

ILLINOIS CENTRAL

	I	1	*4-4-0* RK&G, 1852(339) - 13½x22-60-54,000 IC 1: 0 Ret. 1880 (1880)
138-97		1	*4-6-4* Lima, 1926(7174) as 2-8-4 - Rebuilt to 4-2-4, 1937 - 27½x30-73½-265-407,050-55,190-68,830 IC 7038: 1: 2499 Dropped '45-'51 (1937) (1945)
138-89		19	*4-6-0* Brooks, 1899(3285) - 20x28-62-180-159,390-27,640 - Sold 1920 IC 19: NdcM 855 (1921) C. 1924
4-126		31	*4-4-0* RK&G, 1854(465) - 14½x22-72-56,000 IC 31: 138: 14¾ Dr. '90-'96 (1885) (1890)
8-63 & 119		64	*4-6-0* BLW, 1901(19000) - 20x28-62-180-157,200-27,640 IC 64: NdcM 897 (1921) BP
4-126		83	*4-4-0* RK&G, 1856(687) - 16x22-56-62,000 IC 83: 1375 Dr. '90-'96 (1890)
138-11		96	*0-4-0* RL&M, 1857(762) - 113x22-43-37,400 Dr. '90-'96 (1867) (1890)
			Dubuque & Pacific 4" BELLEVUE: IC 154: 96
138-67		106	*4-4-0* RL&M, 1857(788) - 16x22-56-62,000 Ret. 1886 (1890)
3-81		124	*4-4-0* Norris, 1865 - As rebuilt, 1875 - 17x24-65 IC 124: 1146 IC. 1887 (1890)
9-47		137	*4-4-0* Ill. Cent. Shops, 1866 - 15x22-60-60,000 IC 137: 1456 Dr. '90-'96 D. (1890)
4-126		152	*4-4-0* RK&G, 1856(696) - 15x22-60-55,600 - Dubuque & Pacific 2" DELAWARE IC 153: 1431 Dr. '90-'96 (1867) (1890)
			Dubuque & Sioux City 2" DELAWARE: IC 153: 1431
138-69		164	*4-4-0* Rogers L&M, 1866(1139) - 15x22-60 Dubuque & Sioux City 14 (1867) (1888) (1890)
			"MANCHESTER": IC 164: 117: 1427 Dr. '90-'96
138-21		181	*0-6-4T* Brooks, 1899(3282) as 0-6-0 - As rebuilt to 0-6-4T - 19x26-51 IC 181: 3294 Sc. 1946
138-14		195	*0-6-0T* BLW, 1871(2351) as 0-6-0* As rebuilt - 15x22-44-47,000 IC 195: 195 Dr. '90-'96 (1874) (1877) (1883) (1890)
			New Or., Jackson & Gt. Nor. "HERCULES": NO St. LEC H.: C&N 10: IC 255: 195
	F I	201	*2-4-4T* RL&M, 1880(2588) - As rebuilt - 16x22-56½-140-117,200-11,860 IC 213: 221: 201: 1401 Sold 1928 (1884) (1890) (1900)
138-29		213	*2-4-4T* RL&M, 1880(2588) - 15x22-56½-140-107,600-10,430 IC 213: 221: 201: 1401 (1884) (1890) (1900)
138-85		328	*4-6-0* CL&M, 1890(2016) - 19x24-65-123,500 IC 328: 2328 1928 (1917) Sc. BP
138-21		333	*0-6-0* A-S, 1918(58999) - 21x26-51-200-169,000-38,220 1940
25-71		423	*2-6-0* RL&M, 1892(4790) - 19x26-56½-165-126,000-24,500 Sold 1929 BP
138-35		473	*2-6-0* Brooks, 1895(2602) - As 423 Sc. 1955 1955
138-35		575	*2-6-0* Pittsburgh, 1901(2298) - 20x26-63-200-177,750-30,220 IC 575: 359 (1943) BP
			Rebld. 1943 to 0-6-0, # 359 Sc. 1946
5-44		638	*2-8-0* RL&M, 1893(4847) - 21x24-56½-165-137,300-26,270 IC 638: NdcM 1032 (1921) 1898
138-31		752	*2-6-0* IC Shops, 1881 - 18x24-56½ - 86,000 IC 217: 752: 1752: 2752 Sc. 1916 (1890) (1903) (1915)
138-41		755	*2-8-0* RL&M, 1904(6139) - 20x28-57½-200-199,210-32,240 1949 1940 Sc.
138-45		904	*2-8-0* BLW, 1911(36149) - As rebuilt - 27x30-62-235-249,000 - 70,460 IC 983: 904 Sc. 1952 (1943) 1947

ILLINOIS CENTRAL

138-45	989 *2-8-0*BLW, 1911(36169) - 22X30-63-200-238,200-39,180 IC 989: 906 Sc. 1955	
138-85	1004 *4-4-2*RL&M, 1903(5992) - 21X28-80-185-210,000-24,270 IC 1004: 2005 Dr. by 1947	
138-92	1006 *4-6-2*A-S, 1907(43464) - 22½X26-75½-215-224,000-31,860 IC 1042: 1006 Sc. by 1952	1945
138-92	1041 *4-6-2*A-S, 1907(43463) - As 1006 Ret, 1940	1932
138-71	1111 *4-4-0*IC Shops, 1869 - As rebuilt 1890- 17X24-65-70,000 IC 174: 1111: 2111 Dr. '21-'24	
138-95	1146 *4-6-2*A-B, 1916(56090) - 26X28-75½-215-285,500-45,820 As rebuilt Sc. 1951	Semi-streamlined
138-95	1178 *4-6-2*A-B, 1918(58204) - 26X28, 75½-190-278,000-41,000	Sc. 1952 1919
138-49	1205 *2-8-2*Lima, 1915(5010) - 27X30-63½-185-282,700-54,160 IC 1706: 1205 Sc. 1957	1941
138-95	1310 *4-6-2*BLW, 1924(57639) - 25X28-74-210-293,500-42,210 Ala. & Vicks. 480: IC 1310: 997: 1130 Sc. 1952	1935
138-54	1337 *2-8-2*Lima, 1918(5712) - 27X30-63½-185-282,700-54,160 IC 1849: 1337 Sc. 1954	1949
19-102	1402 *2-4-4T*RL&M, 1881(2691) - 16X22-56½-140-107,600-11,860 IC 214: 222: 202: 1402 Sc. 1928	
138-69	1422 *4-4-0*RK&G, 1854(492) - As rebuilt, 1876 - 15X22-60-56,000 IC 50: 1422 Dr. '90-'96	
138-26	1436 *4-6-4T*Sch., 1882(1608) as 4-6-0 - As rebuilt 1903- 18X24-56½- 150-148,300-17,600 - Chesapeake, Ohio & Southwestern 37: Newport News & Mississippi Valley 553: IC 254: 1436	
9-119	1447 *2-6-4T*Sch., 1889(2984) as 2-6-0 - As rebuilt, 20-21 - 18X24-56½- 150-163,300-17,550-IC 448: 853: 867: 1867: 2867: 1447	
138-71	1464 *4-4-0*BLW, 1871(2509) - 15X24-61-71,500 - Gilman, Clinton & Springfield 3: IC 205: 1464: 1498 Ret. 1909	
138-49	1635 *2-8-2*BLW, 1911(36810) - 27X30-63½-185-282,700-54,160 IC 1635: 1723 Sc. 1952	1938
138-31	1871 *2-6-0*Hinkley, 1888(1790) - 18X24-56½-92,900 IC 415: 503: 871: 1871: 2871 Ret. 1920	
46-131	1986 *2-8-2*BLW, 1923(56824) - 27X30-69½-225-308,500-65,870 As rebuilt IC 1986: 1474: 1691 Ret. 1960	
138-85	2009 *4-4-2*RL&M, 1904(6207) - As rebuilt - 21X28-63½-225- 217,500-39,500 IC 1019: 2009 Dr. '47-'48	
138-89	2023 *4-6-0*RL&M, 1899(5455) - 19½X26-69 - 158,300 IC 393: 223: 2023: 5023 Ret. 1935	
138-97	2035 *4-6-2*A-B, 1912(52157) - As rebuilt IC 1108: 2035 Sc. 1954	

ILLINOIS CENTRAL

138-57	2102 * 2-8-2 * Lima, 1916 (5197) - As rebuilt from <sup>(1938)</sup> 1786 - 28x32-64½-225-336,000-74,080 IC 1786: 2102 <sup>(1938)</sup> Ret. 1960
132-216	2300 * 4-8-2 * Lima, 1924 (6897) <sup>as 2428</sup> - As rebuilt, 1944 - 28x28-73½-275-384,500-69,810 IC 2428: 2301 <sup>(1944)</sup> Sc. 1956 1948
138-97	2301 * 4-8-2 * A-S, 1926 (67055) as 2456 + As rebuilt, 1944 - As 2300 IC 2456: 2301 <sup>(1944)</sup> Sc. 1956 1949
132-217	2303 * 4-8-2 * A-S, 1923 (64582) as 2413 - As rebuilt, 1944 - As 2300 IC 2413: 2303 <sup>(1944)</sup> Ret. 1960 1948
132-218	2350 * 4-8-2 * Lima, 1924 (6884) as 2415 - As rebuilt, 1945 - 28x28-70-275-398,500-73,300 IC 2415: 2350 <sup>(1945)</sup> Sc. 1956
132-205	2400 * 4-8-2 * A-S, 1923 (64569) - 28x28-73½-245-362,500-62,200 c. 1938
132-209	2401 * 4-8-2 * A-S, 1923 (64570) - As 2400 Sc. 1957 1950
132-207	2407 * 4-8-2 * A-S, 1923 (64576) - As 2400 Sc. 1956 1948
132-206	2439 * 4-8-2 * Lima, 1925 (6908) - 28x28-73½-225-362,500-57,120 1934
132-206	2452 * 4-8-2 * A-S, 1926 (67051) - As 2439 Ret. 1960 1929
132-210	2500 * 4-8-2 * Lima, 1921 (6190) as 2-10-2 - As rebuilt, 1937 - 30x30-70-240-409,500-78,690 IC 2953: 2500 <sup>(2953)</sup> DP 1962 210 → 1949 <sup>(1934)</sup>
138-99	2516 * 4-8-2 * Lima, 1923 (6341) as 2-10-2 - As rebuilt, 1938 - As 2500 IC 3015: 2516 <sup>(3015)</sup> Ret. 1959 1938 <sup>(1938)</sup>
132-215	2524 * 4-8-2 * Lima, 1921 (6166) as 2-10-2 - As rebuilt, 1939 - As 2500 IC 2935: 2524 <sup>(2935)</sup> Dropped '60-'62 1960 <sup>(1939)</sup>
132-212	2525 * 4-8-2 * Paducah Shops rebuild from 2927 - As rebuilt, 1939 - As 2500 IC 2927: 2525 <sup>(1939)</sup> Ret. 1959 1954 <sup>(1939)</sup>
138-12	2526 * 0-4-0 T * IC Shops, 1888 as 0-4-0 - As rebuilt - 16x24-48½-135-72,000-14,530 IC 250; Chi, Madison & Nor 26; IC 1526: 2526: 3286 <sup>(1890)</sup> <sup>(1890)</sup> Sc. 1953 1937 <sup>(1912)</sup> <sup>(1937)</sup>
132-213	2529 * 4-8-2 * Lima, 1921 (6135) as 2-10-2 - As rebuilt to 4-8-2 - As 2500 IC 2907: 2529 <sup>(2907)</sup> Ret. 1956 <sup>(1939)</sup>
132-214	2544 * 4-8-2 * Lima, 1921 (6172) as 2-10-2 - As rebuilt to 4-8-2 - As 2500 IC 2941: 2544 <sup>(2941)</sup> Ret. 1960 <sup>(1942)</sup>
132-5	2545 * 4-8-2 * Lima, 1922 (6351) as 2-10-2 - As rebuilt to 4-8-2 - As 2500 IC 3025: 2545 <sup>(3025)</sup> Ret. 1960 <sup>(1942)</sup>
138-99	2601 * 4-8-2 * Paducah Shops, 1942 - 28x30-70-275-423,890-78,540 Ret. 1960
132-220	2602 * 4-8-2 * Paducah Shops, 1942 - As 2601 Ret. 1960 1947
132-219	2613 * 4-8-2 * Paducah Shops, 1943 - As 2601 Dr. '60-'62 1960 <sup>(2700)</sup>
138-63	2700 * 2-10-2 * Lima, 1921 (6221) as 2984 - As modernized, 1943 - 30x32-64½-240-404,500-91,090 Sc. 1955 1945
46-121	2814 * 2-10-2 * Lima - As rebuilt - 30x32-64½-275-416,000-104,320 <sup>(1944)</sup>
138-63	2920 * 2-10-2 * Lima, 1921 (6151) - 30x32-64½-190-382,000-72,110 IC 2920: 2737 <sup>(1940)</sup>

## ILLINOIS CENTRAL

132-210	2981 *2-10-2* Lima, 1921(6218) - As 2920 IC 2981: 2738 Sc. 1957
138-23	3422 *0-8-0* BLW, 1909(34062) as 2-8-0, #958 - As rebuilt to 0-8-0 27X30-61-235-225,500-71,620 IC 958: 3422: 3407 Sc. 1953
138-23	3501 *0-8-0* BLW, 1921(54698) - 25X28-53-190-221,500-56,500 Dr. '60-'62 1940
46-155	3540 *0-8-0* BLW, 1927(60106) - As 3501 Dr. '60-'62
138-26	3602 *0-10-0* BLW, 1919(51646) as A&V 470, 2-10-2 - As rebuilt 1937 - 26½X28-55-225-264,720-68,370 A&V 470: IC 3100: 3602 Dr. '43-'51
138-61	3612 *2-10-0* IC Shops, 1929 from 2-8-2 & 2-10-2 - 30X32-61½-225 - 325,000 - 89,560 Sc. 1953
138-57	3783 *2-8-2* A-B, 1906(40380) as 2-8-0 - As rebuilt 1924 to #3886, 2-8-2 - 25X30-63½-210-287,500-52,710 IC 886: 3886: 3783 Sc. 1951 (1924) (1937) 1947
138-59	3969 *2-8-2* BLW, 1920(53091) - As rebuilt - 22X28-57-220-217,500 - 44,460 Vicksburg, Shreveport & Pacific 367: IC 3969 Sc. 1956 (1926) (1906) (21-24)
138-77	4905 *4-4-0* Brooks, 1890(1749) - 18X24-64-119,700 IC 905: 1905: 4905 Sc. 1940 (1926) (1937) 1937
138-92	5065 *4-6-0* BLW, 1907(31988) - 20X26-68-180-146,070-25,000 New Or. & NE 292: A&V 408: IC 5065 Ret. 1946 1940
136-144	6003 *2-6-6-2* A-R, 1919(59041) - 24#33X32-57-220-438,000-92,700 Cent. of Ga. 1904: 793: IC 6003 Sc. 1936 (1925) (1926) (1925) (1926)
138-63	6007 *2-6-6-2* A-R, 1919(59045) - As 6003 - CofGa 1908: 797: IC 6007
23-207	7000 *2-8-4* Lima, 1926(7136) - 28X30-63½-240-388,000-75,560 IC 7000: 8014 Sc. 1955 (1942) BF
138-59	7028 *2-8-4* Lima, 1926(7164) - As 7000 IC 7028: 8036 Sc. 1955
138-61	8049 *2-8-4* Lima, 1925(6883) - Original demonstrator, Lima 1 - 27X30-63½-265-393,500-77,580 Lima 1: IC 7050: 8049 Sc. 1954 (1941)

ILLINOIS CENTRAL

143-93	458	*2-6-0*	Rogers, 1894-19x26-56½-165-126,000-24,500	Sc. 1949
(143-128	1427	*2-4-6T*	Rogers, 1893-17x24-56½-160-166,000-16,695-1935	Ret. 1935
I	275	*0-6-0*	A-S, 1915(55041)-21x26-51-200-169,000-38,220	Sc. 1955
I	382	*4-6-0*		1955

INDIANA HARBOR BELT

171-20	26	*0-6-0 *	* BLW, 1913	IHB 26: 49	(1916)	BP
171-23	40	*0-6-0*	* Alco, 1910	IHB 117-40	Sc. 1949	1947
16-249 17-21	56	*0-8-0*	*U-1 * A-S, 1913-25x30-57-180-239,500-50,330			BP
171-36	100	*0-8-0*	*U-4 <sub>a</sub> * A-B, 1927-As rebuilt - 25x28-52-249,000			
171-36 17-13	101	*0-8-0*	*U-4 <sub>a</sub> * A-B, 1927- " " - " "			
171-36	103	*0-8-0*	*U-4 <sub>a</sub> * A-B, 1927-(1) 23 $\frac{1}{2}$ x28 & (2) 23 $\frac{1}{2}$ x32-57-200-72.5-4017-953-294,000-75,700-88,700			
16-251 171-23	117	*0-6-0 *	* Alco, 1910 - 21x28-57-180-163,000-33,40	IHB 117: 40	Sc. 1949	BP: 23 → 1910
171-28	150	*0-8-0 *	*U-1e * B1+ 1913	IHB 50: 150	(U-1d) (U-1e)	
16-251	162	*0-8-0 *	*U-1e * A-S, 1916-25x30-58-205-240,000-56,300			BP
171-70	250	*2-8-2 *	* H-5r * A-S, 1915			BP
171-73	259	*2-8-2 *				
171-72	263	*2-8-2 *	* H-5r *			
171-75	405	*2-8-2 *	* H-5u *			1947
171-75	409	*2-8-2 *	* H-5u * Alco, 1923			1939
171-72	410	*2-8-2 *	* H-5u * Lima, 1923			
171-70	415	*2-8-2 *	* H-5u * Lima, 1923			BP
17-28	420	*2-8-2 *	* H-5v * Lima, 1925-25x32-63-200-56,5-305,500-53,970-65,270	IHB 420: NYC	(1936) 1944	BP

# INTERNATIONAL - GREAT NORTHERN

139-124	240	*4-6-0*BLW, 1906		I&GN 240: I-GN 349	BP
139-122	265	*4-6-0*TN-67*BLW, 1911		265: 379	BP
139-127	339	*4-6-0*TN-63*			1950
139-123	373	*4-6-0*TN-67* As rebuilt		244: 353:373	1950
139-120	375	*4-6-0*TN-67* " "			
139-122	380	*4-6-0*TN-67*		I&GN 261: I-GN 361:380	1940
139-123	381	*4-6-0*TN-67*		262: 360:381	1947
139-45	409	*2-8-0*	*BLW	409	BP
139-45	411	*2-8-0*	*A-S	411	BP
139-65	505	*2-8-2*	*BLW, 1924	I-GN 505: 1105	BP
139-46	1054	*2-8-0*	*BLW, 1912	404: 1054	1950
139-47	1063	*2-8-0*	*A-S, 1913	413: 1063	1948
139-65	1106	*2-8-2*	*BLW, 1924	505: 1105	1937
139-65	1107	*2-8-2*	*BLW, 1924	507: 1107	1947
139-67	1113	*2-8-2* MK-63? *A-B, 1926		SLB&M 1113: I-GN 1113	
139-67	1118	*2-8-2* " " *A-B, 1926		1118: 1118	1947
139-74	1121	*2-8-4* BK-63 *A-S, 1928			1950
139-73	1122	*2-8-4* BK-63 *A-S, 1928			1934
139-73	1125	*2-8-4* BK-63 *A-S, 1928			BP
139-73 & 74	1125	* " * " * " "			74 → 1940 73 → 1947
139-179	1153	*4-6-2*	*	SLB&M 1153: I-GN 1153	1935 & 1946
139-182	1157	*4-6-2*	*	1157: 1157	1951
139-182 & 183	1158	*4-6-2*	*	1158: 1158	182 → 1949 183 → 1951
139-114	9583	*0-6-0* SW-S3* BLW, 1910		I&GN 81: I-GN 9583	1948
139-115	9589	*0-6-0*	*BLW, 1921		

INTEROCEANICO FC

Gauge 3-0

(Mexico)

(1930)

48-23	1(3)	*0-6-0*C-5* Sch., 1899 (5169) - 14x20-38-140-69,240-10,050	FCI 101: 1(3)	1930
48-18, 141 & 146	8(2)	*4-6-0*B-2* BLW, 1889 (10096) - 16x20-46-175-67,200-110,160-13,040 (1930) FCI 33: 8(2)		18 & 146 → 1948 141 → 1964 (1930)
48-23	16	*2-8-0*A-3* BLW, 1888 (9628) - 16x20-38-145-75,470-87,520-16,610	FCI 16: 25(2)	
48-29	20(1)	*2-8-0*A-1* BLW, 1884 (7516) - 16x20-38-145-66,010-76,570-16,610 (1889) (1910) (1930) FCI 20(1): 4(2): 90: 33(2)		BF
48-27	28(1)	*4-6-0*B-1* Sch., 1898 (4790) - Cross-comp. - 17 & 20x27-47-175-74,665-123,430-13,070	FCI 28(1): 11(3)	BF
48-29	34(1)	*4-6-0*B-2* BLW, 1889 (10112) - As 8(2)	FCI 34(1): 9(2)	BF
48-27	59(1)	*2-8-2*A-5* BLW, 1890 (11407) - 16x20-38-145-66,900-75,160-16,830 (1930) FCI 59(1): 59(2) as a 2-8-0		BF
48-112	62	*2-8-0*A-6* Sch., 1898 (4796) - 16x20-38-175-84,880-98,460-16,470		
48-135, 138 & 158	70	*2-8-0*A-6* Sch., 1899 (5213) - As 62		
48-114	71	*2-8-0*A-6* Sch., 1899 (5214) - As 62		1952
48-160	74	*2-8-0*A-8* Kerr, Stuart & Co., 1904 (820) - 16x20-38-175-84,880-98,460-20,040		
48-139	75	*2-8-0*A-8* Kerr, Stuart & Co., 1904 (821) - As 74		
48-121, 122 & 126	76	*2-8-0*A-7* BLW, 1900 (17408) as a Vaucrain comp. - As simplified, 1926	FCI 80: 76	(1930)



INTERSTATE RR

39-254	1(2)	*2-8-0*BLW, 1906(29136)-21X26-50-145,500	Ret. c. 1953	BP & 1937 253 → 1957
39-253 & 255	3(2)	*2-8-0*BLW, 1907(32469)-As 1(2)	Ret. c. 1953	254 → 1937
39-254	5(2)	*2-8-0*BLW, 1920(53097)-25X32-61-222,600	Ret. c. 1954	1947
39-255	6(2)	*2-8-0*BLW, 1916(42693)-As 5(2)	Ret. c. 1953	194
39-257	8	*2-8-0*BLW, 1916(42645)-As 5(2)	Ret. c. 1953	1947
39-253	9(1)	*4-4-2*BLW, 1916(44660)-20X26-66-180,900	Ret. c. 1929 Ret. c. 1953	BP (1941)
39-256	9(2)	*2-8-0*A-B, 1913(52498)-26X28-62-205-247,500-53,200	PRR 9434; IRR 9(2)	194
39-255	10(2)	*0-6-0*BLW, 1913(48955)-22X26-50-160,000	Ret. c. 1945 Ret. c. 1954	(1948)
39-256	14	*2-8-2*PRR Juniata Sh., 1914(2878)-27X30-62-205-320,700-61,470	PRR 268; IRR 14 (1948)	
39-256	15	*2-8-2*BLW, 1916(42936)-As 14	PRR 1626; IRR 15 -96-	Ret. c. 1954 1952
39-257	20	*2-8-8-2*A-R, 1923(64996)-25 & 39X32-57-240-541,000-101,300-121,600	c. 1954	1947 257 → 1937
39-257 & 259	21	*2-8-8-2*A-R, 1923(64997)-As 20	Ret. c. 1954	259 → 194 (1937) 194
39-258	22	*2-6-6-2*A-S, 1916(55589)-22 & 35X32-56-225-420,000-75,830	N&W 1434; IRR 22 (1945)	194 (1945) 259
39-258	23	*2-6-6-2*A-R, 1912(51476)-As 22	N&W 1322; IRR 23	Ret. c. 1952 (1945) 259
38-89 39-259	24	*2-6-6-2*A-S, 1915(55581)-22 & 35X32-56-225-75,830-91,000	N&W 1426; IRR 24 Ret. c. 1955	(1952) 194
39-258	28	*2-8-0*A-R, 1926(66912)-22X30-57-250-246,000-54,200	Southern 2509; IRR 28	195

IDAHO CENTRAL

2-138

1 \*4-4-0\*

1887

IDAHO & WASHINGTON NORTHERN

2-136

17 \*4-6-0\* BLW, 1908 (32764) - 19x26-63-200-146,600-25,330  
(1916)  
I&WN 17: CM&STP 2717 Sc. 1935

1912

1-161

24 \*2-8-0\* BLW, 1910 (34526) - 22x30-55-200-203,400-44,880  
(1916)  
I&WN 24: CM&STP 7558 Sc. 1934

BP

ILLWACO RY & NAV Co

Gauge 3-0

93-26

1 \*2-6-0\* BLW, 1879 (4564) - 12x18-42-125-38,370-6,560  
(1888)  
Utah Northern 15; IRY & N Co 1 Sc. 1915

1888

1-48 93-31

2 \*2-6-0\* Porter, Bell & Co, 1890 (1155) - 12x18-40-125-6,885 Sold 1908

1-48 93-50

4 \*2-6-0\* BLW, 1880 (5121) - 12x18-43-125-42,000-6,405 Utah Northern 19:  
(1887) (1906) (1915)  
Portland & Willamette Valley 1; IRY & N 4; O-WRR & N 2: 2 Sc. 1931

93-79

5 \*4-4-0\* BLW, 1880 (4956) - 12x18-45-140-50,400-6,855 South Pacific Coast 9:  
(1908) (1915)  
IRY & N 5: O-WRR & N 3: 3 Sc. 1931

93-59 & 79

6 \*4-6-0\* BLW, 1891 (11925) - 16x24-50-140-74,000-14,620 South Pacific Coast 23:  
(1908) (1915)  
IRY & N Co. 6: O-WRR & N 4: 4 Sc. 1931  
59 -> 1908  
79 -> 1913

IMPERIAL GOVT RYS OF JAPAN

8-66

435 \*0-6-2T\* BLW, 1904

BP

8-74

9800? \*0-6-6-0\* BLW, 1912-16x25x24-49-142,650

BP

INDIA GOVT RYS

8-189

? \*2-8-2\* BLW, 1902 - Gauge 3-3 1/2 - 16 1/4 x 24 - 48 - 129,400

BP

INDIANA HARBOR

16-250

7869 \*2-8-0\* XA-B, 1905

BP

INDIANA HARBOR BELT

~~16-249~~

~~56 \*0-8-0\* XU-1XA-S, 1913 - 25x30-57-180 - 239,500 - 50,350~~

~~BP~~

~~17-21~~

~~100 \*0-8-0\* XU-4aXA-B, 1927 - 25x28-52-249,000 As rebuilt~~

~~17-13~~

~~102 \*0-8-0\* XU-4aXA-B, 1927 - (2) 23 1/2 x 28 & (1) 23 1/2 x 28 - 57-200-72.5 -  
294,000 - 75,700 - 89,500 with booster~~

~~BP~~

~~16-251~~

~~117 \*0-6-0\* XA-B, 1910 - 21x28-57-180 - 163,000 - 33,140 Sc. 1949~~

~~BP~~

~~16-251~~

~~162 \*0-8-0\* XU-1cXA-S, 1916 - 25x30-58-205-240,000 - 56,300~~

~~BP~~

~~17-28~~

~~420 \*2-8-2\* XL-5vXLima, 1925 - 25x32-63-200-56.5 - 305,500 -  
(1936)  
53,970 - 65,270 IHB 420: NYC 1494~~

~~BP~~

INDIANA ILLINOIS & IOWA

16-244

2 \*0-4-0T\* Pittsburgh, 1894 (1052) - 14x24-43

BP

INDIANAPOLIS, BLOOMINGTON & WESTERN

16-284

35 \*2-6-0\*

16-284

38 \*2-6-0\*

16-285

64 \*2-8-0\* Rogers, 1882 - 20x24-51-145-105,000-23,200

BP

INDEPENDENCE & MONMOUTH

↑  
Out of  
Place  
↓

33-35 1201 \*4-4-0\* Rogers, 1868 (1606) - 15x22-66-60,250 Cent. Pac. 110" FIRE FLY";  
(1878) (1889) (1901) (1904)  
Sac. & Placerville 1(3); Northern RY 1019; SP 1426; I&M 1201 1908

I 1243 \*4-4-0\*

INDIANA CREEK LUMBER Co.

50-64 ? \*0-4-0T\* Geared gypsy engine

INDIANAPOLIS UNION

117-72 1 \*0-8-0\*

INDIAN CREEK VALLEY

112-85 1 \*4-6-0\* Pittsburgh, 1896 (1593) P&LE? : ICV 1; B&O 131

112-85 2 \*4-6-0\* Pittsburgh, 1893 (1434) P&LE? ; ICV 2; B&O 182

112-86 3 \*2-8-0\* BLW, 1911 (36669) ICV 3; B&O 440

112-77, 78 & 83 1908 \*2 Tr. \* Climax, 1908 (870) - 100,000

INDUSTRIAL AZUCARERA S.A. CIA. (Mexico) Gauge 3-0

48-98 2 \*2-6-0\* BLW, 1900 (17681) - 14x20-40-71,400 FC Parral y Durango 2; CIASA 2 (1945) 1968

48-170 3 \*2-8-0\* BLW, 1898 (15784) - 16x20-38-82,420 FC Coahuila y Zacatecas 3; CIASA 3 1968

INDUSTRIAL LUMBER Co.

148-82 42-38 101 \*2-6-2\* BLW, - 16x24-44-180-144-1607-76,550-100,700-21,360

INGENIO EL POTRERO Gauge 3-0 (Mexico)

48-95 4 \*0-4-2T\* Porter, 1910 (4672) - 12x18-44-48,500 Tabasco Central 4; IEP 4

INGENIO SAN FRANCISCO EL NACIONAL SA (Mexico)

48-95 3 "LA PONGUETA" \*2-6-0\* Orenstein & Koppel (Germany), 1926 (1140) Gauge 2-6

INTERCOLONIAL

40-63 229 \*2-8-0\* BLW, - Vauckin comp. BP

INTERNACIONAL DE CENTRAL AMERICA, FC Gauge 3-0

57-141 84 \*4-4-0\* BLW, 1876 - As rebuilt Santa Cruz "JUPITER"; Ideca 84 c. 1965

136-414 38-96 65-194 250 \*2-6-6-2\* BLW, 1926 (59261) as a 2-6-6-2T - As rebuilt (4) - 15x22-42-  
Ret. 1964 (1940) (1947)  
210-194,500-236,500-42,075 Uintah RY 50; Sumpter Valley 250; Ideca 250

INYO DEVELOPMENT Co. Gauge 3-0

31-195 1 \*2-6-0\* ex Bodie & Benton?

IOWA CENTRAL

3-44 60 \*0-6-0\* Cooke, 1889 (1975) BP

40-24 75 \*4-6-0\* BLW, - Vauckin comp. BP

40-32 81 \*2-8-0\* BLW, - Vauckin comp. BP

IRON RR (Ohio)

99-47 "Essex" \*4-2-0\* Seth Boyden, 1838 - 8½x26-53-12,000 Morris & Essex 2 "Essex";  
(1853) Iron RR "Essex" 1853

IRON CITY RR Gauge 3-0

108-83 1 \*2 Tr. Shay \* Lima, 1890 (305) - 26,000

108-85 3 \*Cl. B \* Climax, 1893 - 40,000 c. 1895

TRONTON RR

49-127 35 \*2-8-0\* BLW, 1903 - As rebuilt by P&R, c. 1906 - 21x28-55 $\frac{1}{2}$ -200-148,000-166,650-  
37,850 P&R 1095; Ironton 35 (1945) 1947

TRVIN, William & Co

111-68 2 \*3 Tr. Shay \* Lima, 1908 (2059) - 156,000

ISLAND CREEK

20-15 3 \*0-6-0\* A-B, 1909 (46172) - 21x28-51-180-156,000-37,040

IC 3: C&O 47; 50; 49; 40 Sc. 1930

20-18 4 \*0-8-0\* A-R, 1911 IC 4: C&O 49; 65; 62; 136; 36; 80

BP

BP

ISTHMUS RY

6-18 1 \*4-2-0\* Home-made, geared

ITALIAN GOVT. RYS

8-67 S 463 \*4-6-0\* BLW, 1906 - Balanced comp.

BP

ITHICA & ATHENS

5-91 "ITHICA" \*2-4-0T\* BLW, 1871

BP

INTERCOLONIAL COAL Co.

135-61 7260 \*0-6-0\* O-14-c \*Kingston, 1906 (697) - 18x26-51-200-28,000

Can. Govt. 809: CN 7075: 7260: I C Co 7260 (1952) (1953)

1962

INSULAR LUMBER Co.

(Philippines)

136-345 4 \*2 Trk Davenport \* Davenport, c. 1914

LOLA & NORTHERN

140-56 1 \*4-4-0\*

1874

140-56 2 \*4-4-0\* GB&W 13:7: I&N 2: GB&W 2 Sc. 1924

INSPIRATION CONSOLIDATED COPPER Co.

160-945 4 \*2-6-2T\*

1938

160-945 6 \*2-6-2T\*

1949

160-945 7 \*0-6-0\*

1950

JACKSONVILLE, TAMPA & KEY WEST

5-46  
8-19 5 \*4-4-0 \* \*Baldwin, 1884; Shop No. 7487- Gauge 5-0-16x24 BP

JAMAICA GOVT. RYS.

8-84 40 \*4-8-2 \* \*Baldwin, 1916-19x26-46-157,400 BP

JAMES DOHERTY'S EXTENSION R.R.

2-164 ? \*0-6-0 \* \*Porter, - Gauge 3-0

JAPAN GOVT. RYS.

8-107 ? \*2-8-2 \* \*Baldwin, 1897 - The first Mikado BP

J.A. VENESS LUMBER Co.

6-87 1 \*<sup>Three-truck</sup> Shay \* \*Lima, 1920 BP

JEFFERSONVILLE

12-179 \*4-4-0 \* \*Mason, 1843; Shop No. 1- 66-60,000 "JAMES GUTHRIE" 1865±

JEFFERSONVILLE, MADISON & INDIANAPOLIS

12-179 34 \*0-8-0T \* \*As rebuilt 1865± - Orig. built Baldwin, 1846 as a rack rail loco. "M.G. BRIGHT"

9-94  
5-64 12-191 35 \*0-10-0T \* \*M&I Shops, 1858-20x24-44-112,000  
As restored for exhibition "REUBEN WELLS"

JACKSONVILLE, ST. AUGUSTINE & HALIFAX RIVER

B 10 \*4-4-0 \* (See B & SR booklet) BP?

JACKSON & REED LUMBER Co.

50-86 ? \*<sup>Two-truck</sup> Shay \* Lima

JENNINGS BROTHERS LUMBER Co.

102-52 1 \*2-6-0 \* Vulcan, 1892(189)-70,000 Gauge 3-8  
102-74 1 \*0-6-0 \* " " " - As rebuilt to 0-6-0 Gauge 3-8  
102-58 2 \*Climax, 2 Tr. Horiz. cyl., 1893-60,000 Gauge 3-8 BP  
102-56 5 \*2-6-0 \* Std. gauge  
102-74 6 \*2-6-0 \* Std. gauge

JUNIATA RR

111-22 22 \*3 Tr. Shay \*Stearns Mfg. Co., 1897-98-120,000

JENNINGS BROS. RR

113-51852  
112-37  
113-57 8 \*2-6-0 \*  
\*3 Tr. Shay \*Lima, 1912(2580)-140,000

JOHNSTOWN LUMBER Co.

112-02 1 \*0-4-0T \*Porter, 1890(1158) 3-0 gauge

JOHNSTOWN PLANING MILL Co.

113-48849 4 \*C1.B \*Climax 1903(435)-40,000 3-0 gauge

JONESBORO, LAKE CITY & EASTERN

122-225 32 \*2-6-0 \*BLW BP

JACKSONVILLE SOUTHEASTERN

143-58 34 \*2-6-0 \*Rogers, 1891(4478)-18x24-56-145-110,000-17,060  
(1894)  
JSE 34: CP & S+L 44 Sc. 1924 BP

JACKSONVILLE NORTH-WESTERN & SOUTH-EASTERN

143-59

2 \*4-4-0 \*BLW, 1871(2625)-16X24-60-55,000  
(1879)

JN-W & S-E 2: Jacksonville Southeastern 2 Sc. 1904

BP

JACKSONVILLE & HAVANA

143-93

20 \* 2-6-0 \* Rogers, 1898(4919)-19X26-56 1/2-175-126,000-24,500  
(1933)

Ill. Cent. 440: J & H 20 Sc. 1937

1935

JACKSON IRON & STEEL CO.

J

3 \*0-6-0\*

1981

# KANSAS CITY, MEXICO & ORIENT

3-117	2	*2-6-0*	Dickson		1903
127-42	3	*2-6-0*	Porter - ex Minneapolis, St. Paul, Rochester & Dubuque El. Trac. Co.		
127-41	✓ 17	*0-6-0*	A-P, 1909 (46538) - 19x26-51-180-138,500-28,150		
			KCM#0 17: AT&SF 2500	Sc, 1933	1927
3-118	20	*0-6-0*	A-P, 1909	As 17? (Mex)	1914
127-51	115	*0-6-0*		UP 115: KCM#0 115	1948
MWR 58-3	152	*4-6-2*	Alco	FEC 152: Ga. & Fla. 511: KCM#0 152	1926
127-44	✓ 205	*2-8-0*	A-P, 1909 (46537) - 23x30-55-205-223,000-50,200		
			KCM#0 205: AT&SF 2539; KCM#0 ?	(1929) (Mex) (1949)	1929
127-45	✓ 213	*2-8-0*	A-P, 1910 (48643) - 23x30-55-200-212,500-44,900		
			KCM#0 213: AT&SF 2547; KCM#0 ?	(1929) (Mex) (1950)	1927
73-201 127-46	✓ 401	*2-10-0*	BLW, 1918 (48056) - Russian 2-10-0, partly rebuilt		
			25x28-52-180-64.7-2582-579-178,300-201,500-51,500		
			USA 1159: KCM#0 401: AT&SF 2554	Sc, 1934	
127-43	501	*4-4-0*	A-C, 1906 (38448) - 19½x26-69-190-96,000-142,000-		
			22,260 KCM#0 501: AT&SF 2557	Sc, 1930	1927
3-119	505	*4-4-0*	A-C, 1907		
127-48	701	*2-8-0*	Brooks, 1901 (3885) - 21x30-63-200-161,500-180,500-		
			35,800 LS&MS 758: NYC 5758: St. Louis & Hannibal ?	(1914) (1923)	
			KCM#0 701: AT&SF 2559	Sc, 1933	1927
127-49 MWR 58-5	705	*2-8-0*	A-B, 1902 (25931) - As 701	LS&MS 810:	
			NYC 5810: St. Louis & Hannibal ?	(1914) (1923) (1924) (1929)	KCM#0 705: AT&SF 2563 Sc, 1934

# KANSAS CITY SOUTHERN

122-179 9-127 136-146	101 * 4-4-0 * BLW, 1897	Sc. 1911	1900
	140 * 4-4-0 * B-3 * Sch., 1893 (4167) - 17x24-60-160-67,500-107,500-15,720	KCP&G 11:140:KCS 140	Sc. 1939
23-135	557 * 2-8-0 * E-4 * A-R, 1913 - 24x30-57-175-224,000-254,000-45,100	Sc. 1951	BP
K	602 * 4-6-0 * D-7 * BLW, 1903 - As rebuilt, 1908 - 20x26-67-200-135,000-178,500-26,390	Sold 1948	1946
136-144	703 * 0-6-6-0 * G * A-S, 1912 - 22x35x32-57-225-352,000-80,460-96,560	Sc. 1937	
K 136-146	750 * 2-8-8-0 * G-1 * A-S, 1918 - As rebuilt - 26x41x32-57-250-88-466,000-495,000-122,680-147,220	Sc. 1949	1936
136-145	753 * 2-8-8-0 * G-1 * A-S, 1918 - As 750	Sc. 1939	
K	757 * 2-8-8-0 * G-2 * A-B, 1924 - 26x41x32-57-250-88-476,000-495,000-122,680-147,220	Sc. 1952	
136-146	762 * 2-8-8-0 * G-2 * A-B, 1924 - As rebuilt and simplified - (4) 22x32-57-225-507,000-120,000	Sc. 1952	
136-145	900 * 3 Trk. Stay * S * Lima, 1913 - (3) 18x20-48-200-280,000-72,000	Sc. 1928	BP
23-249 46-203	900 * 2-10-4 * J * Lima, 1937 - 27x34-70-310-350,000-509,000-93,300	Sc. 1953	BP
K	905 * 2-10-4 * J * Lima, 1937 - As 900	Sc. 1953	BP
K	760 * 2-8-8-0 *		BP



KAATERSKILL R.R.

Gauge 3-0

16-155  
14,46 #99

2" DERRICK VAN BRUMMEL X 2-6-0 \* Kaaterskill 2" D.V.B.; U&D 5 (1894);  
Brooks, 1888; Shop No. 936 - 15x18 - 37-55,000 - Sold 1899  
26-48 -> 1884

KANAWHA & MICHIGAN

16-327	513	*2-8-0	*G-96	*A-B,	- 20x26-54-180-155,200-29,470	New
16-327	522	*2-8-0	*G-96	*A-B,	- As 513	
16-330	531	*2-8-0	*	*Richmond, 1911-	23x30-57-200-236,000-47,330	
16-331	544	*2-8-0	*	*Brooks, 1912-	25x30-57-180-240,000-50,330	BP
16-326	550	*2-6-0	*	*Baldwin, 1898		
16-331	552	*2-8-0	*	*Brooks, 1914		BP
16-328	556	*2-8-2T	*	*Brooks, 1902-	19x26-49-200-210,000-32,560	
				(1936) K&M 556: 9501: NYC 7180 Sc. 1937		BP
16-329	559	*2-8-2T	*	*Brooks, 1912-	As 556	BP
16-330	561	*0-6-0	*	*Brooks, 1903-	19x27-50-180-112,000-29,820	
16-331	564	*0-6-0	*			
16-328	566	*0-6-0	*	*Richmond, 1911-	20x26-51-180-133,450-31,200	BP
16-330	577	*4-4-0	*	*		

KANAWHA & WEST VIRGINIA

16-332	3	*2-8-0	*	*Pittsburgh, 1906-	Not accepted, sold to Mex. Cent.	BP
16-332	3	*2-8-0	*	*Richmond, 1907-	20x26-54-180x150,000-29,470	BP
16-332	2	*4-4-0	*	*		BP

KANSAS CITY, FORT SCOTT & MEMPHIS

3-187	109	*4-6-0	*	*Pittsburgh, 1900		
3-107	111	*4-6-0	*	*Pittsburgh, 1892		1893

KANSAS CITY, FORT SMITH & SOUTHERN

3-113	2	*4-4-0	*	*Brooks, 1889; Shop No. 1532-	17x24-61- Sc. 1910	
				KCFS & S 2; KCP & G 10; KCS 132		

KANSAS CITY, MEXICO & ORIENT

<del>3-117</del>	<del>2</del>	<del>*2-6-0</del>	<del>*</del>	<del>*Dickson</del>		<del>1903</del>
<del>3-118</del>	<del>26</del>	<del>*0-6-0</del>	<del>*</del>	<del>*Pittsburgh, 1907</del>		<del>1914</del>
<del>3-119</del>	<del>505</del>	<del>*4-4-0</del>	<del>*</del>	<del>*Cooke, 1907</del>	<del>18x26-69</del>	

KANSAS CITY & OMAHA

3-190	33(2)	*2-6-0	*	*New York L.W., 1888; Shop No. 318		
				KC & O 33(2); B & MR. 433		1898

KANSAS CITY, OSCEOLA & SOUTHERN

3-187	10	*4-4-0	*	*Cooke, 1904- "JOHN I. BLAIR"		
				KCO & S 10 "J.I.B."; St. L & SF 44; 94		BP

KANSAS CITY, PITTSBURG & GULF

122-180	3-113	1	*4-4-0	*	*Baldwin, 1895; Shop No. 14443-	
				Sc. 1915	KCP & G 1; KCS 107	BP

KANSAS CITY, PITTSBURG & GULF

3-115	11	*4-4-0	*	*Sch., 1893; Shop No. 4167-18x24-63-160-16,790 - Sc. 1939 KCP&G 11; 140; KCS 140	1890
3-190	25	*2-6-0	*	*Baldwin, 1895; Shop No. 14434- KCP&G 25; KCS 304	BP
3-115	140	*4-4-0	*	* See #11 above	1900
3-117	364	*4-6-0	*	*Baldwin, 1898- KCP&G 364; KCS 364	BP

KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS

3-51	7	*4-4-0	*	*Manchester, 1869; Shop No. 154	1886
3-50	33	*4-4-0	*	*Manchester, 1879; Shop No. 775 KCS+J & CB 33; CB&Q 533	1888

KANSAS CITY SOUTHERN

<del>136-146</del>	<del>7-127</del>	<del>140</del>	<del>*4-4-0</del>	<del>*B-3</del>	<del>*Sch., 1893; Shop No. 4167-18x24-63-160-16,790</del>	
					<del>Sc. 1939 - KCP&amp;G 11; 140; KCS 140</del>	
<del>23-135</del>	<del>557</del>	<del>*2-8-0</del>	<del>*E-4</del>	<del>*Alco, 1913 - 26x30 - 56-175 - 62.5 - 3000+</del>	<del>695</del>	<del>254,000 - 53,870</del>
<del>46-203</del>	<del>73-249</del>	<del>900</del>	<del>*2-10-4</del>	<del>*J</del>	<del>*Lima, 1937 27x34-70-310-569,000-93,000</del>	<del>BP</del>

KANSAS CITY, WYANDOTTE & NORTH WESTERN

3-187	15	*4-6-0	*	*Baldwin, 1889; Shop No. 9765	BP
129-18	3-95	4	*2-6-0	*Cooke, 1884 (1864) - 14x18-40-150-48,000-52,000-11,240	Sold 1890

KANSAS PACIFIC

3-71	61	*0-4-0	*	*Hinkley & Williams, 1870±	1887
------	----	--------	---	----------------------------	------

KASLO & SLOCAN

3-168	2	*2-6-0	*	*Baldwin, - Gauge 3-0	
-------	---	--------	---	-----------------------	--

KEARNEY & BLACK HILLS

3-185	2	*4-4-0	*	*Baldwin	1894
-------	---	--------	---	----------	------

KENNEBEC CENTRAL

3-86	2	*0-4-2T	*	*Portland, ; Shop No. 621- Gauge 2-0	
------	---	---------	---	--------------------------------------	--

KENTUCKY CENTRAL

14-21	7	*2-6-0	*	Shop No. 6270 *Baldwin, 1882 - Gauge 5-0 - 18x24-51-95,000 KC 7; L&N 439; 444	
-------	---	--------	---	---	--

5-122	14-20	27	*0-6-0	*	*Brooks, 1883; Shop No. 948 - 17x24-49-140-75,000-16,840 - Sc. 1906 KC 27; L&N 331; 1031; 2031	BP
-------	-------	----	--------	---	--	----

KISHACOQUILLAS VALLEY

8-112	3	*4-4-0	*	*Baldwin, 1900	BP
-------	---	--------	---	----------------	----

KLAMATH LAKE

5-152	1	*2-6-2	*	*Baldwin, ; Shop No. 27686	BP
-------	---	--------	---	----------------------------	----

KLAMATH NORTHERN

K	1-171	204	*2-6-2	*	"D.E. GARNER"	
---	-------	-----	--------	---	---------------	--

KLICKITAT LOG & LUMBER CO.

6-132 7 \* <sup>Three-truck</sup> Shay \* Lima

KAATERSKILL R.R. Gauge 3-0

26-46 1 "RIP VAN WINKLE" \*2-6-0 Dickson, 1883; Shop No. 423-15X18-36 1/2-56,000  
Sold 1899 Kaaterskill 1" R.V.W.; U&D 3 (1894)

KANSAS CITY SOUTHERN

~~FK 905 \* 2-10-4 \* Lima, 1937 - A 900 DP~~

KENNECOTT COPPER CORP.

62-146 25 \*0-6-0T \* Alco, 1920

KANSAS CITY SOUTHERN

~~K 682 \* 4-6-0 \* D 7 \* BLW, 1903 - 20X26-67-200-135,000-178,500-26,340 1946~~

~~136-146 K 750 \* 2-8-0 \* G 1 \* Sch., 1918 - 26 1/2 X 32-57-250-116,000 -88-~~

~~495,000-122,600-117,220 1944 1936 Sc.~~

~~K 757 \* 2-8-0 \* G 2 \* Brooks, 1924 - 26 1/2 X 32-57-250-116,000 -88-~~

~~495,000-122,600-117,220 Sc. 1952~~

KANSAS CITY, MEXICO & ORIENTE, E.C. (Mexico)

~~MWR 28-3 152 \* 1-6-2 \* Alco FEC 152: Gu. & Fla. 511: KCM 152 1926 (1929) Sc.~~

KANSAS CITY, MEXICO & ORIENT

~~MWR 58-5 705 \* 2-8-0 \* L 3 1/2 X 32: St. Louis & Hannibal ? : KCM 705: A (1923) AT&SF 2563 1934~~

KEWEENAW CENTRAL

MWR 30-3 20 \* 4-6-0 \* BLW, 1908 (33034) - 19X26-57- BP

KANSAS CITY SOUTHERN

~~83-87 803 \* 4-6-2 \*~~

KINZUA VALLEY CHEMICAL CO.

106-25 2 \* C.I.B 2Tr. \* Climax

106-26 ? \* 2 Tr \* Heister, 1896-97 (1009) - 40,000

KUSHEQUA RR

-106-12 8 \* 4-6-0 \*

106-15 9 \* 2-8-0 \* BLW, 1900 (18687) Sc. 1931

106-10 13 \* 4-6-0 \* BLW, 1903 (22222) Sc. 1931

KEATING & SMETHPORT

-106-18 14 \* 0-4-4T \* BLW, 1899 (11651) - Manhattan RY 330; K&S 14 (1905)

-106-13 6 \* 2-6-0 \* Brooks, 1890 (482) - BB&K 6; K&S 6 (1905)

KAUL & HALL

109-13 71 \* 2 Tr. Shay \* Lima, 1897 (530) - 90,000 K&H 71: 171 (1911)

109-00&07 73 \* 3 Tr. Shay \* Lima, 1903 (748) - 140,000 K&H 73: 173 (1911) 00 -> BP

109-12 171 \* 2 Tr. Shay \* Lima, 1897 (530) - 90,000 K&H 71: 171 (1911)

109-13 174 \* 3 Tr. Shay \* Lima, 1906 (1714) - 140,000 K&H 74: 174 (1911)

KISTLER TANNERY CO.

-109-40 1 \* 0-6-0T \* Porter, 1888 (947) -

4 127-49 ~~KCM&O 705 \* 2-0-0 \* A B, 1902 (2592) - As 701~~  
~~LS&MS 810: NYC 5810: KCM&O 705: AT&SF 2563 Sc. 1934~~

KUHNS & GOODWIN

112-28 1 \* 0-4-0 T \* Porter 3-0 gauge  
 112-26 296 \* 2 Tr. Shay \* Lima, 1890 (296) 3-0 gauge

KENDALL LUMBER Co.

113-32 3 \* C.I.B \* Climax, -40,000 3-0 gauge

KENDALL, J.L.

113-99 3 \* C.I.B \* Climax, 3-0 gauge

KNABB, A. & Co.

113-24 1 \* Gilbert \* Dunkirk Eng. Co., 1892-40,000 3-0 gauge  
 113-25 2 \* C.I.B \* Climax -50,000 3-0 gauge

KULP LUMBER Co.

113-92 2 \* C.I.B \* Climax, 1897 (166) - 50,000 3-0 gauge  
 113-90 3 \* C.I.B \* Climax, 1897 (154) - 50,000 3-0 gauge  
 113-91 8 \* C.I.B \* Climax, 1902 (279) - 60,000 3-0 gauge  
 113-88 9 \* C.I.B \* Climax, 1897 (154) - 60,000 - ex 3 3-0 gauge

KENTUCKY & INDIANA TERMINAL R.R.

117-97 17 \* 0-8-0 \*  
 117-97 38 \* 0-8-0 \*

KANSAS CITY & MEMPHIS

122-179 7 \* 4-6-0 \* BLW, 1913 - KC & M 7: Midland Valley 7: Missouri & North Arkansas 21 BP

KANSAS CITY SOUTHERN

122-179 101 \* 4-4-0 \* BLW, 1897 1900

KIMBALL, K.D., Lumber Co.

9-126 2 \* 0-4-4 T \* Rhode Is., 1893

KANSAS CITY, MEXICO & ORIENT

127-42 3 \* 2-0-0 \* Porter ex Minneapolis, St Paul, Rochester & Dubuque El. Trac. Co.?  
 127-41 17 \* 0-6-0 \* A B, 1909 (46538) - 17x26 51-100-138,600-20,150  
 KCM&O 17: AT&SF 2500 Sc. 1933 1927  
 127-51 115 \* 2-0-0 \* UP 115. KCM&O 115 (Mex) 1918  
 127-44 201 \* 2-0-0 \* A B, 1909 (46533) - 23x30-55 215-52,800 1929  
 KCM&O 201: AT&SF 2533 (0-8-0)  
 127-45 213 \* 2-0-0 \* A B, 1910 (48243) - 23x30-55 200-212,500 144,900  
 KCM&O 213: AT&SF 2547: KCM&O of Mex. 1927  
 Sc. 1934  
 127-46 401 \* 2-10-0 \* BLW, 1918 (48056) - Russian 2-10-0 As rebuilt  
 25x28-52-180-201,500-51,500 USA 1159: KCM&O 401: AT&SF 2557 (1929)  
 127-43 501 \* 4-4-0 \* A C, 1906 (38448) - As rebuilt - 19 1/2 x 26 69-190  
 112,000-32,260 KCM&O 501: AT&SF 2557 Sc. 1930 1927  
 127-48 701 \* 2-8-0 \* Brooks, 1921 (3885) - 21x26-63-200 161,500-180,500-35,800  
 LS&MS 758: NYC 5758: KCM&O 701: AT&SF 2557 Sc. 1933 1927

KEESVILLE, AUSABLE CHASM & LAKE CHAMPLAIN

28-203 1 \* 2-6-0 \* \* \* \* \* 106 828-8193

KENNECOTT COPPER CORP.

31-127 93 \* 2-8-0 \* \* Sch., 1909: Shop No. 44604 - 21x30-51-187,000  
Nevada Northern 93: NCC Co. 93: KC Corp. 93 (1942) - on display

31-126 94 \* 2-8-0 \* \* Pittsburgh, 1909: Shop No. 46927 - 21x30-51-195,000  
Sc. 1951 Nevada Northern 94: NCC Co. 94: KC Corp. 94 (1942) - 1946

31-129 502 \* 0-6-2 T \* \* Richmond, 1924: Shop No. 65745 - 19x26-46-  
Sc. 1951 NCC Co. 502: KC Corp. 502 (1942)

KINSTON MANUFACTURING Co.

42-32 2 \* 2-6-2 \* Baldwin, - 11x16-36-160-14-435-  
34,000 - 47,000 - 7,310

KANSAS, OKLAHOMA & GULF.

FKI 227 \* 2-8-0 \* \* \* \* \*

KOSMOS TIMBER Co.

50-249 10 \* Williamette \* \* Williamette  
Three-Truck

KENNECOTT COPPER CORP.

F-1 110 \* 2-8-8 2 \* \* Baldwin, 1919 - 25 x 39 x 32 - 56 -  
(1943)  
N&W 1723: KCC 110: 401

KENTUCKY & TENNESSEE

HK 1 \* 2-8-0 \* \* Sch., 1903: S/N 27409 - 22x28-51-180-  
206,000 - 37,750 - Sc. 1953

KK 7 \* 2-8-2 \* \* Baldwin, 1908: S/N 32763 - 21x24-44-200-  
266,000 - 40,890 - Sc. 1951

FK 8 \* 2-6-2 \* \* Baldwin, 1911: S/N 37269 - 20x24-51-200-  
185,000 - 32,000

KK 10 \* 2-8-2 \* \* Baldwin, 1920: S/N 53182 - 24x30-56-195-  
264,060 - 51,150 K&T 10: Southern (1964) 6910

KK 11 \* 2-8-2 \* \* Sch., 1922: S/N 63271 - 25x30-56-195-55,500

KK 12 \* 2-8-2 \* \* Baldwin, 1911: S/N 37085 - 27x30-63-200-  
272,940 - 59,010 Southern 4501: K&T 12: Southern 4501 (1948) (1964)

KLAMATH FALLS MUNICIPAL R.Y.

FK 1 \* 4-4-0 \* \* \* \* \*

KENT LUMBER Co.

Gauge 3-0

44-250 3 \* 2-6-0 \* \* Brooks, 1882: S/N 756 - 15x18-38-150-60,300-  
(1885) (1889) (1897) (2,1901)  
13,590 DSP&P 36: 163: DLEG 163: CES 18: KLC Co. 3

KANSAS & OKLAHOMA

73-109 1 \* 4-6-0 \* \* BLW, 1888 (9227) - 19x28-58-150-17.0-1985-89,900-  
(1900) (1929) (1898)  
124,000 - 22,300 AT&SF 715: Sou. Cal. 144: AT&SF 715:  
2172: Wichita NW.?: K&O 1 HI-1934

KIRBY LUMBER CO.

73-158 106 \* 2-6-2 \* BLW, 1901(1927) as a Navalain comp. - Simplified 1923  
23 1/2 x 28 - 69 - 200 - 53.5 - 3738 - 167,500 - 237,300 - 38,150  
(1949)  
AT&SF 1007: Kirby Lum. Co. 106 SP 1915 195

KANSAS CITY, MEXICO RAILROAD

~~73-201 401 \* 2-10-0 \* BLW, 1912(18032) - 25 x 28 52-180 - 64.7 - 2582 - 579 -  
178,300 201,500 51,500 Sc. 1934 USA 1169.  
(1929)  
KCM&O 401: AT&SF 2534 1927~~

KAI BACK, HARRISON

100-82 4 \* 2-T Shay \* Lima, 1902(791) - 2 cyl. - 30,000 Gauge 3-0 BP  
KULP LUMBER Co., Oldtown, Md. 3-0 gauge

100-30 2 \* 2-T Climax \* Climax, Cl.B, 1897(166) - 50,000 Sold 1912  
100-29 3 \* 2-T Climax \* Climax, Cl.B, 1897(154) - 50,000 Later #9 Sold 1912  
100-29 7 \* 2-T Climax \* Climax, Cl.B, 1899(194) - 60,000 Sc. 1912  
100-28 8 \* 2-T Climax \* Climax, Cl.B, 1902(279) - 60,000 Sold 1912  
100-27 9 \* 2-T Climax \* Climax, Cl.B, 1897(154) - 50,000 ex #3

KULP - THOMAS & Co.

100-11 1 \* 2-T Gilbert Patent, Dunkirk Eng. Co., Cl.B. - 80,000 Sc. 1896  
100-09 3 \* 2-T Climax \* Climax, Cl.B, 1897(154) - 50,000

KEYSTONE LUMBER CO.

102-74 2 \* 2-8-0 \* ex PRR, Cl.H-1 To Susquehanna & New York 104 (C. 1903)

KANE & ELK RR

106-81 17 \* 2-6-0 \* New York L.W. Gauge 3-0  
106-81 104 \* 2 Tr. Shay \* Lima, 1882(154) Gauge 3-0  
106-80 & 83 108 \* 2 Tr. Shay \* Lima, 1903(727) - 100,000 Std. gauge (1906)  
106-81 & 82 109 \* 4-4-0 \* PRR Altoona Shops, 1886, D-7 PRR 1013: K&E 109 1900  
106-81 110 \* 2 Tr. Shay \* Lima, 1906(1753) - 100,000 Std. gauge

KANE OIL FIELDS RR

106-79 ? \* Vertical boilered Shay \* Lima Gauge 3-0  
106-79 4 \* 4-4-0 \* Pittsburgh, 1882(580) " "

KELLOR CHEMICAL Co.

106-75 ? \* 0-4-0 T \* Porter Sc. 1921 C. 1895

KEYSTONE RR

151-5 106-95 1 \* 2 Tr. Shay \* Lima, 1890(309) - 56,000 28" Dr. 1892

KINZUA HEMLOCK RR

106-04 & 05 3(2) \* 2-8-0 \* BLW, 1891(11516) - Birmingham, Sheffield & Tennessee River 16: KH 3 (1891)  
106-07 4 \* 4-4-0 \* ex PRR  
106-13 5 \* 2-6-0 \*  
106-14 6 \* 0-4-0 \*

KANSAS CITY SOUTHERN

- ~~136-144 703 \* 0-6-6-0 X G X A S, 1912 - 22 & 35 X 32 - 57 - 225,000 - 80,460~~
- 136-145 753 \* 2-8-8-0 X G 1 X A S, 1918 - A5 750 - Sc. 1939
- ~~136-146 762 \* 2-8-8-0 X G 2 X A B, 1924 - As rebuilt to simple cyl. - (4) 22 1/2 X 32 - 57 - 250,000 - 120,000 - Sc. 1952~~
- ~~136-145 900 \* 3 Trk. Shay \* Lima, 1912 (3) 18 X 20 - 48 - 200 - 280,000 - 72,000 - 1728 B<sup>Sc.</sup>~~

KENNECOTT COPPER CORP.

- 136-290 107 \* 0-8-8-0 \* Alco, 1922 - 26 & 40 X 28 - 51-220 - 81 - 474,000 - 107,000  
(1929) (1943)  
Boston & Maine 800; Utah Copper Co. 107; Kennecott Copper Co. 107
- K 136-290 110 \* 2-8-8-2 \* BLW, 1919 - 24 1/2 & 39 X 32 - 56-230-96 - 524,000 - 104,000  
(1943) (1943)  
N & W 1723; Utah Copper Co. 110; Kennecott Copper Corp. 110

KOSMOS TIMBER Co.

- 136-325 6 \* 3 Trk. Heister \* Heister, 1939 - 18 1/4 X 16 - 40 - 200 - 26 - 219,000 - 49,000
- 136-326 11 \* 2-6-6-2 \* BLW, 1926 as 2-6-6-2 T \* As altered by Kosmos - 18 & 28 X 24 - 44-200-32 - 246,000? - 43,000  
(1940) (1950) (1953)  
Ostrander RY & Timber Co. 7:  
Weyerhaeuser Timber Co. 5; Kosmos Timber Co. 11; US Plywood Co. 11:  
Puget Sound & Snoqualmie Valley 11 On exhibition as US Plywood 11, 136-344
- 136-326 12 \* 2-6-6-2 T \* BLW, 1937 - 18 & 28 X 24 - 44-200-26 - 247,000 - 43,000  
(1950) (1953)  
Weyerhaeuser Timber Co. 112; Kosmos Timber Co. 12; US Plywood Co. 12:  
Harbor Plywood Co. 12

KEWAUNEE, GREEN BAY & WESTERN

- K 140-68 49 \* 2-8-0 \* A-S, 1929 (67819) - 21 X 28 - 55 - 200 - 174,000 - 38,200 BP  
Ret. 1957 (1952)  
KGBBW 49: 350; Lorain V P & Paper Co 350
- 149-103 301 \* 2-8-0 \* A-S, 1913 (53798) - 20 X 26 - 54 - 190 - 170,000 - 31,100  
(1929)  
Chicago, Peoria & St. Louis 78; Kewaunee, Green Bay & Western 44: 301 Sc. 1939

KNOXVILLE, SEVIERVILLE & EASTERN

- 150-13 20 \* 4-6-0 \*
- 150-13 20 \* 4-6-0 \* Partially rebuilt
- 150-14 34 \* 4-4-0 \* BLW, 1883 (6941) - 18 X 24 - 69 Cincinnati Southern 81:  
(1917)  
GNO & TP 581: 545; Southern 6401; Eagle Coal Co 31; S I & E 1190:  
(1918)  
K S & E 34

KEWAUNEE GREEN BAY & WESTERN

- K 350 \* 2-8-0 \* A-S, 1929 (67819) - As 49 above
- K KELLY'S CREEK & NORTH WESTERN RY - 4-0 \*
- K 1 \* 4-4-0 \*

LAKE ERIE & WESTERN

16-247	4(2)	* 0-6-0 *	Brooks, 1899 (3185) - 18x24-50-165-18.6-110,000 - 21,810 LE&W 4(2): 4263: NYC EST. L 300(4)	BP
19-423	5(2)	* 0-6-0 *	Brooks, 1892 (2132) - 17x24-50-145-14.5-86,000 - 17,100 - Sc. 1916 LE&W 5(2): 4266	BP
16-246 19-93	41	* 4-4-0 *	Brooks, 1880 (476) - 17x24-61-135-15.1-46,000 - 70,000-13,050 - Sold 1907 LE&W 41: 4207	BP
19-421	43	* 0-4-0 *	Brooks, 1880 (481) - 15x24-46-120-10.8-60,000 - 11,970 - Sold 1906 LE&W 43: 4081	BP
19-94	52	* 4-4-0 *	Brooks, 1883 (915) - As 41 LE&W 52: 4214	(1905)
16-246 19-93	54	* 2-6-0 *	Brooks, 1889 (1518) - 18x24-57-160-15.7- 84,000-98,000-18,550 LE&W 54: 5330: NYC EST. L 310(2)	BP
19-116	61	* 0-4-0 *	D&C, 1870 - 14x22-44-50,000 - Sc. 1899 Indianapolis, Peru & Chicago 15: Wabash, St. Louis & Pac. 515: LE&W 61 1897	(1887) (1887)
19-98	73	* 4-4-0 *	Pittsburgh, 1871 (115) - 15x22-54-37,000-58,000 - Sc. c. 1901 IP&C 17: W St L & P 517: 1517: LE&W 73 C. 1898	(1881) (1885) (1881)
19-97	79	* 4-4-0 *	Pittsburgh, 1875 (319) - 16x22-60/62-120- 45,000-70,000 - Sold 1903 IP&C 2(2): W St L & P 502: 1502: 191893	(1881) (1885) (1881) LE&W
19-102	90	* 4-4-0 *	Grant, 1871 - 16x24-60/62-120-13.9-44,000 - 68,000 - Sc. c. 1903 TW&W 95: W St L & P 500: 1500: LE&W 90 C. 1903	(1881) (1885) (1887)
19-102	92	* 4-4-0 *	Grant, 1870 - 15x22-56-42,000-65,000 - Sc. 1900 Ft. Wayne, Muncie & Cin. 2: Ft. Wayne, Cin. & Louis. 2: LE&W 92	(1881) (1890)
19-112	192	* 4-6-0 * E-1 *	Brooks, 1893 (2225) - 17x24-63-180-22.0-85,000 - 110,000-16,840 LS&MS 192: LE&W 192: 5201	(1902) (1905) C. 1893
16-247 19-425	403	* 2-8-0 * B-3 * A-B,	1904 (29680) - 21x30-57-200-46.7-181,100 - 202,900-39,460 - Sc. 1934 LE&W 403: 5518: NYC EST. L 378	(1905) (1924) BP
19-112	4158	* 4-4-0 * C-75 * Sch,	1895 (4300) - 18x24-69-190-28.0-79,700 - 119,600-18,200 - Sc. 1923 CCC&STL 192: 7128: LE&W 4158 c. 1915	(1907)
19-427 MWR 82-1	4164	* 4-4-0 * C-76 * Sch,	1892 (3956) - Rebuilt S. Lima 1919-19x24- 69-165-31.3-94,000-134,600-17,610 - Sc. 1925 CCC&STL 149: 7134: LE&W 4164: NYC EST. L 307(2)	(1906) (1924)
19-116	4167	* 4-4-0 * C-76 * Sch,	1892 (3960) - 19x24-69-175-31.3-92,450 - 133,000-18,680 - Sc. 1922 CCC&STL 201: 222: 7137: LE&W 4167	(1906)
19-108	4216	* 4-4-0 * C-46 * Pittsburgh,	1890 (1191) - 17x24-62-135-15.9- 46,400-71,400-12,840 - Sc. 1910 Nor. Ohio 24: LE&W 24(2): 4216	(1901) C. 1908
19-428	5215	* 4-6-0 * F-48c * Brooks,	1895 (2589) - 17x24-56-160-22.0- 83,000-108,000-16,840 - Sc. 1916 LS&MS 324: LE&W 324: 5215	(1902) (1905)



LAKE ERIE & WESTERN

- 19-100 5367 \* 2-6-0 \* E-42 \* Brooks, 1896 (2660) - 18x24-57-160-15.7-  
94,000-108,000-18,550 - Sold 1923 Northern Ohio 33:  
<sup>(1901)</sup> <sup>(1905)</sup> <sup>(1920)</sup>  
LE&W 133: 5367: AC&Y 5367
- <sup>191-59</sup>  
19-430 5398 \* 2-8-0 \* G-KW \* A-S, 1912 (51207) - 25x32-63-180-56.5-220,000  
246,000-48,570 - Sc. 1934 LE&W 5398: NKP <sup>(1924)</sup> 498 BP
- 19-115 5505 \* 2-8-0 \* G-41 \* Brooks, 1899 (3130) - 20½x28-56-180-32.4-  
138,500-156,500-32,150 - Sc. 1933 LS&MS 305:  
<sup>(1903)</sup> <sup>(1905)</sup> <sup>(1924)</sup>  
LE&W 305: 5505: NKP 403(2) 1909
- 19-84 5517 \* 2-8-0 \* G-44 \* A-B, 1904 (29679) - 21x30-57-180-46.7-  
185,000-205,100x35,510 - Sc. 1950 LE&W 405: <sup>(1905)</sup> 5517:  
NKP <sup>(1924)</sup> 377
- 19-115 5529 \* 2-8-0 \* G-44 \* A-B, 1904 (29666) - AS 5117 - Sc. 1933  
<sup>(1909)</sup> <sup>(1924)</sup>  
Lake Erie, Alliance & Wheeling 54: 5554: LE&W 5529: NKP 388

LAKE SHORE & MICHIGAN SOUTHERN Absorbed in NYC roster 1914

16-242 WR 58-19	15	* 4-6-0 *		
16-197	"CF. HATCH"	* 4-4-0 *	Manchester, 1867(102) - 16x24-60 -	
16-222	<sup>24</sup> "CHICAGO"	* 4-4-0 *	Mich. Sou. & Nor. Ind. 13: LS&MS 13 "C.F.H." Inspection loco. - 15½x22-62-200-104,700 -	15,560
16-222	<sup>30</sup> "CLEVELAND"	* 4-4-0 *	*Collinwood Shops, - (4) 12½x20-63-180 -	
16-196	<sup>66</sup> "HEN. KEEP"	* 4-4-0 *	120,000 - 15,180 LS&MS 30 "C": NYC ? : 1011 - Insp. loco. As built Amoskeag 1854 (152) - 14x22-66 - Northern Indiana	
16-209	107	* 4-6-0 *	Sch., 1896	BP
16-202	<sup>108</sup> "APPACHE"	* 4-4-0 *	Mason, 1869(325) - 16x24-60	
16-208	116	* 4-6-0 *		
5-107 16-203	<sup>136</sup> "SAXON"	* 4-4-0 *	Mason, 1872(447) - 17x24-66 - Sc. 100	BP
16-204	160	* 4-4-0 *		
16-205	168	* 4-4-0 *		
L 16-197	<sup>190</sup> "REINDEER"	* 4-2-4 T *	Cooke, 1859 - 11x15-54	
16-200	<sup>195</sup> "P.P. WRIGHT"	* 4-4-0 *	Sch., 1886 - 17x24-69-180 - 94,000 - 15,380	BE
16-205	200	* 4-4-0 *		
16-234	209	* 4-6-2 *	Special temporary number	
16-201	220	* 4-4-0 *	Brooks, 1888 - 17x24-69-180 - 108,000 - 15,380	BE
16-204	240	* 0-6-0 *	LS&MS, 1883	
16-203	242	* 4-4-0 *	LS&MS, 1879	
16-205	290	* 0-4-2 T *		
66	307	* 4-4-0 *	Grant, 1871 - 16x24-66 "HORACE F. CLARK"	BP
5-72	317	* 4-4-0 *	LS&MS, 1871 - 16x24-66 "J.H. DEVERIEUX" 1875	
16-209	320	* 4-6-0 *	Brooks, 1895 - 17x24-57-160 - 108,000 - 16,550	BP
16-208	342	* 4-6-0 *	Brooks, 1899 - Sc. 1915	BP
16-240 16-203	<sup>360</sup> "COLUMBIA"	* 4-4-0 *	Rogers, 1872(1967) - 17x26-66	BL
16-206	400	* 2-6-0 *	Brooks, 1888 - 19x24-57-160 - 118,000 - 20,670	BP
16-215	419	* 0-6-0 *	A-B, 1903 - 20x26-52-180 - 143,000 - 30,600	BP
16-206	485	* 2-6-0 *	BLW, 1873(3506) - 16x24-56	BP
16-207	564	* 4-6-0 *	Brooks, 1891 - 17x24-69-180 - 115,000 - 15,380	BP
16-204	592	* 0-6-0 *	Brooks, 1892 - 18x24-52-150 - 93,000 - 19,070	BP
16-207 23-35	599	* 4-4-0 *	Brooks, 1893 - 17x24-72-180 - 65,100 -	
5-74	600	* 4-6-0 *	104,600 - 14,730	BP
5-54	600	* 4-6-0 *	Brooks, 1893 (2263)	BP
16-206 23-39	601	* 4-6-0 *	Brooks, 1893 (2268) - Player cross comp.	
16-210 23-55	602	* 4-6-0 *	18x28½x24-56-180 - 105,000 - 22,780	BP
			Brooks, 1899 - 20x28-80-200 - 33.6 - 2917 -	
			171,600 - 23,800	BP

LAKE SHORE & MICHIGAN SOUTHERN

16-115	604	*4-6-0 *	
16-211	612	*4-6-0 *	Blew up in 1913
16-223	650	*2-6-2 * J a	*Brooks, 1901(3733) - 20 1/2 x 28-81-180-186,000 - 22,230 - Sc. 1925 LS&MS 650: 4650: NYC 4650 BP
23-81	660	*2-6-2 * J b	*Brooks, 1901(3817) - 20 1/2 x 28-80-200-190,200 - 25,000 - LS&MS 660: 4660: NYC 4660 Sc. 1925 BP
46-37	695	*2-6-2 * J d	*A-B, 1904(29419) - 20 1/2 x 28-81-200-48-3356 -190,000-24,700 LS&MS 695: 4695: NYC 4695 Sc. 1925 BP
23-71	728	*2-8-0 *	Brooks, 1900-21x30-62-200-34.3-171,600 - 36,280 BP
16-218	1000	*2-8-0 *	A-B, 1903-23x30-57-200-230,000-47,330 BP
16-223	3712	*2-6-2 * J-41	*A-B, 1904(29982) - 21 1/2 x 28-79-200-233,000 - 27,850 - Sc. 1929 LS&MS 3712: 4712: 1298: NYC 4712 BP
16-220	4008	*2-8-2 * H-7a	*A-B, 1912-27x30-63-190-322,000-56,060 BP
16-219	4299	*0-8-0 * U-1a	A-S, 1913-25x30-58-180-53.3-2151-868.5-20 - 239,500-49,500 LS&MS 4299: NYC 4299: 4299: PA 4299 BP
16-215	4598	*0-10-0 * M	*A-B, 1905-24x28-52-210-270,000-55,360 BP
MWR 58-25	4656	*2-6-2 * J b	*Brooks, 1901(3869) - As 660 - Sc. 1924 LS&MS 656: 4656: NYC 4656
MWR 31-4	4660	*2-6-2 * J b	*Brooks, 1901(3817) - See 660 - 1907
16-224	4672	*2-6-2 * J-40c	*A-B, 1902(26444) - Sc. 1925 LS&MS 672: 4672: NYC 4672
16-114 & 224	4695	*2-6-2 * J d	*A-B, 1904(29419) - As 695 114 -> 1907
16-225	4703	*2-6-2 * J-41d	*A-B, 1904(29690) - Sc. 1932 LS&MS 3703: 4703: NYC 4703
16-223	4724	*2-6-2 * J-41b	*A-B, 1905(37720) - 21 1/2 x 28-79-200-236,200 - 27,850 - LS&MS 4724: NYC 4724 Sc. 1932 BP
16-234	4806	*4-6-2 *	
MWR 58-15	4810	*4-4-2 *	
23-117	4810	*4-6-2 * K-2d	*A-S, 1907(43593) - 22x28-79-200-261,000 - 29,160 - LS&MS 4810: NYC 4810 BP
16-234	4842	*4-6-2 * K-2a	*A-S, 1907(42875) - 22x28-79-200-29,160
16-232	4873	*4-6-2 * K-21	*A-S, 1910(47206) - As 4842
16-228	4890	*4-6-2 * K-21	*A-S, 1910(47223) - 22x28-79- 262,000 - 29,160 BP
16-228	4904	*4-6-2 * K-3b	*A-S, 1911(49585) - 23 1/2 x 26-79-200-269,000 30,900 LS&MS 4904: NYC 4904: 4820 BP
16-211	5010	*4-6-0 *	
16-210	5014	*4-6-0 * F-52	* c. 1907

LAKE SHORE & MICHIGAN SOUTHERN

16-216	5652	* 2-8-0 *	A-B, 1910 - 23x32-63-200-240,000 - 45,680	BP
16-192	5696	* 2-8-0 *		
16-217	5697	* 2-8-0 *	G-5r * A-B, 1907	
16-218	5795	* 2-8-0 *		
16-219	5808	* 2-8-0 *		1905
17-14	5898	* 0-8-8-0 *	NU-k * A-B, 1913 - 26x40x28-51-220-81.0 -	-466,000 -
16-215	4419	*		(1914) 97,580 LSEMS 5898: NYC 5898 BP
16-113	4807	* 4-6-2 *		1912
171-134	613	* 4-6-0 *	* Brooks, 1900 - 30" dr.	BP
171-155	4726	* 4-6-2 *	K-41b * A-B, 1906 - Built as J-41c, 2-6-2 - Rebuilt to K-41b, 4-6-2 in 1918	
171-122	4752	* 4-4-2 *	I-40a * A-5, 1907 - 19x26-69-180-39,2-22851- -166,000-20,810	BP
171-59	5564	* 2-8-0 *	G-46g A-B, 1911 -	BP
171-58	5982	* 2-8-0 *	G-5m * - 63 - 56,8 - 208,000	BP

# HIGH & HUDSON RIVER

74-226	5	* 4-4-0	* Cooke, 1882	1916
<sup>53-119</sup> 74-234	10	* 4-8-2	* BLW, 1944-28x31-73-240-269,120-415,200-67,900	
74-229	11	* 4-8-2	* BLW, 1944 - As 10	
<sup>72-36</sup> 74-226	28	* 4-6-0	* BLW, 1907-21x26-64-200-123,200-132,000 -	
<sup>14-217</sup>	52	* 2-8-0	25,200	<sup>36→1919</sup> 226→1930
74-227	52	* 2-8-0	*	1938
<sup>72-35</sup>	58	* 2-8-0	*	1933
<sup>69-12</sup> 74-224	60	* 2-8-0	*	12→1936
74-227 & 230	63	* 2-8-0	*	230→1944
74-228	72	* 2-8-2	* BLW, 1916-25x30-56-200-285,400-54,070	
74-224 & 225	73	* 2-8-2	* BLW, 1916 - As 72	
74-223 & 224	80	* 2-8-2	* BLW, 1918-26x30-63-200-220,000- 292,000-54,700	
74-231	81	* 2-8-2	* BLW, 1918 - As 80	1947
74-228 & 231	83	* 2-8-2	* BLW, 1918 - As 80	
<sup>63-118</sup> 74-224 & 232	90	* 2-8-0	* BLW, 1925-27x32-61-220-309,700-71,500	
74-228 & 232	93	* 2-8-0	* BLW - As 90	
74-225	94	* 2-8-0	* BLW - As 90	1946
<sup>132-365,366 &amp; 367</sup>	12	* 4-8-2	* BLW, 1944 - As 10	1945, 1948 & 195

LEHIGH & NEW ENGLAND

( 74-239	7	*4-4-0 *						
74-240	27	*2-8-0	*E-8	*BLW, 1906-	20x26-50-200-	154,800-	35,400	1946
74-238	112	*0-8-0	*I-2	*BLW, 1913-	22x28-50-200-	207,800-	46,000	
74-238 & 242	118	*0-8-0	*I-3	*BLW, 1915-	23½x28-50-180-	207,800-	47,310	
74-238	122	*0-8-0	*I-4	*BLW, 1927-	23½x28-50-190-	205,760-	50,000	
74-239	133	*0-8-0	*I-5	*BLW,	-27x30-57-210-	269,800-	68,500	
74-240	154	*2-8-0	*E-13	*BLW, 1915-	25x30-57-180-	233,000-	50,320	
74-237	201	*0-4-0 T*		*BLW, 1912-	16x24-44-180-	97,000-	19,000	
74-237				Crane RR ?; L&NE	201			1946 1948
74-237	206	*0-6-0	*B-4	*BLW, 1931-	22x26-51-180-	158,550-	37,750	
74-237	207	*0-6-0	*B-5	*BLW, 1936-	21x28-51-215-	183,900-	44,200	
23-187	301	*2-8-0	*E-14	*A-S, 1922-	27x32-61-210-	301,500-		
					68,200-	83,120		BP
82-244								
74-241	302	*2-8-0	*E-14	*A-S, 1922-	A s 301			1948
74-241	305	*2-8-0	*E-14	*A-S, 1922-	A s 301			1948
73-244 & 246	402	*2-10-0	*F-1	*BLW,	-30x32-61-225-	400,000-	90,000-	
					106,200			
( 74-12 & 242	403	*2-10-0	*F-1	*BLW,	-A s 402			
74-246	503	*2-8-2	*G-1	*Juniata Sh, 1918(3417)-	27x30-62-205-	324,700-	61,465	PRR 1719: L&NE 503 (1941)
158-60	307	*2-8-0	*E-14	*A-S, 1922-	A s 301			

LEHIGH VALLEY

142-53 74-272	1 "DOROTHY"	*4-2-4T * Wilkes-Barre Shops, 1884 - 11x20-56-140- 77,960 - 5,190 Ret. 1934	53 → 1919
5-30	5 "WHITE HAVEN"	*4-6-0 * Mason, 1863 (132) - 17x24-48	BP
91-29 FL	39 "LILLIPUT"	*2-2-0 * Mason, 1862 (115)	
91-28 5-183	82 "BEE"	*2-10-0 * Norris, 1867 - 20x26-48-97,000	BP
23-13	"PITTSTON"	*4-6-0 * Mason, 1870 - 17x24-48-76,400	BP
74-260	110	*4-8-0 * Weatherly Shops, 1880	1912
91-76 5-63	164 "JANUS"	*0-6-6-0T * Mason, 1871 (432) - (4) 15x22-44-160-28- 140,000-23,000 247	76 → BP
FL2	223	*4-4-0 *	1904
74-260	238	*2-8-2 * N-1 * BLW, - 22½x28-56-200-177,610- 234,810-43,030	1912
74-263	280	*2-8-2 * N-6 * BLW, ? as 2-10-2 - As rebuilt by Sayre Shops to 2-8-2 - 27x32-63-200-241,910-328,360-63,000-77,400	1947
91-74 9-111	300 "DOROTHY"	*4-2-4T * Wilkes-Barre Shops, 1884 - As 1 Ret. 1934	1895
91-87 5-381	310 "UNITED STATES"	*2-8-0 * BLW, 1876 - 20x24-50½-130-24,0-100,000 20,900	BP
5-100	317 "MINNESOTA"	*4-6-0 * BLW, 1875 (3802) -	1884
5-100	323 "EMPIRE"	*4-6-0 * LV Shops, 1876 - 18x24-52	1884
5-95	323	*4-6-0 * LV Shops, 1876 - As rebuilt, LV Shops 1888	
63-Frontis.	333 "MONROE"	*2-8-0 * Grant	BE
74-261	338	*2-8-2 * N-2 * BLW, 1913 - 27x30-56-175-235,000- 322,000-58,090	
74-261	386	*2-8-2 * N-2½ * BLW, 1916 - 27x30-63-190-228,200- 318,400-56,060	1950
74-262	421	*2-8-2 * N-3 * BLW	
91-145 72-37	424 "JAMES DONNELLY"	*4-4-0 *	1896
74-273	425	*4-4-0 * E-48 * South Eastern Shops, 1887 - 19x26-68½-160- 82,400-117,800-18,500 LV 425: 2713 (1905)	1904
91-83 74-283	444 "DUPLEX"	*4-6-2 * Wilkes-Barre Shops, 1886 - 20x35-62-137,000	BP
74-264	445	*2-8-2 * N-5 * Alco, 1923 - 27x32-63-200-239,000- 325,000-63,000-74,000	1946
74-263	448	*2-8-2 * N-5 * Alco, 1923 - As 445	1948
74-262	463	*2-8-2 * N-4 * BLW, 1923 - 27x30-63-200-238,300- 326,340-59,000-69,000	1948
91-322 74-265	472	*2-8-2 * N-5 * Alco, 1924 - As 445	1946
74-277	488	*2-8-2 * N-5 * Alco, 1924 - As 445	1949
74-258	559	*2-8-0 * M-17 *	1916
8-68	592	*4-6-0 * BLW, 1891 - Vauclain comp.	BP
74-258	628	*2-8-0 * M-25 *	1915

LEHIGH VALLEY

91-49	22-154	668	* 4-4-2 *	* BLW, 1896-19x26-76-180-63.9-2230-	149→189 154→BP
				91,800-140,950-18,900	
8-62	40-6	681	* 2-8-0 *	* BLW, 1898-Vauclain compound- 18x30x30-	BP
				55-326,000	
74-259	706	* 2-8-0	* M-35	* BLW, as Vauclain compound- As rebuilt-	
				21x30-62½-205-183,810-211,420-36,885	c.1948
91-147	8-121	791	* 2-6-2	* I-1 * BLW, 1902-22x28-76½-200-147,500-	BP
	74-283			201,700-31,460 LY 791: 2231	
40-20	802	* 2-8-0 *	* BLW,	-Vauclain compound	BP
74-259	815	* 2-8-0	* M-36	* Alco, -23x30-62½-205-187,900	
				214,900-44,245	1939
74-259	830	* 2-8-0	* M-36	* Alco, 1907-As 815	1928
91-129	74-280	919	* 4-6-0	* J-36 * Cooke, 1886-20x24-55½-	
				97,000-108,200 EC&N 19: LY 919	129→c.1900
74-258	928	* 2-8-0	* M-38a	* Sayre Shops, 1909-22x30-63-205-	
				190,000-216,800-47,250	1913
74-279	1116	* 4-6-0	* J-24 *		1925
74-279	1125	* 4-6-0	* J-25 *		1917
74-275	1134	* 4-6-0	* J-25	* Alco, -20x24-63-190-104,500	
				137,000-24,610	
74-282	1137	* 4-6-0	* J-25 *	As 1134	1948
91-360	74-282	1150	* 4-6-0	* J-25 *	As 1134 360→1946
74-281	1152	* 4-6-0	* J-25	* Alco, 1917-As 1134	1947
74-278	1371	* 4-6-0	* J-49	* BLW, 1895-20x26-62½-175-123,900-	
				157,700-24,560	1917
74-280	1550	* 4-6-0	* J-54 *		192
74-280	1620	* 4-6-0	* J-55	* Alco, 1904-As rebuilt-23x28-69-205-	
				154,000-207,230-37,410	1923
23-97	1622	* 4-6-0	* J-55	* Alco, 1904-21x28-68½-205-	-3284-
				199,200-31,410	BP
74-281	1805	* 4-6-0	* J-57	* Sayre Shops, 1911-21x28-69-200-150,700-	
				202,050-30,420	1946
74-283	2001	* 4-6-2	* K-1	* BLW, 1905-22x28-76½-210-153,740-	
				241,360-31,620 Sc.1923	
91-174	69-19	2004	* 4-6-2	* K-1 * BLW, 1906-As 2001	174→1906 1920
69-18	74-284	2007	* 4-6-2	* K-1 * BLW, 1906-As 2001	1906
91-181	74-284	2016	* 4-6-2	* K-2½ * Sayre, 1914-25x28-77-215-161,940-	
				262,160-41,530	
91-226	74-284	2017	* 4-6-2	* K-2½ * Sayre, 1914-As 2016	226→1935 284→1947



LEHIGH VALLEY

91-241 74-284 91-263	2023	* 4-6-2	* K-3	* BLW,	- 25X28-77-215-166,280-	263 → 1946 241 → 1939
91-198 74-284 & 301 91-262 74-284	2030	* 4-6-2	* K-3	* BLW,	- As 2023	195 → 1923 284 → 1946 301 → 1947
74-284	2061	* 4-6-2	* K-4	* BLW,	1917 - 25X28-77-215-162,08-0-	262 → 1948
74-285	2088	* 4-6-2	* K-6	* Sayre Shops,	1925 - 25X28-77-215-181,000-	
91-206 & 251 74-300 91-347 74-291	2089	* 4-6-2	* K-6	* Sayre Shops,	1926 - As 2088	251 → 1948 300 → 1931 206 → 1925 300 → 1931
91-311 & 315 46-135 74-14 91-8 & 341 74-285	2090	* 4-6-2	* K-6b	* Alco,	1924 - As 2088	1947
91-215 & 235 74-286 & 300 91-238, 254 & 274 74-267	2092	* 4-6-2	* K-6b	* Alco,	1924 - As 2088	14 → 1947
74-285	2093	* 4-6-2	* K-6bs	* Alco,	1924 - As 2088	
74-286 & 300 91-238, 254 & 274 74-267	2095	* 4-6-2	* K-6b	* Alco,	1924 - As 2088	300 → 1948 254 → 1946 274 → 1947
74-277 & 302	2097	* 4-6-2	* K-6b	* Alco,	1924 - As 2088	
91-227, 246 & 341 74-40 & 299 49-146 63-79 74-285 & 301 74-250 \$ 275	2101	* 4-6-2	* K-5b	* BLW,	1916 - 27X28-73-205-207,600	
74-270	2101	* 4-6-2	* K-5bs	* BLW,	1916 - As 2101 with added weight	40 → 1947
74-285	2102	* 4-6-2	* K-5b	* BLW,	1916 - As 2101	146 → 1948
74-283	2112	* 4-6-2	* K-5	* BLW,	- As 2101	
74-274	2123	* 4-6-2	* K-5	* BLW,	- As 2101	
74-285	2128	* 4-6-2	* K-5	* BLW,	- As 2101	
74-283	2236	* 4-6-2	* K-2	* BLW,	as 2-6-2 - As rebuilt to 4-6-2, c. 1906	1915
74-274	2413	* 4-4-2	* F-3	* BLW,	- 20X26-77-200-97,000-	187,200 - 22,960 1918
74-274	2461	* 4-4-2	* F-5	* BLW,	1900 - 20X26-76½-200-86,580-	161,480 - 22,900
74-274	2479	* 4-4-2	* F-6	* Sayre Shops,	1910 - 21X26-77-200-105,000-	196,500 - 25,310 - Gone by 1929
74-273	2627	* 4-4-0	* E-31	* BLW,	1893 - 20X24-68½-	- 70,550 98,420 1910
74-272	2676	* 4-4-0	* E-43	*		1914
74-257	3155	* 0-8-0	* L-5	*	- 21X28-51-200-173,500-41,160	
74-257	3202	* 0-8-0	* L-5½	* Sayre Shops	as 2-8-0 - As converted	
91-210 74-255	3208	* 0-6-0	* T * G-1	*	22X30-55½-205-208,935-45,590	
74-255	3261	* 0-6-0	* T * G-7	*	Inspection loco.	
74-256	3358	* 0-6-0	* T * G-10½	* BLW,	1891 as 0-6-0 - As rebuilt 1918	
74-256	3359	* 0-6-0	* T * G-10½	*	All as 3358	
74-256	3425	* 0-6-0	* G-14	*	- 20X24-51-180-127,550-28,800	1948

LEHIGH VALLEY

91-217 74-268	4000 * 2-10-2 * R-1 * BLW, 1917 - 29X32-63-200 - 293,560 - 374,100 - 72,620	217 → 1917
74-254	4022 * 2-10-2 * R-1 * BLW, - As 4000	
74-270	4033 * 2-10-2 * R-1 * BLW, - As 4000	1946
74-266	4049 * 2-10-2 * R-1 * BLW, - As 4000	
74-268 132-74-252 239 74-290	4054 * 2-10-2 * R-1 * BLW, - As 4000	
74-290	5002 * 4-8-2 * S-1 * Alco, 1923 - (3) 25X28-69-200 - 246,500 - 369,000 - 64,700	1936
74-33 & 390	5004 * 4-8-2 * S-2 * Alco, 1924 as 3 cyl. - As rebuilt to 2 cyl. - 28X32-69-200-252,400-370,000-61,810	33 → 1947 308 → 1948
91-308 & 313 74-38 & 290 63-123	5005 * 4-8-2 * S-2 * Alco, 1924 - As 5004	38 → 1947
74-292 & 295	5100 * 4-8-4 * T-1 * BLW, 1931 - 27X30-70-250 - 270,000 - 413,170 - 66,400 - 84,760	292 → 1946 295 → 1948
74-292 91-316	5107 * 4-8-4 * T-1 * BLW, 1932 - As 5100	
74-293 & 294 91-339	5109 * 4-8-4 * T-1 * BLW, 1932 - As 5100	294 → 1946
74-291 133-142	5125 * 4-8-4 * T-3 * BLW, 1934 - 27X30-77-275 - 272,000 - 441,440 - 66,500	142 → 1936
91-229 & 303 74-295 133-144	5127 * 4-8-4 * T-3 * BLW, - As 5125	144 → 1935 229 → 1936 295 → 1935
74-292	5129 * 4-8-4 * T-3 * BLW, 1935 - As 5125	
74-375	5202 * 4-8-4 * T-2 * A-S, 1932 - 26X32-70-255 - 269,000 - 424,000 - 66,700 - 85,060	
74-298	5204 * 4-8-4 * T-2 * A-S, 1932 - As 5202	
74-292	5205 * 4-8-4 * T-2 * A-S, 1932 - As 5202	
74-266	5211 * 4-8-4 * T-2 * A-S, 1943 - 26X32-70-255 - 274,500 - 451,000 - 66,700 - 79,000	
74-297	5214 * 4-8-4 * T-2 * A-S, 1943 - As 5211	
74-292	5217 * 4-8-4 * T-2 * A-S, 1943 - As 5211	1949
74-294 91-309	5219 * 4-8-4 * T-2 * A-S, 1943 - As 5211	
74-248	5220 * 4-8-4 * T-2 * A-S, 1943 - As 5211	309 → 1948
8-156	5101 * 4-8-4 * T-1 * BLW, 1932 - As 5100	BP
46-189	5103 * 4-8-4 * T-1 * BLW, 1932 - As 5100	
8-156	5126 * 4-8-4 * T-3 * BLW, 1934 - As 5125	BP
133-143	5128 * 4-8-4 * T-3 * BLW, 1934 - As 5125	1937

LEHIGH VALLEY

LEHIGH VALLEY

94-384	24" ALASKA	* 4-4-0 *	
94-278	1460	* 4-6-0 *	* J-52 * BLW, 1898 - 26 x 26-69-186 - 23,060
91-45	"DELAWARE"	* 4-4-0 *	* Richard Harris, 1855
91-85	"HAZEL DELL"	* 2-8-0 *	* Delano Shops, 1882
91-36	"TOWANDA"	* 4-6-0 *	* McKay & Aldus, 1866
91-150	2	* 4-4-0 *	Inspection local * 182
91-73	"EAPACKER"	* 4-4-0 *	
91-42	"CHAMPION"	* 4-8-0 *	* Weatherly Shops, c. 1885
91-102	"REINDEER"	* 4-4-0 *	
91-103	"CENTRALIA"	* 4-4-0 *	
91-125	50	* 4-8-0 *	
91-66	"GAZELLE"	* 4-4-0 *	
91-42	"HERCULES"	* 4-6-0 *	* McKay & Aldus, 1866 as a 0-6-0 - As rebuilt to 4-6-0 at South Easton Shops, 1885
91-84	"SHAMOKIN"	* 2-6-0 *	* Grant,
91-36	"JEDDO"	* 0-6-0 *	* Hazleton Shops, 1869
91-36	94	* 4-4-0 *	
91-50	"ULSTER"	* 4-4-0 *	
91-50	"TUNKHANNOCK"	* 4-4-0 *	
91-76	"L. CHAMBERLAIN"	* 2-6-0 *	
91-77	"EVANGELINE"	* 4-4-0 *	* Delano Shops, 1871
91-64	"BLACK WALNUT"	* 4-6-0 *	* BLW,
91-64	244	* 4-6-0 *	
91-78	340	* 2-8-0 *	* Delano Shops,
91-79	"CONTINENTAL"	* 2-8-0 *	* BLW, 1880
91-85	"LOGAN"	* 2-8-0 *	* Delano Shops, 1882
91-79	"J.H. WILHELM"	* 4-4-0 *	* South Easton Shops, 1880
91-42	"CHEYENNE"	* 4-8-0 *	* Weatherly Shops, c. 1885
91-79	"ELISHA HANCOCK"	* 4-4-0 *	* Wilkes-Barre Shops, 1884
91-77	"ANCHOR"	* 4-6-0 *	* J-38 * Delano Shops, 1883
91-78	"JAMES R. FELL"	* 4-4-0 *	* Delano Shops, 1887
91-220	419	* 2-8-2 *	* N-3a * BLW, 1921
91-80	"JOHN B. GARRETT"	* 4-4-0 *	* E-24 * South Easton Shops, 1886
91-102	"PATTER"	* 0-6-0 T *	* Hazleton Shops, 1884
91-80	"MILL CREEK"	* 2-8-0 *	* BLW, 1888
91-216	462	* 2-8-2 *	* N-4B *
91-349	473	* 2-8-2 *	
91-120	512	* 2-8-0? *	

LEHIGH VALLEY

91-147	610	CHARLES DORRANCE	* 2-4-4T * BLW, 1892	"ALASKA" HS	BP
91-147	659		* 4-4-0 * BLW, 1895		BP
91-146	660		* 4-4-2 *		1895
91-150	664		* 4-4-2 * F-1 * BLW		1897
91-144	670		* 4-4-2 *		
91-181	681		* 4-4-2 * F-3 * Sayre Shops, 1903	LV 681:2400S	BP
91-147	708		* 4-6-0 * BLW, 1895		BP
91-123	724		* 2-8-0 *		1916
91-307	784		* 2-8-0 * M-35 *		1939
91-120	1085		* 4-6-0 * J-20 *		
91-133	1155		* 4-6-0 *		
91-189	1369		* 4-6-0 *		
91-190	1460		* 4-6-0 *		1916
91-164	1593		* 4-6-0 *		
91-334	2010		* 4-6-2 * K-2½ * Sayre Shops,	- As 2016	Sc. 1938 1937
91-319	2021		* 4-6-2 * K-3 *		
91-244	2022		* 4-6-2 * K-3 *		1940
91-187	2024		* 4-6-2 * K-3 * Sayre Shops		
91-210	2027		* 4-6-2 * K-3 * Built as 2-6-2, rebuilt to 4-6-2, 1919		
91-306	2041		* 4-6-2 *		1946
91-325	2035		* 4-6-2 * K-3 *		
91-235	2050		* 4-6-2 * K-4 *		1930
91-357	2098		* 4-6-2 * K-6B *		
91-335	2141		* 4-6-2 * K-5½ *		1940
91-174	2234		* 4-6-2 * K-2 * BLW, 1902 - As rebuilt		
91-193	2331		* 4-4-2 * F-2 *		
91-175	2611		* 4-4-0 * Delano Shops		
91-167	3052		* 0-8-0 * L-3 * BLW, 1905		BP
91-334	3127		* 0-8-0 * L-5 *		1936
91-334	3187		* 0-8-0 * L-5½ *		1936
91-100	3354		* 0-6-0T * G-10½ * BLW, 1891		
91-196	3438		* 0-8-0 * G-14 *		
91-164	3500		* 0-4-0T * B-1 * Alca, 1906		
91-210	4019		* 2-10-2 * B-1 * BLW, 1917 - As 4000 - Rebuilt 1928 to 2-8-2	LV 4019: 278 (1928)	1917
91-196 & 210	5000		* 4-8-2 * S-1 * Alca, 1923 - As 5002		210 → 1924
91-312	5102		* 4-8-4 * T-1 * BLW, 1931 - As 5100		
133-137	5106		* 4-8-4 * T-1 * BLW, 1931 - As 5100		137 → 1934
91-228					228 → 1936

LEHIGH VALLEY

133-146 91-241	5200	* 4-8-4	* T-2* A-S, 1931 -	As 5202	241 → BP
91-329	5208	* 4-8-4	* T-2* A-S, 1932 -	As 5202	1948
91-255 133-145	5212	* 4-8-4	* T-2* A-S, 1943 -	As 5211	1943
91-354 133-145	5215	* 4-8-4	* T-2* A-S, 1943 -	As 5211	1947
127-72	1019	* 4-6-0	*		BP
132-260	5000	* 4-8-2	* S-2* A-S, 1923 -	As rebuilt - 28X32-69-200-370,000-61,810	1948
132-261	5001	* 4-8-2	* S-2* A-S, <sup>1923-</sup> <sub>24-</sub> -	" " - As above	1940
132-259	5005	* 4-8-2	* S-1* A-S, <sup>1923-<sub>24-</sub> -</sup>	As 5000 - <del>As above</del>	1936
133-136	5103	* 4-8-4	* T-1a* BLW, 1932 -	As 5100	
133-138 & 141	5201	* 4-8-4	* T-2a* A-S, 1932 -	As 5202	141 → 1936
142-62	1161	* 4-6-0	*		

LONG ISLAND

84-8	"ARIEL" * 4-2-0 * BLW, 1835 (19) - Brooklyn & Jamaica "A." : LI "A." - Ret. 1855 (1876) D
84-16	"FRED" * 2-4-0T * Hinkley & Drury, 1862 - LI "Quincy" : "FRED" : Conersie RR "F"
84-12	"GENSHERMAN" * 4-4-0 * Rogers, 1865 (1869) 1865
84-30	"PEWIT" * 2-2-4T * DC & Co., 1860 - CRRNJ ? : So. Side RR of NJ "PEWIT" : LIRR "PEWIT" (1876) "
8-60	1 * 4-4-2 * BLW, 1901 - E-51sa Sc. 1929 BP
84-296	2 * 4-4-2 * BLW, 1901 - E-51sa Sc. 1926 116 → 1916
84-115	3 * 4-4-2 * BLW, 1901 - E-51sa 1928
84-40	4 * 4-4-0T * Rogers
84-200	4 * 4-4-2 * E-51sa * BLW, 1901
8-115	7 * 4-6-0 * G-54sa * BLW, 1902 BP
84-124	8 * 4-6-0 * G-54sa * BLW, 1902
84-35	11 * 4-4-0 * Rhode Is., 1872 - F & NS "New York" : LI 11 1888
84-115	13 * 4-6-0 * G-54sb * BLW, 1902 - Gone by 1931 1922
69-17	14 * 4-6-0 * G-54sb * BLW, 1902 - 20x26-64-200-27,625 1919
84-122	15 * 4-6-0 * G-54sb * BLW, 1902 1903
84-114	17 * 4-6-0 * G-54sa * BLW, 1903 1910
84-114	19 * 4-6-0 * G-54sa * BLW, 1903 1923
18-123	20 * 4-6-0 * G-5s * Juniata Shop, 1924 (3851) - 24x28-68-205-55.2 - 2855-613-178,000-237,000-41,330 - Sc. 1951 (1911)
84-129	21 * 2-6-2T * S-51 * BLW, 1904 - Sold 1911 - LI 21: CRRNJ 221 - Sc. 1945 90 → BP
84-129	22 * 2-6-2T * S-51 * BLW, 1904 - " " - LI 22: CRRNJ 222 - Sc. 1945
84-234	25 * 4-6-0 * G-5s * Juniata Shop, 1924 - As 20 - Sc. 1951 1949
84-71	27 * 4-4-0 * Manchester, 1875 - SSRR of LI "Springfield" : LI 27 1899
84-197	27 * 4-6-0 * G-5s * Juniata Shop, 1925 - As 20 - Sc. 1951 1926
18-119	29 * 4-6-0 * G-5s * " " , 1928 - As 20 - Sc. 1951 BP
F-1	32 * 4-6-0 * G-5s * " " , 1928 (4199) - As 20 - Sc. 1955 (1898) 1947
84-54	33 * 4-4-0 * D-55a * Brooks, 1898 - LI 33: 79 (1898) BP
84-252	35 * 4-6-0 * G-5s * Juniata Shops, 1928 - As 20 - Sc. 1955
84-21	38 * 4-4-0 * D-52 * Rogers, 1883
84-40	38 * 4-4-0T *
84-69	39 * 4-4-0 * D-52 * Rogers, 1883 - LI (1898) 1899
8-99	40 * 4-4-0 * D-55 * BLW, 1893 - LI 40: 76 BP
84-27	43 * 2-4-0T *
84-105	47 * 4-4-0 * D-53b * Rogers, 1888 - LI 115 (1898) : 47 1902
84-32	48 * 4-4-0 * D-53b * Rogers, 1888 - LI 116 (1898) : 48
84-251	49 * 4-6-0 * G-5s * Juniata Shops - As 20 - Sc. 1951 1931
8-120	50 * 4-6-0 * G-5s * Juniata Shops - As 20 - Sc. 1955
84-106	54 * 4-4-0 * D-53a * Rogers, 1889 - As rebuilt by BLW LI 122: 54

## LONG ISLAND

84-190	57	*4-4-0	*D-53* Cooke, 1890 - As rebuilt by BLW-LI 125:57	1910	( )
84-107	58	*4-4-0	*D-53bx Cooke, 1890 - As rebuilt by BLW-LI 126:57	1899	
84-17	72	*4-4-0	*D-54* BLW, 1893 - LI 3" Arrow: 72		BP
84-22	74	*4-4-0	*D-55* BLW, 1893 - LI 38:74		BP
84-50	77	*4-4-0	*D-55a* Brooks, 1898 - LI 6:77		
84-133	78	*4-4-0	*D-55c* Brooks, 1898 - LI 8:78		1919
84-64	79	*4-4-0	*D-55g* Brooks, 1898 - LI 33:79		
84-25	80	*4-4-0	*D-52* Rogers, 1882 - LI 80:27		1882
84-173	80	*4-4-0	*D-55a* Brooks, 1898 - LI 34:80		c.1920
84-22	87	*4-4-0	*D-52* Rogers, 1883		
84-133	90	*4-4-0	*D-56s* BLW, 1904 -		1923
84-67	92	*4-4-0	*D-52* Rogers, 1883		1897
84-235	102	*2-8-0	*H-10s* Juniata Shops, 1912 (2553) - PRR 7174:LI 102 - Sc. 1948		1940
84-247	104	*2-8-0	*H-10s* Lima, 1915 (5064) - PRR 7732:LI 104 - Sc. 1954		1949
84-228	109	*2-8-0	*H-10s* A-B, 1916 (55780) - A <sub>5</sub> 102 - Sc. 1951		1932
84-130	117	*4-6-0	*G-52* BLW, 1892 - LI 141:117		1910
84-229 & 233	119	*2-8-0	*H-10s* BLW, 1913 (41039) - A <sub>5</sub> 102 - Sc. 1951		1924
84-112 & 113	123	*4-6-0	*G-51a* Cooke, 1891 - LI 136:112		1948
84-107	124	*4-4-0	*D-53* Rogers, 1889 - LI 124:56		BP
84-113	124	*4-6-0	*G-53* Brooks, 1899 - Sc. 1930		1913
84-111	126	*4-6-0	*G-53* Brooks, 1899 - Sc. 1929		BP
84-134	132	*4-6-0	*G-53a* A-B, 1907 - Sc. c. 1930		1926
84-134	133	*4-6-0	*G-53b* A-B, 1911 - Sc. c. 1930		1911
84-135	138	*4-6-0	*G-53b* A-B, 1911 - Sc. c. 1930		1926
84-135	139	*4-6-0	*G-53sc* A-S, 1913 - Sc. c. 1935		1913
84-75	140	*4-6-0	*G-52* BLW, 1892 - LI 116:140		1893
84-223	142	*4-6-0	*G-53sd* A-B, 1917 - Sc. 1948		1940
84-108	151	*2-8-0	*H-51* Brooks, 1898 -		1917
84-108	153	*2-8-0	*H-51* Brooks, 1898		BP
84-109	154	*2-8-0	*H-51a* BLW, 1903 - Gone c. 1928		BP
84-154	163	*2-8-0	*H-3* BLW, 1892 - PRR 1586:LI 163 - Sc. 1924		1915
84-132	175	*0-6-0	*B-53* BLW, 1906		c. 1912
84-44	203	*0-4-4T	*BLW, 1878 - LI 107:203		1898
84-150	208	*4-4-0	*D-16b* PRR, 1905		1922
84-39	211	*0-4-4T	*BLW, 1892 - LI 154:211		( )
84-44	218	*0-4-4T	*R1, 1893 - LI 161:218		
84-220	254	*0-8-0	*C-51s* A-S, 1916 - Sc. 1949		1947
84-270	255	*0-8-0	*G-51sa* A-P, 1918 - Sc. 1949		c. 1945
84-221	258	*0-8-0	*C-51sa* A-P, 1918 - Sc. 1950		c. 1945

LONG ISLAND

84-221	259	*0-8-0	*C-51sa	*A-S, 1922-Sc. 1951	1947
84-221	260	*0-8-0	*C-51sa	*A-S, 1922-Sc. 1949	1926
84-220	261	*0-8-0	*C-51sa	*A-S, 1922-Sc. 1949	1937
84-217	301	*2-8-0	*H-6sb	*BLW, 1905-PRR 2920: LI 301-Sc. 1949	1949
84-217	306	*2-8-0	*H-6sb	*BLW, 1906-PRR 1689: LI 306-Sc. 1948	1942
84-216	312	*2-8-0	*H-6sb	*BLW, 1906-PRR 3576: LI 312-Sc. 1947	
84-126	321	*0-4-0T	*R.I.	1894-Chicago Elec. RR? : LI 321-Sc. 1927	
84-79	327	*0-4-6T	*	ex New York & Manhattan Beach	
84-122	524	*4-4-0	*		1904
					1904



LOUISVILLE, HENDERSON & ST. LOUIS

14-177	3	*4-4-0	*	*Pittsburgh, 1888; Shop No. 841 Louisville, St. Louis & Texas 3; LH & STL 3; Moorehead & North Fork 6	
14-41	5	*4-4-0	*	*Pittsburgh, 1888; Shop No. 863 - Sc. 1933 L St. L & T 5; LH & STL 5	
14-43	21	*4-6-0	*	*Pittsburgh, 1903; Shop No. 29302 - 18X26-63-160- 127,750-18,190	BP
14-43	25	*4-6-0	*G-22	*Pittsburgh, 1909; Shop No. 46040 - 18X26-63-170- 129,200-19,320	BP
14-43	26	*4-6-0	*G-22	*Pittsburgh, 1909; Shop No. 46041 - As 25	BP
14-44	29	*4-6-0	*G-0	*Baldwin, 1910; Shop No. 35293	BP
14-44	30	*0-6-0	*B-0	*Baldwin, 1911; Shop No. 36437 - 20X26-51-180- 129,600-31,200 - Sc. 1948 LH & STL 30; L & N 30	BP
14-44	33	*4-6-0	*G-23	*Baldwin, 1912; Shop No. 38605 - 19X26-63-185- 142,000-23,430 LH & STL 33; L & N 33 Sc. 1951	BP
14-45	54	*2-8-0	*H-29A	*L & N, 1914; Shop No. 227 - 24X30-57-190-220,000- 48,960 L & N 1374; LH & STL 54; L & N 54; 1374	1936
14-45	81	*4-6-2	*K-8	*Richmond, 1923; Shop No. 64518 - 22X26-69-200- 210,000-31,000 LH & STL 81; L & N 81	1938
14-45	84	*4-6-2	*K-8	*Richmond, 1923; Shop No. 64521 - As 81 LH & STL 84; L & N 84 Sc. 1950	1939

LOUISVILLE & NASHVILLE

NOTE: - Built to 5'-0" gauge and changed to 4'-8 1/2" in 1886

14-13	1(2)	*4-4-0	*	*Rogers, 1879; Shop No. 2526 - 18X24-68-82,750- Sc. 1906 L & N 1 "E.D. STANDIFORD"; 100(2)	BP
14-62	2(3)	*4-4-0	*D-0	*Rogers, 1882 - 17X24-64-140-90,000-12,900 Sc. 1926 Pensacola & Atlantic 1; L & N 430; 2(3)	1923
14-12	3(2)	*4-4-0	*	*L & N, 1885 - 18X24-64-101,000 - Sc. 1932 L & N 3; 125(2)	1887
14-63	7(4)	*4-4-0	*D-0	*Baldwin, 1916 - 18X24-69-190-123,500-18,200 Sc. 1947 Midland Penna. 7; Cumberland & Manchester 7; L & N 7(4)	1947
149-199	14-10	*0-6-0	*	*Baldwin, 1858; Shop No. 818 - 14 1/2 X 18-42-34,000- Sc. 1885 "DAVIDSON"	1880±
6-F-2	14-63 & 145	*4-4-0	*D-8	*Baldwin, 1870; Shop No. 2084 - 17X24-64-155- 90,000-14,280 - Sc. 1933 L & N 69; 17(4)	14-63 → 1923 14-145 → 1933
4-133	14-10	*4-4-0	*	*Moore & Richardson, 1859 - 15 1/2 X 20-66-47,200 Sc. 1885 L & N 20(1) "QUIGLEY"; 20(3)	
14-62	23(5)	*4-4-0	*D-0	*Baldwin, 1870; Shop No. 2093 - 17X24-68-150- 90,000-13,010 - Sc. 1923 L & N 73; 23(5)	1920±

## LOUISVILLE &amp; NASHVILLE

14-13	25(3)	*4-4-0	*	*Rogers, 1886; Shop No. 3618-18X24-64-101,000 Sc. 1934 L&N 25(3); 106(2)	BP
14-7	29(4)	*4-4-0	*	*L&N, 1871-18X23-66-75,000 "SOUTHERN BELLE"	BP
14-51	30(4)	*0-6-0	*B-0	*Baldwin, 1911-20X26-51-180-129,600-31,200 Sc. 1948 Louis, Henderson & St. Louis 30; L&N 30(4)	1947
14-75	31(4)	*4-6-0	*G-23	*Baldwin, 1912-19X26-63-185-142,000-23,430 Sc. 1951 Louis, Henderson & St. Louis 31; L&N 31(4)	1947
14-75	32(4)	*4-6-0	*G-23	*As 31 Sc. 1947 LH&StL 32; L&N 32(4)	1946
14-11	33(2)	*4-4-0	*	*Pittsburgh, 1886; Shop No. 772-18X24-64-104,000 Sc. 1929 L&N 33; 107(2)	1886
14-77 & 177	33(4)	*4-6-0	*G-23	*As 31 LH&StL 33; L&N 33(4) Sc. 1951	14-77 → 194 14-177 → 1950
14-13	37(3)	*4-6-0	*	*Rogers, 1895; Shop No. 5051-20X26-67-151,000 Sc. 1933 L&N 37; 250; 300(3)	BP
14-51	37(6)	*0-6-0	*B-6	*Rebuilt by L&N, 1917-Orig. built by Rogers, 1886; Shop No. 3610, 2-8-0-20X24-51-155-119,000-24,800 L&N 177; 607; LH&StL 37, 1917; L&N 37; 607(3)	
4-135 14-10	38(1)	*2-6-0	*	*Baldwin, 1860; Shop No. 988-18½X22-52- 65,000-Rebuilt by L&N to # 38, 4-6-0 in 1872- Sc. 1891	BP
5-162	45(3)	*4-4-0	*	*Rebuilt by L&N, 1872-17X24-62 Nashville & Decatur ? ; L&N 302; 45, 1897	1894
14-85	48(4)	*2-8-0	*H-27A	*L&N, 1911-21X30-57-190-191,000-37,490 L&N 1272; LH&StL 48; L&N 48; 1272(2)	1939
14-85	54(4)	*2-8-0	*H-29A	*L&N, 1914; Shop No. 227-24X30-57-190- 220,000-48,960 L&N 1374; LH&StL 54; L&N 54; 1374(2)	1939
14-7	58(1)	*4-4-0	*	*Taunton, 1864; Shop No. 314-16X24-60-61,000 Sc. 1893	1891
14-63	60(3)	*4-4-0	*D-18	*Portland, 1883-17X24-63-140-84,000-13,100 Sc. 1928-Bought from NP, 1906-NP243; 766; L&N 60	1923
14-85	61(4)	*2-8-0	*H-30	*Brooks, 1922-21X28-51-185-176,000-38,070 Cumberland & Manchester 61; L&N 61; 671; 691(1)	1948
14-179	74(1)	*4-4-0	*	*Baldwin, 1870; Shop No. 2096-17X24-62-70,000 Sc. 1928 L&N 74; 19(3)	
14-12	77(1)	*4-4-0	*	*L&N, 1870-18X24-58-71,000-Sc. 1911 L&N 77; 33(3)	BP
14-11	83(1)	*4-4-0	*	*Baldwin, 1870; Shop No. 2212-17X24-62-71,000 Sc. 1924 L&N 83; 24(5)	1888
14-125 & 154	85(2)	*4-6-2	*K-8	*Richmond, 1923-22X26-69-200-210,000- 31,000 LH&StL 85; L&N 85(2)	Sc. 14-154 → 1947 1953 14-125 → 1950

LOUISVILLE & NASHVILLE

14-124	86(2)	*4-6-2	*K-8	*As 85(2)	LH&SL 86; L&N 86(2)	Sc. 1951	1946
14-125	87(2)	*4-6-2	*K-8	*As 85(2)	LH&SL 87; L&N 87(2)	Sc. 1949	1949
14-65	101(2)	*4-4-0	*D-10	*Rogers, 1886; Shop No. 3607-18x24-64-155-101,000-16,010-Sc.1929	L&N 6; 101(2)		1929
14-65	104(3)	*4-4-0	*D-10	*Rogers, 1886; Shop No. 3616-As 101-Sc.1940	L&N 18; 104(3)		1925±
14-64	112(2)	*4-4-0	*D-11	*L&N, 1881-18x24-64-155-101,000-16,010-Sc.1937	L&N 252; 112(2)		1926±
14-65	115(2)	*4-4-0	*D-11	*L&N, 1881-As 112-Sc.1934	L&N 255; 115(2)		1923±
14-64	118(2)	*4-4-0	*D-0	*L&N, 1882-As 112-Sc.1931	L&N 94; 118(2)		1926
14-15	124(1)	*2-6-0	*	*Rogers, 1881-20x24-55-108,000-Sc.1924	L&N 124; 524(2)		BP
14-14	127(1)	*2-6-0	*	*Rogers, 1881-As 124-Shop No. 2728	L&N 127; 527(1)		1887
14-15	133(1)	*2-6-0	*	*Rogers, 1881-As 124-Shop No. 2741	L&N 133; 520(2)		BP
14-65	136(2)	*4-4-0	*D-16	*Rebuilt by L&N, 1908-Orig. built by Hinkley, ? - 18½x24-67-180-125,550-18,760 Birm., Selma & N. Or. ? ;	L&N 136(2)		1939±
14-64	138(2)	*4-4-0	*D-15	*Baldwin, 1888; Shop No. 9597-18x24-63-140-97,000-14,670-Sc.1933	Marietta & No. Georgia 11; Atlanta, Knoxville & No. 11; L&N 138(2)		1926
14-145	142(2)	*4-4-0	*D-0	*Rebuilt by L&N, ? - Orig. built by Rhodels, 1890; Shop No. 2360, as 4-6-0-18x24-64-155-110,000-16,010-Sc.1937	Marietta & No. Georgia 24; Atlanta, Knoxville & No. 24; 30; L&N 351; 142(2)		
14-62	143(2)	*4-4-0	*D-21	*Rebuilt by L&N, ? - Orig. built by Baldwin, 1889 as a 4-6-0-18x24-64-155-113,850-16,010-Sc.1946	Alabama Mineral 4; L&N 406; 333; 143(2)		1939
14-111	151(2)	*4-6-2	*K-1	*Rogers, 1905-20x28-69-200-187,800-27,600-Shop No. 6255	Sc. 1939		BP
14-111	152(2)	*4-6-2	*K-2A	*Rebuilt by L&N, ? - Orig. built by Rogers, 1905-20½x28-69-200-201,500-28,990	Donated 1957		1950
14-112	157(2)	*4-6-2	*K-1	*L&N, 1906-As 151-Sc.1940			1939±
14-115	160(2)	*4-6-2	*K-2A	*Rebuilt by L&N, ? - Orig. built by L&N-As 152	Sc. 1953		1950
14-113	162(2)	*4-6-2	*K-2A	*Rebuilt by L&N, ? - Orig. built by L&N-As 152	Sc. 1946		1940
14-15	171(1)	*2-8-0	*	*Rogers, 1884-20x24-51-155-131,000-24,800-Shop No. 3502	Rebuilt by L&N to 0-6-0-Sc.1949	L&N 171; 601	BP
14-111	172(2)	*4-6-2	*K-2A	*Rebuilt by L&N, ? - Orig. built by L&N, 1907-As 152	L&N 172; 192(3)		1950
14-142	174(2)	*4-6-2	*K-1	*L&N, 1907-As 151-Sc.1947	Sc. 1946		1910±
14-114	176(2)	*4-6-2	*K-2A	*Rebuilt by L&N, ? - Orig. built by L&N, 1909-As 152			1940
14-110	182(2)	*4-6-2	*K-2B	*Rebuilt by L&N-20½x28-69-200-228,500-28,990-36,990-Sc.1949			

LOUISVILLE & NASHVILLE

Car No.	Shop No.	Year	Model	Notes	Year
14-113	186(2)	*4-6-2	*K-2A	*Rebuilt by L&N, ? - Orig. built by L&N-As 152	1946
14-112	191(2)	*4-6-2	*K-2A	*Rebuilt by L&N, ? - Orig. built by L&N-As 152	1947
14-112	194(2)	*4-6-2	*K-2A	*Rebuilt by L&N, ? - Orig. built by L&N, 1910-As 152	1950
14-114	195(2)	*4-6-2	*K-3	*L&N, 1912 - 21 1/2 x 28-69-200-211,500-31,890	1939
14-157	202(4)	*4-6-2	*K-3	*L&N, ? - As 195 - Sc. 1953	1947
14-17	203(2)	*4-6-0	*	*Cooke, 1892-20x24-67-140,000	
				L&N 203; 233; 283; 383(2)	BP
14-74	203(3)	*4-6-0	*G-7	*Richmond, 1899-19x26-64-175-144,600-21,820	
				L&N 203; 293; 393(2)	BP
14-113 & 174	204(5)	*4-6-2	*K-3	*L&N, ? - As 195 - Sc. 1951	14-174 1948; 14-113 1951
14-16	206(1)	*4-4-0	*	*Norris, ? - 16x24-54-51,000	
				Memphis, Clarksville & Louisville G; L&N 206	
14-115	207(3)	*4-6-2	*K-3	*L&N, 1912 - As 195 - Sc. 1951	BP
14-115	209(2)	*4-6-2	*K-3	*L&N, 1913 - As 195 - Sc. 1949	1939
14-178	225(1)	*4-6-0	*G-2	*Rome, 1884-18x24-55-150-104,400-18,030	
				Sc. 1921 L&N 225; 325(2)	
14-173	226(3)	*4-6-2	*K-4	*L&N, ? - 22x28-69-200-233,000-33,390	1922±
14-117	229(3)	*4-6-2	*K-4	*L&N, ? - As 226 - Sc. 1949	1926±
14-114	230(3)	*4-6-2	*K-4	*L&N, ? - As 226 - Sc. 1954	1948
14-116 & 170	231(3)	*4-6-2	*K-4	*L&N, ? - As 226 - Sc. 1951	1950
14-153	235(2)	*4-6-2	*K-4	*L&N, ? - As 226 - Sc. 1950	1946
14-209	238(2)	*4-6-2	*K-4	*L&N, 1918 - As 226 - Sc. 1949	BP
14-159 & 173	240(2)	*4-6-2	*K-5	*Richmond, 1919-25x28-73-210-277,000-42,790	172→1940; 14-119→1941; 14-158→1945
14-119 & 158	241(2)	*4-6-2	*K-5	*Richmond, 1919-As 240 - Sc. 1952	1947
14-152	242(2)	*4-6-2	*K-5	*Richmond, 1919-As 240 - Sc. 1952	1947
14-18	243(1)	*2-8-0	*	*L&N, 1888-20x24-51-155-126,000-24,800	
				Later rebuilt by L&N to 0-6-0 L&N 243; 643(1)	1897
14-147 & 152	243(2)	*4-6-2	*K-5	*Richmond, 1919-As 240 - Sc. 1954	14-147→1935; 14-152→1947
129-116 14-162	244(2)	*4-6-2	*K-5	*Richmond, 1919-As 240 - Sc. 1954	1935
14-204	245(2)	*4-6-2	*K-5	*Richmond, 1919-As 240 - Sc. 1954	
14-149	247(2)	*4-6-2	*K-4B	*L&N, 1920-22x28-69-200-233,000-33,390	1941
14-117	249(2)	*4-6-2	*K-4B	*L&N, 1920-As 247 - Sc. 1951	1920
14-117	251(4)	*4-6-2	*K-4B	*L&N, 1920-As 247 - Sc. 1950	BP
14-161 & 175	254(4)	*4-6-2	*K-4B	*L&N, - As 247 - Sc. 1950	1947
46-125	255(4)	*4-6-2	*K-4B	*L&N, 1920-22x28-As 247 - Sc. 1952	
14-74	258(3)	*4-6-0	*G-11	*Rhoads, 1901-20x26-67-175-154,000-23,090	
				S/N 3289 Sc. 1940 L&N 258; 308(4)	BP
14-119	261(4)	*4-6-2	*K-4B	*L&N, 1922-As 247 - Sc. 1950	BP
14-116	262(4)	*4-6-2	*K-4B	*L&N, 1922-As 247 - Sc. 1951	1950
71-77	266(3)	*4-6-2	*K-5	*Baldwin, 1923-As 240 - Sc. 1954	71-77 & 14-120→1940; 14-145→1947
14-120 & 145	266(3)	*4-6-2	*K-5	*Baldwin, 1923-As 240 - Sc. 1954	1947

LOUISVILLE & NASHVILLE

14-155	267(3)	*4-6-2	*K-5	*Baldwin, 1923 - As 240 - Sc. 1954	1947
14-118 & 146	268(4)	*4-6-2	*K-5	*Baldwin, 1923 - As 240 - Sc. 1953	14-146 → 1940 ± 14-118 → 1950
14-74	269(2)	*4-6-0	*G-13	*Baldwin, 1903 - 20x26-67-190-166,000 - 25,070 - Sc. 1948	L&N 269; 319(4) BP
14-120, 120 & 147	271(3)	*4-6-2	*K-5	*Baldwin, 1923 - As 240 - Sc. 1953	14-120 → 8P 14-120 → 1950
14-122 & 174	273(3)	*4-6-2	*K-5	*Brooks, 1924 - 25x28-73-210-284,000 - 42,790	1950
14-119	274(3)	*4-6-2	*K-5	*Brooks, 1924 - As 273 - Sc. 1952	1924
14-123, 161 & 163	275(4)	*4-6-2	*K-5	*Brooks, 1924 - As 273 - Sc. 1952	14-161 & 163 → 1947 14-123 → 1950
14-155	276(3)	*4-6-2	*K-5	*Brooks, 1924 - As 273 - Sc. 1951	1948
14-123, 158 & 159	277(3)	*4-6-2	*K-5	*Brooks, 1924 - As 273 - Sc. 1954	14-123 → 1947 14-158 → 1947
14-121, 153 & 166	278(3)	*4-6-2	*K-5	*Brooks, 1924 - As 273 - Sc. 1953	14-121 → 1946 14-153 → 1946
14-166	279(3)	*4-6-2	*K-5	*Brooks, 1924 - As 273 - Sc. 1953	1950
14-150	280(3)	*4-6-2	*K-5	*Brooks, 1924 - As 273 - Sc. 1954	
14-121	281(3)	*4-6-2	*K-5	*Brooks, 1924 - As 273 - Sc. 1951	1948
14-18	282(1)	*2-8-0	*	*Rogers, 1889 - 21x24-51-160-134,000 - 28,220	L&N 282; 722(2) BP
14-120 & 175	282(3)	*4-6-2	*K-5	*Brooks, 1924 - As 273 - Sc. 1953	14-175 → 1950 14-120 → BP
14-124	295(2)	*4-6-2	*K-7	*Brooks, 1925 - (3) 22½x28-73-190-295,000	47,040 - Sc. 1953
14-124	295(2)	*4-6-2	*K-7	*Rebuilt by L&N 1940 to 2-cyl. loco -	F-2 → 1940 Sc. 1953
14-122	296(2)	*4-6-2	*K-6	*Baldwin, 1912 - 22x28-69-185-198,000 - 30,880	14-124 → 1947 14-165 → 1947 14-163 → 1940 14-125 → 1950
14-121	297(2)	*4-6-2	*K-6	*Baldwin, 1912 - As 296 - NOM&C 41; GM&N 41; L&N 297	New Orleans, Mobile & Chicago 40; GM&N 40; L&N 296 Sc. 1951
14-122 & 144	298(2)	*4-6-2	*K-6	*Baldwin, 1912 - As 296 - NOM&C 42; GM&N 42; L&N 298	Sc. 1951
14-76	301(4)	*4-6-0	*G-10	*Rogers, 1895 - 20x26-67-175-151,000 - 23,090	Sc. 1934 L&N 251; 301(4) 1930 ±
14-77	306(4)	*4-6-0	*G-11	*Rhode Is., 1901 - 20x26-67-175-154,000 - 23,090	Sc. by 1939 L&N 256; 306(4) 1937
14-75	316(3)	*4-6-0	*G-13	*Baldwin, 1904 - As 269 - Sc. 1948	L&N 266; 316 (2) (3) 1948
14-19	317(1)	*4-4-0	*	*Taunton, 1864 - 17x24-60-58,000 - Sc. 1895	Nashville & Decatur 17; L&N 317(1)
14-78	318(4)	*4-6-0	*G-13A	*Baldwin, 1903 - As 269 - Sc. 1946	L&N 268; 318 (3) (4) 1940
14-76	319(4)	*4-6-0	*G-13	*Baldwin, 1903 - As 269 - Sc. 1948	L&N 269; 319 (2) (4) 1947
14-77	320(4)	*4-6-0	*G-13	*Baldwin, 1903 - As 269 - Sc. 1940	L&N 270; 320 (2) (4) 1939
14-76	337(1)	*4-6-0	*G-5	*Sch., 1890 - 18x24-55-150-104,000 - 18,030	Sold 1918 Kentucky Central 18; L&N 450; 337 (1) (1) 1899
14-79	342(2)	*4-6-0	*G-15	*Pittsburgh, 1888 - 18x24-51-140-103,200 - 18,140	Sc. 1929 Atlantic, Knoxville & Northern 24; L&N 342(2)

LOUISVILLE & NASHVILLE

14-78	379(2)	*4-6-0	*G-8	*Rogers, 1891-20X24-67-175-143,500-21,310 Sc. 1933 L&N 279; 379(2)	1926
14-79	380(2)	*4-6-0	*G-9	*Cooke, 1892-20X24-67-175-149,000-21,310 Sc. 1933 L&N 280; 380	1923
14-79	381(2)	*4-6-0	*G-9	*Cooke, 1892-As 380-Sc. 1933 L&N 281; 381	1933
14-78	390(2)	*4-6-0	*G-6	*Baldwin, 1897-20X26-69-200-166,000-25,620 Sc. 1937 L&N 500; 200; 290; 390(2)	1926
132-299 14-128	400(3)	*4-8-2	*L-1	*Baldwin, 1926-27X30-70-200-334,240-53,110 Shop No. 58877 Sc. 1952 299→1944	1926
14-127	401(4)	*4-8-2	*L-1	*Baldwin, 1926-As 400-Sc. 1951 Shop No. 58878	1947
14-126, 128 & 172	402(3)	*4-8-2	*L-1	*Baldwin, 1926-As 400-Sc. 1952 14-126→BP 14-172→1940 Shop No. 58911	1947
14-128 71-54	403(4)	*4-8-2	*L-1	*Baldwin, 1926-As 400-Sc. 1951 Shop No. 58915	1948
14-127 & 165	407(3)	*4-8-2	*L-1	*Baldwin, 1926-As 400 L&N 407; 473 Shop No. 59925	1948
14-127 132-303 14-69	410(3) 411(2)	*4-8-2 *2-6-0	*L-1 *F-3	*Baldwin, 1926-As 400 L&N 410; 475 *Rogers, 1872-18X24-55 L&N 411; 411; 476 (1953) Shop No. 59527	1951 1925
14-149	412(3)	*4-8-2	*L-1	*Baldwin, 1926-As 400-Sc. 1951 Shop No. 61541	1940
14-126, 129 & 162	416(3)	*4-8-2	*L-1	*Baldwin, 1930-27X30-70-200-337,730-53,110 Sc. 1952 14-126→BP 14-129→1950 Shop No. 61542	1940
14-172	417(3)	*4-8-2	*L-1	*Baldwin, 1930-As 416 L&N 417; 480 Shop No. 61550	1938
14-129	419(3)	*4-8-2	*L-1	*Baldwin, 1930-As 416 L&N 419; 481 Shop No. 61551	1939
14-129	420(3)	*4-8-2	*L-1	*Baldwin, 1930-As 416 L&N 420; 482 Shop No. 61552	1948
14-130, 150 & 171	421(3)	*4-8-2	*L-1	*Baldwin, 1930-As 416 L&N 421; 483 14-130→1947	1948
14-68	441(2)	*2-6-0	*F-1	*Rogers, 1878; Shop No. 2508-As 411-Sc. 1924 L&N 28; 441(2)	1913
14-67	447(2)	*2-6-0	*F-5	*Baldwin, 1882-18X24-51-Sold 1918 Kentucky Central 10; L&N 442; 447 Shop No. 2187	1910
14-70	452(2)	*2-6-0	*F-0	*Rogers, 1873-As 411-Sc. 1930 L&N 100; 452 Shop No. 5231	1930
14-69	456(2)	*2-6-0	*F-0	*Baldwin, 1880-17X24-50-Sc. 1911 Kentucky Central 20; L&N 445; 456	1911
14-68	459(2)	*2-6-0	*F-6	*Baldwin, 1889; Shop No. 10410-19X24-54-112,700- Sc. 1926 Lexington & Eastern 10; L&N 459	1926
14-68	460(1)	*2-6-0	*F-6	*Baldwin, 1889; Shop No. 10409-As 459 Sold 1907 Lexington & Eastern 11; L&N 460; C&W 460 (1907)	1907
132-302 14-130	474(1)	*4-8-2	*L-1	*Baldwin, 1926-27X30-70-210-334,240-55,770 Sc. 1954 L&N 408; 474(1)	1953
14-130	480(1)	*4-8-2	*L-1	*Baldwin, 1930-27X30-70-210-337,730-55,770 Sc. 1954 L&N 417; 480(1)	1954
14-70	500(2)	*2-6-0	*F-7	*Rogers, 1881-20X24-55-108,000-Sc. 1924 L&N 140; 500(2)	1918

LOUISVILLE & NASHVILLE

5-56	14-24	500 (1)	*4-6-0	*G-6	*Baldwin, 1897; Shop No. 15271 - 18 1/2 x 26 - 68-170 - 133,000 - 18,910	L&N 500; 200; 290; 390	BP.
	14-23	501 (1)	*0-4-0	*	*Baldwin, 1867; Shop No. 1642 - 14 x 22 - 47-42, 100 - Sc. 1898	Evansville, Henderson & Nashville 1; St. Louis & Southeastern 51; L&N 501; 1055 (1)	
	14-69	505 (2)	*2-6-0	*F-7	*Rogers, 1881 - 20 x 24 - 55 - 108,000 - Sc. 1924	L&N 145; 505 (2)	1923
	14-71	514 (2)	*2-6-0	*F-7	*Rogers, 1881 - As 505 - Sc. b. 1927	L&N 134; 514	
	14-71	546 (2)	*2-6-0	*F-8	*Rogers, 1906 - 20 x 24 - 51 - 136,200 - Sc. 1948	L&N 547; 546	1939
	14-70	547 (2)	*2-6-0	*F-8	*Rogers, 1906 - As 546 - Sc. 1948	L&N 548; 547	1948
	14-71	549 (2)	*2-6-0	*F-8	*Rogers, 1906 - As 546 - Sc. 1949	L&N 550; 549	1948
	14-56	601 (3)	*0-6-0	*B-6	*Rebuilt by L&N, - Orig. built by Rogers, 1884	as 2-8-0 - 20 x 24 - 51 - 155 - 119,000 - 24,800 - L&N 171; 601; 601-1949	1948
	14-53	623 (3)	*0-6-0	*B-6	*Rebuilt by L&N, - Orig. built by Rogers, 1886	as 2-8-0 - As 601 - L&N 193; 623; 623 - 1947	1947
	14-54	638 (2)	*0-6-0	*B-7	*Rebuilt by L&N, - Orig. built by L&N, 1888	as 2-8-0 - 20 x 24 - 51 - 155 - 119,000 - 24,800 - L&N 221; 638; 638	1935
	14-56	652 (2)	*0-6-0	*B-8	*Rebuilt by L&N, - Orig. built by Rhoads, 1888	as 2-8-0 - 20 x 24 - 51 - 155 - 119,000 - 24,800 - L&N 262; 652; 652	1947
	14-86	666 (1)	*2-8-0	*H-0	*Baldwin, 1903; Shop No. 23402 - 20 x 24 - 49 1/2 - 180 - 134,200 - 29,670 - Lexington & Eastern 27; L&N 666; 686 (1951)		1939
	14-86	672 (1)	*2-8-0	*H-30	*Brooks, 1922 - 21 x 28 - 51 - 185 - 176,000 - 38,070	Cumberland & Manchester 62; L&N 62; 672 (1)	1948
	14-54	704 (3)	*0-6-0	*B-12	*Rebuilt by L&N, - Orig. built by Rogers, 1888	as 2-8-0 - 21 x 24 - 51 - 180 - 137,400 - 31,750 - L&N 234; 704; 704	
	14-55	715 (3)	*0-6-0	*B-10	*Rebuilt by L&N, - Orig. built by Rogers, 1888	as 2-8-0 - 21 x 24 - 51 - 160 - 132,000 - 28,220 - L&N 275; 715; 715	BP
	14-141	720 (1)	*4-4-0	*	*Rogers, 1871 - 15 x 24 - 66 - 65,000	New Orleans, Mobile & Texas 20; L&N 720; 1149	
	14-192	723 (2)	*2-8-0	*H-5	*Rogers, 1889 - 21 x 24 - 51 - 160 - 133,700 - 28,220	L&N 283; 723 (2)	1915 ±
	14-82	743 (1)	*2-8-0	*H-7	*Rome, 1890 - 21 x 24 - 51 - 160 - 145,000 - 28,220	L&N 363; 743 (1)	
	14-82	782 (1)	*2-8-0	*H-9	*Rogers, 1893 - 21 x 24 - 52 - 160 - 142,700 - 27,680	L&N 392; 782 (1)	
	14-82	789 (1)	*2-8-0	*H-9	*Rogers, 1893 - As 782 - Sc. 1934	L&N 389; 789	
	14-54	803 (3)	*0-6-0	*B-12	*Rebuilt by L&N, - Orig. built by Rogers, 1890;	Shop No. 4301 - As 704 - Sc. 1947 - Birmingham Mineral 1007; L&N 803; 803 (3)	1947

## LOUISVILLE &amp; NASHVILLE

14-56	805(3)	*O-6-0	*B-12	*Rebuilt by L&N, - Orig. built by Rogers, 1890;				
				Shop No. 4314 - As 704 - Sc. 1949 - Birmingham Mineral 1009;				
				L&N 805: 805(3)				1946
14-27	824(1)	*4-6-0	*	Shop No. 2312 *Rogers, 1873 - 16x24-56 - St. Louis & Southeastern				
				24"EREBUS"; L&N 824; 1196; 2196				1890±
14-86	848(1)	*2-8-0	*H-24	*Rogers, 1904 - 20x26-55-190-154,000-30,540				1946
14-87E176	852(1)	*2-8-0	*H-10	Shop No. 5046 *Rogers, 1895 - 21x26-52-170-153,100-31,860	L&N 342(1); 852(1)	Sc. 1948		14-176-194
14-83	860(1)	*2-8-0	*H-14	Shop No. 15104 *Baldwin, 1896 - 21x26-52-170-161,200-31,860		Sc. 1933		BP
14-83	891(1)	*2-8-0	*H-16	Shop No. 3027 *Brooks, 1898 - 21x26-55-175-160,100-31,010		Sc. 1928		BP
14-83	894(2)	*2-8-0	*H-17	Shop No. 2874 *Richmond, 1899 - 21x26-52-175-160,100-32,800				
				Sc. 1933	L&N 894; 904(2)			BP
14-84	912(2)	*2-8-0	*H-18	Shop No. 2500 *Cooke, 1900 - 21x26-52-180-163,600-33,740		Sc. 1928		BP
14-84	924(2)	*2-8-0	*H-19	Shop No. 3291 *Rhodels, 1901 - 21x26-52-180-159,200-33,740		Sold 1929		BP
14-31	927(1)	*4-6-0	*	*Rogers, 1871 - 18x24-55-102,000 - Sc. 1907				
				Louisville, Cincinnati & Lexington 27; L&N 927; 313				1889
14-87	933(2)	*2-8-0	*H-19	Shop No. 3300 *Rhodels, 1901 - As 924 - Sc. 1949				1949
14-32	936	*4-4-0	*	*Rogers, 1871 - 15x24-55-65,760 - Sc. 1894				
				Louisville, Cincinnati & Lexington 36; L&N 936				
14-87E192	938(2)	*2-8-0	*H-20	Shop No. 2724 *Cooke, 1902 - 21x26-52-175-159,200-32,860		Sc. 1949		192-1949
14-84	963(1)	*2-8-0	*H-21	Shop No. 5762 *Rogers, 1902 - 21x28-57-190-174,000-34,990		Sc. 1934		BP
14-88	998(1)	*2-8-0	*H-22	Shop No. 2879 *Richmond, 1899 - 21x28-52-180-160,100-36,930		Sc. 1933		1928
14-89	999(1)	*2-8-0	*H-22	*Richmond, 1898 - As 998 - Sc. 1933				BP
14-88	1044(2)	*2-8-0	*H-23A	Shop No. 6264 *Rogers, 1905 - 21x28-57-190-183,400-34,990		Sc. 1939		1938
14-90	1124(2)	*2-8-0	*H-25B	*Rebuilt by L&N, - Orig. built by L&N, 1908 -				
				21x28-57-190-192,500-36,670 - Sc. 1951				1950
14-89	1127(1)	*2-8-0	*H-23	Shop No. 29098 *Baldwin, 1906 - 21x28-57-190-183,400-34,990		Sc. 1951		BP
14-88	1180(2)	*2-8-0	*H-25	Shop No. 43391 *Rogers, 1907 - 21x28-57-190-182,600-34,990		Sc. 1951		1951
14-90	1200(2)	*2-8-0	*H-25B	Shop No. 32593 *Baldwin, 1908 - As 1180 - Sc. 1951				BP
14-90	1217(1)	*2-8-0	*H-25A	*L&N, 1909 - 21x28-57-190-193,400-34,990		Sc. 1951		1926
14-91	1220(1)	*2-8-0	*H-25A	*L&N, - As 1217 - Sc. 1950				1950
14-91	1225(1)	*2-8-0	*H-25B	*Rebuilt by L&N, - Orig. built by L&N, 1910 - As 1124				1946
14-91	1239(1)	*2-8-0	*H-27A	*L&N, 1910 - 21x30-57-190-191,000-37,490 - Sc. 1950				1947
14-200	1264(1)	*2-8-0	*H-27A	*L&N, 1910 - As 1239 - Sc. 1952				
14-93	1281(1)	*2-8-0	*H-28	*L&N, 1911 - 23x30-57-190-219,000-44,970		Sc. 1950		BP
14-93	1282(1)	*2-8-0	*H-28A	*Rebuilt by L&N, - Orig. built by L&N, 1910 -				
				23x30-57-190-221,400-46,940 - Sc. 1951				1949
14-92	1295(1)	*2-8-0	*H-28A	*All as 1282 - Sc. 1950				1939
14-93	1296(1)	*2-8-0	*H-28A	*All as 1282 - Sc. 1951				
14-92	1345(1)	*2-8-0	*H-29A	*Rebuilt by L&N, - Orig. built by L&N, 1913 -				
				24x30-57-190-220,000-48,960 Sc. 1950				1950



LOUISVILLE & NASHVILLE

14-184	1354 (1)	*2-8-0	*H-29A*	All as 1345 - Sc. 1950	
14-94	1357 (1)	*2-8-0	*H-29A*	L&N, 1913 - As 1345 - Sc. 1950	1913
14-92	1362 (1)	*2-8-0	*H-29A*	L&N, - As 1345 - Sc. 1951	1949
14-94	1374 (1)	*2-8-0	*H-29A*	L&N, 1914 - As 1345 - L&N 1374; Louisville, Henderson & St. Louis 54; L&N 54; 1374 - Sc. 1953	1948
14-97	1420 (1)	*2-8-2	*J-1A	* Rebuilt by L&N, - Orig. built by L&N, 1915-17 27 1/2 x 30 - 60 - 190 - 306,700 - 61,070 - Sc. 1950	1946
14-191	1422 (1)	*2-8-2	*J-1A	* All as 1420 - Sc. 1953	1952
14-98	1429 (1)	*2-8-2	*J-1A	* All as 1420 - Sc. 1951	1949
14-98	1430 (1)	*2-8-2	*J-1A	* All as 1420 - Sc. 1952	1951
14-98	1436 (1)	*2-8-2	*J-1A	* All as 1420 - Sc. 1953	1946
14-191	1460 (1)	*2-8-2	*J-1A	* L&N, 1918 - As 1420 - Sc. 1951	1952
46-117	14-97	1462 (1)	*2-8-2	*J-2 * L&N, 1918 - 28x30-60-195-326,000-64,970 255,000 - 328,000 - 64,970 - Sc. 1950	BP
FL	14-97	1480 (1)	*2-8-2	*J-2A * L&N, 1921 - 28x30-60-195-60.0-5236-1040 - Sc. 1952	1952
14-100	1494 (1)	*2-8-2	*J-2A	* All as 1480 - Sc. 1952	1948
14-97	1495 (1)	*2-8-2	*J-2A	* All as 1480 - Sc. 1950	1950
14-101	1500 (1)	*2-8-2	*J-3	* Lima, 1919 - 26x30-63-200-292,000-54,720 Shop No. 5795 Sc. 1951	1949
14-100	1512 (1)	*2-8-2	*J-3	* All as 1500 - Sc. 1954 Shop No. 5807	100 -> 1939 190 -> 1940
14-102	1531 (1)	*2-8-2	*J-3	* Richmond, 1920 - As 1500 - Sc. 1952 Shop No. 61853	BP
14-101	1533 (1)	*2-8-2	*J-3	* Sch., 1922 - As 1500 - Sc. 1953 Shop No. 63285	1951
14-101	1548 (1)	*2-8-2	*J-3	* Sch., 1922 - As 1500 - Sc. 1954 Shop No. 63785	1947
14-190	1562 (1)	*2-8-2	*J-3	* Sch., 1922 - As 1500 - Sc. 1951 Shop No. 63802	1935
14-100	1578 (1)	*2-8-2	*J-3	* Brooks, 1923 - As 1500 - Sc. 1952 Shop No. 64770	1951
14-106	1751 (1)	*2-8-2	*J-4	* Brooks, 1918 - 27x32-63-200-70.8-5342 - Shop No. 60356	
14-104	1756 (1)	*2-8-2	*J-4	* Brooks, 1918 - As 1751 - L&N 1551; 1751 (1) Sc. 1954 Shop No. 60361 (1) (1) Sc.	1948
14-187	1757 (1)	*2-8-2	*J-4	* Brooks, 1918 - As 1751 - L&N 1556; 1756 (1) (1) Sc. Shop No. 60362 (1) (1) Sc.	1954
14-183	1760 (1)	*2-8-2	*J-4	* Brooks, 1918 - As 1751 - L&N 1557; 1757 (1) (1) Sc. Shop No. 60365 (1) (1) Sc.	1941
14-106	1761 (1)	*2-8-2	*J-4	* Brooks, 1918 - As 1751 - L&N 1560; 1760 (1) (1) Sc. Shop No. 60366 (1) (1) Sc.	1954
14-104	1767 (1)	*2-8-2	*J-4	* Brooks, 1918 - As 1751 - L&N 1561; 1761 (1) (1) Sc. Shop No. 60392 (1) (1) Sc.	1954
14-102	1780 (1)	*2-8-2	*J-4	* Brooks, 1918 - As 1751 - L&N 1567; 1767 (1) (1) Sc. Shop No. 63841	1954
14-102	1780 (1)	*2-8-2	*J-4	* Richmond, 1923 - As 1751 - Sc. 1954	BP
14-106	1797 (1)	*2-8-2	*J-4	* Brooks, 1924-25; Shop No. 65727 - As 1751 - Sc. 1952	1950
14-105	1806 (1)	*2-8-2	*J-4	* Brooks, 1924-25; Shop No. 65726 - As 1751 - Sc. 1951	1950
14-191	1819 (1)	*2-8-2	*J-4	* Rich., 1925 - As 1751 - Sc. 1954 Shop No. 66223	1948
14-183	1839 (1)	*2-8-2	*J-4	* Brooks, 1926 - As 1751 - Sc. 1953 Shop No. 66533	1941
14-192	1847 (1)	*2-8-2	*J-4	* Brooks, 1926 - As 1751 - Sc. 1954 Shop No. 66541	1941
14-185	1849 (1)	*2-8-2	*J-4	* Brooks, 1926 - As 1751 - Sc. 1953 Shop No. 67060	1941
14-104	1855 (1)	*2-8-2	*J-4	* Brooks, 1926 - As 1751 - Sc. 1954 Shop No. 67066	1951
FL	1863 (1)	*2-8-2	*J-4	* Brooks, 1926 - As 1751 - Sc. 1953 Shop No. 67074	1953
14-105	1869 (1)	*2-8-2	*J-4	* Brooks, 1926 - As 1751 - Sc. 1952 Shop No. 67080	1948

## LOUISVILLE &amp; NASHVILLE

					Shop No. 67195		
14-185	1877 (1)	*2-8-2	*J-4	*Brooks, 1927 - As 1751 - Sc. 1954			1941
					Shop No. 67196		
14-154	1878 (1)	*2-8-2	*J-4	*Brooks, 1927 - As 1751 - Sc. 1954			1947
					Shop No. 67197		
14-105	1879 (1)	*2-8-2	*J-4	*Brooks, 1927 - As 1751 - Sc. 1954			1951
					Shop No. 60738		
FL 14-102	1892 (1)	*2-8-2	*J-4A	*Baldwin, 1929 - 27x32-63-200-70.8-5342-			
				993 - 260,000 - 340,000 - 62,950 - 75,030 - Sc. 1954			BF
					Shop No. 60774		
14-184	1900 (1)	*2-8-2	*J-4A	*Baldwin, 1929 - As 1892 - Sc. 1954			1947
					Shop No. 60777		107 → 1949
14-107 & 187	1903 (1)	*2-8-2	*J-4A	*Baldwin, 1929 - As 1892 - Sc. 1955			187 → 1943
					Shop No. 60778		
14-107	1904 (1)	*2-8-2	*J-4A	*Baldwin, 1929 - As 1892 - Sc. 1954			1951
					Shop No. 60780		
14-107	1906 (1)	*2-8-2	*J-4A	*Baldwin, 1929 - As 1892 - Sc. 1953			1947
					Shop No. 60841		
14-108	1908 (1)	*2-8-2	*J-4A	*Baldwin, 1929 - As 1892 - Sc. 1954			1949
					Shop No. 60855		
14-108	1912 (1)	*2-8-2	*J-4A	*Baldwin, 1929 - As 1892 - Sc. 1954			1940
					Shop No. 64606		
14-134	1951 (1)	*2-8-4	*M-1	*Baldwin, 1942 - 25x32-69-265-90.2-6579-1908-			
				268,210 - 447,200 - 65,290 - 79,390 - Sc. 1956			195
					Shop No. 64607		
14-134 & 188	1952 (1)	*2-8-4	*M-1	*Baldwin, 1942 - As 1951 - Sc. 1956			134 → 1951
					Shop No. 64608		
14-135	1953 (1)	*2-8-4	*M-1	*Baldwin, 1942 - As 1951 - Sc. 1956			1950
					Shop No. 64609		
8-178 14-135	1954 (1)	*2-8-4	*M-1	*Baldwin, 1942 - As 1951 - Sc. 1956			BPs
					Shop No. 64609		136 → 1950
14-136 & 186	1954 (1)	*2-8-4	*M-1	*As above Sc. 1956			186 → 1954
					Shop No. 64614		
14-137	1959 (1)	*2-8-4	*M-1	*Baldwin, 1942 - As 1951 - Sc. 1956			1950
					Shop No. 64615		
76-231 14-135	1960 (1)	*2-8-4	*M-1	*Baldwin, 1942 - As 1951 - Sc. 1956			1946
					Shop No. 64617		
14-189	1962 (1)	*2-8-4	*M-1	*Baldwin, 1942 - As 1951 - Sc. 1956			
					Shop No. 64618		
14-168	1963 (1)	*2-8-4	*M-1	*Baldwin, 1942 - As 1951 - Sc. 1956			1956
					Shop No. 64723		
14-134	1964 (1)	*2-8-4	*M-1	*Baldwin, 1944 - As 1951 - Sc. 1956			1950
					Shop No. 64724		
71-52 14-136	1965 (1)	*2-8-4	*M-1	*Baldwin, 1944 - As 1951 - Sc. 1956			1948
					Shop No. 64726		
14-132 23-245	1967 (1)	*2-8-4	*M-1	*Baldwin, 1944 - As 1951 - Sc. 1956			BPs
					Shop No. 9347		
46-255 14-131	1970 (1)	*2-8-4	*M-1	*Lima, 1949 - 25x32-69-265-90.2-6579-1908-			
				267,500 - 448,100 - 65,290 - 79,390 - Sc. 1956			BP
					Shop No. 9356		
14-189	1977 (1)	*2-8-4	*M-1	*Lima, 1949 - As 1970 - Sc. 1957			1954
					Shop No. 9358		
14-133	1979 (1)	*2-8-4	*M-1	*Lima, 1949 - As 1970 - Sc. 1956			1949
					Shop No. 9359		
14-132	1980 (1)	*2-8-4	*M-1	*Lima, 1949 - As 1970 - Sc. 1956			1951
					Shop No. 9361		
14-137	1982 (1)	*2-8-4	*M-1	*Lima, 1949 - As 1970 - Sc. 1957			1950
					Shop No. 9365		
14-135	1986 (1)	*2-8-4	*M-1	*Lima, 1949 - As 1970 - Sc. 1957			1951
					Shop No. 9369		
14-136 & 188	1990 (1)	*2-8-4	*M-1	*Lima, 1949 - As 1970 - Sc. 1956			1950
					Shop No. 9370		
14-137	1991 (1)	*2-8-4	*M-1	*Lima, 1949 - As 1970 - Sc. 1956			1950
					Shop No. 65739		
14-102 23-201	1999 (1)	*2-8-2	*J-5	*Brooks, 1924 - (1) 23x28 & (2) 23x32-63-200 -			
				70.8-5316 - 993 - 259,000 - 336,900 - 65,660 - Sc. 1950			BPs
							203 → 1924
14-108 & 203	1999 (1)	*2-8-2	*J-5	*As above			108 → 1946
					Shop 23339		Sc. 1948
14-52	2063 (1)	*0-6-0	*B-5	*Baldwin, 1903 - 20x26-52-180-143,000-30,600			1946
					Shop No. 23367		
14-51	2064 (1)	*0-6-0	*B-5	*Baldwin, 1903 - As 2063 - Sc. 1934			BP
					Shop No. 24258		
14-52	2066 (1)	*0-6-0	*B-5	*Baldwin, 1904 - As 2063 - Sc. 1946			1947

LOUISVILLE & NASHVILLE

14-53	2070(1)	*O-6-0	*B-4	*Manchester, 1905-19x26-52-180-144,200-27,620	Shop No. 38075 Sc. 1949	1947
14-53	2082(1)	*O-6-0	*B-4	*Rogers, 1907- As 2070 -	Shop No. 43418 Shop No. 44747	1946
14-52	2087(1)	*O-6-0	*B-4	*Manchester, 1908- As 2070 -	Shop No. 5748	BP
14-55	2090(1)	*O-6-0	*B-9	*Lima, 1918-21x28-57-170-173,600-31,300	Sc. 1951 American International Shipbuilding Corp. 2; L&N 2090	1947
14-55	2091(1)	*O-6-0	*B-9	*Lima, 1918- As 2090- AISC 3; L&N 2091	Shop No. 5749 Sold 1952	1921
14-57	2100(2)	*O-8-0	*C-1	*L&N, 1915-23½x30-51-180-219,000-49,700	Sc. 1952	1950
14-58	2101(1)	*O-8-0	*C-1	*L&N, 1915- As 2100 -	Sc. 1952	1950
14-58	2115(1)	*O-8-0	*C-1	*L&N, 1918- As 2100 -	Sc. 1954	1946
14-57	2119(2)	*O-8-0	*C-2	*Brooks, 1919-25x28-51-175-214,000-51,040	Shop No. 61224 Sc. 1950	1938
14-58	2134(1)	*O-8-0	*C-1	*L&N, 1923- As 2100 -	Sc. 1952	1949
14-57	2149(1)	*O-8-0	*C-2	*Rich., 1924- As 2119 -	Shop No. 65713 Sc. 1953	1951
14-56	2157(1)	*O-8-0	*C-2	*Richmond, 1925- As 2119 -	Shop No. 66195 Sc. 1953	BP
14-118	2213(1)	*4-6-2	*K-4A	*L&N, 1914-22x28-69-200-228,500-33,390	Sc. 1951	1950
14-118 & 171	2214(1)	*4-6-2	*K-4A	*L&N, 1914- As 2213 -	Sc. 1951	171 → 1939 118 → 1950
14-116	2215(1)	*4-6-2	*K-4A	*L&N, 1914- As 2213 -	Sc. 1948	1948
14-99	2404(1)	*2-8-2	*J-1A	*L&N, 1914-27½x30-60-190-306,700-61,070	Sc. 1952	1949
14-99	2409(1)	*2-8-2	*J-1A	*L&N, 1914- As 2404 -	Sc. 1953	1949
14-99	2415(1)	*2-8-2	*J-1A	*L&N, 1914- As 2404 -	Sc. 1952	1946

C

244 \*4-6-2

FLI

200(3) \*4-6-2 \*K \*L&N, 1912-21½x28-69-200-211,500-31,890

132-301 405 \*4-8-2 \*L-1 \*BLW, 1926- As 400 L&N 405: 471 (1953) 1951

132-300 414 \*4-8-2 \*L-1 \*BLW, 1926- As 400 L&N 414: 478 (1953) 1940

150+53 21 \*4-4-0 \*D-8 \*BLW, 1870(2216)-17x24-64-150-90,000-13,800 (1897) L&N 84: 21 Sc. 1934 c. 1920

*[Faint handwritten notes and numbers]*

Low Noon

1162 \*Dixon, 1903; Shop No. 415-168-1-20 BP

LACKAWANNA & BLOOMSBURG

5-93 2(2) \* 4-4-0 \* Kingston Shops, 1871 - "CHARLES GRAHAM"  
L & B 212' c. g. : DL & W 202: 101: 135

LACKAWANNA & WESTERN

9-135 "CARBON" \* 0-8-0 \* Ross Wiggins, 1854 - 19 x 22 - 43 - 55,000 D  
9-139 ANTHRACITE \* 2-6-0 \* DC & Co., 1854 D

LAC LABELLE & CALUMET

MWR-30-3 ? \* <sup>TRUCK</sup> Climax \* Climax, c. 1896 (2161) Gauge 3'-0"

LA FAYETTE, BLOOMINGTON & MISSISSIPPI

19-92 25 \* 4-4-0 \* BLW, 1878 (4461) - 16 x 24 - 60 7 - 125 - 14.8 -  
44,000 - 60,000 - 10,830 - Sc. 1905 LB & M 25 "George I  
SENEY, JR." : LB & M 25 : LE & W 192 BP

LA FAYETTE, BLOOMINGTON & MUNCIE

19-419 13 \* 4-4-0 \* Brooks, 1876 (278) - 16 x 24 - 60 - 125 - 14.2 -  
44,000 - 66,000 - 10,880 - Sc. c. 1902 : Muncie & B 7 :  
LB & M 13 : LE & W 13 1879

LAKE FRIE, FRANKLIN & CLARION

FL 1 35 \* 2-8-0 \* A-P, 1911 (49946) - 22 x 30 - 54 - 200 - 211,500 -  
45,711 B & LE 327 : LE F & C 35

FL 1 97 \* 4-4-0 \* BLW, 1921 BP  
FL 1 98 \* 2-8-0 \* BLW, 1914 BP  
FL 1 99 \* 2-8-0 \* BLW, 1913 1936  
FL 1 100 \* 4-6-0 \* Brooks, 1914 "GEN. MILLER" BP  
F-1 102 \* \* ex NYC

LAKE SIDE & MARBLE HEAD

19-447 1 \* 4-4-0 \* Brooks, 1887 (1192) - 16 x 24 - 62 - 80 300 - Sc. 1911  
L & M 1 "E. H. BRENNAN" : Cleveland & Canton 47 :  
Cleve. Canton & Sou. 47 : W & LE 47(2) : 314 BP

LAKE SUPERIOR CONSOLIDATED ORE MINES

35-65 3 \* 0-4-0 \* C. 1900

LAKE SUPERIOR & SPHEMING

74-269 37 \* 2-10-2 \* BLW, 1919 - 29 x 32 - 63 - 205 - 100 - 4767 -  
293,560 - 374,100 - 74,450 LY 4072 : HV 142 : LS & 137

LAKE SUPERIOR & MISSISSIPPI

35-26 6 \* 0-6-0 \* 1871

LAKE TAHOE RR & TRSPT Co Gauge 3'-0"

6-85 10 \* 2-6-0 \* BLW, 1875 "GLENBROOK"

LAKE VALLEY Gauge 3'-0"

31-424 4 \* 0-6-0 \* Porter, Bell & Co, 1875 (218) - 9 1/2 x 14 - 28 - 140 -  
30,000 - 5370 - Sc. 1915 Santa Cruz & Felton "SANTA CRUZ"  
- OVER - See 47-191

LAKE VALLEY (cont.)

Nev. & Ore. 1" S.C.: C&TL & F Co 4; NCING 4 (1899)

LAMAR LUMBER Co.

42-19 4 \*2-8-0 \*BLW, -16x22-44-180-16.4-967-79,900-85,000-19,580 BP

LANOINE LUMBER & TRADING Co.

6-108 ? \*<sup>2</sup>Climax \* Climax

6-108 LANCASTER, OXFORD & SOUTHERN Gauge 3'-0"

67-32 2 \*2-4-0 \*Porter, Bell & Co, 1875(224)-10x16-28,000

67-34 & 36 3 \*4-4-0 \*Pittsburgh, 1885(785)-12x18-40-40,000

5-99 4 \*4-4-0 \*Mt. Savage L.W., 1883(36) - West Va. & Pitts. ? : L O & S 4 1894 1894

67-34 5 \*4-4-0 \*BLW, 1905(26002)-12x18-45-50,000

LANE BROS. Co.

9-97 7 \*0-4-2 TX Danforth, 1871(740) Tuscaloosa 1: L B Co 7

LAS VEGAS & TONOPAH

32-490 & 491 4 \*4-6-0 \*BLW, 1907(30105)-21x26-57-178,400 LV&T 4: North Western Pacific (1918) 170 - Sc. 1950

32-500 5 \*4-6-0 \*BLW, 1907(30106)-As 4-LV&T 5: NWP (1918) 171, 1936 Sc. 1917

32-498 8 \*4-6-0 \*BLW, 1907(31094)-As 4-LV&T 8: NWP (1918) 172, 1948 Sc. c. 1915

32-495 12 \*4-6-0 \*A-S, 1908(44753)-21x26-63-188,600-LV&T 12: NWP 129:179 Sc. 1952 BP

LAUREL FORK & SAND HILL

5-66 2 \*0-6-0 \*BLW, 1872 "MAJ. W.S. STIRLING" BP

LAUREL RIVER & HOT SPRINGS Gauge 2'-0"

8-70 <sup>WYMAN</sup> 2-6-0 \*BLW, 1892 LR&HS "J.W." San. Riv. & Rangely Lake 16

LAWNDALE Gauge 3'-0"

82-58 4 \*2-8-0 \*

LEBANON SPRINGS

30-87 2 \*4-4-0 \*BLW, 1890(10849)-17x24-63 LS 2: C&LV 9: RRR 175: 798(1905) (NYCL)

LEHIGH & MAHANAY

5-182 <sup>91-44</sup> 8-46 63 \*2-8-0 \*BLW, 1866-20x24-48-80,000-90,000 "CONSOLIDATION", 1st 2-8-0 BP

LEHIGH NAVIGATION & COAL Co.

74-240 123 \*2-8-0 \* ex L&NE Sc. 1947 1947

LEHIGH & SUSQUEHANNA

91-41 5-34 7 \*4-6-0 \*BLW, 1865 "WAPWALLOPEN" BP

LEONA MILLS LUMBER Co.

1-182 ? \*2-Trk Shay \* Lima

LEOPOLDINA RY (Brazil)

50-113 106 \*2-Trk Geared \*BLW, 1914(41349)-Last built of this type

LEOPOLDINA RY. (Peru)

8-63 6 \*0-4-0T\*BLW, 1885 - Rack loco, "GURJAO" BP  
L.F. WHITE LUMBER Co.

6-13 1 \*4-4-0\*BLW, 1874 - Gauge 3'-0" c.1895  
LIGGETT'S GAP

66-119 "SPITFIRE" \*0-4-0\*  
LIMA LOCOMOTIVE WORKS

19-231  
17-48 46-138 1 \*2-8-4\* Lima, 1924 - 28x30-63-240-100-5110-2111-249,500-  
389,000-69,400-81,400 BP

FLI 3 \*<sup>3-Trk</sup> Shay \*Lima, 1920  
LITCHFIELD & MADISON

FLI 201 \*2-10-2\*  
LITTLE MIAMI

12-188 ? \*4-4-0\*  
LITTLE MIAMI & COLUMBUS & XENIA

149-18  
5-25 "DR. GOODALE" \*4-4-0\* Moore & Richardson, 1853 1865  
LITTLE ROCK & HOT SPRINGS

67-55 5 \*4-6-0\* Richmond, 1900 (3104) - 19x24-62-180-120,000-21,040  
Balt. & Lehigh 4: LR&HS 5: STLIM&S ? : MP 7601 Ret. by 1929  
LITTLE SCHUYLKILL NAV. RR & COAL Co.

5-17 "CATAWISSA" \*0-4-0\* Edw. Bury, Liverpool, Eng., 1832(10) - 11x16-54  
Shown with US additions

LIVE OAK, PERRY & GULF

39-259 65 \*4-4-0\* 1920

FLI 39-260 100 \*4-6-0\* BLW 1936

39-261 101 \*4-6-0\* BLW, 1913 (39341) 1937 & 1946

39-260 102 \*4-6-0\* BLW, 1910 (35469) 1939  
LAMA PRIETA LUMBER Co.

57-177 1 \*0-4-0T\* Gauge 3'-0" 1891  
LONG-BELL LUMBER Co.

50-102 102 \*<sup>23-Trk</sup> \*Lima

50-243 103 \*<sup>3-Trk</sup> Shay \*Lima

50-221 & 241 105 \*2-6-2\* BLW

50-238 106 \*<sup>3-Trk</sup> Williamette \*Williamette

50-233 & 235 1000 \*2-6-6-2\* BLW, 1924 (57597) - 18 & 28x24-44-209,670 -260-32-43,000 126-130  
235-1950  
LORANE VALLEY LUMBER Co.

50-53 1 \*0-4-0T\* Porter, 1891 (1236) - As rebuilt  
LOS ANGELES & SAN GABRIEL VALLEY

2-76 1 \*4-4-0\* 1885

LOS ANGELES & SAN PEDRO

L 2-103  
37-23

1 \*2-2-0 \*Vulcan Iron Works, 1868 - 9x18-62 "SAN GABRIEL"

LOS ANGELES TERMINAL

8-81

4 \*4-4-0 \*BLW, 1890

BP

8-83

7 \*4-6-0 \*BLW, 1891 - Vauclain comp.

BP

LOUISIANA CYPRESS LUMBER CO.

FD

3 \*2-8-0 \*BLW

Mississippi Central 98: LCLCo 3

1953

LOUISIANA EASTERN LUMBER CO., Inc.

FD

48 \*4-4-0 \*

Mississippi Central 98: LT 153 98

1953

LOUISIANA MIDLAND

FF

509 \*4-6-0 \*BLW

1955

LOUISIANA & PACIFIC

49-39

47 \*2-6-2 \*BLW,

-16x24-46-200-16-1594-82,900-109,000-22,710

BP

LOUISIANA STATE PENITENTIARY

FL

"JACK" \*0-6-0 \*Lima, 1916

BP

LOUISIANA WESTERN

33-332

11 \*0-4-0 \*BLW, 1881

LW 11: T&NO 550: 1 (1888) (1901)

BP

LOUISVILLE & ATLANTIC

14-176

7 \*2-6-0 \*BLW, 1902 (20240)

-19x24-52 LEA 7: LEN 552

Sc. 1905  
1932

LOUISVILLE, CINCINNATI & LEXINGTON

14-30

15 \*2-4-2T \*Rogers, 1868

-13 1/2 x 24-48-59,000 LC&L 15: LEN 915

BP

14-30

28 \*4-6-0 \*Rogers, 1871

-18x24-55-140-102,000-16,820

LC&L 28: LEN 928: 314 Sc. 1905

BP

14-198

907 \*0-4-0 \*LEN,

-16x24-52 LC&L 907: LEN 907: 1040

LOUISVILLE & FRANKFORT AND LEXINGTON & FRANKFORT

14-31

"WOODFORD" \*4-4-0 \*BLW, 1863

Sold 1864

BP

LOUISVILLE, HENDERSON & ST. LOUIS

See Page 1 of the L&N

LOUISVILLE, NEW ALBANY & CHICAGO

117-7

5-102

9 "ADMIRAL" \*4-4-0 \*Norris,

NAES?: LNA&C 9: FRANGER: 9 "ADMIRAL"  
-As rebt. NA, 1868-13x24-56-63,000

BP

117-87

8-88

107 \*4-4-0 \*BLW, 1892 (12612)

18x24-67-160-117,000-15,800 (1897) (1911)  
LNA&C 107: C&L 107: 65 Sc. 1936

BP

LOUISVILLE, NEW ALBANY & CORYDON

82-327

5 \*4-4-0 \*

LOUISVILLE, ST. LOUIS & TEXAS

14-41

3 \*4-4-0 \*Pittsburgh, 1888 (841)

LS+L&T 3: LH&ST L 3:

Morehead & North Fork G

14-167

14 \*4-6-0 \*Pittsburgh, 1890 (1169)

LS+L&T 14: LH&ST L 14:

LOUISVILLE SOUTHERN

39-19

15 \*0-6-0 \*G-7 \*Richmond, 1891 (2187)

-17x24-50-

LS 15: Southern 1347(1): 1539 Sc. 1914

BP

LOUISVILLE SOUTHERN

39-19 17 \* 4-4-0 \* N \* Richmond, 1891 (2189) (1896)  
(1903) (1907) LS 17: Southern 858(1):  
1864(1): 3864 Sc, 1924

LOUISVILLE & WADLEY

82-26&50 6 \* 4-6-0 \*

LOW MOOR IRON CO. OF VIRGINIA

99-11-66 2" Goodwin \* 0-6-0 \* Dickson, 1883 (412) - 16x24 - 50 BP

LOUISVILLE & JEFFERSONVILLE BRIDGE & RR Co.

MWR 58-23 12 \* 0-8-0 \* U-3a \* A-B, 1919 (6124) CCC&STL 7443:  
(1932) L&J B&RR 12: NYC 7743

LUDLOW & SOUTHERN

32-830&831 1 \* 0-6-0 \* BLN, 1905 (25124) - 20x26 - 51 - 135,000  
Tonopah & Goldfield 1: L&S 1

32-833 2 \* 4-6-0 \*

LAKE TAHOE RY & TRSPT. Co. Gauge 3'-0"

31-432 1 \* 2-6-0 \* BLN, 1875 (3712) - 13x16 - 41 - 130 - 46,000 - 7,290  
(1899) C&TF&LC 2: LTRY&T Co 1

31-432, 433 3 \* 2-6-0 \* BLN, 1877 (4062) - A51 - C&TF&LC 3:  
(1899) LTRY&T Co. 3 Sc, 1926 C, 1898

31-434 5 \* 4-4-0 \* BLN, 1877 (4222) - 12x18 - 43 - 130 - 45,580 - 6,660  
(1906) South Pacific Coast 5: LTRY&T Co 5 Sc, 1926

LAURINBURG & SOUTHERN

82-69 654 \* 4-6-0 \*

LOUISIANA & NORTH WEST

82-103 37 \* 2-8-2 \*

LEHIGH VALLEY COAL Co.

91-82 107 \* 0-6-0 \* Vulcan L.W., 1913

LACKAWANNA & WESTERN

99-399 2" ITHICA \* 4-4-0 \* RK&G, 1851 (250) - 15x20 - 72 - 46,000  
(1851) (1854) Cayuga & Susquehanna 4" I.: L&W 2" I.: DL&W 2" I" Sc, 1876 BD

LEWISBURG & BUFFALO VALLEY RR Gauge 3'-0"

100-20 2 \* 2-T Climax \* Climax, Cl.B, 1897 (166) - 50,000 BP

100-18, 20&22 7 \* 2-T Climax \* Climax, Cl.B, 1899 (194) - 60,000

100-17 8 \* 2-T Climax \* Climax, Cl.B, 1902 (279) - 60,000

100-00, 13, 18&23 160(1) \* 2-T Climax \* Climax, Cl.B, 1897 (160) - 50,000 Sold by 1906

LYCOMING TIMBER & LUMBER Co. 3-6

100-78 5" HAMILTON \* 2-T Heisler \* Heisler, Sold 1905/06

LEETONIA RR

103-44 2 \* 2 Tr. \* Heisler, 1898 (1021) - 60,000 Mt. Tamalpais & Muir  
Woods 3: Leetonia 2 (c.1900): CPL 58



LAUREL HILL LUMBER Co.

Gauge 3-6

- 101-31 1 \*2-T Climax \*Climax, Cl.B, 1893(110) - 50,000 Laurelton Lbr. Co. 1: White Deer Valley RR 2: WD&LR 2: So. River Lbr Co. 1 1943
- 101-28,32&52 2 \*2-T Climax \*Climax, Cl.B, 1896(155) - 50,000 Laurelton Lbr Co. 2: Whitmer-Steel Lbr Co. (Morrisdale) 2: (Clearfield) R: So. River Lbr. Co. 4 Sc. 1943

LINDEN HALL LBR. Co.

Gauge 3-0

- 101-13 1(2) \*2-T Climax \*Climax, Cl.B, 1898 - 40,000 Probably sold 1905
- 101-12 2 \*2-T Climax \*Climax, Cl.B, 1896 - 50,000 Linden Hall Lbr. Co. 2: White Deer Valley RR 3: South River Lbr. Co 1: Sc. 1943

LAQUIN LUMBER Co.

- 102-04&05 2 \* Cl.B \*Climax, 1902 - 100,000
- 102-06 3 \*3 Tr. Shay \*Lima, 1904(932) - 140,000
- 102-06 5 \*3 Tr. Shay \*Lima, 1908(2083) - 160,000 Yellowstone Park RY ? : Laquin Lbr. Co 5: North Western Lbr. Co ?
- 102-08 12 \* 2-4-2TX Porter

LEWIS ALBERT, LUMBER & MANUFACTURING Co.

- 102-64 2 \* 2+6-0 \* ex Lehigh Valley

LEETONIA RR

- 103-57&58 4 \*3 Tr. Shay \*Lima, 1904(872) - 140,000 Leetonia 4: 202: CPL 73
- 103-9300 201 \*3 Tr. Shay \*Lima, 1902(699) - 140,000 Leetonia 3: 201: CPL 72
- 103-40&56 202 \*3 Tr. Shay \*Lima, 1904(872) - 140,000 Leetonia 4: 202: CPL 73

LACKAWANNA LUMBER Co.

- 105-45 3 \* 2-6-0 \*BLW, 1885(1678) - Buffalo & Susquehanna 1: 101: LLC 3:
- 105-44 5 \*3 Tr. Shay \*Lima, 1896(521) - 120,000
- 105-44 9 \*0-4-4T \*BLW ? ex NY Elevated
- 105-47 11 \*3 Tr. Shay \*Lima, 1906(1707) - 150,000

LEWIS RUN MFG. Co.

- 106-70 2 \* Cl.B \*Dunkirk, - 50,000
- 106-70 5 \* Cl.B \*Climax, 1916? - 50,000

LAMONA BROS.

- 107-50 62 \* Cl.A \*Climax, 1882(62) - 24,000 Ga. 3-0

LIMA LOCOMOTIVE WORKS

- 110-78 "ACHILLES" \*2 Tr. shay \*Lima, 1891 - 20,000 BP

LONG-BELL Co.

- 110:99-6 6 \*3 Tr. Shay \*Lima, 1920 - 160,000 BP

LAUREL HILL LUMBER Co.

- 112-58 179 \* Cl.A \*Climax, 1898(179) - 30,000 3-0 gauge

LOWTHER & FLYNN

- 112-105 1 \*0-4-0T \*Porter, 1882(511) 3-0 gauge

LAUREL RIVER LUMBER CO.

113-95 2 \* 2-6-0 \* BLW, 1914 (41465) - 130,000 \* RLC Co 2: Preston RR 15 021 BP

LOCK HAVEN LUMBER CO.

113-46 & 98 3 \* C1. B \* Climax, 1900 - 40,000 3-0 gauge  
LOUISVILLE, NEW ALBANY & CHICAGO

117-19 22" TRAVELER \* 4-4-0 \* Norris, 1851 - As rebt. M.C., 1853 - 15x20 - 68 1/2 - 59,000  
Crawfordsville & Nobles "MONTGOMERY": NA & S 28" TRAVELER:  
LNA & C 22" T"

117-35 60 \* 4-4-0 \* 4-4-0 \* Rogers, 1855 (614) - As rebt., N.A., 1865 - 1  
NA & S "GEORGE F. TALMAN": LNA & C 31" TELEGRAPH": 60  
LITTLE ROCK, MAMELIE & WESTERN

122-201 101 \* 4-6-0 \* BLW, 1907  
LAMB, WAREH, Lumber Co.

7-154 32 \* 2 Tr. Shay \* Lima, 1919 (3029) - Gauge 3-0 - (3) 8x12 - 29-64,000  
LOUISIANA & NORTH WEST

129-76 39 \* 2-6-0 \* BLW, 1909 (33248) - 20x28-57-200 - 149,000 - 169,500 - 33,400  
SFL S-W 455: L & NW 39 Ret. 1950 1949

LAUREL & TALLAHOMA WESTERN

136-327 64 \* 2-4-4-2 \* BLW, 1910 - 15 & 23x22-40-190-24 - 153,000 - 28,000

LITTLE RIVER

148-101 126 \* 2-4-4-2 \* BLW, 1909 - 15 & 23x22 - 48-200 - 28 - 142,000 - 28,000  
Little River 126: Columbia River Belt Line "SPOOKY": Carlisle Lbr. Co 7:  
Deep River Logging Co. 7 Preserved 1955

136-327 118 \* 2-4-4-2 \* BLW, 1909 - 14 & 21x22 - 44-200 - 22 - 136,000 - 26,000 BP  
LONG-BELL LUMBER Co.

136-328 1001 \* 2-6-6-2 \* BLW, 1924 - (As) 1000  
LAKE TERMINAL RR

148-103 136-357 20 \* 0-6-6-0 \* BLW, 1911 - 24 & 37x32 - 55-205-78 - 350,000 - 83,000 BP  
LOWER LAFOURCHE PLANTING & MFG. Co. LTD.

148-44 "LIZARD" 0-4-2 TX BLW  
LOUISIANA & ARKANSAS

148-77 404 \* 4-6-0 \* BLW  
148-49 302 \* 4-4-0 \* BLW  
LOUISIANA RY & NAV Co

148-90 90 \* 2-8-0 \* BLW  
LAUREL RY 3-0 gauge

150-231 "HULDY" 0-4-0 TX Porter?

150-228 3 \* 2-6-0 \* BLW, 1874 (3625) - 12x16-40 Monterey & Salinas Valley 1 ABBOTT":  
Nevada Central 3: Utah Eastern 3: 289: Kilpatrick & Collins?: Laurel RY 3

LINVILLE RIVER

3 1/2 gauge

95 150-91 9 \*4-6-0\* BLW, 1911(36440)-15X22-45 L R 9: ET & WNC 9 1951 1941  
 150-100 28 \*2-6-0\* BLW, 1913(39697)-16X20-38 Kentwood & Eastern 28:  
 Gen. Equip. ? : ET & WNC 28 1940 Sc. 1940 E 1936

LITTLE RIVER

150-261 1 \*0-4-0 T\*  
 150-263 & 264 9 \*3 Trk. Shay \* Lima, 1911(2416)-12X15-36 Sc. 1933 1914  
 150-265 105 \*2-6-2\* BLW, 1904(24862)- LR 105: Williston Lbr. Co. ? :  
 Cummer Sons Cypress Co. 100  
 150-267 110 \*4-6-2\* 4-6-2\* BLW, 1911(37303)-16X22-47 LR 110: Smoky Mt 110  
 150-16 136-327 126 \*2-4-4-2\* BLW, 1909(33463)-15 & 23X22-48-200-142,000-28,000  
 145-101 150-268 LR 126: Columbia River Belt Line "Skookum": Carlisle Lbr. Co 7:  
 Deep River Logging Co 7 Preserved BPs  
 136-327 150-268 & 269 148 \*2-4-4-2\* BLW, 1909(34088)-14 & 21X22-44-200-22-  
 136,000 - 26,000 269 & 1910 268 -> 1938  
 150-270 2890 \*3 Trk. Shay \* Lima, 1917(2890)-13X15-34 Babcock Land & Lbr.  
 Co, 2890: Bond-Wolfe Lbr. Co. ? : LR 2890 Sc. 1940 1938  
 150-270 2891 \*3 Trk. Shay \* Lima, 1917(2891)-13X15-34 Babcock Land & Lbr.  
 Co 2891: Bond-Wolfe Lbr. Co. ? : LR 2891 \* Sc. 1938 1937

LITTLE RIVER LUMBER CO. 110

150-268 110 \*4-6-2\* BLW, 1911(37303)-16X22-47 As above 1938

LOWVILLE & BEAVER RIVER

151-119 3 \*4-4-0\* Sch., 1870 Adirondack RR 3" C.F. Durkee: L&BR 3:10  
 151-115 & 125 10 \*4-4-0\* Sch., 1870 As above, ex 3  
 151-138, 141, 143 & 144 1923 \*2-8-0\* A-C, 1923(62623)- Sold 1964  
 151-115 51 \*0-4-0\* Sch., 1873(940)-15X22-50 NYC 51: L&BR 51

LUDINGTON & NORTHERN

L-0 25 \*0-6-0\*

LAKE FRIZ, ALLIANCE & WHEELING

98 171-58 63 \*2-8-0\* B-3 \* A-B, 1904- Drivers 57"-grate 46"-wt. 198,000 171-58 BF