Sh., 1876 Inspection loco, "G.H. BURROWS"	
16-55	522	*4-4-0 *	Inspection loco. NYC & HR <sup>(1890)</sup> 254 "HUDSON": <sub>(1899)</sub> 28 "HUDSON": <sub>(1903)</sub> 30 "STEBEN": <sub>(1905)</sub> 32 "CORNING": NYC 522 Sc. 1929	
16-28	539	*4-4-0 *	Rogers, 1851- R & S "STRACUSE": NYC & HR <sup>Sc. 1887</sup> 106: 539	BP
17-12	547	*0-6-0 *	B-10 or * A-S, -21x28-57-180-32,7-168,000-33,140	
16-49	600	*4-4-0 *	"WILLIAM H. VANDERBILT"	
16-79	614	*0-6-0 *	A-S, 1913-21x28-58-171,000- Sc. 1950	BP
16-51	624	*2-6-0 *	Rogers, 1890-19x26-64	BE
16-50	696	*4-4-0 *		Sc. 1902
16-95	814	*4-4-2 *		
16-51	823	*4-4-0 *	Sch., 1891-18x22-64-160-110,000-15,150	BP
16-51	829	*2-6-6 T*	Sch., 1891-18x22-64-171,000	BP
16-137	859	*2-6-0 *	NYLW, -18x24-57-145-116,000-16,810	



# NEW YORK CENTRAL & HUDSON RIVER 1869-1914

16-60	862 *4-4-0*	1891
16-59, 166 & 67	870 *4-4-0* I* Sch., 1890-19x24-70-180-120,000-18,940	59 → BE
16-66	870(2) *4-4-0*	1912
16-61	871 *4-4-0* I* Sch., 1890- As 870	
16-68	882 *4-4-0*	
16-62	888 *4-4-0*	1897
16-63 23-41	897 *4-4-0* Sch., 1891-19x24-78-180-123,500-17,000	BPs
16-65	898 *4-4-0*	
16-65	899 *4-4-0*	
16-69	907 *4-4-0*	
16-65	908 *4-4-0* Sch.,	
16-61	921 *4-4-0*	NYC&HR 868:921
16-63 23-45	928 *4-4-0* I* Sch., 1896-19x24-78-190-136,000-17,940	BP
16-64	938 *4-4-0*	1900
16-84	947 *4-6-0* F-1* W. Alb. Sh., 1899-	BP
16-85 23-65	948 *4-6-0* F-3* Sch., 1899-20x28-70-200-165,500-27,200	BP
16-71 & 75	999 *4-4-0* N* W. Alb. Sh., 1893-19x24-86-190-124,000-16,270	BP
16-72, 74, 76 & 77	999 *4-4-0* As above	
16-77	999 *4-4-0* As restored for exhibition, but has been rebuilt	
16-52	1016 *4-4-0* Sch., 1892	1899
16-53	1020 *4-4-0* Sch., 1892	Sc. 1917
16-52	1034 *4-4-0*	1899
16-49	1086 *4-4-0*	
16-77	1096 *4-4-0* F rebuilt, 20x28-70-180-124,000-13,940 NYC&HR 937:1096	
16-173	1204 *4-4-0* B&A, 1887-18x22-70-160-94,200-13,850	
16-99	1297 *2-6-2*	1912
171-39	1300 *0-6-6-0* NB-1a* A-S, 1913 = 21 1/2 x 34 x 30-51-200-53,6-	BRs
17-14	1300 *0-6-6-0* NB-1a* A-S, 1913 = 4246-940-348,000-77,800	
16-129	1400 *2-4-4 T*	
16-84	1407 *2-6-6 T* Sch., 1901	Sc. 1913
16-84	1417 *2-6-0* Rebuilt from 2-6-6 T	
16-139	1688 *2-6-0* , 1895-19x26-64 St. L&A 2: NYC&HR 1688	
16-82	1754 *2-6-0* Sch., 1900	
16-83	1763 *2-6-0* Sch., 1900-20x28-57-190-170,000-31,730	BP
8-113 16-83	1766 *2-6-0* BLW, 1900	BPs
16-128	1791 *2-6-0* Portland,	Sc. by 1909
16-82	2008 *4-6-0*	NYC&HR 956:2008
26-137	2129 *4-6-0*	
17-184	2130 *4-6-0* F-2* A-S, 1907	BP

NEW YORK CENTRAL & HUDSON RIVER 1869-1914

171-134					
16-85	2146	*4-6-0*	F-2g*	A-S, 1908 - 22x26-69-200-5495-41042-203,000-31,020	BP
17-176	2306	*2-8-0*	Sch.,	1901-20x26-51-180-150,000-31,200	
16-87	2316	*2-8-0*			
26-134	2336	*2-8-0*		- Cross comp	BP
16-87	2421	*2-8-0*	A-S,	1903 - Tandem comp. - 18x30x30-51-210-58-4116-224,500-46,900	BP
16-87 23-77	2499	*2-8-0*	Alco,	1904-23x32-63-200-219,000-45,680	BP
23-83	2500	*2-8-0*	Sch.,	1901 - Cross comp.	
16-178	2701	*4-6-2*	K-1*	A-S, 1903 (28961) - 21x28-75-200-50.2-209,000-27,990 NYC&HR 2701: 3501; B&A 501	Both → 1904
127-77					
16-179	2703	*4-6-2*	K-1*	A-S, 1903 (28963) - As 2701 NYC&HR 2703: 3503; B&A 503	BP
16-100	2799	*4-6-2*	K*	A-S, 1903 (27960) - 22x26-75-200-50.2-3750-218,000-28,520 NYC&HR 2799: 3599; B&A 3599; 314	BP
23-85	2892	*2-8-0*	G-5v*	A-S, 1907	
17-180	2900	*4-4-2*	Sch.,	1901 - 19x26-69-200-163,000-23,120	
16-142	2957	*4-4-2*		5+L&A 10: NYC&HR 2900: 2800: 3800: NYC 800	
16-92	2960	*4-4-2*			1902
16-115	2980	*4-4-2*	Alco,	1900 - 21x26-79-200-50.3-3505-95,000-176,000-24,670	1902
16-92 & 93					
22-155 46-31	3000	*4-4-2*	A-S,	1904 - Balanced comp. Sc. 1913	BP
17-124 16-98	3068	*4-6-2*	BLW,	1911 (37364) - 26x26-69-180-267,200-38,970	BP
16-100 23-147	3094	*4-6-2*	K-1a*	A-B, 1911 (49249) - 26x26-69-266,000	BP
17-62	3362	*4-6-2*	K-3g*	A-S, 1913 (51048) - 23x26-79-200-29,560	1913
16-116	3378	*4-6-2*	K-3d*	A-S, 1912 (51740) - 23½x26-79-200-30,900	BP
16-100 12-62	3406	*4-6-2*	K-3c*	BLW, 1912 (37431) - 23½x26-79-200-30,900	BP
16-100 46-91	3418	*4-6-2*	K-3a*	A-S, 1911 (49449) - 23½x26-79-200-30,900	BP
16-102	3446	*4-6-2*	K-2k*	A-S, 1910 (47585) - 22x28-79-200-29,160	
16-104	3458	*4-6-2*	K-2f*	A-S, 1908 (45311) - As 3446	
16-101	3471	*4-6-2*	K-2i*	A-S, 1910 (46955) As 3446	
16-102					

NEW YORK CENTRAL & HUDSON RIVER 1869-1914

16-145	3614 *4-8-0* Sch., (4000)-20X26-57-160-137,500-24,810	
	Beech Creek 54: NYC & HR 3614	
16-79 17-13	3650 *0-10-0* M *A-B, 1905-24-28-52-210-55-270,000-55,360	BF
16-91	3699 *2-8-2* As rebuilt from 2-8-0 by BLW	
171-123 16-94	3779 *4-4-2* A-S, 1907-21 1/2 X 26-79-185-193,000-23,920	RBF 94 -> (1912) BP 95 ->
16-95		
171-123 16-98	3804 *4-4-2* BLW, 1904 - Balanced comp. - 15 1/2 X 26 X 26 -	
171-125	79-220-50,23-3663-204,500-25,890	BF
16-99	3827 *4-4-2*	
16-96	3960 *4-4-2*	1912
16-81	8 *0-6-0T Dummy*	
127-79	3594 *4-6-2* K-2c *A-S, 1908 (45283)	
154-136	416 *4-4-0*	c.1895
154-85	929 *4-4-0*	c.1910
154-124	1099 *4-4-0*	c.1905
154-124	1665 *2-6-0*	
154-152	2027 *4-6-0* Sch., 1892 (3825)-20 X 30 X 26-70 Adirondack & St. Law.	
	17: NYC & HR 995: 2027	c.1900
154-125	2243 *2-8-0*	c.1910
171-214	537 *2-4-4 T *D-2a *A-B, 1912-16 X 22-57-160-22.6-954.7-177-140,500-140,300-13,440	BF
171-59	699 *2-8-0* G-10f * Sch., 1905 - As rebuilt for switching service and renumbered 699 G-10f, 1912 - NYC & HR 2749 (G-5f): NYC & HR 699 (G-10f) rebuilt to H-5p 2-8-2, No. 3539: 3722: 1248: 1380	
171-47	1375 *2-6-6-2* NE-2a *A-S, 1911-21 1/2 X 34 X 32-57-200-56.5-4393-9663-354,000-67,500	BF
171-48	1391 *2-6-6-2* NE-2a *A-S, 1911-As 1375	1916
171-275	1421 *2-6-6-T* J-a *A-S, 1902-20 X 24-63-200-56.62-2435.2-216,000-26,800 Rebuilt in 1904 to 2-6-0 (Cl. E-11a) Sc, 1929 *	1903±
171-141	2043 *4-6-0*	c.1910
171-74	2603 *2-8-2* H-5f * As rebuilt from 2-8-0 G-5j to H-5f	Rebuild BP
171-124	2915 *4-4-2* I-c *A-S, 1904	
171-127	2943 *4-4-2*	1904
16-98		
171-124	3000 *4-4-2* I-1 *A-S, 1904 - Balanced comp. - 4cyl - 15 1/2 X 26 X 26 - 79-220-50,23-3465-2-200,000-23,500	1904s
171-153	3013 *4-6-2* K-10a *A-B, 1911-24 X 26-69-200-56.5 - 172,000-263,000-36,900	BF
171-160	3386 *4-6-2*	1912

NEW YORK CENTRAL & HUDSON RIVER 1869-1914

171-42	3652 * 0-10-0 * M * A-B, 1905 - 24 X 28-52-210-55-4649.6 - 270,000-55,360 NYC&HR 3652: 99; NYC 4603 Sc. 1934	(1912) (1917)
171-71	3807 * 2-8-2 * H-5g *	1917±
171-123	3878 * 4-4-2 * I-f * A-S, 1905	
171-122	3881 * 4-4-2 * I-f * A-S, 1905	BP
171-123	3882 * 4-4-2 * I-f * A-S, 1905	c. 1912
171-62	2686 * 2-8-0 * G-4a * Rebuilt from tandem comp.	
171-160	3410 * 4-6-2 * K-3c * BLW	1912
171-61	2986 * 2-8-0 * G-61 * A-B, 1910 -	
171-126	3855 * 4-4-2 * I-g * A-S, 1906 - 21½ X 26-79-180-50.3 - 3820.9 - - 191,000 - 23,300	1913



NEW YORK, CHICAGO & ST. LOUIS

19-387	1	*4-4-0	*A	*Brooks, 1881; Shop No. 537-17x24-60½-120-15.42 - 46,500-70,000-11,690 - Sc. 1907±	BP
19-438	9(5)	*0-6-0	*B-7	*Brooks, 1907; Shop No. 44430-19x26-57-180-29.0 - 140,000 - 25,190 - Sc. 1946 Toledo, St. Louis & Western 9; NYC & St. L 709; 9(5); 49(4)	1934
19-54	12(3)	*0-6-0	*M	*Brooks, 1901; Shop No. 3764-18x24-52-170-21.34 - 103,450 - 21,610 - Sold 1925 NYC & St. L 222; 12(3); 5(4)	1920±
19-78	20(4)	*0-6-0	*M	*Brooks, 1908; Shop No. 45217 - As 12(3) - Sc. 1933 NYC & St. L 246; 36(3); 20(4)	1925
19-19	28	*4-4-0	*A	*Brooks, 1882; Shop No. 708 - As 1 - Sc. 1907±	
19-39	35	*4-6-0	*F	*Brooks, 1882; Shop No. 786-19x24-55¾-130-16.77-73,500-96,000-17,170 - Sc. 1914 NYC & St. L 35; 17(2); 255	BP
19-54	42(2)	*4-6-0	*P	*Brooks, 1905; Shop No. 38829-19x24-62-180-28.54-105,600-136,500-21,380 - Sc. 1922 NYC & St. L 42(2); 302	
19-391	51(2)	*4-6-0	*P	*Brooks, 1906; Shop No. 40787 - As 42(2) - Sc. 1922 NYC & St. L 51(2); 311	BP
19-270	62(3)	*0-6-0	*B-11b	*Lima, 1917; Shop No. 5566-21x28-57-180-32.7-173,000-33,140 - Sc. 1951 NYC & St. L 62(3); 391(2)	1947
19-71	23-161	64(3)	*B-11b	*Lima, 1917; Shop No. 5568 - As 62(3) - Sc. 1953 NYC & St. L 64(3); 393(2)	BP
19-37	75	*2-6-0	*G	*Brooks, 1888; Shop No. 1347-19x24-56-145-16.77-85,500-101,800-19,070 NYC & St. L 75; 206(2)	1906
10-395	77(3)	*0-6-0	*B-11c	*Lima, 1918; Shop No. 5683-21x28-57-180-32.7-173,000-33,140 - Sc. 1950	1947
19-389	23-37	85	*H	*Brooks, 1890; Shop No. 1630-18x24-56-175-26.0-83,500-99,000-20,660 - Sc. 1914 NYC & St. L 85; 216(3); 217(2)	BP
19-389	94	*4-6-0	*I	*Brooks, 1891; Shop No. 1880-18x24-56-155-22.41-77,500-100,000-18,290 - Sc. 1920 NYC & St. L 94; 275	BP
19-239	99(2)	*0-6-0	*B-10	*Brooks, 1913; Shop No. 53838-20x26-51-160-23.7-153,100-27,730 - Sc. 1948 NYC & St. L 80(2); 99(2)	
19-395	103(3)	*0-6-0	*B-9a	*Rebuilt NYC & St. L, 1920 - Orig. built Brooks, 1902, 2-8-0; Shop No. 4108-19½x28-57-190-46.25-155,300-30,170 - Sc. 1946 NYC & St. L 122; 403; 103(3)	1936
19-245	107(3)	*0-6-0	*B-9a	*Rebuilt NYC & St. L, 1920 - Orig. built Brooks, 1902, 2-8-0; Shop No. 4112 - As 103(3) - Sc. 1945 NYC & St. L 126; 407; 107(3)	1939
19-46	112	*4-6-0	*K	*Brooks, 1896; Shop No. 2630-18x24-56-160-22.41-87,000-110,000-18,880 - Sold 1918 NYC & St. L 112; 293	
19-Front	120(2)	*4-4-0	*O	*Brooks, 1904; Shop No. 29730-18x24-68-190-27.6-80,600-123,700-18,470 - Sc. 1923 NYC & St. L 176; 120(2); 140(2)	1910

## NEW YORK, CHICAGO &amp; ST. LOUIS

19-72	121 (3)	*0-6-0	*B-9b	*Rebuilt NYC & STL, 1923 - Orig built Brooks, 1903, 2-8-0; Shop No. 28216 - 19 $\frac{1}{2}$ x 28-57-190-40.9-160,230 - 30,170 Sold 1948 NYC & STL 140; 421; 121(3)	
19-54	131	*2-8-0	*N-1	*Brooks, 1903; Shop No. 28207 - 19 x 28-62-200- 40.9-142,000-160,000-27,720 - Sc. 1934 NYC & STL 131; 412; 112(3)	BP
19-208	152(3)	*4-6-0	*R	*Baldwin, 1907; Shop No. 30989 - 20 x 26-73-200- 40.0-117,900-171,500-24,220 - Sold 1948 NYC & STL 184; 152(3)	1937
19-387	153	*4-4-0	*B	*Brooks, 1882; Shop No. 647-17 x 24-66 $\frac{1}{2}$ x 120- 15,42-46,500-70,000-10,640 - Sc. 1902	BP
19-55	154(3)	*4-6-0	*R	*Baldwin, 1907; Shop No. 31013 - As 152(3) - Sold 1948 NYC & STL 186; 154(3)	1935
19-238	155(3)	*4-6-0	*R	*Baldwin, 1907; Shop No. 31062 - As 152(3) - Sc. 1948 NYC & STL 187; 155(3)	
19-236	156(3)	*4-6-0	*R	*Brooks, 1913; Shop No. 53830 - 20 x 26-73-200-40.9- 126,175-173,900-24,220 - Sold 1948	1938
19-240	161(3)	*4-6-2	*K-1a	*Lima, 1922; Shop No. 6318 - 22 $\frac{1}{2}$ x 26-74-200-50,23- 159,300-265,100-30,240 - Sc. 1952	
19-57	162(2)	*2-8-0	*N-4	*Brooks, 1908; Shop No. 45221 - 19 x 28-62-200- 40.9-150,600-169,000-27,720 - Sc. 1934 NYC & STL 162(2); 443	1908
19-396	162(3)	*4-6-2	*K-1a	*Lima, 1922; Shop No. 6319 - 22 $\frac{1}{2}$ x 26-73-200-50,23- 148,500-245,000-30,650 - Sold 1953	BP
19-43	165	*4-4-0	*B	*Brooks, 1882; Shop No. 701-17 x 24-67-160-18,33- 54,000-86,000-14,080 - Sold 1903	
19-275	165(3)	*4-6-2	*K-1b	*Brooks, 1923; Shop No. 64632 - 22 $\frac{1}{2}$ x 26-74-200- 50,23-157,250-255,320-30,240 - Sold 1953	
19-211	166(3)	*4-6-2	*K-1b	*Brooks, 1923; Shop No. 64633 - As 165(3) - Sold 1952	
19-370	167(2)	*4-6-2	*K-1b	*Brooks, 1923; Shop No. 64634 - As 165(3) - Sold 1952	1951
19-208 & 273	168(2)	*4-6-2	*K-1b	*Brooks, 1923; Shop No. 64635 - As 165(3) - Sold 1952	1930 1941
19-48	169	*4-4-0	*C	*Brooks, 1882; Shop No. 768-18 x 24-67-150-18,33- 67,000-100,000-14,800 - Sc. 1913 NYC & STL 169; 110(2)	
19-372	171(2)	*4-6-4	*L-1a	*Brooks, 1927; Shop No. 67212 - 25 x 26-74-225-66.7- 175,800-318,400-42,000 - Sold 1962	1956
19-203 23-227	173(2)	*4-6-4	*L-1a	*Brooks, 1927; Shop No. 67214 - 25 x 26-73-215-66.7- 175,500-316,500-40,680 - Sold 1961	BP
19-39	174	*4-4-0	*C	*Brooks, 1882; Shop No. 773 - As 169 - Sc. 1920 NYC & STL 174; 117(2)	BP
19-211	174(2)	*4-6-4	*L-1b	*Lima, 1929; Shop No. 7399 - 25 x 26-73-215-66.7- 176,000-314,000-40,680 - Sold 1958	1930

NEW YORK, CHICAGO & ST. LOUIS

19-240	174(2)	*4-6-4	*L-1b	*Lima, 1929; Shop No. 7399-25x26-74-215-66.7-176,000, 315,900-40,130 - Sold 1958	1939
19-380	175(2)	*4-6-4	*L-1b	*Lima, 1929; Shop No. 7400-As 174(2) - Sold 1959	1958
19-217 & 408	177(2)	*4-6-4	*L-1b	*Lima, 1929; Shop No. 7402-As 174(2) - Sold 1953	1933 BP
19-274	177(2)	*4-6-4	*L-1b	*Lima, 1929; Shop No. 7402-As 175(2) - Sold 1953	1943
19-55	186	*4-6-0	*R	*Baldwin, 1907; Shop No. 31013-20x26-72-200-40.9-113,700-156,350-24,560 - Sold 1948 NYC & STL 186; 154(3)	BP
19-71	200(5)	*0-8-0	*U-2	*Lima, 1918; Shop No. 5686-23½x30-57-185-50.2-216,500-45,710 - Sold 1955	BP
19-53	206	*0-4-0	*D	*Brooks, 1882; Shop No. 675-16x22-48-65,000 - Sc. 1903	1898
19-387	212	*0-6-0	*E	*Brooks, 1882; Shop No. 694-17x24-48-70,000 - Sc. by	1898
23-185	216(4)	*0-8-0	*U-3b	*Lima, 1924; Shop No. 6869-25x28-51-175-47-216,500-51,040 - Sc. 1955	BP
19-173	222(2)	*0-8-0	*U-3c	*Lima, 1925; Shop No. 6940-25x28-51-175-47-221,000-51,040 - Sc. 1952	
19-189	228(2)	*0-8-0	*U-3c	*Lima, 1925; Shop No. 6946-As 222(2) - Sc. 1953	
19-390	243	*0-6-0	*M	*Baldwin, 1907; Shop No. 31409-18x24-50-170-21.34-103,450-22,470 - Sc. 1929 NYC & STL 243; 33(3); 19(4)	BP
19-413	292(2)	*0-8-0	*C-1a	*W&LE, 1930; Shop No. 28-25x28-51-180-46.6-219,130-52,500 - Sc. 1962 W&LE 5122; NYC & STL 5122; 292(2)	1956
19-408	303(3)	*0-8-0	*C-17	*Lima, 1934; Shop No. 7620-25x28-51-200-46.9-239,000-58,330 - Sc. 1964	BP
19-168	317(2)	*0-6-0	*B-12	*Baldwin, 1921; Shop No. 54461-22x26-51-180-26.0-160,000-37,750 - Sc. 1947 T STL & W 17(2); NYC & STL 717; 17(5); 317(2)	1947
19-213	331	*4-6-0	*P-1	*Brooks, 1909; Shop No. 46193-19x24-63-180-28.54-106,300-140,500-21,040 - Sc. 1936 NYC & STL 36(2); 331	1929
19-394	366	*4-6-0	*P-3	*Brooks, 1913; Shop No. 53822-19x24-63-180-28.5-112,000-150,000-21,040 - Sc. 1936	1935
19-404	382	*2-8-0	*G-44	*Brooks, 1904; Shop No. 29685-21x30-57-185-46.7-182,640-206,000-36,500 - Sc. 1943 LE & W 408; 5523; NYC & STL 382	1933
19-267	397	*2-8-0	*G-44	*Brooks, 1904; Shop No. 29675-As 382 - Sc. 1949 Lake Erie, Alliance & Wheeling 63; 5563; LE & W 5538; NYC & STL 397	
19-402	468(2)	*2-8-0	*G-41	*Brooks, 1899; Shop No. 3134-20½x28-57-170-32.5-161,700-174,980-29,830 - Sc. 1947 LS & MS 313; LE & W 313; 5513; NYC & STL 468(2)	1934
19-72	431	*2-8-0	*N-2	*Brooks, 1906; Shop No. 40792-19x28-62-200-40.9-142,000-160,000-27,720 NYC & STL 150(2); 431	

NEW YORK, CHICAGO & ST. LOUIS

19-210	458	*2-8-0	*N-6	*Brooks, 1913; Shop No. 53843 - 20x28-63-180- 40,900-159,100-184,900-27,200 - Sc. 1949	1936	
19-70	473	*2-8-0	*T	*Brooks, 1903; Shop No. 28870 - 21x30-63-190- 43,000-161,830-183,700-33,920 - Sc. 1934 LS&MS 868; NYC 5869; NYC & STL 473	1933	
19-402	478	*2-8-0	*G-6V	*Brooks, 1911; Shop No. 49519 - 23x32-63-200-56.5- 210,550-236,730-45,680 - Sc. 1948 - NYC & HR 5608; LE & W 5608; NYC & STL 478		
19-225	483	*2-8-0	*G-6V	*Brooks, 1911; Shop No. 49524 - As 478 - Sc. 1934 NYC & HR 5613; LE & W 5613; NYC & STL 483	1933	
19-69	500	*2-8-2	*H-5	*Lima, 1917; Shop No. 5428 - 25x32-63-180-56.5 216,500-287,000-48,570 - Sc. 1962 NYC & STL 500; 950	1917	
19-71	505	*2-8-2	*H-5	*Lima, 1917; Shop No. 5433 - As 500 - Sc. 1955	BP	
19-217	519	*2-8-2	*H-5b	*Brooks, 1917; Shop No. 57501 - 25x32-63-185-56.5- 220,980-290,560-49,920 - Sc. 1959	1929	
19-403	586	*2-8-2	*H-60	*Baldwin, 1918; Shop No. 49682 - 26x30-63-200-66.7- 220,000-292,000-54,720 - Sc. 1957 LE & W 5540; NYC & STL 586; Nacional de Mexico 2200		
19-247	587	*2-8-2	*H-60	*Baldwin, 1918; Shop No. 49683 - As 586 - Donated to Indianapolis, 1955 LE & W 5541; NYC & STL 587	1946	
19-257	615	*2-8-2	*H-6b	*Lima, 1920; Shop No. 6186 - 26x30-63-200-66.7- 233,000-316,200-54,720-64,120 - Sc. 1953	1942	
19-73	616	*2-8-2	*H-6c	*Lima, 1921; Shop No. 6187 - 26x30-63-200-66.7- 226,500-307,000-54,720-64,120 - Sc. 1950 NYC & STL 616; AC & Y 408	BP & 1933	
19-400	627	*2-8-2	*H-6d	*Lima, 1922; Shop No. 6432 - 26x30-63-200-66.7- 237,000-316,800-54,720-64,120 - Sc. 1955	1947	
19-216	628	*2-8-2	*H-6d	*Lima, 1922; Shop No. 6433 - As 627 - Sc. 1954	1939	
19-227	633	*2-8-2	*H-6e	*Lima, 1923; Shop No. 6636 - 26x30-63-200-66.7- 237,050-319,400-54,720-64,120 - Sc. 1955	1938	
19-266	636	*2-8-2	*H-6e	*Lima, 1923; Shop No. 6639 - As 633 - Sc. 1945	1938	
19-75	23-189	645	*2-8-2	*H-6e	*Lima, 1923; Shop No. 6648 - As 633 - Sc. 1961	BP
19-226	646	*2-8-2	*H-6e	*Lima, 1923; Shop No. 6649 - As 633 - Sc. 1956		
19-228	650	*2-8-2	*H-6e	*Lima, 1924; Shop No. 6653 - As 633 - Sc. 1954		
19-75	660	*2-8-2	*H-6e	*Lima, 1924; Shop No. 6663 - As 633 - Sold, 1946 NYC & STL 660; Nacional de Mexico 2220	BP	
19-248	667	*2-8-2	*H-6f	*Lima, 1924; Shop No. 6858 - 26x30-63-200- 66.7-236,600-318,900-54,720-64,120 - Sc. 1955	1948	



NEW YORK, CHICAGO & ST LOUIS

19-248	669	*2-8-2*H-69* Lima, 1924(6860) - As 667 - Sc. 1949	1948
19-237	700	*2-8-4*S*A-S, 1934(68646) - 25X34-69-245-90,3-4818-1932- 26,100-428,900-64,130 Sc. 1961	1935
19-230,234 & 235	703	*2-8-4*S*A-S, 1934(68649) - As 700 Sc. 1957	BPs
19-378	706(2)	*2-8-4*S*A-S, 1934(68652) - As 700 Sc. 1963	1957
63-271	707(2)	*2-8-4*S*A-S, 1934(68653) - As 700 Sc. 1961	
71-16	709(2)	*2-8-4*S*A-S, 1934(68655) - As 700	
19-248	712(2)	*2-8-4*S*A-S, 1934(68658) - As 700 Sc. 1961	1945
19-259 & 409	730	*2-8-4*S-1* Lima, 1943(8003) - 25X34-69-245-90,3-26,800- 429,500-64,130 Sc. 1961	409 → BP 259 → 1944
19-376	740(2)	*2-8-4*S-2* Lima, 1944(8414) - 25X34-69-245-90,3-264,300- 440,800-64,130 Sc. 1963	
19-225	744	*4-4-2*E-3*A-B, 1904(29270) - 19X26-73-200-42.5-89,000- 152,000-21,860 TStL & W 44: NYC & StL <sup>(1924)</sup> 744 Sc. 1933	1931
73-40	759	*2-8-4*S-2* Lima, 1944(8667) - As 540(2) Sold 1962	1970
19-271	771	*2-8-4*S-3* Lima, 1949(9372) - 25X34-69-245-90,3-266,030- 444,290-64,130 Sc. 1962	1949
46-61	776	*2-8-4*S-3* Lima, 1949(9377) - As 771 Sc. 1963	BP
23-6	779	*2-8-4*S-3* Lima, 1949(9380) - As 771 Ret. 1958	BP
19-361	824(2)	*2-8-4*S-4*A-S, 1942(70022) - 25X34-69-245-90,3- 265,500-415,000-64,130 W&LE 6424: NYC & StL <sup>(1949)</sup> 6424: <sup>(1952)</sup> 824(2) Sc. 1961	1954
19-367	830(2)	*2-8-4*S-4*A-S, 1924(70028) - As 824(2) W&LE 6430: NYC & StL <sup>(1949)</sup> 6430: <sup>(1952)</sup> 830(2) Sc. 1961	1956
19-165	860	*2-8-0*G-10a*A-B, 1905(30901) - 22X28-57-185-47,25- 172,000-197,000-37,390 TStL & W 160: NYC & StL <sup>(1924)</sup> 860 Sc. 1953	1947
19-381	915	*2-8-0*G-9* Lima, 1922(6246) - 22X28-57-185-46,2- 180,500-205,900-37,390 TStL & W 215: NYC & StL <sup>(1924)</sup> 915 Sc. 1963	1957
19-406	916	*2-8-0*G-9* Lima, 1922(6247) - As 915- <sup>(1924)</sup> TStL & W 216: NYC & StL 916 Sc. 1955	1954
19-412	922	*2-8-0*G-2*A-B, 1905(30868) - 22½X30-57-200-50,5- 193,700-216,800-45,300 WP-T 2120: W&LE <sup>(1905)</sup> 2120: <sup>(1916)</sup> 431: <sup>(1918)</sup> 4302: NYC & StL <sup>(1949)</sup> 4302: <sup>(1950)</sup> 922 Sc. 1955	1952
136-255 19-363	940	*2-6-6-2*I-3* BLW, 1919(52178) - 23 & 35X32-57-225-76.3- 360,000-452,000-79,400 W&LE 8001: NYC & StL <sup>(1949)</sup> 8001: <sup>(1951)</sup> 940 <sup>(1952)</sup> 1955	
19-363	6805	*4-8-2*J-1* N&W RY, 1936(239) - 28X30-63-225-84.1-273,420- 399,150-71,400 N&W 204: RF&P 519: W&LE <sup>(1948)</sup> 6805: NYC & StL <sup>(1949)</sup> 6805: <sup>(1950)</sup> 805 Sc. 1953	
F-3 19-414	8003	*2-6-6-2*I-3* BLW, 1919(52287) - As 940 - W&LE 8003: NYC & StL <sup>(1949)</sup> 8003: <sup>(1951)</sup> 942 Sc. 1955	F-3 → 1950

NEW YORK, CHICAGO & ST. LOUIS

127-25 507 \*2-8-2\*H-5a\* Lima, 1917(5435) - 24X32-63-200 - 56.5 - 224,950 - (1955) 291,750 - 49,750 NYC&StL 507: 954 Ret. 1960 1955

127-12 515 \*2-8-2\*H-5b\*A-B, 1917(57497) - 25X32-63-180 - 56.5 - 216,500 - Sc. 1957 (1956) Ret. 1957

127-12 524 \*2-8-2\*H-5b\*A-B, 1917(57506) - As 507 NYC&StL 524: 965 1957 1950

F-3 846 \*4-8-2\*J-1\*N&W, 1926(240) - 28X30-63-205 - 84.1 - 273,420 - 399,150 - 68,900 (1944) (1948) (1949) (1950) N&W 205: RF&P 520: W&LE 6806: NYC&StL 6806: 846 Sc. 1954 1953

F-3 941 \*2-6-6-2\*I-3\*BLW, 1919(52265) - As 940 W&LE 8082: NYC&StL 8082: 941 1955 1954 (1947) (1951) Sc.

F-3 6808 \*4-8-2\*J-1\*N&W, 1926(240) - As 6805 - N&W 207: DERGW 1551: W&LE 6808: (1949) (1951) NYC&StL 6808: 848 Sc. 1953 1950

NEW YORK & ERIE 1840-1861

Gauge 6'-0"

10-24	?	* 4-4-0	* Wm. Norris?						
	4								
10-28	95-20	"ORANGE"	* 4-4-0	* Wm. Norris, 1841	-10 <sup>3</sup> / <sub>4</sub> x 18-55-30,700	-7.5-376-21,000 - Drawing	NY&E 4"0";	Attica & Hornville?	C, 1845 (1851) c
		6							
10-28	"SULLIVAN"	* 4-4-0	* R.K.&G., 1846	(80)	-15 <sup>1</sup> / <sub>2</sub> x 22-60-24,250-40,625	-15-10'97-	NY&E 6"5";	ERY 6	Ret. by 1869 (1861) D
		12							
10-23	"SUSQUEHANNA"	* 4-6-0	* Rogers, 1848	(130)	-17 x 20-60-42,300-58,000	-13-990-35,750	NY&E 12'5";	ERY 12	Ret. by 1864 (1861) D
		32							
10-32	"ONTARIO"	* 4-4-0	* R.K.&G., 1849	(162)	-17 x 20-72-56,500	-14.75-7251-40,000	NY&E 32"0";	ERY 32	Sc. by 1875 (1861) D
		34							
10-33	"YATES"	* 4-6-0	* Rogers, 1849	(147)	-18 x 20-60-65,000	-10-782,34-30,840	NY&E 34"Y";	ERY 34	Ret. by 1867 (1861) D
95-35	91	* 4-4-0	* Hinkley, 1850	(279)	-16 x 20-67-52,450-	-15.5-852,92-37,400	Inside connected	NY&E 69";	ERY 69 (1861) Ret. by
10-36	102	* 4-4-0	* R.K.&G., 1851	(257)	-17 x 20-72-56,400	-15.5-852,92-37,400	"	NY&E 102";	ERY 102 1871 (1861) Ret. by
10-37	105	* 4-4-0	* R.K.&G., 1851	(263)	-17 x 20-72-57,975		"	NY&E 105";	ERY 105 1855 (1861) Ret. by

NEW YORK & ERIE RR ENGINES 1840-1852

Copied from Sinclairs "Development of the Locomotive Engine"

Pages 263, 266-270

1	Eleszer Lord	4-4-0	Wm. Norris	13x20-54	30,000				
2	Piermont	"	"	"	32,000				
3	Rockland	"	"	"	32,000				
4	Orange	"	"	10 $\frac{1}{2}$ x18-55-7.5-376	21,100-30,700				
5		"	"	"	"				
6	4-4-0	Rogers, K&G			24,250			40,625	
7	"	"	15 $\frac{1}{2}$ x22	60	31,300			48,200	
9	0-6-0	Baldwin	15x18	46	8.0	902.5	44,200	44,200	
10	4-4-0	Wm. Norris	12 $\frac{3}{8}$ x26	60	10.0	762.0	26,880	43,920	
11	"	Swin. Smith	17x20	72	12.88	1012.0			
12	4-6-0	Rogers, K&G	17x20	60	15.0	1097.0	42,300	58,000	
13	4-4-0	Swin. Smith	17x20	72	12.88	1012.0			
14	"	"	17x20	60	12.13	1003.0	27,900	59,900	
15	"	"	17x20	60	12.13	1003.0	27,900	59,900	
16	"	"	17x20	60	12.13	1003.0	27,900	59,900	
17	4-4-0	Swin. Smith	17x20	72	12.88	1012.0			
18	"	Rogers, K&G	17x20	72	13.0	990.0	35,750	56,500	
19	"	"	17x20	72	13.0	990.0	35,750	56,500	
20	"	Baldwin	17x20	72	12.88	1003.75	34,800	56,500	
21	"	"	17x20	72	12.88	1003.75	34,800	56,500	
22	"	"	17x20	60	12.88	998.0	32,600	54,500	
23	"	"	17x20	72	12.88	1003.75	34,800	56,500	
24	"	"	17x20	60	12.88	998.0	32,600	54,500	
25	"	"	17x20	60	12.88	998.0	32,600	54,500	
26	"	"	17x20	60	12.88	998.0	32,600	54,500	
27	"	"	17x20	72	12.88	1003.75	34,800	56,500	
28	"	Rogers, K&G	17x20	72	13.0	990.0	35,750	56,500	
29	"	"	17x20	72	13.0	990.0	35,750	56,500	
30	"	"	17x20	60	13.0	984.0	33,500	54,500	
31	"	"	17x20	60	13.0	984.0	33,500	54,500	
32	"	"	17x20	72	13.0	990.0	35,750	56,500	
33	4-6-0	"	18x20	60	14.75	1251.0	49,000	65,000	
34	"	"	18x20	60	14.75	1251.0	49,000	65,000	
35	"	"	18x20	60	14.75	1251.0	49,000	65,000	
36	4-4-0	Swin. Smith	17x20	60	12.13	1003.0	27,900	59,900	
37	"	"	17x20	60	12.13	1003.0	27,900	59,900	
38	"	"	17x20	60	12.13	1003.0	27,900	59,900	
39	"	"	17x20	60	12.13	1003.0	27,900	59,900	



NEW YORK & ERIE RR ENGINES 1840-1852

40	4-4-0	Rogers, K&G	17X20	60	13.0	984.0	32,000	56,000	
41	"	"	"	"	"	"	"	"	
42	"	"	"	"	"	"	"	"	
43	"	"	"	"	"	"	"	"	
44	"	"	"	"	"	"	"	"	
45	"	"	"	"	"	"	"	"	
46	"	"	"	"	"	"	"	"	
47	"	"	"	"	"	"	"	"	
48	4-4-0	Swinn, Smith	16X20	60	13.0	844.75	32,100	50,700	
49	4-6-0	"	17X20	60	13.88	1086.75	45,500	62,500	
50	"	"	"	"	"	"	"	"	
51	"	"	"	"	"	"	"	"	
52	4-4-0	Hinkley	15X20	60	10.0	770.5	30,050	47,920	Inside conn
53	"	"	"	"	"	"	"	"	"
54	"	"	"	"	"	"	"	"	"
55	"	"	"	"	"	"	"	"	
56	"	"	"	"	"	"	"	"	
57	0-8-0	M.W. Baldwin	18 $\frac{1}{4}$ X23	48	14.0	1144.56	73,700	73,700	
58	"	"	"	"	"	"	"	"	
59	"	"	"	"	"	"	"	"	
60	"	"	"	"	"	"	"	"	
61	4-4-0	Taunton	17X20	60	"	"	"	"	Inside conn.
62	"	"	"	"	"	"	"	"	"
63	"	"	"	"	"	"	"	"	"
64	"	Rogers, K&G	17X30?	60	13.25	852.67	35,600	55,600	
65	"	"	"?	"	"	"	"	"	
66	"	"	17X20	72	14.00	948.25	"	56,500	Inside conn.
67	"	"	"	"	"	"	"	"	
68	"	"	"	"	"	"	"	"	
69	"	"	"	"	"	"	"	"	
70	4-4-0	Swinn, Smith	17X20	72	13.50	1019.75	33,900	53,000	Inside Conn.
71	"	"	"	"	"	"	"	"	"
72	"	"	"	"	"	"	"	"	
70	4-6-0	"	17X20	57	13.50	1138.00	"	"	Inside conn.
(incl) 83	"	"	"	"	"	"	"	"	
84	4-4-0	Norris	14X32	84	11.50	763.00	38,950	57,450	
85	"	"	"	"	"	"	"	"	
86	4-6-0	Rogers, K&G	17X20	72	13.50	990.83	47,000	65,175	
87	4-2-2	Boston L.W.	15X20	66	11.67	682.0	"	"	Inside conn.
88	0-8-0	Winans	19X22	53	20.25	1003.75	56,000	56,000	
89	"	"	"	53	"	"	"	"	

(incl) Stated to be eight-wheel Connected

NEW YORK & ERIE RR ENGINES 1840-1852

90	4-4-0	Boston L.W.	16X20	66	10.00	782.34	30,840	49,510	Inside conn.
99	"	"	"	"	"	"	"	"	"
100	4-4-0	Rogers, K & G	17X20	72	15.50	852.92	37,400	57,500	Inside conn.
101	"	"	"	"	"	"	"	"	"
102	"	"	"	"	"	"	"	"	"
103	"	"	"	"	"	"	"	"	"
104	"	"	"	"	"	"	"	"	"
105	"	"	"	"	"	"	"	"	"
106									
107									
108									
109									
110									
111									
112	4-2-2	Boston L.W.	15X20	66	11.67	682.0			Inside conn.
113	4-4-0	Taunton	17X20	60	16.13	1029.0			" "
114	"	"	"	"	"	"			" "
115	"	"	18X20	60	16.13	947.25			
116	"	"	"	"	"	"			
117	"	"	"	"	"	"			
118	"	"	"	"	"	"			
119	"	Boston L.W.	16X20	60	15.75	875.33	31,000	52,675	
120	"	"							
121	"	"							
122	"	"							
123	"	"							
124	"	"	"	"	"	"	"	"	"
125	0-6-0	Amoskeag	18X20	54	15.0	968.25			Inside conn.
126	"	"	"	"	"	"			
127	4-4-0	Boston L.W.	17X20	66			34,950	54,400	
128									
129									
130									
131									
132	"	"	"	"			"	"	
133	4-4-0	N.J. L.W.	16X20	60	12.13	724.50			
134	"	"	"	"	"	"			
135	"	"	"	"	"	"			



NEW YORK, LAKE ERIE & WESTERN 1878-1895

Year	Number	Sex	Age	Species	Location	Year	Number	Sex	Age	Species	Location	Year	Number	Sex	Age	Species	Location
10-60	22	*	0-6-0	*B-1*	Susq. Sh., 1887-19x24-50-140-96,100-20,440	Sc. 1927	22	*	0-6-0	Susq. Sh.	1887-19x24-50-140-96,100-20,440	(1887)	22	*	0-6-0	Susq. Sh.	1887-19x24-50-140-96,100-20,440
10-51	?	*	4-4-0	*													
10-222	35	*	4-4-0	*D-10*	Susq. Sh., 1887-19x24-68-145-117,400-15,700	Sc. 1924	35	*	4-4-0	Susq. Sh.	1887-19x24-68-145-117,400-15,700	(1887)	35	*	4-4-0	Susq. Sh.	1887-19x24-68-145-117,400-15,700
10-222	51	*	4-4-0	*D-1*	Brooks, 1880 (416)-18x22-68-130-80,700-11,570	Sc. 1901	51	*	4-4-0	Brooks	1880 (416)-18x22-68-130-80,700-11,570	(1895)	51	*	4-4-0	Brooks	1880 (416)-18x22-68-130-80,700-11,570
10-223	93	*	4-4-0	*D-2*	Susq. Sh., 1883-18x22-68-130-84,400-11,570	Sc. 1907	93	*	4-4-0	Susq. Sh.	1883-18x22-68-130-84,400-11,570	(1887)	93	*	4-4-0	Susq. Sh.	1883-18x22-68-130-84,400-11,570
10-50 & 222	108	*	4-4-0	*D-2*	Susq. Sh., 1882 - As 93	Sc. 1904	108	*	4-4-0	Susq. Sh.	1882 - As 93	(1887)	108	*	4-4-0	Susq. Sh.	1882 - As 93
95-59	136	*	2-6-0	*BLW,	1886 (8082) - 20x26-62-142,840	Sc. 1921	136	*	2-6-0	BLW	1886 (8082) - 20x26-62-142,840	(1887)	136	*	2-6-0	BLW	1886 (8082) - 20x26-62-142,840
10-79	141	*	2-6-0	*Susq. Sh.,	1885 - 18x24-68-103,300	Sc. 1921	141	*	2-6-0	Susq. Sh.	1885 - 18x24-68-103,300	(1887)	141	*	2-6-0	Susq. Sh.	1885 - 18x24-68-103,300
5-97	199	*	4-4-0	*S. Wilmarth,	1854 - As rebt. Susq. Sh., 1870 - 18x20-66-69,800	Sc. 1901	199	*	4-4-0	S. Wilmarth	1854 - As rebt. Susq. Sh., 1870 - 18x20-66-69,800	(1887)	199	*	4-4-0	S. Wilmarth	1854 - As rebt. Susq. Sh., 1870 - 18x20-66-69,800
10-51	242	*	4-4-0	*Dickson,	1881 - 18x22-62-130-79,100-12,740	Sc. 1905	242	*	4-4-0	Dickson	1881 - 18x22-62-130-79,100-12,740	(1887)	242	*	4-4-0	Dickson	1881 - 18x22-62-130-79,100-12,740
10-223	250	*	4-4-0	*R*		Sc. 1915	250	*	4-4-0	R*		(1887)	250	*	4-4-0	R*	
10-257	254	*	4-6-0	*BLW,	1891 (12167) - 21x26-62-180-144,500-28,280-	Sc. 1924	254	*	4-6-0	BLW	1891 (12167) - 21x26-62-180-144,500-28,280-	(1887)	254	*	4-6-0	BLW	1891 (12167) - 21x26-62-180-144,500-28,280-
10-254	343	*	4-6-0	*BLW,	1893 (13584) - 20x24-60-160-39,0-2054-110,000-	Sc. 1927	343	*	4-6-0	BLW	1893 (13584) - 20x24-60-160-39,0-2054-110,000-	(1887)	343	*	4-6-0	BLW	1893 (13584) - 20x24-60-160-39,0-2054-110,000-
10-50 95-25	416	*	0-4-2T	*Brooks,	1881 (569) - 16x22-48-76,200	Sc. 1913	416	*	0-4-2T	Brooks	1881 (569) - 16x22-48-76,200	(1887)	416	*	0-4-2T	Brooks	1881 (569) - 16x22-48-76,200
10-38	448	*	4-2-0T	*Rogers,	1860 - 12x16-54-38,700	Sc. 1913	448	*	4-2-0T	Rogers	1860 - 12x16-54-38,700	(1887)	448	*	4-2-0T	Rogers	1860 - 12x16-54-38,700
95-63	451	*	4-6-0	*Swin. Smith,	1850 - 17x20-60	Sc. 1913	451	*	4-6-0	Swin. Smith	1850 - 17x20-60	(1887)	451	*	4-6-0	Swin. Smith	1850 - 17x20-60
10-90	535	*	2-8-0	*X* Grant,	1879 - 20x24-50-125-103,400-20,400	Sc. 1925	535	*	2-8-0	X* Grant	1879 - 20x24-50-125-103,400-20,400	(1887)	535	*	2-8-0	X* Grant	1879 - 20x24-50-125-103,400-20,400
10-49	547	*	2-8-0	*X* Grant,	1879 - As 535 - 1157; 1080	Sc. 1925	547	*	2-8-0	X* Grant	1879 - As 535 - 1157; 1080	(1887)	547	*	2-8-0	X* Grant	1879 - As 535 - 1157; 1080
10-94	729	*	2-8-0	*H-6* BLW,	1890 (10905) - 20x24-50-140-78,0-1756-	Sc. 1921	729	*	2-8-0	H-6* BLW	1890 (10905) - 20x24-50-140-78,0-1756-	(1887)	729	*	2-8-0	H-6* BLW	1890 (10905) - 20x24-50-140-78,0-1756-
8-44 5-50 10-107	805	*	2-10-0	*BLW,	18913 (13315) - Vauclain comp. - 16x27x28-50-	Sc. 1925	805	*	2-10-0	BLW	18913 (13315) - Vauclain comp. - 16x27x28-50-	(1887)	805	*	2-10-0	BLW	18913 (13315) - Vauclain comp. - 16x27x28-50-
10-270	807	*		*		Sc. 1925	807	*				(1887)	807	*			



NEW YORK, NEW HAVEN & HARTFORD

	N	55	*4-6-0*		
8-28		149	*4-4-0*	BLW, 1888	NYHH&H 149:1405 BP
5-53		254	*4-4-0*	Rhode Is., 1893 - Gross-comp. - 21'x31'x26'-78- 84,000-125,000	BP
	N	801	*4-4-0*	BLW, 1904-	
5-164		810	*4-4-0*		
46-61		1009	*4-6-2*	I-1* BLW, 1907- 22x28-73-200- 227,000-31,560	BP
127-76		1022	*4-6-2*	BLW, 1907	1907
25-115		1100	*4-4-2*	A-S, 1907- 21x26-72-200-200,000-24,670	BP
	C	1274	*4-4-0*	1876	1897
63-104 & 106		1358	*4-6-2*	I-4*	
	N	1384	*4-6-2*	Algo, 1916	
23-253 46-199 63-69		1400	*4-6-4*	BLW, 1937- 22x30-80-285- 365,300-43,970	253 → BP
	N	3016	*2-8-2*		1953
63-107		3200	*2-10-2*	L-1*	
63-30		3219	*2-10-2*	L-1*	
23-177		3300	*4-8-2*	R-1* A-R, 1919- 27x30-69-200- 333,280- 53,880	BP
132-122		3301	*4-8-2*	R-1* A-R, 1919- As 3300	c. 1935
	N	3304	*4-8-2*	R-1* A-R, 1919- As 3300	
132-123		3317	*4-8-2*	R-1b* A-S, 1920- 27x30-69-200- 334,000- 53,900	1940
132-125		3324	*4-8-2*	R-1b* A-S, 1920- As 3317	1938
132-126		3325	*4-8-2*	R-1b* A-S, 1920- As 3317	1940
132-121		3342	*4-8-2*	R-1b* A-S, 1923- As 3317	
132-124		3345	*4-8-2*	R-1b* A-S, 1924- As 3317	1937
132-127		3500	*4-8-2*	R-2* A-S, 1924- 27x30-69-250- 360,700- 63,400	BP
132-127		3501	*4-8-2*	R-2a* A-S, 1926- 27x30-69-265- 363,200- 69,000	
132-128		3552	*4-8-2*	R-3* A-S, 1926- (3) 22x30-69-265- 374,700- 71,000	1940
63-106		3557	*4-8-2*	R-3a* A-S, 1927- (3) 22x30-69-265- 379,700- 71,000	
132-129		3561	*4-8-2*	R-3a* A-S, 1927- As 3357	1937
63-107		3604	*0-8-0*	Y-4*	

NEW YORK, ONTARIO & WESTERN

21-54 74-308	1(2)	*4-4-0 * B * Cooke, 1895(2325) - 17x24-68-180 - 80,000 - 118,000 - 15,610 Sc. 1916	54 → New 308 → 1914
21-40	3(1)	*4-4-0 * Rhode Is., 1869(103) - 17x22-60 - 64,000 NY&OM 3 "CHEANGO"; NYO&W 3: Centrdia & Chester? Sold 1887	(1888)
21-77 & 84	4(2)	*4-4-0 * B * Brooks, 1887(1179) - As rebuilt, 1898 - 17x24-68-180 - 76,000 - 114,000 - 15,610 NYO & W 76(2): 4(2) Sc. 1923	(1898)
74-309	7	*4-4-0 * F * BLW, 1871(2358) - 17x24-62 - 54,000 - 87,000 - PJM&NY 7: PJM&S 7: Allegheny Valley 42: NYO&W 7 Sc. 1916	(1905) 1915
74-308	12(1)	*4-4-0 * Rhode Is., 1869(132) - 17x20-60 - 64,000 NY&OM 12 "OXFORD": NYO&W 12(1) Sc. 1887	(1880) 1885
21-97 & 113 74-308	13	*4-4-0 * C * BLW, 1871(2551) - As rebuilt by Cooke, 1897 - 17x24-62 - 180-65,000 - 99,000 - 17,120 NY&OM 30 "MINISINK": NYO&W 30: 13 Sc. 1917	(1880) (1897) 308 → 1914
21-68	21(2)	*4-4-0 * A * Cooke, 1899(2494) - 18x28-68-200 - 91,000 - 135,000 - 22,680 - Sc. 1932	1915
21-70	26(2)	*4-4-0 * Rhode Is., 1872(432) - As rebuilt by NYO&W, 1893 to an inspection loco. - 17x24-56-64,000 NY&OM 80 "LANSHIRE": NYO&W 80: 26: 26(2) Ret. 1932	(1887) (1889) c. 1893 68 → 1903 106 → 1911
21-68 & 106	26(2)	*4-4-0 * As rebuilt by NYO&W in 1903 from above	
10-227 21-68	28(2)	*4-4-0 * BLW, 1871(2646) - As rebuilt by NYO&W, ? to an inspection loco. - 12x22-56 $\frac{3}{4}$ - 48,000 - Sc. 1893 NY&OM 38 "CRAWFORD": NYO&W 38: 26(2)	(1880) (1889)
12-181	33(3)	*4-6-0 * I-1 * A-C, 1903(28589) as 2-6-0 - As rebuilt by NYO&W, 1921 - 20x26-63-190 - 154,000 - 192,000 - 26,660 Sc. 1948	
74-310	35(2)	*4-6-0 * I-1 * A-C, 1904(28591) as 2-6-0 - As rebuilt by NYO&W, 1919 - As 33(3) Sc. 1948	
74-309	36(2)	*2-6-0 * I * A-C, 1904(28592) - 20x26-63-190 - 143,000, 166,900 - 26,660 Sc. 1937	1914
21-53	39	*4-4-0 * F * BLW, 1872(2666) - 17x24-61 $\frac{3}{4}$ - 72,000 - 90,000 - NY&OM 39 "MAMAKATING": NYO&W 39 Sc. 1900	(1880)
21-28	41	*4-4-0 * F * BLW, 1872(2692) - As 39 NY&OM 41 "OTSELIC": NYO&W 41: 28(3) Sc. 1909	(1880) (1906) c. 1883
21-185 74-310	42(2)	*2-6-0 * I * BLW, 1907(30638) - 20x26-63-190 - 149,000 - 170,000 - 26,660 NYO&W 42(2): Unadilla Valley 7 Sc. 1956	(1945)
21-142	52(2)	*0-6-0 * L * A-C, 1910(47073) - 20 $\frac{1}{2}$ x26-51-180 - 156,000 - 32,780 Sc. 1945	1941
74-307	53(3)	*0-6-0 * L * A-C, 1911(49710) - As 52(2) Sc. 1948	1947
21-180	55(3)	*0-6-0 * L * A-B, 1911(50184) - As 52(2) Sc. 1945	BP
21-81	69(2)	*4-4-0 * H * NYLW, 1889(457) - 18x24-69-180 - 80,000 - 116,000 - 17,240 Sc. 1932	
21-185	71	*4-4-0 * G * Brooks, 1886(1121) - 18x24-69-180 - 82,000 - 118,000 - 17,240 Sc. 1932	

NEW YORK, ONTARIO & WESTERN

21-176	72	*4-4-0 *G *Brooks, 1886(1122) - As 71	Sc. 1932	
21-61	74	*4-4-0 *G *Brooks, 1886(1130) - As 71	Sc. 1916	1890
21-41	76(2)	*4-4-0 *G *Brooks, 1837(1179) - As 71	NYO&W 76(2): 4(2)	Sc. 1923
21-80 & 171	99	*2-6-0 *K *Rhodels, 1873(545) - 18x26-48-74,000 NY&OM 99" RIVERDALE"; NYO&W 99	Sc. 1909	C. 1890
21-63	111(2)	*2-6-0 *M *NYLW, 1890(567) - 19x24-62-175-112,000 128,000 - 20,790	Sc. 1935	
21-180	115	*2-6-0 *J *BLW, 1872(2815) - As rebuilt by Cooke, 1898-17x24-57- 84,000 - 99,000 NY&OM 47" DUNDEE"; NYO&W 47:115	Sc. 1915	
21-184	159	*2-8-0 *S *Dickson, 1890(781) - 20x24-50-160 - 119,000 - 136,000 - 26,110	Sc. 1929	
74-379	186	*2-8-0 *S *Dickson, 1893(903) - As 159	Sc. 1935	C. 1930
74-379	190	*2-8-0 *S *NYLW, 1907 - As 159 A rebuild of an Erie chassis and a NYLW boiler	Sc. 1934	
74-313 & 314	208	*2-8-0 *P *Cooke, 1901(2649) - 21x32-55-200 - 178,000 - 200,000 - 43,620	Sc. 1948	1947
74-21	213	*2-8-0 *P *Cooke, (2712) - As 208	Sc. 1948	1948
21-153	217	*2-8-0 *P *A-C, 1902(26244) - As 208	Sc. 1947	
21-129	218	*2-8-0 *P *A-C, 1904(29286) - As 208	Sc. 1948	
21-135 & 189	225	*4-6-0 *E *A-B, 1911(50035) - 21x26-69-195 - 134,000 - 180,000 - 27,540	Sc. 1947	
21-103 74-311	226	*4-6-0 *E *A-B, 1911(50036) - As 225	Sc. 1948	
74-8 & 307	227	*4-6-0 *E *A-B, 1911(50037) - As 225	Sc. 1948	307 → 1946
21-143 74-312	228	*4-6-0 *E *A-B, 1911(50038) - As 225	Sc. 1947	
74-8 & 311	244	*4-6-0 *U-1 *A-C, 1904(29284) as 2-6-0 * As rebuilt by NYO&W 1917 (1905) 1937#38	Sc. 1947	312 → 1940
126-52 & 53 126-53 & 54	245	*4-6-0 *U-1 *A-C, 1904(29285) as 2-6-0 * As 244	Sc. 1947	312 → 1940
74-312 126-47 21-153	246	*4-6-0 *U-1 *A-C, 1903(27493) as 2-6-0 * As rebuilt by NYO&W (1905)	Sc. 1947	153 → 1939
126-48 & 49 21-184	255	*2-6-0 *U *A-C, 1905(38975) - 20x28-69-190 - 139,000 - 161,000 - 26,210	Sc. 1946	48 → 1910 49 → 1939
126-56 21-197	274	*2-6-0 *V *A-C, 1908(45423) - 20x28-63-200 - 150,000 - 174,000 - 30,220	Sc. 1940	56 → c. 1908 19 → BP
126-58 74-310	278	*2-6-0 *V *A-C, 1908(45663) - As 274	Sc. 1947	58 → 1939
21-188	302	*2-8-0 *W-2 *A-C, 1910(48138) - 21x32-55-200 - 182,000 - 206,000 - 43,620	Sc. 1948	
21-126	308	*2-8-0 *W-2 *A-C, 1910(48356) - As 302	Sc. 1948	
74-315	317	*2-8-0 *W *A-C, 1911(49412) - As 302	Sc. 1948	
21-197	322	*2-8-0 *W *A-C, 1911(49705) - As 302	Sc. 1948	



NEW YORK, ONTARIO & WESTERN

74-8	323	*2-8-0*W*A-C, 1911(49706)-As 302	Sc. 1948	
21-127	324	*2-8-0*W*A-C, 1911(49707)-As 302	Sc. 1948	
74-326	326	*2-8-0*W*A-C, 1911(49709)-As 302	Sc. 1946	
21-103	351	*2-10-2*X*A-S, 1915(55268)-28X32-57-190-293,000-352,000-71,080	Sc. 1948	1915
74-315	354	*2-10-2*X*A-S, 1915(55271)-As 351	Sc. 1944	
74-315	357	*2-10-2*X*A-S, 1915(55274)-As 351	Sc. 1940	
21-193	360	*2-10-2*X*A-S, 1915(55277)-As 351	Sc. 1946	
21-193	401	*4-8-2*Y*A-S, 1922(63254)-27X28-69-200-208,000-317,000-50,290	Sold 1945	NYO & W 401: Sav. & Atlanta (1945) 445 BP 146 -> 1939 1941
132-146 63-33	402	*4-8-2*Y-1*A-S, 1922(63255)-As 401	Sc. 1948	
74-320	403	*4-8-2*Y*A-S, 1922(63256)-As 401	Sc. 1948	
21-192 74-316, 317 & 319 132-146	405	*4-8-2*Y*A-S, 1923(64735)-As 401	Sc. 1948	316 -> 1934 317 -> 1937
21-143 & 146	405	*4-8-2*Y*A-S, 1923(64785)-As above but partly streamlined		
74-317	407	*4-8-2*Y*A-S, 1923(64737)-As 401	Sold 1945	
132-145 21-130	409	*4-8-2*Y or Y-1*A-S, 1923(64739)-As 401	Sold 1945	NYO & W 427: Sav. & Atlanta (1925) 449 NYO & W 401: Sav. & Atlanta (1945) 446
21-192 132-150 & 151	451	*4-8-2*Y-2*A-S, 1929(67986)-27X30-69-225-239,500-360,000-60,620-71,870	Sc. 1948	145 -> 1941 150 -> 1947
21-142	454	*4-8-2*Y-2*A-S, 1929(67989)-As 451	Sold 1945	NYO & W 454: Bangor & Aroostook 121
132-153 74-319	456	*4-8-2*Y-2*A-S, 1929(67991)-As 451	Sc. 1947	153 -> 1941
74-320	457	*4-8-2*Y-2*A-S, 1929(67992)-As 451	Sc. 1947	1946
74-317	458	*4-8-2*Y-2*A-S, 1929(67993)-As 451	Sc. 1948	
63-117	459	*4-8-2*Y-2*A-S, 1929(67994)-As 451	Sold 1945	NYO & W 459: Bangor & Aroostook 122
74-313	701	*2-8-0*A-D, 1903(27516)-21X30-56-200-195,000-42,100	Sc. 1948	D & H 223: 844: 805(2): NYO & W 701 (1947)
126-40	139	*2-6-0*T*Dickson, 1893(897)-19X24-62-180-119,000-135,000-21,400	Sc. 1935	
126-38839	140	*2-6-0*T*Dickson, 1893(904)-As 139	Sc. 1935	BP 38 -> 1893 39 -> 1897
126-41	141	*2-6-0*T*Dickson, 1893(905)-As 139	Sc. 1935	
126-42	143	*2-6-0*U*Cooke, 1901(2645)-20X28-69-190-138,000-161,000-28,900	Sc. 1935	NYO & W 143: 148: 248 (1903) (1905)
126-42	144	*2-6-0*U*Dickson, 1901(1218)-As 143	Sc. 1936	NYO & W 144: 149: 249 (1903) (1908)
126-43	146	*2-6-0*U*A-C, 1903(27493)-As 143	Sc. 1946	BP 1903 NYO & W 146: 246 (1905)



NEW YORK, ONTARIO & WESTERN

4

126-45	241	*2-6-0*	A-C, 1905(30447) - 20x28-69-190 - 138,000 - 161,000	Sc. 1937	c. 1905	
126-47	246	*2-6-0*	A-C, 1903(27493) - As 241 NYO&W 146:246	Sc. 1947	1915	
126-46	247	*2-6-0*	A-C, 1903(27494) - As partly rebuilt - 20x28-69-200 - 138,000 - 161,000 - 27,600 NYO&W 147:247	Sc. 1937	1909 & 1915	
126-51	249	*4-6-0*	Dickson, 1901(1218) as 2-6-0 - As rebuilt 1917 - 21x28-69-200 - 141,000 - 184,000 - 30,400 NYO&W 144:149:249	Sc. 1936		
126-55	251	*4-6-0*	A-C, 1905(38971) as 2-6-0 - As rebuilt 1916 - As 249 Ret. 1940		1940	
126-50	252	*2-6-0*	U*A-C, 1905(38972) - As 241	Sc. 1937	1914 & 1924	
126-51	253	*4-6-0*	U-1*A-C, 1905(38973) as 2-6-0 - As rebuilt, 1923 As 249 Ret. 1940		c. 1932	
126-57 & 62	272	*2-6-0*	V*A-C, 1908(45421) - 20x28-63-200 - 150,000 - 174,000 - 31,600 NYO&W 272: Unadilla Valley ?		57-1916 62-1932	
126-57	273	*2-6-0*	V*A-C, 1908(45422) - As 272	Sc. 1947	1915	
126-56	276	*2-6-0*	V*A-C, 1908(45661) - As 272	Sc. 1940	1911	
126-60	277	*2-6-0*	V*A-C, 1908(45662) - As 272	Sc. 1947		
126-61	282	*2-6-0*	V*A-C, 1909(45842) - As 272	Sc. 1940	1939	
126-58	284	*2-6-0*	V*A-C, 1909(45844) - As 272	Sc. 1947	1934	

NEW YORK, SUSQUEHANNA & WESTERN

158-137	1(3)	*0-4-0T* BLW, 1890(10999)	
158-119	4	*4-4-0* Rogers, 1871 - As reboilered & rebuilt in 1893 at Co. Shops → NJM 5 "CHARLOTTEBURG": Mid. RR of NJ 74: 4: NYS & W 4	1893
10-244 74-198 158-139	6	*4-4-0* NYLE & W Susquehanna Shops, 1880 - Rebuilt by BLW, 1897(15314) to Vauclain comp.: again rebuilt simple 17½ x 22-68-180-84 300-125,700-15,160 NYLE & W 201: Erie 284: 357: 367: NYS & W 6	(1895) All → 1919
158-135	8	*4-4-0* Rhode Is., 1874(551) - Reboilered 1893 NJ Midland 78: Midland of NJ 78: NYS & W 8	(1881)
158-139	9	*4-4-0* D-11* Erie Susq. Shops, 1896 - As rebuilt - 19x24-68-180-93,100-134,800-19,490-Erie 500: NYS & W 9	1910
158-41	10	*4-4-0* D-11* Erie Susq. Shops, 1911 - As 9 Erie 501: NYS & W 10	(1910) 1916
158-135	11	*4-4-0* D-0* Rogers, 1889(4146) - 18x24-62	
74-196 158-130	14	*4-4-0* D-25* Rhode Is., 1873(536) - 18x24-62-67,800-103,000 - NJ Midland 84 "PHOENIX": Midland of NJ 84: NYS & W 14	(1881)
158-133	17	*4-4-0* Danforth, 1880(1165) - 19x24-63⅓ - 80,500 - NJ Midland 87: Midland of NJ 87: NYS & W 17	As rebuilt 1895
74-198	18	*4-4-0* Brooks, 1873(185) - Rebuilt by BLW, 1897(15295) to Vauclain comp.: again rebuilt simple - 17½ x 22-68-180-130,000 - 15,160 - Erie RY 496: NYLE & W 496: 199: Erie RR 40: 373: NYS & W 18	(1878) (1889) (1895) (1897) (1911)
158-137	19	*4-4-0* D-26* Rogers, 1891(4528) - 17x24-62	1907
74-198 158-137	23	*4-4-0* D-25* Rogers, 1894(4982) - 18x24-62-165-67,800-103,000 - 17,590	137 → 1911?
158-139	24	*4-6-0* G-0* Rogers, 1892(4720) - 19x24-62-122,250 - NYSE & W 21: 24	(1892) (1898) 1916
158-135	28	*4-4-0* D-0* Rogers, 1883(3448) - As rebuilt at Stroudsburg Shops, 1898 - 18x24-62-73,000-110,000 - NYS & W 32: Sus. Conn. 103: NYS & W 28	(1883) (1898) Sc. 1929 1915
158-135	29	*4-4-0* D-0* BLW, 1893(13786) - 17x24-68-85,000 - Del., Susq. & Schuylkill 17: NYS & W 29	1907
158-82	30	*2-6-0* F-25* Rogers, 1883(3277) - 19x24-54-94,000 - NYSE & W 30: 84	(1898)

NEW YORK, SUSQUEHANNA & WESTERN

158-77#33	31	*4-4-0 * D-O * Rogers, 1883(3447)-	77 → 1890
10-257 158-104	34	*4-6-0 * G-8 * BLW, 1891(12225) - As simplified, 1903 - 21X26-62-180-77-2013-118,500-144,500-28,300 NYL&W 289: (1895) (1903) (1915) Erie RR 960: 975: NYS&W 34 Sc. 1938 104 → 1937	
158-141	35	*2-6-0 * Rogers, 1884(3501) - 19X24-54- - 81,000- 94,000 - - 1887	
158-139	35	*4-6-0 * G-8 * BLW, 1891(12170) - 21X26-62-180-118,500- (1895) (1915) 144,500-28,280 NYL&W 253: Erie 868: NYS&W 35 1929	
74-175	45	*2-6-0 * F-26 * Rogers, 1893(4893) - 19X26-54- - 102,000- 118,200 - -	
10-85	49	*2-6-0 * F-27 * Rogers, 1894(4973) - 19X26-54- - 120,000- (1898) 138,000 - - NYS&W 49: 59 BP	
158-124	49	*2-6-0 * F-26 * Rogers, 1893(4867) - As 45 (1898) Wilkes-Barre & Eastern 2: NYS&W 49	
158-141	51	*2-6-0 * F-26 * Rogers, 1893(4869) - As 49 W.B.&E 4: NYS&W 51	→ 1918 (1898)
69-11	60	*2-6-0 * F-27 * Rogers, 1894(4985) - 19X26-54-165-120,000- 138,000 - 24,380 1916	
158-141	62	*2-6-0 * F-27 * Rogers, 1895(5029) - As 60 (1898) NYS&W 66: 62 1918	
10-85	63	*2-6-0 * F-28 * Rogers, 1894(5026) - 19X26-54-165-110,000- (1898) 127,000 - 24,380 NYS&W 63: 90 BP	
158-74	64	*2-6-0 * F-28 * Rogers, 1895(5027) - As 63 (1898) NYS&W 64: 91	
158-133	70	*2-6-0 * Rhode Is., 1874 - 18X26-68 New Jersey Midland 79: (1881) "Wyckoff": MRRNJ 79: NYS&W 9: 70	
158-105	77	*2-6-0 * F-25 * Rogers, 1882(2985) - 19X24-54- - 81,000- (1898) 94,000 - - NYS&W 21: 77 1899	
158-141	86	*2-6-0 * F-28 * Rogers, 1894(5018) - As 64 NYL&W 58: 86 1910 (1898)	
158-143	99	*2-8-0 * H-25 * Rogers, 1893(4938) - 20X24-50- - (1898) 112,000-130,000 - - W.B.&E 55: NYS&W 99 1916	
158-143	100	*2-8-0 * H-26 * Rogers, 1894(4970) - 20X24-50- - (1898) 127,000-145,000 - - NYS&W 60: 100 1922	
158-125	104	*0-6-0 * H-4 * Grant, 1879 as 2-8-0: rebuilt as 2-8-0 and (1906) to 0-6-0 - 19X24-50-180-145,600-26,510 (1895) (1897) (1906) NYL&W 546: Erie 1045: 1015: NYS&W 104	
158-99	106	*0-6-0 * H-4 * Erie Susquehanna Shops, 1877 as 2-8-0 - (1897-99) (1906) Rebuilt as 2-8-0, & again rebuilt to 0-6-0 - As 104 (1897) (1897) (1898) (1901) (1906) NYL&W 510: Erie 1010: 1063: 1194: 1099: NYS&W 106 1930	

NEW YORK, SUSQUEHANNA & WESTERN

- 158-143 126 \*2-8-0\* H-3\* Erie Susquehanna Shops, 1878 as 2-8-0: rebuilt as 2-8-0 from single to double cab, 1897-1900 - 19x24-50-180-131,300-  
(1895) (1897) (1899) (1911)  
145,600 - 26,510 NYL&W 517; Erie 1017: 1083: 1069: NYS&W 126 1910
- 158-143 140 \*2-8-0\* H-27\* BLW, 1906 (29390) - 28x32-63-170 - 232,700 -  
(1908) (1929) 143 → 1915  
260,100 - 57,540 CR I&P 1799: NYS&W 140: Erie 1540 Sc. 1936
- 158-120 951 \*4-6-0\* BLW, 1903 (23313) - As rebuilt, 1924 - 21x26-68-200 -  
185,210 - 28,665 Erie 951: NYS&W 951 1938
- 158-111 972 \*4-6-0\* BLW, 1904 (23486) - As rebuilt, 1924 - As 951  
Erie 972: NYS&W 972 - Sc. 1948 c. 1942
- 74-184 2433 \*2-10-0\* J-2\* BLW 1918, (47958) - 25x28-52-180 - 197,900 - 51,490  
(1943)  
USA 1152: Erie RR 2433: NYS&W 2433
- 10-117  
63-117 158-121 2443 \*2-10-0\* J-2\* BLW, 1918 (47850) - 25x28-52-180-64.7 -  
3186 - 579 - 175,000 - 197,900 - 51,490 (1943) 10-117 → 1940  
USA 1130: Erie 2443: NYS&W 2443 63-117 → 1941
- 10-118 2445 \*2-10-0\* J-2\* BLW, 1918 (47897) - As 2443 -  
(1943)  
USA 1137: Erie 2445: NYS&W 2445
- 10-112 2461 \*2-10-0\* J-2\* A-B, 1918 (58,904) - As 2443 -  
(1932)  
USA 1090: Russia E1200: Erie 2461: NYS&W 2461
- 10-113 2481 \*2-10-0\* J-2\* A-B, 1918 (58907) - As 2443 -  
(1943)  
USA 1093: Russia E1203: Erie 2481: NYS&W 2481
- 10-114 158-125 2492 \*2-10-0\* J-2\* BLW, 1918 (48247) - As 2443 -  
(1932)  
USA 1190: Erie 2492: NYS&W 2492



# NORFOLK SOUTHERN RY.

Norfolk Southern R.R. (1) 1883, Jan. 1  
 Norfolk & Southern R.R. 1891, June 1  
 Norfolk & Southern RY. 1906, Fall  
 Norfolk Southern R.R. (2) 1910, May 3  
 Norfolk Southern RY. 1942, Jan. 21

Locomotive numbers were not changed with change of name.  
 The 1906-1907 renumberings were general changes of number and class.

44-71	N&S RR 1 (1)	* 4-4-0 *	Baldwin, 1880 (5320) - 13x22-54- (1883) (1891) Ret. by Eliz. City & Norfolk; NSRR (1) 1 (1); N&S RR 1 (1) 1905 Drawing
44-77	NSRR (2) 4 (3)	* 0-6-0 * A-2 *	Sch., 1900 (5633) - 18x24-51-180-99,000- (1906) (1907) (1910) 23,330 - Sold 1937 N&S RR 14: 3 (2); N&S RY 4 (3); NSRR (2) 4 (3) (1935) (1937) A&NC 4 (2); A&EC 4 1936
44-69 & 76 44-78	NSRR (2) 7 (2)	* 0-6-0 * A-3 *	Baldwin, 1920 (52998) - 19x28-51-190- (1942) 78 → BP 146,000-32,010 - Sc. 1948 NSRR (2) 7 (2); NSRY 7 (2) 69 & 76 → 1937
44-78	NSRR (2) 8 (2)	* 0-6-0 * A-3 *	Baldwin, 1920 (52999) - As 7 (2) - Sc. 1948 (1942) NSRR (2) 8 (2); NSRY 8 (2) 1936
44-78	NSRR (2) 9 (2)	* 0-6-0 * A-3 *	Baldwin, 1920 (53000) - As 7 (2) - Sc. 1946 (1942) NSRR (2) 9 (2); NSRY 9 (2) 1937
44-72	N&S RR 10 (1)	* 2-6-0 *	* Baldwin, 1892 (12958) - Vaucelain comp. 13 & 22x24-63-180 - Later simplified and rebuilt in 1899 & 1902 - (1906) (1907) Ret. 1910 - N&S RR 10 (1); 24 (2); N&S RY 43 (2) Vauc. comp. drawing
44-73	N&S RR 12	* 2-6-0 *	* Baldwin, 1901 (18925) - 17x24-62-180- (1906) (1907) 101,250 - 17,120 - Ret. 1936 N&S RR 12: 108 (1); N&S RY 100 (2): (1910) NSRR (2) 100 (2) c. 1902
44-74	N&S RR 14	* 0-6-0 *	Sch., 1900 (5633) - 18x24-50-180-100,000 (1906) (1907) (1915) 23,790 - Sc. 1947 N&S RR 14: 3 (2); N&S RY 4 (3); NSRR (2) 4 (3): (1935) (1939) A&NC 4 (2); A&EC 4 c. 1901
44-73	N&S RR 15	* 2-6-0 *	Baldwin, 1902 (20147) - As N&S RR 12 (1906) (1907) (1910) Ret. 1936 N&S RR 15: 109 (1); N&S RY 101 (2); NSRR (2) 101 (2) BP
44-72	N&S RR 22 (1)	* 4-4-0 *	Baldwin, 1897 (15461) - 16x24-62-160-74,000 (1906) (1907) 13,480 - Ret. 1925 Norf., Va. Beach & Sou. 2: N&S RR 22 (1): (1906) (1907) 18 (2); N&S RY 28 (2) c. 1901
44-79	NSRR (2) 23 (3)	* 4-4-0 * B-3 *	Richmond, 1891 (2173) - 16x24-60-145- (1906) (1907) 90,700-12,620 - Ret. 1925 A&NC 11: N&S RY 42 (1); 23 (3): (1910) NSRR (2) 23 (3) 1917
44-80	NSRR (2) 33	* 4-4-0 * B-4 *	Richmond, 1906 (40184) - 17x24-62-180- (1907) (1910) 110,500-17,120 - Ret. 1935 NSRR 33: N&S RY 33: NSRR (2) 33 1916
44-80	NSRR (2) 34	* 4-4-0 * B-4 *	Richmond, 1906 (40185) - As 33 - Ret. 1932

## NORFOLK SOUTHERN RY.

44-80	NS RR(2) 34 (cont.)	N&S RR(2) 34: N&S RY 34: NS RR(2) 34	(1907) (1910)	1927
44-81	N&S RR 35 *4-4-0 *B-4 *Richmond, 1906(40186) - As 33 - Ret. 1932	N&S RR 35: N&S RY 35: NS RR(2) 35	(1907) (1910)	BP
44-81	NS RR(2) 40(2) *4-4-0 *B-4 *Baldwin, 1901(18675) - 17x24-60-145 - 95,000 - 14,250 - Ret. 1932	A&NC 18: N&S RY 46(1): 40(2): NS RR(2) 40(2)	(1906) (1907) (1910)	1916 c. 1917
83-145 44-82	NS RR(2) 41(2) *4-4-0 *B-4 *Baldwin, 1901(18676) - As 40(2) - Ret. 1932	A&NC 19: N&S RY 47(1): 41(2): NS RR(2) 41(2)	(1906) (1907) (1910)	1916
44-82	NS RR(2) 47(2) *4-4-0 *B-5 *Baldwin, 1904(23487) - 18x24-66-185 - 115,000 - 18,530 - Ret. 1934	Suffolk & Carolina 12: Virginia & Carolina Coast 12: N&S RY 31(1): 47(2): NS RR(2) 47(2)	(1906) (1907) (1910)	1916
44-84	NS RR(2) 49(3) *4-4-0 *B-4 *Baldwin, 1898(16273) - As NS RR(2) 40(2) - Ret. 1932	A&NC 14: N&S RY 43(1): 37(2): NS RR(2) 37(2): 49(3)	(1906) (1907) (1910) (1927)	c. 1932
44-83	NS RR(2) 50(2) *4-4-0 *B-5 *Pittsburgh, 1900(1637) - 18x24-63-180 - 114,600 - 18,880 - Sc. 1939 - A&NC 17: N&S RY 45(1): 50(2)	NS RR(2) 50(2): A&NC 17: A&EC 17	(1906) (1907) (1935) (1939)	1927 c. 1934
44-83	NS RR(2) 52 *4-4-0 *B-5 *Baldwin, 1907(30532) - 18x24-67-180 - 110,100 - 17,760 - Ret. 1937	N&S RY 51: NS RR(2) 51	(1910)	1937
44-84	N&S RY 54 *4-4-0 *B-5 *Baldwin, 1907(30571) - As NS RR(2) 52 - Sc. 1935	N&S RY 54: NS RR(2) 54	(1910)	BP 1916
44-84	NS RR(2) 55 *4-4-0 *B-5 *Baldwin, 1907(30491) - As NS RR(2) 52 - Sc. 1932	N&S RY 48(1): 55: NS RR(2) 55	(1907) (1910)	1916
44-71	N&S RR 62 *4-4-0 * Mason, 1871(388) - As rebuilt to an inspection loco. - 16x24-54-61,900 - Wrecked by 1906	AM&O 62: N&W 62: NS RR(1) 62: N&S RR 62	(1890) (1891)	
44-93	NS RR(2) 88 *4-6-0 *D-3 *Baldwin, 1907(31902) - 17x24-56-180 - 111,250 - 18,950 - Ret. 1932	Raleigh & Southport 7: NS RR(2) 88	(1911)	1916
44-93	NS RR(2) 90 *4-6-0 *D-3 *Baldwin, 1911(36042) - As 88 - Ret. 1932	Raleigh & Southport 9: NS RR(2) 90	(1911)	1919
83-101 44-92 & 129	NS RR(2) 91 *4-6-0 *D-3 *Baldwin, 1883(6798) - 17x24-49½-160 - 96,000 - 19,060 - Ret. 1932 - Buffalo, Pittsburgh & Western 57: Aberdeen & Ashboro 33: NS RR(2) 91		(1914)	101 → 1909 1916
44-94	NS RR(2) 92 *4-6-0 *D-3 *Baldwin, 1907(32059) - 17x24-55-180 - 103,000 - 19,290 - Ret. 1937	A&A 35: NS RR(2) 92	(1914)	1937
44-93	NS RR(2) 95 *4-6-0 *D-4 *Rogers, 1880(2595) - 18x24-50-140 - 92,000 - 18,510 - Sold 1920	NC&StL 14: Ab. & Ash. 37: NCR(2) 95: Bennettsville & Cheraw ?	(1914) (1920)	1917
44-85 & 86	NS RR(2) 100(2) *2-6-0 *C-1 *Baldwin, 1901(18925) - 17x24-63-180 - 99,750 - 16,840 - Ret. 1936	N&S RR 12: 108(1)	(1906)	

NORFOLK SOUTHERN RY.

	NSRR(2) 100(2) (cont.)		N&S RY 100(2): NSRR(2) 100(2)	(1907) (1910)	86 → c. 1916 85 → 1935
44-85	NSRR(2) 101(2) * 2-6-0	* C-1	* Baldwin, 1902(20147) - As 100(2) - Ret. 1936	(1906) (1907) (1910)	1916
			N&S RR 15: 109(4): N&S RY 101(2): NSRR(2) 101(2)		
44-76	N&S RR 102(1) * 2-6-0	* C-3	* Richmond, 1906(40182) - 18x24-57-180-131,350-23,260 - Ret. 1940	(1910)	N&S RR 102(1): N&S RY 118(2): NSRR(2) 118(2) BP
44-86	N&S RY 104 * 2-6-0	* C-2	* Baldwin, 1890(11149) - 18x24-56-160-94,000-18,880 - Ret. 1932	(1891) (1906) (1907) (1910)	NSRR(1) 7: N&S RR 7: 104: N&S RY 104: NSRR(2) 104 c. 1909
44-87	NSRR(2) 107(2) * 2-6-0	* C-2	* Baldwin, 1904(23923) - 18x24-56-180-110,000-21,250 - Ret. 1936	(1906) (1910)	N&S RR 17: 111(1): N&S RY 107(2): NSRR(2) 107(2) 1917
44-94	NSRR(2) 108(2) * 4-6-0	* D-4	* Baldwin, 1907(30391) - As rebuilt - 18x26-62-180-143,800-20,790 - Ret. 1936	(1907) (1910)	N&S RY 118(4): 108(2): NSRR(2) 108(2) 1936
44-96, 136 & 138	NSRR(2) 109(2) * 4-6-0	* D-4	* Baldwin, 1907(30392) - As rebuilt - As 108(2) - Ret. 1939	(1907) (1910)	N&S RY 119(4): 109(2): NSRR(2) 109(2) 1938
44-93, 96, 315 139 & 140	NSRR(2) 110(2) * 4-6-0	* D-4	* Baldwin, 1907(30390) - As rebuilt - As 108(2) - Ret. 1948	(1907) (1910) (1942)	N&S RY 117(4): 110(2): NSRR(2) 110(2): N&S RY 110(2) 95 → 1927 21 & 139 → 1938 170 → 1939
44-140	NSRY 110(2)	* D-4	* All as preceeding two lines		1947
44-96, 132 & 138	NSRR(2) 111(2) * 4-6-0	* D-4	* Baldwin, 1907(30384) - As rebuilt - As 108(2) - Ret. 1939	(1907) (1910)	N&S RY 116(1): 111(2): NSRR(2) 111(2) 96 & 132 → 1937 138 → 1938
44-95	NSRR(2) 112 * 4-6-0	* D-4	* Baldwin, 1907(30302) - As rebuilt - As 108(2) - Ret. 1932	(1910)	N&S RY 112: NSRR(2) 112 1927
44-74	N&S RY 113 * 4-6-0	* C-2	* Baldwin, 1907(30303) - 18x26-62-180-133,050-22,610 - Ret. 1947	(1910) (1942)	N&S RY 113: NSRR(2) 113: NSRY 113 c. 1907
44-91, 97, 98 & 137	NSRR(2) 113 * 4-6-0	* D-4	* Baldwin, 1907(30303) - As rebuilt - As 108(2) - Ret. 1947	(1910)	Numbering 95 just above 98 → 1935 97 → 1939
44-97 & 139	NSRR(2) 114 * 4-6-0	* D-4	* Baldwin, 1907(30317) - As rebuilt - As 108(2) - Ret. 1948	(1910) (1942)	N&S RY 114: NSRR(2) 114: NSRY 114 97 → 1936 139 → 1938
44-97	N&S RY 115 * 4-6-0	* C-2	* Baldwin, 1907(30318) - As 113(C-2) - Ret. 1937	(1910)	N&S RY 115: NSRR(2) 115 BP
44-87 & 89	NSRR(2) 116(2) * 2-6-0	* C-3	* Richmond, 1906(40180) - As 102(1) - Ret. 1941	(1907) (1910)	N&S RR 100(4): N&S RY 116(2): NSRR(2) 116(2) 1937 1939
44-88 & 89	NSRR(2) 117(2) * 2-6-0	* C-3	* Richmond, 1906(40181) - As 102(1) - Ret. 1940	(1907) (1910)	N&S RR 101(4): N&S RY 117(2): NSRR(2) 117(2) 89 → 1936 88 → 1939
44-88 & 89	NSRR(2) 118(2) * 2-6-0	* C-3	* Richmond, 1906(40182) - As 102(1) - Ret. 1940	(1907) (1910)	N&S RR 102(4): N&S RY 118(2): NSRR(2) 118(2) 89 → 1937 88 → 1939
44-88	NSRR(2) 119(2) * 2-6-0	* C-3	* Richmond, 1906(40183) - As 102(1) - Ret. 1940	(1907) (1910)	N&S RR 103(4): N&S RY 119(2): NSRR(2) 119(2) 1932

NORFOLK SOUTHERN RY.

44-98	NS RR(2) 126	*4-6-0	*D-6	*Baldwin, 1911(37300) - 20X28-60-190-165,000 - 30,150 - Ret. 1940	BP
44-98	NS RR(2) 127	*4-6-0	*D-6	*Baldwin, 1911(37301) - As 126 - Ret. 1941	1936
44-99	NS RR(2) 128	*4-6-0	*D-6	*Baldwin, 1911(37302) - As 126 - Ret. 1944 NS RR(2) 128; NSRY 128	1937
44-99	NS RR(2) 129	*4-6-0	*D-6	*Baldwin, 1911(37328) - As 126 - Ret. 1940	1939
44-99 & 143	NS RR(2) 131	*4-6-0	*D-6	*Baldwin, 1913(40101) - As modernized - 20X28-60-200-172,250-31,730 - Ret. 1953 - NSRY 131(1942)	143 → 1936 99 → 1937
44-100 & 137	NS RR(2) 132	*4-6-0	*D-6	*Baldwin, 1913(40102) - As modernized - Ret. 1952 NSRR(2) 132; NSRY 132	As 131 - (1942) 1938
44-100	NS RR(2) 133	*4-6-0	*D-6	*Baldwin, 1913(40103) - As modernized - Ret. 1954 - NSRR(2) 133; NSRY 133	As 131 - (1942) 1937
44-100	NS RR(2) 134	*4-6-0	*D-6	*Baldwin, 1913(40104) - As modernized - Ret. 1952 NSRR(2) 134; NSRY 134	As 131 - (1942) 1937
44-141	NS RY 134	*4-6-0	*D-6	*As above	1948
44-101	NS RR(2) 136	*4-6-0	*D-6	*Pittsburgh, 1900(2040) - 19X26-63-190-153,100 - 24,060 - Ret. 1937 Ind. Ill. & Iowa 31: NYC 5295: NSRR(2) 136	(1920) c. 1934
44-101	NS RR(2) 137	*4-6-0	*D-4	*Baldwin, 1906(30128) - 18X26-57-180-116,500 - 22,610 - Ret. 1940 Dun & Sa. Car. 100: NSRR(2) 137	(1920) 1939
44-101	NS RR(2) 138	*4-6-0	*D-4	*Baldwin, 1911(37420) - As 137 - Ret. 1939 Dun & Sa. Car. 101: NSRR(2) 138	(1920) 1937
44-102, 104 & 143	NS RR(2) 203	*2-8-0	*E-1	*Baldwin, 1911(37161) - As rebuilt - 20X24-50-200-144,000 - 32,640 - Sold 1948 Raleigh & Southport 10: NSRR(2) 99; 203: Atlantic & Western 12	(1911) (1914) (1948) 143 → 1937 102 & 104 → 1938
44-103	NS RR(2) 204	*2-8-0	*E-2	*Baldwin, 1910(34683) - As modified - 21X28-57-190-162,000 - 34,990 - Ret. 1946 NSRR(2) 121; 204: NSRY 204	(1918) (1942) 1937
44-103	NS RR(2) 205	*2-8-0	*E-2	*Baldwin, 1910(34684) - As rebuilt - 21X28-57-190-172,525 - 34,990 - Ret. 1954 NSRR(2) 122; 205: NSRY 205	(1918) (1942) 1936
44-69 & 104	NS RR(2) 206	*2-8-0	*E-2	*Baldwin, 1910(34682) - As rebuilt - Ret. 1953 NSRR(2) 120; 206: NSRY 206	(1918) (1942) 1937
44-104	NS RY 207	*2-8-0	*E-2	*Baldwin, 1913(40096) - 21X28-57-200-172,525-36,800 - Ret. 1951 NSRR(2) 207: NSRY 207	(1942) 1947
44-105	NS RR(2) 208	*2-8-0	*E-2	*Baldwin, 1913(40097) - As 207 - Ret. 1951 NSRR(2) 208: NSRY 208	(1942) 1937
44-105	NS RR(2) 209	*2-8-0	*E-2	*Baldwin, 1913(40098) - As 207 - Ret. 1953 NSRR(2) 209: NSRY 209	(1942) 1940
44-105	NS RR(2) 210	*2-8-0	*E-2	*Baldwin, 1913(40099) - As 207 - Ret. 1952	



NORFOLK SOUTHERN RY.

	NSRR(2) 210 (con't)			NS RR(2) 210: NS RY 210 <sup>(1942)</sup>	1936
44-141	NS RY 210	* 2-8-0	* E-2	* As NSRR(2) 210	1948
44-106	NS RR(2) 211	* 2-8-0	* E-2	* Baldwin, 1913(40100)-As 207- Ret. 1948 NS RR(2) 211: NS RY 211 <sup>(1942)</sup>	1937
44-140, 146 & 156	NS RY 212	* 2-8-0	* E-2	* Baldwin, 1916(42925)- 21x28-57-200- 179,350-36,830- Ret. 1952 NS RR(2) 212: NS RY 212 <sup>(1942)</sup>	1948
44-106	NS RR(2) 213	* 2-8-0	* E-2	* Baldwin, 1916(42926)- As 212- Ret. 1948 NS RR(2) 213: NS RY 213 <sup>(1942)</sup>	1937
44-106	NS RR(2) 215	* 2-8-0	* E-2	* Baldwin, 1916(42928)- As 212- Ret. 1954 NS RR(2) 215: NS RY 215 <sup>(1942)</sup>	1936
44-107	NS RR(2) 216	* 2-8-0	* E-2	* Baldwin, 1916(42929)- As 212- Ret. 1952 NS RR(2) 216: NS RY 216 <sup>(1942)</sup>	1916
44-107	NS RY 216	* 2-8-0	* E-2	* All as above	1949
44-107	NS RR(2) 217	* 2-8-0	* E-2	* Baldwin, 1916(42930)- As 212- Ret. 1948 NS RR(2) 217: NS RY 217 <sup>(1942)</sup>	1916
44-108	NS RR(2) 219	* 2-8-0	* E-2	* Brooks, 1899(3394)- 21x30-63-200-168,000- 35,700- Ret. 1934 LS&MS 711: NYC 5711: NS RR(2) 219 <sup>(1920)</sup>	1934
44-108	NS RR(2) 221	* 2-8-0	* E-2	* Brooks, 1900(3612)- 21x30-63-200-174,000- 35,700- Ret. 1933 LS&MS 727: NYC 5727: NS RR(2) 221 <sup>(1920)</sup>	
44-109	NS RR(2) 226	* 2-8-0	* E-2	* Brooks, 1900(3634)- As 221- Ret. 1932 LS&MS 746: NYC 5746: NS RR(2) 226 <sup>(1920)</sup>	
44-110	NS RR(2) 231	* 2-8-0	* E-3	* Baldwin, 1922(55561)- 22x28-57-200- 191,430-40,420- Sold 1948- NS RR(2) 231: 531: NS RY 531: FC Nationale de Mexico 1655 <sup>(1923)</sup> <sup>(1942)</sup> <sup>(1948)</sup>	BP
44-109	NS RR(2) 527	* 2-8-0	* E-3	* Baldwin, 1922(55557)- As 231- Ret. 1951 NSRR(2) 227: 527: NS RY 527 <sup>(1923)</sup> <sup>(1942)</sup>	1937
44-109	NS RR(2) 528	* 2-8-0	* E-3	* Baldwin, 1922(55558)- As 231- Ret. 1952 NSRR(2) 228: 528: NS RY 528 <sup>(1923)</sup> <sup>(1942)</sup>	1936
44-111	NS RR(2) 529	* 2-8-0	* E-3	* Baldwin, 1922(55559)- As 231- Ret. 1953 NSRR(2) 229: 529: NS RY 529 <sup>(1923)</sup> <sup>(1942)</sup>	1937
44-111	NS RR(2) 530	* 2-8-0	* E-3	* Baldwin, 1922(55560)- As 231- Ret. 1952 NSRR(2) 230: 530: NS RY 530 <sup>(1923)</sup> <sup>(1942)</sup>	1937
44-111	NS RR(2) 531	* 2-8-0	* E-3	* Baldwin, 1922(55561)- As 231 complete	1936
44-153	NS RY 531	* 2-8-0	* E-3	* As above	1943
44-112	NS RR(2) 532	* 2-8-0	* E-3	* Baldwin, 1923(56855)- As 231- Sold 1948 NS RR(2) 532: NS RY 532: FC N de M 1656 <sup>(1942)</sup> <sup>(1948)</sup>	1937
44-112	NS RY 532	* 2-8-0	* E-3	* All as above	1948
44-112	NS RR(2) 533	* 2-8-0	* E-3	* Baldwin, 1923(56856)- As 527- Ret. 1952: NSRR(2) 533: NS RY 533 <sup>(1942)</sup>	1936

NORFOLK SOUTHERN RY.

44-113 & 145	NS RR(2) 534 * 2-8-0 * E-3 * Baldwin, 1923(56857) - As 527 - Sold 1948 (1942) (1948)	NS RR(2) 534: NS RY 534: FC N de M 1650	1937
44-113	NS RR(2) 535 * 2-8-0 * E-3 * Baldwin, 1923(56858) - As 527 - Sold 1948 - (1942) (1948)	NS RR(2) 535: NS RY 535: FC N de M 1651	1937
44-113	NS RR(2) 536 * 2-8-0 * E-3 * Baldwin, 1923(56859) - As 527 - Sold 1948 - (1942) (1948)	NS RR(2) 536: NS RY 536: FC N de M 1652	1937
44-110 & 114	NS RR(2) 537 * 2-8-0 * E-3 * Baldwin, 1923(56860) - As 527 - Sold 1948 - (1942) (1948)	NS RR(2) 537: NS RY 537: FC N de M 1653	110 → BP 114 → 1937
44-114	NS RR(2) 538 * 2-8-0 * E-3 * Baldwin, 1926(59065) - As 527 - Ret. 1954 (1942)	NS RR(2) 538: NS RY 538	1937
44-146	NS RY 538 * 2-8-0 * E-3 * All as above		c. 1943
44-114	NS RR(2) 539 * 2-8-0 * E-3 * Baldwin, 1926(59066) - As 527 - Sold 1952 (1942)	NS RR(2) 539: NS RY 539	
44-115	NS RR(2) 540 * 2-8-0 * E-3 * Baldwin, 1926(59067) - As 527 - Sold 1948 (1942) (1948)	NS RR(2) 540: NS RY 540: FC N de M 1654	1937 1939
44-115	NS RR(2) 541 * 2-8-0 * E-3 * Baldwin, 1926(59068) - As 527 - Ret. 1952 (1942)	NS RR(2) 541: NS RY 541	1934
44-116	NS RR(2) 542 * 2-8-0 * E-3 * Baldwin, 1926(59069) - As 527 - Ret. 1954 NS RR(2) 542: NS RY 542 (1942)		1937
44-145	NS RY 542 * 2-8-0 * E-3 * All as above		1943
44-116	NS RR(2) 543 * 2-8-0 * E-3 * Baldwin, 1927(59822) - As 527 - Ret. 1951 (1942)	NS RR(2) 543: NS RY 543	1936
44-116	NS RY 543 * 2-8-0 * E-3 * All as above		1950
44-117	NS RR(2) 544 * 2-8-0 * E-3 * Baldwin, 1927(59823) - As 527 - Ret. 1954 (1942)	NS RR(2) 544: NS RY 544	1937
44-117	NS RR(2) 545 * 2-8-0 * E-3 * Baldwin, 1927(59824) - As 527 - Ret. 1953 (1942)	NS RR(2) 545: NS RY 545	BP 1937
44-119 & 120	NS RR(2) 600 * 2-8-4 * F-1 * Baldwin, 1946(62322) - 23½ x 30 - 63 - 250 - 335,400 - 49,300 - Sold 1950 - 60% cutoff NS RR(2) 600: (1942) (1950)	NS RY 600: ASARCO 3350: FC N de M 3350	119 → BP 120 → 1940
44-119, 120 & 154	NS RY 601 * 2-8-4 * F-1 * Baldwin, 1940(62323) - As 600 - Sold 1950 (1942) (1950)	NS RR(2) 601: NS RY 601: ASARCO 3351: FC N de M 3351	1950
44-121	NS RY 602 * 2-8-4 * F-1 * Baldwin, 1940(62324) - As 600 - Sold 1950 (1942) (1950)	NS RR(2) 602: NS RY 602: ASARCO 3352: FC N de M 3352	1948
44-122	NS RY 603 * 2-8-4 * F-1 * Baldwin, 1940(62325) - As 600 - Sold 1950 (1942) 1950	NS RR(2) 603: NS RY 603: ASARCO 3353: FC N de M 3353	1948
44-120	NS RR(2) 604 * 2-8-4 * F-1 * Baldwin, 1940(62326) - As 600 - Sold 1950 (1942) (1950)	NS RR(2) 604: NS RY 603: ASARCO 3354: FC N de M 3354	BP
44-122, 148, 152, 153 & 154	NS RY 604 * 2-8-4 * F-1 * All as above		148 & 153 → 1947 152 & 154 → 1948 122 → 1949

NORFOLK & WESTERN RR 1881-1896

Gauge 5'-6" to 1886

168-108  
 147-18  
 147-6  
 168-45  
 168-107  
 168-110  
 168-108  
 168-111  
 N  
 23-31  
 168-136  
 8-18  
 168-108  
 147-49  
 168-208  
 168-120  
 168-110 & 208  
 168-137  
 168-137  
 147-18  
 168-112  
 168-122  
 168-122  
 168-55  
 168-51

19 \*4-4-0\* Mason, 1869(330) - 16X24-56-61,000 (1871) (1873)  
 Norfolk & Petersburg 19: AM&O RR 19: AM&O-V&T Div 19:  
 N&W RR 19: 9 Out by 1886

3rd 20\*2-8-0\* F\* Roanoke M.W., 1887(29) - 20X24-50-107,675 Sc. 1915  
 NEW RR 3rd 20: NEW RY 20  
 NEW RR 3rd 30: NEW RY 30 (1896): 140\* - 14,925

3rd 30\*4-4-0\* N\* BLW, 1887(8418) - 18X24-62-101,050 - To 4th 30 Sc. 1914  
 NEW RR 2nd 35: NEW RY 35 Sc. 1915

2nd 35\*4-4-0\* N\* BLW, 1887(8604) - As 3rd 30 - To NEW RY N1 35 Re b BP

2nd 41\*4-6-0\* D\* Rogers, 1889(4233) - 19X24-60-155 - 123,800 - 19,025  
 (1892) (1912)  
 N&W RR 41: NEW RY 41: Winston-Salem South-End 41 BP

43 \*4-6-0\* C\* BLW, 1881(5779) - 19X24-56-140-90,150 - 18,745  
 (1896) (1906)  
 NEW RR 43: NEW RY 43: 539 1892

72 \*4-6-0\* U\* BLW, 1892(12594) - Vauclain comp. - 14X24X24-68-200  
 21,800 (1896)  
 134,000 - NEW RR 72: NEW RY 72 Re b. simple Sc. 1923 BP

91 \*4-4-0\* Wm. Mason, 1873(524) - 16X24-54-64,800 -  
 (1881)  
 AM&O-V&T Div. 91: NEW RR 91 Sc. 1891

93 \*0-6-2T\* A\* BLW, 1883(6705) - 17X24-49-88,800  
 (1896)  
 N&W RR 93: NEW RY 93 Sold 1899 Brooklyn D&T Co. BP

95 \*4-4-0\* M\* BLW, 1883(6607) - 18X24-68-140-89,050 - 13,610  
 (1896) (1906)  
 N&W RR 95: NEW RY 95: 520 BP

117 \*2-8-0\* I\* Roanoke M.W., 1884(1) - 20X24-53-140-109,300 -  
 (1896)  
 22,850 NEW RR 117: NEW RY 117: to 0-8-0 117 Sc. 1915 BP

119 \*2-8-0\* I\* Roanoke M.W., 1884(3) - As 117  
 (1896)  
 NEW RR 119: NEW RY 119: to 0-8-0 119 Sc. 1915 BP

126 \*4-6-0\* L\* Roanoke M.W., 1885(9) - 19X24-55-140-103,550 -  
 (1896) (1898) (1912)  
 18,745 NEW RR 126: NEW RY 126: 135: 9 Sc. 1914 110 -> BP  
 208 -> 1892

130 \*0-6-0\* R\* Roanoke M.W., 1885(14) - 19X24-50-145-94,900 -  
 (1896) (1898)  
 21,360 NEW RR 130: NEW RY 130: 2nd 141 Sc. 1915

135 \*0-6-0\* P\* BLW, 1887(8513) - 18X24-50-140-82,690 - 18,500  
 (1896)  
 NEW RR 135: NEW RY 135 Sold to S1&E, 1910 BP

207 \*4-6-0\* D\* Rogers, 1890(4308) - 19X24-60-155-123,800 - 19,025  
 (1896) (1906)  
 NEW RR 207: NEW RY 207: 2nd 43 Sc. 1916 c. 1895

318 \*2-8-0\* T\* BLW, 1893(13274) - Vauclain comp. - 14X24X24-  
 (1896)  
 56 - 200 - 130,300 - NEW RR 318: NEW RY 318:  
 rebuilt simple Sc. 1923 BP

330 \*2-8-0\* T\* BLW, 1893(13333) - Vauclain comp. - As 318  
 (1896)  
 NEW RR 330: NEW RY 330: rebuilt simple Sc. 1923 BP

504 \*4-4-0\* O-2\* Rogers, (1890) - 16X24-62-77,890  
 (1896)  
 Santa Valley 3: NEW RR 504: NEW RY 504 Sc. 1903 1891

1st 511 \*4-4-0\* J\* BLW, 1879(4802) - 16X24-62-64,900  
 (1896) (1896)  
 Shenandoah Valley 3: NEW RR 1st 511: NEW RY 511 Gone by 1901

NORFOLK & WESTERN RR 1881-1896

168-120 241 \* 2-8-0 \* G \* Roanoke M.W., 1890 (103) - 20x24-50-150-120, 565-  
24,480 - N&W RR 241; N&W RY 241; Sold Petersburg S. & G. Co 1890  
147-122 237 \* 2-8-0 \* G \* Roanoke M.W., 1890 (99) - As 241 Sc. 1916



NORFOLK & WESTERN RY 1896-

147-121  
168-118  
  
168-119  
147-119  
168-118  
  
147-95  
168-121  
  
38-384  
147-87 168-121  
  
168-109  
  
132-177  
147-120 168-117  
  
168-123  
  
8-97  
147-87 168-123  
147-97  
  
168-112  
  
168-111  
  
168-110  
  
147-114  
168-113  
  
168-113  
147-134 & 140  
  
147-151  
  
168-164  
168-165  
132-66  
38-22

- 1 \*2-6-0 T\* Pittsburgh, 1883 (716) - Built as 2-6-0, gauge 3-0 -  
Rebuilt to 2-6-0 T, 1921 - <sup>(1921)</sup> Gainesville, Jefferson & Southern 3,  
Mt. Airey & Eastern 8: N&WRY 1 In use at tie plant Sc. 1957 1932
- 2 \*0-4-0 T\* <sup>Gauge 3-0</sup> Vulcan Iron Works, 1922 (3244) - In use at tie plant Sc. 1955 1954
- 3 \*0-4-0 T\* Vulcan Iron Works, 1916 (2552) - Gauge 3-0 - Inland Steel  
Co. 15: N&WRR 3 Sc. 1957 <sup>(1903-09)</sup> 119 → 1952  
118 → 1950
- 6 \*2-8-0\* G1\* BLW, 1897 (15152) as G-6 - Reclass G1 - 20x24 -  
50-180-120, 785-29,380 N&W 352: 200: Virginia -  
<sup>(1917)</sup> Carolina RY 6: N&WRY 6: to City of Roanoke 1955 <sup>(1920)</sup> 95 → 1948  
121 → 1955
- 7 \*2-8-0\* G1\* BLW, 1897 (15153) - As 6 N&WRY 353: 201:  
Virginia - Carolina RY 7: N&WRY 7: to City of Bluefield <sup>(1917)</sup> 87 & 121 → 1934  
<sup>(1922)</sup> 121 → 1937 3 → 1947
- 53 \*4-6-0\* C\* BLW, 1883 (6592) - 19x24-56-140-90, 150-18,745  
N&WRR 53: N&WRY 53: Sold to Va. Ore & Lbr. Co. 1913 1912
- 56 \*4 Trk. Shay\* Lima, 1907 (1893) - (3) 17x18-46-200-49: 300,000-  
53,000 N&WRR 1: 56: El Paso & Southwestern <sup>(1917)</sup> 99: Red River  
Lumber Co. <sup>(1926)</sup> ? 117 & 120 → 1915  
177 → 1917
- 61 \*2-8-0\* B\* BLW, 1904 (23999) - Two-cyl. comp. - 23 & 35x32-  
55-200-185,685-40,300 - Simplified 1909-12 Sc. 1934 BP
- 62 \*2-8-0\* B\* BLW, 1898 (15746) - Two-cyl. comp. - As 61 - Sc. 1933 BP
- 63 \*2-8-0\* B\* BLW, 1898 (15747) - As simplified from two-cyl. comp. 1915-  
21x32-56-200-35-2796-165,585-185,685-42,840 Sc. 1934 c. 1915
- 74 \*4-6-0\* U\* BLW, 1892 (12603) - Built as Vaucrain comp. - As simplified, 1900  
20x24-67½-200-132,420-24,180 N&WRR 74: N&WRY 74 <sup>(1896)</sup> Sc. 1933
- 77 \*4-6-0\* U\* BLW, 1892 (12895) - Built as Vaucrain comp. - As simplified, 1897-  
As 74 N&WRR 77: N&WRY 77 <sup>(1892)</sup> Sc. 1923 1897
- 80 \*4-6-0\* U\* BLW, 1892 (12898) - Built as Vaucrain comp. - As simplified,  
As 74 N&WRR 80: N&WRY 80 <sup>(1892)</sup> Sc. 1923
- 89 \*4-6-0\* A\* BLW, 1902 (20010) - 20x28-68-200-32.6-2559-  
134,300-166,300-28,000 Sc. 1928 BPs
- 90 \*4-6-0\* A\* BLW, 1904 (23940) - As 89 - Sc. 1928 BP
- 100 \*4-8-2\* K1\* Roanoke Shops, 1916 (208) - As rebuilt, 1946 etc.  
29x28-70-220-80.3-3857-882-240,700-353,900-62,920  
Sc. 1958 1955
- 101 \*4-8-2\* K1\* Roanoke Shops, 1916 (210) - After 1st rebuild -  
29x28-70-200-80.3-3857-882-236,000-347,000-57,190 <sup>Sc.</sup> 1958 1920
- 102 \*4-8-2\* K1\* Roanoke Shops, 1916 (211) - Practically as 101 Sc. 1957 BP
- 102 \*4-8-2\* K1\* " " " " - As 100 Sc. 1957 1951
- 103 \*4-8-2\* K1\* " " " (212) - Still major changes <sup>Sc.</sup> 1958 1935
- 104 \*4-8-2\* K1\* " " " (209) - As 100 Sc. 1958 1954

NORFOLK & WESTERN R.Y. 1896-

147-67  
168-165  
168-165  
132-67 147-143  
168-164(2)  
132-64  
147-142  
168-227  
168-166  
168-163  
147-134  
147-149  
147-133  
168-224  
38-22  
168-229  
38-21  
147-138  
168-231  
38-25  
147-140  
168-166 & 231  
132-Front  
147-149  
132-68  
147-135 168-167  
147-24 & 139  
168-169  
147-134  
168-170  
132-69  
168-168  
168-226  
168-234  
168-169 & 170  
168-238  
168-225  
38-24  
147-150  
147-135  
132-70  
147-141 168-168  
168-223

105	*4-8-2*K1*	Roanoke Shops, 1916(213)-	As 100	Sc, 1958	165 → 1951
106	*4-8-2*K1*	" " "	(214)-	Still major changes	1937
107	*4-8-2*K1*	" " "	(215)-	67 as #100, others between	143 → 1940 67 → 1957
108	*4-8-2*K1*	" " "	1917(216)-	As 101	Sc, 1958 192
108	*4-8-2*K1*	" " "	" "	Intermediate stage	Sc, 1958 1940
109	*4-8-2*K1*	" " "	(217)-	"	Sc, 1958 1939
110	*4-8-2*K1*	" " "	(218)-	"	Sc, 1958 1937
111	*4-8-2*K1*	" " "	(219)-	As 101 ±	Sc, 1958 1920
111	*4-8-2*K1*	" " "	" "	As 101 ±	" " c. 1929
111	*4-8-2*K1*	" " "	" "	As 101 ±	" " 1930
112	*4-8-2*K1*	" " "	(220)-	Rebuilt as 100	" " "
113	*4-8-2*K1*	" " "	(221)-	As 103	Sc, 1958 1938
113	*4-8-2*K1*	" " "	" "	As 100	" " 1958
114	*4-8-2*K1*	" " "	(222)-	As 101 ±	" " 1938
114	*4-8-2*K1*	" " "	" "	As 100	" " "
115	*4-8-2*K1*	" " "	(223)-	As 101 ±	" " 1930
116	*4-8-2*K2*	A-B, 1919(61047)-	As rebuilt & streamlined -		
			28X30-70-220-76.3-4439-1085-248,150-359,460-62,830	Sc, 1958	1956
118	*4-8-2*K2*	A-B, 1919(61049)-	As built -	28X30-69-200-76.3-4439-1085-243,000-352,000-57,950	Sc, 1958
118	*4-8-2*K2*	A-B, 1919(61049) -	Intermediate state	"	231 → 1938 166 → 1940
118	*4-8-2*K2*	A-B, 1919(61049) -	As 116, rebuilt & streamlined	"	"
119	*4-8-2*K2*	A-B, 1919(61050) -	Intermediate	Sc, 1958	1934 135 → 1934
120	*4-8-2*K2*	A-B, 1919(61051) -	"	Sc, 1957	167 → 1934 24 → 1945
120	*4-8-2*K2*	A-B, 1919(61051) -	As 116, rebuilt & streamlined	"	169 → 1946 134 → 1922
121	*4-8-2*K2*	A-B, 1919(61052) -	Part rebuilt, leaning to 118	Sc, 1957	170 → 1937
121	*4-8-2*K2*	A-B, 1919(61052) -	As rebuilt & streamlined -	As 116	Sc, 1957 168 → 1946
122	*4-8-2*K2*	A-B, 1919(61053) -	As 118, intermediate	Sc, 1957	1939
122	*4-8-2*K2*	A-B, 1919(61053) -	As rebuilt & streamlined -	As 116	Sc, 1957
123	*4-8-2*K2*	A-B, 1919(61054) -	" " " " " " " "	" " " "	" " " "
124	*4-8-2*K2*	A-B, 1919(61055) -	As 118 as built	Sc, 1959	1927 1926
124	*4-8-2*K2*	A-B, 1919(61055) -	Some changes	" "	c. 1948
124	*4-8-2*K2*	A-B, 1919(61055) -	Rebuilt & streamlined as 116	" "	c. 1947
125	*4-8-2*K2*	A-B, 1919(61056) -	" " " " " " " "	Sc, 1957	"
126	*4-8-2*K2*	a*BLW, 1923(56138) -	Rebuilt & streamlined -	28X30-70-	168 → 1946
			220-76.3-4439-1085-248,150-359,460-63,830	Sc, 1957	70 → 1953 141 → 1953
127	*4-6-0*XL*	Roanoke M.W., 1885(11) -	19X24-55-140-103,550-18,745	NEW RR 127: NEW RY 127: 136	Sold to BR&L Co., 1913 c. 1900

NORFOLK & WESTERN RY 1896-

( 38-24	128	*4-8-2*K2a*BLW, 1923(56280)		c.1944
168-229	128	*4-8-2*K2a* " " " - As 126, rebuilt & streamlined	Sc. 1957	1950
168-225	130	*4-8-2*K2a*BLW, 1923(56282)-	Sc. 1957	1930
147-138	130	*4-8-2*K2a* " " " - As 126, rebuilt & streamlined	Sc. 1957	
132-68	131	*4-8-2*K2a* " " (56283)-	Sc. 1957	1930
147-146	132	*4-8-2*K2a* " " (56284)- 28X30-69-200-76.3-4439-		
		1085- - 352,000-57,950	Sc. 1959	BP
147-148	134	*4-8-2*K2a*BLW, 1923(56286)-	Sc. 1959	148→1930
168-228	134	*4-8-2*K2a* " " " - As 126, rebuilt & streamlined	Sc. 1959	228→1934
147-150	134	*4-8-2*K2a* " " " - As 126, rebuilt & streamlined	Sc. 1959	1947
168-166	135	*4-8-2*K2a* " " (56287)- As originally built	Sc. 1959	c.1930
168-169	135	*4-8-2*K2a* " " " - As 126, rebuilt & streamlined	"	1954
132-71	136	*4-8-2*K2a* " " (56288)-	Sc. 1959	1934
132-71	136	*4-8-2*K2a* " " " - As 126, rebuilt & streamlined	"	"
168-168	136	*4-8-2*K2a* " " " - As 126, rebuilt & streamlined	"	168→195
168-167&217	137	*4-8-2*K2a* " " (56289)-	Sc. 1959	167→BP 217→1935
38-26	137	*4-8-2*K2a* " " " - As 126, rebuilt & streamlined	"	195
168-137	140	*0-6-0*S*Rogers, 1888(1911)-18X24-50-140-89,500-18,500 (1896)		
		N&WRR 140: N&WRY 140: Sold 1912 to J.T. Gardner		
( 168-171	200	*4-8-2*K3*Roanoke Shops, 1926(235)-28X30-63-225-84.1- 4834-1380-275,400-40,900-68,880 (1944)		
		N&WRY 200: RF&P 515: W&LE 6801: NYC&StL 841		BP
19-461	201	*4-8-2*K3*Roanoke Shops, 1926(236)- As 200 (1944)		461→BP
38-28 132-72	201	*4-8-2*K3*Roanoke Shops, 1926(236)- As 200 (1944)		28→BP 72→192
147-251	201	*0-8-0*Slax*Roanoke Shops, 1951(399)-25X28-52-220-46.9-		
168-141	201	*0-8-0*Slax*Roanoke Shops, 1951(399)-25X28-52-220-46.9-	Sc. 1959	BP
132-72	202	*4-8-2*K3*Roanoke Shops, 1926(237)- As 200 (1944)		72→1935
147-146 168-171	202	*4-8-2*K3*Roanoke Shops, 1926(237)- As 200 (1944)		171→1936
147-136	203	*4-8-2*K3*Roanoke Shops, 1926(238)- As 200 (1944)		
168-170	203	*4-8-2*K3*Roanoke Shops, 1926(238)- As 200 (1944)		1934
168-170	205	*4-8-2*K3*Roanoke Shops, 1926(240)- As 200 (1944)		1940
168-171	206	*4-8-2*K3*Roanoke Shops, 1926(241)- As 200 (1945)		
168-140	212	*0-8-0*Slax*Roanoke Shops, 1951(410)- As 201	Sc. 1959	1954
147-30	213	*0-8-0*Slax* " " " (411)- As 201	"	1958
147-249	224	*0-8-0*Slax* " " " 1952(429)- As 201	"	"
38-82	231	*0-8-0*Slax* " " " 1953(436)- As 201		
147-253	231	*0-8-0*Slax* " " " 1953(436)- As 201 (1960)	Ret. 1960	1955
38-84	233	*0-8-0*Slax*Roanoke Shops, 1953(438)- As 201	Ret. 1959	
147-253	243	*0-8-0*Slax* " " " (448)- As 201	Sc. 1958	142→c.1955
168-142	243	*0-8-0*Slax* " " " (448)- As 201	Sc. 1958	



NORFOLK & WESTERN RY 1896-

54 & 83 - BPs

38-83  
147-54 168-141  
168-140  
38-81  
147-255  
38-79  
38-80  
147-255  
147-66  
147-251  
168-141  
147-252  
147-254  
168-142  
147-254  
147-251  
168-140  
168-142  
147-257  
168-122  
5-48  
168-123  
168 { 130  
          239  
          251  
168-131  
168-106  
38-12 168-239  
147-29 & 106  
147-112  
168-106  
168-130  
147-109  
168-132

244 \*O-8-0\* Sla \*Roanoke Shops, 1953 (449) - As 201 Sc. 1958  
2nd 256 \*O-8-0 T \* G 2 \* Roanoke M.W., 1890 (118) as G 256, 2-8-0 -  
Conv. to O-8-0 T, 1920 - 20x24 - 50 - 150 - 146, 600 - 24, 480  
N&W RR 256: N&W RY 256 Sc. 1924 1922  
261 \*O-8-0 \* S1 \* BLW, 1948 (74030) - 25x28 - 52 - 220 - 46.9 - 2600 -  
637 - 247,000 - 62,930 C&O 261: N&W 261 Sc. 1958  
264 \*O-8-0 \* S1 \* BLW, 1948 (74033) - As 261 C&O 264: N&W 264 Sc. 1959 1956  
265 \*O-8-0 \* S1 \* " " (74034) - " " C&O 265: N&W 265 Sc. 1958 1954  
266 \*O-8-0 \* S1 \* " " (74035) - " " C&O 266: N&W 266 Sc. 1959 1952  
267 \*O-8-0 \* S1 \* " " (74036) - " " C&O 267: N&W 267 Sc. 1959  
272 \*O-8-0 \* S1 \* " " (74041) - 25x28 - 52 - 220 - 46.9 - 2570 -  
637 - 247,000 - 62,930 C&O 272: N&W 272 Sc. 1958  
273 \*O-8-0 \* S1 \* BLW, 1948 (74042) - As 272 C&O 273: N&W 273 Ret. 1959  
274 \*O-8-0 \* S1 \* " " (74043) - " " C&O 274: N&W 274 Sc. 1959  
276 \*O-8-0 \* S1 \* " " (74045) - " " C&O 276: N&W 276 Ret. 1959 1956  
277 \*O-8-0 \* S1 \* " " (74046) - " " C&O 277: N&W 277 Ret. 1959 1954  
281 \*O-8-0 \* S1 \* " " (74050) - " " C&O 281: N&W 281 Ret. 1959 1955  
283 \*O-8-0 \* S1 \* " " (74052) - " " C&O 283: N&W 283 Sc. 1959 1955  
293 \*O-8-0 \* Sla \* Roanoke Shops, 1953 (436) - As 201  
N&W 231: 293 Ret. 1960 1960  
295 \*O-8-0 \* Sla \* Roanoke Shops, 1953 (440) - As 201  
N&W 235: 295 Ret. 1960 1960  
2nd 306 \*2-8-0 \* G1 \* Roanoke M.W., 1889 (71) - 20x24 - 50 - 180 - 120, 785 -  
29,375 N&W RR 199: N&W RY 199: 2nd 306 Sc. 1934 1928  
330 \*2-8-0 \* T \* BLW, 1893 (13333) - Vaucrain comp. - 14 1/2 x 24 x 24 - 56 -  
200 - 140, 250 - - N&W RR 330: N&W RY 330 Sc. 1923 1923  
344 \*2-8-0 \* T 2 \* BLW, 1894 (13964) - Built as Vaucrain comp., as rebuilt  
to Richmond gross comp. by Richmond L&M. - 22 1/2 x 35 x 34 - 56 -  
200 - 130,300 - 27,560 N&W RR 344: N&W RY 344 Rebuilt simple  
to 23x24 axle by 1912: rebuilt to 21x24 by 1921 Sc. 1923  
375 \*4-8-0 \* M \* A - R, 1906 (40271) - 21x30 - 56 - 200 - 415 - 2797 -  
169,800 - 206,200 - 40,160 Sc. 1957 239 - & 251 -> 1956  
376 \*4-8-0 \* M \* A - R, 1906 (40272) - As 375 Sc. 1958  
379 \*4-8-0 \* M \* A - R, 1906 (40275) - As 375 Sc. 1958 1956  
382 \*4-8-0 \* M \* A - R, 1906 (40278) - As 375 Sc. 1928 239 -> 1954  
396 \*4-8-0 \* M \* A - R, 1906 (40292) - As 375 Sc. 1958 1958  
404 \*4-8-0 \* M \* A - R, 1906 (40300) - As 375 Sold 1950 106 -> 1956  
405 \*4-8-0 \* M \* A - R, 1906 (40301) - As 375 Sc. 1958 1955  
411 \*4-8-0 \* M \* A - R, 1906 (40307) - As 375 N&W 411:  
Ches. - Western RY 110 (1941) 1938



NORFOLK & WESTERN RY 1896-

38-13 147-101	422 * 4-8-0 * M * A-R, 1906 (40318) - As 375	Sc. 1958	
147-105	429 * 4-8-0 * M * A-R, 1907 (40325) - As 375	Sc. 1957	
168-130	448 * 4-8-0 * M * A-R, 1907 (40344) - As 375	Sc. 1944	BP
147-98 & 108	449 * 4-8-0 * M * A-R, 1907 (40345) - As 375	Sc. 1957	
147-99	450 * 4-8-0 * M * BLW, 1906 (27958) - As 375	Sc. 1926	BP
147-111	457 * 4-8-0 * M * " " (28055) - As 375	Sc. 1950	1934
168-129	464 * 4-8-0 * M * " " (28124) - As 375	Sold 1950	11 → 1941 110 → 1944 159 → 1955
38-11	475 * 4-8-0 * M * " " (28343) - As 375	Sold 1961	108 & 111 → 1955
147-110			
38-12 147- 108, 109 & 111	500 * 4-6-2 * E 3 * BLW, 1913 (39953) - 26 X 26 - 80 - 205 - 55,3 - 3691 - 791 - 196,300 - 293,600 - 38,280 PRR K3 8658 : N&W 500 As new to N&W	Sc. 1946	1930 162 → 1938 226 → 1937
168-159			
38-20	500 * 4-6-2 * E - 3 * As above		
168-162 & 226	501 * 4-6-2 * E - 3 * BLW, 1913 (39730) - As 500 - PRR K3 7075 : N&W 501	Sc. 1947	1937
147-130	502 * 4-6-2 * E - 3 * BLW, 1913 (39764) - As 500 PRR K3 7095 : N&W 502	Sc. 1946	130 → 1932 224 → 1933 158 → 1937
168-158 & 224			
168-162	503 * 4-6-2 * E - 3 * BLW, 1913 (39792) - As 500 PRR K3 7308 : N&W 503	Sc. 1947	1936
168-162	504 * 4-6-2 * E - 3 * BLW, 1913 (39952) - As 500 PRR K3 8657 : N&W 504	Sc. 1947	293 → 1938 130 → 1944 125 & 162 → 1943
147-125 & 130 168-233			
168-160	547 * 4-6-2 * E 2 b * Roanoke Shops, 1914 (207) - 22 1/2 X 28 - 70 - 200 - 45 - 3320 - 730 - 168,200 - 256,950 - 34,425	Sc. 1951	1937
168-159 & 230	549 * 4-6-2 * E 2 b * Roanoke Shops, 1913 (199) - As 547		1934
147-125	555 * 4-6-2 * E 2 a * BLW, 1912 (37722) - 22 1/2 X 28 - 70 - 200 - 45 - 3320 - 730 - - - - 247,000 - 34,425	Sc. 1949	BP
147-126	556 * 4-6-2 * E 2 a * BLW, 1912 (37723) - 22 1/2 X 28 - 70 - 200 - 45 - 3320 - 730 - 168,200 - 256,950 - 34,425	Sc. 1951	1950
38-19	557 * 4-6-2 * E 2 a * BLW, 1912 (37724) - As 556	Sc. 1951	127 → 1944 19 → 1951
147-127			
168-230	561 * 4-6-2 * E 2 a * Roanoke Shops, 1912 (195) - As 556	Sc. 1940	1936
147-128	562 * 4-6-2 * E 2 a * " " " (196) - As 556	Sc. 1952	1952
168-161	563 * 4-6-2 * E 2 a * " " " (197) - " "	Sc. 1958	1950
38-18	564 * 4-6-2 * E 2 a * A-R, 1910 (44252) - As 556	Sc. 1952	161 → 1938
168-161			
38-19	566 * 4-6-2 * E 2 a * " " (44254) - As 556	Sc. 1949	
168-160	572 * 4-6-2 * E 2 a * " " (44260) - As 556	Sc. 1938	1937
147-129	573 * 4-6-2 * E 2 a * " " (44261) - As 556	Sc. 1950	
147-131	575 * 4-6-2 * E 2 * " " (46828) - 22 1/2 X 28 - 70 - 200 - 45 - - 166,000 - 247,000 - 34,425	Sc. 1940	1910
168-160	575 * 4-6-2 * E 2 a * A-R, 1910 (46828) - As 556	Sc. 1940	
147-125 168-159	576 * 4-6-2 * E 2 a * " " (46829) - As 556	Sc. 1951	1934

NORFOLK & WESTERN RY 1896-

168-229	577 * 4-6-2 * E 2a * A-R, 1910 (46830) - As 556	1950
168-158 147-123	578 * 4-6-2 * E 2 * " " (46831) - As 575	BP 223 → 1934
168-228 & 235	578 * 4-6-2 * E 2a * " " " - As 556	123 & 235 → 1952
147-132 147-124	579 * 4-6-2 * E 2a * " " (46832) - As 556	1932
168-157	580 * 4-6-2 * E 1 * BLW, 1907 (30372) - 20x28-68-200-45-3443- 130,620-196,255-28,000	Sc, 1936 Sc, 1934 BP
168-159	581 * 4-6-2 * E * BLW, 1907 (30402) - As 580 - Class E due to Baker gear	
168-158	595 * 4-6-2 * E * A-R, 1905 (29537) - As 580 -	Sc, 1938 c. 1905
168-156 38-17	595 * 4-6-2 * E * " " " - As 580 - Modified with Baker gear 1917	Sc, 1934 "129 → 1927
147-129	596 * 4-6-2 * E * " " (29538) - As 580 -	Sc, 1934 "17 → 1925 & 39
147-124	597 * 4-6-2 * E * " " (29539) - " " - Modified with Baker gear 1934	Sc, 1939
168-157	598 * 4-6-2 * E * " " (29540) - " " - " " " " 1927	Sc, 1939
168-238	598 * 4-6-2 * E * " " (29540) - " " - " " " " 1927	Sc, 1939
168-157	599 * 4-6-2 * E * " " (29541) - " " - " " " " 1927	Sc, 1938 BF
168-154 & 233	600 * 4-4-2 * J * BLW, 1903 (22178) - 19x28-79-200-45-2889 - 85,340-167,700-21,750 Baker gear	Sc, 1931 1917
147-227 168-172	600 * 4-8-4 * J * Roanoke Shops, 1941 (311) - 27x32-70-275-107.7 - 5271-2177-288,000-494,000-73,300	Sc, 1959 BP
38-70 147-23 & 235	600 * 4-8-4 * J * Roanoke Shops, 1941 (311) - Specs as above except pressure increased to 300# in 1944 and T.F. to 80,000	217 → 1941 197 & 235 → 1945 236 → 1946 Baker gear
168-177, 217 & 236	601 * 4-4-2 * J * BLW, 1903 (22180) - As 600	Sc, 1935 1918
168-154	601 * 4-8-4 * J * Roanoke Shops, 1941 (312) - As 600	Sc, 1959 236 → 1946
168-177 & 236 147-114	601 * 4-8-4 * J * Roanoke Shops, 1941 (312) - As 600	Sc, 1959 177 → 1947
168-153 & 155 38-69 168-178	602 * 4-4-2 * J * BLW, 1903 (22254) - As 600	Sc, 1935 153 → BP
147-236 & 237 133-198	602 * 4-8-4 * J * Roanoke Shops, 1941 (313) - As 600	Sc, 1959 117 → 1916 → 155 → 1934
168-178	603 * 4-8-4 * J * " " " (314) - As 600 " "	287 → 1945 69 → 1958
133-200 147-248 168-178, 218 & 219	604 * 4-8-4 * J * " " " (315) - As 600 - Booster installed when built removed Dec. 1945 Tot. wt. 505,300: TF 85,800	Sc, 1959 178 → 1954 178 & 200 → 1946 248 → 1950 218 → 1953 219 → 1954
168-155 147-224	605 * 4-4-2 * J * BLW, 1904 (23922) - As 600	Sc, 1935 1925
168-173 147-230	605 * 4-8-4 * J * Roanoke Shops, 1943 (347) - As 600 BP	Sc, 1959 BF
168-179 147-118	605 * 4-8-4 * J * " " " " - " " Streamlined	
168-153	606 * 4-4-2 * J * BLW, 1904 (23922) - As 600	Sc, 1933 BP
168-176 & 179 133-203	606 * 4-8-4 * J * Roanoke Shops, 1943 (348) - As 600	Sc, 1959 176 → BP 179 → 1946
168-176, 179 & 237 133-199 168-180	607 * 4-8-4 * J * Roanoke Shops, 1943 (349) - As 600	Sc, 1959 203 → 1944
147-229 & 238 38-74 168-180	608 * 4-8-4 * J * " " " (350) - As 600	Sc, 1959 229 → 1955
147-218 & 223	609 * 4-8-4 * J * " " " (351) - As 600	Sc, 1959 199 → 1957
168-180 38-75 168-181	610 * 4-8-4 * J * " " " (352) - As 600	" " 1954
147-61 & 225 63-80	611 * 4-8-4 * J * " " " (353) - As 600	On exhibit 225 → 1950 181 → 1954 75 → 1956
168-181 38-76	612 * 4-8-4 * J * " " " (389) - As 600	Sc, 1959 181 → 1954
168-181	613 * 4-8-4 * J * " " " (390) - As 600	" " 181 → 1953
168-126	674 * 2-8-0 * W 2 * BLW, 1905 (26508) - 21x30-56-200-50.2-2300 - 158,600-175,850-40,160	Sc, 1950 1937

NORFOLK & WESTERN RY 1896-

168-126	678 * 2-8-0 * WZ * BLW, 1905(26760) - As 674	Sc. 1949	1937
38-6	690 * 2-8-0 * WZ * A-R, 1905(37888) - As 674	Sold 1950	
168-126	693 * 2-8-0 * WZ * A-R, 1905(37891) - As 674	Sc. 1952	1937
38-5	695 * 2-8-0 * WZ * A-R, 1905(37893) - As 674	Sold 1950	
168-127	719 * 2-8-0 * WZ * A-R, 1904(30110) - As 674	Sc. 1949	1938
168-127	729 * 2-8-0 * WZ * BLW, 1904(23908) - As 674	Sold 1925	BP
168-127	752 * 2-8-0 * WZ * BLW, 1903(23441) - As 674	Sold 1950	1937
147-90	788 * 2-8-0 * WZ * A-R, 1903(26918) - As 674	Sc. 1950	1946
168-128	790 * 2-8-0 * WZ * A-R, 1903(26915) - As 674	Sc. 1950	1946
147-94	800 * 0-8-0 T * WG * BLW, 1898(16350) as 2-8-0 - Rebuilt to W5 Shop		
168-139	Goat, 1923: to W6, 1925 - 21X30-56-200-32.6-2415-186,900-40,160		
	N&W 800: 10		139 → 1932
38-7	809 * 0-8-0 T * WG * BLW, 1898(16359) as 2-8-0 - Rebuilt to W5 Shop		
147-93	Goat, 1923: to W6, 1925 - As 800 N&W 809: 11		
147-95	813 * 2-8-0 * W1 * BLW, 1899(16593) as Cl.W - Rebuilt to Cl.W1, 1922 -		
	21X30-56-200-32.6-2415-147,300-165,500-40,160	Sc. 1928	1924
147-88	819 * 2-8-0 * W * BLW, 1899(16677) - As 813	Sc. 1926	BP
168-124	821 * 0-8-0 T * WG * BLW, 1899(16772) as Cl.W - As rebuilt 1922 to W5:		
38-8	to W6, 1925 - As 800 N&W 821: 12		92 → 1948
147-92	825 * 0-8-0 T * WG * BLW, 1899(16824) as Cl.W - As rebuilt 1922 to W1:		
	rebuilt 1926 to W6 - As 800 Front end shortened	Sc. 1953	
147-91	839 * 0-8-0 T * WG * Roanoke Shops, 1900(162) as 2-8-0, Cl.W1 - As rebuilt		
	to W5, 1924: to W6, 1924 - As 800	Sc. 1941	1925
168-88	840 * 2-8-0 * W1 * Roanoke Shops, 1900(163) - As 813	Sc. 1926	c. 1920
168-124	861 * 2-8-0 * W1 * Richmond, 1901(3220) - As 813	Sold Campbell Cr. RR,	BP
		1926	
168-128	867 * 2-8-0 * WZ * Roanoke Shops, 1903(173) - 21X30-56-200-50.2-		
	2300-158,600-175,850-40,160	Sc. 1948	1937
147-86	882 * 2-8-0 * WZ * Richmond, 1902(26130) - As 867	Sc. 1948	
147-91	884 * 2-8-0 * WZ * Richmond, 1902(26132) - As 867	Sc. 1950	1936
38-6	885 * 2-8-0 * WZ * Richmond, 1902(26292) - As 867	Sc. 1949	96 is the older photo
147-96	888 * 2-8-0 * WZ * Richmond, 1902(26295) - As 867	Sc. 1926	BP
168-125	904 * 2-8-0 * WZ * BLW, 1902(20847) - As 867	Sold 1929	BPs
147-88	914 * 2-8-0 * WZ * BLW, 1902(21061) - As 867	Sc. 1950	1935
168-124	929 * 2-8-0 * WZ * A-CL&M, 1903(27922) - As 867	Sc. 1950	1934s
168-128	950 * 4-6-0 * V1 * BLW, 1900(17747) - 19 1/2 X 28-62-200-32.6-		
	2403-128,025-162,350-29,195	Sc. 1948	1937
147-114	953 * 4-6-0 * V1 * BLW, 1900(18233) - As 950	Sc. 1934	1933-34
168-114	954 * 4-6-0 * V * " " (18234) - 19X28-56-200-32.6-		
168-113	2403-121,650-155,900-30,685	Sc. 1950	BPs



## NORFOLK &amp; WESTERN RY 1896-

38-9810 147-115 147-113 168-114 & 115	954 * 4-6-0 * V1 * BLW, 1900 (18234) - As rebuilt - As	Sc. 1950 950	10 → 1936 9 → 1948
168-114 147-165 168-183	956 * 4-6-0 * V1 * " " (18266) - " " - " " - " "	Sc. 1950 1950	114 & 115 1936, 38 & 40
136-178 168-182	966 * 4-6-0 * V * A-R, 1902 (26127) - As 954	Sc. 1929	BP
168-183	990 * 0-8-8-0 * X1 * A-S, 1910 (47172) - 24½ * 39 * 30-56-200-75 - - 376,800 - 66,890 c. - 83,615 s.	Sc. 1934	BP
136-178 168-182	990 * 0-8-8-0 * X1 * As above - As modified - 24½ * 39 * 30-56-230- 75 - <sup>Super-</sup> heater - 90,180 c. - 108,210 s.	(1930) Sc. 1934	182 → 1932
168-183	994 * 0-8-8-0 * X1 * A-S, 1910 (47176) - As 990 BP except for superheater	Sc. 1934	1920
136-178	996 * 2-8-8-2 * Y1 * BLW, 1910 (34672) - 24½ * 39 * 30-56-200-75 - - 400,000 - 66,890 c. - 83,615 s	Sc. 1924	
147-170 147-165 168-183 147-99 168-132	998 * 2-8-8-2 * Y1 * BLW, 1910 (34697) - As 996	Sc. 1924	
147-170 147-165 168-183 147-99 168-132	999 * 2-8-8-2 * Y1 * " " (34698) - As 996	Sc. 1924	BPs
168-183	1000 * 4-8-0 * M1 * BLW, 1907 (31598) - 21 * 30-56-200-45-2797- 169,800 - 206,200 - 40,160	Sc. 1934	BPs
38-14	1012 * 4-8-0 * M1 * BLW, 1907 (31775) - As 1000	Sc. 1946	1936
168-132	1021 * 4-8-0 * M1 * " " (31931) - As 1000	Sc. 1930	1917
147-102	1027 * 4-8-0 * M1 * " " (31989) - As 1000	Sc. 1928	1921
147-99	1091 * 4-8-0 * M1 * A-R, 1907 (43209) - As 1000 N & W 1091; Chesapeake - Western RY 112		1942
168-133	1094 * 4-8-0 * M1 * A-R, 1907 (43212) - As 1000	Sc. 1928	BP
168-134	1100 * 4-8-0 * M2 * BLW, 1910 (35108) - 24 * 30-56-200-45-3569-765- 239,530 - 279,530 - 52,460	Sc. 1951 (Roanoke Shops)	1947
38-78 168-135 147-110	1100 * 4-8-0 * M2 (Automatic 4-8-0 Switcher) - As rebuilt from above, 1947 - 24 * 30-56-200-45-3215 - 239,530 - 279,530 - 52,460	Sc. 1951 1951	78 → 194 110 → 194
147-106 38-77 147-100 168-135	1106 * 4-8-0 * M2 * BLW, 1910 (35146) - As 1100 (134)	Sc. 1953	1950
147-100 168-135	1112 * 4-8-0 * M2 (Auto 4-8-0 Sw) * Orig built BLW, 1910 (35227) - Rebuilt by Roan. Sh. 1948 24 * 30-56-225-45-4344 - 239,530 - 279,530 - 59,015	Sc. 1951	100 → 194 135 → 1947 1948
147-31	1117 * 4-8-0 * M2 * BLW, 1910 (35232) - As 1100 (134)	Sc. 1956	1953
168-134	1119 * 4-8-0 * M2 * BLW, 1910 (35234) - As 1100 (134)	Sc. 1957	1937
168-133	1123 * 4-8-0 * M2 * BLW, 1910 (35238) - As 1100 (134)	Sold 1950	
168-134	1126 * 4-8-0 * M2 * BLW, 1910 (35332) - As 1100 (134)	Sold 1950	1950
147-107	1130 * 4-8-0 * M2 * BLW, 1910 (35336) - 24 * 30-56-200-45-3569- 221,780 - 262,000 - 52,460	Sc. 1950	1916
147-107	1131 * 4-8-0 * M2 * BLW, 1910 (35337) - As 1100 (134)	Sc. 1953	1952
147-100	1138 * 4-8-0 * M2 * BLW, 1910 (35344) - As 1130 (107)	Sc. 1954	BP
38-16	1129 * 4-8-0 * M2 * BLW, 1910 (35345) - As 1100 (134)	Sc. 1956	
147-100	1147 * 4-8-0 * M2 * BLW, 1910 (35807) - As 1100 (134)	Sc. 1951	1948
168-135	1148 * 4-8-0 * M2 * BLW, 1910 (35808) - As - As 1100 (134)	Sold 1957	1934



NORFOLK & WESTERN RY 1896-

168-134  
38-16  
147-103  
38-15  
147-187  
168-207  
147-199 & 200  
168-218  
147-196  
147-189  
168-205 & 206  
168-249  
147-197  
147-196  
136-191 168-248  
147-14 & 60  
147-36  
168-206  
147-200  
168-206  
147-30  
168-249  
46-196  
147-187  
38-46  
147-187  
147-188  
147-195  
38-50  
38-49  
136-403  
147-192  
136-191  
147-194  
147-187  
168-207 & 252  
147-78  
168-208  
147-191  
136-193  
147-155  
147-159  
168-198  
168-200

1153 \*4-8-0\* M2c \*Roanoke Shops, 1911(185)- 24X30-56-200-45-3586-765-239,530-279,530-52,460 Sc.1950 1956  
1155 \*4-8-0\* M2c \*Roanoke Shops, 1911(187)- As 1153 Sc.1956 103-1956  
1159 \*4-8-0\* M2c \* " " ,1912(191)- " " Sc.1957  
1200 \*2-6-6-4\* A \*Rke. Shops, 1936(266)- (4) 24X30-70-275-122-6650-2703-430,100-570,000-104,500- Sc.1959 BP  
1200 \*2-6-6-4\* A \* As above 199 & 200 -> 1936 218 -> 1940  
1200 \*2-6-6-4\* A \* As above - Pressure increased - (4) 24X30-70-300-122-6750-2703-430,100-570,000-114,000 Sc.1959 1939  
1201 \*2-6-6-4\* A \* Rke. Shop, 1936(267) Sc.1958 205 -> 1927 206 -> 1938  
1202 \*2-6-6-4\* A \* " " 1937(273) Sc.1959 1939  
1203 \*2-6-6-4\* A \* " " " (274) " "  
1204 \*2-6-6-4\* A \* " " " (275) " 1958  
1206 \*2-6-6-4\* A \* " " " (277) " 1959 191 -> 1940 14 -> 1944 206 -> 1944 36 -> 1952 206 -> 1944 200 -> 1944 249 -> 1938 30 -> 1958  
1207 \*2-6-6-4\* A \* " " " (278) " "  
1208 \*2-6-6-4\* A \* " " " (279) " 1958  
1209 \*2-6-6-4\* A \* " " " (280) " 1958  
1210 \*2-6-6-4\* A \* " " , 1943(332)- (4) 24X30-70-300-122-6639-2703-432,350-573,000-114,000 Sc.1959 1956  
1212 \*2-6-6-4\* A \* Rke. Shop, 1943(334) " 1958 BP 46 -> c.1944 187 -> c.1944  
1212 \*2-6-6-4\* A \* " " " " " " " "  
1219 \*2-6-6-4\* A \* " " " (341) " 1959  
1220 \*2-6-6-4\* A \* " " " (342) " " 1956  
1224 \*2-6-6-4\* A \* " " " (346) " 1958 1958  
1226 \*2-6-6-4\* A \* " " , 1944(354) Ret. 1959 1957  
1227 \*2-6-6-4\* A \* " " " (355) Sc. 1959  
1232 \*2-6-6-4\* A \* " " " (360) " "  
1233 \*2-6-6-4\* A \* " " " (361) " 1958 BP  
1236 \*2-6-6-4\* A \* " " , 1949(381) " " 187 -> BP 207 -> BP  
1238 \*2-6-6-4\* A \* " " " (383) " 1959 252 -> 1957 78 -> 1957  
1239 \*2-6-6-4\* A \* " " " (384) Ret. 1959 208 -> 1957  
1241 \*2-6-6-4\* A \* " " , 1950(386) Sc. 1959  
1242 \*2-6-6-4\* A \* " " " (387) " 1959 BP  
1303 \*2-6-6-2\* Z1 \* A-R, 1912(51014)- 22 & 35 X 32-56 1/2-200-72.2-4629-971-354,500-427,000-71,875 c. -86,250s. Sc.1934 1926  
1307 \*2-6-6-2\* Z1 \* A-R, 1912(51018)- As 1303 " "  
1308 \*2-6-6-2\* Z1 \* A-R, 1912(51019)- As 1303 " " BP  
1319 \*2-6-6-2\* Z1 \* A-R, 1912(51475)- Pressure raised - 22 & 35 X 32-56 1/2-225-72.2-4629-971-354,500-427,000-75,830c.-90,995s Sc.1936 c.1936

NORFOLK & WESTERN RY 1896 -

38-30 136-179	1321 * 2-6-6-2 * Z1a * A-R, 1912 (51474) - As 1319	Sci. 1950	1938	
168-202	1330 * 2-6-6-2 * Z1a * A-R, 1912 (51484) - As 1319 - Conv. to Sta. boiler			1934
168-201	1331 * 2-6-6-2 * Z1b * " , " (51485) - As rebuilt to Z1b, 1930 - 22 & 35 X 32 - 57-225-72.2-4629-971-376,580-440,000-75,830 c. - 91,000 s	Sci. 1957	1957	1937
38-29	1345 * 2-6-6-2 * Z1a * A-R, 1913 (53596) - As 1319	Sci. 1953		
147-161 136-80	1362 * 2-6-6-2 * Z1a * " " (53613) - " "	" 1950		
168-200 147-153	1368 * 2-6-6-2 * Z1a * " " (53619) - " "	" 1940		200 → 1937
168-199	1380 * 2-6-6-2 * Z1a * BLW, 1914 (41483) - " "	" 1953		BP
147-156 136-181	1383 * 2-6-6-2 * Z1a * " " (41486) - " "	" 1957		1921
147-158 136-189	1397 * 2-6-6-2 * Z1b * " , " (41529) - As rebuilt - As 1331	Sci. 1956	158 →	1953
147-154 168-203 & 204	1399 * 2-6-6-2 * Z2 * " , " (41532) as Cl. Z1a - As rebuilt to Cl. Z2 # 1299 (4) 22 X 32 - 56 1/2 - 225 - 72.2 - 5048 - 971 - 377,825 - 441,000 - 93,340 Boiler too small	Sci. 1934		1928
136-182 147-153 & 154	1403 * 2-6-6-2 * Z1a * BLW, 1914 (41536) - As 1319	" 1952		
168-199	1409 * 2-6-6-2 * Z1b * " " (41556) - As rebuilt 1928 - As 1331	" 1957		1934
147-162	1411 * 2-6-6-2 * Z1a * " " (41558) - As 1319	Sci. 1951		1947
168-200	1425 * 2-6-6-2 * Z1a * A-S, 1915 (55580) - As 1319	" 1952		1948
168-198 & 201	1427 * 2-6-6-2 * Z1a * " " (55582) - As 1319	" 1952	198 → BP 201 → 1936	
147-160 136-183	1438 * 2-6-6-2 * Z1b * " , 1916 (55593) - As rebuilt, 1931 - As 1331	Sci. 1958		1958
147-152	1442 * 2-6-6-2 * Z1b * " " (55597) - " " , 1929 - " " " 1956			1950
147-157	1445 * 2-6-6-2 * Z1a * " , " (55600) - As 1319	" 1958		1926
168-202	1455 * 2-6-6-2 * Z1b * " , " (56461) - As rebuilt, 1930 - As 1331	" 1957		1952
147-161	1460 * 2-6-6-2 * Z1b * " , 1917 (56466) - " " , 1929 - " " " 1958			1953
136-183	1464 * 2-6-6-2 * Z1a * " " (56470) - As 1319	" 1951		
147-153 147-159	1467 * 2-6-6-2 * Z1a * " " (56473) - " "	" 1951		1948
168-251 38-31	1470 * 2-6-6-2 * Z1b * " , 1918 (59869) - As rebuilt, 1930	Sci. 1957	251 → 1955 159 → 1957	
168-202 & 246	1476 * 2-6-6-2 * Z1b * " " (59875) - " " , 1930	" "		Bath 1955
147-156	1478 * 2-6-6-2 * Z1b * " " (59877) - " " , " " 1955			1936
168-201	1480 * 2-6-6-2 * Z1b * " " (59879) - " " , 1929	" 1957		1954
147-163	1482 * 2-6-6-2 * Z1b * " " (59881) - " " " " 1956			1953
38-30 136-184	1483 * 2-6-6-2 * Z1b * " " (59882) - " " " " 1957			
147-165 168-185	1700 * 2-8-8-2 * Y2 * R Ke. Shops, 1918 (224) - 24 1/2 & 39 X 32 - 56 - 230 - 96 - 6349 - - - - 523,600 - 104,300 c. - 123,960 s	Sci. 1949		1965 BP
168-186	1701 * 2-8-8-2 * Y2a * R Ke. Shops, 1918 (225) - 25 & 39 X 32 - 56 - 240 - 96 - 6349 - 1510 - 472,000 - 526,000 - 103,300 c. - 123,960 s N&W 1701: D&RGW 3550			1938
147-168	1705 * 2-8-8-2 * Y2a * R Ke. Shops, 1924 (229) - As 1701	Sci. 1949		BP
168-185 38-33	1711 * 2-8-8-2 * Y2 * BLW, 1919 (51036) - As 1700	" "		BP
147-176 168-186	1714 * 2-8-8-2 * Y2a * " " (51557) - As 1701 except two Franklin tender boilers Total TF 138,000 c. - 158,660 s. To D&RGW 3550-1945			1931

NORFOLK & WESTERN RY 1896 -

136-184  
168-185  
38-32  
168-185  
168-97  
147-164  
136-188  
168-187  
147-165  
168-188  
147-176  
136-185  
147-178  
147-173  
38-35  
168-243  
25-189  
147-167  
18-26  
147-68 168-188  
168-189  
136-185  
147-181  
168-189  
147-166  
168-246  
136-186  
168-187  
147-166  
38-34  
147-179  
38-35  
168-188  
136-186  
168-248  
147-166  
35-37  
136-194  
147-174  
168-242  
38-36  
147-183 168-190

1716	*2-8-8-2*Y2a*BLW, 1919(51699) - As 1701	Sc. 1951
1717	*2-8-8-2*Y2a* " " (51700) - As 1701	" 1949
1718	*2-8-8-2*Y2a* " " (51813) - As 1701	" 1949
1720	*2-8-8-2*Y2a* " " (51880) - As 1701	" 1950
1723	*2-8-8-2*Y2a* " " (52298) - As 1701 N&W 1723; <sup>Bingham &amp; Garfield,</sup> 1723(1943)	1939
2003	*2-8-8-2*Y3*A-S, 1919(59856) - 25 & 39 X 32-57-240-96.3 - 5753-1582- -531,000 - 101,470 c.-121,600's.	Sc. 1957 c. 1928
2006	*2-8-8-2*Y3*A-S, 1919(61074) - As 2003 except for boosters	Sc. 1957
2009	*2-8-8-2*Y3*A-S, 1919(61077) - As 2003	Sc. 1957 BP
2011	*2-8-8-2*Y3* " " (61079) - 25 & 39 X 32-58-270-96.3 - 5753-1582-485,200-539,000-114,155-136,985	Sc. 1958 1954
2015	*2-8-8-2*Y3*A-S, 1919(61083) - As 2003 ± N&W 2015; AT&SF 1792: Virginian 737	Sc. 1958 1932
2017	*2-8-8-2*Y3*A-S, 1919(61085) - As 2003 ±	Sc. 1958 1938
2018	*2-8-8-2*Y3*A-S, 1919(61086) - As 2003	" " 1932
2021	*2-8-8-2*Y3*A-S, 1919(61089) - As 2003 ± N&W 2021: AT&SF 1790: Virginian 738	Sc. 1958 1941
2023	*2-8-8-2*Y3*A-S, 1919(61091) - As 2011	Sc. 1958 1958
2024	*2-8-8-2*Y3* " " (61092) - As 2003 ±	" " 1934
2026	*2-8-8-2*Y3* " " (61094) - As 2003 N&W 2026: AT&SF 1793: Virginian 739	Sc. 1954 1928
2027	*2-8-8-2*Y3*A-S, 1919(61095) - As 2003 ± N&W 2027: PRR 375	Sc. 1958 1934
2033	*2-8-8-2*Y3* " " (61101) - As 2011	Sc. 1958 1957
2040	*2-8-8-2*Y3* " " (61108) - As 2003	" 1957 c. 1923
2047	*2-8-8-2*Y3*BLW, 1919(52226) - As 2011	" 1958 1957
2055	*2-8-8-2*Y3a*A-R, 1923(64075) - As 2003 ±	" 1959 c. 1934
2058	*2-8-8-2*Y3a* " " (64078) - As 2011	" 1958 166→1942 246→1956
2063	*2-8-8-2*Y3a* " " (64083) - As 2003	" 1958 BPs
2068	*2-8-8-2*Y3a* " " (64088) - As 2011	" 1959
2069	*2-8-8-2*Y3a* " " (64089) - As 2011	" 1958 1958
2070	*2-8-8-2*Y3a* " " (64090) - As 2003	" 1958 1934
2076	*2-8-8-2*Y3a* " " (64096) - As 2011	" 1958
2078	*2-8-8-2*Y3a* " " (64098) - As 2003	" 1958 1938
2080	*2-8-8-2*Y3b* " , 1927(67180) - 25 & 39 X 34-57-240-96.3 - 5866-1582-508,500-567,000-101,490-121,785 <sup>To 44, 1927</sup>	Sc. 1958 BP
2081	*2-8-8-2*Y4*A-R, 1927(67131) - 25 & 39 X 32-58-270-96.5 - 5866-1582-508,500-567,000-114,155c.-136,985s.	Sc. 1958 1948
2082	*2-8-8-2*Y4*A-R, 1927(67132) - As 2080	" " 1930
2083	*2-8-8-2*Y4* " " (67133) - As 2081	" " 190→1940 183→1954



NORFOLK & WESTER RY 1896-

147-172 168-191	2084 *2-8-8-2*Y4*A-R, 1927(67134) - As 2081	Sc. 1958	1954	
147-177	2086 *2-8-8-2*Y4*A-R, 1927(67136) - As 2080	" "	1930	
168-190 38-37	2087 *2-8-8-2*Y4* " " (67137) - As 2080	" "		BP
168-189	2089 *2-8-8-2*Y4* " " (67139) -	" "		189→1938 37→1944
168-191	2092 *2-8-8-2*Y4a Rke. Shops, 1930(247) - 25 & 39 X 32 - 57-280-96.3-5843-1582-522,850-582,900-118,390c	Wrecked 1937		BP
38-38	2093 *2-8-8-2*Y5 Rke. Shops, 1930(248) - As 2092	Rebuilt to #2119, 1941		1930
147-68 136-189	2097 *2-8-8-2*Y5* " " , 1930(252) - As 2092	Rebuilt to #2117, 1941		BP
147-178	2098 *2-8-8-2*Y5* " " " (253) - As 2092	Rebuilt to #2112, 1940		178→1931
147-166	2100 *2-8-8-2*Y5* " " , 1931(255) - As 2092	Rebuilt to #2115 1940		BP
147-219	2102 *2-8-8-2*Y5* " " " (257) - As modernized, 1940-41			
	25 & 39 X 32 - 58 - 300 - 106.2 - 5822 - 1582 - 522,850 - 582,900 - 126,840c - 152,210s	Sc. 1960		1943
136-190 168-193	2107 *2-8-8-2*Y5 Rke. Shops, 1931(262) - As 2102	Sc. 1960		193→1951
38-40 38-39	2109 *2-8-8-2*Y5* " " " (264) - As 2102	Sc. 1960		1951
136-192	2112 *2-8-8-2*Y5* " " , 1930(253) - Completely rebuilt, 1940 - As 2102	Sc. 1958		1954
	N&W 2098 : 2112			
147-203 & 221	2114 *2-8-8-2*Y5 Rke. Shops, 1930(250) - Completely rebuilt, 1940	Sc. 1959		203→1940 221→1942
	As 2102 N&W 2095 : 2114			
168-245	2116 *2-8-8-2*Y5 Rke. Shops, 1930(246) - Completely rebuilt, 1941	Sc. 1958		1954
	As 2102 N&W 2091 : 2116			
147-216 168-192	2117 *2-8-8-2*Y5 Rke. Shops, 1930(252) - Completely rebuilt, 1941	Sc. 1960		192→1954
	As 2102 N&W 2097 : 2117			
136-404 147-70	2122 *2-8-8-2*Y6 Rke. Shops, 1936(270) - 25 & 32 X 32 - 58 - 300 - 106.2 - 5647 - 1775 - 522,850 - 582,900 - 126,840c - 152,210s	Sc. 1959		70→1955
168-196	2123 *2-8-8-2*Y6 Rke. Shops, 1936(271) - As 2122	Sc. 1960		1938
168-251 38-65	2124 *2-8-8-2*Y6* " " " (272) - As 2122	"	1958	1951
147-1	2125 *2-8-8-2*Y6* " " , 1937(281) - As 2122	"	1959	1955
168-196	2126 *2-8-8-2*Y6* " " , " (282) - As 2122	"	1960	1938
147-212	2127 *2-8-8-2*Y6* " " , 1938(283) - As 2122	"	1959	
38-53	2128 *2-8-8-2*Y6* " " , " (284) - As 2122	"	1959	
136-190 38-67	2129 *2-8-8-2*Y6* " " , " (285) - As 2122	"	1959	1956
147-202	2130 *2-8-8-2*Y6* " " , " (286) - As 2122	"	1959	202→BP
147-205 38-62	2131 *2-8-8-2*Y6* " " , " (287) - As 2122	"	1959	
147-220	2133 *2-8-8-2*Y6* " " , " (289) - As 2122	"	1959	
N	2135 *2-8-8-2*Y6* " " , 1939(291) - As 2122	"	1959	
147-217 38-63	2136 *2-8-8-2*Y6* " " , " (292) - As 2122	"	1960	1959
147-221	2137 *2-8-8-2*Y6* " " , " (293) - As 2122	"	1960	221→1946 63→1958
168-250	2138 *2-8-8-2*Y6* " " , " (294) - As 2122	"	1960	1956



NORFOLK & WESTERN RY 1896-

147-215  
 147-222  
 147-201  
 168-247  
 38-64  
 147-220  
 147-213  
 147-69  
 63-262  
 147-211  
 46-253  
 147-202 168-195  
 38-54  
 147-214  
 38-42  
 136-192  
 168-246  
 168-250  
 147-218  
 147-26  
 N  
 147-202 168-197  
 N  
 147-5  
 136-193  
 147-207  
 147-21  
 147-61  
 168-194  
 147-40  
 147-210  
 168-196  
 147-216  
 38-94  
 147-72  
 38-58  
 148-203 168-197  
 136-193  
 168-197

2139 *2-8-8-2 * Y6 * RKe, Shops, 1939 (295) - As 2122	Sci. 1958	1939
2141 *2-8-8-2 * Y6 * " " " (297) - As 2122	" 1960	1956
2142 *2-8-8-2 * Y6 * " " " (298) - As 2122	" 1960	247 → 1940
2143 *2-8-8-2 * Y6 * " " " (299) - As 2122	" 1960	220 → 194
2145 *2-8-8-2 * Y6 * " " " 1940 (301) - As 2122	" 1960	213 → 1955
2149 *2-8-8-2 * Y6 * " " " (305) - As 2122	" 1960	
2150 *2-8-8-2 * Y6 * " " " (306) - As 2122	" 1958	
2156 *2-8-8-2 * Y6a * " " " 1942 (317) - 25# 39 X 32 - 58 - 300 -	Ret. 1959	BP
106,2 - 5647 - 1775 - 522,850 - 582,900 - 126,840c. - 152,210s.		
2157 *2-8-8-2 * Y6a * RKe, Shops, 1942 (318) - As 2156	Sci. 1959	1947
2159 *2-8-8-2 * Y6a * " " " (320) - As 2156	" 1960	1956
2160 *2-8-8-2 * Y6a * " " " (321) - As 2156	" 1959	42 → 1958
2164 *2-8-8-2 * Y6a * " " " (325) - As 2156	" 1959	1954
2165 *2-8-8-2 * Y6a * " " " (326) - As 2156	" 1960	1956
2167 *2-8-8-2 * Y6a * " " " (328) - As 2156	" 1959	1946
2168 *2-8-8-2 * Y6a * " " " (329) - As 2156	" 1959	
2171 *2-8-8-2 * Y6b * " " " 1948 (363) - 25# 39 X 32 - 58 - 300 -	Sci. 1960	BP
106,2 - 4915 - 1478 - 548,500 - 611,520 - 126,840c. - 152,210s.		
2173 *2-8-8-2 * Y6b * RKe, Shops, 1948 (365) - As 2171	Sci. 1959	
2175 *2-8-8-2 * Y6b * " " " (367) - As 2171	" 1959	
2178 *2-8-8-2 * Y6b * " " " (370) - As 2171	" 1960	1954
2179 *2-8-8-2 * Y6b * " " " (371) - As 2171	" 1959	
2180 *2-8-8-2 * Y6b * " " " (372) - As 2171	" 1959	1949
2184 *2-8-8-2 * Y6b * " " " 1949 (376) - As 2171	" 1959	
2187 *2-8-8-2 * Y6b * " " " (379) - As 2171	" 1959	1950
2188 *2-8-8-2 * Y6b * " " " 1950 (391) - As 2171	" 1960	c. 1955
2193 *2-8-8-2 * Y6b * " " " (396) - As 2171	" 1959	c. 1955
2195 *2-8-8-2 * Y6b * " " " 1951 (414) - As 2171	" 1959	94 → 1956
2197 *2-8-8-2 * Y6b * " " " 1952 (416) - As 2171	" 1959	BP
2200 *2-8-8-2 * Y6b * " " " (419) - As 2171	" 1960	
2300 *6-6-6-6 * TE 1 * Baldwin - Lima - Hamilton, 1954 (75911)	Sci. 1957	BP

# NORTHERN PACIFIC

5-128 2-76 87-76	1	* 0-4-0T * Smith & Porter, 1870 - "MINNETONKA" as restored	
87-83	2	* 2-10-0 * BLW, 1886-	1904 BP
23-61 186-38 87-188	3	* 4-8-0 * X * Sch., 1897 - Cross-comp. - 23 & 34 X 30-55-200 - 186,000	34,860 BP
5-180	4	* 2-Trk. Heisk V-2 * 16 1/4 X 14 - -160-127,000	38 -> BP
3-26	6	* 4-4-0 * BLW, 1871	BP
87-133	9	* 4-4-0 * BLW, 1871 (2490)	
1-45	9	* 0-6-0T * L-6*	
1-191	13	* 4-4-0 * , 1871	BP
87-177	14	* 4-8-0 * X *	
3-170 87-49	25	* 2-8-0 * Y-1 * Alco	
5-155	28	* 4-4-0 *	1884
3-31	36	* 4-4-0 *	1891
87-48	37	* 4-4-0 *	
3-29 87-35	41	* 4-4-0 *	1885
87-43	51	* 0-4-0 * BLW	29 -> 1879
1-191	53	* 0-4-0 *	1885
3-29	78	* 2-8-0 *	
3-169 2-133 87-59	79	* 2-6-0 * BLW, 1881 (5566) - NP 79: 949 <sup>(0-6-0)</sup>	
2-133	97	* 2-8-0 *	
87-63	137	* 0-6-0 * BLW, 1882 (6427) - NP 137: 970 <sup>(1898)</sup>	133 -> 1896 59 -> 1888
3-28	149	* 2-6-0 * BLW, 1883 (6629) - NP 149: 599 - Sc. 1915	1894
2-132	167	* 4-4-0 *	1892
87-50	216	* 4-4-0 * Portland, 1882 (423) - NP 216: 893 <sup>(1897)</sup>	
87-38	220	* 4-4-0 * Portland, 1883 (459) - NP 220: 896	1884
1-44 42-7 46-59 87-187	274	* 4-6-0 *	1900
87-45	279	* 4-4-0 *	1883
1-51	280	* 4-4-0 * BLW, 1883	BP
1-58	300	* 4-6-0 * Sch.,	55 -> c. 1895 61 -> 1900 592 1946
87-69	328	* 4-6-0 * S-10. * A-RL&M, 1907-19 X 26-57-190-153,000-26,600	c. 1878
2-140	340	* 4-4-0 *	
8-30	349	* 4-4-0 *	
3-173	398	* 4-6-0 *	
2-133	418	* 4-4-0 *	1895
5-184	420	* 4-4-0 * BLW, 1887 (8683) - NP 420: 667	1889
5-135 23-33	440	* 4-6-0 * BLW, 1888	BP
	442	* 4-6-0 * BLW,	1890
	485	* 2-8-0 * BLW, 1889 (10441) - NP 485: 58 <sup>(1898)</sup>	1889
	486	* 2-8-0 * BLW	
	500	* 2-10-0 * BLW, 1886 (8168) - 22 X 26-45-130-33.2-140,950-30,900	BP

NORTHERN PACIFIC133→1886  
135→1892

5-133&135	501	* 2-10-0	*BLW, 1886 (8169)- As 500	
87-62	555	* 2-6-0	*	1898
87-192	558	* 2-6-0	*D-2*BLW, 1888	1935
8-38 40-55	587	* 2-6-0	*BLW, -Vauclain comp.	BP
<sup>F-1</sup> 90-111	666	* 4-4-0	* B *	111→1933
2-133	676	* 4-4-0	*NYLW, 1887(250)-Montana Union 2; NP 676	1903
1-56	684	* 4-4-0	*	
2-151	698	* 4-4-0	*BLW	C.1895
87-66	728	* 4-4-0	*	1912
87-108	764	* 4-4-0	*	1901
87-167	1076	* 0-6-0	*	
87-118	1126	* 0-6-0	*L-9*	
1-51	1149	* 4-4-0	*Rhode Is.	
87-179	1174	* 0-8-0	*G-2*Alco, 1920	
87-82	1214	* 2-8-0	*Alco, 1901	1907
87-88	1219	* 2-8-0	*	1911
87-111	1274	* 2-8-0	*Y-2*Alco, 1902	
87-104&156	1372	* 4-6-0	*S-4*BLW, 1902	156→1938
87-143	1383	* 4-6-0	*	1950
46-47	1529	* 2-8-2	*A-B, 1905-24X30-63-200-263,500-46,630	1940
87-166	1548	* 2-8-2	*W*	C.1952
87-149	1549	* 2-8-2	*W*	C.1952
23-87	1554	* 2-8-2	*A-B, 1904 - Tandem comp. - 19&30X30-63-200-271,000-44,340	BP
87-193	1574	* 2-8-2	*W*	1952
87-168	1592	* 2-8-2	*W*	
87-126	1621	* 2-8-2	*	
23-113	1659	* 2-8-2	*A-B, 1907-24X30-63-200-259,000-46,630	BP
87-120&138	1674	* 2-8-2	*	
87-185	1682	* 2-8-2	*W-1*	
87-127&151	1728	* 2-8-2	*W-3*	
23-139	1743	* 2-8-2	*Alco, 1913-28X30-63-180-70.0-320,000-57,120	BP
87-140	1784	* 2-8-2	*W-3*	
87-122	1787	* 2-8-2	*W-3*	
87-122	1792	* 2-8-2	*W-3*	
87-150	1800	*	*	
87-196	1801	* 2-8-2	*	
90-119	1821	* 2-8-2	*	C.1955
87-145	1829	* 2-8-2	*	

NORTHERN PACIFIC

( 87-134	1838 * 2-8-2 * W-5*		1952
46-133	1844 * 2-8-2 * Alco,	- 28X30-63-200	63,740 1940
87-116	2122 * 4-6-2 *		1941
87-146	2194 * 4-6-2 *		c.1938
87-148 & 195	2216 * 4-6-2 *		
87-165	2222 * 4-6-2 * Q-4*		
87-129	2261 * 4-6-2 * Q-6*		
87-160	2425 * 2-6-2 * T*		C.1952
46-55	2450 * 2-6-2 * A-B, 1906 - 21½X28-63-200 - 208,500 - 34,930		1947
133-18	87-192	2600 * 4-8-4 * A <sup>+</sup> Alco, 1926 - 28X30-73-240-426,000 - 65,730 - 75,000	10→1949
87-110	2604 * 4-8-4 * A*	- As 2600	1951
23-201	2607 * 4-8-4 * A-S, 1927 - 28X30-73-210-115 - 426,000 - 57,510 - <sup>68,900</sup>		BP
133-11	87-175	2608 * 4-8-4 * A * A-S, 1927 - As 2600	11→1940
133-17	87-156	2610 * 4-8-4 * A * A-S, - As 2600	146→1933
133-111	87-137 & 146	2626 * 4-8-4 * A-1 * A-S, 1930 - 27X30-73-250-417,500 - 63,700	111→1939 137→1952
87-124	2653 * 4-8-4 * A-2 * BLW, 1934-35 - As 2654		1956
187-106	2661 * 4-8-4 * A-3 * BLW, 1938 - As 2660		
90-131	2666 * 4-8-4 * A-3 * BLW, 1938 - As 2660		
87-153	2670 * 4-8-4 * A-4 * BLW, 1941 - 28X31-77-260-492,300 - 69,800		171→BP
8-171	63-154	2675 * 4-8-4 * A-4 * BLW, 1941 - As 2670	
63-154	2677 * 4-8-4 * A-4 * BLW, 1941 - As 2670		
63-155	2680 * 4-8-4 * A-5 * BLW, 1943 - 28X31-77-260-508,500 - 69,800		16→1951
133-16	87-193	2684 * 4-8-4 * A-5 * BLW, 1943 - As 2680	BP
8-182	3004 * 2-6-6-2 * Z * BLW, 1907 - 21½ & 33X32-55-200-78-5608 -		
136-33	3005	316,100 - 355,000 - 67,500	1907
87-189	3005 * 2-6-6-2 * Z * BLW, 1907 - As 3004		1915
87-85	3006 * 2-6-6-2 * Z * BLW, 1907 - As 3004		BP
87-103	4014 * 2-8-8-2 * Z-3 * Alco, 1913 - 26 & 40 X 30 - 57-200 - 84 - 462,000 - 95,000		
87-117	4016 * 2-8-8-2 * Z-3 * Alco, 1917 - As 4014		
136-36	87-171	4017 * 2-8-8-2 * Z-3 * Alco, 1917 - "	171→1941
87-92	4018 * 2-8-8-2 * Z-3 * Alco, 1917 - "		
63-156	4020 * 2-8-8-2 * Z-3 * Alco, 1920 - "		
86-154	87-132 & 167	4025 * 2-8-8-2 * Z-3 * Alco, 1920 - "	35→1956
136-35	87-190	4500 * 2-8-8-2 * Z-4 * Alco, 1923 - 25 & 39 X 32 - 57-240 - 541,500 - 106,600	1949
87-190	23-199	4503 * 2-8-8-2 * Z-4 * Alco, 1923 - As 4500	BP
23-237	5000 * 2-8-8-4 * Z-5 * A-S, 1928 - (H) 26X32-63-250 - 182 - 717,000 -		
136-36	5001	140,000 - 153,400	297→BP
8-148 & 173	46-183	5002 * 2-8-8-4 * Z-5 * BLW, 1930 - (H) 26X32-63-250 - <sup>182</sup> 723,400	
46-183		140,000 - 153,400	BP



# NORTHERN PACIFIC

136-39	87-139	5005	*2-8-8-4	*Z-5*	BLW, 1930 - As 5002	
	34-320	5105	*4-6-6-4	*Z-6*	A-S, 1936-(4) 23X32-69-250-624,500-104,500	1953
	23-263	5107	*4-6-6-4	*Z-6*	A-S, 1936 - As 5105	BP
	87-150	5115	*4-6-6-4	*	A-S, 1937 - As 5105	
	63-159	5136	*4-6-6-4	*	A-S, 1943 - As 5121	
	87-122	5137	*4-6-6-4	*	A-S, 1943 - As 5121	
	87-8&109	5138	*4-6-6-4	*Z-8*	Alco, 1943-(4) 23X32-70-260-106,890	
	87-167	5139	*4-6-6-4	*Z-8*	Alco, 1943 - As 5138	
	46-233	10000	*2-8-0	*BLW,	1889(10,000)-22X28-50 - NP 10000:460:98:55	BP
	3-31	1649	*2-8-2	*		1923
	126-78	3010	*2-6-6-2	*Z*	BLW, 1907 - As 3004	BP
	51-47	2650	*4-8-4	*A-2*	BLW, 1934 - 28X31-77-260-489,400-69,800	1934
	131-426	2654	*4-8-4	*A-2*	BLW, 1934-35 - As 2650	
	133-14	2660	*4-8-4	*A-3*	BLW, 1938 - 28X31-77-260-491,800-69,800	1946
	133-4	2671	*4-8-4	*A-4*	BLW, 1941 - As 2670	
	133-13	9	*3 Trk Shay	*Lima,	- Washington Ry & Nav. Co. 101: NP 1099: 9	(1904) (1906)
	136-34	3001	*2-6-6-2	*	BLW, 1907 - 21½ 833X32-55-200-78-305,000-58,000	
	136-33	3102	*2-6-6-2	*	BLW, 1909 - 20 831X30-55-210-53-305,000	
	136-34				58,000 NP 4002: 3102	1937
	136-35	4004	*2-8-8-2	*Z-3*	BLW, 1910 - 26 840X30-57-200-84-438,000-95,000	1940
	136-37	4021	*2-8-8-2	*	Alco, 1920 - As 4014	1950
	136-38	4501	*2-8-8-2	*	Alco, 1923 - As 4500	
	136-38	5001	*2-8-8-4	*	BLW, 1930 - As 5002	
	136-40	5004	*2-8-8-4	*	BLW, 1930 - As 5002	
	136-40	5011	*2-8-8-4	*	BLW, 1930 - As 5002	1946
	136-41	5114	*4-6-6-4	*	A-S, 1937 - As 5105	
	136-42	5116	*4-6-6-4	*	A-S, 1937 - As 5105	1950
	136-43	5126	*4-6-6-4	*	A-S, 1941 - (4) 23X32-70-260-152-644,000-107,000	
	136-44	5136	*4-6-6-4	*	A-S, 1943 - As 5126	
	136-45	5143	*4-6-6-4	*	A-S, 1944 - As 5126	
	136-386	5003	*2-8-8-4	*	BLW, 1930 - As rebuilt (new frames, etc)	
	136-387	5100	*4-6-6-4	*	A-S, 1936 - As 5105	

# NORTHERN PACIFIC PARTIAL LIST OF CLASSES

Very incomplete

A	4-8-4	2600-2611	Alco 1926-27	8-5	4-5
A-1	"	Timken 1111	Alco 1930	8-8-5	2-5
A-2	"	BLW, 1934-35	"	4-2-24	2-5
A-3	"	BLW 1938	"	"	7-5
A-4	"	BLW, 1941	2670-2677	"	8-5
A-5	"	BLW, 1943	2680-2689		
B	4-4-0				
D	2-6-0				
F-1	2-8-0				
G-1	0-8-0	1919	1170-1173		
G-2	0-8-0	1920	1174-1193		
L-9	0-6-0				
P	4-6-0				
Q	4-6-2				
Q-1	"				
Q-2	"				
Q-3	"				
Q-4	"				
Q-5	"				
Q-6	"				
S	4-6-0				
T	2-6-2				
W	2-8-2				
W-1	"				
W-2	"				
W-3	"				
W-4	"	2500s			
W-6	"	in 1923			
X	4-8-0				
Y	2-8-0				
Y-1	"				
Y-2	"				
Y-3	"				
Z	2-6-6-2				
Z-1	"				
Z-2	"				
Z-3	2-8-8-2				

- OVER -

ND PARTIAL LIST OF CLASSES

Very incomplete

Z-4	2-8-8-2	BLM 1943 5800-5804	H-8-H	A
Z-5	2-8-8-4	BLM 1943 5800-5804	"	A-1
Z-6	4-6-6-4	BLM 1943 5800-5804	"	A-5
Z-7	"	BLM 1943 5800-5804	"	A-8
Z-8	"	BLM 1943 5800-5804	"	A-4
			"	A-2
			H-4-0	B
			S-2-0	D
			S-8-0	F-1
			O-8-0	G-1
			O-8-0	G-2
			O-8-0	L-1
			H-2-0	P
			H-2-5	Q
			"	Q-1
			"	Q-2
			"	Q-3
			"	Q-4
			"	Q-5
			"	Q-6
			H-2-0	R
			S-2-5	T
			S-8-5	V
			"	W-1
			"	W-2
			"	W-3
			"	W-4
			"	W-5
			"	W-6
			H-8-0	X
			S-8-0	Y
			"	Y-1
			"	Y-2
			"	Y-3
			S-2-5	Z
			"	Z-1
			"	Z-2
			S-8-0	Z-3

NACIONALES MEXICANO, F.C. Gauge 3'-0"

48-17 151 \*4-6-0 \*F-02 \*BLW, 1890(11232) - 15x20-46-160-47,000-  
64,000-10,960 NM 151: NdeM 151 Sc.by 1930

NACIONALES DE MEXICO, F.C.

3'-0" Gauge

~~48-35 17 \*2-8-0 \* BLW, 1891(41055) as a Krodain comp. - Shown as simple  
16x18-38 Hidalgo y Noroeste 17 "Hoara": NdeM 17 Sc.by 1930~~

~~48-17 131 \*4-6-0 \*F-03 \*BLW, 1889(9932) - 16x20-48-140-52,000-70,000  
10,380 NM 131: NdeM 131 Sc.by 1930~~

~~48-159 185 \*4-6-0 \*F-103 \*BLW, 1924(57942) - 17x20-49-180-83,520-109,280  
18,050 Ret. 1965 NdeM 221: 185~~

~~48-123 186 \*4-6-0 \*F-013 \*BLW, 1924(57913) - As 185 - Ret. 1965 NdeM 222: 186~~

~~48-149 189 \*4-6-0 \*F-013 \*BLW, 1924(57964) - As 185 - Ret. 1954 NdeM 225: 189~~

~~48-128 190 \*4-6-0 \*F-013 \*BLW, 1924(57965) - As 185 - Ret. 1965 NdeM 226: 190~~

~~48-127 241 \*2-8-0 \*G-017 \*BLW, 1901(19034) - 17x18-36-150-79,305  
89,650-18,720 - Ret. 1954 Michoacan y Pacifico 7: NM 87: NdeM 87: 241~~

~~48-18 243 \*2-8-0 \*G-018 \*A C, 1921(62095) - 16x20-38-160-76,000-83,000  
18,450 - Ret. 1951 NdeM 207: 243~~

~~48-127 245 \*2-8-0 \*G-026 \*BLW, 1892(2849) - 16x20-38-175-75,280-94,090  
20,040 - Ret. 1965 NM 158: NdeM 158: 245~~

~~48-127 255 \*2-8-0 \*G-028 \*BLW, 1898(3789) - 17x20-38-180-90,750-99,720  
23,270 - Ret. 1965 NM 167: NdeM 167: 255~~

~~48-137 256 \*2-8-0 \*G-028 \*BLW, 1898(3790) - As 255 - Ret. 1965  
NM 168: NdeM 168: 256~~

48-117 & 151 262 \*2-8-0 \*G-030 \*BLW, 1921(55023) - 18x22-41-180-99,270-110,270-  
26,600 NdeM 187: 262 117 & 151

48-131, 132, 138, 139 & 178 263 \*2-8-0 \*G-030 \*BLW, 1921(55024) - As 262 - Ret. 1968  
NdeM 188: 263

~~48-107 265 \*2-8-0 \*G-030 \*BLW, 1921(55026) - As 262 - Sold 1968  
NdeM 190: 265~~

48-IX, 128 & 143 268 \*2-8-0 \*G-030 \*BLW, 1921(55052) - As 262 - Ret. 1965  
NdeM 193: 268

~~48-120 269 \*2-8-0 \*G-030 \*BLW, 1921(55053) - As 262 - NdeM 194: 269~~

~~48-30 270 \*2-8-0 \*G-030 \*BLW, 1921(55054) - As 262 - Ret. 1968  
NdeM 195: 270~~

48- Frantz, 152, 153 & 157 272 \*2-8-0 \*G-030 \*BLW, 1921(55056) - As 262 - NdeM 197: 272

48-IX & 33 273 \*2-8-0 \*G-030 \*BLW, 1921(55057) - As 262 - Ret. 1968  
NdeM 198: 273; Coahuila y Zacatecas 273; NdeM 273

48-116 274 \*2-8-0 \*G-030 \*BLW, 1921(55058) - As 262 - Rebuilt to std. gauge,  
1952 - NdeM 199: 274: 930



2

~~44-123 1656 \* 2-8-0 \* BLW, 1923 (56855) - 22x28 59 200 191,430 110,420  
 NSRR 532(2); NSRY 532(2) (1942); NdeM 1656 (1948) 1952  
 44-123 3351 \* 2-8-4 \* BLW, 1940 (62323) - 23 1/2 x 30 63 - 250 335,100 119,300  
 NSRR (2) 601; NSRY (2) 601 (1942); NdeM 3351 (1948) 1962~~

NACIONALES DE MEXICO

~~48-143 280 \* 2-8-0 \* G-030 \* BLW, 192 (55111) - As 262 - Ret. 1965  
 (1930)  
 NdeM 205: 280  
 48-140 365 \* 2-6-6-2 \* HR-01 \* A-5, 1928 (67711) - (4) 15x22 - 43-210 - 161,500 -  
 204,000 41,100 Ret. 1954 NdeM 244: 365 1952  
 136-379  
 48-105 & 108 366 \* 2-6-6-2 \* HR-01 \* A-5, 1928 (67711) - As 365 - Ret. 1954  
 (1930)  
 NdeM 245: 366 108 -> 1942  
 48-VIE 106 363 \* 2-6-6-2 \* HR-01 \* A-5, 1934 (63645) - (4) 15x22 43-210 - 172,500 -  
 216,000 41,100 - Ret. 1954  
 48-102 & 105 369 \* 2-6-6-2 \* HR-01 \* A-5, 1936 (68773) - As 365  
 43-166 1100 \* 2-8-2 \* KR-03 \* BLW, 1903 (21910) - 17x22 - 40-200 - 113,375 -  
 139,535 27,020 - Rebuilt to std. gauge #2250, 1949  
 (c. 1944) (1949)  
 DERGW 458: NdeM 400: 2250~~

Std. Gauge

~~8-90 119 \* 4-6-2 \* BLW, 1921 - 25x28 - 67 - 250,270 BP  
 8-91 211 \* 2-8-0 \* BLW, 1921 - 21x28 - 55 - 171,960 BP  
 8-91 934 \* 2-8-2 \* BLW, 1921 - 25x30 - 59 - 270,000 BP  
 62-193 2528 \* 4-6-2 \* 1947  
 F-1 3038 \* 4-8-4 \* OR 1 \* BLW, 1946 - As 3027~~

NACIONAL DE TEHUANTEPEC

~~27-150 521 \* 2-8-0 \* BLW, 1881 (5656) - As rebuilt - 20x24 - 50 -  
 (1883)  
 UP 223: 1257: NdeT 521 Sc. 1956 1933~~

NAPA VALLEY

~~1-170 "CALISTOGA" \* 2-2-0 \* Vulcan Iron Works, S.F., Cal. (1867) - 7x14 - 42 - 64,900 -  
 Napa Valley "C"; Yaca Valley "VACAVILLE"; Yaca Valley & Clear Lake 1:  
 California Pacific "FLEA"; Central Pacific (1879) 229: San Joaquin Valley Coal  
 Mining Co. ?; Sierra Nevada Wood & Lumber Co. 4 - Sc. 1921 (1873)~~

NAPIERVILLE JUNCTION

~~28-225 207 \* 4-6-0 \* Montreal, 1907~~

NASHVILLE, CHATTANOOGA & ST. LOUIS

~~46-51 280 \* 4-6-0 \* BLW, 1905 - 22x26 66 200 32,110 BP  
 23-119 234 \* 4-6-0 \* BLW, 1908 - Balanced comp.  
 16421x26 - 66 - 210 - 170,000 - 28,100 BP  
 3-136 555 \* 4-8-2 \* D-1a \* BLW, 1922 - 27x30 - 69 - 200 327,000 - 87,800 BP  
 63-89 587 \* 4-8-4 \* D-3 \* A-5, 1970 - As 510~~

NASHVILLE & FLORENCE

~~14-33 2 \* 4-4-0 Rogers - C. 1887~~

NASHVILLE & NORTH WESTERN

~~4-131 3 \* 0-4-0T \* Rogers, 1860~~

NASHVILLE TERMINAL CO.

39-28 4 \*0-6-0 \* A-R, 1907(42074) - 20x26-50-185-145,000-  
32,710 - Ret. 1946 NT 4: Southern <sup>(1908)</sup> 1615 BP

NATCHEZ & HAMBURG

9-83 66-61 "MISSISSIPPI" \*0-4-0 \* 1834-9 1/2 x 16-43-14,000

NATIONAL CITY & OTAY

1-171 2-110 6 "TIA JUANA" \*2-4-2T \* Porter, 1888(943) 1909

NATIONAL LOCOMOTIVE WORKS

2-153 ? \*4-4-0 \* BL

NEILS LUMBER CO.

50-91 & 249 7 \* <sup>Three-Truck</sup> Shay \* Lima

NEVADA & CALIFORNIA Gauge 3'-0"

31-360 3 \*4-4-0 \* BLW, 1887(8791) - 12x18-44-130-41,600-6510-  
Sc. 1934 N & C 3: N-C-0 3 "ERASMUS GERT": SP 3 c. 1888 <sup>(1893)</sup> <sup>(1927)</sup>

31-185 7 \*4-4-0 \* BLW, 1888(6687) - 14x18-44-48,000  
C & C 7 "BENTON": N & C 7: SP 7 Sc. 1932 <sup>(1906)</sup> <sup>(1906)</sup>

NEVADA - CALIFORNIA - OREGON Gauge 3'-0"

31-360 1 \*4-4-0 \* BLW, 1884(7527) - 12x18-44-130-41,600-6,510-  
N & O 1: N & C 1: N-C-0 1 Ret. 1915 1900 <sup>(1885)</sup> <sup>(1893)</sup>

31-394 2 \*4-4-0 \* BLW, 1884(7528) - As 1 - Ret. 1918  
N & O 2: N & C 2: N-C-0 2 <sup>(1885)</sup> <sup>(1893)</sup>

3-156 "ERASMUS"  
31-375 33-361 3 GERT" \*4-4-0 \* BLW, 1887(8791) - As 1 -  
N & C 3: N-C-0 3 "E.G.": SP 3 Sc. 1934 1929 <sup>(1893)</sup> <sup>(1929)</sup>

88-47  
1-190 31-377 5 \*4-6-0 \* BLW, 1899(17124) - 15x18-44-160-72,690-12,520-  
N-C-0 5 "AMEDEE": SP 5 Sc. 1934 1907-1899  
190-1927 <sup>(1927)</sup>

31-374 6(2) \*4-6-0 \* BLW, 1903(22020) - 15x20-44-160-72,690-13,910  
N-C-0 8: 6(2): SP 6 Sc. 1934 c. 1903 <sup>(1904)</sup> <sup>(1929)</sup>

31-377 11 \*4-6-0 \* BLW, 1911(37394) - 16x20-44-180-89,200-17,800  
N-G-O 11: Pacific Coast RY 110: Oahu RY & Land Co. 110 BP <sup>(1928)</sup>

31-377 47-194 14 \*2-8-0 \* BLW, 1914(41300) - 17x20-44-180-94,000-20,100  
N-C-0 14: SP 1(2): N.C.N.G. 9: US Navy 17 BP <sup>(1928)</sup> <sup>(1933)</sup> <sup>(1942)</sup>

F-2 31-381 25 \*2-6-0 \* Cooke, 1899(2435) - Std. gauge - 20x28-63-190-  
146,000-28,710 - Sc. 1930 SP 1667: N-C-0 25 <sup>(1928)</sup>

NEVADA CENTRAL Gauge 3'-0"

31-75 1(2) \*2-6-0 \* BLW, 1881(5569) - 13x18-41 - Sc. 1938

9-105  
31-74 & 75 2(2) \*2-6-0 \* BLW, 1881(5575) - 13x18-41 - Sold 1938 105 as restored -> 1935  
74 -> 1938

31-67 & 74 5 \*4-4-0 \* BLW, 1876(3843) - 12x16-42-44,400-  
North Pacific Coast 12" SONOMA": NC 5 <sup>(1880)</sup> 67 -> 1886  
74 -> 1938

## NEVADA CONSOLIDATED COPPER CO.

31-125	73	*0-6-2T *BLW, 1915 (42622) - 21x24-50-152,000 Utah Copper Co. 73: Bingham & Garfield 73 - NCCCo 73
31-129	83	*0-6-2T *BLW, 1923 (57020) - As 73 - UCCo 83: NCCCo 83
31-127	93	*2-8-0 *A-S, 1909 (44604) - 21x30-51-187,000 Nevada Northern 93: NCCCo 93 Ret. 1959
31-129	337	*0-6-0T *BLW, 1909 (33928) - 18x24-44-116,000 - Sc. 1951 BP
31-129	500	*0-6-2T *BLW, 1917 (44795) - 19x26-46-162,000 - Sc. 1951 BP
31-125	501	*0-6-2T *BLW, 1917 (44796) - As 500 - Sc. 1951

## NEVADA COPPER BELT

31-218	1	*4-6-0 *BLW, 1891 (12204) - 18x24-54- Sc. 1916 - Los Angeles Terminal 7: SPLA & SL 51: LY & T 2: NCB 1 1910
31-222 & 225	2	*2-8-0 *Lima, 1910 (1091) - 18x24-50-134,550 - Sc. 1947 222 → c. 1910
31-219	3	*2-8-0 *BLW, 1912 (37577) - 20x26-50-163,000 NCB 3: Sierra Ry 24 Sc. 1955 BP
82-217 31-224	5	*2-8-0 *A-R, 1925 (66302) - 19x26-51-150,000

## NEVADA COUNTY NARROW GAUGE Gauge 3'-0"

47-17-43, 83, 91 & 192	1	*4-4-0 *BLW, 1875 (3762) - 11x16-42½ - 140 - 27,000 - 42,000 - Sc. 1936 17 → 1900 43 → c. 1900 83 → c. 1908 91 → 1910 5,420-
47-VI, 17, 115 & 122	2	"NEVADA" *2-6-0 *BLW, 1875 (3758) - 11x16-36-140 - 35,000 - 42,000 - 6,400 Sc. 1936 17 → 1876 VI → 1924 115 → 1930 192 → 1933 112 → 1878 26 → 1878
(47-26, 28, 2-112) 30 & 192	3	*4-4-0 *BLW, 1877 (4172) - As 1 - Ret. 1915 28 → c. 1890 30 → c. 1890 192 → 1915
47-64 & 192	4	*0-6-0 *Porter, Bell & Co., 1875 (218) - 10x14-28-140 - 30,000 - 5,950 Ret. 1916 Santa Cruz & Felton 1 "S.C.": Nevada & Oregon "SANTA CRUZ": (1885) (1890) Lake Valley 4: Carson & Tahoe L & F Co. 4: NCNG 4
47-53, 64, 66, 159, 112 & 193	5	*2-6-0 *BLW, 1875 (3709) - 13x16-40½ - 140 - 40,500 - 46,000 - 7,945 - Sold 1940 Carson & Tahoe L & F Co. 1 "TAHOE": NCNG 5 64 → 1895 53 → c. 1900 112 → 1930 159 → 1930 193 → 1932 66 → 1936
47-193	7	*4-4-0 *BLW, 1881 (5782) - 14x18-44-130 - 33,000 - 49,000 - 8,860 Ret. 1934 Carson & Colorado 4 "CHURCHILL": Nevada & Cal. 4: (1912) (1929) SP 4: NCNG 7 1933
47-122, 146, 160 & 193	8	*2-8-0 *BLW, 1882 (6057) - 15x20-36¾ - 160 - 59,330 - 69,110 - 16,650 Sold 1942 D & RG 283: D & RGW 283: NCNG 8: Dullian (1942) (1943) 122 & 146 → c. 1933 160 → 1944 Steel Products Co 8: Pacific Portland Cement Co. 8 Sc. 1950
47-122, 123, 128, 149, 163 & 194 82-193	9	*2-8-0 *BLW, 1914 (41300) - 17x20-40-180 - 84,000 - 94,000 - 22,110 Sold 1942 N-C-O 14: SPI (2): NCNG 9: Dullian Steel (1942) (1942) Products Co 9: US Navy 17: converted to 0-8-0, Sc. 1946 122 & 123 → c. 1933 128 & 194 → 1937 163 → 1939



NEVADA NORTHERN

31-126	3	*4-6-0	*Sch., 1883(1592) - 18x24-57-89,100 - Sc. 1934 (1905) SP of Arizona 73: SP 153:1645; 2075: NN 3	
31-127	10	*4-6-0	*A-D, 1906(41240) - 20x26-62-154,000 - Sc. 1954 (1915) NN 4: 10	
31-127	40	*4-6-0	*BLW, 1910(34942) - 19x26-62-102,500	BP
31-120, 121 122 & 123	40	*4-6-0	*As above	120 → 1958 123 → 1959
31-126	81	*2-8-0	*BLW, 1917(45351) - 21x26-51-155,000 - Donated to Museum, 1959	BP

NEVADA SHORT LINE Gauge 3'-0"

31-60	1	*4-4-0	*BLW, 1879(4562) - 12x18-40-39,000 - Utah & Northern 13: (1899) (1914) (1924) OSL & UN 17: Golconda & Adelaide "PEARL": NSL 1: Nav. Cent. 6	
31-61	2	"Francis" *Heisler	*Heisler, 1899(1026) Two-Truck Shay	

NEVADA-UTAH MINES & SMELTING CORP.

32-702	3	*0-6-2T	*Porter, 1908(4125) - 9x14	
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NEWAKUM VALLEY

2-181	50-89	2	*Lima Three-Truck Shay	BP
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NEW CASTLE & FRANKLIN

5-94	2	*"MERCER" *0-6-0	*Pittsburgh, 1874 - Gauge 4'-9"	BP
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NEW HAMPSHIRE CENTRAL

5-23	"REINDEER"	*4-4-0	*Souther, c.1850	
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NEW JERSEY R.R. & TRSPT. Co.

9-138	5-91 36-10	"GEN. DARCY"	*4-4-0 *Jersey City Sh., 1868(3) - 16x24-60 - Sc. 1882	91 → BP 138 → D
	12-190	7	*4-4-0 *Jersey City Sh., 1867	
	12-37	30	*4-4-0 *	c.1865
	36-10	36	*2-6-0 *Rogers, 1863	
23-15	36-9	152	*2-6-0 *BLW, 1871 - 17x24-57-62,000-71,000	BP

NEW MEXICO & ARIZONA

68-283	3	*4-4-0 *		
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NEW MEXICO CENTRAL

62-52	6	*4-4-0 *		c.1906
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NEW MEXICO & SOUTHERN PACIFIC

73-370	2-68	204	*2-8-0T *Baldwin, 1878(4500) - 115,000 - 27,360 - NM & SP 204: 400 AT & BF 504: 901(1998); 2403(1900) Sc. 1921 "UNCLE DICK" 20x26-42-130-19.3-1332-180,000-	BP
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NEW ORLEANS, MOBILE & TEXAS

14-26	19	*4-4-0	*Rogers, 1871 - 15x24-56-65,000 - Sc. 1894 NOM & T 19: LEN 719	1874
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NEW ORLEANS & NORTHEASTERN

39-41	101	*2-8-2	*I *BLW, 1914(41578) - Ret. 1923 NO & NE 101: 501: (NO & NE) (1917) (1923) Sou. Sys. 69110: 6941	BP
39-40	200	*4-4-0	*A-2 *Richmond, 1896(2539) - Sc. 1923 NO & NE 200: (1906) (NO & NE) (1917) 280: Sou. Sys. 6950	BP



NEW ORLEANS & NORTHEASTERN

39-211	202(2)	*4-4-0	*A-2	*Richmond, 1897(2638) - Sc. 1923 (NO&NE) (1917) NO&NE 202(2): 282; Sou. Sys. 6952	BP (1904)
39-40	235(2)	*2-6-0	*C	*BLW, 1884(7439) - Sold 1917 - NO&NE 226(1): 235(2)	
39-40	245(1)	*0-6-0	*G-1	*Pittsburgh, 1891(1212) - Ret. 1922 (NO&NE) (1917) NO&NE 245(1): 219(2); Sou. Sys. 6802	
39-41	267	*4-6-0	*B	*BLW, 1912(37572) - Ret. 1947 (NO&NE) (1917) NO&NE 267: Sou. Sys. 6888	BP
39-41	298	*4-6-2	*H	*BLW, 1914(41583) - Ret. 1947 (NO&NE) (1917) NO&NE 298: Sou. Sys. 6978	BP
39-397	297	*4-6-2	*H	*BLW, 1914(41582) - NO&NE 297; Sou. Sys. 6977	BP 1912

NEW ORLEANS, OPELOUSAS & GREAT WESTERN

149-13 4-177&182	3-85 4	*4-4-0	*RK&G, 1853(421) - Gauge 5'-6" - 12½ x 22-72-48,000	NO O&GW 4" C. ADAMS, JR.: Morgan's L&T 15	85 → c1865
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NEW ORLEANS PACIFIC

5-119	103	*4-4-0	*Pittsburgh, c. 1881 - Gauge 5'-0"		BP
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NEW ORLEANS TERMINAL CO.

39-40	110	*2-6-0	*BLW, 1905(24946) - Sc. 1933	NOT 110: Sou. Sys. 7080 (NOT) (1917)	BP
39-41	112	*0-6-0	*BLW, 1905(26064) - Sc. 1936	NOT 112: Sou. Sys. 7072 (NOT) (1917)	BP

NEWPORT & SHERMAN'S VALLEY

Gauge 3'-0"

67-42	5	*4-4-0	*Pittsburgh, 1883(707) - 15x20-49-56,000	Maryland Central 5: Baltimore & Lehigh 5: N&S (1891) (1900)	
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NEW YORK CITY & NORTHERN

16-128	6	*4-4-0	*Brooks, 1880 - 17x24-56	NYC&N 6: NYC&HR 1122	
16-129	8	*0-4-0T	*Brooks,		
16-128	11	*4-4-0	*Portland, 1881		

NEW YORK ELEVATED

8-54	"CENTENNIAL"	*0-4-0T	*BLW, 1876		BP
8-18	24	*0-4-0T	*BLW, 1878		BP
8-18	27	*0-4-0T	*BLW, 1878		BP

NEW YORK & FRIE

Gauge 6'-0"

10-24	?	*4-4-0	*		
10-23	4	*4-4-0	*Morris, 1841	"ORANGE"	D
10-28	6	*4-4-0	*RK&G, 1846(80) - 15½ x 22-60 - 31,000 - 48,200	"SULLIVAN"	D
10-23	12	*4-6-0	*RK&G, 1848 - 17x20-60 - 42,300 - 58,000	"SUSQUEHANNA"	D
10-30	20	*4-4-0	*BLW, 1848(344) - 16x22-72-56,000	"TIAGA"	D
10-32	32	*4-4-0	*RK&G, 1849	"ONTARIO"	c. 1855
10-33	34	*4-6-0	*RK&G, 1848 - 18x20-60-65,000	"YATES"	D
10-36	102	*4-4-0	*RK&G, 1851		1851
10-37	105	*4-4-0	*RK&G, 1851 - 17x20-72		1855

NEW YORK & GREENWOOD LAKE

10-48 7 "EAGLE" <sup>(1879)</sup> \*4-4-0 \*RL&M, 1864 (1198) - 16x22-65 NJRR&T 37: NY&GL 7"Er." Ret, 1892

NEW YORK & HARLEM

16-38 "AMENIA" \*4-4-0 \*Rogers, 1850-14x20-66-36,000 Probably as built

16-33 6 \*4-4-0 \*Rogers, 1852 Probably as rebuilt

16-34 10 "TROY" \*4-4-0 \*

16-35 17 \*4-4-0 \*

16-34 20 \*4-4-0 \*RK&G, 1854 "YOUNG AMERICA"

16-35 26 \*0-4-4T \*Sch., 1866 BE

16-33 41 \*4-4-0 \* "PRESIDENT" BL

16-32 ? \*4-4-0 \*

NEW YORK, LAKE ERIE & WESTERN

10-60 22 ✓ \*0-6-0 \*H \*Susquehanna Sh., 1887-19x24-50-150-15-1338-126,350-22,090 1887

10-222 35 ✓ \*4-4-0 \*

10-222 51 ✓ \*4-4-0 \* Brooks, 1880 c. 1900

10-223 93 ✓ \*4-4-0 \* 1890

10-50 \$222 108 ✓ \*4-4-0 \* Susquehanna Shops 1885

10-79 141 ✓ \*2-6-0 \* 1885

5-97 199 ✓ \*4-4-0 \* Gauge 6'-0" 1879

10-51 242 ✓ \*4-4-0 \* Rogers

10-223 250 ✓ \*4-4-0 \* 1888

10-257 254 ✓ \*4-6-0 \*R \*BLW, 1891-21x26-62-180-77-2013-118,500-144,500-28,300-NYLE&W 254: Erie 864 BP

10-254 343 ✓ \*4-6-0 \*O \*BLW, 1893-20x24-60-160-39-2054-110,000-144,000-21,760-NYLE&W 343: Erie 824 <sup>Sc.</sup> 1927 BP 1886

10-50 416 ✓ \*0-4-2T \* Susquehanna Sh., 1885-16x22-48-NYLE&W 416:4

10-38 448 ✓ \*4-2-0T \* RK&G, 1860 - Hackensack & New York ? : NYLE&W 448 1885

10-90 535 ✓ \*2-8-0 \* Grant, 1879 Sc. 1925

10-49 547 ✓ \*2-8-0 \* Grant, 1879 BP

10-94 729 ✓ \*2-8-0 \* BLW, 1890-20x24-50-78-1758-115,800-131,600-NYLE&W 729: Erie 134 BP

5-50 8-44 10-107 805 ✓ \*2-10-0 \*S \*BLW, 1893(13315)-Vauclain comp. -16x27x28-50-120 89-2445-173,700-193,000-35,500 Sc. 1925 NYLE&W 805: Erie 250 BP

NEW YORK & MANHATTAN BEACH

Gauge 3'-0"

19-433 "ADMIRAL ALMY" \*0-4-4T \*Mason, 1877(581) - 12x16-42 - NY&MB "A.A." : Cincinnati & Northern 5: Toledo, Cincinnati & St. Louis 55: Cincinnati Northern 5 <sup>(1881)</sup> <sup>(1883)</sup> <sup>(1884)</sup> BP

9-145 "C.L. FLINT" \*0-4-4T \*Mason, 1876 D

136-273 "BROOKLYN" \*0-4-4T \*Mason, -- To W&LE? BP

NEW YORK & MANHATTAN BEACH

Gauge 3'-0"

19-131 "GRAVESEND" \* 2-4-6 T \* Mason, 1881 (651) - 14x18-48-74,000 - NY&MB "G":  
(1883) (1886) (1888)  
Toledo, Cincinnati & St. Louis 86; Toledo St. Louis & Kansas City 28: 5 BP

NEW YORK & NEW ENGLAND

F-2 167 \* 4-4-0 \*

NEW YORK & NEW HAVEN

5-64 36 \* 2-4-2 T \* Rogers, c. 1862

NEW YORK, NEW HAVEN & HARTFORD

~~F-2 55 \* 4-6-0 \*~~

~~8-28 149 \* 4-4-0 \* BLW, 1888 NYNH #11 149: 1405 BP~~

~~5-53 254 \* 4-4-0 \* Rhode Is., 1893 Cross comp. - 21 & 31 x 26 78  
24,000 125,000 BP~~

~~F-2 201 \* 4-4-0 \* BLW, 1904~~

~~5-161 810 \* 4-4-0 \*~~

~~46-61 1009 \* 4-6-2 \* I 1 \* BLW, 1907 - 22x28 - 73 - 200 - 227,000 - 31,560 BP~~

~~127-96 1027 \* 4-6-2 \* \* BLW, 1907~~

~~23-115 1100 \* 4-4-2 \* A S, 1907 - 21x26 - 72 - 200 - 200,000 - 24,670 BP~~

~~C 1274 \* 4-4-0 \* 1896 1897~~

~~63-104 & 106 1358 \* 4-6-2 \* I 4 \*~~

~~F-2 1384 \* 4-6-2 \* Alco, 1916~~

~~23-253~~

~~46-177 63-67 1400 \* 4-6-4 \* BLW, 1937 - 22x30 - 80 - 285 - 345,300 - 43,970 BP~~

~~F-1 3018 \* 2-8-2 \* 1953~~

~~63-107 3200 \* 2-10-2 \* L-1 \*~~

~~63-30 3219 \* 2-10-2 \* L-1 \*~~

~~23-177 3300 \* 4-8-2 \* R-1 A-R, 1919 - 27x30 - 69 - 200 - 333,280 - 53,880 BP~~

~~F-2 3304 \* 4-8-2 \* R-1 \* A-R, 1919 - As 3300~~

~~63-106 3557 \* 4-8-2 \* R-3a \* A S, 1927 - (3) 22x30 - 69 - 265 - 379,700 - 71,000~~

~~63-107 3604 \* 3-8-0 \* Y-4~~

NEW YORK & NORTHERN

16-129 22 \* 2-4-4 T \* Rogers, 1888 BP

NEW YORK & OSWEGO MIDLAND

21-11 1 \* 4-4-0 \* Rhode Is., 1869 (101) - 17x22-60-64,000 - NY & OM 1 "OSWEGO"  
(1880)  
NYO & W 1 Sc. 1887 1869

21-40 2 \* 4-4-0 \* Rhode Is., 1869 (102) - As 1 - Sold 1887 - NY & OM 2 "MADISON":  
(1880) (1887)  
NYO & W 2: Centralia & Chester ?

21-177 33 \* 2-6-0 \* BLW, 1871 (2592) - 17x24-54-74,000 - Sold 1907  
(1880) (1889)  
NY & OM 33 "FRANKLIN": NYO & W 33: 54(2):  
(1908)  
Martell Lumber Co. 238: Roux-Denton Lumber Co. 238 BP

NEW YORK, PENNSYLVANIA & OHIO

10-91 162 \* 2-8-0 \* Rhode Is., 1880 - 20x24-48-120,000 - NYP & O 162:  
(1889) (1895) (1898)  
NYL & W 641: ERR 1241: 1041: Sc. 1925 BP



NEW YORK, PENNSYLVANIA & OHIO

8-81	317	*4-6-0	*BLW, 1890 (10758) - 20x24-62-160-139,400-21,100	NYP&O 317: ERB 761 (1895) Sc. 1914	BP
10-94	668	*2-8-0	*Brooks, 1888 <sup>(1424)</sup> - 20x24-50-150-40-1608-115,850-131,150-24,480	NYP&O 668: Erie RR 1283 Sc. 1905	
10-47	?	*4-4-0	*		

NEW YORK, PHILADELPHIA & NORFOLK

59-135	2	*4-6-0	*BLW, 1895 (14270) - 18x24-62		
8-20					
23-31	44-169	7	*4-4-0	*D *BLW, 1884 (7409) - 18x24-62-130-17.6-95,000-13,860	BPs
44-171	13	*4-4-2	*E *BLW, 1899 (16885) - NYP&N 13: PRR 6513: 06513		BP
44-171	21	*4-6-0	*G *BLW, 1905 (25250)		BP
44-171	29	*0-6-0	*H *BLW, 1905 (25307)		BP

NEW YORK, PROVIDENCE & BOSTON

5-20	"ROGER WILLIAMS"	*4-2-2	*Lowell Mach. Shy, 13x16-60-24,000	as 2-2-0 - As rebuilt by NYP&B, 1846	
22-150	40	*4-4-0	*Rhode Is., 1887	"J.W. MILLER"	BP
22-150	40	*4-4-2	*Rhode Is., 1887	as 4-4-0 - As rebuilt by NYP&B	

NEW YORK, SHENANDOAH & WESTERN

10-224	6 ✓	*4-4-0	*		
10-257	34 ✓	*4-6-0	*BLW, 1901 as Vauchain comp. - As simplified by NYL&W, 1903	21x26-62-180-77-2013-118,500-144,500-28,300 - Sc. 1938	
				NYL&W 289: Erie 775: NYS&W 34	
10-85	49 ✓	*2-6-0	*Rogers, 1884	19x26-54-102,000-118,200	BP
10-85	63 ✓	*2-6-0	*F-27 Rogers, 1894	19x26-54-165-WOD 120,000-24,380	BP
10-117	63-117	2443 ✓	*2-10-0	*BLW, 1918-25x28-52-180-64.7-3186-579-175,000-197,900-51,490 - Erie 2443: NYS&W 2443	1946 1940
10-118	2445 ✓	*2-10-0	*BLW, 1918 - As 2443	Erie 2445: NYS&W 2445	
10-112	2461 ✓	*2-10-0	*A-S, 1918 - As 2443	Erie 2461: NYS&W 2461	
10-113	2481	*2-10-0	*A-S, 1918 - As 2443	Erie 2481: NYS&W 2481	
10-114	2492	*2-10-0	*BLW, 1918 - As 2443	Erie 2492: NYS&W 2492	

NEW YORK, WEST SHORE & BUFFALO

16-149	1	*4-4-0	*Rogers, 1882 - 18x24-68		BP
16-148	24	*4-4-0	*Rogers		BE
16-150	140	*4-4-0	*		
26-54	145	*2-8-0	*BLW		
11-94	16-149	158	*2-8-0	*Dickson, 1883 (368) - 20x24-50	BP
26-54	213	*4-4-0	*Rogers		
16-149	215	*4-4-0	*Rogers, 1885 - 17x24-62-92,000		BP

NEW ZEALAND GOVT. RYS.

5-185	350	*4-6-2	*BLW, 1901 (19254)	The first loco. designed, originally as a 4-6-2	BP
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NILES & NEW LISBON

5-181 4 \*0-6-0 \*BLW, 1870 (2285) - <sup>15x22-41-54,500</sup> N&NL 4: NYP&O 237 (1880):  
 4" (1884): Erie RR 529 (1895)

BP

NIPPON RYS.

8-60 ? \*2-8-2 \*BLW, 1897 - 18 1/2 x 24 - 44 - 119,600

BP

NORESTE RY.

(Brazil)

8-89 401 \*4-6-2 \*BLW, 1920 - Meter gauge - 15x20 - 44 - 92,500

BP

NORFOLK & CAROLINA

8-35 7 \*4-4-0 \*BLW, 1889

BP

NORFOLK LUMBER CO.

42-2 3 \*2-6-2 \*BLW

NORFOLK & VIRGINIA BEACH

Gauge 3'-0"

44-10 2 \*0-4-4T \*HINKLEY, 1883 "MILTON CORTWRIGHT"

BP

44-11 3 \*4-4-0 \*Virginia Iron Works, Norfolk, Va. "JAS. H. HOPKINS"

Drawing

NORTH-EASTERN R.R. OF GEORGIA

Gauge 3'-0"

5-120 39-13 2 \*4-4-0 \*BLW

"J.W. NICHOLSON"

BP

NORTHERN ALBERTA

56-145 72 \*2-8-0 \*

56-145 102 \*2-10-0 \*

56-145 161 \*4-6-2 \*

1960

1959

NORTHERN CENTRAL

5-181 48 \*4-6-0 \*BLW, 1862

BP

12-190 64 \*4-4-0 \*

1879

12-192 111 \*4-4-0 \*, 1868

BP

NORTHERN CROSS

9649 F-2 "ROGERS" \*4-2-0 \*Rogers, 1838 (4) - <sup>12x16-44-20,000 - Sc. 1847</sup> South Carolina "EXPERIMENT": NC "ROGERS"

NORTHERN OHIO

16-247 34 \*2-6-0 \*Brooks, 1896 (2661) - 18x24-56-160-15.7-94,000-  
 PA&W34 (1901) (1905) (1920) Sc  
 108,000-18,880: NO 34: LE&W 134: 5368: AC&Y 5368 1921

BP

NORTHERN PACIFIC TERMINAL

1-161 3 \*0-6-0 \*

NORTHERN R.R. OF NEW JERSEY

Gauge 6'-0"

10-43 4" "PALISADES" \*4-4-0 \*RK&G, 1863 (1067) - 15x22-60-58,000 NRRNJ 4" P.: ERY 4 (1869)

1864

NORTH MISSOURI

3-74 19 \*4-4-0 \*Swinburne, Smith & Co., 1852 (49) "MINNESOTA" Sc. by 1860

NORTH PACIFIC COAST

Gauge 3'-0"

3-163 2 \*0-4-4T \*Mason, 1874 (537) - 12x16-44 "SAN RAFAEL"

3-163 6-85 3 \*4-4-0 \*BLW, 1875 (3722) - 12x16-42 "TOMALES"

55-30B & 62A 4" "OLEMA" \*4-4-0 \*BLW, 1874 (3629) - 12x16-42 NPC 4" O":

North Shore 4" O": NWP 4: 81 Sc. 1908 (1907)

NORTH PACIFIC COAST

15-46B #62A 6 "Valley Food" \*4-4-0 \*BLW, 1874(3664)-12X16-42 NPC 6"V.F.": 22: NS 22: NWP 22

3-163 55-62D 8 "Bully Boy" \*0-6-6T \*Mason, 1877(584)-13X17-38 NPC 8"B.B.": NS 8: NWP 88 Sc.1911

5-74 55-126D 21 \*4-4-0 \*BLW, 1875(3749)-As rebuilt to cab-in-front (1894) Sausalito Shopp, 1901-13X18-47 NPC 9"M.S. LATHAM": 17: (1901) 21"THOMAS-STETSON": NS 21: 126D -> 1900

NORTH PENNSYLVANIA

5-34 11 \*4-6-0 \*BLW, 1860-19X22-50-48,000-64,000 "WYOMING"

NORTHWESTERN PACIFIC

1-190 3(1) \*4-4-0 \*Un \*BLW, 1884(7400)-13X22-49 Eel River & Eureka  
2"EUREKA": SF&NW 2: NWP 3(1): 1(2) Ret. 1916  
16X24-57-130-17.7-862-46,500-74,400-11,910

73-55 1-190 13 \*4-4-0 \*Un \*BLW, 1875(3831)-16X24-57 AT&SF 45  
"COLORADO SPRINGS": 25; 07: SF&NW 6; NWP 13 Ret. 1929 1911 (1898) (1900)

55-126R 21 \*4-4-0 \*E-48 BLW, 1904(24035)-18X24-69-Sc.1937  
SF&NP 24: NWP 21 1908

55-126S 52 \*4-4-0 \*E-50 \*Alco, 1914(54581)-19X26-63 Sc.1938  
Gauge 310" Solel

55-126J 93 \*4-4-0 \* BLW, 1884(7249)-14X18-52-Sc.1934  
South Pacific Coast 14: NWP 17: 85: 93 c.1934 (1907)

32-501 129 \*4-6-0 \*A-S, 1908(44753)-21X26-63-188,600-  
Las Vegas & Tonopah 12: NWP 129: 179 Sc.1952

55-126R 201 \*2-6-2T \*Un \*BLW, 1903(22446)-17X22-47-Also equipped  
with tender - Sold 1937 California Northwestern 33: NWP 201 1908

55-126S 227 \*0-6-0 \*S-20 \*Alco, 1910(48037)-19X24-50-Sc.1948 c.1910

NORTHWESTERN R.R. OF INDIA

8-102 ? \*2-6-6-2 \*BLW, 1923-19 & 29 1/2 X 30-52-274,000 BP

NORTHWESTERN TERMINAL

60-247 21 \*0-6-0 \*Alco, 1904 DN-W&P 21: D&SLRR 21: (Denver) (1913)  
NWT 21: D&SLRY 21

NORTH WISCONSIN

5-104 1 \*4-6-0 \*Pittsburgh "GUMBERLAND"

NORTON TIMBER CO.

42-28 1 \*2-4-2 \*BLW -14X22-44-160-12.7-872-45,850-  
66,350-13,330 BP

NORWEGIAN STATE RY

40-76 33 \*2-6-0 \*BLW -Vauclair comp. BP

NASHVILLE, CHATTANOOGA & ST. LOUIS

F 2 305 \*2-8-0 \*

41 55 570 \*4-8-4 \*J-3 \*A-S, 1942-25X30-70-250-440,500-57,000 1948

NATIONAL CHEMICAL CO.

105-11 1 \* 2Tr, Climax \* 70,000

NEW YORK & BROOKLYN BRIDGE NY&BB 11: Rockaway Valley RR 11: (1900)

109-96 11 \* 2-4-2T \* BLW, 1899 (13827) - 78,000 Geo. B. Merrill & Co. 11 BP  
NEW YORK, SUSQUEHANNA & WESTERN

69-11 60 \* 2-6-0 \* F-21 \* Rogers, 1894 As 63 1916  
NORTHERN INDIANA GRAVEL CO.

MWR 31-7 524 \* 0-6-0 \* ex Wabash 524 1944

NOR-OESTE DE MEXICO

73-182 104 \* 2-8-2 \* BLW, 1903 (21440) as a Nauclain comp. - As simplified -  
25X32-57-200-58.5-3876-850-213,000-271,730-59,600  
(1903) (1947)  
AT&SF 910: 895: Apache RY ? : Nor-OESTE de Mex. 104 1952

NEW YORK, SUSQUEHANNA & WESTERN

~~74-198 18 ✓ \* 4-4-0 \* BLW, 1897 17½x22-68-180-68.0-1637-87,330-125,300 1920  
74-198 23 ✓ \* 4-4-0 \* Dickson, 1894 - 18x24-62-165-67,800-103,000-17,590  
74-175 45 ✓ \* 2-6-0 \* 1921  
74-184 2433 ✓ \* 2-10-0 \* BLW, 1918 - As 2443  
74-198 6 ✓ \* 4-4-0 \* - 17½x22-68-180-84,300-125,700-  
15,160 1928~~

NELSON & ALBEMARLE

82-61 9 \* 2-6-2T \*  
NORWOOD & ST. LAWRENCE

82-272 211 \* 2-6-0 \*  
NIBLEY LUMBER Co. Gauge 3'-0"

88-69 2 \* 2-trk Heisl. \* Heisl. 1910 (1188) - Hilgard Lbr Co. 2; Nibley-Nimnaugh  
Lbr. Co. 2; Nibley Lbr. Co. 2; Oregon Lbr. Co. 104 Sc. 1947

NEW YORK, PENNSYLVANIA & OHIO

10-219 139 \* 4-4-0T \* DC&Co, 1863 as 4-4-0 - As rebuilt Mead, Sh., 1883 - 17x24-50-  
(1880) (1889) (1895)  
A&GW 50: NYP&O 50: 139: ERR 62: Sc. 1898

NEW YORK & PENNSYLVANIA Co.

103-28 ? \* 0-4-4T \* ex New York Elevated RR  
NORTH BEND & KETTLE CREEK RR

103-26 1 \* 2 Tr. Shay \* Lima, 1889 (250) - 60,000 (1890) W. Wolf 250: NB&KC 1:  
TL&E ?

103-20, 22824 2 \* 2 Tr. Shay \* Lima, 1893 (438) - 80,000? NB&KC 2: Cook & Graham 2

103-28 3 \* 3 Tr. Shay \* Lima, 1897 (527) - 140,000 BP

103-28 5 \* 3 Tr. Shay \* Lima, prior to 1891 - 160,000?

NEW ORLEANS GREAT NORTHERN

104-77 51 \* 4-6-0 \*

104-77 92 \* 2-10-0 \*

104-77 105 \* 4-4-0 \*

NEWMAN J. J. LUMBER Co.

105-05 ? \* 4-4-0 \* Locks & Canals Co., 1843 Orig. P & R ?



NEELYVILLE & CHAPPEL FORK

Gauge 3-0

106-23 ? \*4-4-0X C.1891

NUSSBAUM CHEMICAL CO.

106-73 3 \*2 Tr. \*Heisler, 1910 (1200) - 36,000 3-0 gauge Sc.1924 BP

NEW YORK & PENNSYLVANIA CO.

109-44 ? \*C.I.A \* Climax 3-0 gauge 1909

109-51 10 \*0-4-5TK 3-0 "

109-50 12 \*3 Tr. Shay \* Lima, 1920 - 140,000 Std. gauge

NANAIMO LUMBER CO.

110-99-3 1 \*C.I.B, 3 Tr. \* Climax, 1927 BP

NORTHERN MARYLAND & TIDEWATER RR

113-56 8 \*3 Tr. Shay \* Lima, 1912 (2580) - 140,000

NACIONALES DE Mexico

129-108 1784 X 2 0 0 \* BLW, 1921 (54191) 25X30 61-190 212,000 - 213,000 - 49,640  
(1952) (1957)  
SILS-W 569: F del Pacifico 668: N de M 1784 Ret. 1961 1960

NEW YORK, NEW HAVEN & HARTFORD

132-122 3301 \*4-8-2 \*A-R, 1919 As 3300 c. 1935

132-123 3317 \*4-8-2 \*R-16 \*A-S, 1920 - 27X30 69-200 324,000 53,900 1940

132-125 3324 \*4-8-2 \*R-10 \*A-S, 1920 As 3317 1938

132-126 3325 \*4-8-2 \*R-16 \*A-S, 1920 As 3317 1940

132-121 3342 \*4-8-2 \*R-16 \*A-S, 1920 As 3317

132-124 3345 \*4-8-2 \*R-16 \*A-S, 1924 As 3317 1937

132-127 3500 \*4-8-2 \*R-2 \*A-S, 1924 - 27X30 69-250 320,700 - 63,400 BP

132-127 3501 \*4-8-2 \*R-24 \*A-S, 1926 - 27X30 69-265 323,200 - 69,000

132-128 3552 \*4-8-2 \*R-3 \*A-S, 1926 (3) 22X30 69 265 374,700 71,000 1940

132-129 3561 \*4-8-2 \*R-34 \*A-S, 1927 (3) 22X30 69 265 377,700 71,000 1937

NASHVILLE, CHATTANOOGA & SEVEN RIVERS

132-131 551 \*4-8-2 \*J-1 \*A-R, 1919 - 27X30 69-200 327,000 53,000 c. 1940

132-131 554 \*4-8-2 \*J-1 \*A-R, 1919 - As 551 BP

132-133 556 \*4-8-2 \*J-10 \*BLW, 1922 - 27X30 69-200 327,000 53,000 64,000 1926

132-135 558 \*4-8-2 \*J-10 \*BLW, 1922 As 556 1940

132-134 561 \*4-8-2 \*J-10 \*BLW, 1925 As 556 1940

NEW YORK, ONTARIO & WESTERN

132-144 406 \*4-8-2 \*Y \*A-S, 1923 (64736) - As 401 1937

132-144 455 \*4-8-2 \*Y-2 \*A-S, 1929 - As 451

NEW ORLEANS GREAT NORTHERN

132-311 201 \*4-8-2 \*A-R, 1927 - 24X28-63-215 - 273,000 - 45,700 (1928) 182-251

NOGN 201; Gulf, Mobile & Northern 201; 401: GM & O 501: G. & Fla. 602 BP





NBSI

148-43 9 \*0-4-2T\*BLW  
NOB

148-69 33 \*2-6-0\*BLW

NASHVILLE, CHATTANOOGA & St. Louis

~~148-85 337 \*4-6-2\*BLW\*~~

NORTHWESTERN STEEL & WIRE Co.

N 73 \*0-8-0\* Last steam loco. in regular service in U.S. 1980

NEW YORK & OSWEGO MIDLAND

158-32 80 "LANSING" \*4-4-0\* Rhode Is., 1872 (492) - 17X24-56-64,000  
NY & OM 80 "L." : NY & EW 80 "L." : 66 (1) : 26 (2) Sc. 1935

NEW JERSEY MIDLAND

158-130 2" C.A. WORTENDYKE \*4-4-0\* Rogers L&M, 1871 - 17X24-66-  
NJM 2 "C.A.W." : NJM 71 : Midland RR of NJ 71 : NYS & W 2

158-130 73 \*4-4-0\* Rogers L&M, 1871 - 16X24-54 - NIM 4 "DECKERTOWN"  
NJM 73 : Midland RR of NJ 73 : NYS & W 3 1876

158-32 74 \*4-4-0\* Rogers L&M, 1871 - 16X24-54 - NJM 5 "CHARLOTTEBURG"  
NJM 74 : Midland RR of NJ 74 : NYS & W 4

NORTHERN RAILROAD OF NEW YORK

~~161-44 "DEER" \*4-4-0\* Kirk Co., Cambridgeport, Mass., 1850~~

~~161-43 "RIDEAU" \*4-4-0\* Essex Co., 1851 NRRNY ("RIDEAU") : O & LC 3~~

NEW LONDON NORTHERN

161-152 2" BRATTLEBORO \*2-6-0\* CV RR, 1879 - 17X24-57-130 - 13,450  
NLN 2 "BRATT." : 152 : CV 301

161-79 3 "T.W. WILLIAMS" \*4-4-0\* Taunton, 1849 - 15X20-54 - Sc. 1890  
New London, Willimantic & Palmer 3 "WILLIMANTIC" : 3 "T.W. WILLIAMS" (1856)  
NLN 3 "T.W.W." (1861)

161-175 3 "CANADA" \*4-4-0\* Manchester, 1867 - 16X24-63 - 64,000  
NLN 3 "CANADA" : 8 "BLACK ISLAND" : 161 : CV 27

161-132 9 "F.H. PRESCOTT" \*4-4-0\* Lowell Mach. Wks., 1854 - 15X20-40,000 - Amherst,  
Belchertown & Palmer "CHAMPION" : NLN 9 "F.H.P."

161-86 10 "A.M. RAMSDELL" \*4-4-0\* Manchester, 1867 - 16X24-63 - 64,000  
NLN 10 "A.M.R." : 162 : CV 28 Sc. 1900 1866

161-175 14 "B.P. HAVEN" \*4-4-0\* Manchester, 1870 - 15X20-63 -  
60,000 NLN 14 "B.P.H." : 164 : CV 5 Sc. 1900

161-71 & 174 15 "W.W. BILLINGS" \*4-4-0\* Manchester, 1870 - 16X24-63-130 -  
60,000 - 10,780 NLN 15 "W.W.B." : 165 : CV 30 71 → 1870

161-141 19 "CHARLES OSGOOD" \*4-4-0\* Manchester, 1872 - 16X24-57-125-  
66,000 NLN 19 "C.O." : 169 : CV 22

162-28 As at least partly rebuilt  
161-176 20 "BENJ. STARK" \*4-4-0\* Manchester, 1873 - 15X22-69 -  
64,000 NLN 20 "B.S." : 170 Sc. prior to 1899

161-140 23 "YANTIC" \*2-6-0\* Rhode Island, 1882 (120) - 15X24-56-130 - 92,000  
15,340 NLN 23 "Y." : 158 : 302 c. 1884

161-172 162 \*4-4-0\* 4-4-0\* Manchester, 1867 - 16X24-63 - 64,000 -  
NLN 10 "A.M. RAMSDELL" : 162 : CV 28 (1900) Sc 1900

NEW LONDON, WILLIMANTIC & PALMER

161-79 3" T.W. WILLIAMS \* 4-4-0 \* Taunton, 1849 - Inside connected - As rebuilt 1856  
 15x20-54 - NLW & P 3" WILLIMANTIC: 3" (1856)  
 New London Northern 3" T.W.L. Sc. 1870

NORTHERN RR OF NEW YORK

161-43 3" RIDEAU \* 4-4-0 \* Essex Co., 1851 - 16x20-66  
 Northern 3" RIDEAU: Ogdensburg 3" O&LC 3: gone 1868  
 161-44 5" DEER \* 4-4-0 \* Kirk, 1850 - 16x20-68  
 Northern 5" DEER: Ogdensburg 5" DEER: O&LC 5" DEER: gone 1868  
 30-338 23" RIDEAU \* 4-4-0 \* Hunkley & Drury, 1850 (281) - 16x20-60  
 Northern 23" ST. REGIS: Ogdensburg 23" STR.: O&LC

NEW JERSEY MIDLAND

NEW LONDON NORTHERN