

CANADIAN NATIONAL

135-22	1	* 0-4-0 T * X-1-a * Davenport, 1910 - Gauge 3-6 - 8X16 - 24 - 150 - 5440 Prince Edward Island 36: CN 1 Sold 1930	
135-70	48	* 4-6-4 T * X-10-a * Montreal, 1914 ⁽⁵⁴⁸⁹⁷⁾ - 21X26-63-210 - 32,490 Grand Trunk 1543: CN 48 Sc. 1959	
135-21	49	* 4-6-4 T * X-10-a * Montreal, 1910 ⁽⁵⁴⁸⁹⁸⁾ - As 48 - Grand Trunk 1544: CN 49 ⁽¹⁹²³⁾ Sc. 1960	
135-74	86	* 2-6-0 * E-10-a * Kingston, 1910 ⁽⁹¹⁹⁾ - 61-170 - 26,000± Grand Trunk 1006: CN 908: 86 Sc. 1951	1956
135-25	310	* 4-4-0 * B-16-b * BLW, 1896 ⁽¹⁵⁰⁶⁸⁾ - 18X24 - 69-180 - 17,240 Grand Trunk 2239: CN 310 ⁽¹⁹²³⁾ (1) Sc. 1925	
135-70	329(2)	* 2-8-2 * R-2-d * Montreal, 1949 ⁽⁷⁶⁴²⁸⁾ - 18X24 - 48 - 210 - 28,920 Newfoundland 1029: CN 329(2) ⁽¹⁹⁴⁹⁾ Sc. 1957	
1-91 135-70	371	* 4-4-0 * B-26-a * Canada Foundry, 1908 ⁽⁹²⁵⁾ - 18X24 - 69 - 200 - 19,160 Grand Trunk Pacific 97: CN 371 ⁽¹⁹²³⁾ Sc. 1941	
135-74	409	* 2-6-0 * C-5-b * Montreal, 1909 ⁽⁴⁵⁸⁸⁷⁾ - 19X26 - 51 - 180 - 28,160 Mc Arthur Co. 8: CN 409 Sc. 1950	1938
135-24	411	* 2-6-0 * C-5-b * Montreal, 1909 ⁽⁴⁵⁸⁹⁰⁾ - As 409 Mc Arthur Co. 12: CN 411 Sc. 1955	1951
135-50	594(2)	* 4-6-2 * J-8-a * BLW, 1920 ⁽⁵⁴⁴⁶⁶⁾ - Gauge 3-6 - 17X24 - 52 - 180 - 20,410 Newfoundland 194: CN 594(2) ⁽¹⁹⁴⁹⁾ Sc. 1958	1950
135-74	619	* 2-6-0 * E-6-a * GTR Y, 1891 ⁽¹²²⁷⁾ - 18X26 - 63 - 165 - 18,750 Grand Trunk RY 2485: CN 619 ⁽¹⁹²³⁾ Sc. 1941	1939
135-26	637	* 2-6-0 * E-6-a * GTR Y, 1892 ⁽¹²⁴²⁾ - As 619 Grand Trunk RY 2503: CN 637 ⁽¹⁹²³⁾ Sc. 1941	1936
135-57	674	* 2-6-0 * E-7-a * GTR Y, 1899 ⁽¹²⁹⁹⁾ - GTR Y 1391: CN 674 ⁽¹⁹²³⁾ Sc. 1959	1953
135-21	1002	* 4-6-0 * F-1-b * Montreal, 1911 ⁽⁴⁹⁸⁹⁷⁾ - 18X24 - 51 - 160 - 20,740 Can. Govt. RYs 4522: CN 1002 Sc. 1950	1944
135-79	1055	* 4-6-0 * G-10-a * Kingston, 1902 ⁽⁵⁶³⁾ - 19X24 - 56 - 180 - 23,670 Can. Northern 1055: CN 1055 Sc. 1951	1944
135-79	1138	* 4-6-0 * G-16-a * Montreal, 1913 ⁽⁵²⁵⁶⁷⁾ - 20X24 - 57 - 180 - 25,770 Can. Northern 1138: CN 1138 Sc. 1961	1957
135-83	1340	* 4-6-0 * H-6-d * Montreal, 1910/11 ⁽⁴⁹⁸⁹³⁾ - 22X26 - 63 - 180 - 30,560 Can. Northern 1340: CN 1340 Sc. 1959	1952
135-27	1376	* 4-6-0 * H-6-g * Montreal, 1912 ⁽⁵⁰⁸⁰⁰⁾ - As 1340 Can. Northern 1376: CN 1376 Sc. 1958	1941
63-18	1383	* 4-6-0 * H-6-g * Montreal, 1912 ⁽⁵⁰⁸⁰⁷⁾ - As 1340 Can. Northern 1383: CN 1383 Sc. 1961	
135-83	1447	* 4-6-0 * H-10-a(2) * Kingston, 1910 ⁽⁹⁵⁴⁾ - 19X26 - 63 - 200 - 25,330 Grand Trunk Pacific 624: CN 1447 Sc. 1961	1957

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135-83	1579 * 4-6-0 * I-7-a * A-5, 1904 (29632) - 22x26-69-200-31,000 Grand Trunk 333: CN 1579 Sc. 1945	1946
135-23	1859 * 2-8-0 * M-4-f * Kingston, 1903 (525) - Can. Govt. 59: CN 1859 Sc. 1925	1925
135-84	2013 * 2-8-0 * M-1-a * Kingston, 1907 (769) - Can. Northern 2013: CN 2013 Sc. 1955	1943
135-84	2113 * 2-8-0 * M-3-a * Montreal, 1908/09 (44585) - 21x26-57-200-34,200 Can. Northern 2113: CN 2113 Sc. 1954	1937
135-27	2516 * 2-8-0 * N-4-a * Montreal, 1906 (39549) - 23x32-63-180-41,110 Grand Trunk 652: CN 2516 ex cross-comp Sc. 1956	1952
135-28	2659 * 2-8-0 * N-4-a * Montreal, 1910 (46893) - As 2516 Sc. 1961	1956
135-56	2747 * 2-8-0 * N-5-c * Transcona Shops, 1926 - 21½x30-63-205-38,360 Ret. 1960 (1640)	
135-84	2765 * 2-8-0 * N-5-d * Point St. Charles Shops, 1931 - 20x30-63-250-40,480	1953
135-31	3466 * 2-8-2 * S-1-f * Montreal, 1913 (53931) - 27x30-63-175-51,640 Grand Trunk 561: CN 3466 Sc. 1959	1957
135-93	3570 * 2-8-2 * S-2-c * Montreal, 1924 (65633) - 27x30-63-185-54,590 Sc. 1961	1955
135-39	3801 * 2-8-2 * S-4-b * Kingston, 1936 (1914) - 24x30-63-265-61,780 Sc. 1957	1957
135-115	4005 * 2-10-2 * T-1-a * A-B, 1916 (56586) - 26x32-57-200-64,520 Sc. 1959	1955
135-31	4101 * 2-10-2 * T-2-a * Kingston, 1924 (1759) - 29x32-57-200-82,620 Sc. 1955	
135-46	4205 * 2-10-2 * T-3-a * A-B, 1919 (60070) - 27x32-57-200-69,570-1940 B&A 1105: CN 4101 177-117 → 1946 Sc. 1955	
135-48	4715 * 2-10-2 * T-4-b * Kingston, 1930 (1875) - 24x28-57-275-62,000 (1954) CN 4315: 4715 Sc. 1960	1959
135-25	5002 * 4-6-2 * J-1-a * Montreal, 1913 (52257) - 23x28-69-190-34,670 Can. Northern 702: CN 5002 Sc. 1958	
135-48	5070 * 4-6-2 * J-3-b * Montreal, 1913 (51902) - 23x28-69-185-33,760 Grand Trunk 190: CN 5070 Sc. 1956	
F-2	5076 * 4-6-2 * J-3-b * Montreal, 1913 (51908) - As 5070 Grand Trunk 196: CN 5070 Sc. 1958	
135-97	5107 * 4-6-2 * J-4-d * Montreal, 1919 (61473) - 23½x28-69-200-38,100 To Ontario Govt. 1963	1962
135-94	5114 * 4-6-2 * J-4-d * Montreal, 1919 (61480) - As 5107	1961
135-98	5147 * 4-6-2 * J-4-f * Montreal, 1920 (62000) - As 5107 Sc. 1958	1953
135-61	5289 * 4-6-2 * J-7-b * Montreal, 1918/19 (60484) - 24x28-69-200-39,740 Can. Govt. RYs 517: 1517: CN 5289 Sc. 1960	1941
135-30	5294 * 4-6-2 * J-7-b * Montreal, 1918/19 (60489) - As 5289 Can. Govt. RYs 522: 1522: CN 5294 Sc. 1961	
135-98	5509 * 4-6-2 * K-1-a * Kingston, 1905 (661) - 21x28-72-200-29,160 Can. Govt. RYs 410: CN 5509 Sc. 1943	1936
135-98	5535 * 4-6-2 * K-1-e * Montreal, 1908 (44859) - As 5509 Can. Govt. RYs 431: CN 5535 Sc. 1957	1939

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(135-8	5606 *4-6-2*K-3-d*BLW, 1910(34910) - 23X28-73-195-33,630 Grand Trunk 297: CN 5606 Sc. 1960 1958
135-37	5608 *4-6-2*K-3-e*BLW, 1912(37543) - As 5606
135-102 62-86 135-40	5700(1) *4-6-4*K-5-a*Montreal, 1930(68394) - 23X28-80-275-43,280 40→1932 Sc. 1961 102→BP
B 135-42	5702 *4-6-4*K-5-a*Montreal, 1930(68396) - As 5702 Ret. 1960
132-232 135-102	6000 *4-8-2*U-1-a*Kingston, 1923(1696) - 26X30-73-210-354,300-49,590 Sc. 1962 232→1952 102→1957
132-233	6003 *4-8-2*U-1-a*Kingston, 1923(1699) - As 6000 Sc. 1958 1940
132- Frontis	6004 *4-8-2*U-1-a*Kingston, 1923(1700) - As 6000 Sc. 1951
135-44	6020 *4-8-2*U-1-b*Kingston, 1924(1748) - 26X30-73-210-355,570-49,590 Sc. 1957
132-234	6023 *4-8-2*U-1-b*Kingston, 1924(1751) - As 6020 Sc. 1959 1958
135-48	6031 *4-8-2*U-1-b*Kingston, 1924(1764) - As 6020 Sc. 1959 1958
135-44	6040 *4-8-2*U-1-c*BLW, 1925(58464) - 26X30-73-210-354,300-49,590 Sc. 1961
132-236	6042 *4-8-2*U-1-d*Kingston, 1929(1853) - 24X30-73-250-352,720-50,300 Sc. 1952
135-56	6043 *4-8-2*U-1-d*Kingston, 1929(1854) - As 6042 Ret. 1962
132-236	6046 *4-8-2*U-1-d*Kingston, 1929(1857) - As 6042 Sc. 1959 1957 Sc. 1960 1948
132-237 127-39	6055 *4-8-2*U-1-e*Montreal, 1930(68351) - 24X30-73-250-354,800-50,300 F-1→1958 Sc. 1962
F-1 135-56	6060 *4-8-2*U-1-f*Montreal, 1944(72757) - 24X30-73-260-355,700-52,310
(132-239	6062 *4-8-2*U-1-f*Montreal, 1944(72759) - As 6060 Sc. 1961
135-46	6064 *4-8-2*U-1-f*Montreal, 1944(72761) - As 6060 Sc. 1960 1959
C 132-238	6067 *4-8-2*U-1-f*Montreal, 1944(72764) - As 6060 Sc. 1960 1957
135-43	6069 *4-8-2*U-1-f*Montreal, 1944(72766) - As 6060 Ret. 1961 1958
135-33	6100 *4-8-4*U-2-a*Kingston, 1927(1800) - 25½X30-73-250-385,590 56,785 Sc. 1961 BP
133-46	6104 *4-8-4*U-2-a*Kingston, 1927(1804) - As 6100 Sc. 1960
133-40	6121 *4-8-4*U-2-b*Montreal, 1927(67352) - 25½X30-73-250-381,900- 56,785 Sc. 1961 1939
135-44	6141 *4-8-4*U-2-c*Montreal, 1929(67770) - 25½X30-73-250-383,000- 56,785 Sc. 1958
133-41	6148 *4-8-4*U-2-c*Montreal, 1929(67777) - As 6141 Sc. 1960
135-104	6162 *4-8-4*U-2-d*Montreal, 1936(68712) - 25½X30-73-250-390,000- 56,875 Sc. 1960 1939
135-55	6167 *4-8-4*U-2-e*Montreal, 1940(69262) - 25½X30-73-250-402,700- 56,875 - 68,500 Ret. 1961 1943
133-38	6170 *4-8-4*U-2-e*Montreal, 1940(69265) - As 6167 Sc. 1961 1956
(135-60	6201 *4-8-4*U-2-g*Montreal, 1942/43(69699) - 25½X30-73-250-399,600 56,875 Sc. 1960 1950
133-42 165-22 72-39 135-54	6218 *4-8-4*U-2-g*Montreal, 1942/43(69716) - As 6201 39→1968
133-43	6227 *4-8-4*U-2-g*Montreal, 1942(69792) - As 6201
133-44	6252 *4-8-4*U-2-h*Montreal, 1943(70320) - 25½X30-73-250-400,300 1956 Sc. 1960

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- 135-42 6254 *4-8-4*U-2-h* Montreal, 1943(70322) - As 6252 Sc. 1961
- 135-115 6259 *4-8-4*U-2-h* Montreal, 1944(70327) - As 6252 Sc. 1961
- 133-47 164-2 6400 *4-8-4*U-4-a* Montreal, 1936(68715) - 24x30-77-275-379,800-52,460
2 → 1939 16 → 8P 102 → 1939 Ret. 1961
 46 → 1936
 45 → 1958
 Sc.
- 133-45#46 6404 *4-8-4*U-4-a* Montreal, 1936(68719) - As 6400 Sc. 1960
- 135-106 7047 *0-6-0*0-10-b* Kingston, 1918(1174) - 19x26-50-180-28,720 1936 1933
- 135-21 7111 *0-6-0*0-8-a* GTRY, 1895(1285) - 18x22-58-140-14,620 Sc. 1932
- 135-21 7222 * Grand Trunk 2604: CN 7111
- 135-21 7222 *0-6-0*0-9-a* GTRY, 1903(1434) - 22x26-56-165-31,520
(1952)
 Grand Trunk 1654: CN 7128: 7222 Sc. 1955 1952
- 135-13 7245 *0-6-0*0-9-a* Kingston, 1913(1105) -
(1952)
 Grand Trunk 1735: CN 7175: 7245 Sc. 1956 1953
- 135-106 7358 *0-6-0*0-16-a* Montreal, 1919(60509) - 21x26-51-180-34,400
Can. Govt. 881: CN 7358 Sc. 1960
- 135-110 7434 *0-6-0*0-18-a* GTRY, 1919(1548) - 22x26-51-175-36,700
Grand Trunk 1759: CN 7434 Sc. 1959 1944
- 135-110 8200 *0-8-0*P-4-a* Kingston, 1920(1653) - 26x30-56-170-52,330
Grand Trunk 1890: CN 8200 Sc. 1955 1936
 Sc. 1958 1953
- 135-110 8408 *0-8-0*P-5-h* Transcona Shops, 1930(1614) - 22x28-51-220-49,700

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135-27 4000 * 2-10-2 * T-1-a * A-B, 1916 (56581) - 26X32-57-200-64,520

Can. Govt. 2000: CN 4000 Sc. 1960

(1923)

136-367 1 * 3 Trk Shay * Lima, - Northwestern Lbr. Co., 1: CN 1

165-35 & 105 40 * 4-4-0 *

35 → 1950

39 5291 * 4-6-2 *

1955

118 6039 * 4-2-2 *

1956

19 6141 * 4-8-4 *

1950

165-52,54

6173 * 4-8-4 *

52 → 1956

51 6211 * 4-8-4 *

1954

93 6221 * 4-8-4 *

1957

106 6301 * 4-8-4 *

1946

143 6305 * 4-8-4 *

1956

26 & 27 6329 * 4-8-4 *

CANADIAN PACIFIC

	2-120	1	"YALE"	2-6-0	Union Iron Works, 1869 (13)*16x22*43*	Sc 1920	1885
	2-118	2	"EMORY"	0-4-0T	Marshuetts & Cantrell, c.1879*14x20*42*		
	2-122	3	" ^{NEW} WESTMINSTER"	2-6-0	BLW, 1870 (2198)*16x24*48*55,000*		
			V & T 8 "Humboldt":	CP 3	"N.W.": Intercolonial 189: CGR 1024*	Sc 1918	
	2-123	6	"NICOLA"	4-4-0	BLW, 1884 (7273)*16x24*63*	CP 6 "N.":	
			Intercolonial 184:	Canadian National 236	Sc 1925		1885
	2-121	7	"KAMLOOPS"	4-4-0	BLW, 1884 (7274)*16x24*63*	CP 7 "K.":	
			Intercolonial 185:	Can. Govt. Rys. 1078	Sc 1914		1885
	2-128	8	"SHUSHWAP"	4-4-0	BLW, 1884 (7498)*16x24*51*	CP 8 "S.":	
			Intercolonial 186:	Can. Govt. Rys. 1079: Kirk & Cook ?			1885
	2-128	9	"COLUMBIA"	4-4-0	BLW, 1884 (7501)		1885
	2-131	47		4-4-0	Pittsburgh, 1882 (552)*17x24*58*	Sc 1902	c.1895
	5-173	49		4-4-0	Pittsburgh, 1882 (558)		BP
	1-74	73		2-6-0			
	3-24	92		4-4-0	Rhode Is., 1882*17x24*69*		1892
	3-24	129		4-4-0	Rhode Is., 1883*17x24*62*		
	56-9	188		4-4-0	Rogers, 1883	CP 132:188	
	56-149	209		4-4-2	G 2g CP Ry, 1889		
	3-181	217		4-4-0	Brooks, 1873	Canada Central 17: CP 217	1887
	56-27	232		4-4-0			c.1888
	5-174	312		2-8-0	BLW, 1884 (7434)		BP
	1-78	313		2-8-0	BLW, 1884		
	1-74	315		2-8-0			1890
	1-70	363		4-4-0			
	1-72	371		4-4-0			1886
	1-69	374		4-4-0	CP Ry, 1884		1887
1-78	9-114	374		4-4-0	CP Ry, 1884	As restored for exhibition	1945
	1-78	401		2-8-0	CP Ry, 1886	Sc 1922	1902
	1-75	441		4-6-0			1902
	1-78	442		4-6-0	CP Ry, 1889		1902
	56-95	453		4-6-0	D 4g CP Ry		1948
	56-90	476		4-6-0	D 4g Montreal		1948
	40-48	482		4-6-0	BLW	Vauclain comp.	BP
	56-72	624		4-6-4T	T 1 CP Ry, 1893	CP 624:5990	
	23-123	624		4-6-0	D 10d Alco, 1907*22 $\frac{1}{2}$ x28*63*180*192,075*33,470		BP
	1-78	668		4-6-0	CP Ry	Cross comp.	
	56-80	675		2-8-0			
	F-2	784		4-6-0	D 10d Montreal, 1907*22 $\frac{1}{2}$ x28*		
	56-89	827		4-6-0	D 10e		1948

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56-151	1026	2-8-0		Richmond, 1895	c.1900
56-34	1222	4-6-2	G 5b	Montreal, 1946?	1952
56-36	1225	4-6-2	G 5b	Montreal, 1946?	1952
56-40	1254	4-6-2	G 5c	Montreal, 1946	1947
56-35	1259	4-6-2	G 5c	Montreal, 1946	1955
56-43	1267	4-6-2	G 5c	Montreal, 1946	1947
56-75	1268	4-6-2	G 5c	Montreal, 1946	1947
56-90	1280	4-6-2	G 5d	Montreal, 1947	1947
56-89	1292	4-6-2	G 5d	Montreal, 1947	1956
56-81	1902	2-Trk Shay	S 1b	Lima	
56-82	1950	0-6-6-0		CP Ry, 1909 - 232x32-58-200-59-262,000-58,000	
63-277	2235	4-6-2	G-1v	CP Ry, 1914	
56-85	2342	4-6-2	G 3d	Montreal, 1926	1948
56-93	2581	4-6-2	G 2s	CP Ry	
56-151	2517	4-6-2	G 2r	CP Ry	
1-191	2705	4-6-2	G 4a	CP Ry	
56-39 F-1	2825	4-6-4	H 1c	Montreal, 1937	39-1952
56-40	2841	4-6-4	H 1c	Montreal, 1937	
56-88	2847	4-6-4	H 1c	Montreal, 1937	1948
46-211	2850	4-6-4	H 1d	Montreal, 1938*22x30*75*275*45,250*	BP
56-34	2901	4-8-2	I	CP Ry, 1914 - 232x32-72-200-227,000-43,000	1940
56-152	2911	4-4-4	F 1a	Canadian, 1937	
56-31	2924	4-4-4	F 1a	Canadian, 1938	1947
56-152	3001	4-4-4	F 2a	Montreal, 1936	
56-28	3002	4-4-4	F 2a	Montreal, 1936*17½x28*80*300*263,000*26,500 BP	
56-42	3100	4-8-4	K 1a	CP Ry, 1928 - 25½x30-75-275-423,000-60,800	56 → 1934
56-82	3742	2-8-0	N 2c		
56-33	5121	2-8-2	P 1e	Montreal, 1913	CP 5021:5121 1946
1-191	5211	2-8-2	P 1n	CP Ry, 1914	
1-191	5310	2-8-2	P 2b	Montreal, 1920	1942
63-192	5400	2-8-2	P 2f	Montreal, 1928	1959
56-82	5750	2-10-0	R 2a	CP Ry, 1909*As rebuilt from 0-6-6-0 #1950*	
				CP 1950:5750	1956
56-83	5761	2-10-0	R 2b	CP Ry, 1911	
56-30	5782	2-10-0	R 3d	CP Ry, 1918	
56-83	5813	2-10-2	S 2a	CP Ry, 1920	1948
56-38	5829	2-10-4	T 1b	Montreal, 1938	1948
63-76	5928	2-10-4	T 1a	Montreal, 1938	
56-84	5931	2-10-4	T 1c	Montreal, 1949	

Note -

CAROLINA, CLINCHFIELD & OHIO

	B	6	*4-6-0*		1913
126-6	B	99	*4-6-0*G-1*BLW, 1905-19X26-63-200-121,300-25,330	(1908) (1954) (1955)	
			South & Western 1: CC&O 99: Black Mt. 3: Yancy 3		1951
126-16817		151	*4-6-2*P-1*BLW, 1910-23X30-69-190-200,900-37,140	16→1947 17→1948	
126-17818		152	*4-6-2*P-1*BLW, 1910-As 151		18→1948
126-19		153	*4-6-2*P-2*BLW, 1914-25X30-69-200-250,100-46,200		1947
126-18		154	*4-6-2*P-2*BLW, 1914-As 153		1948
126-7		305	*2-8-0*H-4*BLW, 1909-22X32-57-190-174,800-43,880		1948
126-21		410	*2-8-2*K-4*Alco, 1923-27X30-63-190-284,800-56,000		1948
126-20		413	*2-8-2*K-4*Alco, 1923-As 410		1947
126-21		499	*2-8-2*K-2*BLW, 1911-23X30-58-200-245,000-46,500		1948
126-7		514	*2-6-6-2*M-2*BLW, 1923-24&37X32-57-200-379,000-77,400	10→1948 8→1948	1946
126-8&10		652	*4-6-6-4*E-1*A-S, 1943-(4)22X32-69-265-607,000-101,000		1948
126-8		657	*4-6-6-4*E-1*A-S, 1943-As 652		1948
126-9		661	*4-6-6-4*E-2*A-S, 1947-(4)22X32-69-265-613,000-101,000		1948
126-4		663	*4-6-6-4*E-2*A-S, 1947-As 661		1949
126-13		673	*4-6-6-4*E-3*A-S, 1943-(4)21X32-69-280-630,000-97,350		1948
11&12		675	*4-6-6-4*E-3*A-S, 1943-As 673		1948
126-14		725	*2-8-8-2*L-2*BLW, 1919-25&39X32-57-200-531,000-101,560		1948
126-14		726	*2-8-8-2*L-2*BLW, 1919-As 725		1948
126-15		741	*2-8-8-2*L-3*Alco, 1923-25&39X32-57-200-541,000-101,560		1948
126-5		743	*2-8-8-2*L-3*Alco, 1923-As 741		1947
126-15		744	*2-8-8-2*L-3*Alco, 1923-As 741		1948
136-153		500	*2-6-6-2* *BLW, 1909-22&35X32-57-205-78-353,000-73,000		BF
136-156		519	*2-6-6-2* *BLW, 1910-As rebuilt by BLW, 1923-24&37X32-57-200-78-379,000-77,000	CC&O 559: 519 (1923)	
136-154		550	*2-6-6-2* *BLW, 1910-24&37X32-57-200-78-379,000-78,000	(1923)	
136-154		605	* *BLW, 1910-23&35X32-57-205-78-353,000-73,000	Chi. Gt. Western 605: CC&O 605 (1912)	BF
136-156		702	*2-8-8-2* *BLW, 1919-28&42X32-57-200-96-523,000-104,000		
136-155		727	*2-8-8-2* *As 725		

CENTRAL OF GEORGIA RY

5-46 46-235 133-214	146 *4-6-0*BLW, 1884 (1481)		BP
133-215	455 *4-8-4*K*Lima, 1943-27x30-73½-250-447,200-62,300		BP
132-118	456 *4-8-4*K*Lima, 1943-As 455		1951
132-119	467 *4-8-2*MT*BLW, 1926-27x28-69-200-316,500-50,290		1946
132-116	468 *4-8-2*MT*BLW, 1926-As 467		1940
132-114	470 *4-8-2*MT*BLW, 1926-As 467		
	472 *4-8-2*MT*A-R, 1925-27x28-69-190-316,500-47,800		
	C of Ga 1672: 472		1937
132-113	484 *4-8-2*MT*A-R, 1920-27x28-69-190-316,000-47,800		
	(1924) C of Ga 1684: 484		1947
132-115	488 *4-8-2*MT*A-R, 1920-As 484	(1924) C of Ga 1688: 488	1948
132-117	496 *4-8-2*MT*A-R, 1923-27x28-69-190-319,000-47,800		
	(1924) C of Ga 1696: 496		1952
132-112	1674 *4-8-2*MT*A-R, 1925-As 472	(1924) C of Ga 1674: 474	BP
132-112	1679 *4-8-2*MT*A-R, 1923-27x28-69-190-319,000-47,800		
	(1924) C of Ga 1679: 479		BP
132-110	1683 *4-8-2*MT*A-R, 1919-27x28-69-190-318,000-47,800		
	(1924) C of Ga 1683: 483		BP
136-159	1908 *2-6-6-2* *A-R, 1919(59045)-24#38x32-57-220-72-438,000-93,000	(1925) C of Ga 1908: 797: Ill. Cent. 6007	Sc. 1936

CENTRAL PACIFIC

NOTE - All names dropped 1872 to 1874 as shipped.

27-12	2-12 27-11	1 "Gov. STANFORD" * 4-4-0 * R. Norris & Son, 1862(1040) - 16x22-57-100- 56,000-6,920 CP 1 "G.S.": SP 1174 Ret. 1894	(1891) 1863
27-79	33-21	1 "Gov. STANFORD" * 4-4-0 * As above. 1873 photo and on exhibition,	(1891)
	27-38 2-12 & 13 27-13 & 15	2 "PACIFIC" * 4-4-0 * Mason, 1863(141) - 16x24-60-61,000 CP 2 "P.": SP 1189	(1891) 1864
	F-2 2-14 27-13 33-34 & 6	3 "C.P. HUNTINGTON" * 4-2-4 T * DC & Co, 1863-11x15-54-39,000 CP 3 "C.P.H.": SP 1: 1001	(1871) (1891) 1864
	2-16 27-16 & 18	4 "T.D. JUDAH" * 4-2-2 * DC & Co, 1863 as 4-2-4 T - As rebuilt in 1882 11x15-54-30,000 Sold 1889	c. 1885
	2-16 & 19 27-16 & 22	5 "ATLANTIC" * 4-4-0 * Mason, 1863(145) - 15x22-60-58,000 CP 5 "A.": SP 1006 Sc. 1894	(1891) Sc. 1894
2-16	27-23	6 "CONNESS" * 4-6-0 * Mason, 1864(153) - 17x24-48-70,500 CP 6 "C.": SP 1509: 2000 Sc. 1908	(1891) (1908) 2-16 → 1865 27-16 → 1865
	2-17 27-23 & 31	7 "A.A. SARGENT" * 4-4-0 * Booth & Co, 1865(3) - 16x24-60-56,500 CP 7 "A.A.S.": SP 1190: 1214; 1487	(1891) (1901) (1907) 1866
	2-21 27-19	8 "NEVADA" * 2-6-0 * Danforth L&M, 1865 - 18x22-48-70,000 CP 8 "N.": SP 1522 Sc. 1900	(1891) Sc. 1900
	2-22 27-27 37-14	10 "HUMBOLDT" * 2-6-0 * Danforth L&M, 1865 - As 8 Rebuilt to 4-4-0, 1871 Sc. 1889	(1891) Sc. c. 1866
	27-33	11 "ARCTIC" * 4-4-0 * Mason, 1865(212) - As 5 CP 11 "A.": SP 1120	(1891) Sc. 1892 1866
1-115	27-23	13 "HERCULES" * 2-6-0 * Danforth L&M, 1865 - As 8 - Rebuilt to 4-4-0, 1871 CP 13 "H.": SP 1266: 1514	(1891) (1901) 1868
	2-23 27-26 2-35	14 "ONEONTA" * 2-6-0 * Danforth L&M, 1865 - As 8 - Rebuilt to 4-4-0, 1871 CP 14 "O.": SP 1267 Sc. 1899	(1891) Sc. 1899
	27-30 33-471	17 "IDAHO" * 4-6-0 * Mason, 1866(223) - As 6 - Blew up & scrapped, 1879 19(2) * 4-6-0 * Sacto. Sh., 1885(23) - 18x30-56-112,000 CP 19(2): SP 1762: 2208	(1891) Sc. 1892
2-18 27-74 31-31 33-40		22 "AUBURN" * 4-6-0 * McKay & Aldus, 1866 - 17x24-54-73,800 CP 22 "A.": SP 1525 Sc. 1892	(1891) Sc. 1892
	2-28	25(2) * 4-4-0 * Norris - Lanc., 1864(14) - 16x22-60-60,100 West. Pac. I "INDUSTRY": CP 25(2): Gone by 1878	1870
	27-28 31-21 2-20 27-45 & 66	26 "SAMSON" * 0-6-0 T * Danforth L&M, 1868 - 17x22-45-73,800 CP 26 "S.": SP 1012 Sc. 1900	(1891) Sc. 1900 1883
	27-48 2-31 27-28 33-90	27 "GOLIATH" * 0-6-0 T * Danforth L&M, 1868 - As 26 "S" CP 27 "G.": SP 1013 28 "GOLD RUN" * 4-4-0 * McKay & Aldus, 1867 - 16x24-60-62,100 CP 28 "G.R.": SP 1191 Sc. 1898	(1891) (1901) Sc. 1898 45 → c. 1876 (1891) Sc.
		29 "ANTELOPE" * 4-4-0 * McKay & Aldus, 1867 - As 28 CP 29 "A.": SP 1192	1900 1872
		32 "AJAX" * 0-6-0 T * New Jersey L&M, 1867(493) - 16x24-48 Rebuilt to 4-4-0, 1871 CP 32 "A.": SP 1257 Sc. 1895	(1891) BP

CENTRAL PACIFIC

27-30	44" COLOSSUS * 4-6-0 * McKay & Aldus, 1867-18x24-54-72,300 Rebuilt to 0-6-0, 1897 CP 44"C": SP 1530: 1060	(1891) (1891)	
2-21 27-19	45" MAJESTIC * 4-6-0 * McKay & Aldus, 1867 - As 44 CP 45"M": SP 1531: to 0-6-0 1052	(1891) (1896)	
27-43	46 * 4-4-0 * McKay & Aldus, 1867 as 4-6-0 - As rebuilt by Sacto. Sh., 1872 - 17x22-54-65,000 CP 46" UNICORN": SP 1259	(1891)	c. 1875
3-149 33-23	48 * 4-4-0 * Grant, 1867(533) as 4-6-0 T, tender added 1868 - As rebuilt by Sacto. Sh., 1883 - 17x30-54-85,000 CP 48" TOYABE": SP 1366 1883	Sc. 1890 (1891) 13P	
2-30 27-81	50" CHAMPION * 4-4-0 * McKay & Aldus, 1867 - As 28 CP 50"C": SP 1176: 1209(2)	(1891)	
33-41 37-19	55(2) * 4-4-0 * Sacto. Sh., 1873(1) - 17x24-56-74,000 CP 55(2): SP 1272: 1516: Central Cal. Traction Co. ?	(1907) (1910)	1873
27-165	56 * 4-6-0 * Sch., 1868(493) - 18x24-48-71,250 CP 56" GRIZZLY": SP 1532 Sc. 1894	(1891)	1888
27-162 37-12	57" BISON * 4-6-0 * Sch., 1868(576) - As 56 CP 57"B": SP 1533: 2020 1910 1868	(1891) Sc. (1891)	
2-23	59" PLUTO * 4-6-0 * Sch., 1868(494) - As 56 CP 59"P": SP 1535: 2022		
F-2 27-49	60" JUPITER * 4-4-0 * Sch., 1868(505) - 16x24-60-65,500 CP 60"J": SP 1195: GVG & N I	(1891) (1893)	1869
27-68 2-24 & 33 27-67	65" MIKADO * 4-4-0 * McKay & Aldus, 1868 - As 28 - CP 65"M": SP 1199 1900 68" PEOQUOP * 4-6-0 * McKay & Aldus, 1868 - As 22 CP 68"B": SP 1536: 2001 Sc. 1933	(1891) Sc. (1891) (1901)	
2-24 27-165	82 * 4-6-0 * Rogers, 1868(1513) - 18x24-54-77,450 CP 82" BUFFALO": SP 1544 Sc. 1894	(1891)	1878
27-165 37-22	86 * 4-6-0 * Rogers, 1868(1516) - As 82 CP 86" GORILLA": SP 1547 1899 165 -> 1888	(1891) Sc. (1891) Sc. Painting	
33-122	87 * 4-6-0 * Rogers, 1868(1517) - As 82 CP 87" TEMPEST": SP 1548 1899 as of 1875	(1891) Sc. (1891) Sc.	
27-45 31-20	95" DRIVER * 4-4-0 * McKay & Aldus, 1868 - 15x24-60-60,000 CP 95"D": SP 1164 1893	(1891) Sc.	
27-72	96 * 4-4-0 * McKay & Aldus, 1868 - As rebuilt by Sacto. Shops, 1874 - 15x24-60-60,000 CP 96" CLIPPER": SP 1165	(1891)	
27-5	107" COURSER * 4-4-0 * Rogers, 1868(1601) - 15x22-56-60,250 CP 107"C": SP 1125 Sold 1891-96?	(1891)	
3-166	108 * 4-4-0 * Rogers, 1868(1604) - As 107 CP 108" STAGER": SP 1126 1891-96? 1876	(1891) Sold	
27-46 37-13	113" FALCON * 4-4-0 * Danforth L&M, 1868 - 15x22-56-60,250 CP 113"E": SP 1129 Sc. 1899	(1891)	
1-170 27-64	116" WHITE EAGLE * 4-4-0 * Danforth L&M, 1868 - As 113 CP 116"W.E": SP 1131 Sc. 1891	(1891)	
2-27	118 "GREY EAGLE" * 4-4-0 * Danforth L&M, 1868 - As 113 CP 118"GE": SP 1133 1899	(1891) Sc. (1891) Sc.	c. 1869
33-42	122(2) * 4-4-0 * Sacto. Sh., 1886(26) - 17x26-68-88,500 CP 122(2): SP 1362 Sc. by 1909	(1891)	1886
3-159	122(2) * 4-4-0 * As above but equipped with outside bearing front truck		
27-166 37-21	123(2) * 4-4-0 * Sacto. Sh., 1886(27) - 17x26-69-150-20,0 - 1269-52,800 - 88,500 - 13,900 CP 123(2): SP 1363	(1891)	

CENTRAL PACIFIC

(2-34 27-40	124	*4-4-0 * Globe L.W., 1865-16x24-60-63,500 Oregon Central?; CP 124 "UMPUA": SP 1212	(1891) 1883
3-157 27-166	130	"FAVORITE" *4-4-0 * McKay & Aldus, 1868-15x22-56-60,000 CP 130 "F": SP 1140 Sc. 1894	(1891) 1870
33-24	138	*4-4-0 * Sch., 1868(513)-15x22-56-60,100 CP 138 "BLUE BIRD": SP 1143 Sc. 1894	(1891) 1878
27-149 2-30 33-26	149	*4-4-0 * Sch., 1868(531)-As 60-CP 149 "BLACK FOX": SP 1216 Sc. 1895	(1891) 1876
1-169	152	"WHITE FOX" *4-4-0 * Sch., 1869(534)-As 60-CP 152 "W.F.": SP 1219 Sc. 1899	(1891) 1879
27-60 33-35	155	*4-4-0 * Rhode Is., 1868(87)-16x24-60-62,100 CP 155 "SUNBEAM": SP 1222: 1493 Sc. 1907	(1891) 1879
2-32	158	*4-4-0 * Sch., 1869(558)-As 60-CP 158 "EUREKA": SP 1225 Sc. 1901	(1891) 1879
2-32 27-45	159	*4-4-0 * Sch., 1869(559)-As 60-CP 159 "DIANA": SP 1226 Sc. 1899	(1891) 1884
27-169 3-159	162	*4-4-0 * Sch., 1869(571)-16x24-60-65,450-CP 162 "FLASH": SP 1229 Sc. 1899	(1891) 1879
27-166 33-44	166(3)	*4-4-0 * Sacto. Sh., 1886(29)-17x26-68-85,800 CP 166(3): SP 1365 1909 BPs	(1891) Sc. by 1879
F-2	166	*4-6-0 * Questionable	
33-27	168	*4-4-0 * Mason, 1866(239)-15x22-60-60,000 Western Pacific "A": CP 168 "SACRAMENTO": SP 1152 Sc. 1894	(1870) (1891) 1879
(9-98 27-80 33-38 37-19	173	*4-4-0 * Norris-Lane, 1864(13)-As completely rebuilt by Sacto. Shops, 1872 16 1/2 x 24-66-66,250 West. Pac. H. "SONOMA": CP 173 "S.": SP 1285: 1523 1909	(1870) (1891) (1909) Sc. 1872
27-82 37-25	177(3)	*4-6-0 * Sacto. Sh., 1886(25)-18x30-57-145-24.5-1453-78,700-105,100- 21,020 CP 177(3): SP 1764: 2193	(1891) 1872
2-35 27-66	183	*4-4-0 * Rogers, 1872-17x24-56-72,100 CP 183: SP 2190: 1311(2)	(1891) 1879
2-38	187	*4-4-0 * Sacto. Sh., 1873(8)-18x24-60-74,000 CP 187: SP 1367 Sc. 1899	(1891) 1879
27-83	188	*4-4-0 * Sacto. Sh., 1873(7)-As 187 CP 188: SP 1368 Sc. 1899	(1891) 1879
2-27 27-37	199	*4-6-0 * Sch., 1875(991)-18x24-60-80,000-Rebuilt to 0-6-0, 1898 CP 199: SP 1564: 1061	(1891) (1898) 1875
33-374	202	*4-6-0 * Danforth L&M, 1875(1006)-18x24-54-71,500 CP 202: SP 1567 Sc. 1898-1900?	(1891) 1887
33-148	207	*4-6-0 * Danforth L&M, 1876(1023)-As 202 CP 207: SP 1572: 1057(0-6-0) Sc. 1912	(1891) (1896) 1879
3-157 27-169	210	*4-6-0 * Danforth L&M, 1876(1026)-As 202 CP 210: SP 1875: 2010	(1891) 1887
33-143	216	*4-6-0 * Sch., 1876(1016)-18x24-54-79,500 CP 216: SP 1581: 2029 Sc. 1918	(1891) (1901) 1879
(3-166	222	*4-4-0 * Sch., 1876(1002)-17x24-60-66,700 CP 222: SP 1296 1900	(1891) Sc. 1876
27-83	228	*4-4-0 * Sch., 1876(1024)-As 222 CP 228: SP 1302	(1891) 1879
3-154 9-149 27-85 33-222 37-5	229(2)	*4-8-0 * Sacto. Sh., 1882(20)-19x30-54-123,000 CP 229(2): SP 1950: 2800: 2925 Sc. 1935	(1891) (1901) (1907) 1882

CENTRAL PACIFIC

33-118	233	*2-6-2T*Sacto. Sh., 1882(16) - 16x24-51-145-103,800-14,850 (1891) (1901) CP 223; SP 1504; 1903 Sold 1914	Photo as partially restored and an exhibition
33-116	235	*2-6-2T*Sacto. Sh., 1882(18) - 16x24-48-145-88,000-100,000-15,780 (1891) (1901) (1912) CP 235; SP 1506; 1905; Tidewater Sou. ? Sc. 1912	Painting c. 1912
3-153 27-85 2-33 3-158 27-86 33-226	236	*2-6-2T*Sacto. Sh., 1882(19) - As 235 CP 236; SP 1507; 1906; MW 566 BP	
	237	"EL GOBERNADOR" *4-10-0*Sacto. Sh., 1883(21) - 21x36-57-140-121,600-154,000-33,140 CP 237 "E.G."; SP 2050 Sc. 1894 (1891)	158 → 1884 33 → 1885
3-161 27-169 33-131	240	*4-6-0*Sacto. Sh., 1887(32) - 18x30-57-105,100 CP 240: (1891) (1901) SP 1767; 2196 Sc. 1912	1888
3-155	265	*4-4-0*Sacto. Sh., 1888(56) - CP 265; SP 1420 Sc. 1911 (1891)	c. 1891

CENTRAL PENNSYLVANIA LUMBER CO

NOTE - All numbers below 55 are 3'-0" gauge

107-80	2	* 2 Tr. * Heisler, 1900 (1046) - 40,000 - Amster & Campbell 2: CPL Co 2: 52; Jeffries Lbr. Co. ?	(1908)
107-80	3	* 2 Tr. * Heisler, 1902 - 40,000 - A & C 3: CPL Co 3: 53	(1903)
107-91	3	* 2 Tr. Shay * Lima, - 40,000 - No data, in use at Hallton	(1903)
107-80	4	* 2 Tr. * Heisler, 1904 (1076) - 56,000 - A & C 4: CPL Co 4: 54; TV RY 15	(1917) (1922)
107-97	20	* Cl. B * Climax, 1910 (1015) - 104,000 - C. W. Sones Lbr. Co. 7: CPL Co 7: 20; TV RY 22	(1917) (1922)
107-94	21	* Cl. B * Climax, 1906 (630) - 84,000 - " 5: " 5: 21; " 21	(1917) (1922)
107: 99-4	22	* Cl. B * Climax, 1903 (383) - 60,000 - " 2: " 2: 22 Scrapped	(1903)
107-79	53	* 2 Tr. * Heisler, 1901-02 - 40,000 - Amster & Campbell 3: CPL Co 3: 53; possibly TV RY 16(1)	(1903)
107-80	54	* 2 Tr. * Heisler, 1904 (1046) - 56,000 - " 4: " 4: 54; TV RY 15	(1903)
102-13	55	* 2-6-0 * BLW, 1891 (12129) - 72,000 - Barclay RR 2: CPL Co 102: 55 Scrapped after 1920	(1903) (1921)
103-42	56	* 2 Tr. Shay * Lima, 1891 (336) - 70,000 - Tidaghton & Fahnestalk 1: Leetonia RR 1: CPL Co 56	(1925-26)
110-34	57(2)	* 3 Tr. Shay * Lima, 1902 (732) - 120,000 - J. Strong Lbr. Co. 2: CPL Co 57(2): Slight Lbr. Co. 2: Rib Lake Lbr. Co. ?	(1903+)
110-34	58(2)	* 3 Tr. Shay * Lima, 1908 (2059) - 140,000 - Wm. Irving & Co. 2: CPL Co 58(2): Day Chem. Co. 58	(1930)
102-76	59	* 0-4-2 * Brooks, 1876 (240) - 58,000 - Barclay RR 1: CPL Co 59 Scrapped 1921-25	
142-33	60	* Cl. B * Climax, 1907 (818) - 106,000 - ex std gauge Scrapped 1937	
107: 99-3	61	* Cl. B * Climax, 1907 (822) - 106,000 - ex std gauge " 1937	
107: 99-2	62	* Cl. B * Climax, 1907 (858) - 106,000 " 1937	
104-69	63	* 2 Tr. Shay * Lima, 1906 (1754) - 90,000 - Ronceverte & Lewisburg RR 2: CPL Co 63: Slight Lbr. Co. ?	(1931)
105-61	64	* 3 Tr. Shay * Lima, 1903 (763) - 120,000 - S & NY RR 110: CPL Co 64 Sc. after 1920	(1913) (1922-23)
111-31 & 32	67	* 2-8-0 * BLW, 1904 (24481) - S & NY RR 111: CPL Co 67: Rib Lake Lbr. Co. ?	(1913-14)
110-33	68	* 3 Tr. * Climax, 1913 (1195) - 160,000 - S & NY RR 116: CPL Co 68	
102-12	71	* 3 Tr. Shay * Lima, 1915 (2816) - 180,000 - Champion Lbr. Co. 90: CPL Co. 71 Sc. after 1928	(1903)
102-23	102	* 2-6-0 * BLW, 1891 (12129) - 72,000 - Barclay RR 2: CPL Co 102: 55	(1913-14)
102-11 & 76	112	* 2-8-0 * BLW, 1906 (27270) - S & NY RR 112: CPL Co 69: 112	

CENTRAL RR OF NEW JERSEY

137-98	4	* 0-6-0 * B3 * Brooks, 1901 (3901) - 20X26-51-180-142,000-31,200	Sc. 1952
75-32	5	* 0-6-0 * 6531 * Brooks, 1901 (3902) - As 4	Sc. 1952
75-18	11	* 0-4-0 T * Taunton, 1867 (403) - 10X22-49-120-37,510-4580	Sc. 1899
		CRRNJ 91 "GYPSY": 11	1888
137-97	14	* 0-4-0 T * Grant, 1869 - 10X22-43 $\frac{1}{2}$ -120-49,950-5160	Sc. 1896 "HORNET"
75-32	16	* 0-6-0 * 6531 * A-B, 1906 (39057) - As 4	Sc. 1959
75-33	17	* 0-6-0 * 6531 * A-B, 1906 (39058) - As 4	Sc. 1953
75-33 & 158	23	* 0-6-0 * 6531 * A-B, 1906 (39064) - As 4	Sc. 1953
137-98	25	* 0-6-0 T * BLW, 1873 (3479) - 15X22-44 $\frac{1}{2}$ -120-62,750-11,350	
		CRRNJ 25: 705	Sc. 1905
74-50			Sc. 1952
137-98	27	* 0-6-0 * 6531 * Eastport Shops, 1918 (39068) - 20X26-51-180-150,000-31,200	
137-78	30	* 2-4-0 * 6 $\frac{33}{24}$ * BLW, 1871 - 14X22-56-125-48,610-66,610-8180	Sold 1903
137-7	33	* 4-4-0 * NJL&M, 1860 - 6'-0" gauge - 16X24-54-66,000	
		CRRNJ 33 "BERGEN": 31	Dism or sold 1870
75-236	34	* 0-6-0 * 6534 * Eastport Shops, 1912 (39075) - 21X26-51-180-150,000-34,400	Sc. 1952
137-7	35	* 4-4-0 * Taunton, 1852 (90) - Inside connected - 15X20-62 $\frac{1}{2}$ - 35,780-56,610	
		CRRNJ 5 "NEW YORK": 35	Sc. 1888
66			Sc. 1876
99-174	40	* 2-6-0 * NJL&M, 1862 - 6'-0" gauge - 18X22-48-68,000 -	Sc. 1876
137-81		CRRNJ 40 "MORRIS": 33 "MORRIS": MORRIS	BP
137-7	40	* 4-4-0 * 8 $\frac{50}{35}$ C * BLW, 1887 (8591) - 19X24-69-145-69,650-100,000-15,480	
		CRRNJ 40: 530: 513	Sc. 1928
75-34	42	* 0-6-0 * 6534 * Eastport Shops, 1914 (39083) - As 34	Sc. 1950
75-34	48	* 0-6-0 * 6534 * Eastport Shops, 1915 (39089) - As 34	Sc. 1951
137-99	57	* 0-6-0 * 50 * BLW, 1902 (21043) - 18X24-51-180-127,500-23,330	1933 BP
75-19	60	* 2-2-4 T * DC&Co, 1864 - CRRNJ 60 "WREN": 60 "STAR" - Had 3 rebuilds 1899	BP
137-II	60	* 4-2-4 T * 6 $\frac{29}{21}$ B * DC&Co, 1864 - As rebuilt to inspection loco. - 11X15-57-125 -	
		42320-83,060-3,380 CRRNJ 60 "WREN": 60 "STAR"	Sc. 1899
137-7	66	* 4-4-0 * 8 $\frac{34}{23}$ C * Taunton, 1865 (362) - 17X24-57 $\frac{5}{8}$ -120-46,000-68,850-12,476	
		CRRNJ 66 "PONTIAC"	Sc. 1903
137-13	82	* 4-6-0 * NJLW, 1866 - 18 $\frac{1}{2}$ X22-52 $\frac{3}{4}$ -120-63,320-78,260-14,560	
		CRRNJ 78 "PULASKI": 82 "PULASKI"	Sc. 1898
137-80	85	* 2-6-0 * 8 $\frac{54}{45}$ D * Taunton, 1866 (391) - As rebuilt, Ashley Shops, 1895 -	
		18X24-57 $\frac{1}{2}$ -150-90,500-109,050-17,240 CRRNJ 85 "MOGUL": 391	Sc. 1926
137-80	89	* 2-6-0 * Taunton, 1868 (424) - 17X24-57 $\frac{5}{8}$ - - 64,010-75,880	
		CRRNJ 89 "MALAY": 392	Sc. 1926
75-35	93	* 0-6-0 * 6523 * A-B, 1905 (28603) - 18X24-51-180-127,500-23,330	Sc. 1934
66			Sc.
137-7	96	* 4-4-0 * Grant, 1868 - 16X24-68-125-44,660-68,600-9,600	
		CRRNJ 96 "TRAVELER": 536: 502	Sc. 1931
75-35	96	* 0-6-0 * 50 * A-B, 1905 (28606) - As 96	Sc. 1933
			1914

CENTRAL RAILROAD OF NEW JERSEY

75-22	101	*4-4-0*BLW, 1869(1847)-16X22-63-130-44,950-68,450-9,880 CRRNJ 101 "CORSIKAN" (1903) 744 Sc. 1914	BP
75-37	101	*0-6-0*6S39*A-C, 1918(59349)-21X28-51-190-163,500-39,100 Sc. 1955	
75-278 74-51	104	*0-6-0*6S39*A-C, 1918(59352)-As 101 Sc. 1955	
75-38 75-38#275	105	*0-6-0*6S39*A-C, 1918(59353)-As 101 Sc. 1955	51→1953
107-99	108	*0-6-0*6S39*A-C, 1918(59356)-As 101 Sc. 1955	Sc. 1954
137-100	111	*0-6-0*B7s*A-S, 1923(64382)-23X26-51-200-197,000-45,850	
75-39#190	112	*0-6-0*6S46*A-S, 1923(64383)-As 111 Sc. 1955	190→1946
75-236	113	*0-6-0*6S46*A-S, 1923(64384)-As 111 Sc. 1953	
74-51	114	*0-6-0*6S46*A-S, 1923(64385)-As 111 Sc. 1955	
75-39	115	*0-6-0*6S46*A-S, 1923(64386)-As 111 Sc. 1955	1948
137-78	124	*2-4-4T*BLW, 1871(2484)-16X20-63-125-60,920-8,640 Sc. 1899	
5-62 75-19	125	*2-4-4T*BLW, 1871(2486)-16X20-63-120-60,920-8,290 Sc. 1899	BP
75-236	136	*0-6-0*6S38*BLW, 1918(48228)-22X26-51-180-159,600-37,750 Sc. 1952	
75-36	137	*0-6-0*6S38*BLW, 1918(48229)-As 136 Sc. 1951	
75-36 74-51	138	*0-6-0*6S38*BLW, 1918(48310)-As 136 Sc. 1951	
137-100	139	*0-6-0*6S38*BLW, 1918(48311)-As 136 Sc. 1952	
75-22	145	*4-4-0*BLW, 1875(3742)-18X22-68-135-52,670-78,620-12,030 CRRNJ 145: 790 Sc. 1905	BP
137-100	149	*0-6-0*142*BLW, 1893(13611)-19X24-51-140-101,800-20,220 CRRNJ 47: 27: 149 Sc. 1926	
74-74 75-68	151	*4-6-0*L5ds*Brooks, 1900(3530)-As rebuilt-21X28-69-210-153,600-20,500-31,940-Sc. 1952 CRRNJ 491: 151	
137-79 75-20 113A-1403	153	*2-6-0T*BLW, 1873(3482)-17X22-51-125-74,600-86,000-13,250-Sc. 1906 CRRNJ 153: 722	20→1886
137-17	153	*4-6-0*L5es*Brooks, 1900(3532)-As rebuilt-As 151-Sc. 1952 CRRNJ 493: 153	
74-70	154	*4-6-0*L5ds*Brooks, 1900(3533)-As rebuilt-As 151-Sc. 1936 CRRNJ 494: 154	
137-17	155	*4-6-0*L5s*Brooks, 1900(3534)-As rebuilt-20X28-69-210-142,000-194,000-28,980-Sc. 1934 CRRNJ 495: 155	
75-373	155	*4-6-0*L5ds*Brooks, 1900(3534)-As rebuilt-As 151 Sc. 1947	(1903)
75-69	156	*4-6-0*L5ds*Brooks, 1900(3535)-As rebuilt-As 151 CRRNJ 496: 156	
137-17	157	*4-6-0*10 ⁸³ DX Brooks, 1900(3536)-20X28-69-200-126,000-166,000-27,590-Sc. 1952 CRRNJ 497: 157	
75-364 74-76	158	*4-6-0*L5s*Brooks, 1900(3537)-As rebuilt-As 155-Sc. 1936 CRRNJ 498: 158	
75-276#306	160	*4-6-0*L5ds*Brooks, 1901(3942)-As rebuilt-As 151-Sc. 1952 160(1903) CRRNJ 489: 160	
75-372 8-77	161	*4-6-0*L5ds*Brooks, 1901(3943)-As rebuilt-As 151-Sc. 1952 CRRNJ 484: 161	
75-23	162	*4-4-0*BLW, 1881(5618)-19X24-69-140-68,300-93,000-14,820-Sc. 1921 CRRNJ 162: 537: 510	
74-73 75-68	162	*4-6-0*L5ds*Brooks, 1901(3944)-As rebuilt-As 151-Sc. 1950 CRRNJ 485: 162	BP (1903) 68→1931

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75-23	163	*4-4-0*	BLW, 1881(5626) - As 162 - Sc. 1901	CRRNJ 163: 538 (1899)
75-228	164	*4-6-0*	T 28 * Brooks, 1901(3946) - As 151 - Sc. 1952	CRRNJ 487: 164 (1903) 1947
75-70 & 253	169	*4-6-0*	T 32 * A-B, 1903(27787) - 21x28-69-210-153,600-201,500-31,940	Sc. 1951 253 → 1949
75-69	173	*4-6-0*	T 32 * A-B, 1903(27791) - As 169 - Sc. 1952	
75-172	178	*4-6-0*	L 5es * A-B, 1906(39446) - As 169 - Sc. 1947	1935
75-71	180	*4-6-0*	L 5cs * A-B, 1906(39448) - 20x28-69-210-153,600-201,500-28,980	Sc. 1937
75-70	182	*4-6-0*	L 5es * A-B, 1906(39450) - As 169 - Sc. 1951	
137-82	184	*2-8-0*	BLW, 1880(5027) - 20x24-51-140-89,240-103,760-22,400 - Sc. 1951	(1903)
			CRRNJ 184: 294	
137-79	197	*2-4-2*	Grant, 1872 - 14x22-56-120-49,050-61,680-7,850 - Sc. 1903	(1903)
			CRRNJ 197: 701	
137-89	200	*2-6-2 T*	200 * BLW, 1902(20245) - 18x26-63-200-129,200-169,900-22,730	Sc. 1940
75-47	200	*2-6-2 T*	J 1s * " " " - As rebuilt - 18x26-63-200-137,500-206,400-22,730 - Sc. 1940	
137-90	201	*2-6-2 T*	200 * BLW, 1902(20839) - As 200(200) - Sc. 1945	
137-90	203	*2-6-2 T*	J 1s * BLW, 1902(20867) - As 200(J 1s) - Sc. 1936	
137-97	211	*0-6-0*	BLW, 1865(1402) - 15x18-45-110-51,970-8420 - Sc. 1899	(1871)
			Lehigh & Susquehanna 11 "RESOLUTE": CRRNJ 211	
75-307	215	*2-6-2 T*	J 1s * BLW, 1903(22432) - As 203 - Sc. 1945	1928
75-47	219	*2-6-2 T*	J 1s * BLW, 1903(22518) - As 203 - Sc. 1938	G. 1933
74-68	223	*2-6-2 T*	J 1s * BLW, 1904(24056) - 18x26-63-200-130,000-188,000-22,730	(1912)
75-202			Sc. 1945 Long Island 23: CRRNJ 223	
75-46	224	*2-6-2 T*	J 1s * BLW, 1904(24082) - As 223 - Sc. 1945	L 124: CRRNJ 224 (1912) 462
88-129			Sc. 1950	1930
75-48, 49 & 316	225	*4-6-4 T*	H 1s * BLW, 1923(57387) - 21x26-63-200-163,500-291,700-30,940	316 → 1931
137-97	226	*2-8-0*	BLW, 1867(1583) - 19x24-49-130-82,600-92,600-19,540 - Sc. 1902	(1871)
			Lehigh & Susquehanna 26 "ERSKINE HAZARD": CRRNJ 226	
74-68 & 69	227	*4-6-4 T*	SU 31 * BLW, 1923(57389) - As 225 - Sc. 1950	
75-235	228	*4-6-4 T*	H 1s * BLW, 1923(57390) - As 225 - Sc. 1947	
137-91	229	*4-6-4 T*	H 1s * BLW, 1923(57533) - As 225 - Sc. 1947	48 → BP
75-48	233	*2-6-0 T*	Danforth L & M, 1867 - 17x22-46 3/4 - 120-69,200-83,200-13,870	(1871)
137-80			Sc. 1900 With tender for fuel only Lehigh & Susq. 33: CRRNJ 233	
75-21	253	*2-8-0*	BLW, 1868(1720) - 20x24-49-120-82,600-92,600-19,980 - Sc. 1900	(1871)
137-82			Lehigh & Susquehanna 53: CRRNJ 253	Both → 1885
74-52	273	*0-8-0*	8 S 53 * A-S, 1912(52534) - 24x30-55-200-234,000-53,410 - Sc. 1952	
137-101	276	*0-8-0*	E 1 * BLW, 1913(41032) - As 273 - Sc. 1951	
75-24	277	*4-6-0*	BLW, 1872(2778) - 18x22-56-120-64,100-79,500-12,980 - 1902	Sc. BP
75-40	279	*0-8-0*	270 * BLW, 1914(41051) - As 273 - Sc. 1950	BP
75-40	279	*0-8-0*	8 S 53 * All as above	
74-54	281	*0-8-0*	8 S 53 * A-S, 1916(56427) - As 273	1947

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75-348	287	*0-8-0*	8553*	A-S, 1917(57194) - As 273 - Sc, 1952	1951	()
75-40	292	*0-8-0*	E1*	Elizabethport Shop, 1918(44993-3) - As 273 - Sc, 1951		
107-13	295	*4-6-0*	BLW, 1880(5064) - 18X22-56-130-71010-86,690-14,070 - Sc, 1911			
				(1903) CRRNJ 295: 255		
75-41	295	*0-8-0*	8553*	A-S, 1923(64318) - 24X30-55-200-238,500-53,410 - Sc, 1951		
74-52	296	*0-8-0*	8553*	A-S, 1923(64319) - As 295 - Sc, 1952		
137-101	298	*0-8-0*	8553*	A-S, 1923(64321) - As 295 - Sc, 1952		
75-41	300	*0-8-0*	8553*	A-S, 1923(64323) - As 295 - Sc, 1952		
74-54	306	*0-8-0*	8561*	BLW, 1927(60163) - 24X30-55-230-255,100-61,420 - Sc, 1954	1947	
75-42	311	*0-8-0*	E3*	BLW, 1927(60168) - As 306 - Sc, 1955		
75-42	314	*0-8-0*	8561*	BLW, 1927(60171) - As 306 - Sc, 1952		
137-101	315	*0-8-0*	E4*	BLW, 1929(61082) - 24X30-55-240-262,800-64,090 - Sc, 1955		
75-43	316	*2-8-0*	BLW, 1887(8391) - 20X24-49 ³ / ₄ - 140-100,130-112,110-22,960 - Sc, 1926	(1903) (1923) CRRNJ 316: 303: 316		
74-53	317	*0-8-0*	8564*	BLW, 1929(61084) - As 315 - Sc, 1955		
75-43	319	*0-8-0*	E4*	BLW, 1929(61086) - As 315 - Sc, 1955		BP
74-53	321	*0-8-0*	8564*	BLW, 1930(61503) - 24X30-55-240-264,610-64,090 - Sc, 1955		
75-43	322	*0-8-0*	E4*	BLW, 1930(61504) - As 321 - Sc, 1955		()
75-43	323	*0-8-0*	E4*	BLW, 1930(61505) - As 321 - Sc, 1955		
137-102	349	*2-8-0*	I2*	Cooke L&M, 1889(1962) - 20X24-49-140-118,300-136,300-22,960 - Sc, 1931		
74-56				(1903) CRRNJ 361: 349		
74-55	357	*2-8-0*	300*	Cooke L&M, 1889(1970) - As 349 - Sc, 1927		
				(1903) (1927) CRRNJ 369: 357: 337		1914
23-25	369	*2-8-0*	Cooke L&M, 1889(1970) - 20X24-49 ³ / ₄ - 140-110,350-124,000-22,960			
69-10				(1903) (1927) CRRNJ 369: 357: 337	Sc, 1927	BPs
75-50	370	*2-8-0*	I*	BLW, 1896(14814) - 22X28-55-180-146,850-166,200-37,700		
				(1903) CRRNJ 425: 370	Sc, 1933	1931
137-8	371	*4-4-0*	BLW, 1890(10884) - 19X24-69-145-75,900-105,940-15,480 -			
				(1899) (1903) CRRNJ 371: 553: 524	Sc, 1921	BP
137-81	373	*2-6-0*	C3*	Elizabethport Shops, 1908(14822) - 19X26-63-190-132,600-153,600-24,060 - Sc, 1934		
75-45	374	*2-6-0*	C3*	Elizabethport Shops, 1908(14823) - As 373 - Sc, 1933		
74-55	375	*2-6-0*	C3*	Elizabethport Shops, 1908(14824) - As 373 - Sc, 1935	55 → 1934	
75-45	378	*4-4-0*	Rogers L&M, 1889(4116) - 19X24-68-145-81,000-109,860-15,690			
137-11				(1899) (1903) CRRNJ 378: 560: 521	Sc, 1924	()
75-17	385	*4-4-0*	BLW, 1892(12378) - Vauclain comp. - 13 ¹ / ₂ X 24-78-180 -			
				(1899) (1903) 87,830-124,530-12,900 CRRNJ 385: 575: 540	Sc, 1929	BP
8-47	386	*4-4-0*	BLW, 1892(12,688) - Vauclain comp. - As 385			
137-11				(1899) (1903) CRRNJ 386: 576: 541	Sc, 1924	BPs

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75-21	388	* 2-8-0 * 382 * BLW, 1880 (5044) - 20x24-51-140-96,800-112,900-22,400 (1903) (1916) CRRNJ 188: 298: 388 Sc. 1924
137-80	396	* 2-6-0 * C 2 * Elizabethport Shop, 1903 (5086) - As completely rebuilt from #115, CRRNJ 115 "CHEYENNE": 396 (1903) 4-6-0 - BLW, 1869 (1997) - 18x24-57-150-103,600-119,600-17,390 - Sc. 1928
75-44	397	* 2-6-0 * C 2 * Elizabethport Shop, 1905 (5087) - As completely rebuilt from # 235, 2-6-0 - DC & Co, 1868 - As 396 - Sc. 1925 (1871) (1903) Lehigh & Susquehanna 35: CRRNJ 235: 397 1924
40-84	400	* 4-6-0 * BLW, 1892 (12432) - Vauclain comp. - 14x24x26-62-180-106,130 - (1899) (1903) 138,600 - 20,750 CRRNJ 400: 367: 425 Sc. 1927 BP
75-18	402	* 0-6-0 * A. Pardee & Co., 1866 - 14x22-44 - - 45,600 (1882) (1891) Ogden Mine 2: CRRNJ 402: 521 Sc. 1893 c. 1890
137-13	409	* 4-6-0 * Rogers L&M, 1892 (4677) - 21x26-63-150-116,830-149,130-23,210 (1903) CRRNJ 409: 400 Sc. 1931 BP Sc. 1930
75-312	416	* 4-6-0 * L 2 a * BLW, 1893 (13586) - 21x26-63-150-125,400-158,000-23,210 1928
137-83	430	* 4-8-0 * 430 * Brooks, 1899 (3177) - 20x32-55-200-164,000-213,000-39,560 Sc.
75-79 & 80	434	* 4-8-0 * K las * Brooks, 1899 (3175) - 20x32-55-200-172,000-224,400-39,560-1946 Sc.
137-83	434	* 4-8-0 * K las * Brooks, 1899 (3175) - 20x32-55-200-172,000-224,400-39,560-1946 Sc.
75-80	439	* 4-8-0 * K ls * Brooks, 1899 (3180) - 20x32-55-200-167,000-217,000-39,560 1934
75-79	440	* 4-8-0 * K-las * Brooks, 1899 (3181) - As 434 - Sc. 1947
5-51	450	* 4-4-0 * BLW, 1893 (13410) - Vauclain comp. - 13x22x24-78-180-88,250-123,830 - (1899) (1903) 12,900 CRRNJ 450: 580: 550 Sc. 1929 BP (1903)
75-23	450	* 4-4-0 * BLW, 1893 (13410) - Vauclain comp. - 13x22x24-78-180-88,250-123,830 - (1899) (1903) 12,900 CRRNJ 450: 580: 550 Sc. 1929 BP (1903)
74-57	451	* 4-8-0 * TW 40 * Brooks, 1899 (3321) - As 434 - Sc. 1947 CRRNJ 441: 451 (1899) (1903)
8-96	453	* 4-4-0 * BLW, 1894 (13604) - As 450 - CRRNJ 453: 570: 546 Sc. 1929 BP
137-85	456	* 4-4-2 * BLW, 1896 (14810) - 19x26-84 1/4 - 200-80,000-144,000-17,000 - Sc. 1926 (1899) 1903 CRRNJ 456: 573: 570 BP
74-62	457	* 4-4-2 * 10 7/8 C * BLW, 1896 (14811) - Vauclain comp. - 13x22x26-84 1/4 - 200 - (1899) (1903) 80,000-144,000-14,450 - Sc. 1925 CRRNJ 457: 581: 571
137-85	457	* 4-4-2 * 10 7/8 C * BLW, 1896 (14811) - Vauclain comp. - 13x22x26-84 1/4 - 200 - (1899) (1903) 80,000-144,000-14,450 - Sc. 1925 CRRNJ 457: 581: 571
75-235	475	* 4-8-0 * K las * Brooks 1901 (3965) - As 434 - Sc. 1947
23-69	494	* 4-6-0 * Brooks, 1900 (3533) - 20x28-69-200-126,000-166,000-27,590 1936 BP (1903) CRRNJ 494: 154
137-12	502	* 4-4-0 * McKay Loco Co, 1871-14x22-62 1/4 - 120-30,000-50,000-7070 - Sc. 1899 (1889) New Jersey Southern 24: CRRNJ 502
137-12	507	* 4-4-0 * Mason, 1873 (489) - 15x22-62 1/2 - 120-39,000-63,500-8080 - Sc. 1902 (1889) New Jersey Southern 25: CRRNJ 507
74-60	510	* 4-4-0 * 510 * BLW, 1881 (5618) - As rebuilt - 19x24-63-140-70,100-100,000 - (1899) (1903) 16,370 CRRNJ 162: 537: 510 Sc. 1921 1917 (1909)
75-256	517	* 4-4-0 * 510 * BLW, 1888 (9366) - As rebuilt - 18x24-63-145-79,300-109,300 - (1899) (1903) 15,210 - CRRNJ 37: 527: 517 Sc. 1928 1917
137-13	520	* 4-4-0 * BLW, 1884 (7416) - 16x24-59-130-46,000-70,000-11,510 (1889) (1903) Cumberland & Maurice River 1: CRRNJ 520: 757 Sc. 1907

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75-24	532 *4-4-0* D2a* Cooke L&N, 1891 ⁽²¹¹³⁾ - 19X24-69-145-79,230-116,200-13,890 ⁽¹⁸⁹⁹⁾ (1903) CRRNJ 384: 566: 532 Sc. 1924 1919
75-260	558 *4-4-0* D9s* A-B, 1905(38863) - 19X26-69-200-122,300-179,600-23,130 ⁽¹⁹¹⁸⁾ CRRNJ 851: 558 - As rebuilt - Sc. 1934 1930
75-257	559 *4-4-0* D9s* A-B, 1905(38864) - As 558 - CRRNJ 852: 559 1934 1930
74-61	560 *4-4-0* 560* Grant, 1868* As twice rebuilt - 18X24-69-84,000 - 122,000 - 16,290 CRRNJ 93" CENTRAL: 533: 560 Sc. 1926 1917?
75-260	565 *4-4-0* 560* BLW, 1882(6225) - As twice rebuilt - As 560 - CRRNJ 174: 547: 565 Sc. 1926 1916
74-60 137-11	567 *4-4-0* 560* BLW, 1882(6250) - As twice rebuilt - As 560 CRRNJ 172: 545: 567 Sc. 1925 1911
74-61	568 *4-4-0* D4 * BLW, 1882(6227) - As twice rebuilt - As 560 CRRNJ 175: 548: 568 Sc. 1925 1923
137-86	573 *4-4-2* 570* BLW, 1902(20966) - As rebuilt, 1909 - 18X26-79-200 - 90,000 - 163,000 - 18,130 - Sc. 1930 CRRNJ 598: 573 ⁽¹⁹⁰³⁾
137-86	574 *4-4-2* 570* BLW, 1902(20983) - As rebuilt, 1910 - As 573 CRRNJ 599: 574 ⁽¹⁹⁰³⁾
137-87	580 *4-4-2* 580* BLW, 1899(17186) - 2nd rebuild - 19X26-84 1/2 - 200 - 100,200 - 174,000 - 18,940 - Sc. 1928 CRRNJ 586: 580 1908
74-62 137-87	580 *4-4-2* 580* BLW, 1899(17186) - 3rd rebuild, 1914 - 20 1/2 X 26 - 79 - 200 - 101,000 - 194,000 - 23,510 - Sc. 1928 CRRNJ 586: 580 62 - 1916
74-63	585 *4-4-2* 580* BLW, 1899(17185) as Vauclain comp. - As simplified and 79" dr. 19X26-79-200-106,000-186,000-20,200- Sc. 1929 c. 1912
74-67 75-61	590 *4-4-2* P6s* Brooks, 1901(3969) - 3rd rebuild - 22X26-79-210 - 127,800-215,700-28,430 - Sc. 1946 61 -> 1933
137-88	592 *4-4-2* 590* Brooks, 1901(3968) - 20 1/2 X 26 - 85 - 210 - 99,400 - 191,000 - 22,950 - Ret. 1949 CRRNJ 589: 592 ⁽¹⁹⁰³⁾ c. 1906
74-64, 65 & 369	592 *4-4-2* 1949-A28 * Brooks, 1901(3968) - 2nd rebuild, 1919 - 22X26-79-210 - 127,800-215,700-28,430 CRRNJ 589: 592 ⁽¹⁹⁰³⁾ 369 -> 1949 64 -> 1937 64 -> 1954
74-67 127-74 75-61 127-75	593 *4-4-2* A28 * A-B 1902(25998) - 2nd rebuild - As 592 - Sc. 1947 594 *4-4-2* 590* A-B, 1902(25997) - 20 1/2 X 26 - 85 - 210 - 99,400 - 191,000 - 22,950 CRRNJ 592: 594 1903 594 *4-4-2* P6s * A-B, 1902(25997) - 2nd rebuild - As 592 - Sc. 1947 CRRNJ 592: 594 ⁽¹⁹⁰³⁾ 75 -> 1938
75-63	600 *4-6-0* 600* A-B, 1902(25971) - 19X26-69-210-140,500-175,750-24,280 Sc. 1936 1910
137-40 75-64	602 *4-6-0* 600* A-B, 1902(25973) - As 600 - Sc. 1934
137-40	604 *4-6-0* L4s * A-B, 1902(25975) - As rebuilt, 1919 - 20X26-69-210 - 146,300 - 186,100 - 26,900 - Sc. 1940
74-72	616 *4-6-0* L4s * A-B, 1902(25987) - As rebuilt, 1920 - As 604 - Sc. 1950
75-64	618 *4-6-0* L4s * A-B, 1902(25989) - As rebuilt, 1919 - As 604 - Sc. 1945
75-158	622 *4-6-0* T26 * A-B, 1902(25993) - As rebuilt, 1921 - As 604 - Sc. 1950
75-65	625 *4-6-0* L4s * A-B, 104(30319) - As rebuilt, 1919 - As 604 - Sc. 1948

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74-76
75-228 & 370
74-72
75-65 & 208
49-70
75-66
137-81
75-66
137-83
75-51
137-84
74-56
75-51
74-57
75-52 & 53
75-158 & 367
137-84
75-52
74-56
75-53
137-98
75-20
75-72
137-40
75-277
137-41
75-72
189, 248 & 340
75-369 & 394
75-176
75-203, 210,
211, 250 & 362
75-197
75-363
137-76
75-73, 210 & 375
74-75
75-381
75-413
137-76
75-257 & 376
74-77
75-73 & 371
74-44 & 73
75-Rear Cover
63-115
74-77

627	*4-6-0*	T26*	A-B, 1904(30381)	- As rebuilt, 1918 - As 604	1947
630	*4-6-0A*	T26*	A-B, 1904(30384)	- As rebuilt, 1917 - As 604	208 → 1947
631	*4-6-0*	L3s	*BLW, 1902(20828)	- As rebuilt from back cab, 1921 - 22X28 - G8½ - 200 - 147,500 - 186,350 - 33,630 - Sc, 1950 P&R 592: CRRNJ 631 1947 (1936) 702	
634	*4-6-0*	T34	*BLW, 1902(20898)	- As rebuilt from back cab, 1919 - As 631 P&R 595: CRRNJ 634 (1936) Sc. 1946	
635	*4-6-0*	L3s	*BLW, 1902(20943)	- As rebuilt from back cab, 1918 - As 631 P&R 596: CRRNJ 635 (1936) Sc. 1946	
655	*2-8-0*	I6s	*A-B, 1903(27773)	- 2nd rebuild, 1922 - 21X32 - 55 - 200 - 194,500 - 216,500 - 43,620 Sc. 1934	
656	*2-8-0*	I6s	*A-B, 1903(27774)	- 2nd rebuild, 1922 - As 655 - Sc. 1938	
658	*2-8-0*	I6s	*A-B, 1903(27776)	- 2nd rebuild, 1927 - As 655 - Sc. 1947	
675	*2-8-0*	C39	*A-B, 1906(39433)	- Rebuilt - 21X32 - 61 - 200 - 205,000 - 231,000 - 39,330 - Sc. 1950 I4s 1921	57 → 1948
677	*2-8-0*	C39	*A-B, 1906(39435)	- Rebuilt - As 675 - Sc. 1951	
678	*2-8-0*	C39	*A-B, 1906(39436)	- Rebuilt, 1921 - As 675 - Sc. 1951	1946
683	*2-8-0*	C39	*A-B, 1906(39441)	- Rebuilt, 1919 - As 675 - Sc. 1953	
705	*0-6-0T*	705	*BLW, 1873(3479)	- Rebuilt with overall cab * 15X22 - 44½ - 120 - 79,430 - 11,350 - Sold 1905 CRRNJ 25: 705 (1903) c. 1903	
721	*2-6-0T*	720	*BLW, 1872(2955)	- 17X22 - 51 - 125 - 74,600 - 86,000 - 13,250 - CRRNJ 193: 152: 721 (1873) (1903) Sc. 1924	1924
750	*4-6-0*	T38	*BLW, 1910(35107)	- Rebuilt - 22X28 - 69 - 210 - 169,000 - 225,100 - 38,320 - Sc. 1953	
752	*4-6-0*	L6s	*BLW, 1910(35239)	- Rebuilt - 22X28 - 69 - 210 - 164,600 - 217,200 - 35,060 - Sc. 1954	
753	*4-6-0*	T38	*BLW, 1910(35240)	- Rebuilt - As 750 - Sc. 1954	277 → 1953 248 → 1948
754	*4-6-0*	T38	*BLW, 1910(35241)	- Rebuilt - As 750 - Sc. 1954	189 → 1949 376 → 1952
755	*4-6-0*	L6s	*BLW, 1910(35242)	- Rebuilt - As 750 - Sc. 1953	
757	*4-6-0*	T38	*BLW, 1910(35244)	- Rebuilt - As 750 - Sc. 1954	250 → 1959 311 → 1948
758	*4-6-0*	T38	*BLW, 1910(35280)	- Rebuilt - As 750 - Sc. 1954 L6s Sc. 1950	209 → 1953 210 → 1952
761	*4-6-0*	T38	*BLW, 1912(38759)	- 23X28 - 69 - 210 - 169,000 - 225,100 - 38,320	1941
762	*4-6-0*	T38	*BLW, 1912(38760)	- As 761 - Sc. 1954	
763	*4-6-0*	T38	*BLW, 1912(38761)	- As 761 - Sc. 1954	210 → 1954
764	*4-6-0*	T38	*BLW, 1912(38762)	- As 761 - Sc. 1953	
766	*4-6-0*	T38	*BLW, 1912(38866)	- As 761 - Sc. 1953	
768	*4-6-0*	T38	*BLW, 1912(38868)	- As 761 - Sc. 1954	257 → 1945 376 → 1952 77 → 1948
770	*4-6-0*	T38	*BLW, 1913(41027)	- 23X28 - 69 - 210 - 170,800 - 225,600 - 38,320	
771	*4-6-0*	T38	*BLW, 1913(41028)	- As 770 - Sc. 1953	
772	*4-6-0*	T38	*BLW, 1914(41041)	- As 770 - Sc. 1953	77 → 1948

CENTRAL RAILROAD OF NEW JERSEY

74-70 74-49 137-77	773 *4-6-0 * T 38 * BLW, 1914(41042) - As 770 - Sc. 1954	
75-415	774 *4-6-0 * T 38 * BLW, 1914(41043) - As 770 - Sc. 1956	79 → 1955
75-148	775 *4-6-0 * T 38 * BLW, 1914(41044) - As 770 - Sc. 1953	
75-276 74-5 77-364 & 372	776 *4-6-0 * T 38 * BLW, 1914(41045) - As 770 - Sc. 1950	1948
75-230	778 *4-6-0 * T 38 * BLW, 1914(41047) - As 770 - Sc. 1954	
75-188 & 198	779 *4-6-0 * T 38 * BLW, 1914(41048) - As 770 - Sc. 1954	Sc. 1950 198 → 1939 188 → 1948
137-77	783 *4-6-0 * T 40 * BLW, 1918(48027) - 23X28-69-220-170,800-225,600-40,140	
75-196, 215 & 353	784 *4-6-0 * T ^{L85} 40 * BLW, 1918(48074) - As 783 - Sc. 1954	196 → 1946 353 → 1952
75-74	785 *4-6-0 * T 40 * BLW, 1918(48149) - As 783 - Sc. 1954	
74-70 F-1 75-74 & 334	786 *4-6-0 * T 40 * BLW, 1918(48280) - As 783 - Sc. 1954	196 → 1946 353 → 1952
75-62 & 318	787 *4-6-0 * T 40 * BLW, 1918(48281) - As 783 - Sc. 1952	
49-76 74-63	788 *4-6-0 * T 40 * BLW, 1918(48282) - As 783 - Sc. 1954	
75-62 & 276 75-317 137-88	789 *4-6-0 * T 40 * BLW, 1918(48283) - As 783 - Sc. 1953	
137-89 49-54 75-261 & 262	800 *4-4-2 * P 7s * P & R Shops, 1912(3570) - 3rd rebuild - 23X26-79-210-122,000-223,000-31,080	62 → 1923 318 → 1931
74-86 49-81 74-36 75-304 49-85 75-379 75-78 137-814 74-45 & 35 75-232 & 325	802 *4-4-2 * P 7s * P & R Shops, 1912(3572) - 2nd rebuild - As 800 - Sc. 1938	76 → 1927
75-195 & 234	803 *4-4-2 * P 7s * P & R Shops, 1912(3573) - As 800 - Sc. 1937	62 → 1937
75-185, 311 & 382 63-114	804 *4-4-2 * P 7s * P & R Shops, 1912(3574) - As 800 - Sc. 1937	88 → c. 1916 317 → 1931
74-86 75-187 74-87	805 *4-4-2 * P 7s * P & R Shops, 1912(3575) - As 800 - Sc. 1935	
75-75 137-92	810 *4-6-2 * P 52 * BLW, 1930(61507) - 26X28-74-240-205,900-333,830-	52,180 - Sc. 1955
75-199 74-87 75-76 74-86	811 *4-6-2 * P 52 * BLW, 1930(61508) - As 810 - Sc. 1955	384 → 1938 36 → 1947
75-162 & 188 75-194 & 252	812 *4-6-2 * P 52 * BLW, 1930(61513) - As 810 - Sc. 1954	
74-87 137-92 75-77, 332, 334 & 344 137-I & 92	813 *4-6-2 * P 52 * BLW, 1930(61514) - As 810 - Sc. 1954	85 → 1950
74-86	814 *4-6-2 * G 4s * BLW, 1930(61515) - As 810 - Sc. 1954	
75-251, 278 & 329 137-92 75-2, 189, 359 & 385	814 *4-6-2 * P 52 * BLW, 1930(61515) - As 810 - Sc. 1954	BP s 252 → 1952 325 → 1953
	820 *4-6-2 * P 43 * BLW, 1918(48992) - 26X28-79-210-183,400-293,400-	42,770 - Sc. 1948 195 → 1936 234 → 148 311 → 1928 185 → 1948
	821 *4-6-2 * P 43 * BLW, 1918(49235) - As 820 - Sc. 1954	
	822 *4-6-2 * P 43 * BLW, 1918(49306) - As 820 - Sc. 1953	187 → 1946 75 & 92 → BP
	823 *4-6-2 * G 1s * BLW, 1918(49392) - As 820 - Sc. 1953	87 → 1923 1939
	826 *4-6-2 * G 2s * BLW, 1923(56311) - 26X28-79-210-183,400-293,400-	42,770 - Sc. 1953
	827 *4-6-2 * P 43 * BLW, 1923(56312) - As 826 - Sc. 1954	
	828 *4-6-2 * P 43 * BLW, 1923(56313) - As 826 - Sc. 1955	196 & 330 → 1946
	829 *4-6-2 * G 2s * P 43 * BLW, 1923(56314) - As 826 - Sc. 1953	188 → 1948 92 → BP
	830 *4-6-2 * P 43 * BLW, 1923(56315) - As 826 - Sc. 1955	194 → 1939 252 → 194
	831 *4-6-2 * P 47 * BLW, 1928(60296) - 26X28-79-230-197,600-	92 → 1928 I → 1929
	326,470-46,840 - Sc. 1955	382 → 1946 344-1948 334 → 1949
	832 *4-6-2 * P 47 * BLW, 1928(60297) - As 831 - Sc. 1950	92 → 1929
	833 *4-6-2 * P 47 * BLW, 1928(60298) - As 831 - Sc. 1954	329 → 1946 251 → 1948 2 → BP
	834 *4-6-2 * P 47 * BLW, 1928(60299) - As 831 - Sc. 1954	359 → 1940 189 → 1949

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74-85 75-77, 178, 247, 281, 341 74-147 75-30831 137-102 137-12 75-331 75-406 74-81 75-55 137-94 75-319 75-56 137-94 75-56 74-84 137-94 75-254 74-42880 75-333 137-96 75-252 74-80 75-57 75-2348280 75-578328 74-81 74-83 49-118 74-41884 74-58 75-338 75-304 137-79 75-258 75-588353 75-58 74-82 75-58 74-233 63-114 137-96 75-60 75-59 75-234 75-59 74-82 74-13

835 *4-6-2 * P^{G 33} 47 * BLW, 1928 (60300) - As 831 - Sc. 1955
840 *0-4-0 T * 4522 * BLW, 1907 (29976) - 17X24-45-170-112,500-22,270 - Sc. 1954
851 *4-4-0 * 850 * A-B, 1905 (38863) - 19X26-69-200-117,400-167,700-23,130
CRRNJ 851: 558 (1918) Sc. 1934
851 *2-8-2 * M63 - A-B, 1918 (59731) - 27X32-63-200-239,320-320,000-62,950 Sc. 1947
853 *2-8-2 * M1s * A-B, 1918 (59733) - As 851 - Sc. 1947 1941
854 *2-8-2 * M1s * A-B, 1918 (59734) - As 851 - Sc. 1947
859 *2-8-2 * M1s * A-S, 1918 (59739) - As 851 - CRRNJ 859: P&WV 1053 (1945) Sc. 1953 1930
860 *2-8-2 * M2s * A-B, 1920 (61010) - 27X32-63-190-251,000-337,000-59,800 Sc. 1952 1953 1930
860 *2-8-2 * M63 * A-B, 1920 (61010) - 27X32-63-200-251,000-337,000-62,950 Sc. 1952 1948
863 *2-8-2 * M63 * A-B, 1920 (61013) - As 860 - Sc. 1949
870 *2-8-2 * M2s * A-B, 1920 (61020) - As 860 - Sc. 1952 BP
870 *2-8-2 * M63 * A-B, 1920 (61020) - As 860 - Sc. 1952
872 *2-8-2 * M63 * A-B, 1922 (63220) - 27X32-63-200-253,500-342,500-62,950 Sc. 1954 333 -> 1946
873 *2-8-2 * M63 * A-B, 1922 (63221) - As 872 - Sc. 1950 1949
874 *2-8-2 * M63 * A-B, 1922 (63222) - As 872 - Sc. 1949 57 -> 1948
875 *2-8-2 * M63 * A-B, 1922 (63223) - As 872 - Sc. 1955
876 *2-8-2 * M^{M 2as}63 * A-B, 1922 (63224) - As 872 - Sc. 1949 328 -> 1942 57 -> 1948
883 *2-8-2 * M63 * A-B, 1922 (63231) - As 872 - Sc. 1952 1950
886 *2-8-2 * M63 * A-B, 1922 (63234) - As 872 - Sc. 1947
892 *2-8-2 * M63 * A-B, 1922 (63240) - As 872 - Sc. 1953 84 -> 1952
897 *2-8-2 * M63 * A-S, 1923 (64205) - 27X32-63-200-253,500-342,500-62,950 Sc. 1950 338 -> 1949
898 *2-8-2 * M63 * A-S, 1923 (64206) - As 897 - Sc. 1949 1946
900 *4-4-0 * 900 * BLW, 1903 (22132) - 17X20-61-200-68,700-102,100-16,110 (1923) Sc. 1937
CRRNJ 900: 999
900 *2-8-2 * M63 * A-S, 1923 (64208) - As 897 - Sc. 1949
902 *2-8-2 * M63 * A-S, 1923 (64210) - As 897 - Sc. 1951
904 *2-8-2 * M63 * A-S, 1923 (64212) - As 897 - Sc. 1952
908 *2-8-2 * M63 * A-S, 1923 (64716) - As 897 - Sc. 1952
909 *2-8-2 * M3as * A-S, 1923 (64717) - As 897 - Sc. 1952
913 *2-8-2 * M63 * A-S, 1923 (64721) - As 897 - Sc. 1952 1946
916 *2-8-2 * M3as * BLW, 1925 (58273) - 27X32-63-200-254,000-340,500-62,950 Sc. 1951
922 *2-8-2 * M3as * BLW, 1925 (58297) - As 916 - Sc. 1955
922 *2-8-2 * M63 * BLW, 1925 (58297) - As 916 - Sc. 1955 C. 1947
923 *2-8-2 * M3as * BLW, 1925 (58298) - As 916 - Sc. 1951
924 *2-8-2 * M63 * BLW, 1925 (58299) - As 916 - Sc. 1955
926 *2-8-2 * M63 * BLW, 1925 (58301) - As 916 - Sc. 1953
931 *2-8-2 * M63 * BLW, 1925 (58405) - As 916 - Sc. 1951
932 *2-8-2 * M63 * BLW, 1925 (58406) - As 916 - Sc. 1954 1947

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74-83

75-279

74-61

933 * 2-8-2 * ^{M3as}M63 * BLW, 1925 (58407) - As 916 - Sc, 1951 279 → 1940

999 * 4-4-0 * Insp * BLW, 1903 (22132) - As rebuilt, 1920 - 15X20-61-200-73,800-

106,800 - 12,540 - Sc. 1937 CRRNJ 900: 999 1935

CENTRAL VERMONT

- 161-108 1 "JOSEPH CLARK" *4-4-0* BLW 1849 as 4-2-2 - Rebuilt to 4-4-0, 1863 -
 15X24-60 - -11.42-34,900-56,450 - VC "GOV. PAINES":
 (1863) (1863) (1879)
 VC 1 "JOSEPH CLARK"; CV 1 "J.C."; Southeastern R.R. ?; Sc. 1979
- 162-37 2 "ST. ALBANS" *4-4-0* Taunton, 1869 (464) - 16X24-63-130-13,750-
 46,800-73,100-10,800 VC 2 "ST.A"; CV 2 "ST.A"; CV 33 1895
 (1873) (1900) Sc. 1918
- 3 *2-6-0* Danforth, 1879 - 3'-0" gauge - 12X16-36-125-40,000-
 6,800 - Brattleboro & Whitehall 192 "LONDON BERRY": CV 3
 (1900)
 Sc. 1901 1900+
- 161-138 & 139 6 "E.A. CHITTENDEN" *2-6-0* St Albans Shop, 1880 - 19X24-57-130-
 162-53 16.53-1136.0-76,400-89,000-16,800 - CV 6 "E.A.C": 307
 (1900) Sc. 1918
 Sc. 1902 Page 139 shows partial rebuild 138 → 1885+
 53 → 1895+
- 163-43 6 *2-4-4T* As rebuilt from 3-0 gauge to std. gauge
 Montreal & Barre "ARTHUR TANDY": CV 6
- 161-171 7 "GEO. NICHOLS" *2-6-0* St. Albans Shop, 1878 - 17X24-57-130-
 16.2T-73,600-83,000-13,450 CV 7 "G.N.": 300 Sc. 1912
 (1900)
- 161-192 8 "E.F. PERKINS" *4-4-0* Hinkley & Drury, 1848 - As rebuilt 1862 -
 As rebuilt, 1862 - 15X20-66 - -11.42-754.9 - -52,600 -
 - VC 8 "LAMOILLE": VC 8 "E.F.P.": CV 8 "E.F.P." 1893 c.1870
 (1873) (1873) Sc.
- 161-156 8 "E.F. PERKINS" *4-4-0* H&D, 1848 - After 2nd rebuild - 15X20-60-
 125 - 11.42 - -39,000-58,400-7,590 - See above c.1878
- 161-155 12 "WINDOSKI" *4-4-0* Hinkley & Drury, 1848 - As rebuilt, 1857 -
 14X24-60 - -11.75-866.1-36,060-57,160 - Sc. 1888
 (1873)
- 162-44 16 *4-4-0* St. Albans Shops, 1870 - Rebuilt 1889 - 16X24-57-125-
 13.81-924.5-41,700-56,000-11,450 Sc. 1900
 (1873) (1874) (1900)
 VC 67 "WATERLOO": CV 67 "W": CV 67: CV 16
- 161-73 18 "ST. LAWRENCE" *4-4-0* BLW, 1851 - As rebuilt, 1858 - 14X24-60 -
 130-11.42-782.9-35,450-55,810-8,660 - Sc. 1876
 (1871) (1873)
- VC 18 "ST.L.": VC 18 "BERKSHIRE": CV 18 "E."
- 162-31 20 *0-4-0* Sch., 1891 (3515) - 16X24-50-135-12.15-66,000-14,100
 (1892) (1900)
 Adirond. & St.L 2: CV 20: CV 49: Sc. 1924 1892
- 162-10 26 *4-4-0* Manchester, 1866 - As rebuilt, 1884 - 16X24-63-125-14,000-
 36,300-53,000-10,880 - Sold 1900
 (1873) (1894) (1900)
 VC 59 "GENL. SHERIDAN": CV 59 "G.S.": CV 59: CV 26 1900
- 161-144, 146 & 147 29 "Gov. SMITH" *4-4-0* St. Albans Shops, 1883 - 17 1/2 X 24-68-140-17.63-
 162-49 - 56,000-88,750-12,860 - Sold 1930
 (1900) (1930)
 CV 29 "G.S.": CV 53: Brat. & White. G Sc. 1936 146 → 1885
- 162-38 31 *4-4-0* Sch., 1892 (3593) - 17X24-64-140-17.00-62,400-
 44,000-12,900 Adirond. & St. Law, 12: CV 31: 51 Sc. 1923
 (1893) (1900)

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- 161-96 32 "B.P. CHENEY" * 4-4-0 * Essex Co., 1852 - As rebuilt, 1877 - 16X22-11.42 - 44,000 - 66,600 - 9,070 - Sc. 1897
VC 32 "RICHMOND": VC 32 "B.P. CHENEY": CV 32 "B.P.C.": 32 1869
- 162-129
163-170 & 171 33 * 4-4-0 * St. Albans Shops, 1872 - 16X24-63-130-14.58 - 46,800 - 73,100 - 10,780 - Sc. 1918 VC 2 "ST. ALBANS": CV 2 "ST. A.": 33 c. 1910
- 161-137 36 "NORTH STAR" * 4-4-0 * St. Albans Shops, 1872 - As rebuilt - 16X24-60-130-14.58 - 46,800 - 70,200 - 11,320 - Sc. 1898
VC 83 "N.S.": CV 83 "N.S.": 36 "N.S."
- 161-168
163-162 39 * 4-4-0 * St. Albans Shops, 1874 - 16X24-63-130-14.58 - 46,800 - 74,100 - 10,780 CV "JOHN CROMBIE": 39 Sc. 1918
- 161-156 40 "IV. FUTVOYE" * 4-4-0 * Souther, 1852 - Rebuilt, 1866 - 15X20-60-125-14.34 - 39,000 - 58,500 - 7,970 - Sc. 1895
VC 40 "IRON HORSE": VC 40 "GOV. SMITH": CV 40 "G.S.": Stanstead, Shefford & Chamblay ? : CV 40 "I.B. FUTVOYE"
- 162-72 41 * 4-4-0 * McKay & Aldus, 1865 - Rebuilt, 1882 - 16X24-63-130-14.46 - 47,500 - 73,900 - 10,780 - Sc. 1912
VC 55 "MANSFIELD": CV 55 "M.": CV 55 "J.H. KIMBALL": CV 55 : CV 41
- 162-72 46 * 0-4-0 * BLW, 1887 (8312) - 16X24-50-135-12.51 - 66,000 - 14,100 - Sc. 1914 CV 24 : 46
- 162-72 47 * 0-4-0 * BLW, 1887 (8323) - As 46 CV 63 : CV 47 Sc. 1914
- 161-148 48 "A.C. BEAN" * 4-4-0 * St. Albans Shops, 1882 - 16X24-63-130-14.79 - 49,800 - 74,400 - 10,800 - Sc. 1904
CV 48 "A.C.B.": CV 38
- 161-137 49 "GOLCHESTER" * 4-4-0 * Northfield Shops, 1865 - Rebuilt, 1867 - 15X24-60-11.42 - 37,550 - 58,500 - Sc. 1895
VC 49 "C.": CV 49 "C.": CV 49
- 162-74
163-55 49 * 0-4-0 * Sch., 1891 (3515) - 16X24-50-135-12.15 - 66,000 - 14,100 - Adirondack & St. Law. 2 : CV 20 : CV 49 Sc. 1924 55 → 1914
- 163-171 51 * 4-4-0 * Sch., 1892 (3593) - 17X24-64-140-17.00 - 62,400 - 94,000 - 12,900 - Sc. 1923 A & St. L 12 : CV 31 : CV 51 1914
- 161-147 52 "GILES MERRILL" * 4-4-0 * Northfield Shops 1865 - 15X24-60-125-11.42 - 36,800 - 58,700 - Sc. 1893 VC 52 "G.M.": CV 52 "G.M."
- 162-117
163-71 52 * 4-4-0 * St. Albans Shops, 1887 - 17½X24-64-150-17.50 - 59,400 - 92,200 - 14,640 - Sc. 1928 CV 88 "J.M. FOSS": CV 33 "J.M.F.": CV 52 71 → 1913
- 162-183
163-127 & 128
164-37 53 * 4-4-0 * St. Albans Shops, 1883 - 17½X24-69-150-17.60 - 63,640 - 99,920 - 13,580 - Sc. 1936 CV 29 "GOV. SMITH": CV 33 : Brat. & Whit. 6 : Ret. to CV and Sc. 1936 183 → c. 1901
127 & 128 → 1916 37 & 164 → 1929

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- 161-136 54 "T.M. DEAL" * 4-4-0 * McKay & Aldiss, 1865 - As rebuilt, 1881 - 16x24 - 60-130 - 13,610 - 37,300 - 56,750 - 11,920 - Sc. 1899
VC 54 "ST. JOHNS" : CV 54 "ST. J." : CV 54 "T.M.D."
(1873) (1887)
- 162-116 54 * 4-4-0 * St. Albans Shops, 1884 - 17 1/2 x 24 - 68 - 150 - 17,630 - 63,640 - 99,920 - 13,780 - Sc. 1925 CV 19 "J.W. HOBART" : CV 54 (1900) 1909
- 162-39, 74, 128 & 147 56 * 4-4-0 * Rhode Is., 1886 (1651) - 17 1/2 x 24 - 68 - 150 - 17,500 - 58,800 - 91,600 - 13,780 - Sc. 1923 CV 86 "S.W. CUMMINGS" : CV 56 (1900) 37 -> c. 1900 97 -> c. 1910
- 163-76, 122 & 133 57 * 4-4-0 * Rhode Is., 1886 (1652) - As 56 CV 87 "A.C. STONEGRAVE" : CV 57 (1900) Sc. 1923 133 -> 1923
- 161-160 63 "STONE" * 4-4-0 * St. Albans Shops, 1872 - 17x24 - 68 - 16,040 - 49,450 - 72,550 - VC 63 : CV 63 "S." : Rutland 1 "BURLINGTON" : CV 201 : Rutland 62 (1873) (1901) c. 1880
- 161-158 65 "FAIRFAX" * 4-4-0 * St. Albans Shops, 1872 - 16x24 - 54 - 130 - 14,580 - 43,000 - 72,000 - 12,570 VC 65 "F." : CV 65 "F." : CV 65 : CV 8 (1873) (1900) Sold 1900
- 161-127 66 "DES RIVIERES" * 4-4-0 * St. Albans Shops, 1870 - 16x24 - 54 - 130 - 13,810 - 924,500 - 41,700 - 66,000 - 12,570 VC 66 "D.R." : CV 66 "D.R." : CV 66 : CV 9 (1873) (1874) (1900) Sc. 1905
- 161-157 67 "WATERLOO" * 4-4-0 * St. Albans Shop, 1870 - 16x24 - 54 - 125 - 13,810 - 924,500 - 41,700 - 66,000 - 12,570 VC 67 "W." : CV 67 "W." : CV 67 : CV 16 (1873) (1874) (1900) Sold 1900
- 161-139 69 "A. ARNOLD" * 4-4-0 * Manchester, 1869 - As rebuilt, 1885 - 16x24 - 54 - 130 - 13,810 - 924,500 - 37,800 - 61,750 - 12,570 - Sold 1900 VC 69 "A.A." : CV 69 "A.A." : CV 69 : CV 21 (1873) (1874) (1900)
- 161-157 75 "S.W. CUMMINGS" * 2-6-0 * Rhode Island, 1884 (1440) - 19x26 - 57 - 18,300 - 98,000 - 117,000 - Sc. 1921 CV 75 "S.W.C." : CV 75 : CV 328 (1888) (1900) BP
- 162-39 76 * 2-6-0 * Rhode Island, 1884 (1441) - 19x26 - 57 - 140 - 18,300 - 98,000 - 117,000 - 19,600 - Sc. 1923 CV 76 "J.L. MASON" : CV 76 : CV 329 (1884) (1900) c. 1895
- 161-136 83 "JOSEPH HICKSON" * 4-4-0 * Rhode Is., 1884 (1442) - 18x24 - 68 - 140 - 18,100 - 71,000 - 106,600 - 13,610 - Sc. 1923 CV 83 "J.H." : CV 83 : CV 100 (1874) (1900) BP
- 161-168 84 "E.H. BAKER" * 4-4-0 * Rhode Is., 1884 (1449) - As 83 CV 84 "E.H.B." : CV 84 : CV 101 (1900) Sc. 1922
- 161-139 88 "JAMES M. FOSS" * 4-4-0 * St. Albans Shops, 1887 - 17 1/2 x 24 - 63 - 150 - 17,500 - 59,400 - 92,200 - 14,875 CV 88 "J.M.F." : CV 33 (1890) CV 52 (1900) Sc. 1928 c. 1885
- 161-176 88 * 2-6-0 * BLW, 1887 (8659) - 19x26 - 57 - 140 - 16,760 - 104,800 - 20,000 - Sc. 1928 CV 88 : CV 317 (1900)

CENTRAL VERMONT

23-15	161-161	89	*2-6-0*BLW, 1887(8556) - As 88 - Sc. 1928 CV 89: 318	(1900)	BR
	162-40	93	*2-6-0*BLW, 1890(10472) - 19X26-56-140-16.76 - 89,000-108,000-19,945 - CV 93 "M. MAGIFF": 322 Sc. 1926	(1900)	
	162-56	96	*2-6-0*BLW, 1890(10653) - 19X26-57-10 - 16.76 - 89,000-108,000 - - CV 96: 325 Sc. 1920	(1900)	
	162-24	98	*2-6-0*BLW, 1890(10648) - As 96 - Sc. 1920 CV 98: CV 327	(1900)	1890
	162-57	99	*4-4-0*BLW, 1890(11000) - 19X24-68-150-18.69 - 75,400-115,200-16,245 - Sc. 1928 CV 99 "B.F. FIELD": 104	(1900)	1897
	162-74	100	*4-4-0*Rhode Is., 1884(1448) - 18X24-69-160-18.18 - 71,000-106,600-15,330 - Sc. 1923 CV 83 "Jos. HICKSON": CV 83: CV 100	(1894) (1900)	
	162-55	100	*4-4-0*BLW, 1890(11001) - As 99 CV 100: CV 105 Sc. 1928 c 1890	(1900)	
	162-76	101	*4-4-0*Rhode Is., 1884(1449) - 18X24-68-140-18.18 - 71,000-106,600-13,610 - Sc. 1922 CV 84 "E.H. BAKER": CV 84	(1900) (1894)	1900
	162-76	101	*4-4-0*Rhode Is., 1884(1449) - 18X24-69-160-18.18 - 73,400-111,800-15,330 - Sc. 1922 Numbering above		
	162-40 & 53	102	*2-8-0*BLW, 1890(10985) - 21X26-54-140-24.75 - 118,000 - 132,000-25,270 - Sc. 1928 CV 102: CV 391	(1900)	40 → 1890 53 → c 1900
	127-70 162-77	102	*4-4-0*Sch., 1891(3513) - 18X24-69 - - 18.14 - 105,450 - - Sc. 1927 A&S+L 13: CV 107: CV 102	(1892) (1900)	71,000 → 1903 77 → 1900 & 1903
	162-78 & 79	103	*4-4-0*Sch., 1891(3514) - 18X24-70-170-18.14 - 113,900-16,050 - Sc. 1926 A&S+L 14: CV 108: CV 103	(1892) (1900)	72,500 -
	162-79	104	*4-4-0*BLW, 1890(11,000) - 19X24-58-150-18.69 - 75,400-115,200-19,050 - Sc. 1928 CV 99 "B.F. FIELD": CV 104	(1900)	
	162-89	105	*4-4-0*BLW, 1890(11001) - 19X24-70-160-18.14 - 76,300-119,300-16,830 - Sc. 1928 CV 100: CV 105	(1900)	
	162-79	106	*4-4-0*Sch., 1892(3878) - 19X24-69 - - 27.55 - 81,800-125,500 - - A&S+L 101: CV 129: CV 106	(1894) (1900) Sc.	1941 1904
	163-73 & 157 164-45, 122 & 140	106	*4-4-0*Sch., 1892(3878) - As rebuilt - 18 1/2 X 24-70-160-27.24 - - 87,300-131,300-15,960 - Sc. 1941 Numbering as above		45 → 1931
	162-44	107	*4-4-0*Sch., 1891(3513) - 18X24-69 - - 13.14 - 71,000-105,450 - - Sc. 1927 A&S+L 13: CV 107: CV 102	(1892) (1900)	
	162-49 & 56	108	*4-4-0*Sch., 189(3514) - 18X24-69 - - 18.14 - 105,450 - - Sc. 1926 A&S+L 14: CV 108: CV 103	(1892) (1900)	71,000 -
	162-67 & 69	109	*4-4-0*Sch., 1892(3639) - As rebuilt, 1896 - 16X22-60-160 - 14.17 - - 57,300-91,300-12,550 - Sc. 1928 S+L & A "ST. LAWRENCE": ST. L&A 10 "NE-HA-SA-NE": CV 109 "ST. L." Inspection loco.		

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162-57	117 *4-6-0 *Sch., 1892(3723) - 19X24-63 - 27.05 - 101,100 - (1893) (1900) 127,000 - Sc. 1935 A&StL 33: CV 117: CV 210 1893
162-55	161 *4-4-0 * Manchester, 1867 - 16X24-63 - 64,000 NLN 8 "CANADA": (1891) (1892) (1900) NLN 8 "BLOCK ISLAND": CV 161: CV 27 Sc. 1900
162-61	191 *2-6-0 * Danforth, 1879 - Gauge 3'-0" - 12X16-26 - 125 - 31,000 - 71,000 - 6,800 -
162-61	192 *2-6-0 * Danforth, 1879 - Gauge 3'-0" - As 191
163-86	200 *4-6-0 * BLN, 1824(10242) - 19X24-54-140-16,76 - 73,600 - 98,600 - (1890) (1892) (1900) 19,090 - Sc. 1928 O&LC 220: NLN 3: NLN 153: CV 200
162-80	201 *4-6-0 * BLN, 1889(10236) - 19X24-55-160 - 1203 - 86,700 - (1892) (1900) 115,200 - 21,420 - Sold 1927 CV 92: O&LC 22: CV 222: NLN 4: NLN 154: CV 201 -
162-80 163-441	202 *4-6-0 * BLN, 1889(10229) - As 202 - CV 91: O&LC 18: CV 250: (1890) (1892) (1900) NLN 5: NLN 155: CV 202 Sc. 1923 c. 1920
162-81	203 *4-6-0 * Rhoda Is., 1892(2760) - 19X24-57-160 - 19,12 - (1892) (1900) 93,400 - 121,000 - 20,670 - A&StL 2760: CV No: CV 203 - Sc. 1928
162-81	204 *4-6-0 * Rhoda Is., 1892(2761) - 19X24-57-160 - 19,12 - (1892) (1900) 93,400 - 121,000 - 20,670 - Sc. 1926 A&StL 2761: CV 111: CV 204
161-159	206 "CHESTER" *4-4-0 * Taunton, 1850(48) - Rebuilt, 1868 - 15X20 - 60 - - - - 34,700 - 52,800 - Sc. 1892 Rut & Burl 15 "C": CV 206 "C" 1888
127-69 162-82	209 *4-6-0 * Sch., 1892(3722) - 19X24-63 - 27.05 - (1900) 101,100 - 127,000 - Sc. 1934 A&StL 32: CV 116: CV 209: 1904
162-82	209 *4-6-0 * As above at later date and worked over (1893)
162-83	210 *4-6-0 * Sch., 1892(3723) - As 209 A&StL 33: CV 117: (1900) CV 210 Sc. 1935
164-28	210 *4-6-0 * Sch., 1892(3723) - As rebuilt - 19X24-64-160 - 27.17 - (1893) (1900) 1237 - 268 - 109,900 - 188,400 - 18,410 - Sc. 1935 A&StL 33 CV 117: CV 210
161-75	211 "GEN'L STRONG" *4-4-0 * Taunton, 1851(78) - Rebuilt 1873 - (1867) 16X20-60 - Sc. 1891 Rutland & Burlington 20 "G.S.": Rutland 20 "G.S." CV 211
162-83 163-35	211 *4-6-0 * A-S, 1904(29463) - 20X26-73-190 - 30.19 - 1504 - 314 - 123,500 - 170,000 - 23,000 - Sc. 1928 35 - 1912
163-39 164-45	212 *4-6-0 * A-S, 1904(29464) - As 211 Sc. 1935 39 - c. 1910
162-83 163-2	213 *4-6-0 * Sch., 1904 - Rebuilt 1921 - As 212 Sc. 1941 45 - c. 1932
164-50,80, 101 & 141	213 *4-6-0 * Sch., 1904 - Rebuilt 1921 - As 212 Sc. 1941 2 - 1913 5088 -> 1934

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- 30-46
162-25 214 "N.L. DAVIS" * 4-4-0 * Taunton 1868 (426) - 15X22-66 -
40,550-67,600 - Sc. 1930 Rutland 24 "N.L.D." :
CV Rut. Div. 214 46 → 1888
- 163-58
164-82, 83,
96 & 129 214 * 4-6-0 * A-S, 1906 (40643) - As built - Sc. 1941
- 30-49
161-169 162-27 214 * 4-6-0 * A-S, 1906 (40643) - As rebuilt - 20X24-73-190-
30,28-1585-314-124,500-170,000-23,010 - Sc. 1941-82,83 & 96 → 1935
- 30-49
161-169 162-27 215 * 4-4-0 * Hinkley & Drury 1854 (546) - Rebuilt 1868 - 15X24 -
60 - - 38,000 - 57,700 - - Sc. 1893 Rutland &
Burlington 25 "LAKE DUMMORE" : Rutland 25 "L.D." : CV 215 "D" (1867) 169 → 1889 27 → 1891
- 163-10
163-52, 70,
71 & 90 215 * 4-6-0 * A-S, 1906 (40644) - As originally built Sc. 1928 c. 1915
52 → 1910
- 163-72 & 88
164-57 & 97
165-144 216 * 4-6-0 * A-S, 1906 (40645) - " " " Sc. 1928 70 → 1913
88 → 1914
- 163-73
164-90, 123 & 141 217 * 4-6-0 * A-S, 1906 (40646) - " " " Sc. 1928 72 → 1920
- 163-89 164-91,
104, 143 & 144 218 * 4-6-0 * A-S, 1915 (55016) - 20X28-69-200-53,30-2053-
420-141,900-190,800-27,600 - Sc. 1943 97 → 1930
73 → 1915
- 162-84 219 * 4-6-0 * A-S, 1915 (55017) - As 218 90 → 1937 123 → 1937
- 161-140 220 * 4-6-0 * A-S, 1916 (55018) - As 218 On exhibition 124 → 1930
- 30-224 221 * 4-6-0 * A-S, 1916 (55421) - As 218 Sc. 1950 104 → c. 1937 142 → 1934
CV 221 : GT 970 (1902) 1901
- 163-52 & 57
164-101, 130 & 131 221 * 4-6-0 * Gr. Trunk, 1901 - CV 221 : GT 970 1901
- 163-110
164-79 & 124 165-150 222 "J.M. HAYEN" * 4-4-0 * Rutland Shops, 1870 - 16X22-66 -
40,550-67,600 Rutland 32 : 32 "J.M.H." : CV 222 "J.M.H."
Sc. 1900 (1891)
- 163-131 164-115,
138 & 135 165-115 & 150 229 "SALISBURY" * 4-4-0 * Hinkley, 1852 (403) - As rebuilt, 1873 -
15X24-63 - - - 52,885 - - CV 35 "RICHFORD" :
Rutland 41 "SALISBURY" : CV 229 Sc. 1897 (1870)
- 163-110
164-79 & 124 165-150 230 * 4-6-2 * K-36 * BLW, 1912 (37560) - 23X28-73-195 -
2754-626-141,300-217,600-33,630 - Sc. 1950 Rebuilt 1919 C → 1937 130 → 1938
56 → BP 57 → 1914
- 30-48
162-60 231 * 4-4-0 * Mason, 1877 - 17X24-63-150-46,450-73,275-14,040
Borh & Lamoille 2 "BURINGTON" : Rut. & Burl. 231 : CV 231 : 73 (1901)
- 163-131 164-115,
138 & 135 165-115 & 150 231 * 4-6-2 * K-36 * BLW 1912 (37561) - As 230 Sc. 1950
163-131 164-115, 130 & 135 165-115 & 150 Rebuilt 1919 (1932) (1940) (1951) (1949)
- 163-110
164-79 & 124 165-150 232 * 4-6-2 * K-36 * BLW, 1912 (37562) - As 230 Sc. 1950 Rebuilt 1919
163-70 164-79 & 124 165-150 (1912) (1935) (1940) (1946)
- 30-48
162-60 233 * 4-4-0 * Sch., 1891 (3512) - 18X24-69-105,500 -
Adirondack & St. Lawrence 12 : CV 233 : Rutland 183 : (1901)
NYCL 863 : Rutland 83 : Fort Smith & Western 4 (1913) (1920) 1899
- 163-185 234 * 4-6-2 * BLW, 1910, - 23X28-73-195 - 33,630
GTR 295 : CN 5604 : CV 234 : CN 5604 Sc. 1958 (1925-1927)
- 163-36
164-26 238 * 4-6-2 * BLW, 1912 (37563) - As 234 - Sc. 1958
CV 233 : GTR 289 : CV 238 (1925-27) : GTR 289 : CN 5608 (1916) 1926 1926

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- (162-90 301 * 2-6-0 * CV RY, 1879 - 17X24-57-130 - 13,450 New Lon, Nor Z
"BRATTLEBORO"; 152: CV 301 (1900)
- 164-92 315 * 2-6-0 * BLW, 1887 (8662) - 19X26-58-160 - 1738 - 9,580 - 110,500 -
22,010 - Sc. 1934 CV 95: 23; 315 (1888) (1900) 1931
- 163-93 316 * 2-6-0 * BLW, 1887 (8667) - As 315 CV 93: 37; 316 Sc. 1927 (1888) (1900)
- 163-94 317 * 2-6-0 * BLW, 1887 (8659) - 19X26-58-160 - 1738 - 1738 - 98,100 -
118,300 - 22,010 - Sc. 1928 CV 88: 317 (1900)
- 162-2 319 * 2-6-0 * BLW, 1887 (8557) - As 317 Sc. 1927 CV 90: 319 (1900)
- 162-320 320 * 2-6-0 * Essex Co., 1851 - As rebuilt
- 163-95 320 * 2-6-0 * BLW, 1890 (10466) - As 317 CV 91 "WM. EMBERRY":
320: Sc. 1928 (1900)
- 162-101 321 * 2-6-0 * BLW, 1890 (10467) - 19X26-58-140 - 16.76 - 89,000 - 108,000 -
19,950 - CV 92 "H.A. BLODGETT"; 321 Sc. 1926 (1900)
- 163-153 321 * 2-6-0 * BLW, 1890 (10467) - Rebuilt - 19X26-58-160 - 16.76 -
98,400 - 118,300 - 22,010 CV 92 "H.A. BLODGETT"; 321 Sc. 1926 1924 (1900)
- 162-101 322 * 2-6-0 * BLW, 1890 (10472) - As 321 (original) Sc. 1926
CV 93 "M. MAGIFF": 322 (1900)
- (162-91 326 * 2-6-0 * BLW, 1890 (10642) - 19X26-57-140 - 16.76 - 89,000 - 108,000 -
19,600 CV 97 "C.H. PIERCE": 326 Sc. 1928 (1900)
- 162-91 163-95 333 * 2-6-0 * Rhode Is., 1884 (1445) - 19X26-58-170 - 18.3 - 105,080 -
121,080 - 23,380 - As rebuilt Sc. 1923 CV 80 "GEO. T. CHILDS":
80: 333 (1884) (1900) 95 -> 1914
- 163-96 340 * 2-6-0 * Sch., 1893 (4118) - 19X26-58-160 - 17.15 - 106,900 - 123,000 -
22,010 - Sc. 1924 A# STL 120: CV 134: 340 (1894) (1900) 1915
- 164-150 & 153 387 * 0-6-0 * Lima, 1912 (1214) - 20X26-56-190 - 27.36 - 1926 -
15,900 - 29,990 Sc. 1950 153 -> 1937
53 -> 1935
- 164-42 53 & 151 388 * 0-6-0 * Lima, 1912 (1215) - As 387 Sc. 1954 151 -> 1935
163-74 74 -> 1914
- 164-152 & 172 389 * 0-6-0 * Lima, 1912 (1214) - As 387 Sc. 1950 152 & 172 -> 1940
- 162-92 390 * 2-8-0 * BLW, 1890 (10987) - 20X26-54-180 - 24.94 - 134,500 - 146,000 -
29,470 - Sc. 1928 CV 101: 390 (1900)
- 162-92 391 * 2-8-0 * BLW, 1890 (10985) - 21X26-54-140 - 24.75 - 118,000 - 132,000 -
25,270 - Sc. 1928 CV 102: 391 (1900)
- 163-96 392 * 2-8-0 * BLW, 1890 (10991) - 20X26-54-180 - 24.94 - 134,500 -
146,000 - 29,470 Sc. 1925 CV 103: 392 (1900)
- (162-123 394 * 2-8-0 * BLW, 1890 (10992) - As 391 Sc. 1927 CV 105: 394 (1900)
- 164-51 & 140 397 * 2-6-0 * GTR Montreal, 1900 (1312) - 22X26-63-180 - 33.75 -
1494.0 - 280 - 146,540 - 167,670 - 30,560 - Sc. 1939
GT 1934: CV 397 (1917) 51 -> 1983
140 -> 1932

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164-53, 62 & 142
165-131 & 133

400 * 2-8-0 * A-S, 1905 (30329) - As rebuilt, 1915 - 22 1/2 x 32 - 57 - 180 - 50.8 - 2282 - 477 - 172,360 - 195,360 - 43,480 Sc. 1954

401 * 2-8-0 * A-S, 1905 (30330) - Orig. data? Sc. 1950 1914
53 -> 1931 62 -> 1936 131 }
132 -> 1948

163-96
163-58 & 137
164-91 & 186
165-166 & 167

402 * 2-8-0 * A-S, 1905 (30331) - 58 -> 1914 as orig. built Sc. 1954
Others rebuilt as 400 91 -> 1926 186 -> 1945 166 & 147 -> 1947

163-59
C 163-60, 144, 125
165-19 & 135

403 * 2-8-0 * A-S, 1905 (30332) - As originally built Sc. 1944 1914
404 * 2-8-0 * A-S, 1905 (30333) - As 400 Sc. 1954

60 -> 1914 125 -> 1938 165 & 185 -> 1953 C -> 1951
Sc. 1957 (1928)
Sc. 1957 (1928)

163-75 405 * 2-8-0 * A-S, 1905 (30334) - As originally built CV 405: CN RYS 1981 1914
Sc. 1957 (1928)

162-102 408 * 2-8-0 * A-S, 1905 (30337) - " " " CV 408: CN RYS 1984 1900
Sc. 1957 (1928)

163-74 409 * 2-8-0 * A-S, 1906 (40633) - " " " CV 409: CN RYS 2810 1914
Sc. 1960 (1928)

163-61 411 * 2-8-0 * A-S, 1906 (40635) - As rebuilt, 1914 - 23 x 32 - 63 - 190 - 50.6 - 2342 - 491 - 181,750 - 204,280 - 43,390 CV 411: CN RYS 2812 1914
Sc. 1960 (1928)

C 162-102 413 * 2-8-0 * A-S, 1906 (40637) - As originally built - CV 413: CN RYS 2814 1914
Sc. 1960 (1928)

163-60 414 * 2-8-0 * A-S, 1906 (40638) - " " " - CV 414: CN RYS 2815 1914
Sc. 1960 (1928)

162-108 415 * 2-8-0 * A-S, 1906 (40639) - Cross-compound - CV 415: CN RYS 2816 1900
Sc. 1960 (1928)

127-70 415 * 2-8-0 * A-S, 1906 (40639) - As rebuilt - As 411 - As above 1920

163-127 417 * 4-4-0 *

163-174 418 * 2-8-0 * A-S, 1906 (40642) - As originally built - CV 418: CN RYS 2819 1914
Sc. 1960 (1928)

163-61 419 * 4-6-0 *

C 163-89
164-147
165-172 & 175

450 * 2-8-0 * M-3-a * A-S, 1916 (55913) - 24 x 32 - 57 - 180 - 49.77 - 2764 - 631 - 198,100 - 223,360 - 49,480 - CN 420: 450 Sc. 1960 147 -> c. 1928
(1923) 171 -> 1949 157 -> 1953 166 -> 1950

164-106 & 125
165-152, 166 & 171

451 * 2-8-0 * A-S, 1916 (55914) - 24 x 32 - 57 - 180 - 49.77 - 2764 - 631 - 189,430 - 217,720 - 49,480 CN 421: 451 171 -> 1949 157 -> 1953 166 -> 1950
(1923) 106 -> 1934 125 -> 1939

164-187
165-127,
133, 140 & 168

452 * 2-8-0 * A-S, 1916 (55915) - As 451 CV 422: 452 (1923)
453 * 2-8-0 * A-S, 1916 (55916) - As 451 CV 423: 453 (1923) 133 -> 1948

165-2, 103 & 173
35-218
164-132 & 187
163-178
164-52 & 61

454 * 2-8-0 * A-S, 1916 (55917) - As 451 CV 424: 454 (1923) 173 -> 1947
455 * 2-8-0 * A-S, 1916 (55918) - As 451 CV 425: 455 (1923) 132 -> 1925

460 * 2-8-0 * A-S, 1923 (65293) - 24 x 32 - 63 - 200 - 49.77 - 2758 - 630 - 203,000 - 231,500 - 49,740 Ret. 1955 178 -> 1926
52 -> 1933 61 -> 1933

165-25, 158 & 184

461 * 2-8-0 * A-S, 1923 (65294) - 24 x 32 - 63 - 200 - 49.77 - 2798 - 630 - 204,250 - 232,750 - 49,740 Ret. 1957 168 -> 1952
25 -> 1955 184 -> 1956

164-120 & 133
165-28 & 126
125-37

462 * 2-8-0 * A-S, 1923 (65295) - As 460 Ret. 1956 120 -> 1933 133 -> 1936
160 -> 1949

164-124, 125-160
164-52 & 59
165-167

463 * 2-8-0 * A-S, 1923 (65296) - As 461 Ret. 1956 124 -> 1940
464 * 2-8-0 * A-S, 1923 (65297) - As 461 Ret. 1957 52 & 59 -> 1935 169 -> 1951

C 164-126, 165-24, 86, 165 & 186
30-246 164-65
165-13 & 96

465 * 2-8-0 * A-S, 1923 (65298) - As 461 Ret. 1957 C & 86 -> 1952 186 -> 1956
65 -> c. 1932

466 * 2-8-0 * N-5-a * A-S, 1923 (65299) - As 460 Ret. 1957 96 -> 1954

165-146 & 159

467 * 2-8-0 * A-S, 1923 (65300) - As 460 Ret. 1957 159 -> 1954

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164-62,
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164-84 & 75
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165-132, 144 & 156
164-55 81 & 129
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165-33, 145 & 161
163-136
164-29 & 116
164-60
165-123 & 124
164-135
165-145 & 163
163-137
164-63

468 * 2-8-0 * A-S, 1923(65301) - As 460
469 * 2-8-0 * A-S, 1923(65302) - As 460
470 * 2-8-0 * A-S, 1923(65303) - As 460
471 * 2-8-0 * A-S, 1923(65304) - As 460
472 * 2-8-0 * A-S, 1923(65305) - As 460
473 * 2-8-0 * A-S, 1923(65306) - As 460
474 * 2-8-0 * A-S, 1923(65307) - As 460
475 * 2-8-0 * A-S, 1923(65308) - As 460
500 * 0-8-0 * A-S, 1923(65309) - 22X28 - 51-200-50.17-2518-582-
208,000 - 45,170 Sc. 1956

Ret. 1957 93 → 1938 62 → 1935 120 → 1936 89 → 1935
" " 162 → 1939 23 & 75 → 1956
" " 144 → 1959 132 & 156 → 1956
" " 81 → 1933 129 → 1944 79 → 1936
" " 33 → 1954 145 & 161 → 1954
Sc. 1956
Sc. 1956 123 → 1954
Sc. 1955 165 → 1952
165 → BP
173 → 1947
42 → 1933
96 & 137 → 1935
104 → 1939
114 → 1933
145 → 1940
34 → 1957
32 → 1955
(1942)
8296
(1942)
8297
33 → 1954
(1942)
8298
89 & 99 → 1936 151 → 1947
134 → 1937 94 → 1930 95 → 1954
83 → 1936 92 → 1937 108 → 1954
176 → 1927
73 → 1953
C → 1934 133 → 1934 188 → C. 1944 1837
172 → C. 1940 115 → 1947 1948
36 → 1931
73 → 1953
C → 1934 133 → 1934 188 → C. 1944 1837
172 → C. 1940 115 → 1947 1948
35 → 1949 162 → 1939
138 → 1940 104 → 1951
105 → 1948 69 → 1948
136 → 1932 & 1933
148 & 149 → 1939 113 → 1951
26 → 1928 171 → 1940
85 → 1936 65 → 1952
164 → 1932 117 → 1948
43 → 1956
59 → 1933 120 & 121 → 1944
137 → 1939 174 → 1946

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165-32 42 & 173
164-61
96, 104 & 131
164-114 & 184
164-145
165-33, 34 & 134
163-177
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165-38, 60, 129 &
164-89, 94 & 134
165-94, 95 & 151

501 * 0-8-0 * A-S, 1923(65310) - As 500
502 * 0-8-0 * A-S, 1923(65311) - As 500
503 * 0-8-0 * A-S, 1923(65312) - As 500
504 * 0-8-0 * A-S, 1923(65313) - As 500
505 * 0-8-0 * A-S, 1923(65314) - As 500
507 * 0-8-0 * A-S, 1923(65316) - As 500
600 * 4-8-2 * A-S, 1927(67335) - 26X28-73-210-66.84-3856-968-
215,500 - 320,100 - 46,280 Sc. 1956

Ret. 1957 32 → 1955
CV 502: CNRY 8296
CV 503: CNRY 8297
Ret. 1957 33 → 1954
CV 505: CNRY 8298
Ret. 1957
89 & 99 → 1936 151 → 1947
134 → 1937 94 → 1930 95 → 1954

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132-315
135-117
164-83, 92 & 102
165-108 C
132-319 163-176
164-36, 115 & 153
164-133, 172 & 188
165-115 & 183
135-35
164-162 & 175
165-104 & 138

601 * 4-8-2 * A-S, 1927(67336) - As 600
602 * 4-8-2 * A-S, 1927(67337) - As 600
603 * 4-8-2 * A-S, 1927(67338) - As 600
700 * 2-10-4 * A-S, 1928(67671) - 27X32-60-230-84.39-4703-2208-
285,000 - 419,000 - 76,800 - 89,900 Sc. 1954

Sc. 1956
83 → 1936 92 → 1937 108 → 1954
Ret. 1957 36 → 1931 176 → 1927
C → 1934 133 → 1934 188 → C. 1944 1837
Sc. 1955 172 → C. 1940 115 → 1947 1948
36 → 1931
73 → 1953
C → 1934 133 → 1934 188 → C. 1944 1837
172 → C. 1940 115 → 1947 1948
35 → 1949 162 → 1939
138 → 1940 104 → 1951
105 → 1948 69 → 1948
136 → 1932 & 1933
148 & 149 → 1939 113 → 1951
26 → 1928 171 → 1940
85 → 1936 65 → 1952
164 → 1932 117 → 1948
43 → 1956
59 → 1933 120 & 121 → 1944
137 → 1939 174 → 1946

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165-69
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\$149 165-113 & 182
C 164-26, 81, 85
\$171 165-65
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164-33 & 134
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\$181 165-43 & 117
164-59, 120 & 121
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701 * 2-10-4 * A-S, 1928(67672) - As 700
702 * 2-10-4 * A-S, 1928(67673) - As 700
703 * 2-10-4 * A-S, 1928(67674) - As 700
704 * 2-10-4 * A-S, 1928(67675) - As 700
705 * 2-10-4 * A-S, 1928(67676) - As 700
706 * 2-10-4 * A-S, 1928(67677) - As 700
707 * 2-10-4 * A-S, 1928(67678) - As 700
708 * 2-10-4 * A-S, 1928(67679) - As 700
709 * 2-10-4 * A-S, 1928(67680) - As 700
1395 * 2-6-0 * GTR, 1900(1312) - 22X26-63-180-33.75-2282-477-
172,360 - 195,360 - 30,560 Sc. 1934

Sc. 1956
Sc. 1954
Sc. 1956
Sc. 1955
Sc. 1954
Sc. 1954
Ret. 1957
Sc. 1954
Sc. 1954
Sc. 1954
Sc. 1934 GTR 1395: CV 1395: 397 1914
105 → 1948 69 → 1948
136 → 1932 & 1933
148 & 149 → 1939 113 → 1951
26 → 1928 171 → 1940
85 → 1936 65 → 1952
164 → 1932 117 → 1948
43 → 1956
59 → 1933 120 & 121 → 1944
137 → 1939 174 → 1946

CHESAPEAKE BEACH

80-36	1	*4-4-0 * Altoona Sh., 1889(1446) - 17X24-69-118,000 - PRR 1545: PW & B 35: CB 1	
80-76	2	*4-4-0 * Pittsburgh, 1898(1857) - 18X24-60-108,000	Sc. 1956
80-47	3(1)	*4-4-0 * Altoona Sh., 1888(1297) - 17X24-62-118,000 PRR 5116: PW & B 5122: CB 3(1)	
80-46	3(2)	*4-4-0 * Pittsburgh, 1899(1951) - 18X24-60-108,000 ₍₁₉₀₃₎ ₍₁₉₁₂₎ CB 3(2): DNW & P 390: D & SL 390	Sc. 1937
80-41	4	*4-4-0 * Pittsburgh, 1899(1952) - As 3(2) ₍₁₉₀₃₎ ₍₁₉₁₂₎ CB 4: DNW & P 391: D & SL 391	Sc. 1937
80-42, 43, 49, 163 & 167	5	*4-4-0 * Pittsburgh, 1899(1953) - As 3(2)	Sc. 1935
80-164 & 165	7	*4-6-0 * BLW, 1896(14683) - 18X24-62 ₍₁₉₁₇₎ PRR 6514: NYP & N 14: SJ & E 1039: CB 7	163 → 1930 164 → 1929 165 → 1932
80-170	9	*2-8-0 * BLW, 1901(18917) - 22X28-52-184,500 ₍₁₉₃₀₎ ₍₁₉₃₁₎ WM 409: CB 9: WM 409	1930
80-186	11	*4-4-0 * BLW, 1888(9521) - 18X24-63-92,800 ₍₁₉₃₃₎ ₍₁₉₂₅₎ ACL 28: CB 11: EW 11	Sc. 1942
80-198	12	*4-4-0 * BLW, 1890(10681) - As 11 ₍₁₉₃₃₎ ₍₁₉₃₅₎ ACL 52: CB 12: EW 12	Sc. 1948

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3-11 47-08

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20-224 & 228

1	* 4-truck Shay * C-9	* Lima, 1907; S/N 1932 - (3) 17x18 - 46-200 - 140,470 - 53,000 - Sc. by 1923	1914
4	* 0-6-0 * C-1	* Cooke, 1876 - 15x22 - 47-53,000 - Sc. by 1905	BP
8	* 0-8-0 * C-8	* Richmond, 1903 - 21x28 - 51-200 - 171,175 - 41,120 C&O 8: 10: 20: 42: 63: 139: 37: 81 Sc. 1930	BP
12	* 4-truck Shay * C-9	* Lima, 1911; S/N 2408 - As 1	BP
14	* 4-4-0 *	Rogers, 1855 Virg. Cent. "I.H. TIMBERLAKE"; C&O 14	
15	* 0-6-0 * C-3	* Baldwin, 1900; S/N 18261 - 19x24 - 51-160 - 111,440 - 23,500 QSL 1: C&O 4: 45: 58: 57: 38: 36: 16: 15 Sc. 1951	
20	* 0-4-4T * B-1	* Sch., 1888 - 17x24 - 57-85,700	BP
23	* 4-4-0 *		c.1885
31	* 0-6-0 * C-7	* Richmond, 1905 - Sc. by 1952	1951
32	* 4-4-0 *	Cooke, 1870	1870
33	* 4-4-0 *	Cooke, 1870?	
34	* 0-6-0 * C-7	* Richmond, 1906 - Sold 1937 (40353) Covington & Cin. Bridge Co. 710: C&O 48: 34	
35	* 0-6-0 * C-8	* H.K. Porter, 1941; S/N 8191 - Fireless steam loco.	
44	* 0-8-0 * C-9(2)	* Pittsburgh, 1918 - 22x28 - 52-200 - 47.5 - 204,000 - 44,300 - Sc. 1951	1950
54	* 4-4-0 * A-6?	* Sch., 1873 - Sc. by 1907	
57	* 0-10-0 * C-12	* Richmond, 1919 - 27x28 - 51-185 - 72.6 - 295,000 - 62,950 C&O 57: 137 Sc. 1956	BP
59	* 0-10-0 * C-12	* Richmond, 1919 - As 57	BP
73	* 4-4-0 * A	* Sch., 1891 - 19x24 - 68-175 - 111,000 - 18,950	
75	* 0-8-0 * C-14	* Lima, 1926; S/N 6974 - 25x28 - 51-185 - 46.9 - 221,000 - 53,950 HV 105: C&O 75	1948
76	* 4-4-0 * A-3(2)	* Sch., 1899 - 20x26 - 72-185 - 136,000 - 22,670 C&O 76: 250	BP
79	* 0-8-0 * C-14	* Lima, 1926; S/N 6977 - As 75 HV 109: C&O 79	(1930)
80	* 4-4-2 * A-16S	* Pittsburgh, 1916; S/N 65656 - 22x26 - 73-185 - 50.0 - 115,700 - 201,600 - 27,100 C&O 80: 278: 290 Sc. 1949	BP
89	* 4-6-0 * F-13(2)	* Brooks, 1912 - 21x26 - 73-180 - 188,000 - 24,350 HV 89: C&O 89	c.1942
90	* 4-4-2 * A-16	* Richmond, 1906; S/N 41127 - 21x26 - 72-200 - 50.0 - 88,870 - 169,000 - 27,070 C&O 90: 285 Sc. 1949	(1924)
91	* 4-6-0 * F-13(2)	* Brooks, 1913 - As 89 HV 91: C&O 91 Sc. 1939	(1930)

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20-218	92	*4-4-2	*A-16	Richmond, 1906: S/N 41088 - As 90 (1924) C&O 92: 287 Sc. 1942	BP
20-19	100	*0-8-0	*C-15	Lima, 1925: S/N 6948 - 25x28 - 51-185 - 46.9 - 221,000 - 53,950 C&O 100: 60 Sc. 1949? (1948)	BP
20-25	116	*0-8-0	*C-15A*	Baldwin, 1929 - 25x28 - 51-185 - 228,340 - 53,950 Sc. by c. 1952	
20-24	118	*0-8-0	*C-15A*	Baldwin, 1929 - As 116	BP
20-15	125	*0-6-0	*C-6	*Brooks, 1907 - 20x26 - 50-180 - 131,750 - 31,800 (1930) HV 125: C&O 125 Sc. 1951	1947
20-212	126	*4-4-0	*A-5	*Baldwin, 1904 - 18x24 - 69-165 - 114,500 - 17,240 Chicago, Cincinnati & Louisville 55: C&O 126	
20-226	127	*4-6-0	*F-9	*Rogers, 1890 - 20x24 - 68-175 - 141,900 - 20,900	BP
20-226	129	*4-6-0	*F-9	*Rogers, 1889 - As 127 (1930)	BP
20-17	129	*0-6-0	*C-6	*Brooks, 1907 - As 125 HV 129: C&O 129 (1924)	
20-32	131	*0-10-0	*C-12	*Richmond, 1919: S/N 59981 - As 57 C&O 51: 131	1949
20-275	133	*4-8-2	*J-2	*Brooks, 1918: S/N 59810 - 28x30 - 69 - 200 - 76.2 - 243,000 - 352,000 - 58,000 C&O 133: 543 Sc. by 1952 (1924)	BP
20-33	136	*0-10-0	*C-12	*Richmond, 1919: S/N 59986 - As 57 C&O 56: 136 (1924)	1956
20-298 31 46-111	137	*0-10-0	*C-12	*Richmond, 1919: S/N 59987 - As 57 (1924) C&O 57: 137 Sc. 1956	1956
23-177	137	*4-8-2	*J-2	*Baldwin, 1919: S/N 51881 - As 133 C&O 137: 547 (1924)	BP
20-275	139	*4-8-2	*J-2	*Richmond, 1923: S/N 64217 - As 133 C&O 139: 549 (1924)	BP
20-227	140	*4-6-0	*F-10	*Richmond, - Cross comp. (1924)	
20-34	141	*0-10-0	*C-12	*Richmond, 1921: S/N 62198 - As 57 C&O 61: 141 (1924)	
20-35	142	*0-10-0	*C-12	*Richmond, 1921: S/N 62199 - As 57 C&O 62: 142 (1924)	
20-31 & 34	143	*0-10-0	*C-12	*Richmond, 1921: S/N 62200 - As 57 C&O 63: 143 (1924)	
20-226	144	*4-6-0	*F-2(2)	*Baldwin, 1899 - 21x28 - 72-220 - 170,600 - 32,000 Sc. 1929	BP
20-236 46-35	147	*4-6-2	*F-15	*Sch., 1902: S/N 26268 - 22x28 - 72-200 - 198,000 - 31,990 C&O 147: 430 (1924)	BP
20-236	149	*4-6-2	*F-15	*Sch., 1902: S/N 28450 - As 147 C&O 149: 432 (1924)	BP
20-53	151	*2-8-0	*G-3(2)	*Brooks, 1910 - 23x30 - 57-205 - 241,000 - 48,500 (1930) HV 151: C&O 151 Sc. 1949	c. 1946
20-244	153	*4-6-2	*F-15	*Richmond, 1906: S/N 38917 - As 147 (1924) C&O 153: 436 Sc. c. 1950	1913
20-242	154	*4-6-2	*F-15s	*Richmond, 1906: S/N 41129 - As rebuilt - 23½x28 - 73-180 - 47.1 - 157,200 - 237,400 - 32,400 C&O 154: 437 Sc. c. 1950	1923
20-236	165	*4-6-2	*F-15	*Richmond, 1907: S/N 43019 - As 147 (1924) C&O 165: 448 Sc. c. 1950	BP

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20-236	166	* 4-6-2	* F-15	* Richmond, 1911: S/N 49842 - As 147 - (1924) C&O 166: 449 Sc. c. 1950	BP
20-44	166	* 2-8-0	* G-4(2)	* Brooks, 1910 - 23X30-51-205 - 244,000 - 48,500 (1930) HV 166: C&O 166 Sc. 1951	
20-245	168	* 4-6-2	* F-15	* Richmond, 1911: S/N 49844 - As 147 (1924) C&O 168: 451 Sc. c. 1950	1922
39-5	175	* 4-6-0	*		
20-30	177	* 0-8-0	* C-16	* Sch., 1930: S/N 68404 - 25X28 - 52-200 - 46.9 - 240,000 - 57,200	1955
20-37	180	* 0-8-0	* C-16	* Sch., 1930: S/N 68407 - As 177	
20-237 23-143	181	* 4-6-2	* F-16	* Baldwin, 1913: S/N 40157 - 27X28 - 74-185 - 60.4 - (1924) 190,000 - 290,000 - 43,400 C&O 181: 467 Sc. by 1952	BP
20-237	182	* 4-6-2	* F-17	* Richmond, 1914: S/N 54621 - 27X28 - 69 - 185 - (1924) 46,500 C&O 182: 470 Sc. 1951	BP
20-226	187	* 4-6-0	* F-8	* Brooks, 1889 - 18X24 - 62-165 - 128,200 - 17,820 (1914) C&O 187: 190 Sc. 1924	BP
20-237	190	* 4-6-2	* F-18	* Richmond, 1923: S/N 64220 C&O 190: 482 Sc. 1952	BP
20-22, 23 & 29	190	* 0-8-0	* C-16	* Sch., 1930: S/N 68417 - As 177	1953-1956
20-26	193	* 0-8-0	* C-16	* Sch., 1930: S/N 68420 - As 177 (1348) C&O 137: 59: 1108: 198 Sc.	
20-215	198	* 4-4-0	* A-9	* Cooke, 1882 - 18X24 - 62-150 - 97,500 - 15,990 1924 (2054) C&O 204: 623 (1925) Sc. 1929	1924
20-44	204	* 2-8-0	* G-4	* Richmond, 1890 - 21X24 - 50-160 - 128,300 - 28,810 (3823)	BP
20-215	223	* 4-4-0	* A-10	* Sch., 1892 - As 73 Sc. 1926 C&O 74: 223 1926	1926
20-29	225	* 0-8-0	* C-16	* Sch., 1930: S/N 68452 - As 177	1956
20-30	230	* 0-8-0	* C-16	* Sch., 1930: S/N 68457 - As 177 (2399)	
20-210	231	* 4-4-0	* A-5	* Baldwin, 1903 - As 126 - Sc. 1925 C&O 53: 231 C&O 54:	
20-28	231	* 0-8-0	* C-16	* Sch., 1930: S/N 68458 - As 117	1955
F-1 236	236	* 0-8-0	* C-16	* " " " " 68463 - " "	
20-215	242	* 4-4-0	* A-10	* Cooke, 1887 - 19X24 - 68-175 - 104,400 - 19,000	1926
20-18 25-181	246	* 0-8-0	* C-16A	* Lima, 1943: S/N 7969 - 25X28 - 52-200 - 46.9 - (1950) 244,000 - 57,200 C&O 246: Vgn 246	25-181 -> BP
147-250 20-22	276	* 0-8-0	* C-16	* Baldwin, 1948: S/N 74075 - 25X28 - 52-200 - 46.9 - (1950) 247,000 - 57,200 - Sold 1950 C&O 276: N&W 276	BP
20-220	277	* 4-4-2	* A-16S	* Sch., 1902: S/N 26267 - As rebuilt by C&O - As 80 - (1924) (1948) C&O 83: 277: 288 Sc. 1949	1947
20-48	280	* 2-8-0	* G-1	* Cooke, 1882! - As rebuilt by C&O - 20X24 - 50-165 - 121,000 - 26,930 - Sc. 1931	1949 (1950)
38-80	280	* 0-8-0	* C-16	* Baldwin, 1948: S/N 74049 - As 276 C&O 280: N&W 280	
20-221 & 223	283	* 4-4-2	* A-16S	* Richmond, 1905: S/N 30709 - As rebuilt by C&O - (1924) (1948) As 80 C&O 88: 283: 296 Sc. 1949	221 -> 1941 223 -> 1947
20-218 & 219	284	* 4-4-2	* A-16S	* Richmond, 1905: S/N 30710 - As rebuilt by C&O - As 80 - C&O 89: 284 (1924): 297 (1948) Sc. 1949	218 -> 1946 219 -> 1947

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20-220 & 223	285	*4-4-2	*A-16S	*Richmond, 1906: S/N 41127 - As rebuilt by C&O - (1924) As 80 - C&O 90: 285 Sc. 1949	()
20-216 & 219	287	*4-4-2	*A-16S	*Richmond, 1906: S/N 41088 - As rebuilt by C&O - (1924) As 80 - C&O 92: 287 Sc. 1942	216 → 1935
20-217	291	*4-4-2	*A-16S	*Richmond, 1907: S/N 42394 - As rebuilt by C&O - (1924) As 80 - C&O 96: 291 Sc. 1949	
117-157 20-219 & 222	293	*4-4-2	*A-16S	*Richmond, 1907: S/N 42396 - As rebuilt by C&O - (1924) As 80 C&O 98: 293 Sc. 1949	219 → 1942
20-49	294	*2-8-0	*G-1	*Cooke, 1883? - 20x24-50-150-102,630- 24,500 - Sc. by 1931	
20-46	300	*2-8-0	*G-3	*Richmond, 1892 - 20x24-50-150-127,300-24,500	
20-257	300	*4-6-4	*L-2	*Baldwin, 1941: S/N 64351 - 25x30-78-255-90.0- 217,500-439,500-52,100-64,700	BP
63-171 20-254	301	*4-6-4	*L-2	*Baldwin, 1941: S/N 64352 - As 300	1946
20-265	303	*4-6-4	*L-2	*Baldwin, 1941: S/N 64354 - As 300	1951
71-33 8-176 20-257 & 259	305	*4-6-4	*L-2	*Baldwin, 1941: S/N 64356 - As 300	BP 261 → 1946 260 → 1951
20-260 & 261	307	*4-6-4	*L-2	*Baldwin, 1942: S/N 64358 - As 300	
20-256 & 261	310	*4-6-4	*L-2a	*Baldwin, 1948: S/N 73533 - 25x30-78-255- 90.0-219,500-443,000-52,100-66,300	()
20-269	312	*4-6-4	*L-2a	*Baldwin, 1948: S/N 73535 - As 310	
20-257 23-251	313	*4-6-4	*L-2a	*Baldwin, 1948: S/N 73536 - As 310	BP
132-10 20-275 23-157	316	*4-8-2	*J-1	*Richmond, 1911: S/N 49840 - 29x28-62-180-66.7- (1918) (1924) 239,000-330,000-58,100 C&O 316: 130: 540 Sc. by 1952	BP
132-12 46-87	318	*4-8-2	*J-1	*Richmond, 1912: S/N 50848 - As 316 (1918) (1924) C&O 318: 132: 542 Sc. by 1952	BP
20-44	351	*2-8-0	*G-6	*Richmond, 1899 - 22x28-56-200-35.1-186,500- (1924) 41,140 C&O 351: 715 Sc. by 1935	BP
20-45	375	*2-8-0	*G-6	*Richmond, 1900 - As 351 - C&O 375: 736 (1924)	BP
20-229	377	*4-6-0	*F-11(2)	*Baldwin, 1902 - 19x26-62-180-143,500-23,160 1949	
20-229	377	*4-6-0	*F-11(2)	*As restored for exhibition	
20-228	378	*4-6-0	*F-11(2)	*Baldwin, 1902 - As 377	1949
20-239	405	*4-6-2	*F-12	*Baldwin, 1914: S/N 41310 - 25x28-73-190-56.0- (1947) 156,000-257,000-38,700 PM 725: C&O 405 Sc. 1949	1948
20-246	407	*4-6-2	*F-12	*Baldwin, 1914: S/N 41312 - As 405 (1947) PM 727: C&O 405 Sc. 1949	()
20-244	409	*4-6-2	*F-12	*Baldwin, 1914: S/N 41314 - As 405 (1947) PM 729: C&O 409 Sc. 1949	1948
20-36 & 37	428	*2-6-0	*F-5	*Baldwin, 1908 - 19x26-56-180-120,100-23,650 (1912) (1924) Virginia Air Line 3: C&O 330: 332: 16: 20: 428 Sc. 1946	37 → 1938

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20-234 # 245	430	* 4-6-2	* F-15s	* Sch, 1902: S/N 26268 - As rebuilt, 1915 - As 154 - (1924) C&O 147: 430 Sc. by 1952	234 → 1949
20-253	437	* 4-6-2	* F-15s	* Richmond, 1906: S/N 41129 - As rebuilt - As 154 - (1924) C&O 154: 437 Sc. by 1952	1936
20-243	440	* 4-6-2	* F-15s	* Richmond, 1907: S/N 42383 - As rebuilt - As 154 - (1924) C&O 157: 440 Sc. by 1952	1936
20-239 & 241	443	* 4-6-2	* F-15s	* Richmond, 1907: S/N 42386 - As rebuilt - As 154 - (1924) C&O 160: 443 Sc. by 1952	
20-250	450	* 4-6-2	* F-15s	* Richmond, 1911: S/N 49843 - As rebuilt - As 154 - (1924) C&O 167: 450 Sc. by 1952	
20-238	451	* 4-6-2	* F-15s	* Richmond, 1911: S/N 49844 - As rebuilt - As 154 - (1924) C&O 168: 451 Sc. by 1952	
20-253	453	* 4-6-2	* F-15s	* Richmond, 1911: S/N 49846 - As rebuilt - As 154 - (1924) C&O 170: 453	
20-49	454	* 2-8-0	* G-7	* Baldwin, 1903 - 22x28 - 56-200-46.8 - (1924) 184,400 - 41,140 C&O 454: 797	
20-279	461	* 4-6-2	* F-16	* Baldwin, 1913: S/N 40071 - As 181 (1924) C&O 175: 461 Sc. by 1952	1936
20-243 & 251	462	* 4-6-2	* F-16	* Baldwin, 1913: S/N 40072 - As 181 (1924) C&O 176: 462 Sc. by 1952	251 → 1946 243 → 1948
20-230	463	* 4-6-2	* F-16	* Baldwin, 1913: S/N 40073 - As 181 (1924) C&O 177: 463 Sc. by 1952	1947
20-251	465	* 4-6-2	* F-16	* Baldwin, 1913: S/N 40155 - As 181 (1924) C&O 179: 465 Sc. by 1952	1946
20-252	470	* 4-6-2	* F-17	* Richmond, 1914: S/N 54621 - As rebuilt - 27x28 - (1924) 74-200-80.7-199,830-334,420-46,900 - C&O 182: 470 Sc. 1951	
20-249 & 252	471	* 4-6-2	* F-17	* Richmond, 1914: S/N 54622 - As rebuilt - As 470 (1924) C&O 183: 471 Sc. 1952	252 → 1951
20-250	473	* 4-6-2	* F-17	* Richmond, 1914: S/N 54624 - As rebuilt - As 470 (1924) C&O 185: 473 Sc. 1952	1949
20-45 71-31	474	* 2-8-0	* G-7	* Baldwin, 1904 - As 454 C&O 474: 817	BP
20-247	474	* 4-6-2	* F-17	* Richmond, 1914: S/N 54625 - As rebuilt - As 470 (1924) C&O 186: 474 Sc. 1951	1936 1948
20-248	480	* 4-6-2	* F-18	* Richmond, 1923: S/N 64218 - As rebuilt - 27x28 - (1924) 74-200-80.7-199,830-334,420-46,900 C&O 188: 480	
71-26 20-248	481	* 4-6-2	* F-18	* Richmond, 1923: S/N 64219 - As rebuilt - As 480 (1924) C&O 189: 481	26 → 1944 248 → 1946
20-232	485	* 4-6-2	* F-18	* Richmond, 1923: S/N 64223 - As rebuilt - As 480 (1924) C&O 193: 485	1948

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20-246	489	* 4-6-2	* F-20	* Baldwin, 1927: S/N 59694 - 26X28-75-225- (1947) 75,8-208,000-342,000-48,250 RF&P 328: C&O 489 Sc. 1952	
71-XIX 20-271 20-266 & 267	490	* 4-6-4	* L-1	* Richmond, 1926: S/N 66555 as an F-19, 4-6-2 * (1946) Rebuilt by C&O to L-1, 4-6-4 - 27X28-74-210-80.7-202,900- 388,700-49,200-61,200	271 → 1952 266 & 277 → BPs
20-266	491	* 4-6-2	* F-19	* Richmond, 1926: S/N 66556 - 27X28-74-200-80.7 200,000-331,500-46,900	1939
20-269 & 270	491	* 4-6-4	* L-1	* Richmond, 1926: S/N 66556 as an F-19, 4-6-2 (1946) Rebuilt by C&O to L-1, 4-6-4 - As 490	
71-24 20-237	492	* 4-6-2	* F-19	* Richmond, 1926: S/N 66557 - As 491	1932
20-238	494	* 4-6-2	* F-19	* Richmond, 1926: S/N 66559 - As 491	c. 1938
20-262 & 266	494	* 4-6-4	* L-1	* Richmond, 1926: S/N 66559 as F-19, 4-6-2 (1947) Rebuilt by C&O to L-1, 4-6-4	262 → 1952
20-302 46-251	500	* 4-8-0-4-8-4	* M-1	* Baldwin, 1947 - Turbo-electric drive - One 6000 h.p. turbine - 40-310-857,200-48,000 steady - 98,000 start Sc. 1950 BP	
8-151 20-299 & 303	500	*	* M-1	* As above	303 → 1948
20-304	501	*	* M-1	* As 500 - Sc. 1950	
20-305	502	*	* M-1	* As 500 - Sc. 1950	
20-45	525	* 2-8-0	* G-7	* Richmond, 1904 - As 454 C&O 525: 854	BP
20-276	540	* 4-8-2	* J-1	* Richmond, 1911: S/N 49840 - As 316 (1918) (1924) C&O 316: 130: 540 Sc. by 1952	1938
132-16 132-13 20-279	541	* 4-8-2	* J-1	* Richmond, 1911: S/N 49841 - As upgraded (1918) (1924) C&O 317: 131: 541 Sc. by 1952	13- 1937 279 → 1948
20-277	542	* 4-8-2	* J-1	* Richmond, 1912: S/N 50848 - As 316 (1918) (1924) C&O 318: 132: 542	1948
20-272 & 277	543	* 4-8-2	* J-2	* Brooks, 1918: S/N 59810 - As rebuilt by C&O - 28X30-69-210-76,2-246,850-363,550-60,850 - Sc. by 1952 (1924) C&O 133: 543	274 → 1940 277 → 1951
20-278	544	* 4-8-2	* J-2	* Brooks, 1918: S/N 59811 - As rebuilt by C&O - (1924) As 543 C&O 134: 544	1948
20-274 & 276	545	* 4-8-2	* J-2	* Brooks, 1918: S/N 59812 - As rebuilt by C&O - (1924) As 543 C&O 135: 545	276 → 1936
132-15 20-272 & 282	546	* 4-8-2	* J-2	* Baldwin, 1919: S/N 51869 - As rebuilt by C&O - (1924) As 543 C&O 136: 546	15 → 1945 282 → 1942
20-277 & 283	548	* 4-8-2	* J-2	* Richmond, 1923: S/N 64216 - As rebuilt by C&O - (1924) As 543 C&O 138: 548	283 → 1951
132-17 20-281	549	* 4-8-2	* J-2	* Richmond, 1923: S/N 64217 - As rebuilt by C&O - (1924) As 543 C&O 139: 549	17 → 1947 281 → c. 1940
20-48	569	* 2-8-0	* G-7	* Richmond, 1906 - As 454	

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20-284, 289 & 290 71-31	600	* 4-8-4	* J-3	* Lima, 1935: S/N 7627-27 1/2 x 30-74-255-100.0-	273,500-477,000-66,450-80,805- Sc. 1953	1936 & later 149-1936 286 & 289 -> c. 1949	31 -> BP
133-149	602	* 4-8-4	* J-3	* Lima, 1935: S/N 7629- As 600- Sc. 1953	149-1936 286 & 289 -> c. 1949	294 -> 1949	
20-290	603	* 4-8-4	* J-3	* Lima, 1935: S/N 7630- As 600- Sc. 1953	151-1948 293 -> c. 1949	195	
133-151	604	* 4-8-4	* J-3	* Lima, 1935: S/N 7631- As 600- Sc. 1953	151-1948 293 -> c. 1949	294 -> 1951	
20-293 & 294	605	* 4-8-4	* J-3	* Lima, 1942: S/N 7842- 27 1/2 x 30-74-255-100.0-	292,800-506,300-66,450-80,805- Sc. 1953	BP	
133-151	610	* 4-8-4	* J-3a	* Lima, 1948: S/N 9302- 27 1/2 x 30-74-255-100.0	285,200-482,200-66,450-78,850	287 -> BP 282 -> 1955	
20-288	611	* 4-8-4	* J-3a	* Lima, 1948: S/N 9303- As 610- Sc. 1953		1949 287 -> 1948	
20-287 & 295	612	* 4-8-4	* J-3a	* Lima, 1948: S/N 9304- As 610- Sc. c. 1956		295 -> 1949	
20-296	613	* 4-8-4	* J-3a	* Lima, 1948: S/N 9305- As 610- Sc. c. 1953			
20-47	631	* 2-8-0	* G-8	* Richmond, 1907- 22 x 30-56-185-206,200-	40,170 - C&O 631: 637: 710 Sc. 1952	BP	
20-46	635	* 2-8-0	* G-7S	* Pittsburgh, 1916- C&O 635: 1000	(1916) (1924)	BP	
20-55	701	* 2-8-0	* G-5(2)	* Richmond, 1911- 23 x 30-57-205-244,000-	48,500 - Pat. 1953 HV 171: C&O 701 As restored for exhibition -> c. 1954	1946	
20-144	724	* 2-6-6-2	* H-4	* Richmond, 1913- 22 & 35 x 32-56 1/4-200-72.6-	365,500-435,000-74,200c.-93,600s C&O 724: 760: 1361	BP	
136-162	751	* 2-6-6-2	* H-1	* Sch., 1910- 22 & 35 x 32-56-225-72.2-	329,500-392,000-82,000c.- Sc. c. 1931	BP	
20-143 & 144	763	* 2-6-6-2	* H-2	* Richmond, 1911- 22 & 35 x 32-56 1/4-200-72.2-	337,500-400,000-74,200c.-93,600s C&O 763: 712: 1313	BP	
23-151	782	* 2-6-6-2	* H-4	* Sch., 1915- As 724 C&O 782: 1383	(1915) (1924)	BP	
20-61	800	* 2-8-2	* K-1	* Richmond, 1911- 29 x 28-57-180-671-242,000-	323,000-63,200 C&O 800: 900: 1000: 1100 Sc. c. 1952		
20-62	855	* 2-8-2	* K-1	* Richmond, 1914- As 800	C&O 855: 955: 1055: 1155 Sc. c. 1952	BP	
20-144	875	* 2-6-6-2	* H-5	* Sch., 1919- 23 & 35 x 32-57-200-76.2-358,000-	448,000-75,650c.-101,000s. C&O 875: 1521 Sc. c. 1952	BP	
20-57	876	* 2-8-0	* G-7	*		1948	
20-51	884	* 2-8-0	* G-7	*		1951	
20-38	893	* 2-8-0	* G-7	* Richmond		1951	
20-52	904	* 2-8-0	* G-7	* Richmond		1948	
20-145	910	* 2-6-6-2	* H-5	* Richmond, 1921- 22 & 35 x 32-56 1/4-210-72.6-	376,500-449,000-77,900c.-98,300s. C&O 910: 1491	BP	
20-145 23-199	939	* 2-6-6-2	* H-5	* Sch., 1923- As 910 C&O 939: 1520: 1515	(1924) (1925)	BP	
20-51	961	* 2-8-0	* G-7S	*		1948	

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20-52	966	* 2-8-0	* G-7S	*		1946
20-54	975	* 2-8-0	* G-7S	*		1953
20-40	990	* 2-8-0	* G-7	*		1947
20-50	992	* 2-8-0	* G-7	*		1955
20-54	1016	* 2-8-0	* G-9	*	Richmond, 1909	1954
20-53	1041	* 2-8-0	* G-9	*	Richmond, 1909	1956
20-50	1058	* 2-8-0	* G-9	*	Richmond, 1909	1953
20-73	1068	* 2-8-2	* K-5	*	Sch., 1927-26x30-63-200-66.7-230,500- 319,000-54,700-64,700 PM 1049: C&O 1068 Sc. 1952 (1947)	
20-67	1071	* 2-8-2	* K-6	*	Sch., 1912-27x32-63-190-70.0-242,900- 328,600-59,800 Erie 3020: PM 1096: C&O 1071 Sc. 1949 (1947)	
20-77	1090	* 2-8-2	* K	*	Richmond, 1912-29x28-57-185-67.1-244,500- 322,500-66,100 HV 181: C&O 1090 Sc. c. 1951 (1930)	
20-66	1113	* 2-8-2	* K-1	*	Richmond, 1912-As 800 C&O 813: 913: 1013: 1113 (1916) (1920) (1924)	
20-84	1117	* 2-8-2	* K-1	*	Richmond, 1912-As 800 C&O 817: 917: 1017: 1117 (1916) (1920) (1924)	1950
20-147	136-167 23-203	1119	* 2-8-8-2	* H-7	Sch., 1924: S/N 64971-(4) 23x32-57-205-112,2- 491,000-565,000-103,500- Sold to UP, 1945 C&O 1119: 1560 BP (1924)	
20-66	1125	* 2-8-2	* K-1	*	Richmond, 1912-As 800 C&O 825: 925: 1025: 1125 (1916) (1920) (1924)	1950
20-65	1140	* 2-8-2	* K-1	*	Richmond, 1912-As 800 C&O 840: 940: 1040: 1140	1950
20-58	1163	* 2-8-2	* K-2	*	Richmond, 1924-28x30-63-200-76.8-262,000- 358,000-63,450-74,700	1952
20-82	1165	* 2-8-2	* K-2	*	Richmond, 1924-As 1163	1942
20-81 & 85	1167	* 2-8-2	* K-2	*	Richmond, 1924-As 1163	81 → 1951 85 → 1954
20-71	1174	* 2-8-2	* K-2	*	Richmond, 1924-As 1163	1948
20-79	1177	* 2-8-2	* K-2	*	Richmond, 1924-As 1163	1944
20-74	1184	* 2-8-2	* K-2	*	Richmond, 1924-As 1163	1952
20-81 & 83	1189	* 2-8-2	* K-2	*	Richmond, 1924-As 1163	83 → 1948 81 → 1955
20-83	1193	* 2-8-2	* K-2	*	Richmond, 1924-As 1163	1952
20-67	1201	* 2-8-2	* K-2	*	Richmond, 1924-As 1163	1946
20-63	1202	* 2-8-2	* K-2	*	Richmond, 1924-As 1163	BP
20-69	1209	* 2-8-2	* K-2	*	Richmond, 1924-As 1163	1950
20-67	1226	* 2-8-2	* K-3	*	Richmond, 1924-28x32-63-200-80.8-271,500- 355,000-67,700	1949
20-71 & 78	1229	* 2-8-2	* K-3	*	Richmond, 1924-As 1226	71 → c. 1938 78 → 1947
20-84	1233	* 2-8-2	* K-3	*	Richmond, 1924-As 1226	1952
20-70	1239	* 2-8-2	* K-3	*	Richmond, 1924-As 1226	1950
20-62	1241	* 2-8-2	* K-3	*	Richmond, 1924-As 1226	
20-79	1249	* 2-8-2	* K-3	*	Richmond, 1924-As 1226	1935

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20-85	1253	* 2-8-2	* K-3	* Richmond, 1924 - As 1226			
23-191	1258	* 2-8-2	* K-3	* Richmond, 1924 - As 1226			BP
20-170	1301	* 2-6-6-2	* H-6	* Baldwin, 1948 - 22#35 X32-56-210-72.2- 366,700-434,900-77,900c.-98,300s.			c.1948
20-145	1302	* 2-6-6-2	* H-6	* Baldwin, 1948 - As 1301			BP
20-145	46-256	1304	* 2-6-6-2	* H-6	* Baldwin, 1948 - As 1301		BP
20-150	1307	* 2-6-6-2	* H-6	* Baldwin, 1948 - As 1301			
20-152	1340	* 2-6-6-2	* H-4	* A-R, 1912	As 724 C&O 739: 1340	(1924)	1942
20-151	1351	* 2-6-6-2	* H-4	* A-R, 1913	As 724 C&O 714: 750: 1351	(1915) (1924)	1948
20-159	1361	* 2-6-6-2	* H-4	* A-R, 1913	As 724 C&O 724: 760: 1361	(1924) (1924)	1955
20-160	1395	* 2-6-6-2	* H-4	* A-S, 1915	As 724 C&O 794: 1395	(1924)	1953
20-161	1397	* 2-6-6-2	* H-4	* A-S, 1915	As 724 C&O 796: 1397	(1924)	
20-32	1438	* 2-6-6-2	* H-4	* A-S, 1917	As 724 C&O 837: 1438	(1924)	1949
20-166	1439	* 2-6-6-2	* H-4	* A-S, 1917	As 724 C&O 838: 1439	(1924)	
20-155	1444	* 2-6-6-2	* H-4	* A-S, 1917	As 724 C&O 843: 1444	(1924)	1949
20-165	1452	* 2-6-6-2	* H-4	* A-S, 1917	As 724 C&O 851: 1452	(1924)	
20-158	1461	* 2-6-6-2	* H-4	* A-R, 1918	As 724 C&O 860: 1461	(1924)	1948
20-160	1466	* 2-6-6-2	* H-4	* A-R, 1918	As 724 C&O 865: 1466	(1924)	1954
20-151	1468	* 2-6-6-2	* H-4	* A-R, 1918	As 724 C&O 867: 1468	(1924)	
13C-168	20-154	1470	* 2-6-6-2	* H-4A	* Richmond, 1918 - As rebuilt by C&O, 1927 - C&O 869: 1470 (1924)	(1924)	
				(4) 20x32-56 1/2-210-72.6-379,000-450,500-81,250-5c.c.1945 (62177)			
20-167	1476	* 2-6-6-2	* H-6	* Richmond, 1920 - As 910	C&O 895: 1476	(1924)	
20-168	1479	* 2-6-6-2	* H-6	* Richmond, 1920 - As 910	C&O 898: 1479	(1924)	
20-159	1482	* 2-6-6-2	* H-6	* Richmond, 1921 - As 910	C&O 901: 1482	(1924)	
20-155 & 158	1490	* 2-6-6-2	* H-6	* Richmond, 1921 - As 910	C&O 909: 1490	(1924)	
20-162	1506	* 2-6-6-2	* H-6	* Sch., 1923	As 910 C&O 925: 1506	(1924)	
20-165	1521	* 2-6-6-2	* H-5	* Sch., 1919 (59838)	As 875 C&O 875: 1521	(1924)	
20-167	1553	* 2-8-8-2	* H-7	* Sch., 1924 - (4) 23x32-57-215-112.2-491,000 565,000-108,550 - As modified C&O 1112: 1553 (64967)		(1924) (1945)	
20-156	1556	* 2-8-8-2	* H-7	* Sch., 1924 - As 1553	C&O 1115: 1556	(1924)	1938
20-162	1560	* 2-8-8-2	* H-7	* Sch., 1924 - As 1553	C&O 1119: 1560	(1924)	
20-148	46-145	1572	* 2-8-8-2	* H-7A	* Baldwin, 1926 - (4) 23x32-57-205-112.2- 493,910 - 572,330 - 103,500 - 5c.1952 (58964)		BP
20-149	1572	* 2-8-8-2	* H-7A	* Baldwin, 1926 - As modified - (4) 23x32-50-215- 112.2-493,910-572,330-108,550-5c.1952			
20-174 & 175	1600	* 2-6-6-6	* H-8	* Lima, 1941: 5/14 7820 - (4) 22 1/2 x 33-67-260-135.0- 7240-3186-507,900-771,300-110,200			BP
20-192	1601	* 2-6-6-6	* H-8	* Lima, 1941: 5/14 7821 - As 1600 - Ret. & on exhibition			
20-181	1602	* 2-6-6-6	* H-8	* Lima, 1941: 5/14 7882 - As 1600			

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23-267	1605 *2-6-6-6 *H-8 *Lima, 1942: S/N 7825 - As 1600	BP
20-179	1606 *2-6-6-6 *H-8 *Lima, 1942: S/N 7826 - As 1600	
20-172	1614 *2-6-6-6 *H-8 *Lima, 1942: S/N 7887 - As 1600	
20-195	1622 *2-6-6-6 *H-8 *Lima, 1944: S/N 8615 - As 1600	
20-196	1624 *2-6-6-6 *H-8 *Lima, 1944: S/N 8617 - As 1600	1956
46-225	1625 *2-6-6-6 *H-8 *Lima, 1944: S/N 8618 - As 1600	BP
20-2 & 183	1626 *2-6-6-6 *H-8 *Lima, 1944: S/N 8619 - As 1600	1951
20-180 & 193	1628 *2-6-6-6 *H-8 *Lima, 1944: S/N 8621 - As 1600	
136-169 20-176 & 209	1633 *2-6-6-6 *H-8 *Lima, 1944: S/N 8802 - As 1600	BPs
20-197	1636 *2-6-6-6 *H-8 *Lima, 1944: S/N 8805 - As 1600	
63-132	1638 *2-6-6-6 *H-8 *Lima, 1944: S/N 8807 - As 1600	
20-175	1640 *2-6-6-6 *H-8 *Lima, 1944: S/N 8809 - As 1600	
20-190	1642 *2-6-6-6 *H-8 *Lima, 1944: S/N 8811 - As 1600	1951
20-178	1644 *2-6-6-6 *H-8 *Lima, 1944: S/N 8813 - As 1600	1956
20-177, 195 & 199	1647 *2-6-6-6 *H-8 *Lima, 1948: S/N 9311-(4) 22½x33-67-260- 135.0-6795- -504,010-751,830-110,200 177 & 195 → 195	
20-185 & 189	1648 *2-6-6-6 *H-8 *Lima, 1948: S/N 9312 - As 1647	
20-176 & 189	1650 *2-6-6-6 *H-8 *Lima, 1948: S/N 9314 - As 1647	176 → BP
20-176	1652 *2-6-6-6 *H-8 *Lima, 1948: S/N 9316 - As 1647	BP
20-186	1653 *2-6-6-6 *H-8 *Lima, 1948: S/N 9317 - As 1647	
20-188	1654 *2-6-6-6 *H-8 *Lima, 1948: S/N 9318 - As 1647	1948
20-191	1656 *2-6-6-6 *H-8 *Lima, 1948: S/N 9320 - As 1647	
20-119	2001 *2-10-2 *B-2 *Baldwin, 1918 - 30x32-63-200-880-290,800- 377,300-77700 C&E 12001: C&O 2001 Sc. 1952 1946 (66488)	
20-63	2320 *2-8-2 *K-3A *Richmond, 1926 - 28x32-63-200-80.8-274,500- 359,000-67,700 BP (66490)	
20-70	2322 *2-8-2 *K-3A *Richmond, 1926 - As 2320 195 (66503)	
20-75	2335 *2-8-2 *K-3A *Richmond, 1926 - As 2320 1948 (66505)	
19-259	2337 *2-8-2 *K-3A *Richmond, 1926 - As 2320	
20-77	2351 *2-8-2 *K-8 * 26x30-63-200-66.7-3829- - 220,000-292,000-54,700	
20-98	2699 *2-8-4 *N-3 *Lima, 1937 - 26x34-69-245-90.0-4785- -278,000-445,500-69,350-83,750 P141215: C&O 2699 (70854)	
20-106	2705 *2-8-4 *K-4 *A-S, 1944 - 26x34-69-245-90.0-4773- - 292,000-460,000-69,350-83,750 (70865)	
20-98, 99 & 107	2716 *2-8-4 *K-4 *A-S, 1944 - As 2705 1959 (70867)	
20-100	2718 *2-8-4 *K-4 * " 1944 - As 2705 1945 (70870)	
20-102	2721 *2-8-4 *K-4 * " 1944 - As 2705 (70874)	
20-101	2725 *2-8-4 *K-4 * " 1944 - As 2705 1955 (70877)	
20-96	2728 *2-8-4 *K-4 * " 1944 - As 2705 1954	

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20-92	2730	*2-8-4 * K-4 * A-S, 1944 (70879) - A5 2705	BP
20-103	2734	* " * " * " , " (70883) - " "	1949
20-86	2737	* " * " * " , " (70886 - " "	1950
20-112	2741	* " * " * Lima, 1945 (9048) - 26x34-69-245-90-4773-	
		- 292,600-468,900-69,350-83,350	1955
20-100	2743	* 2-8-4 * K-4 * Lima, 1945 (9050) - A5 2741	
20-92, 94 & 95	2744	* " * " * " " (9051) - " "	BPs
20-91	2746	* " * " * " " (9053) - " "	1953
20-100 & 109	2747	* " * " * " " (9054) - " "	109 → 1946
20-99	2748	* " * " * " " (9055) - " "	1955
20-88 & 112	2753	* " * " * " , 1947 (9260) - 26x34-69-245-90-4714-	
		- 293,100-469,680-69,350-83,350	
20-93 & 99	2754	* 2-8-4 * K-4 * Lima, 1947 (9261) - A5 2753	BPs
20-97	2759	* " * " * " " (9266) - " "	
20-104	2763	* " * " * A-S, 1947 (78176) - " "	
20-96	2767	* " * " * " " (78180) - " "	1947
20-108	2769	* " * " * " " (78182) - " "	1951
20-113	2770	* " * " * " " (78183) - " "	1956
20-111	2784	* " * " * " " (78197) - " "	
20-92	2786	* " * " * " " (78199) - 26x34-69-245-90-4773-	
		292,500-463,500-69,350-83,350	BP
20-117	2950	* 2-10-2 * B-1 * BLW, 1919 (52448) - 29x32-63-205-100-4767-	
		- 293,560 - 374,100 - 74,450 LV 4060:HV 130:C&O 2950 ⁽¹⁹³⁰⁾ ⁽¹⁹³⁰⁾ Sc. 1952 1947	
74-269 20-118 & 122	2951	* 2-10-2 * B-1 * BLW, 1919 (52449) " 4061: " 131: " 2951	1936 E 1951
20-117 & 123	2952	* " * " * " " (52491) " 4062: " 132: " 2952	
20-119 & 122	2953	* " * " * " " (52492) " 4063: " 133: " 2953	119 → 1945
20-120	2955	* " * " * " " (52578) " 4065: " 135: " 2955	1948
20-114, 119 & 121	2956	* " * " * " " (52631) " 4066: " 136: " 2956	114 → 1949 121 → 1952
20-123	2959	* " * " * " " (52671) " 4069: " 139: " 2959	Sc. 1952 1949
20-118	2983	* " * B-4 * A-B, 1918 - 26x32-57-200-66.8-3493-	
		264,930 - 324,000 - 64,500 PM 1109: C&O 2983 ⁽¹⁹³⁰⁾ Sc. 1950 1950	
20-117	2985	* 2-10-2 * B-4 * A-B, 1918 - A5 2983 PM 1111: C&O 2985 ⁽¹⁹³⁰⁾	1952
20-134	3000	* 2-10-4 * T-1 * Lima, 1930 (7516) - 29x34-69-265-121.7-6635.5-	
		3030-373,000-566,000-93,350-108630 Sc. by 1953	c. 1945
20-139	3001	* 2-10-4 * T-1 * Lima, 1930 (7517) - A5 3000 Sc. by 1953	
20-135	3002	* " * " * " " (7518) - " "	c. 1948
20-139	3003	* " * " * " " (7519) - " "	
18-90 19-231 20-127 23-219	3004	* " * " * " " (7520) - " "	1920 & 23 BPs
20-139	3007	* " * " * " " (7523) - " "	

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20-129	3019	* 2-10-4 * T-1 * Lima, 1930 (7525) - As 3000	
20-136	3015	* " * " * " " (7531) - " "	
20-135 & 139	3019	* " * " * " " (7535) - " "	135 → 1952
20-128	3021	* " * " * " " (7537) - " "	
20-126 & 127	3023	* " * " * " " (7539) - " "	BPs
20-138	3025	* " * " * " " (7541) - " "	C, 1942
20-134	3026	* " * " * " " (7542) - " "	
20-132	3027	* " * " * " " (7543) - " "	1948
20-131	3029	* " * " * " " (7545) - " "	
20-133	3030	* " * " * " " (7546) - " "	
20-133	3034	* " * " * " " (7550) - " "	
18-90	3035	* " * " * " " (7551) - " "	
20-124	3039	* " * " * " " (7555) - " "	1950
20-118	4001	* 2-10-2 * B-3 * A-B, 1917 (57565) - 29x32-64-210-80.7-5353- - 316,800 - 395,000 - 75,050 Wabash 2509: C&E 4001 C&O 4001 ⁽¹⁹⁴⁵⁾ Sc. 1949	

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F-2	55	* 4-4-0 *			1891
F-2	267	* 2-8-0 *		Cooke, 1881 - 20x24-50-150-102,625-24,500	
F-2	432	* 4-6-2 *		A-5, 1903(28,540) - As rebuilt - 23 1/2 x 28-73-180-47.1-2938 total - 157,200-237,400-32,400	
71-24	493	* 4-6-2	F-19	A-R, 1926(66558) - As 491	C. 1945
71-31	601	* 4-8-4 *	J-3 *	Lima, 1935(7628) - As 600	
132-14	547	* 4-8-2 *	J-2 *	BLW, 1919(As ?) - As rebuilt - 28x30-69-210-363,000-60,850 C&O 137: 547	1946
136-160	4	* 4 Trk, Shay		* Lima, 1906 - (3) 17x18 - 46-200-39-198,000-56,000	
136-161	752	* 2-6-6-2 *	H-2 *	A-R, 1911 - As 763 C&O 752: 701: 1302	(1915) (1924)
136-164	898	* 2-6-6-2 *	H-5 *	A-R, 1920 - 22x35x32-56-210-73-449,000-78,000 C&O 898: 1479	
136-168 & 170	1276	* 2-6-6-2 *	H-3A *	A-S, 1917 - 22x35x32-56-200-73-435,000-74,000 Hocking Valley 201: C&O 1276	(1930)
136-170	1295	* 2-6-6-2 *	H-3A *	A-R, 1918 - As 1276 Hocking Valley 220: C&O 1295	(1930)
136-172	1309	* 2-6-6-2 *	H-6 *	BLW, 1949 - 22x35x32-56-210-72-435,000-78,000	1949
136-165	1462	* 2-6-6-2 *	H-4 *	A-R, 1918 - 22x35x32-56-200-72-435,000-74,000 C&O 861: 1462	(1924)
136-166	1499	* 2-6-6-2 *	H-5 *	A-A, 1923 - 22x35x22-56-210-73-449,000-78,000 C&O 918: 1499	(1924)
136-167	1583	* 2-8-8-2 *	H-7A *	BLW, 1926 - (4) 23x32-57-205-112-572,000-104,000	(1945)
136-166	1586	* 2-8-8-2 *	H-7A *	BLW, 1926 - As 1583 C&O 1586: UP 3598	
136-171	1603	* 2-6-6-6 *	H-8 *	Lima, 1941 - As 1600	
136-169	1628	* 2-6-6-6 *	H-8 *	Lima, 1944 - As 1600	
136-171	1659	* 2-6-6-6 *	H-8 *	Lima, 1948 - As 1600	
136-163	1521	* 2-6-6-2 *	H-5 *	A-S, 1919 - As 898 C&O 875: 1521	(1924)
136-161	1388	* 2-6-6-2 *	H-4 *	A-S, 1915 - As 724 C&O 787: 1388	(1924)

C & O MALLETT NUMBERING SEQUENCE

699	2-6-6-2	H3	A-B, 1910	ex C&A 700 (1911)
700-713	"	H4	A-R, 1914	
714-724 & 750	"	"	" 1913	
725-749	"	"	" 1912	
751	"	H1	A-S, 1910	Sc. 1930
752-775	"	H2	A-R, 1911	
776-799	"	H4	A-S, 1915	
800-809	"	"	" 1916	
810-859	"	"	" 1917	
860-874	"	"	A-R, 1918	
875-889	"	H5	A-S, 1919	
890-894	"	"	BLW, 1919	
895-899	"	"	A-R, 1920	
900-914	"	"	" 1921	
915-939	"	"	A-S, 1923	
1100-1124	2-8-8-2	H7	" 1924	
1275-1279	2-6-6-2	H3A	" 1917	
1280-1299	"	"	A-R, 1918	
1300-1309	"	H6	BLW, 1949	
1470	"	H4A	A-R, 1918	As simplified 1927 at Co. Shops
1570-1589	2-8-8-2	H7A	BLW, 1926	
1600-1609	2-6-6-6	H8	Lima, 1941	
1610-1619	"	"	" 1942	
1620-1641	"	"	" 1944	
1645-1659	"	"	" 1948	

C&O

CLASS	TYPE	FIRST No.	BUILT or Acquired	DATA
A	4-4-0	73	1891	Part.
A-3(2)	4-4-0	76	1899	"
A-5	4-4-0	126	1904	"
A-9	4-4-0	198	1882	"
A-16	4-4-2	90	1906	"
A-16S	4-4-2	80	1916	"
B-1	0-4-4T	20	1888	"
B-1(2)	2-10-2	2950	1919	"
B-2	2-10-2	2001	1918	"
B-3	2-10-2	4000	1917	"
B-4	2-10-2	2983	1918	"
C-1	0-6-0	4	1876	"
C-3	0-6-0	15	1900	"
C-6	0-6-0	125	1907	"
C-8	0-8-0	8	1903	"
C-9	4-truck Shay	1	1907	"
C-9(2)	0-8-0	44	1918	"
C-12	0-10-0	57	1919	"
C-14	0-8-0	75	1926	"
C-15	0-8-0	100	1925	"
C-15A	0-8-0	116	1929	"
C-16	0-8-0	177	1930	"
C-16	0-8-0	276	1948	" Weight increase
C-16A	0-8-0	246	1943	" " "
E-5	2-6-0	428	1908	"
F-2(2)	4-6-0	144	1899	"
F-8	4-6-0	187	1889	"
F-9	4-6-0	127	1890	"
F-11(2)	4-6-0	377	1902	"
F-12	4-6-2	405	1914	"
F-13(2)	4-6-0	89	1912	"
F-15	4-6-2	147	1902	"
F-15S	4-6-2	154		" Rebuilt?
F-16	4-6-2	181	1913	"
F-17	4-6-2	182	1914	" Original
F-17	4-6-2	470		" Rebuilt
F-18	4-6-2	486		" " "
F-19	4-6-2	491	1926	"

CEO DATA

CLASS	TYPE	FIRST No.	BUILT OR ACQUIRED	DATA	REMARKS
F-20	4-6-2	489		Part	
G-1	2-8-0	294	1883?	"	Original
G-1	2-8-0	280	1882?	"	Rebuilt
G-3(1)	2-8-0	300	1892	"	
G-3(2)	2-8-0	151	1910	"	
G-4	2-8-0	204	1890	"	
G-4(2)	2-8-0	266	1910	"	
G-5(2)	2-8-0	701	1911	"	
G-6	2-8-0	351	1899	"	
G-7	2-8-0	454	1903	"	
G-8	2-8-0	631	1907	"	
H-1	2-6-6-2	751	1910	"	
H-2	2-6-6-2	763	1911	"	
H-4	2-6-6-2	724	1913	"	
H-4A	2-6-6-2	1470	1927	"	
H-5	2-6-6-2	875	1919	"	
H-6	2-6-6-2	910	1921	"	
H-6	2-6-6-2	1301	1948	"	
H-7	2-8-8-2	1119	1924	"	
H-7	2-8-8-2	1553	1924	"	Pressure inc. 10#
H-7A	2-8-8-2	1572		"	" " "
H-8	2-6-6-6	1600	1941	Comp	
H-8	2-6-6-6	1647	1948	Part	Weight change
J-1	4-8-2	316	1911	"	
J-2	4-8-2	133	1918	"	
J-2	4-8-2	543		"	Rebuilt
J-3	4-8-4	600	1935	"	
J-3	4-8-4	605	1942	"	Heavier, etc.
J-3a	4-8-4	610	1948	"	Lighter, etc.
K	2-8-2	1090	1930	"	
K-1	2-8-2	800	1911	"	
K-2	2-8-2	1163	1924	"	
K-3	2-8-2	1226	1924	"	
K-3A	2-8-2	2320	1926	"	
K-4	2-8-4	2705	1943	"	
K-4	2-8-4	2741	1945	"	Weight change
K-4	2-8-4	2753	1947	"	" " "
K-4	2-8-4	2786	1947	"	" " "

C&O

CLASS	TYPE	FIRST No.	BUILT or ACQUIRED	DATA
K-5	2-8-2	1068	1947	Parti
K-6	2-8-2	1071	1947	"
K-8	2-8-2	2351		"
L-1	4-6-4	490	1946	"
L-2	4-6-4	300	1941	"
N-3	2-8-4	2699	1937	
T-1	2-10-4	3000	1930	Comp.

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130-44	4	*0-4-0*E-1*	Aurora Sh., 1883 - CB&Q 4: 1004: 566	(1898) (1904)	16X22-52-145-60,000± - 13,300	1898
130-25	9	*4-4-0*			As rebuilt, 1864-65	
130-22	14	"STARLIGHT" *4-4-0*	New Jersey LW, 1857 - 16X20-58-64,000			
130-22	14	*4-4-0*	NJLW, 1857 -		As rebuilt at Galesburg Shops	
130-43	20	*0-4-0*			Probably as 4	1880
130-11	27	"GREY HOUND" *4-4-0*	Amoskeag, 1855 - 16X20-68-56,000			
5-53	34	"ANTELOPE" *4-4-0*	Amoskeag, 1853 - 16X20-72-52,000		CMT "A": CB&Q 34 "A"	1872
130-253	45	*4-4-0* A-1*	Hannibal Shops, 1886 - 18X24-69-145-17.6-1245-54,500 - 82,800-13,900			
			H&STJ 22: 622: CB&Q 45: 455		Ret. 1933	1914
130-24	50	*4-4-0*	Manchester, 1857 - 16X24-57-60,000		- With new cab	1876
130-24	56	*4-4-0*	Manchester, 1856 - 15X24-60-58,000			
130-11	59	*4-4-0*	Aurora Shops, 1861 -		Ret. by 1879	1864
130-29	70	*4-4-0*	Galesburg Shops, 1878 -		Ret. 1912	1878
130-28	72	*4-4-0*	Aurora Shops, 1878		CB&Q 70: 1070: 412	
130-32	77	*4-4-0*	A-1* Rhodels, 1886 (1606) - As 45		CB&N 55: 933; CB&Q 933: 77	1907
130-18	78	*4-4-0*	Ca. Shops, 1884 -		CB&Q 78: 1078: 462	Ret. 1900
130-23	94	*4-4-0* ^{H-1}	Rogers, 1863			BP
130-68	125	*2-6-0*	Aurora Shops, 1888 - 19X24-62			
			CB&Q 125: 1125: STLK&NW 763: CB&Q 1004		Ret. 1926	c. 1907
3-56	130-12	134	*4-4-0*	Manchester, 1869		1889
	130-304	141	*4-4-0*	A-1* Aurora Shops, 1888 - As 45		Ret. 1929
3-185	130-26	170	*4-4-0*	Manchester, 1871 (312) -		BP
	130-26	176	*0-4-0*	BLW, 1871 - 16X22-49-136-56,000-12,700		BP
	130-35	200	*4-4-0*	A-6* BLW, 1901 (18650) -		Ret. 1923
	130-30	230	*4-4-0*	Manchester, 1874		1894
	130-31	249	*4-4-0*			c. 1883
	130-33	288	*4-4-0*	A-2* Manchester, 1883 (1152) -		Ret. 1927
	130-52	300	*0-6-0* ^{H-1}	G-3* Aurora Shops, 1900 - 20X24-52-180-27.1 - 1849.6 - 122,500		
			KCSTJ&CB 508: H&STJ 508: CB&Q 1400: Shop Sw. 300			1937
	130-53	302	*0-6-0* ^{H-1}	G-3* Aurora Shops, 1902 - As 300		Ret. 1939
	130-53	304	*0-6-0* ^{H-1}	G-3* Havelock Shops, 1903 - As 300		1937
	130-305	305	*0-6-0* ^{H-1}	G-3* Havelock Shops, 1903 - As 300		1952
	130-49	308	*0-6-0* ^{H-1}	G-3* Aurora Shops, 1910 - As 300		Ret. 1940
	130-52	311	*0-6-0* ^{H-1}	G-3* Havelock Shops, 1910 - As 300		1953
	130-44	315	*0-4-0*E-1*		16X22-52-145-60,000± - 13,300	c. 1885
	130-37	325	*2-8-0*	BLW, 1879 (4683) - 20X24-50-130 - 78,920-89,200-21,220		
			CB&Q 325: H&STJ 615: STLK&NW 615: CB&Q 1601		Ret. to 0-6-0	BP
	130-32	331	*4-4-0*	A-2* Hinkley, 1885 -		Ret. 1909
	130-36	353	*4-4-0*	A-2* Hannibal Shops, 1889 -		1914

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130-30	359	*4-4-0*A-2*	Aurora Sh., 1892 - H&STJ 66: ⁽¹⁸⁹⁸⁾ 666; CB&Q ⁽¹⁹⁰⁴⁾ 359 - As rebuilt for exhibition		
130-36	360	*4-4-0*A-2*	Hannibal Sh., 1892 - STL&N 26: 726; CB&Q 360 Insp loco, Ret. 1925		
130-183	414	*4-4-0*A-2*	Aurora Sh., 1886 - CB&Q 619: 1619: 101: 414 Ret. 1928		1925
130-34	417	*4-4-0*A-2*	Aurora Sh., 1887 - CB&Q 610: 1610: 110: 417 Ret. 1935		1933
130-33	419	*4-4-0*A-3*	Co. Shops, 1882 - CB&Q 242: 1242: 419: 160 Ret. 1914		1914
130-38	422	*2-8-0*BLW,	1882 (6348) - CB&Q 422: 1422: 1619 ← Rebuilt to G-4-A, 0-6-0 c. 1890		
23-17	453	*2-8-0*BLW,	1884 (7337) - 20x24-52-106,290 CB&Q 453: 1453: 1632 Rebuilt to G-4-A, 0-6-0 1928		1928
130-47	460	*0-6-0*	Aurora Sh., 1886 - CB&Q 460: 1460; KC&J&CB 557: CB&Q 1313 Ret. 1917		1893
130-46	461	*0-6-0*	Aurora Sh., 1886 - CB&Q 461: 1461: 1308 Sold 1914		1892
130-35	462	*4-4-0*A-2*	Rhode Is., 1886 (1637) - CB&N 10: 925: CB&Q 925: 71: 462, A-2 Ret. 1930		1930
130-35	477	*4-4-0*A-6*	Pittsburgh, 1898 (1893) - STL&N 746: CB&Q 477: 198 Ret. 1927		1914
130-73	500	*0-6-2*T*I-1*	Aurora Sh., 1889 - CB&Q 83: 500: 1500: 500 Ret. 1911		1901
130-55	500	*0-6-0*G-5*	A-C, 1919 (61380) - 21x28-52-190-33.2-2303+409-165,000-38,350		
FC 130-55	506	*0-6-0*G-5*	A-C, 1919 (61386) - As 500 Sc. 1954		55 → 1945
130-55	509	*0-6-0*G-5*	A-C, 1919 (61389) - As 500 Sc. 1954		1950
130-56	510	*0-6-0*G-5A*	BLW, 1921 (53983) - Sold 1957		1938
130-56	512	*0-6-0*G-5A*	BLW, 1921 (54048) - Sc. 1955		1938
130-57	514	*0-6-0*G-5A*	BLW, 1921 (54050) - Sc. 1954		1949
7-52	532	*2-6-0*	BLW, 1891 (11769) - Gauge 3-0 - 14x18-38-140-9.0-42,100-51,500-11,050		
7-4			Black Hills & Fort Pierre 5: B&MR 490: CB&Q 532 Sc. 1911		1910
7-54	533	*2-6-0*	BLW, 1901 (18888) - Gauge 3-0 - 15x20-40-160-11.9-59,000-71,000-15,300		
			BH&FP 7: B&MR 488: CB&Q 533 Sc. 1930		
7-61	534	*2-6-0*	BLW, 1900 (17612) - Gauge 3-0 - 15x20-38-160-11.9-59,000-71,000-16,150		
			BH&FP 6: B&MR 489: CB&Q 534 Sc. 1930		1928
7-41 & 57	536	*2-8-0*	BLW, 1883 (6491) - Gauge 3-0 - 15x20-38-140-15.0-54,700-62,700-14,100		
			BH&FP 3: B&MR 494: CB&Q 536 Sc. 1924		41 → c. 1910 57 → 1915
F-3 7-70, 85 & 86	537	*2-8-0*	BLW, 1896 (14792) - Gauge 3-0 - 17x20-38-160-15.75-87,400-97,200-20,800		
			Deadwood Central 5: B&MR 496: CB&Q 537 Sc. 1939		F-3 → 1937 85 → 1920
130-43	538	*2-8-0*	BLW, 1900 (17795) - Gauge 3-0 - 17x20-38-180-19.44-98,400-109,400-		
			23,250 DC 6: B&MR 495: CB&Q 538 Sc. 1930		84 → 1905 82 → 1914 59 → 1911 Sc. 1954
7-59, 82 & 84	542	*0-8-0*	F-1*A-B, 1919 (61235) - 25x28-52-190-47.0-3395-614-219,940-54,350		1937
130-64	544	*0-8-0*	F-1*A-B, 1919 (61237) - As 542 Sc. 1954		1952
130-65	545	*0-8-0*	F-1*A-B, 1919 (61238) - As 542 Sc. 1956		1950
130-65	548	*0-8-0*	F-1*A-B, 1919 (61241) - As 542 Sc. 1954		1937
130-34	550	*4-4-0*	Rogers, 1893 (4849) - CB&Q 550: 1550: 472: 193 Ret. 1922		1897
130-65	551	*0-8-0*	F-2*BLW, 1909 (34021) as 2-6-6-2; #4006 - As rebuilt to 0-8-0 1934		
130-66	554	*0-8-0*	F-2*BLW, 1909 (34029) as 2-6-6-2; #4007 - As rebuilt to 0-8-0 Sc. 1947		1937
130-66	555	*0-8-0*	F-2*BLW, 1908 (32722) as 2-6-6-2; #4008 - As rebuilt to 0-8-0 Sc. 1948		1939
130-45	562	*0-4-0*	E-1*Aurora Shops, 1881 - CB&Q 411: 1411: 562 As 4 c. 1905		
130-63	568	*0-6-0*	G-10*BLW, 1904 (24457) as 2-6-2 - As rebuilt 1929 - CB&Q 1902: 568 1947		

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130-45	573	*O-4-OT*E-1* Rhode Is., 1886(1599) - CB&N 101:303: CB&Q 902: 573	(1898) (1904)	Sold 1928	1931
130-63	573	*O-6-0*G-10*A-B, 1905(30425) as 2-6-2 - As rebuilt to O-6-0	(1929) (1929)	CB&Q 1909: 573	Sc. 1953 1944
130-64	578	*O-6-0*G-10*A-B, 1905(30401) as 2-6-2 - As rebuilt to O-6-0	(1929) (1929)	CB&Q 1945: 578	Sc. 1955 1938
130-63	580	*O-6-0*G-10*BLW, 1904(24464) as 2-6-2 - As rebuilt to O-6-0	(1929) (1929)	CB&Q 1906: 580	Sc. 1954 1931
23-57 130-84	590	*2-4-2*N-1*BLW, 1895(14410) - 19X26-844-200-44.4-1580-86,200-138,000-19,000	(1898) (1904) (1905)	CB&Q 590: 1590: 2400 ; 2599 (4-4-2)	Ret. 1929 57->BF 84->1899
130-74	603	*4-6-0*K-1*BLW, 1891(11503) - B&MR 256: CB&Q 603	(1904)	19X24-50-155-118,600-19,700	Ret. 1933 1914
130-74	605	*4-6-0*K-1*BLW, 1891(11514) - B&MR 258: CB&Q 605	(1904)	Ret. 1931 As 603	1931
130-75	625	*4-6-0*K-1*Rogers, 1892(4694) - B&MR 298: CB&Q 625	(1904)	19X24-62-180- -21,400	Ret. 1939 1938
130-75	627	*4-6-0*K-1*Rogers, 1892(4702) - B&MR 295: CB&Q 627	(1904)	Ret. 1937 As 625	1943
130-76	630	*4-6-0*K-2*Rogers, 1892(4766) - 19X24-64-180-31.5-1891.7-100,700-129,550-20,700	(1904)	B&MR 302: CB&Q 630	Ret. 1946 1937
130-76	633	*4-6-0*K-2*Rogers, 1892(4772) - As 630	(1904)	B&MR 305: CB&Q 633	Ret. 1941 1938
130-76 & 153	637	*4-6-0*K-2*Rogers, 1892(4788) - As 630	(1904)	B&MR 309: CB&Q 637	Donated 1963 76->1930
130-77	656	*4-6-0*K-2*Grant, 1893 - As 630	(1904)	B&MR 328: CB&Q 656	1941
130-77	660	*4-6-0*K-2*Havelock Shops, 1895 - As 630	(1904)	B&MR 8: CB&Q 660	1937
130-77 & 78	677	*4-6-0*K-3*Hinkley, 1887(4713) - CB&N 153: 977: CB&Q 977: 677	(1898) (1899) (1904)	Ret. 1916	78->1906 77->1913
130-78	680	*4-6-0*K-3*Hinkley, 1887(1723) - CB&N 168: 980: CB&Q 980: 680	(1898) (1899) (1904)	Ret. 1922	C. 1915
130-78	690	*4-6-0*K-3*Hinkley, 1887(1724) - CB&N 164: 990: CB&Q 990: 690	(1898) (1899) (1904)	Ret. 1922	C. 1915
130-80	706	*4-6-0*K-4*Havelock Shops, 1900 - B&MR 75: CB&Q 706: 906	(1903) (1904) (1951)	Sc. 1953	1936
130-80	718	*4-6-0*K-4*Havelock Shops, 1903 - B&MR 38: 3686: CB&Q 718: 918	(1903) (1904) (1951)	Sc. 1951	1928
130-81	722	*4-6-0*K-4*Havelock Shops, 1903 - B&MR 3690: CB&Q 722: 922	(1904) (1951)	Sc. 1951	1939
130-81	803	*4-6-0*K-5*Havelock Shops, 1904 -	(1904)	Ret. 1927	
130-82	806	*4-6-0*K-5*Havelock Shops, 1905 -	(1904)	Ret. 1927	1900
130-81	807	*4-6-0*K-5*Havelock Shops, 1905 -	(1904)	Ret. 1930	1930
130-80 & 157	919	*4-6-0*K-4*Havelock Shops, 1903 - B&MR 40: 3687: CB&Q 719: 919	(1898) (1904) (1951)	157->1954	
130-82	940	*4-6-0*K-9*Rhode Is., 1890 - 18X24-56 - Jacksonville & St. Louis 7: CB&Q 940	(1904)	Ret. 1946	
130-83	950	*4-6-0*K-10*Rogers, 1900(5501) as 2-6-0 - As rebuilt at Aurora Shops, 1908	(1904) (1908)	CB&Q 1561: 1245: 950	1939 (1904) (1908)
130-83	953	*4-6-0*K-10*W.B. Shops, 1900 as 2-6-0 - As rebuilt at Aurora Shops, 1908	(1904) (1908)	Sc. 1954	1933
130-83	955	*4-6-0*K-10*W.B. Shops, 1900 as 2-6-0 - As rebuilt at Aurora Shops, 1908	(1904) (1908)	Sc. 1952	
130-84	961	*4-6-0*K-10*Rogers, 1900(5505) as 2-6-0 - As rebuilt at Aurora Shops, 1909	(1904) (1909)	Sc. 1953	1938
7-115	966	*4-6-0*K-10*BLW, 1899(16970) as 2-6-0* As rebuilt at Havelock Shops, 1914 - 19X26-64-200-161,000-24,900	(1904) (1914)	B&MR 345: CB&Q 1231: 966	Sc. 1951 1947
130-68	1011	*2-6-0*H-1*Aurora Shops, 1889 - CB&Q 163: 1163: 1011	(1898) (1904)	Ret. 1924	1914
130-31	1016	*4-4-0*Aurora Shops, 1878 - CB&Q 16: 1016: 212	(1898) (1904)		1900
130-45	1018	*O-4-0*		As 4	1899

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130-31	1040	* 4-4-0 * Galesburg Shops, 1884 - CB&Q 40: 1040: 294: 434 (A-2)	(1898) (1904) (1916)	1900	
130-68	1054	* 2-6-0 * H-1 * BLW, 1890 (11210) - CB&Q 414: 1414: 1054	(1898) (1904)	Ret. 1928	1925
130-70	1127	* 2-6-0 * H-2 * Rogers, 1892 (4782) - CB&Q 516: 1516: 1127	(1898) (1904)	Ret. 1927	1915
130-67	1131	* 2-6-0 * Rogers, 1891 (4622) - CB&Q 131: 1131: STLK&NW 764: CB&Q 1088	(1898) (1904)	Ret. 1928	1900
130-33	1153	* 4-4-0 * Galesburg Shops, 1885 - CB&Q 153: 1153: 23: 464	(1898) (1904) (1917)	Ret. 1927	1900
130-69	1157	* 2-6-0 * H-2 * Co. Shops, 1896 - CB&Q 36: 1036: 1157	(1898) (1904)	Ret. 1927	1913
130-71	1200	* 2-6-0 * H-3 * W.B. Shops, 1898 - CB&Q 1193: 1200	(1904)	Sc. 1949	1917
130-70	1217	* 2-6-0 * H-3 * Aurora Shops, 1899 - CB&Q 1548: 1217	(1904)	Ret. 1930	1930
130-71	1228	* 2-6-0 * H-4 * BLW, 1899 (16949) - 19X26-64-200-30.0-2052-121,500-143,500-24,900	B&MR 342: CB&Q 1228 (1904)	Ret. 1941	1937
130-72	1255	* 2-6-0 * H-4 * Rogers, 1900 (5510) - As 1228	KCSH&CB 522: H&SHJ 522: CB&Q 1255	1943 194	194
130-72	1261	* 2-6-0 * H-4 * Rogers, 1900 (5516) - As 1228	KCSH&CB 344: H&SHJ 544: CB&Q 1261	Ret. 1947	1935
130-47	1322	* 0-6-0 T * G-1 * W.B. Shops, 1887 - CB&Q 291: 1291: 1322	(1898) (1904)	Ret. 1927	1914
130-48	1323	* 0-6-0 * G-1 * W.B. Shops, 1887 - CB&Q 297: 1297: 1323	(1898) (1904)	Ret. 1924	1914
130-44	1351	* 0-4-0 T * McKay & Aldus, 1869 - STLRI&C ?	CB&Q 351: 1351: 550	Sc. 1912	C. 1900
130-50	1351	* 0-6-0 T * G-1 * BLW, 1890 (11195) - CB&Q 473: 1473: 1351	(1898) (1904)	Ret. 1931	1923
130-47	1363	* 0-6-0 * G-1 * BLW, 1892 (12475) - CB&Q 479: 1479: 1363	(1904)	Ret. 1928	1926
130-46	1369	* 0-6-0 * G-1 * BLW, 1892 (12486) - B&MR 299: CB&Q 1369	(1898) (1904) (1916)		1900
130-36	1370	* 4-4-0 * A-3 * Beardstown Sh., 1886 - CB&Q 370: 1370: 425: 161		Ret. 1924	Insp. loca.
130-299	1382	* 0-4-0 * G-2 * Co. Shops, 1899 -	(1904)	20X24-52-180-25,500	1899
130-48	1390	* 0-6-0 * G-2 * Co. Shops, 1899 - CB&Q 476: 1390	(1901)	Sold 1926	1926
130-48	1391	* 0-6-0 * G-2 * Co. Shops, 1899 - CB&KC 801: STLK&NW 801: CB&Q 1391	(1904)	As 1390	1926
130-50	1414	* 0-6-0 * G-3 * Aurora Shops, 1902 - 20X24-52-180-27.1-1660.75-338-122,500-28,200	(1904)		1925
130-53	1415	* 0-6-0 * BLW, 1882 (6298) - CB&Q 415: 1415: 1616	(1898) (1904)	20X24-50-130-21,220	1908
130-38	1420	* 2-8-0 * BLW, 1882 (6327) - CB&Q 420: 1420: 1618	(1898) (1904)	20X24-50-130-88,000-100,000-21,220	1900
130-49	1429	* 0-6-0 * G-3 * Aurora Shops, 1902 - As 1414 - CB&Q 1678: 1429	(1903) (1904) (1931)	Ret. 1939	1937
130-51	1460	* 0-6-0 * G-3 * Havelock Shops, 1903 - As 1414 - B&MR 69: 3051: CB&Q 1460: 304	(1903) (1904) (1931)		1923
130-51	1461	* 0-6-0 * G-3 * Havelock Shops, 1903 - As 1414 - B&MR 91: 3052: CB&Q 1461: 305	(1904)		1923
130-50	1465	* 0-6-0 * G-3 * Aurora Shops, 1904 - As 1414 - CB&Q 1693: 1465	(1931)	Ret. 1946	1935
130-51	1471	* 0-6-0 * G-3 * Havelock Shops, 1907 - As 1414 - CB&Q 1471: 306	(1931)		1923
130-49	1500	* 0-6-0 T * G-3 * W.B. Shops, 1910 - CB&Q 1500: 310	(1921)	Ret. 1947	
130-69	1521	* 2-6-0 * H-2 * Rogers, 1892 (4803) - CB&Q 521: 1521: 1132	(1898) (1904)	Ret. 1930	1898
130-291	1522	* 2-6-0 * H-1 * Rogers, 1891 (4804) as cross-compound - CB&Q 522: 1522: 1133	(1904)	Ret. 1931	1900
130-70	1541	* 2-6-0 * H-3 * Aurora Shops, 1899 - CB&Q 1541: 1210	(1904)	Ret. 1931	1900
130-50	1553	* 0-6-0 * G-3 * BLW, 1912 (39024) - 20X24-52-180-27.1-1660.75-338 -	122,500-28,200 Sc. 1960		1953
130-85	1590	* 2-4-2 * N-1 * BLW, 1895 (14410) - 19X26-84 1/2 - 200-44.4-1580-86,200-138,000-19,000	(1898) (1904) (1905)	CB&Q 590: 1590: 2400: 2599 ← as 4-4-2	Ret. 1929
23-63	1591	* 4-4-2 * P-1-C * BLW, 1899 (16547) - Vaucrain comp. - 13 1/2 # 23X26-84 1/2 - 210-33.6-	(1904)	Ret. 1933	63 → BP
40-4	1591	* 4-4-2 * P-1-C * BLW, 1899 (16547) - Vaucrain comp. - 13 1/2 # 23X26-84 1/2 - 210-33.6-	(1904)	Ret. 1933	63 → BP

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130-86	1592	*4-4-2*P-1-C*BLW, 1899(16548)-Vauclain comp.-As 1591 - CB&Q 1592: 2501 1932 (1904) Ret 1899	1902
130-86	1594	*4-4-2*P-1-C*BLW, 1900(18333)- " " - " - " - CB&Q 1594: 2503 1933 (1904) Ret	1933
130-32	1607	*4-4-0*Pittsburgh, 1882 - Humstead & Shenandoah ? : CB&Q 607: 1607: 278 (1898) (1904) Ret	1900
130-54	1632	*0-6-0*G-4-A*BLW, 1884(7337)- CB&Q 453: 1453: 1632 Ret. 1928 As 1415 (1904) As 1415?	1928
130-54	1650	*0-6-0*G-4-A* Aurora Shops, 1888- CB&Q 190: 1190: KCS+J&CB 503: CB&Q 1650 Sc. 1952 (1898) (1904)	1931
130-54	1652	*0-6-0*G-4-A* W.B. Shops, 1888- CB&Q 89: 1089: 1652 Ret. 1922 (1898) (1904)	1917
130-54	1654	*0-6-0*G-4-A* W.B. Shops, 1888- CB&Q 227: 1227: 1654 Ret. 1927 (1910) 21x26-52-180-147,700-33,700	1920
130-58	1681	*0-6-0*G-6* W.B. Shops, 1905- CB&Q 1501: 1681 Ret. 1940 (1910)	1931
130-57	1686	*0-6-0*G-6* Havdock Shops, 1905- CB&Q 1506: 1686 As 1681 Sc. 1951 (1910)	1931
130-58	1695	*0-6-0*G-6* Aurora Shops, 1906- CB&Q 1515: 1695 As 1681 Ret. 1933 (1910)	1914
130-58	1696	*0-6-0*G-6* Aurora Shops, 1906- CB&Q 1516: 1696 As 1681 Ret. 1930	1931
130-93	1701	*2-6-2*R-1* W.B. Shops, 1900- 19x24-64-190-42.0-1957.3-110,270: 151,220-21,900 Ret. 1931	1900
130-94	1702	*2-6-2*R-1* W.B. Shops, 1900- As 1701 Later rebuilt to G-7, 0-6-0 Ret. 1931	1900
130-59	1702	*0-6-0*G-7* W.B. Shops, 1900 as 2-6-2 - As rebuilt - 19x24-52-190-42.0-137,800-26,900 Ret. 1931	1928
130-59	1703	*0-6-0*G-7* W.B. Shops, 1900 as 2-6-2 - As rebuilt - As 1702 B&MR 62: CB&Q 1703 1903 (1904) Ret	1931
130-95	1711	*2-6-2*R-2* W.B. Shops, 1901- 20x24-64-200-42.0-2884.1-130,550-170,000-25,500 Ret. 1941	1914
130-94	1713	*2-6-2*R-2* BLW, 1901(19489)- As 1711 Rebuilt to Cl. G-8, 1920 Ret. 1941	1917
130-60	1714	*0-6-0*G-8* BLW, 1901(19490) as 2-6-2 - As rebuilt to G-8, 1918 Ret. 1947	1938
130-59	1721	*0-6-0*G-8* BLW, 1901(18951) as 2-6-2 - As rebuilt to G-8, 1918 CB&Q 1703: 1721 Sc. 1948 (1904)	1947
130-60	1725	*0-6-0*G-8* W.B. Shops, 1901 as 2-6-2 - As rebuilt to G-8, 1918 CB&Q 1707: 1725 Sc. 1940 (1904)	1938
130-61	1731	*0-6-0*G-8* BLW, 1901(18797) as 2-6-2 - As rebuilt to G-8, 1918 H&STJ 573: CB&Q 1731 Ret. 1946 (1904)	1940
130-60	1740	*0-6-0*G-8* BLW, 1901(18846) as 2-6-2 - As rebuilt to G-8, 1918 B&MR 351: CB&Q 1740 Ret. 1946 (1904)	1939
130-61	1751	*0-6-0*G-8* BLW, 1901(18875) as 2-6-2 - " " " " B&MR 362: CB&Q 1751 Ret. 1946 (1904)	1940
130-61	1755	*0-6-0*G-8* BLW, 1901(18954) as 2-6-2 - As rebuilt to G-8, 1918 B&MR 366: CB&Q 1755 Sc. 1949 (1904) Ret	1938
130-95	1801	*2-6-2*R-3* BLW, 1902(20860)- 21x26-69-200-181,920-28,200 CB&Q 1722: 1801 1929 (1904)	1928
130-96	1803	*2-6-2*R-3* BLW, 1902(20862)- As 1801 CB&Q 1724: 1803 Ret. 1928 (1904)	1928
130-96	1805	*2-6-2*R-3* BLW, 1902(20915)- As 1801 CB&Q 1726: 1805 Ret to G-9-A, 1927 Sold 1942	1928
130-62	1806	*0-6-0*G-9-A* BLW, 1902(20916) as 2-6-2 - As rebuilt, 1928 CB&Q 1727: 1806 Ret. 1946 (1904)	1938
130-62	1808	*0-6-0*G-9-A* BLW, 1902(20958) as 2-6-2 - As rebuilt, 1928 CB&Q 1729: 1808 Sc. 1951 (1904)	1938
130-61	1827	*0-6-0*G-9* BLW, 1902(21161) as 2-6-2 - As rebuilt, 1926 CB&Q 1748: 1827 Sc. 1951 (1904)	1949
130-62	1828	*0-6-0*G-9* BLW, 1902(21173) as 2-6-2 - As rebuilt, 1926 CB&Q 1749: 1828 Ret. 1947 (1904)	1946
130-95	1831	*2-6-2*R-3* BLW, 1902(21207)- As 1801 Rebuilt to G-9-A, 1928 CB&Q 1752: 1831 Ret. 1944 (1904)	1928
130-62	1839	*0-6-0*G-9-A* BLW, 1902(21256) as 2-6-2 - As rebuilt, 1928 CB&Q 1760: 1839 Ret. 1946 35,000 (1904)	1938
130-96	1907	*2-6-2*R-4* BLW, 1904(24465)- 22x28-69-210-55.0-3560-151,070-208,560 - Ret. 1946	1942
130-97	1928	*2-6-2*R-4* BLW, 1904(24528)- As 1907 Ret. 1947	1939
130-97	1955	*2-6-2*R-4* A-B, 1905(30411)- As 1907 Sc. 1948	1942
130-98	1972	*2-6-2*R-4* A-A-B, 1905(30428)- As rebuilt, 1925 As 2005 Ret. 1951	1949
130-98	2005	*2-6-2*R-4* A* BLW, 1906(27249)- As rebuilt, 1925 As 1972 Ret. 1952	1949
G3-219	2052	*2-6-2*R-5-A* BLW, 1906(28420)- As rebuilt, 1924 Ret. 1951	1950

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Chicago	Burlington	Quincy
130-149 130-99 & 100	2062 * 2-6-2 * R-5-A * BLW, 1906 (28504) - As rebuilt, 1927	Ret. 1952 Ret. 1946 100 → 1937 99 → 1949
130-215	2170 * 2-6-2 * R-5 * A-B, 1907 (43510) - 22x28-69-210-55-3560-159,540-216,000-35,000	1939
130-99	2179 * 2-6-2 * R-5 * A-B, 1907 (43519) - As 2170	Ret. 1947 1942
130-98	2201 * 2-6-2 * R-5 * A-B, 1907 (43556) - As 2170	Ret. 1947 1946
130-100	2222 * 2-6-2 * R-5-A * A-B, 1907 (43577) - As rebuilt, 1926	Ret. 1953 1935
130-85	2500 * 4-4-2 * P-1-C * BLW, 1899 (16347) - Vauclain comp. - 13 1/2 * 23x26-84 1/2-210-33.6-2511- 85,850-159,050-16,400 CB&Q 1591:2500 Rebt. to P-1, 1913	Ret. 1933 1910
130-87	2502 * 4-4-2 * P-1 * BLW, 1900 (18332) as Vauclain comp. - As rebuilt to P-1, 1914 - 19x26-84 1/2-210-33.6- 2511 - - - 19,900 CB&Q 1593:2502	Ret. 1933 1914
130-87	2504 * 4-4-2 * P-1 * BLW, 1900 (18337) as Vauclain comp. - As rebuilt to P-1, 1915 - As 2502 CB&Q 1595:2504	Ret. 1933 1928
130-88	2513 * 4-4-2 * P-2-C * BLW, 1902 (20148) - Vauclain comp. - CB&Q 1587:2513:2553 Rebt P-5	(1904) (1924) (1916) Ret. 1946
130-88	2526 * 4-4-2 * P-2 * Rogers, 1903 (5886) - 20x26-84 1/2-210-174,000-22,000 CB&Q 1582:2526	Ret. 1930 1925
130-88	2539 * 4-4-2 * P-2 * Rogers, 1903 (5916) - As 2526 S+LK&NW 780; CB&Q 2539	(1904) Ret. 1930 1910
130-87	2541 * 4-4-2 * P-2 * Rogers, 1903 (5918) - As 2526 S+LK&NW 782; CB&Q 2541	(1904) Ret. 1930 1930
130-205	2542 * 4-4-2 * P-2 * Rogers, 1903 (5922) - As 2526 S+LK&NW 783; CB&Q 2542	(1904) Ret. 1930 1928
130-91	2564 * 4-4-2 * P-5 * BLW, 1904 (24694) as balanced comp. - As rebuilt, 1926 CB&Q 2708:2564	Ret. 1954 1949
130-91	2565 * 4-4-2 * P-5 * BLW, 1904 (24705) as balanced comp. - As rebuilt, 1924 CB&Q 2709:2565	Ret. 1942 1927 1940
130-92	2574 * 4-4-2 * P-5 * BLW, 1905 (26983) as P-3-C - As rebuilt, 1924 - CB&Q 2718:2574	(1924) Ret. 1947 1936
130-92	2580 * 4-4-2 * P-6 * BLW, 1905 (26911) as P-3-C - As rebuilt, 1927 - CB&Q 2717:2580	(1927) Sc. 1953 1944
130-92	2585 * 4-4-2 * P-6 * BLW, 1905 (26984) as P-3-C - As rebuilt, 1928 - CB&Q 2719:2585	(1928) Sc. 1951 1939
130-93	2592 * 4-4-2 * P-6-A * Rogers, 1903 (5889) as P-2 - As rebuilt, 1927 H&S+J 691: S+LK&NW 785: CB&Q 2544:2592	(1904) (1927) Sc. 1951 1937
130-93	2595 * 4-4-2 * P-6-A * Rogers, 1902 (5857) as P-2 - As rebuilt, 1928 B&MR 3705: CB&Q 2538:2595	(1904) (1928) Sc. 1951 1935
130-90	2599 * 4-4-2 * P-4 * BLW, 1895 (14410) as N-1, 2-4-2 - As rebuilt to 4-4-2 CB&Q 590:1590:2400:2599	(1898) (1904) (1905) Ret. 1929 1926
130-89	2700 * 4-4-2 * P-3-C * BLW, 1904 (24219) - Balanced comp. - 15 * 25x26-78-210-44.1-3208.2- 101,200-196,600-21,400 - Rebt. to P-6, 1928 CB&Q 2700:2588	(1928) Sc. 1953 1910
130-90	2702 * 4-4-2 * P-3-C * BLW, 1904 (24651) - Balanced comp. - As 2700 - Rebt. to P-5 CB&Q 2702:2558	(1927) (1927) Ret. 1942 1910
130-89	2718 * 4-4-2 * P-3-C * BLW, 1905 (26983) - Balanced comp. - 15 * 25x26-74-210-44.1-3208.2- 101,200-196,600-22,600 Rebt. to P-5 CB&Q 2718:2574	(1924) (1924) Ret. 1947 1910
130-101 & 217	2801 * 4-6-2 * S-1 * BLW, 1906 (28232) - 22x28-74-210-54.2-3922-151,200 230,940-32,700	Ret. 1939 217 → 1932 101 → 1935
63-63	2804 * 4-6-2 * S-1 * BLW, 1906 (28281) - As 2801 Rebt. to S-1-A, 1926	Sc. 1954 1938
130-160	2808 * 4-6-2 * S-1-A * BLW, 1906 (28319) - As rebuilt, 1930	
46-57 130-101	2828 * 4-6-2 * S-1 * BLW, 1906 (29932) - As 2801 -	Ret. 1933 1910

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GN 1907: CB&Q 4002 (1908) (1927)

130-135
7-106
136-134
130-134
7-107
7-115
136-136
130-135
130-136
136-134
130-136
136-135
130-137
130-137
136-135
130-137
130-138
130-138
130-138
136-136 & 138
130-139
130-112
63-44
130-319
130-113
130-113 & 307
34-227
130-306
130-66
130-112
130-111
130-111
130-111
130-113
130-112
130-114
130-114
126-78
130-115
130-114

4002	* 2-6-6-2 * T-1 * BLW, 1908 (32724) - As 4000 Reblt. to Cl. F-2 #553 (1926) 2 1/2 # 33 X 32 - 56-200 - 72,000	1923
4003	* 2-6-6-2 * T-1-A * BLW, 1909 (33986) - Reblt. to Cl. F-2, #550 (1927) 78-362,000 - 72,000	1923
4004	* 2-6-6-2 * T-1-A * BLW, 1909 (33987) - " " " " #556 (1927) As 4003	BP
4005	* 2-6-6-2 * T-1-A * BLW, 1909 (34020) - " " " " #552 (1927) As 4003	c. 1905
4006	* 2-6-6-2 * T-1-A * BLW, 1909 (34021) - " " " " #551 (1927) As 4003	1915
4007	* 2-6-6-2 * T-1-A * BLW, 1909 (34029) - " " " " #554 (1927) As 4003	
4100	* 2-6-6-2 * T-2 * BLW, 1910 (34230) - 23 # 35 X 32 - 64-200 - 65.2 - 5692.5 - 569 - 314,850 - 379,650 - 70,500	Ret. 1950
4101	* 2-6-6-2 * T-2 * BLW, 1910 (34231) - As 4100	Ret. 1950
4105	* 2-6-6-2 * T-2 * BLW, 1910 (34269) - As 4100	Ret. 1951
4107	* 2-6-6-2 * T-2 * BLW, 1910 (34298) - As 4100	Ret. 1953
4108	* 2-6-6-2 * T-2 * BLW, 1910 (34299) - As 4100	Ret. 1953
4200	* 2-8-8-2 * T-3 * BLW, 1911 (36775) - 26 # 40 X 32 - 56-200 - 84.0 - 406,000 - 448,000 - 93,000	Ret. 1934
4200	* 2-8-8-2 * T-3 * As above	" "
4200	* 2-8-8-2 * T-3 * BLW, 1911 (36775) - As rebuilt - 26 # 40 X 32 - 56-200 - 84.0 - 5283 - 399,900 - 441,400 - 93,000	Ret 1934
4200	* 2-8-8-2 * T-3 * As rebuilt	1932
4940	* 2-8-2 * O-1A * BLW, 1923 (56572) - 27 X 30 - 64 - 200 - 58.8 - 4178 - 769 - 233,850 - 310,780 - 58,090	Sc. 1955
4945	* 2-8-2 * O-1A * BLW, 1923 (56704) - As 4940	Sc. 1955
4960	* 2-8-2 * O-1A * BLW, 1923 (56809) - As 4940	
4966	* 2-8-2 * O-1A * BLW, 1923 (56815) - As 4940	Sc. 1961
4972	* 2-8-2 * O-1A * BLW, 1923 (56968) - As 4940	Sc. 1954
4994	* 2-8-2 * O-1A * BLW, 1923 (57113) - As 4940	
4999	* 2-8-2 * O-1A * BLW, 1923 (57248) - As 4940	Sc. 1959
5020	* 0-8-0 * F-3 * BLW, 1910 (35743) as 2-8-2 - As rebuilt to 0-8-0, Cl. F-3	Ret. 1939
5049	* 2-8-2 * O-1 * BLW, 1910 (35893) - 27 X 30 - 64 - 200 - 54.2 - 4357.4 - 679 - 223,450 - 288,148 - 58,090	Sc. 1951
5055	* 2-8-2 * O-1 * BLW, 1911 (37025) - As 5049	Sc. 1950
5062	* 2-8-2 * O-1A * BLW, 1917 (45363) - As 4940	Sc. 1954
5083	* 2-8-2 * O-1A * BLW, 1918 (49229) - As 4940	Sc. 1954
5103	* 2-8-2 * O-1A * BLW, 1920 (54172) - As 4940	Sc. 1953
5136	* 2-8-2 * O-1A * BLW, 1922 (55500) - As 4940	Sc. 1957
5207	* 2-8-2 * O-2B * BLW, 1912 (38210)	Sc. 1952
5234	* 2-8-2 * O-2A * BLW, 1912 (38501) - As rebuilt, 1928	Sc. 1951
5241	* 2-8-2 * O-2 * BLW, 1912 (38508)	Sc. 1951
5243	* 2-8-2 * O-2 * BLW, 1912 (38510)	Ret. 1935
5248	* 2-8-2 * O-2A * BLW, 1912 (38515)	Sc. 1952

1923
1923
BP
c. 1905
1915
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134 → 1941
136 → 1948
137 → 1945
1941
1939
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1932
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1949
1948
1939
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1950
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1941
1950
1951
1923
1940
1923
c. 1920
1938

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130-298	5272 * 2-8-2 * 0-2B * BLW, 1912(38931)	Sc. 1953	1937
130-115	5283 * 2-8-2 * 0-2A * BLW, 1912(38982)	Ret. 1936	1934
130-115	5284 * 2-8-2 * 0-2 * BLW, 1912(38983)	Sc. 1951	1939
130-116	5302 * 2-8-2 * 0-3 * BLW, 1915(42128)	Sc. 1952	1940
130-308	5318 * 2-8-2 * 0-3 * BLW, 1917(45526)	Sc. 1952	1942
130-117	5320 * 2-8-2 * 0-3 * BLW, 1917(45577)	Sc. 1952	1939
130-116	5328 * 2-8-2 * 0-3 * BLW, 1917(45712)	Sc. 1953	
130-118	5332 * 2-8-2 * 0-3 * BLW, 1917(45763)	Sc. 1956	1950
130-116	5334 * 2-8-2 * 0-3 * BLW, 1917(45794)	Sc. 1956	1936
130-117	5335 * 2-8-2 * 0-3 * BLW, 1917(45795)	Sc. 1957	1949
130-164	5344 * 2-8-2 * 0-3 * BLW, 1919(51446)	Sc. 1956	1956
130-162	5350 * 2-8-2 * 0-3 * BLW, 1919(51561)	Sc. 1953	1949
130-162	5359 * 2-8-2 * 0-3 * BLW, 1919(51760)	Sc. 1954 Sc. 1960	1934
130-119	5505 * 2-8-2 * 0-4 * BLW, 1919(51588) - 27X32-63-200-70.3-4291-238,260-320,950-62,950		
130-119	5506 * 2-8-2 * 0-4 * BLW, 1919(51613) - As 5505		
133-103 & 107 34-148 130-118	5508 * 2-8-2 * 0-4 * BLW, 1919(51613) - As 5505 - Sold to C&S		103 -> c. 1940 118 -> 1956 107 -> 1953 148 -> 1961 119 -> 1937
34-148 130-119	5509 * 2-8-2 * 0-4 * BLW, 1919(51616) - As 5505 - Sold to C&S		148 -> 1961
130-118	5512 * 2-8-2 * 0-4 * BLW, 1919(51619) - As 5505 - Sc. 1954		1937
130-120	5600 * 4-8-4 * 0-5 * BLW, 1930(61443) -	Sc. 1960	New 1930
130-156	5601 * 4-8-4 * 0-5 * BLW, 1930(61444) -	Sc. 1961	1942
130-120 & 122	5604 * 4-8-4 * 0-5 * BLW, 1930(61498) -	Sc. 1960	1939
F-2	5608 * 4-8-4 * 0-5A * W.B.Shops, 1936 -	Sc. 1961	1948
130-123	5610 * 4-8-4 * 0-5A * W.B.Shops, 1936	Sc. 1961	1938
130-122	5618 * 4-8-4 * 0-5A * W.B.Shops, 1937	Sc. 1961	1958
130-123	5619 * 4-8-4 * 0-5A * W.B.Shops, 1937	Sc. 1961	1941
130-121	5621 * 4-8-4 * 0-5A * W.B.Shops, 1938 - 28X30-74-250-1065-5225-2403-281,410 -		
	476,050 - 67,500	Sc. 1960	
34-320	5623 * 4-8-4 * 0-5A * W.B.Shops, 1938 - As 5621	Sc. 1960	1952
54-344	5624 * 4-8-4 * 0-5A * W.B.Shops, 1938 - As 5621	Sc. 1960	
130-124	5625 * 4-8-4 * 0-5A * W.B.Shops, 1938 - As 5621	Sc. 1954	Orig. Rebit.
130-125 130-316	5627 * 4-8-4 * 0-5A * W.B.Shops, 1940 - As 5621		
133-105 130-124	5632 * 4-8-4 * 0-5A * W.B.Shops, 1940 - As 5621		105 -> 1961 124 -> 1940 1940 1956
130-312 & 313	5634 * 4-8-4 * 0-5A * W.B.Shops, 1940 - As 5621	Sc. 1961	1956
63-137 8-71 54-344	5635 * 4-8-4 * 0-5A * W.B.Shops, 1940 - As 5621	Sc. 1960	1951
130-125 & 126	6000 * 2-10-2 * M-1 * BLW, 1912(37592) - 30X32-59-200-88.0-5323-1232-301,800 -		
	378,700 - 83,000	Ret. 1933	125 & 126 -> 1930 & 33
130-126	6001 * 2-10-2 * M-1 * BLW, 1912(37593) - As 6000	Ret. 1950	1931
130-127	6100 * 2-10-2 * M-2 * BLW, 1914(41453) - 30X32-59-200-88.0-5344.3-1232-300,700 -		
	377,100 - 83,000	Sc. 1951	1937
130-127	6102 * 2-10-2 * M-2 * BLW, 1914(41455) - As 6100		1939

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130-127	6110	* 2-10-2 * M-2 * BLW, 1914(41737) - As 6100	Sc. 1951	1939
130-127	6119	* 2-10-2 * M-2 * BLW, 1914(41658) - As 6100	Sc. 1951	1948
130-239	6126	* 2-10-2 * M-2A * BLW, 1915(42087)	Sc. 1954	1928 1939
130-128	6132	* 2-10-2 * M-2A * BLW, 1915(42096)	Sc. 1954	1946
130-129	6133	* 2-10-2 * M-2A * BLW, 1915(42119)	Sc. 1954	1936
130-130	6134	* 2-10-2 * M-2A * BLW, 1915(42120)	Sc. 1953	1951
130-129	6139	* 2-10-2 * M-2A * BLW, 1917(45623)	Sc. 1953	1936
130-129	6146	* 2-10-2 * M-2A * BLW, 1919(51604)	Sc. 1953	1940
130-130	6150	* 2-10-2 * M-2A * BLW, 1919(51750)	Sc. 1954	1930
130-130	6160	* 2-10-2 * M-2A * BLW, 1921(54161)	Sc. 1952	1939
130-131	6300	* 2-10-2 * M-3 * A-B, 1919(59818) - 30X32-63-200-88.2-5173-1208-293,000- 380,000-77,710	Sc. 1953	1938
130-131	6301	* 2-10-2 * M-3 * A-B, 1919(59819) - As 6300	Sc. 1953	1941
130-131	6306	* 2-10-2 * M-3 * A-B, 1919(59824) - 30X32-63-190-88.2-5173-1208-293,000- 380,000-73,830	Sc. 1953	BP
130-132	6308	* 2-10-2 * M-3 * A-B, 1919(59826) - As 6300	Sc. 1954	1940
114-106	6309	* 2-10-2 * M-3 * A-B, 1919(59827) - As 6300	Sc. 1953	1937
130-133	6311	* 2-10-4 * M-4A * BLW, 1927(60211) - As rebuilt, 1940-28X32-64-250-106.5-5904- 2487-353,820-512,770-83,100	Sc. 1960	1955
8-130	6312	* 2-10-4 * M-4 * BLW, 1927(60252) - 31X32-64-250-106.5-5904-2427-353,820- 512,770-102,100 Rebuilt to M-4A, 1940	Sc. 1961	BP
130-133	6313	* 2-10-4 * M-4 * BLW, 1927(60253) - As 6312 Rebuilt to M-4A, 1939	Sc. 1960	1937
63-186	6313	* 2-10-4 * M-4A * BLW, 1927(60253) - As rebuilt - As 6311	Sc. 1960	
130-314	6315	* 2-10-4 * M-4A * BLW, 1927(60255) - As rebuilt - As 6311	Sc. 1961	1959
46-159	6318	* 2-10-4 * M-4A * BLW, 1927(60282) - As rebuilt - As 6311	Sc. 1961	
130-132	6320	* 2-10-4 * M-4A * BLW, 1927(60291) - As rebuilt - As 6311	Sc. 1961	1950
130-132	6322	* 2-10-4 * M-4A * BLW, 1929(60767) - As rebuilt - As 6311	Sc. 1961	
130-133	6323	* 2-10-4 * M-4A * BLW, 1929(60768) - As rebuilt - As 6211	Sc. 1961	1956
130-134	6324	* 2-10-4 * M-4A * BLW, 1929(60769) - As rebuilt - As 6211	Sc. 1961	1945
130-309	6325	* 2-10-4 * M-4A * BLW, 1929(60770) - As rebuilt - As 6211	Sc. 1961	1945
132-163	7000	* 4-8-2 * B-1 * Lima, 1922(6248) - As 7001	Sc. 1953	
130-109	7001	* 4-8-2 * B-1 * Lima, 1922(6249) - 27X30-74-210-78.25-4355.7-1172-235,500- 350,000-52,750	Sc. 1953	1939 1945
130-110	7009	* 4-8-2 * B-1A * BLW, 1925(58483) - 27X30-74-210-367,700-52,750	Sc. 1953	1939
130-110 & 152 34-321	7011	* 4-8-2 * B-1A * BLW, 1925(58510) - As 7009	Sc. 1953	321-1925 110-1939 152-1951
130-109	7014	* 4-8-2 * B-1A * BLW, 1925(58513) - As 7009	Sc. 1955	1939
130-311	7015	* 4-8-2 * B-1A * BLW, 1925(58514) - As 7009	Sc. 1953	
132-165	7018	* 4-8-2 * B-1A * BLW, 1925(58603) - As 7009		1940
132-164	7020	* 4-8-2 * B-1A * BLW, 1925(58605) - As 7009		1937

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1953

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5626 *4-8-4*0-5a* W. Burl. Shops, 1940 - A5 5621

1940

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199	K-4	4-6-0				
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241	M-3	2-10-2				
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229	O-1A	2-8-2				
231	O-2	2-8-2				
233	O-4	2-8-2				
235	O-5A	2-8-2	#5621-5635			
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25#26	CB&Q 176#177 0-4-0 BLW, 1871 16X22-49-130? - 56,000 - 12,700
26	CB&Q 139#140 4-4-0 Aurora Sh., 1871 16X24-68-130? - 64,000 - 9,980
27	CB&Q 327-333 4-4-0 Manchester, 1877 " " " "
28	CB&Q 317-324 4-4-0 BLW, 1879 } 17X24-69-130-16.0-1277-46,300-72,500-12,200
28	CB&Q 337-341 4-4-0 BLW, 1879 } " " " "
37-39	CB&Q 325#326 2-8-0 BLW, 1879 D-1, 1898 20X24-50-130-78,920-89,200-21,220
37-39	CB&Q 345-350 2-8-0 BLW, 1880 D-1, 1898 20X24-50-130-88,000-100,000-21,220
37-39	CB&Q 389-396 2-8-0 BLW, 1881 D-1, 1898 As 345-350
37-39	CB&Q 414-423 2-8-0 BLW, 1882 D-1, 1898 As 345-350
37-39	CB&Q 397#398 2-8-0 BLW, 1882 D-1, 1898 Wooten type As 345-350
37-39	CB&Q 449-458 2-8-0 BLW, 1884 D-1, 1898 20X24-52-130-91,880-106,290-20,400
39	CB&Q 434-445 2-8-0 RI, 1886 D-1, 1898 20X24-52-130-111,300-20,400
39	BEMR 173-197 2-8-0 BLW, 1887-88 D-2, 1898 20X24-52-130 20,400
39	CB&Q 333-336 2-8-0 PHS, 1898 D-3, 1898 20X24-52-180 28,250
40	BEMR 3310-3312 2-8-0 BLW, 1903 D-4B 22X28-57-210-200,000-42,400
40	H&STJ 3326-3333 2-8-0 " " " "
40	" 698-700 2-8-0 " " " "
40	" 860#861 2-8-0 " " " "
40	BEMR } Total of 75 (1904) 2-8-0 A-5, 1903 D-4A
44	CB&Q 550-577 0-4-0 16X22-52-145-60,000± - 13,300
43	G-2 0-6-0 Co. Shops, 1899 20X22 - 52-180 - 25,500?
58	G-7 0-6-0 19X24-52-190-127,800-26,900
67	L-1 0-10-0 - 160-150,300-36,800
74	I-1 0-6-2T 17X22 - 56-160-118,000-15,500
77	K-3 4-6-0 19X24-64 or 69-160-117,200-17,100 or 18,400
99	R-1 2-6-2 19X24-64-190-42.0-2076-96,000-140,000-21,900
99	R-2 2-6-2 20X24-64-200-42.0-2888-130,000-170,000-25,500
99	R-3 2-6-2 21X26-69-200-42.0-3055-134,550-181,920-28,200
96	R-4 2-6-2 22X28-69-210-55.0-3560-151,070-208,550-35,000
97	R-4A 2-6-2 25X28-69-165- - 208,550-35,000
99	R-5 2-6-2 22X28-69-210-55.0-3560-159,540-216,000-35,000
102	S-2 4-6-2 2900-2949 25X28-69-160- 34,500
44	E-1 0-4-0 16X22-52-145-60,000± - 13,300
57	G-6 0-6-0 21X26-52-180-147,700-33,700
65	F-2 0-8-0 25X32-56-200- - 60,700
74	K-1 4-6-0 BLW, 1891 19X24-58-155-118,600-19,700
74	K-1 4-6-0 Rogers, 1892 19X24-62-180- - 21,400
100	S-1 4-6-2 2845-2869 BLW, 1909 22X28-74-210-235,300-32,700

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92-47	81	* 4-4-0 *		1909
23-81	182	* 2-6-2 * A-B,	1902(25695) - 21x26-73-225-183,300-30,040	BF
40-28	232	* 4-6-0 * BLW,	- Vauclain comp.	BF
23-79	289	* 2-6-2 * A-B,	1903 - 21x28-63-200-41.0-142,000-193,300-33,333	BF
92-6	300	* 2-8-0 * P * BLW,	1900(18375) - Vauclain comp., later simplified	1930 BF
92-14	300	* 2-8-0 * G-1 * BLW,	1900(18375) - Above simplified - 20 1/2 x 30-55-185-31.5-2435-160,200-178,400	Sc. 1930 1909
92-15	301	* 2-8-0 * G-1 * BLW,	1900(18376) as Vauclain comp., simplified	1907 - 1929
			20 1/2 x 30-55-185-31.5-2435-169,200-187,400-36,045	
92-71	303	* 0-8-0 * J-1 * BLW,	1900(18406) as 2-8-0 Vauclain comp. - Simplified	1907,
			to 0-8-0, 1939 - 20 1/2 x 30-55-185-31.5-2435-178,400-36,045	
92-74	312	* 0-8-0 * Rh. Isl,	1901(3264) as 2-8-0 cross-comp. - Simplified & to 0-8-0,	1910-1925
			22x32-55-165-30.3-2796-179,000-39,495	Sc. 1930
92-16 & 17	320	* 2-8-0 * G-3s * BLW,	1909(33892) - 26x30-63-180-49.5-3003-619-199,850-230,500-49,250	Sc. 1950 1931 to 1946
92-18	321	* 2-8-0 * G-3s * BLW,	1909(33893) - As 320	Sc. 1950 1945
92-18	323	* 2-8-0 * G-3s * BLW,	1909(33895) - As 320 Rebuilt to G-4,	1930
			CGW 323: 611	Sc. 1950
92-19	324	* 2-8-0 * G-3a * BLW,	1909(33924) - 26x30-63-180-49.5 - 2990 - 619 - 203,300 - 228,300 - 49,250	Sc. 1930 1910
92-20	324	* 2-8-0 * G-3s * BLW,	1909(33924) - As 320	Sc. 1930 1925
92-20	327	* 2-8-0 * G-3s * BLW,	1909(33935) - As 320 - Dism. for parts,	1939 1936
92-21	329	* 2-8-0 * G-3b * BLW,	1909(33939) - 24 1/2 x 30-63-200-49.5 - 3045 - 619 - 202,200 - 230,500 - 48,591	Sc. 1936 1925
91-21 & 49	333	* 2-8-0 * G-3b * BLW,	1909(33951) - As 329 - Sc. 1948	21 -> 1935 49 -> 1948
92-22	335	* 2-8-0 * G-3b * BLW,	1909(33953) - As 329 - Sc. 1948	
92-13	337	* 2-8-0 * G-4 * BLW,	1909(33955) - 26x30-63-200-70.0-3083-619-218,300-240,500-54,723	
			CGW 337: 609(2)	Sc. 1950
92-23	338	* 2-8-0 * G-3 * BLW,	1909(33956) - 24x30-63-200-49.5-3685-198,850-222,650-46,630 - Sc. 1930	BP
92-23	342	* 2-8-0 * G-3s * BLW,	1910(35122) - 24 1/2 x 30-63-200-49.5 - 3003 - 619 - 199,850 - 230,500 - 48,590	Sc. 1936 1924
92-24	343	* 2-8-0 * G-3s * BLW,	1910(35123) - As 320 - Sc. 1936	1928
92-24, 25 & 50	347	* 2-8-0 * G-3s * BLW,	1910(35200) - As 320 - Sc. 1950	24 -> 1935 25 -> 1939 50 -> 1948
92-25	348	* 2-8-0 * G-3 * BLW,	1910(35201) - As 338 - Sc. 1931	BP
92-26 & 51	349	* 2-8-0 * G-3s * BLW,	1910(35202) - As 320 - Sc. 1950	26 -> 1944 51 -> 1948
92-27	350	* 2-8-0 * G-3s * BLW,	1910(35203) - 26x30-63-180-49.5 - 3099 - 619 - 210,000 - 230,500 - 49,250	Sc. 1936 1934

CHICAGO GREAT WESTERN

92-27, 28 & 51	351	* 2-8-0	*G-3s * BLW, 1910(35204) - As 350 - Sc. 1950	27-1939 51 → c. 1948
92-28, 29, 52 & 53	352	* 2-8-0	*G-3s * BLW, 1910(35205) - 26x30-63-195-49.5 -	28 → 1929 29 → 1948
92-30	353		3099-619-210,000-230,500-53,355 Sc. 1950	
92-30	353	* 2-8-0	*G-3b * BLW, 1910(35206) - As 329 - Sc. 1939	
92-31	354	* 2-8-0	*G-3b * BLW, 1910(35207) - As 329 - Sc. 1948	1940 & 1942
92-32	355	* 2-8-0	*G-3s * BLW, 1910(35208) - As 320 - Sc. 1950	1941 & 1948
92-33	358	* 2-8-0	*G-3s * BLW, 1910(35289) - As 320 - Sc. 1930	1917
92-34	600	* 2-8-0	*G-4 * BLW, 1910(35209) - 26x30-63-200-70.0 - 3083 -	
			(1927) C19-218,300-240,500-54,725-CGW 356:600 Sc. 1950	1946
92-34	601	* 2-8-0	*G-4 * BLW, 1909(33945) - As 600 CGW 330:601 - Sc. 1950	1932 c. 1945
92-35 & 54	602	* 2-8-0	*G-4 * BLW, 1910(35158) - As 600 CGW 346:602 - Sc. 1950	1947 c. 1945
92-36	603	* 2-8-0	*G-4 * BLW, 1909(33894) - As 600 CGW 322:603 - Sc. 1950	1950 & 1949
92-37	604	* 2-8-0	*G-4 * BLW, 1910(35156) - As 600 CGW 344:604 - Sc. 1950	1941
92-38	605	* 2-8-0	*G-4 * BLW, 1910(35290) - As 600 CGW 359:605 - Sc. 1950	1937
92-38, 39 & 55	606	* 2-8-0	*G-4 * BLW, 1909(33938) - As 600 CGW 328:606 - Sc. 1950	1929 to 1948
92-40, 41 & 56	607	* 2-8-0	*G-4 * BLW, 1909(33950) - As 600 CGW 332:607 - Sc. 1950	1945 & 1948
92-41 & 42	608	* 2-8-0	*G-4 * BLW, 1909(33954) - As 600 CGW 336:608 - Sc. 1950	to 1947
92-43	609	* 2-8-0	*G-4 * BLW, 1909(33955) - As 600 CGW 337:609 - Sc. 1950	1932
44, 57 & 58	610	* 2-8-0	*G-4 * BLW, 1909(33925) - As 600 CGW 325:610 - Sc. 1949	44 → c. 1948
92-44 & 45	611	* 2-8-0	*G-4 * BLW, 1909(33895) - As 600 CGW 333:611 - Sc. 1950	1942 & 1949
92-46 & 58	611	* 2-8-0	*G-4 * BLW, 1909(33895) - As 600 CGW 333:611 - Sc. 1950	1942 & 1949
23-247	876	* 2-10-4	* * BLW, 1931-29x32-63-255-457,200-102,600 BF	
63-142	928	* 4-6-2	*K-5*	
92-47	318	* 2-8-0	*300-B* Rhodols, 1901(3270) - 22 & 35 x 32 - 55 - 200 -	
			30.3-2796-159,200-179,820 - Simplified in 1910 and	
			rebuilt to 0-8-0, Cl. J-2 Sc. 1930	1909
136-139	604	* 2-6-6-2	* BLW, 1910 - 23 & 35 x 32 - 57 - 205 - 78 - 353,000 - 73,000	
			(1916) CGW 604: Carolina, Clinchfield & Ohio 604	
136-140	650	* 2-6-6-2	* Front section by Baldwin added to a Brooks 2-6-2 in 1910 -	
			21 & 35 x 28-63-200-42-315,000-52,000 Reblt to 4-6-2, 1915	

CHICAGO & ILLINOIS MIDLAND

143-30	3	*2-8-0 * A-B, 1904 (30321) - 19x26-50-175-137,000-27,900 <small>(1906)</small> Pawnee 3: C&IM 3 Sold 1920 1910
143-34	4	*2-8-0 * A-B, 1906 (38861) - 19x26-50-175-146,200-27,900 Sc. 1939 BP
143-37	5(1)	*4-4-0 * Sc. 1915 190
143-103	5(2)	*4-6-0 * A-2 * BLW, 1897 (15372) - 18x24-56-180-123,900-21,200 <small>(1926)</small> Omaha, Kansas City & Eastern 505: 24: C&IM 5(2) Sc. 1929 1920 <small>Sc. 1929</small>
143-103	6(2)	*4-6-0 * A-2 * BLW, 1897 (15373) - As 5(2) OKC&E 506: 25: C&IM 6(2) 1920
143-39	8	*2-6-0 * CB&Q Aurora Sh, 1889 (A1016) - 19x24-62-165-104,000-19,600 <small>(1918)</small> B&MR 236: CB&Q 1016: C&IM 8 Sc. 1927 c. 1920
143-44	10	*2-8-0 * C-1 * A-B, 1910 (47769) - 21x28-51-190-191,000-39,100 <small>(Never delivered)</small> <small>(1911)</small> <small>(1938)</small> Buffalo & Susquehanna 174: C&IM 10: Midland Terminal 61 Sc. 1949
143-38	21	*2-8-2 * E-1 * A-B, 1914 (54734) - 22x28-51-195-223,800-44,300 <small>(1940)</small> <small>(1945)</small> C&IM 21: 521: Newkum Valley 521: SP 3297 Sc. 1953 BP
143-41 & 104	23	*2-8-2 * E-2 * A-B, 1918 (58450) - 22x28-51-195-227,000-44,300 <small>(1945)</small> <small>(1951)</small> C&IM 23: 523: Apache 500: FC No dem 103: CH-P 103 Ret. 1957 BP <small>Sc. 137 → BP</small> <small>Sc. 141 → 1933</small> <small>104 → 1936</small> <small>110 → 1939</small> <small>151 → 1951</small> <small>164 → 1953</small> <small>158 → 1953</small> <small>166 → 1953</small>
8-137	500	*4-4-0 * A-1 * BLW, 1927 (60064) - 18x24-64-180-118,400-18,500 Sc. 1950
143-141 & 189	501	*4-4-0 * A-1 * BLW, 1927 (60065) - As 500 Sc. 1950
143-106, 110 & 151 <small>82-290</small> <small>143-115, 158</small> <small>164 & 166</small> <small>143-105</small> <small>143-136</small>	502	*4-4-0 * A-1 * BLW, 1928 (60590) - As 500 Sc. 1950
	519	*2-8-0 * D-1 * A-B, 1903 (26324) - 21x30-51-185-199,000-40,800 <small>(1925)</small> Pitts. & Lake Erie 173: 9343: C&IM 19: 519 Sc. 1935 105 → 1934 136 → 1933
143-145	523	*2-8-2 * E-2 * A-B, 1918 (58450) - 22x28-51-185-227,000-42,300 <small>(1945)</small> <small>(1951)</small> C&IM 23: 523: Apache 500: FC No dem 103: CH-P 103 Ret. 1957 1939
143-134	525	*2-8-2 * E-3 * Lima, 1922 (6241) - 22x28-51-190-247,900-42,900 <small>(1934)</small> Sewell Valley 9: C&O 2920: C&IM 525 Sc. 1948
143-132	530	*2-8-0 * F-1 * A-B, 1902 (25496) - 22x30-57-185-200,200-40,100 <small>(1926)</small> CCC&StL 748: 6775: P&E 6775: C&IM 30: 530 Sc. 1933 1933 <small>Sc. 1933</small> <small>(1926)</small>
143-105	533	*2-8-0 * F-2 * A-B, 1902 (25174) - As 530 P&E 595: 6588: C&IM 33: 533 <small>Sc. 1933</small> <small>(1926)</small>
143-105	535	*2-8-0 * F-3 * A-B, 1903 (27968) - As 530 P&E 587: 6595: C&IM 35: 535 <small>Sc.</small>
143-138	540	*0-8-0 * D-2 * Lima, 1937 (7735) - 25x28-52-185-227,500-52,900 1955 194
143-145	546	*0-8-0 * D-3 * BLW, 1929 (60833) - 25x28-52-200-233,200-57,200 <small>(1944)</small> <small>(1955)</small> Sc. Manufacturers Ry of StL 102: C&IM 546: Sydney & Louisbourg 87 1962 1946
143-163	549	*0-8-0 * D-4 * Lima, 1926 (7186) - 25x28-52-190-221,500-54,300 <small>(1953)</small> Kentucky & Indiana Terminal 25: C&IM 549 Sc. 1955 1953 <small>Sc. 1955</small> <small>1622</small> <small>195</small>
143-168 & 190	550	*2-8-2 * F-4 * Lima, 1928 (7329) - 26x30-64-200-305,000-53,800 195
143-115	551	*2-8-2 * F-4 * Lima, 1928 (7330) - As 550 Donated 1955
143-175 <small>74-141</small>	552	*2-8-2 * F-4 * Lima, 1931 (7586) - As 550 Sc. 1955 1952
143-145	560	*2-8-2 * F-5 * A-S, 1922 (63600) - 28x32-64-200-271,500-66,600 <small>(1945)</small> DL&W 2120: C&IM 560 Sc. 1951 145 → 1946 <small>Sc. 1955</small>
143-108 & 111	601	*2-10-2 * G-1 * BLW, 1927 (60246) - 27x32-58-200-357,800-68,300 111 → 1934

CHICAGO & ILLINOIS MIDLAND

143-171	602 * 2-10-2 * G-2 * BLW, 1929 (610 25) - As 601	Sc. 1955	1947
143-142	653 * 2-10-2 * G-4 * A-B, 1917 (575 75) - 29X32-64-210-395,000-75,100 Wabash 2523: C&IM 653	(1940) Sc. 1952	142 → 1941 142 → 1948
143-144	654 * 2-10-2 * G-4 * A-B, 1917 (575 69) - As 653 - Wabash 2517: C&IM 654	(1942) Sc.	1955 1955
143-174 & 186	655 * 2-10-2 * G-4 * A-B, 1917 (575 70) - As 653 - Wabash 2518: C&IM 655	(1942) Sc.	1955 174 → 195
143-148 & 191	656 * 2-10-2 * G-4 * A-B, 1917 (575 53) - As 653 - Wabash 2501: C&IM 656	(1947) Sc.	1955 148 → 194
143-184	657 * 2-10-2 * G-4 * A-B, 1917 (575 76) - As 653 - Wabash 2524: C&IM 657	(1950) Sc.	Sc. 1955
143-194	658 * 2-10-2 * G-4 * A-B, 1917 (575 67) - As 653 - Wabash 2515: C&IM 658	(1950) Sc.	1953 1951
143-159	659 * 2-10-2 * G-4 * A-B, 1917 (575 71) - As 653 - Wabash 2519: C&IM 659	Sc. 1955	1952 1950
143-120 & 181	700 * 2-10-2 * H-1 * Lima, 1931 (75 72) - 30X32-64-200-405,600-76,500		181 → 195
143-13 & 120	701 * 2-10-2 * H-1 * Lima, 1931 (75 73) - As 700	Sc. 1955	120 → 1939 13 → 1955
143-130 & 178	702 * 2-10-2 * H-1 * Lima, 1931 (75 84) - As 700	Sc. 1955	178 → 1952
143-8, 119 & 153	703 * 2-10-2 * H-1 * Lima, 1931 (75 85) - As 700	Sc. 1955	119 → 1931
143-157	751 * 2-10-2 * H-2 * BLW, 1925 (586 47) - 30X32-63-210-392,000-81,600 ACL 2000: C&IM 704: 751	(1951) (1952) Sc. 1955	1952
143-175	752 * 2-10-2 * H-2 * BLW, 1926 (588 76) - As 751 ACL 2016: C&IM 705: 752	Sc. 1955 (1951) (1952)	1955 160
143-152, 160 & 195	753 * 2-10-2 * H-2 * BLW, 1925 (587 68) - As 751 ACL 2013: C&IM 753	Sc. 1955 (1951)	1955 1955
143-160 & 161	754 * 2-10-2 * H-2 * BLW, 1925 (586 79) - As 751 ACL 2014: C&IM 754	(1952) Sc.	1954
143-187	757 * 2-10-2 * H-2 * BLW, 1925 (587 46) - As 751 ACL 2011: C&IM 757	(1952) Sc.	1955 1954
143-190	758 * 2-10-2 * H-2 * BLW, 1926 (588 98) - As 751 ACL 2019: C&IM 758	(1952) Sc.	Sc. 1955
143-163	759 * 2-10-2 * H-2 * BLW, 1925 (587 20) - As 751 ACL 2005: C&IM 759		1955 1954

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- 117-127 11 *0-6-0 T * Rhode Is., 1887 (1739) - 18x22-45-150 - 110,000 - 20,200
(1897) (1911)
 LNA&C 70: CI&L 70: 9: 11 Sc. 1937
- 117-112 28 *4-6-0 * G-3 * Rogers, 1880 (2658) - 18x24-55-180 - 133,000 - 21,630
(1897) (1911)
 LNA&C 28 "R.S. NEECH": CI&L 28: 115 Sc. 1936
- 117-118 29 *4-6-0 * G-4 * Rogers, 1881 (2695) - 18x24-51-180 - 133,000 - 23,330
(1897) (1911)
 LNA&C 29: CI&L 29: 122 Sc. 1936
- 117-118 34 *4-6-0 * G-4 * Rogers, 1881 (2794) - As 29
(1897) (1911)
 LNA&C 34: CI&L 34: 125 Sc. 1936
- 117-169 37 *0-6-0 * B-9 * A-B, 1923 (64888) - 23x28-57-190 - 191,000 - 41,970
(1947)
 CI&L 37: 97 BP
- 117-85 80 *4-6-0 * G-5 * Rogers, 1890 (4294) - 20x24-55-160 - 139,300 - 23,740
(1897) (1911)
 LNA&C 80: CI&L 80: 131 Ret. 1936
- 117-86 81 *4-4-0 * D-7 * Brooks, 1897 (2768) - 19x24-73-180 - 139,000 - 18,160
(1911)
 CI&L 112: 81 Sc. 1936 c. 1925
- 117-227 95 *0-6-0 * B-8 * A-B, 1907 (45088) - 20x26-51-200 - 142,000 - 34,670
(1911) (1947)
 CI&L 23: 35: 95 Ret. 1949 1947 & 1950
- 117-175 109 *4-6-0 * G-2 * Rogers, 1890 (4240) - As rebuilt, 1923 - 19 1/2 x 24 -
(1897) (1911)
 51-200 - 164,000 - 30,420 LNA&C 90: CI&L 90: 109 Sc. 1946
- 117-85 131 *4-6-0 * G-5 * Rogers, 1890 (4294) - 20x24-55-160 - 139,300 -
(1897) (1911)
 23,740 LNA&C 80: CI&L 80: 131 Ret. 1936
- 117-86 200 *2-8-0 * H-1 * Rogers, 1887 (3823) - 20x24-52-163 - 130,500 -
(1897) (1911)
 23,600 LNA&C 72: CI&L 72: 200 Ret. 1927
- 117-167 222 *4-8-0 * E-16 * Brooks, 1898 (2964) - 21x26-55-200 - 196,000 -
(1911)
 35,450 CI&L 202: 222 Sc. 1947
- 117-35 & 167 229 *4-8-0 * E-1a * Brooks, 1900 (3495) - 21x26-55-200 - 192,000 -
(1911)
 35,450 CI&L 209: 229 Ret. 1949 35 → 1947
- 117-166 230 *4-8-0 * E-1b * Brooks, 1900 (3496) - As 229
(1911)
 CI&L 210: 230 Sc. 1947 Drq.
- 117-120 262 *2-8-0 * H-4 * A-B, 1904 (29728) - 21x28-57-190 - 194,000 -
(1911)
 35,000 CI&L 252: 262 Ret. 1940 1938
- 117-154 270 *2-8-0 * H-5 * A-B, 1906 (39597) - 22x28-57-190 - 202,000 -
(1911)
 38,400 CI&L 256: 270 Ret. 1941 1941
- 117-154 272 *2-8-0 * H-5 * A-B, 1906 (40109) - As 270
(1911)
 CI&L 258: 272 Ret. 1940
- 117-168 288 *2-8-0 * H-6 * A-B, 1911 (49940) - 22x30-57-190 - 216,000 -
(1911)
 41,140 CI&L 288: 283 Sc. 1948 BP
- 117-56 300 *4-4-2 * I-1 * Brooks, 1901 (3998) - 20 1/2 x 26-73
(1911)
 CI&L 300: 390 1905

CHICAGO, INDIANAPOLIS & LOUISVILLE

117-165	301 *4-4-2 *I-1 * Brooks, 1901 (3989) - 20½ x 26-73 C1&L 301: 391 Sc. 1936 1911
117-123	352 *4-6-2 *K-1 * A-B, 1905 (38874) - 21 x 26-69-200- C1&L 352: 402 Ret. 1939 -28,250
23-103	353 *2-8-0 *H-3 * A-B, 1910 (49109) - 22 x 30-63-200-206,900-39,180 C1&L 353: 253 Ret. 1940 BP
117-165	391 *4-4-2 *I-1a * Brooks, 1901 (3989) - As rebuilt - 20 x 26-73-200- 177,100-24,220 C1&L 301: 391 Sc. 1936 1926
117-122	403 *4-6-2 *K-1a * A-B, 1905 (38875) - As rebuilt - 21½ x 26-69-200- 223,000-29,610 C1&L 353: 403 Ret. 1939
117-168	405 *4-6-2 *K-4 * A-B, 1911 (49936) - 22 x 28-73-200-205,000- 31,560 C1&L 405: 432 Sc. 1947 BP
117-124	412 *4-6-2 *K-2a * A-B, 1906 (39596) - As rebuilt - 21½ x 26-63-200- 222,000-32,430 C1&L 356: 412 Sc. 1947 1938
117-228	420 *4-6-2 *K-3 * A-B, 1909 (46234) - 22 x 28-73-200-209,100-31,560 C1&L 400: 420 Sc. 1947 1946
117-136	430 *4-6-2 *K-4 * A-B, 1911 (49934) - As rebuilt - 23 x 28-73-200- 219,800-34,500 C1&L 403: 430 Sc. 1947 1947
117-136 & 164	431 *4-6-2 *K-4 * A-B, 1911 (49935) - As rebuilt - As 430 C1&L 404: 431 Sc. 1947 164 → 1938
117-182	432 *4-6-2 *K-4 * A-B, 1911 (49936) - As rebuilt - As 430 C1&L 405: 432 Sc. 1947 1947
117-125	440 *4-6-2 *K-5 * A-B, 1912 (51674) - 23½ x 28-73-185-227,000-33,310 C. 1921
117-138 & 141	440 *4-6-2 *K-5 * A-B, 1912 (51674) - As rebuilt - 23 x 28-73-200- 227,000-34,500 Sc. 1948 1940
117-169	443 *4-6-2 *K-5a * A-B, 1923 (63827) - 23 x 28-73-200-237,000-34,500 Sc. 1948 BP
117-138 & 229	443 *4-6-2 *K-5a * All as above 138 → 1946
117-156	445 *4-6-2 *K-5a * A-B, 1923 (63829) - As 443 Sc. 1948
117-171	450 *4-6-2 *K-6 * A-B, 1916 (56394) - 26 x 28-73-190-285,000-41,870 Drg. Sc. 1947
117-170	451 *4-6-2 *K-6 * A-B, 1916 (56395) - 26 x 28-73-200-285,000-44,080
117-169	452 *4-6-2 *K-6 * A-B, 1916 (56396) - As 450 Sc. 1947 BP
117-127	522 *2-8-2 *J-1 * A-B, 1912 (51671) - 28 x 30-63-185-56,710 Ret. 1947
117-156	532 *2-8-2 *J-1a * A-B, 1923 (63823) - 28 x 30-63-170-290,000-53,950 1946 Sc. 1948
117-168	564 *2-8-2 *J-3 * A-R, 1926 (67089) - 27 x 32-63-200-323,000-62,950 BP
46-175	573 *2-8-2 *J-4 * A-S, 1929 (68044) - 27 x 32-63-205-333,000-67,520 C1&L 573: Pittsburgh & Shawmut 573 (1947)
117-175 & 183	579 *2-8-2 *J-4 * A-S, 1929 (68050) - 27 x 32-63-220-343,500-69,250 C1&L 579; P & S 579 (1949) BP 183 → 1947

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117-169

600 *2-10-2*L-1*A-S, 1914(54889) - 28X30-57-190-341,000-66,640
1945
C1&L 600: Tennessee 39

BP

117-162

607 *2-10-2*L-1*A-B, 1916(56899) - 28X30-57-190-350,000-66,640
Se. 1946

94-29

504 *2-8-2*J-1*A-B, 1912(50706) - 28X30-63-170-53,950 C1&L 504: MISSISSIPPI
1024(1941)

CHICAGO, MILWAUKEE & ST. PAUL 1874 - 1927

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC 1927 - 1957

All locomotives are listed in numerical order as there was no general renumbering with change of name.

97-109	1	*2-6-0 * Brooks, 1889 (1555) - Gauge 3-0 - 15x18-36-140-75,500-13,390 E.J. Potts (1905) (1935)	Salt & Lbr. Co. ? ; Au Sable & NW 8 ; Beaver Lbr. Co. ? ; CM&STP 1400 ; Bellevue & Cascade 1
22-159 23-261	1	*4-4-2 * A * A-5, 1935 (68684) - 19x28-84-300-69.0-9245-1029-144,300-290,000	30,700 Sc. 1951 BPs
46-193 86-102	3	*4-4-2 * A * A-5, 1936 (68729) - As 1	102 → 1940
34-55	4	*2-8-0 * Cooke, 1883 (1502) - Gauge 3-0 - 15x18-37-145-13.8-809.4-54,600-62,900- (1885) (1889) (1899) (1918) (1935)	13,490 DSP&P 67 ; 216 ; DL&G 216 ; C&S 55 ; CM&STP 4 ; Bellevue & Cascade 4
86-106	4	*4-4-2 * A * A-5, 1937 (68828) - As 1	1938
5-112	16	*4-4-0 * Sch., 1856 (156) - 15x22-54-56,900 - LaCrosse & Milwaukee 16 : (1863) (1874)	Milwaukee & St. Paul 16 ; CM&STP 16 Gone by 1892
86-117 & 183	41	*4-4-0 * H B * Rogers, 1904 (6231) - 18x26-67-180-131,000-19,240 (1910) (1922) (1938) (1945)	Southern Indiana 209 ; CTH&SE 209 ; CM&STP 905 ; 41 ; 98 Sc. 1951 163 → 1939 117 → 1941
97-107	57	*2-6-6-2 * N3-s * A-5, 1910 (48849) - As rebuilt, 1929 - (4) 21 1/2 x 30 - 57-200-390,300- (1912) (1929) (1938)	82,720 CM&STP 5011 ; 9511 ; 9307 : 57 Sc. 1953
86-120	64	*2-6-6-2 * N3-s * A-5, 1910 (48852) - As rebuilt, 1930 - As 57 (1912) (1930) (1938)	CM&STP 5014 ; 9514 ; 9314 : 64 Sc. 1954 c. 1952
86-87	65	*2-6-6-2 * N3-s * A-5, 1910 (48840) - As rebuilt, 1931 - As 57 (1912) (1931) (1935)	CM&STP 5002 ; 9502 ; 9315 : 65 Ret. 1952 1953
86-50	90	*2-6-6-2 * N2 * A-5, 1912 (51063) - 23 1/2 x 30 - 57-200-396,300-70,400 (1912) (1938)	CM&STP 5026 ; 9601 : 90 Sc. 1949 1941
86-41	91	*2-6-6-2 * N2 * A-5, 1912 (51064) - As 90 CM&STP 5027 : 9602 : 91 (1912) (1938)	Sc. 1949 81 → 1947
86-25 97-81	98	*4-4-0 * H B * Rogers, 1904 (6231) - Renumbering of 41, above 96.5-4166-1698-	25 → 1950
25-253	100	*4-6-4 * F7 * A-5, 1938 (69064) - 25 1/2 x 30 - 84-300-415,000-50,300	Sc. 1949 BP
86-103	105	*4-6-4 * F7 * A-5, 1938 (69069) - As 100	Sc. 1951
86-104	131	*4-6-4 * F6 * BLW, 1930 (61141) - 26x28-80-225-375,850-45,250 (1938)	CM&STP&P 6406 : 131 Sc. 1952
5-108, 110 & 111	132	*4-4-0 * Taunton, 1868 (444) - 16x24 Milwaukee & St. Paul 132 "ROBERT BAYARD" : CM&STP 132 (1895) (1899) (1910)	398 : 1231 : 1416 Gone by 1913 (1938)
86-108	132	*4-6-4 * F6 * BLW, 1930 (61142) - As 131 CM&STP&P 6107 : 132 (1938)	Sc. 1952 1950
97-69	137	*4-4-0 * Taunton, 1869 (475) - 16x24 Milwaukee & St. Paul 137 "A.X.H. CARPENTER" : CM&STP 137	Gone by 1898 (1874)
5-113	142	*4-4-0 * DC & Co., 1867 - 16x24 Milw. & St. Paul 142 "J.H. BENEDICT" : CM&STP 142 : 1899	Gone by c. 1874
86-104	146	*4-6-4 * F6-a * BLW, 1931 (61659) - 26x28-80-225-380,220-45,250	Sc. 1954 1953
86-93	151	*4-6-2 * F1 * A-B, 1910 (47479) - 23 1/2 x 28 - 79-200-284,300-33,275 (1910) (1912) (1924) (1938)	. Streamlined CM&STP 1539 ; 3237 ; 6537 ; 6157 : 151 Sc. 1954 (1910) (1912)
97-47	152	*4-6-2 * F1 * A-B, 1910 (47482) - As 151 CM&STP 1542 : 3240 : 6540 : (1924) (1938)	Sc. 1954 1953

CHICAGO, MILWAUKEE & ST. PAUL 1874-1927

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC 1927-1957

86-94	163	*4-6-2*F3+s*A-B, 1910(48728)-24x28-79-200-263,870-34,710 (1912) (1938) CM&STP 1516; 6114; 163 Sc. 1954	1954
86-94	167	*4-6-2*F3-s*A-B, 1910(47443)-23 1/2 x 28-79-200-247,300-33,275 (1910) (1912) (1924) (1938) CM&STP 1503; 3201; 6501; 6121; 167 Sc. 1954	1954
97-107 149-198	206	*4-8-4*52*BLW, 1937(62095)-26x32-74-285-490,450-70,820 Sc. 1955	BP
3-35 97-72	209	*4-4-0*Sch., 1877(1065)-CM&STP 209; 750; 203 Sc. 1917 (1899) (1912) (1878) (1899)	c. 187
97-81 133-98	215	*0-6-0*BLW, 1878(4338)-16x24-50-68,530 CM&STP 215; 101; 1101 Sc. 1917	BP
86-112	217	*4-8-4*52*BLW, 1937(62106)-As 206 Sc. 1954	98-195
86-112	221	*4-8-4*52*BLW, 1938(62110)-As 206 Sc. 1956 (1899) (1912)	
3-34	222	*4-4-0*Sch., 1878(1093)-CM&STP 222; 753; 206 Sc. 1918	1890
F-2 72-70	232	*4-8-4*52*BLW, 1940(62345)-As 206 Sc. 1954	
86-112 133-98	239	*4-8-4*52*BLW, 1940(62352)-As 206 Sc. 1956	
86-110	250	*4-8-4*51*BLW, 1930(61176)-28x30-74-230-446,530-62,140 (1938) CM&STP&P 9700; 250 Sc. 1954	96-1950
133-97	251	*4-8-4*51*Milw. Sh., 1938-As 250 Sc. 1954	97-194
86-110 & 111	259	"D.L. Bush" *4-4-0*Niles & Co., 1856-15x22-66-44,000 Racine & Mississippi "Rockton": (1867) (1879) Western Union 12"D.L. Bush"; CM&STP 259"D.L.B." Dropped by 1899	
97-109	265	*4-8-4*53*A-S, 1944(71978)-26x32-74-250-469,000-62,120 Ret. 1956	
86-113	266	*4-8-4*53*A-S, 1944(71979)-As 265 Sc. 1956	
5-113	280	*4-4-0*Grant, 1873-16x24 Western Union 33"BURLINGTON"; CM&STP 280; (1899) (1913)	(1879)
40-14	303	*4-6-0*B3*BLW, 1900(18071)-Vauclain comp. - 15 & 25 x 26-68-200-166,795- (1907) (1912) (1921) (1938) 28,080 CM&STP 303; 1603; 4203; 2761; 1101 Sold 1949	BP
86-96	345	*2-8-2*L3*A-B, 1918(59780)-27x32-63-200-320,000-62,950 (1938) CM&STP 8640; 345 Sc. 1955	1954
97-101	363	*2-8-2*L3-a*A-S, 1919(61153)-27x32-63-200-331,335-62,950-74,470 (1938) CM&STP 8660; 363 Sc. 1955	1953
97-35	381	*4-6-0*B4*BLW, 1901(19509)-Vauclain comp. - 15 & 25 x 28-63-200-178,900- (1907) (1912) (1912) (1938) 27,220 c. - 32,670 s. CM&STP 381; 1731; 4331; 2608; 1008 Ret. 1956 (1938)	BP
86-98	392	*2-8-2*L3*A-S, 1919(61185)-As 345 CM&STP 8692; 392 Sc. 1954	1954
5-184 97-31	405	*4-4-2*A1*BLW, 1898(16316)-Vauclain comp. - 13 & 22 x 26-79-200-140,700-15,580 (1899) (1901) (1912) (1938) 20,250 s. CM&STP 872; 405; 905; 3005; 22 Sold 1939	
86-95	409	*2-8-2*L2-b*BLW, 1922(55607)-26x30-63-200-292,770-54,720 (1938) CM&STP 8309; 409 Sc. 1954	
5-107	420	*4-4-0*Manchester, 1873(545)-16x24 Wisconsin Valley I: (1880) (1899) (1919) CM&STP 420; 1326; 91 Sc. 1918	
97-98	436	*2-8-2*L2-b*BLW, 1923(56582)-As 409 CM&STP 8336; 436 Sc. 1956	1955
86-95	466	*2-8-2*L2-b*BLW, 1923(56911)-As 409 CM&STP 8366; 466 Sc. 1954	1954

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1-164	486	*2-8-0 * A 1-c * Milw. Sh., 1904 - 22x28 - 50-200 - 177,000 - 41,890 (1912) CM&STP 486: 7055 Ret. 1936	BP
86-96	626	*2-8-2 * L2-r * A-B, 1912 (51448) - 26x30-63-200 - 277,800 - 54,720 (1912) (1938) CM&STP 1869: 8069: 626 Sc. 1949	
97-64	641	*4-6-0 * Rhodels, 1883 (1417) - 19x26-63-150 - 104,000 - 19,000 (1899) (1912) CM&STP 641: 56: 2065 Sc. 1926	BP
97-94	725	*2-8-2 * L2 * A-B, 1912 (52357) - 26x30-63-200 - 275,000 - 54,720 (1938) CM&STP 8152: 725 Ret. 1950	1947
3-36 86-23	796	*4-6-2 * E 1 * Sch., 1889 (2855) - 19x24-68-180 - 130,600 - 19,490 (1899) (1904) (1905) (1912) (1926) CM&STP 796: 191: 850: 1506: 6050: 2185 Sc. 1930	
86-18	827	*4-4-0 * H5-c * BLW, 1892 (13022) - 16x24-62-160 - 86,000 - 13,600 (1899) (1912) CM&STP 336: 827: 450 Sc. 1918	1900
5-53	830	*4-6-2 * Rhodels, 1893 - Cross comp. - 21x31x26 - 78-200 - 143,000 - 17,700 c. (1900) CM&STP 830: Sav., Fla. & West. 105: ACL 289: 1289	BP
F-1 8-48 40-90	838	*4-4-2 * A 1 * BLW, 1896 (14861) - Vaucrain comp. - 13x22x26 - 78-200 - 140,700 - 15,580 c. - (1899) (1901) (1912) 20,250 s. CM&STP 838: 400: 900: 3000 Sc. 1935	30.2-2233-71,600 BP
92-45	851	*4-6-2 * F 2 * Milw. Sh., 1905 - 23x26-72-200 - 227,350 - 32,470 (1910) (1912) CM&STP 851: 1501: 6050: Sc. 1929	BP
86-92	851	*4-6-2 * F 5-b * Milw. Sh., 1912 - 25x28-69-200 - 240,400 - 43,120 (1912) (1924) (1938) CM&STP 3111: 6711: 8361: 851 Sc. 1954	1948
86-55	889	*4-6-2 * F 4-b * Milw. Sh., 1910 - 24x28-69-200 - 253,000 - 39,740 (1912) (1924) (1938) CM&STP 3012: 6612: 6209: 889 Sc. 1954	1951
97-90	901	*2-6-2 * K1-as * A-B, 1907 (43857) - 21 1/2 x 28 - 63-185 - 209,000 - 32,310 (1912) (1938) CM&STP 1904: 5004: 901 Sc. 1953	1951
121-121-34B	916	*4-4-0 * H 3 * BLW, 1871 (2578) - 16x24-62-70/30 Milw. & Nor. 1" CEDARBURG" (1873) (1882) (1893) (1899) (1910) (1913) Wisc. Cent. 16: M&N 16: CM&STP 916: 1276: 1442: 145 Sc. 1913 (1912) (1938)	
86-88	924	*2-6-2 * K1-as * A-B, 1908 (45447) - As 901 CM&STP 2040: 5540: 924 Sc. 1955 195	
121-34B	925	*4-4-0 * H 3 * BLW, 1881 (5880) - As 916 M&N 25; CM&STP 925: 1300 1910 (1894) (1899)	
121-34F	931	*4-6-0 * G 2 * Brooks, 1888 (1334) - 18x24-56-107,900 (1894) (1899) (1912) M&N 31: CM&STP 931: 6: 2001 Sc. 1926	
121-34D	934	*4-4-0 * H 6-c * Brooks, 1888 (1432) - 17x24-62-93,400 (1894) (1899) (1912) M&N 34: CM&STP 934: 723: 531 Sc. 1926	
121-34C	939	*4-4-0 * H 6 * Brooks, 1890 (1599) - 17x24-62-94,000 (1894) (1899) (1912) M&N 39: CM&STP 939: 737: 535 Sc. 1927	
121-34C&L	942	*4-6-0 * G 2-a * Brooks, 1890 (1708) - 18x24-57-116,000 (1894) (1899) (1912) M&N 42: CM&STP 942: 10: 2005 Sc. 1926	
86-88	943	*2-6-2 * K1-as * Milw. Sh., 1908 - As 901 CM&STP 2095: 5595: 943 Sc. 1955 1953 (1912) (1938)	

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86-118	X 979	* 0-6-0 T * I 5 - a * Milw. Sh., 1903 as 0-6-0 - 19x26-51-180-155,700-28,160 (1938) CM&STP 1172: X 979 Sc. 1955	1953
97-84	X 981	* 0-6-0 T * I 5 - a * Milw. Sh., 1909 as 0-6-0 - As X 979 CM&STP 4522: 1522: 1454: X 981 (1912) (1938) (1946)	
86-99	1072	* 4-6-0 * G 7 - cs * BLW, 1901 (1955) as Vaucrain comp. - As simplified, 1918 - 22x28-63-180- (1907) (1912) (1918) (1920) (1938) 182,100-32,910 CM&STP 391: 174: 434: 2891: 2809: 1072 Sc. 1954	
97-61	1163	* 4-6-0 * G 6 - ms * BLW, 1897 (15548) as Vaucrain comp. - As simplified, 1921 - 19x26-63-200- (1899) (1905) (1912) (1921) (1928) Sold to Marinette, Tomahawk 165,600-25,320 CM&STP 854: 223: 861: 4108: 2374: 1163 & Western in 1953	
86-99	1173	* 4-6-0 * G 6 - ms * BLW, 1899 (17217) - As 1163 (1905) (1912) (1921) (1938) CM&STP 241: 879: 4126: 2384: 1173 Sc. 1954	1953
97-84	1199	* 0-6-0 * I 5 - a * Milw. Sh., 1910 - 19x26-51-180-127,800 - 28,160 CM&STP 1199: 1459 Sc. 1954 (1938)	193
86-56	1214	* 2-8-0 * C 5 - a * A - B, 1912 (52369) - 24x30-63-185 - 224,000 - 43,130 (1938) CM&STP 7214: 1214 Sc. 1954	1947
86-92	1225	* 2-8-0 * C 5 - a * A - B, 1912 (52380) - As 1214 CM&STP 7225: 1225 Sc. 1953 (1938)	194
86-91	1239	* 2-8-0 * C 5 - a * A - B, 1912 (52394) - As 1214 CM&STP 7239: 1239 Sc. 1954 (1938)	195
86-91	1274	* 2-8-0 * C 2 - s * BLW, 1910 (34440) - 22x30-63-200-219,900-42,820 (1912) (1938) CM&STP 374: 7123: 1274 Sc. 1954	194
97-42	1282	* 2-8-0 * C 2 - s * BLW, 1910 (34496) - As 1274 (1912) (1938) CM&STP 383: 7132: 1282 Sc. 1954	1954
86-90	1357	* 2-8-0 * C 7 - a * A - B, 1912 (51655) - 25x32-61-190-240,000-52,950 (1923) (1938) CTH&SE 682: CM&STP 7707: 1357	
86-90	1394	* 2-8-0 * C 1 - c * Milw. Sh., 1904 - 22x28-55-200-177,000-41,890 (1912) (1938) CM&STP 491: 7060: 1394 Sc. 1949	
97-45	1400	* 0-8-0 * D 1 * BLW, 1913 (39758) - 20x26-51-200-171,550-34,670 (1923) (1938) CTH&SE 113: CM&STP 1400: 1500 Ret. 1952	
86-119	1405	* 0-6-0 * I 5 - a * Milw. Sh., 1904 - 19x26-51-180-127,000-28,160 CM&STP 1175: 1405 (1938)	195
86-Frontis.	1481	* 0-6-0 * I 5 - a * Milw. Sh., 1912 - As 1405 CM&STP 1251: 1481 Sc. 1953 (1938)	1951
86-120	1490	* 0-6-0 * I 5 - a * Milw. Sh., 1912 - As 1405 CM&STP 1260: 1490 Sc. 1954 (1938)	
86-54	1495	* 0-6-0 * I 5 - a * Milw. Sh., 1913 - As 1405 CM&STP 1265: 1495 Sc. 1954 (1938)	
86-119	1507	* 0-6-0 * I 5 - a * Milw. Sh., 1913 - As 1405 CM&STP 1280: 1507 Sc. 1954 (1938)	
1-165	2000	* 2-6-2 * K 1 * Milw. Sh., 1908 - 21x28-65-200-206,000-33,320 (1912) CM&STP 2000: 5000: Sold 1935	
86-23	2112	* 4-6-0 * G 4 - c * Rhodels, 1887 (1752) - 19x26-63-150-111,100-19,000 (1899) (1912) CM&STP 709: 104: 2112 Sc. 1933	1930
86-37	2505	* 4-6-0 * G 5 * Rhodels, 1881 (1059) - 19x26-57-150-102,600-21,000 (1899) (1910) (1912) CM&STP 472: Montana 40: CM&PS 4406: CM&STP 2505 Sc. 1928	
97-103	2975	* 2-6-0 * M 2 * A - S, 1906 (39091) - 20x28-63-200-159,000-30,220 (1909) (1910) (1912) Ch. det. 101: CM&STP 596: 6000: 2975 Sc. 1934	

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86-116	2976	*2-6-0 * M2 * A-S, 1906 (39090) - 20 X 28-63-200-159,000-30,220 (1909) (1910) (1912) (1927)	Chi. Jct. 102; CM&STP 597; 6001; 2976; CC & C 10	1927
86-100	3135	*4-4-2 * A4-as * BLW, 1909 (33778) - 22 X 28-79-200-216,000-29,160 (1912) (1924) (1938)	Northern 31; CM&STP 3512; 3135; 32 Sc. 1951	Idaho & Wash.
86-28	3215	*4-6-2 * F3 * A-B, 1910 (47457) - 23 X 28-79-200-247,300-31,870 (1910) (1912) (1924) (1938)	CM&STP 1517; 3215; 6515; 6135; 175	Sc. 1929
97-31	3510	*4-4-2 * A2-c * BLW, 1909 (33023) - Vauclain comp. - 15 & 25 X 28-85-220-202,500-22,190 B		
86-173	5040	*2-6-2 * K1-as * A-B, 1907 (43893) - 21 1/2 X 28-63-185-209,000-32,310 (1912) (1938)	CM&STP 1940; 5040; 910 Sc. 1951	
86-89	5540	*2-6-2 * K1-as * A-B, 1908 (45447) - A5 5040 CM&STP 2040; 5540; 924 (1912) (1938)		Sc. 1935
97-47	6109	*4-6-2 * F3-as * A-B, 1910 (48723) - 24 X 28-79-200-263,870-34,710 (1912) (1938)	CM&STP 1511; 6109; 150 Sc. 1951	
86-93	6157	*4-6-2 * F3-as * A-B, 1910 (47479) - A5 6109 CM&STP 1539; 3237; 6537; 6157; 151 (1910) (1912) (1924) (1938)		Sc. 1954
46-181 72-75	6402	*4-6-4 * F6 * BLW, 1930 (61137) - 26 X 28-80-225-375,850-45,250 (1938)	CM&STP & P 6402; 127 Sc. 1954	
97-50	6414	*4-6-4 * F6-a * BLW, 1931 (61655) - 26 X 28-80-225-380,220-45,250 (1938)	CM&STP & P 6414; 142 Sc. 1954	1931
97-38	7055	*2-8-0 * C1-c * Milw. Sh., 1904 - 22 X 28-55-200-177,000-41,890 (1912)	CM&STP 486; 7055 Sc. 1936	1938
97-42	7238	*2-8-0 * C5-a * A-B, 1912 (52393) - 24 X 30-63-185-224,000-43,130 (1938)	CM&STP 7238; 1238 Sc. 1954	BP
97-98	8200	*2-8-2 * L2-a * BLW, 1920 (53596) - 26 X 30-63-200-287,600-54,720 (1938)	CM&STP 8200; 500 Sc. 1953	BP
F-2 23-171	8600	*2-8-2 * L3 * A-B, 1918 (59740) - 27 X 32-63-200-320,000-62,950 (1938)	CM&STP 8600; 315 Sc. 1954	BP
97-105 136-17	9513	*2-6-6-2 * N1 * A-S, 1910 (48851) - 23 1/2 X 30-57-200-390,000-70,400 (1912) (1930) (1938)	CM&PS 5013; CM&STP 9513; 9310; 60	
86-77	9314	*2-6-6-2 * N3-s * A-S, 1910 (48852) - As rebuilt, 1930 - (4) 21 1/2 X 30-57-200-390,300- (1912) (1930) (1938) 82,720 CM&PS 5014; CM&STP 9514; 9314; 64 Sc. 1954 1937		
133-96 86-109	9700	*4-8-4 * S1 * BLW, 1930 (61176) - 28 X 30-74-230-446,530-62,140 (1938)	CM&STP 9700; 250 Sc. 1954	Both -> 1937

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133-99	220	*4-8-4*5-2*BLW, 1938(62109) - As 206	Ret. 1954	1940
136-16	9100	*2-6-6-2*N2*A-S, 1912(51057) - 23 1/2 x 30 - 57-200-72.0 - 396,300 - 70,400 CM&PS 1650: CM&STP 9100 - Sc. 1935		
136-17	9601	*2-6-6-2*N2*A-S, 1912(51063) - As 9100 CM&PS 5026: 9601: 90 Sc. 1949 1938		
136-18	58	*2-6-6-2*N3-s*A-S, 1910(48853) - As rebuilt, 1929 - As 57 CM&PS 5015; CM&STP 9513: 9308: 58 Ret. 1951		
136-18	9310	*2-6-6-2*N3-s*A-S, 1910(48851) - As rebuilt, 1930 - As 57 CM&PS 5013: CM&STP 9513: 9310: 60 Ret. 1950		
136-19	50	*2-6-6-2*N3-s*A-S, 1910(48842) - As rebuilt, 1929 - As 57 CM&PS 5004; CM&STP 9504: 9300: 50 Ret. 1953		
136-19	92	*2-6-6-2*N2*A-S, 1912(52125) - As 90 CM&STP 9106: 9606: 92 Ret. 1949		
C	525	*2-8-2*L2-a*BLW, 1920(51624) - 26 x 30 - 63 - 200 - 287,600 - 54,720 CM&STP 8225: 525 1948		
C	1268	*2-8-0*C2-s*BLW, 1910(34308) - 23 x 30 - 63 - 200 - 219,900 - 42,820 CM&STP 360: CM&PS 7109: 1268 1952		

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F-2 15-3	"PIONEER" *4-2-0* BLW, 1836 (37) - 11X18-54-100-3,430 TF Utica & Sch. 7; Mich. Cent. "ALERT": G&CU "PIONEER": C&NW "PIONEER" 1869 & c. 1871	(1848) (1864)
15-1	"PIONEER" *4-2-0* As above - As restored for exhibition	1948
F-1 15-128	"BARTHOLOMEW" *4-4-0* C&NW Sh., 1864 1 Transfer *0-4-0T* C&NW Sh., 1884 as 0-4-0 - As rebuilt 1911 to 0-4-0T 16X22-53-135-12,200 TF C&NW 33: Shop Transfer 1 Sc. 1927	BL (1911)
15-21 & 116	4 *4-4-0* B-2* C&NW 1875 - 17X24-69-150-79,700-12,820 Sold 1906	116 → 1905
15-85	8 *0-6-0* K-4* Sch., 1891 (3532) - 17X24-51-150-87,250-17,340 Sold 1926	
15-129	10 TRANSFER *0-4-0T* C&NW, 1880 as 0-4-0 - As rebuilt 1911 to 0-4-0T 16X32-53-135-12,200 TF C&NW 369: Shop Transfer 10 Sc. 1917	(1911) Sc. 1893
15-14	"THUNDER" *4-4-0* Rogers, 1853 - G&CU "WHIRLING THUNDER": C&NW "THUNDER": 17	Sc. 1893
15-127	19 TRANSFER *0-6-0T* A-RI, 1902 (25394) as 0-6-0 - As rebuilt 1927 to 0-6-0T - 17X24-51-160-18,500 C&NW 1046: 19 Shop Trsfr Sc. 1937	(1927) Sc. 1893
15-33	20 *4-4-0* P-1* C&NW, 1872 - 15X22-69-69,600 Sc. 1899	
15-32	20 *4-4-0* P-1* As above but rebuilt for switching	
15-127	20 TRANSFER *0-6-0T* A-RI, 1902 (25378) as an 0-6-0 - As rebuilt 1928 to 0-6-0T - 17X24-51-160-18,500 C&NW 280: 20 Shop Transfer	(1928) 1931
15-128	22 TRANSFER *0-6-0T* A-RI, 1902 (26522) as an 0-6-0 - As rebuilt 1928 to 0-6-0T - As 19 Shop Transfer C&NW 37: 22 Shop Transfer	(1928) 1930
15-39	23 *4-4-0* P-4* C&NW, 1872 - 16X22-53-54,000 Sc. 1889	
15-128	26 TRANSFER *0-6-0T* A-RI, 1906 (39259) as an 0-6-0 - As rebuilt 1937 to 0-6-0T 18X24-51-180-23,300 C&NW 75: 26 Shop Trsfr	(1937) 1940
15-108	27 *4-4-0* A-1* C&NW, 1881 - 17X24-69-140-84,800-11,960 Sc. 1928 C. 1896	
F-1 15-16	34 *4-4-0* U-1* Chicago L.W., 1854 - As rebuilt by C&NW, 1884 15X22-63-52,000 G&CU?: C&NW 34 "THOMAS DYER": 34	Sc. 1899 C. 1888
15-44	35 *4-4-0* B-2* C&NW, 1877 - As H Sc. 1906	C. 1885
3-185	38 *4-4-0* C&NW, 1879	
15-14	"APOLLO" *4-4-0* Rogers, 1854 - G&CU "SAMSON": C&NW "APOLLO": " "BENJAMIN NATHAN": 39 Sc. 1898	(1864) C. 1864
15-12	75 *4-4-0* H-3* Hinkley, 1855 - As rebuilt by C&NW, 1880 16X22-69-130-73,500-9,020 Chicago, St. Paul & Fond du Lac "WOODSTOCK": C&NW "S.J. TILTON": 75 Sc. 1905	
15-24	76 *4-4-0* H-1* C&NW, 1881 - 16X24-69-135-79,100-10,220 Sc. 1905 C. 1900	
15-6	82 *4-4-0* L-2* Hinkley, 1856 - As rebuilt by C&NW, 1875 - 15X24-63- 69,700 C. STP & F. du L "N.K. WHEELER": C&NW 82 Sc. 1900	1897
15-70	89 *4-6-0* R* Sch., 1898 (4839) - 20X26-63-190-28,54-22,86.5- 12,750-156,700-26,660 Sc. 1937	1923

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15-91	92	*0-6-0*M*Sch, 1898(4748)-18X24-51-170-21.61-12701- 106800-22,030	Sc. 1940	1933
15-29	93	*4-4-0*C-4*Sch, 1887(2430)-18X22-63-150-90,600 14,430	Sc. 1922	
15-17	96	*4-4-0*L-3*Smith & Jackson, 1859 - As rebuilt by C&NW, 1884 15X24-64-67,000	Sc. 1898 C&NW "BAYARD": 96 "B": 96	1885

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15-93	96	* 0-6-0	* M	* Sch., 1898: S/N 4750 - As 92 - Sc. 1931	1930
15-60	99	* 4-4-0	* C-6	* Sch., 1893: S/N 4074 - 18x24 - 69-180 - 107,500 - 17,240 - Sc. 1928	
15-34	100	* 4-4-0	* A-3	* C&NW, 1884 - 17x24 - 63-140 - 17.6 - 1057.5 - 53,520 - 86,330 - 13,100 - Sc. 1914	c. 1890
15-124	100	* 0-4-0T	* D-9	* Davenport, 1915: S/N 1543 - Gauge 2-0 : 9x16	1955 BF
15-66	109	* 4-4-0	* A-5	* C&NW, 1882 - As rebuilt 1901 - 17x24 - 69-180 - 17.7 - 1563.4 - 66,710 - 108,180 - 15,380 - Sold 1925	1911 192
15-110	120	* 4-6-2	* E-1	* Sch., 1910: S/N 49025 - 22x26 - 69-180 - 27,900 - Sc. 1940	
15-87	121	* 0-4-0	* K-1	* C&NW, 1882 - 16x22 - 53-135 - 59,850 - 12,200 - Sc. 1911	190
15-144	126	* 4-4-2	* D	* Sch., 1908: S/N 45697 - 20x26 - 81-200 - 46,27 - 2173.6 - 438.5 - 97,500 - 181,500 - 21,830 - Sc. 1952	1936
15-84	128	* 4-4-2	* D	* Sch., 1908: S/N 45700 - As 126 - Sc. 1943 Equipped to burn pulverized coal	1915
15-41	133	* 4-4-0	* A-1	* C&NW, 1882 - As 27 - Sc. 1923	
15-13	150	"NEGAUNEE"	* 4-4-0	* N-1 * Hinkley, 1865 - 15x24 - 58 - 57,000 - Sc. 1888	c. 1871
15-22	150	* 4-6-0	* D-12	* Baldwin, 1889: S/N 10366 - 18x24 - 59 - 160 - 16,48 - 1546.48 - 77,250 - 109,750 - 17,920 - Sc. 1923	
15-50	152	* 4-4-2	* D	* Sch., 1904: S/N 29706 - 20x26 - 81-200 - 46,27 2173.6 - 438.5 - 92,500 - 159,500 - 21,830 - Sc. 1924	1930
15-90	157	* 0-6-0	* M-1	* Rhodols, 1906: S/N 39271 - 18x24 - 51-180 - 23.0 - 1308.5 - 121,000 - 23,330	1930
15-15	160	* 4-4-0	* W-1	* C&NW, 1866 - 15x24 - 58 - 57,000 - Sc. 1891	
15-5	166	"WATKINS"	*	Rogers, 1856 - GBM&C "C.K. WATKINS" - 166 "W."	1866
15-73	175	* 4-6-0	* R-1	* Sch., 1908: S/N 45727 - 21x26 - 63-200 - 47,18 - 1962.9 - 476 - 139,000 - 186,000 - 30,940	1930
15-12	177	* 0-4-0	* G-3	* Rhodols, 1867 - 14x24 - 53-49,000 - Sold 1894	
15-60	190	* 4-4-0	* C-6	* Sch., 1893: S/N 4075 - As 99 - Sc. 1927	
15-61	192	* 4-6-0	* S-4	* Sch., 1891: S/N 3570 - 19x24 - 63-175 - 125,900 - 20,460 - Sold 1925	
15-48	195	* 4-4-0	* A	* Sch., 1895: S/N 4387 - 19x24 - 75-190 - 26.96 - 1877.9 - 83,300 - 131,100 - 18,660 - Sc. 1935	1935
15-64	203	* 4-4-0	* B	* Sch., 1899: S/N 5022 - 19 1/2 x 26 - 75-190 - 30.33 - 2422.05 - 94,900 - 144,000 - 21,290 - Sc. 1931	
15-15	206	"CRAWFORD"	* 4-4-0	* Baldwin, 1867: S/N 1575 - 15x24 - 58 - 67,900 - 1900	Sc. BP
15-61	215	* 4-4-0	* C	* Sch., 1899: S/N 5066 - 19x26 - 80 - 190 - 30.3 - 2353 - 87,200 - 135,800 - 18,950 - Sc. 1928	c. 1899
15-47	217	* 4-4-0	* A	* Sch., 1899: S/N 4970 - As 195 - Sc. 1931	1931
15-114	218	* 4-4-0	* C	* Sch., 1899: S/N 5068 - As 215 - Sc. 1929	1924

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15-63	23-53	219	* 4-4-0	* C	* Sch., 1899; S/N 5060 - As 215 - Sc. 1931	BP's
	3-40	220	* 4-4-0	*	Sch.	c. 1895
	15-13	222	* 4-4-0	* D-5	* Baldwin, 1867; S/N 1603 - As 206 15x24-58-67,900 (1899) C&NW "CARSON": 222; X-222 Sc. 1899	
15-92	23-73	230	* 0-6-0	* M	* Sch., 1898; S/N 4696 - As 92 - Sc. 1935	BP's
	15-103	251	* 4-4-0	* C-6	* Sch., 1893 - As 99 - Sc. 1928 C&NW "ZEBRA": 252	1907
	15-16	252	* 0-4-0	* O-5	* McKay & Aldus, 1867 - 14x22-43-43,800 - Sc. 1893	
	15-60	252	* 4-4-0	* C-6	* Sch., 1893; S/N 4079 - As 99 - Sc. 1927	c. 1902
	15-41	254	* 4-4-0	* J-1	* C&NW, 1869 - 16x24-69-74,000 - Sc. 1900	c. 1870
	15-21	259	* 4-4-0	* B-3	* Baldwin, 1869 - As rebuilt by C&NW, 1891 - 17x24-69- 140-78,000 - 11,960 C&NW "GENERAL BAXTER": 259 Sc. 1919	
	15-35	262	* 4-4-0	* D-5	* Baldwin, 1870; S/N 2214 - 15x24-58-67,900 - Sc. 1899	1885
	15-35	267	* 4-4-0	* D-6	* Baldwin, 1870; S/N 2239 - 15x24-63-68,000 - Sc. 1899	1892
	15-33	274	* 4-4-0	* D-4	* Baldwin, 1873; S/N 3107 - 16x24-63-130-76,000 - (1882) (1900) 10,780 C&NW 274: Winona & St. Peter 40: C&NW 1040	c. 1873
	15-33	274	* 4-4-0	* D-4	* As above - On display at N.M. of T.	
	15-36 & 37	274	* 4-4-0	* A-4	* C&NW, 1884 - 18x24-69-150-90,900 - 14,370 - Sc. 1912	
	15-121	278	* 4-4-0	* D-10	* Baldwin, 1879; S/N 4768 - Gauge 3-0 - 11x16- 43-130-34,000-4,980 - Sc. 1916	1907 & 1912
	15-122	278	* 2-6-0	* D-11	* Cooke, 1915; S/N 55533 - Gauge 3-0 - 12x18- 43-150-52,500-7,690 - Sc. 1927	BP
	15-122	279	* 2-6-0	* D-11	* Baldwin, 1879; S/N 4686 - Gauge 3-0 - 10x16-39-130- 30,000 - 4,530 - Sc. 1910 Chicago & Tomah "S.J. FOSTER": C&NW 279	
	15-123	279	* 2-6-0	* D-11	* Sch., 1912; S/N 50829 - Gauge 3-0 - 11x18-43- 150-9.3-418-44,500-52,500-6,460 - Sold 1927	(1927) Ret. 1940
	15-58	309	* 4-4-0	* C-6	* Sch., 1893; S/N 4081 - As rebuilt by C&NW, 1899 - 18x24-69-130-252-1664.9-77,350-122,530-17,240 - Sc. 1928	c. 1913
	23-65	325	* 4-6-0	* R	* Baldwin, 1899 - As 89	BP
	15-23	326	* 4-4-0	* E-2	* Grant, 1874 - 16x24-63-69,850 - Sc. 1900	
	15-82	341	* 4-6-0	* R	* Sch., 1900; S/N 5353 - Cross comp. - 22 1/2 x 35x26 - 63-200-28.54-2207.4-163,000 - Simplified 1903 - Sc. 1931	BP
	15-36	343	* 4-4-0	* B-1	* C&NW, 1878 - 17x24-63-140-84,000-13,100-1908	sc. 1886
	15-104	345	* 4-6-0	* R-1	* - 21x26-63-200-164,000-30,940	1931
	15-57	390	* 4-4-2	* D	* Sch., 1908; S/N 45702 - As 126 but equipped with Young rotary valves, changed to piston valves, 1924 - Sc. 1940	BP
	15-37	395	* 4-4-0	* B-1	* C&NW, 1881 - As 343 - Sc. 1911	
	15-118	395	* 4-4-2	* D	* Sch., 1908 - As 126 but with Young rotary valves	1912
5-52	15-46	400	* 4-6-0	* S-7	* Sch., 1893; S/N 4070 - 19x24-69-175-129,000- 18,680 - Sc. 1926	BP's & 1897

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15-118	401	* 4-4-0	* A-5	*	- As rebuilt by C&NW - As 109	1911	
15-35	405	* 4-4-0	* A-5	*	- As rebuilt by C&NW, 1904 - As 109 - 1924	Sc. 1911	
15-105	423	* 4-6-0	* R-1	* Sch., 1906: S/N 38520 - As 345		1931	
15-27	430	* 0-4-0	* D-7	* Baldwin, 1881: S/N 5753 - 16X22-53-135 - 61,250 - (1910) (1911) 12,190 - C&NW 430: A430: 2 Shop Transfer			
15-72	444	* 4-6-0	* R-1	* Sch., 1906: S/N 38526 - As 345 - Sold 1956			
15-76	450	* 4-6-0	* R-1	* Sch., 1908: S/N 45740 - As 175		1930	
15-32	455	* 4-4-0	* F-1	* Taunton, 1881: S/N 812-17X24-63-140-80,500-13,100	Sc. 1908		
7-143	468	* 4-8-0	* G	* Sch., 1892: S/N 3703 - Gauge 3-0 - 16X20-36-160 - Sc. 1924 (1908) (1905) 14,44 - 962.66 - 54,000 - 66,000 - 19,340 FE&MV 210: C&NW 1300: 468 c. 1902			
15-23	481	* 4-4-0	* E-1	* Grant, 1882 - 17X24-63-135-70,000-12,630 - Sc. 1905			
15-106	483	* 4-6-0	* R-1	* Sch., 1905: S/N 30309 - As 345 - Sc. 1939		1929	
15-99	491	* 0-10-2	* J-1	* Baldwin, 1917: S/N 45976 as a 2-10-2 - Rebuilt by C&NW, Sc. 1944 - 27X32 - 57-205-66.5 - 4233.4 - 1052.0 - 297,460 - 322,700 - 71,310 - 1953			
15-67	494	* 4-6-2	* L	* Sch., 1910: S/N 47899 - 20X26-63-160 - 46,3 - 1922.6 - 410.0 - 112,000 - 180,000 - 22,450		BP	
15-8	497	* 4-4-0	*			c. 1875	
15-26	502	* 4-4-0	* A-2	* C&NW, 1883 - 17X24-63-140-84,400-13,100 - Sc. 1911		1905	
15-45	522	* 4-4-0	* A-3	* Sch., 1883: S/N 1742 - As 100 - Sc. 1913		c. 1900	
15-71	525	* 4-6-0	* R	* Sch., 1897: S/N 4609 - As 89 - Sc. 1928		BP	
15-111	525	* 4-6-2	* E-2	* Sch., 1910: S/N 47825 - 23X28-75-200 - 245,000 - 33,570 - C&NW 1525: 525 Sc. 1956		1952	
15-26	531	* 4-4-0	* A-3	* Sch., 1883: S/N 1793 - As 100 - Sc. 1912			
3-39	536	* 4-4-0	* A-3	* Sch., 1883: S/N 1798 - As 100 - Sc. 1913		1887	
15-88	577	* 0-6-0	* M-1	* Sch., 1910: S/N 47884 - 18X24-51-130 - 21,85 - 1308.5 - 130,500 - 23,330 - Sc. 1931		1930	
15-48	592	* 4-4-0	* A	* Sch., 1895: S/N 4370 - As 195 - Sc. 1931		1921	
15-77	595	* 4-6-0	* R-1	* Sch., 1901: S/N 6208 - As 345 - Sc. 1952		1930	
15-42	605	* 4-4-0	* C-2	* Sch., 1885: S/N 1959 - 18X22-63-150 - 17,56 - 1242.52 - 56,750 - 88,550 - 14,430 - Sc. 1917			
15-142	614	* 4-6-2	* ES	*	- 25X28-75-185-53.0 - 3150.5 - 691 - 164,500 - 263,500 - 36,690		1954
15-109	622	* 4-4-0	* C-3	* Sch., 1886 - 18X24-63-150-90,000-15,740-1931	Sc. 1910	c. 1910	
15-25	636	* 4-4-0	* C-3	* Sch., 1886: S/N 2080 - As 622 - Sc. 1919		1913	
15-103	656	* 4-4-0	* C-3	* Sch., 1887 - As 622 - Sc. 1929		1907	
15-46	656	* 4-4-0	* C-3	* Sch., 1887 - As 622 - Sc. 1929			
15-62	667	* 4-4-0	* C-3	* Sch., 1887: S/N 2266 - As 622 - Sc. 1920		1918	
15-103	673	* 4-4-0	* C-3	* Sch., 1887 - As 622 - Sc. 1929		c. 1907	
15-44	699	* 4-4-0	* C-5	* Sch., 1888: S/N 2563 - 18X24-63-150 - 95,300 - 15,740 - Sc. 1931		1919	

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15-38	705	* 4-6-0	* S-1	* Sch., 1888 - 19x24 - 59-160 - 114,600 - 19,970 - 1921	Sc.
15-85	735	* 0-6-0	* K-3	* Sch., 1890: S/N 2997 - 17x24 - 51-140 - 81,300 - 16,180 - Sc. 1923	Sc.
15-115	796	* 4-6-0	* S-5	* Sch., 1892 - 19x24 - 69-175 - 126,900 - 18,680 - 1929	1912
15-83	803	* 4-6-0	* S-4	* Sch., 1892: S/N 3714 - 19x24 - 63-175 - 125,900 - 20,460 - Sc. 1931	Exp. smoke box change to eliminate smoke
15-83	806	* 4-6-0	* S-4	* Sch., 1892: S/N 3717 - As 192 - Sc. 1931	
15-80	819	* 4-6-0	* S-6	* Sch., 1892: S/N 3882 - Cross comp. - 20x32x24-63-180-131,000 - Simplified to S-4 in 1903 - Sc. 1937	BP & 1895
8-85 15-81	820	* 4-6-0	* D-13	* Baldwin, 1892: S/N 12930 - Vaucelain comp. - 14x24x24-69-180-132,750-22,600 - Simplified 1901 - Sc. 1926	BP
15-81	821	* 4-6-0	* D-14	* Baldwin, 1892: S/N 12916 - Vaucelain comp. - 12x20x24-69-180-106,600 - 20,200 - Simplified 1899 - Sc. 1922	BP
15-115	836	* 4-6-0	* S-4	* Sch., 1892: S/N 3948 - As 192 - Sc. 1938	1912
15-79	836	* 4-6-0	* S-4	* Sch., 1892: S/N 3948 - As rebuilt to Richmond cross compound in 1896 - 19x30x24-63-175 - Simplified 1902 - Sc. 1938	c. 1897
15-93	846	* 0-6-0	* M	* Sch., 1900: S/N 5288 - As 92 - Sc. 1931	1930
15-77	867	* 4-6-0	* R	* Sch., 1900: S/N 5309 - As 89 - Sc. 1935	1930
15-106	875	* 4-6-0	* R	* Sch., 1900: S/N 5317 - As 89 - Sc. 1935	1930
15-69 & 70	880	* 4-6-0	* R	* Sch., 1900: S/N 5322 - As 89 - Sc. 1931	1929
15-111	908	* 4-4-0	* A	* Sch., 1895 - As 195 -	1900
15-27	917	* 4-4-0	* J-2	* Rhodels, 1880: S/N 817 - 16x24-63-135-68,000 - 11,190 - Milwaukee, Lake Shore & Western 17: C&NW 917 - Sc. 1905	(1893)
7-132 15-125	933	* 4-8-0	* G	* Sch., 1902: S/N 27601 - Gauge 3-0 - As 468 - (1903) (1925) FE & MV 212: C&NW 1302: 933 Sc. 1925	1906
15-40	958	* 4-4-0	* Z	* Baldwin, 1885 - 17x24-63-145-80,300 - 13,570 (1893) MLS & W 58: C&NW 958 Sc. 1915	
15-20	967	* 4-4-0	* X-3	* Rhodels, 1886: S/N 1660 - 17x24-63-145-96,000 - 13,570 (1893) MLS & W 67: C&NW 967 Sc. 1915	
15-24	970	* 0-4-0	* O	* Rhodels, 1886: S/N 1663 - 15x24-52-145-64,000 - 12,800 (1894) MLS & W 70: C&NW 970 Sc. 1910	
15-20	991	* 4-4-0	* X-4	* Rhodels, 1887: S/N 1816 - 17x24-63-145-89,000 - 13,570 (1893) MLS & W 91: C&NW 991 Sc. 1921	
15-38	998	* 4-4-0	* X-3	* Rhodels, 1888 - As 967 (1893) MLS & W 98: C&NW 998 Sc. 1921	1907
15-65	1003	* 2-6-0	* I-1	* Rhodels, 1890: S/N 2311 - 18x24-59-165-18,950 - 1218.3 - 116,650 - 136,650 - 18,480 (1893) Sc. MLS & W 103: C&NW 1003	1923
15-100	1010	* 0-6-0	* P	* Rhodels, 1891: S/N 2582 - 17x24-52-145-90,000 - 16,440 (1893) MLS & W 110: C&NW 1010 Sc. 1923	

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22-155
23-2
42-2

20x26-80-200-46.27-2173.6-

1015
15-30 1016
15-51 1024
15-57 1026
F-1 1039
15-25 1065
15-50 1095
15-54 1097
15-76 1154
15-86 1172
15-62 1185
15-39 1216
15-28 1269
15-55 1299
15-52 1300
15-53 1307
15-74 & 75 1385
15-62 1443
15-149 1455
15-151 1466
15-130 1500
15-113 1510
15-135 1513
15-144 1515
15-136 1527
15-132 1529
15-56 1531
15-141 1536
15-56 & 131 1538
15-132 1543

* 4-4-2 * D * Sch., 1900 - 92,500 - 159,500 - 22,100 BP

* 4-4-0 * G-2 * Rhodels, 1873-16x24-63-130-71,400-10,780
(1900)
W & S+P 16: C&NW 1016 Ret. 1900 As restored

* 4-4-2 * D * Sch., 1901: S/N 5843 - As 152 - Sc. 1940 1930

* 4-4-2 * D * Sch. - As 126 - Shown with piston & Young rotary valve

* 0-6-0 * K * Rhode Is., 1902 - 17x24-51-160-20.01-944.6-
95,000 - 18,500 - Sc. 1928 1918

* 4-4-0 * C-1 * Sch., 1899: S/N 5277 - 18x24-69-185-25.51-
(1901) Sc. 1926
1538.7-71,000-111,500-17,720 Sioux City & Pacific 6: C&NW 1065- 1913

* 4-4-2 * D * Sch., 1903: S/N 27574 - As 152 - Sc. 1944

* 4-4-2 * D * Sch., 1903 - As 152 - Sc. 1949 1930

* 4-6-0 * R-1 * Baldwin, 1903: S/N 23004 - As 345 - Sc. 1952 1931

* 0-6-0 * K * Rhodels, 1903: S/N 27597 - As 1039 - Sc. 1928 1918

* 4-6-0 * Q * Sch., 1898: S/N 4844 - 18x26-63-190-139,100-
(1901) (1903)
21,600 C&NW 113: FE&MV 25: C&NW 1185 Sc. 1928

* 4-6-0 * D-1a * Sch., 1885 - 18x24-59-150-89,000-16,800
(1898) (1903)
C&NW 616: FE&MV 226: C&NW 1216 Sc. 1915

* 4-4-0 * F-10 * Sch., 1887 - 17x24-59-145-17.5-1291.5-56,200-
(1903)
89,700-14,490 FE&MV 69: C&NW 1269 Sc. 1920 1912

* 4-4-2 * D * Sch., 1905: S/N 30296 - As 152 - Sc. 1949 1931

* 4-4-2 * D * Sch., 1905: S/N 30293 - As 152 - Sc. 1938 BP

* 4-4-2 * D * Sch., 1904: S/N 29716 - As 152 - Sc. 1949 1930

* 4-6-0 * R-1 * Sch., 1907: S/N 42187 - As 345 - Sold 1961 75 → 1961
74 → 1961

* 4-4-2 * D * Sch., 1907: S/N 42200 - As 152 - Sc. 1936 1918

* 2-8-0 * Z * Sch., 1909: S/N 46607 - 25x32-61-170-53.0-
2974.3-610-209,500-238,000-47,380- Sc. 1941 BP

* 2-8-0 * Z * Sch., 1909 - As 1455 1930

* 4-6-2 * E * Sch., 1909: S/N 46582 - 23x28-75-190-53.0-
3150.5-691-154,000-249,000-31,900 BP

* 4-6-2 * E * Sch., 1910 - 23x28-75-200-53.0-
3150.5-691-154,000-249,000-33,570 1930

* 4-6-2 * E * Sch., 1909 - As 1510 1921

* 4-6-2 * E * Sch., 1909 - As 1510 - Sc. 1939 1917

* 4-6-2 * E * Sch., 1910: S/N 47827 - As 1510 - Sc. 1944 1920

* 4-6-2 * E * Sch., 1910 - As 1510 1930

* 4-6-2 * E * Sch., 1910: S/N 47831 - As 1510 - Sc. 1951 1936

* 4-6-2 * E * Sch., 1910: S/N 47836 - As 1510 - Sc. 1951 1937

* 4-6-2 * E * Sch., 1910: S/N 47838 - As 1510 - Sc. 1951 56 → 1936

* 4-6-2 * E * Sch., 1910 - 25x28-75-185-250,500-36,690 1929

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15-137	1559	* 4-6-2	* E	* Sch.	- 25X28-75-185-251,500-36,690	1930
15-133	1560	* 4-6-2	* ES	* Sch.	- As 1559	1930
15-142	1564	* 4-6-2	* ES	* Sch.	- As 1559	c. 1930
15-133	1585	* 4-6-2	* E	* Sch.	- 25X28-75-185-261,000-36,690	1924
15-138	1617	* 4-6-2	* ES	* Sch., 1917.	- As 614-C&NW 1617: 617 Sc. 1956	(1952)
15-131	1618	* 4-6-2	* E	* Sch., 1917: S/N 57319	- As 1617 - Sc. 1955	1917
15-133	1620	* 4-6-2	* ES	* Sch., 1917: S/N 57321	- As 1617-C&NW 1620; 620	(1952) Sc. 1956
15-139	1620	* 4-6-2	* ES	* As above	- Has been shrouded	
15-135	1646	* 4-6-2	* E	* Sch., 1921	- 25X28-75-185-269,000-36,690	1921
15-134	1662	* 4-6-2	* E	* Brooks, 1923	- 25X28-75-185-273,500-36,690	1930
15-150	1710	* 2-8-0	* Z	* Baldwin,	- As 1455	1930
15-150	1910	* 2-8-0	* Z	* Sch., 1913	As 1455	1930
23-161	2159	* 0-6-0	* M-2	* Sch., 1916	- 21X28-51-180-32.7-19603-402-	
					174,500-37,040	BP
15-95	2167	* 0-6-0	* M-2	* Sch., 1916: S/N 56225	- As 2159 - Sc. 1952	
15-96	2175	* 0-6-0	* M-2	* Brooks, 1917: S/N 57358	- As 2159 - Sc. 1949	1930
15-143	2210	* 4-6-2	* E-1	* Sch., 1914: S/N 54857	- As 120 - Sc. 1954	1930
15-152	2362	* 2-8-2	* J	* Sch., 1916: S/N 55607	- 27X32-62-185-63.1-	
					4153.9-890-229,500-304,500-59,170 - Sc. 1947	1925
15-151	2465	* 2-8-2	* J	* Richmond, 1918: S/N 58399	- As 2362 - Sc. 1952	1940
15-154	2478	* 2-8-2	* JS	* Richmond, 1918: S/N 58412	- As 2362 - Sc. 1950	1938
15-155	2531	* 2-8-2	* J	* Richmond, 1921: S/N 62793	- 27X32-61-185-	
					314,000-60,140 - Sc. 1952	BP
15-153	2561	* 2-8-2	* JA	* Brooks, 1923 as Cl'd	- Rebuilt to Cl. JA, 1935 -	
					27X32-64-200-63.1-37946-1112.4-237,000-319,000-61,970 - Sc. 1953	1938
15-91	2611	* 0-6-0	* M-3	* Cooke, 1919: S/N 61359	- 21X28-51-180-33.2-	
					1880.1-163,500-37,040 - Sc. 1956	1931
15-98	2636	* 0-8-0	* M-4	* Richmond, 1927: S/N 67384	- 25X28-51-185-47.0-	
					2478.0-652.0-231,000-53,960 - Sc. 1953	
15-97	2641	* 0-8-0	* M-4	* Richmond, 1927: S/N 67389	- As 2636 - Sc. 1952	
15-98	2643	* 0-8-0	* M-4	* Richmond, 1927: S/N 67391	- As 2636 - Sc. 1953	
15-157	2802	* 2-8-4	* J-4	* Brooks, 1927: S/N 67373	- 28X30-63-240-100.3-	
					4777.0-2243.0-253,500-397,000-68,270-80,570 - Sc. 1950	1931
15-158	2807	* 2-8-4	* J-4	* Brooks, 1927: S/N 67378	- 28X30-64-240-100.3-	
					4777.0-2243.0-253,500-397,000-67,200-79,500 - Sc. 1953	1949
15-158	2809	* 2-8-4	* J-4	* Brooks, 1927: S/N 67380	- As 2802 - Sc. 1952	1930
15-156 & 157	2810	* 2-8-4	* J-4	* Brooks, 1927: S/N 67381	- As 2807 - Sc. 1953	
15-146	2907	* 4-6-2	* E-2A	* Sch., 1923	- As rebuilt by C&NW - 26X28-79-225-	
					63.1-3249.2-882.0-178,500-295,000-45,820 - Sc. 1955	1935

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F-2 15-148	2908 *4-6-2 *E-2a *A-S, 1923 - As 2907	Sc. 1956	
15-146	2911 *4-6-2 *E-2b *A-S, 1923 - As 2907	Sc. 1956	1938
15-170	3002 *4-8-4 *H *BLW, 1929(60987) - 27x32-76-250-100-4747.3-2357.0-288,000-498,000-65,200-76,500	Sc. 1950	1930
8-144 23-233	3006 *4-8-4 *H *BLW, 1929(61016) - As 3002	Sc. 1952	BP
15-171	3007 *4-8-4 *H-1 * " " (61017) - As rebuilt by C&NW 27x32-76-275-100-4422.0-1870.0-71,800-84,200	Sc. 1955	
15-168	3008 *4-8-4 *H *BLW, 1929(61060) - As 3002	Sc. 1953	1929
15-169	3010 *4-8-4 *H-1 * " " (61062) - As rebuilt by C&NW - As 3007	Sc. 1953	1948
15-168	3016 *4-8-4 *H-1 * " " (61068) - " " " " - " " "		Sc. 1954
15-167	3025 *4-8-4 *H * " " (61096) - As 3004	Sc. 1952	1935
15-165	3031 *4-8-4 *H-1 * " " (61123) - As rebuilt by C&NW - As 3007		Sc. 1938
15-163	4002 *4-6-4 *E-4 *A-S, 1938(68983) - 25x29-84-300-90.7-3958.0-1884.0-216,000-412,000-55,020	Sc. 1953	1939
63-70	4008 *4-6-4 *E-4 *A-S, 1938(68989) - As 4002	Sc. 1956	

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63-136	547	* 4-6-2	* E	*					1947
F-1	1086	* 4-4-2	* D	*			As 152		
63-42	1512	* 4-6-2	* E	*	A-5, 1909		As 1510		
121-10F	124	* 0-4-0	* E	*	A-5, 1933		As 4002		
129-112	1479	* 2-8-0	* Z	*	25 X 32-61-185-53.0-2946.3-610-209,500-238,000-				51560
133-66	3004	* 4-8-4	* H	*	BLW, 1929(61014)-27 X 32-76-275-100-4747.3-2357-288,000-				
					498,000-71,800-84,200		Sc. 1953		c. 1945
133-67	3009	* 4-8-4	* H-1	*	BLW, 1929(61061)-As rebuilt - As 3007		Sc. 1955		1951
133-68	3011	* 4-8-4	* H-1	*	BLW, 1929(61063)-As rebuilt - As 3007		Sc. 1954		1948
133-69	3030	* 4-8-4	* H	*	BLW, 1929(61101)-As 3004-		Sc. 1952		
139-68	2384	* 2-8-2	* J	*					1941
139-69	2390	* 2-8-2	* J	*					
149-203	10	* 2-4-0 T	*	*					

NOTE: It is possible C&NW started numbering

locomotives in 1865. Photos show number and name on several about this time.

CHICAGO & NORTH WESTERN

FIRST PHOTO OF EACH CLASS LISTED (APPROX.)

CLASS	TYPE	No.	T.E.		CLASS	TYPE	No.	T.E.
A	4-4-0	195	18,660		E-2	4-6-2	525	33,570
A-1	4-4-0	27	11,960		E-2A	4-6-2	2907	45,820
A-2	4-4-0	502	13,100		E-4	4-6-4	4002	55,020
A-3	4-4-0	100	13,100		E-10	4-4-0	1269	14,490
A-4	4-4-0	274	14,370		ES	4-6-2	614	36,690
A-5	4-4-0	109	15,380		F-1	4-4-0	455	13,100
B	4-4-0	203	21,290		G	4-8-0	468	18,820
B-1	4-4-0	343	13,100		G-2	4-4-0	1016	10,780
B-2	4-4-0	4	12,820		H	4-8-4	3002	77,630
B-3	4-4-0	259	11,960		H-1	4-8-4	3007	77,630
C	4-4-0	215	18,950	As built	H-1	4-4-0	76	10,220
C-1	4-4-0	1065	17,720		H-3	4-4-0	75	9,020
C-2	4-4-0	605	14,430		I-1	2-6-0	1003	18,480
C-3	4-4-0	622	15,740		J	2-8-2	2362	59,170
C-4	4-4-0	95	14,430		J-1	0-10-2	491	71,310
C-5	4-4-0	Orig. 699 Rebuilt	15,740		J-2	4-4-0	917	11,190
C-6	4-4-0	Orig. 99 Rebuilt	17,240		J-4	2-8-4	2802	63" dia. 76,160
C-6	4-4-0	309	17,240		J-4	2-8-4	2807	64" dia. 74,970
D	4-4-2	152	21,830	Stephenson Valve Gear	K	0-6-0	11039	18,500
D	4-4-2	126 1015-1024	21,830	Wal. valve gear	K-1	0-4-0	121	12,200
D	4-4-2	1015	22,100		K-3	0-6-0	735	16,180
D-1a	4-6-0	1216	16,800		K-4	0-6-0	8	17,340
D-4	4-4-0	274	10,780		L	4-6-2	Orig. 494	22,450
D-7	0-4-0	430	12,190		L	4-6-2	rebuild 494	23,850
D-10	4-4-0	278	4,980		M	0-6-0	Orig. 920	22,030
D-11	2-6-0	278	7,690		M-1	0-6-0	Misc. Nos 157	23,330
D-11	2-6-0	279	4,530		M-1	0-6-0	Steph. & Baker gears 577	23,350
D-12	4-6-0	150	17,920		M-2	0-6-0	21592	37,040
E	4-6-2	1500	190# 31,900		M-3	0-6-0	2611	22,030
E	4-6-2	1510	200# 33,870					
E	4-6-2	1543	185# 36,690					
E-1	4-6-2	Sch. 120	27,900					
E-1	4-4-0	Grant 481	12,630					

NOTE: It is possible CB&N started numbering locomotives in 1865. Photos show number and name on several about this time.

CHICAGO & NORTH WESTERN

FIRST PHOTO OF EACH CLASS LISTED (APPROX)

CLASS	TYPE	No.	T.E.	CLASS	TYPE	No.	T.E.
M-4	0-8-0	2636	53,960	E-2	4-4-0	320	19,200
O	0-4-0	970	12,800	D-13	4-6-0	820	19,200
P	0-6-0	1010	16,440	A-2	4-4-0	205	13,100
Q	4-6-0	1185	21,600	A-3	4-4-0	100	13,100
R	4-6-0	89	26,660	A-4	4-4-0	214	14,370
R-1	4-6-0	175	30,940	A-5	4-4-0	108	12,380
R-1	4-6-0	345	30,940	A-6	4-4-0	205	13,100
S-1	4-6-0	705	19,970	A-7	4-4-0	205	13,100
S-4	4-6-0	192	20,460	B-1	4-4-0	205	13,100
S-5	4-6-0	796	18,680	B-2	4-4-0	205	13,100
S-7	4-6-0	400	18,680	B-3	4-4-0	205	13,100
X-3	4-4-0	967	13,570	C-1	4-4-0	1065	17,250
X-4	4-4-0	991	13,570	C-2	4-4-0	202	14,240
Z	4-4-0	958	13,570	C-3	4-4-0	252	12,740
Z	2-8-0	1455	47,380	C-4	4-4-0	205	14,240
P-1	4-4-0	20	K?	C-5	4-4-0	205	14,240
P-4	4-4-0	23	K?	C-6	4-4-0	205	14,240
U-1	4-4-0	34	N?	D	4-4-0	125	13,570
L-2	4-4-0	82	K?	D	4-4-0	150	14,240
L-3	4-4-0	96	?	D	4-4-0	1015	16,100
D-9	0-4-0T	100	?	D-10	4-4-0	1510	16,800
N-1	4-4-0	150	?	D-11	4-4-0	214	14,370
W-1	4-4-0	160	?	D-12	4-4-0	205	13,100
G-3	0-4-0	177	M?	E	4-4-0	205	13,100
D-5	4-4-0	206	?	E	4-4-0	205	13,100
O-5	0-4-0	252	M?	E	4-4-0	205	13,100
J-1	4-4-0	254	M?	E-1	4-4-0	205	13,100
D-6	4-4-0	267	?				

Gauge 2-0

CHICAGO & NORTH WESTERN
CLASS DIAGRAMS

CLASS	PAGE	REMARKS	TYPE	CLASS	PAGE	REMARKS
A	47		4-4-0	R-1	73	New boilers 4-6-0
A-3	34		4-4-0	Z	149	1455-1494 2-8-0
A-5	66		4-4-0			
B	64		4-4-0			
C	63	Rebuilt	4-4-0			
C-1	25	4-4-0	4-4-0			
C-2	29		4-4-0			
C-6	60	Rebuilt	4-4-0			
D-11	52	Narrow gauge	4-4-2			
D-11	123	Narrow gauge	2-6-0			
D-12	22	4-4-0	4-6-0			
E	130	1500-1539	4-6-2			
E	131	1610-1627	4-6-2			
E-1	140	2221-2226	4-6-2			
E-2	147	2902-2903-2907-2908	4-6-2			
E-4	159	4001-4009	4-6-4			
E-10	28	4-4-0	4-4-0			
G	124	Narrow gauge	4-8-0			
H	164	3003 & 3012	4-8-4			
H-1	165	3004 - 3011 3013 - 3035	4-8-4			
I-1	65		2-6-0			
J	152	2304-2372	2-8-2			
JA	153	2561	2-8-2			
J-1	99	491	0-10-2			
J-4	156	2806-2807-2810-2811	2-8-4			
K	86		0-6-0			
L	67		4-6-2			
M	92		0-6-0			
M-1	87	2015-2104	0-6-0			
M-1	90	Misc. numbers	0-6-0			
M-1	88	Stephenson valve gear - Baker Valve ^{gear}	0-6-0			
M-2	95	2111-2184	0-6-0			
M-3	94	2601-2635	0-6-0			
M-4	97	2636-2643	0-8-0			
R	71	Original boilers	4-6-0			
R	82	New boilers	4-6-0			

CHICAGO, PEORIA & ST. LOUIS

- 143-83 4 *0-6-0* Rhode Is., 1891(2526) as 2-6-0* Rebuilt to 0-6-0 by CP&STL
18X24-44-130-98,500-19,830
Jacksonville SE 10: CP&STL 4-6 Sequence unknown Sc. 1925 c. 1922 BF
- 143-69 8 *0-6-0* A-RL&M, 1905(38698) - 20X26-56-200-133,000-31,820
- 143-61 23 *4-4-0* Cooke, 1893(2260) - 17X24-56-135-98,000-14,260
StLC&STP 16: CP&STL 116: 23 Sc. 1925 c. 1915
- 143-46 25 *4-4-0* Cooke, 1893(2262) - As 23 - StLC&P 18: CP&STL 118: 25 1911
Sc. 1925 (1900) (1910) 60 → 1911
- 143-60&81 27 *4-4-0* BLW, 1889() - 17X24-56-135-86,500-14,260 Sc. 1925
- 143-79 30 *4-4-0* Cooke, 1888(1864) - 17X24-56-135-90,500-14,260
Denver, Texas & Ft. Worth, 12: CP&STL 30: 130 Sc. 1926 1913
- 143-68&71 32 *4-4-0* Cooke, 1888 - As 30 Sc. c. 1922 68 → 1910
- 143-79 40 *2-6-0* Rogers, 1891(4466) - 18X24-56-145-110,000-17,060
Jacksonville Southeastern 30: CP&STL 40 Sc. 1925 c. 1910
- 143-79 43 *2-6-0* Rogers, 1891(4477) - As 40 - JSE 33: CP&STL 40 Sc. 1925 c. 1915
- 143-74 46 *2-6-0* Rogers, 1893(4841) - As 40 - JSE 53: CP&STL 46 1925 1915
- 143-69 51 *0-6-0* Rhode Island, 1893(2839) - As rebuilt - 18X24-44-130-98,500
19,830 Jacksonville Southeastern 51: CP&STL 51: 4-6 Sc. 1925
- 143-75 53 *4-6-0* Rogers, 1891(4576) - 18X24-56-160-102,000-18,880
JSE 50: CP&STL 53 Sc. 1925 1918
- 143-68 56 *4-6-0* Rogers, 1902(5816) - 19X26-62-180-140,000-23,160 Sc. c. 1922 BF
- 143-74 57 *4-6-0* Rogers, 1903(6024) - As 56 Sc. 1925
- 143-84 58 *4-6-0* Rogers, 1903(6025) - As 56 Sc. c. 1922
- 143-75 59 *4-6-0* Rogers, 1903(6026) - As 56 Sc. c. 1922
- 143-75 62 *2-8-0* A-RL&M, 1906(41619) - 20X26-54-190-165,000-31,100 Sc. c. 1922
- 143-73 65 *2-8-0* A-RI, 1907(44516) - As 62 Sc. 1925 BF
- 143-76 69 *2-8-0* A-S, 1913(53789) - 20X26-54-190-170,000-31,100 Sc. 1925 BF

CHICAGO, ROCK ISLAND & PACIFIC

Year	Car No.	Description	Notes	Ret. Year	Other
145-25	3	*0-4-0 T * S-12 * CR I & P, 1884-15X24-52-150-67,300-13,240-	-12-707-	1933	1932
C	46	*4-4-0 *			1881
145-41	78	*0-6-0 * S-18 * Brooks, 1891-18X24-52-	-17-1142- 145-93,600-18,430-	1933	1934
145-58	89	*0-6-0 * S-23 * CR I & P, -19X24-52-160-	-23-1322- 122,000-22,660-	1933	1933
3-78	97	*4-4-0 *			1887
66- Frontis.	109	"AMERICA" *4-4-0 * Grant, 1867(500)-			
145-32	112	*0-6-0 * S-29 * A-B, 1903-19X26-52-190-29-1929-	140,000-29,150	1933	1934
145-42	120	*0-6-0 * S-29 * A-B, 1903- As 112		1936	1934
145-54	130	*0-6-0 * S-29 * A-B, 1903- As 112		1939	1937
145-72	148	*0-6-0 * S-29 * A-R, 1905-19X26-52-190-29-	1899-140,000-29,150	1934	1943
145-22	179	*0-6-0 * S-25 * BLW, 1901-20X24-52-160-24-1614-	121,400-25,110	1934	1923
3-78	222	*4-4-0 *			
145-56	230	*0-6-0 * S-33 * A-R, 1913-20X28-52-180-32-2440-	160,000-32,950	1950	1937
145-29	249	*0-6-0 * S-33 * A-R, 1913- As 230		1950	1933
145-40	252	*0-6-0 * S-33 * A-R, 1913- As 230		1951	1934
145-78	256	*0-6-0 * S-33 * A-R, 1913- As 230		1952	1944
145-72	257	*0-6-0 * S-33 * A-R, 1913- As 230		1950	1943
145-102	282	*0-6-0 * S-39 * A-P, 1919-21X28-52-190-33-	1886-442-165,000-38,350	1953	
145-30 & 88	284	*0-6-0 * S-39 * A-P, 1919- As 282		1954	1933 & 1941
145-30 & 69	300	*0-8-0 * S-53 * A-B, 1925-25X28-52-190-47-	2678-652-226,000-52,920	1954	1951
145-110	305	*0-8-0 * S-53 * A-B, 1925- As 300		1954	1951
3-190	332	*4-4-0 *			1885
145-33	409	*2-8-0 * S-39 * A-B, 1903-22X30-63-200-50-	3269-182,300-206,000	1941	1934
145-30	418	*2-8-0 * S-39 * A-B, - As 409		1940	1933
145-64	436	*2-8-0 * S-39 * A-B, - As 409		1941	1940
145-31	444	*2-8-0 * S-39 * A-B, - As 409		1938	1933
145-56	462	*2-8-0 * S-39 * A-B, - As 409		1939	1937
145-31	483	*2-8-0 * S-39 * A-B, - As 409		1940	1933
145-42	536	*4-4-0 * E-15 * BLW, -18X24-69-160-19-	1561-114,500-15,330	1936	1935
145-41	609	*4-4-0 * E-15 * CR I & P, -18X24-69-160-18-	1482-107,300-15,330	1936	1934
145-33	621	*4-4-0 * E-16 * CR I & P, -18X24-65-160-18-	1482-106,500-16,330	1938	1934
145-48	666	*4-4-0 * E-22 * CR I & P, -19½X26-69-180-24-	1952-122,400-21,920	1934	1935
145-48	720	*2-6-0 * G-17 * Brooks, -18X24-59-150-17-	1367-102,000-16,990	1935	1935
145-41	750	*2-6-0 * G-24 * BLW, 1901-19X26-63-190-28-	1793-140,000-24,060	1935	1934
		St. Paul & Kansas City Short Line 205: CR I & P 750			
145-23	801	*4-6-2 * P-28 * A-B, 1903-21X26-69-200-43-	3064-193,000-28,250	1935	1927
145-31	842	*4-6-2 * P-32 * A-S, 1905-23X26-69-190-44.8-	2820.85-596-	1945	1933
		146,500-216,000-32,190			

CHICAGO, ROCK ISLAND & PACIFIC

145-82	844 *4-6-2*P-32*A-S, 1905 - As 842	Ret. 1946	1946
145-32	854 *4-6-2*P-32*A-S, 1905 - As 842	Ret. 1936 Ret. 1950	1933 1934
145-42	868 *4-6-2*P-31*A-S, 1909- 23X28-74-185-45-2983-	-	- 227,000-31,482
145-109	883 *4-6-2*P-31*A-S, 1909 - As 868	Ret. 1952	195
145-52	886 *4-6-2*P-31*A-S, 1909 - As 868	Ret. 1952	1930
145-48	887 *4-6-2*P-31*A-S, 1909 - As 868	Donated Ret. 1952	1935
145-43, 58, 90 & 109	900 *4-6-2*P-33*A-S, 1910 - 23½X28-74-185-45-3033-	-	- 240,000-32,850
145-102	902 *4-6-2*P-33*A-S, 1910 - As 900	Ret. 1951	1949 53→1944
145-83, 92 & 103	903 *4-6-2*P-33*A-S, 1910 - As 900	Ret. 1952	92→1948 103→195
145-57	907 *4-6-2*P-33*A-S, 1910 - As 900	Ret. 1943	1937
145-97	908 *4-6-2*P-33*A-S, 1910 - As 900	Ret. 1950	1948 53→1956
145-53 & 62	914 *4-6-2*P-33*A-S, 1910 - As 900	Ret. 1950 Ret. 1951	62→1948 BP
23-123	917 *4-6-2*P-33*A-S, 1910 - 25½X28-73-160-45-	-	- 240,000-33,920
145-32	918 *4-6-2*P-33-B*A-S, 1910 - 23½X28-74-185-45-3033-	-	- 252,400-
	32,850 - 42,550	Ret. 1950	1933
145-54	921 *4-6-2*P-33*A-S, 1910 - As 900	Ret. 1943	1937
145-56	925 *4-6-2*P-33*A-S, 1910 - As 900	Ret. 1952	1937
145-64	926 *4-6-2*P-33*A-S, 1910 - As 900	Ret. 1953	1940
145-68	929 *4-6-2*P-33*A-S, 1910 - As 900	Ret. 1952	1940
145-65	933 *4-6-2*P-33*A-S, 1910 - As 900	Ret. 1951	1940
145-43	935 *4-6-2*P-33*A-S, 1910 - As 900	Ret. 1952	1934
145-103	939 *4-6-2*P-33*A-S, 1910 - As 900	Ret. 1951	1950
145-78	940 *4-6-2*P-33*A-S, 1910 - As 900	Ret. 1943	1943
145-65	942 *4-6-2*P-33*A-S, 1910 - As 900	Ret. 1943	1940
145-49, 53 & 73	954 *4-6-2*P-40*A-B, 1913 - 25½X28-74-190-63-3513-	-	-
	- 281,500 - 39,730	Ret. 1952	53→1934 53→1936 73→194
145-90 & 115	957 *4-6-2*P-40*A-B, 1913 - As 954	Ret. 1950	90→194
145-43	958 *4-6-2*P-40*A-B, 1913 - As 954	Ret. 1946	1934
145-62	959 *4-6-2*P-40*A-B, 1913 - As 954	Ret. 1946	1940
46-95	961 *4-6-2*P-40*A-B, 1913 - As 954	Ret. 1943	BP
145-49 & 58	962 *4-6-2*P-40*A-B, 1913 - As 954	Ret. 1945	49→193 58→193
145-82	964 *4-6-2*P-40*A-B, 1913 - As 954	Ret. 1949	1945
145-50 & 91	971 *4-6-2*P-40*A-B, 1913 - As 954	Ret. 1950	50→1935 91→194
145-98	973 *4-6-2*P-40*A-B, 1913 - As 954	Ret. 1950	1949
23-157	999 *4-8-2*M-50*A-S, 1913 - 28X28-69-185-63-4117-	-	-
132-28	-	-	-
	- 333,000 - 50,030 CR&P 999: 4001	Ret. 1940	BP
145-33	999 *4-6-2*P-46*A-B, 1924 - (3) 22½X28-74-190-66,8-3527-882-	-	-
	187,000 - 301,000 - 46,400	Ret. 1939	1934
8-94	1001 *2-6-6T* *BLW, 1893	-	BP

CHICAGO, ROCK ISLAND & PACIFIC

145-23	1003 * 4-4-2 * A-22 * Brooks, 1900 - 19 1/2 x 26 - 74-190 - 46-2462 - 158,600 - 21,580	Ret. 1934	1925
129-65	1016 * 4-4-2 * A-24 * A-S, 1905 - 21 x 26 - 74-185 - 45-2826 - 186,300 - 24,370	Ret. 1936	
145-25 & 43	1017 * 4-4-2 * A-24 * A-S, 1905 - As 1016	Ret. 1937	25 -> 1932 43 -> 1934
127-65	1020 * 4-4-2 * A-24 * A-S, 1905 - 21 x 26 - 74-185 - 45-2436 - 190,300 - 24,370	Ret. 1936	1905
145-50	1041 * 4-4-2 * A-29 * A-S, 1909 - 4 cyl. balanced simple - (4) 17 1/2 x 26 - 74-160 - 43 - 2571 - 202,000 - 29,300	Ret. 1937	1935
145-45	1044 * 4-4-2 * A-24 * BLW, 1905 - As rebuilt, 1919-20 - 21 x 26 - 74-185 - 50.2 - 2516 - 522 - 202,400 - 24,370	Ret. 1936	1934
145-57	1045 * 4-4-2 * A-24 * BLW, - 21 x 26 - 74-185 - 50.2 - 2826 - 199,300 - 24,370	Ret. 1939	1937
23-89	1048 * 4-4-2 * * BLW, 1905 - Balanced comp. - 15 & 25 x 26 - 73-220 - 50.2 - 3015 - 199,400 - 24,370	Ret. 1936	BF
145-44	1292 * 4-6-0 * T-27 * BLW, 1902 - 20 x 26 - 63-190 - 35-2183 - 158,000 - 26,660	Ret. 1934	1934
40-8	1201 * 4-6-0 * * BLW - Vauclain comp.		BF
145-25	1309 * 4-6-0 * T-27 * A-B, 1902 - 21 x 26 - 69-190 - 35-2183 - 174,000 - 26,930	Ret. 1935	1932
145-50	1325 * 4-6-0 * T-26 * A-B, 1902 - 21 x 26 - 74-200 - 33-2475 - 182,000 - 26,340	Ret. 1935	1932
145-63	1409 * 4-6-0 * T-28 * A-B, 1901 - 20 x 28 - 65-190 - 33-2704 - 174,000 - 27,930		1940
145-44	1462 * 4-6-0 * T-28 * A-B, - As 1409	Ret. 1935	1934
145-70	1485 * 4-6-0 * T-28 * BLW, 1900 - 20 x 28 - 65-190 - 33-2704 - 179,000 - 27,930	Ret. 1942	1942
145-71	1504 * 4-6-0 * T-28 * A-B, - As 1485	Ret. 1944	1942
145-44	1517 * 4-6-0 * T-28 * A-B, - As 1485	Ret. 1946	1934
145-64	1522 * 4-6-0 * T-31 * A-S, 1905 - 22 x 26 - 63-185 - 2536 - 185,800 - 31,410	Ret. 1941	1940
145-60	1555 * 4-6-0 * T-31 * BLW, 1905 - 22 x 26 - 63-185 - 45-2408 - 173,700 - 31,410	Ret. 1941	1939
145-68	1563 * 4-6-0 * T-31 * BLW, 1905 - As 1555	Ret. 1943	1941
145-109	1569 * 4-6-0 * T-31 * BLW, 1905 - 22 x 26 - 63-185 - 45-2078 - 173,700 - 31,410	Ret. 1951	1951
145-45	1675 * 2-8-0 * C-43 * A-B, 1904 - 23 1/2 x 30 - 63-195-50-2579 - 213,500 - 43,590	Ret. 1952	1934
145-45	1691 * 2-8-0 * C-39 * A-B, - 22 x 30 - 63-200-50-3268 - 206,000 - 39,180	Ret. 1937	1934
145-63	1721 * 2-8-0 * C-43 * BLW, 1906 - 24 x 30 - 63-185 - 50-2438 - 499.2 - 182,300		
	204,600 - 43,130	Ret. 1951	1940
145-73	1722 * 2-8-0 * C-43 * BLW, 1906 - As 1721	Ret. 1952	
145-110	1743 * 2-8-0 * C-43 * BLW, 1906 - As 1721	Ret. 1952	1951
46-63	1799 * 2-8-0 * * BLW, 1907 - 25 1/2 x 32 - 63-185 - 49,130		
145-61	1806 * 2-8-0 * C-26 * BLW, 1895 - 20 x 24 - 50-160-24-1804 - 120,000 - 26,110 Choctaw, Oklahoma & Gulf ? : CR&P 1806	Ret. 1942	1939
145-47	1832 * 2-8-0 * C-28 * BLW, - 21 x 26 - 56-160-24-2039 - 140,000 - 27,850	Ret. 1936	1935
145-36	1847 * 2-8-0 * C-31 * BLW, 1899 - 21 x 26 - 50-160-24-2068 - 136,000 - 31,190		
	Choctaw, Oklahoma & Gulf 21: 257: CR&P 1847	Ret. 1936	1934
145-51	1852 * 2-8-0 * C-31 * BLW, 1902 - 21 x 26 - 56-180-47-2155 - 146,000 - 31,320	Ret. 1938	1936
145-51	1855 * 2-8-0 * C-31 * BLW, 1902 - As 1852	Ret. 1944	1936
145-47	1856 * 2-8-0 * C-31 * BLW, 1902 - As 1852	Ret. 1938	1935

CHICAGO, ROCK ISLAND & PACIFIC

145-83	1863 * 2-8-0 * C-31 * BLW, 1902 - As 1852	Ret. 1947	1946
145-26 F-2	1868 * 2-8-0 * C-31 * BLW, 1902 - As 1852	Ret. 1938	1939
3-180 145-28	1889 * 2-8-0 * S-32 * BLW, 1902 - Vauclair comp.	Ret. 1937	1904
145-36	1889 * 2-8-0 * S-32 * BLW, 1902 - 21x26-56-185-47-2443-167,800-32,208	Ret. 1937	1933
	1915 * 2-8-0 * C-43 * A-B, 1907 - 24x30-63-185-50-2453-204,500-43,130 (1946)		1934
	CRI & P 1915: Missouri & Arkansas ?		
145-37	1918 * 2-8-0 * C-43 * A-B, 1907 - As 1915	Ret. 1938	1934
145-83	1943 * 2-8-0 * C-43 * A-B, 1909 - 23 1/2 x 30-63-195-50.2-2337-484-196,400- 219,000-43,590-	Ret. 1950	1946
145-37	1961 * 2-8-0 * C-41 * A-B, 1909 - 23 1/2 x 30-63-185-50.2-2337-484- 213,000-41,350	Ret. 1952	1934
145-110 & 111	1961 * 2-8-0 * C-43 * A-B, 1909 - As 1943	Ret. 1952	1951
145-52	1971 * 2-8-0 * C-41 * A-B, 1909 - As 1961	Ret. 1949	1934
145-88	1971 * 2-8-0 * C-43 * A-B, 1909 - As 1943	Ret. 1949	1947
145-87	1997 * 2-8-0 * C-43 * A-B, 1910 - As 1961	Ret. 1951	1947
145-28	2002 * 2-8-0 * C-39 *	Sold 1942	1933
145-37	2003 * 2-8-0 * C-39 *	Ret. 1952	1934
145-98	2008 * 2-8-0 * C-43 * A-B, 1910 - As 1943	Ret. 1951	1949
145-111	2042 * 2-8-0 * C-43 * A-B, 1910 - As 1943	Ret. 1951	1951
145-63 & 98	2059 * 2-8-0 * C-43 * A-B, 1910 - As 1943	Ret. 1952	63 -> 1940 98 -> 1949
145-104	2062 * 2-8-0 * C-43 * A-B, 1910 - As 1943	Ret. 1952	1950
145-93	2061 * 2-8-0 * C-43 * A-B, 1910 - As 1943	Ret. 1950	1948
145-92	2015 * 2-8-0 * C-43 * A-B, 1910 - As 1943	Ret. 1949	1947
145-47	2106 * 2-8-0 * C-43 * A-S, 1907 - 22 1/2 x 30-57-190-50-2541-510-187,000- 210,700-43,030	Ret. 1951	1935
145-61	2110 * 2-8-0 * C-43 * A-S, 1907 - As 2106	Ret. 1953	1939
145-87	2125 * 2-8-0 * C-43 * A-S, 1907 - 22x30-57-200-50-2894-206,000-43,300	Ret. 1953	1947
145-111	2300 * 2-8-2 * K-55 * BLW, 1919 - 26x30-63-200-66.7-3697-882-216,950- 284,300-54,720	Ret. 1952	1951
145-104	2302 * 2-8-2 * K-55 * BLW, 1919 - As 2300	Ret. 1950	1950
145-106 & 113	2304 * 2-8-2 * K-55 * BLW, 1919 - As 2300	Ret. 1953	106 -> 1950 113 -> 1952
145-97 & 106	2306 * 2-8-2 * K-55 * BLW, 1919 - As 2300	Ret. 1950	97 -> 1948 106 -> 1950
145-84	2316 * 2-8-2 * K-55 * A-S, 1919 - As 2300	Ret. 1951	1946
145-38	2318 * 2-8-2 * K-55 * A-S, 1919 - As 2300 Eng. wt. 290,000	Ret. 1951	1934
145-56	2507 * 2-8-2 * K-60 * BLW, 1912 - 28x30-63-190-63-4265-861- 243,200-318,850-60,290	Ret. 1940	1937
145-38	2510 * 2-8-2 * K-60 * BLW, 1912 - As 2507	Ret. 1940	1934
46-93	2536 * 2-8-2 * R-57 * BLW, 1912 - As 2507	Ret. 1947	BP
23-147	2544 * 2-8-2 * R-57 * A-S, 1912 - 28x30-63-190-63-4265-861- 238,000-320,000-60,290	Ret. 1946	BP
23-52	2556 * 2-8-2 * K-60 * BLW, 1913 - 28x30-63-190-63-4265-861- 238,250-319,300-60,290	Ret. 1939	1936

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145- 138 & 55	2570 * 2-8-2 * K-60 * BLW, 1913 - As 2556	Ret. 1938	38 → 1934 55 → 1937
94-29	2571 * 2-8-2 * K-60 * BLW, 1913 - As 2556	Sold to Soo Line, 1941	
145-93	2581 * 2-8-2 * K-64 * A-S, 1918 - 28 X 30 - 63 - 200 - 63 - 3594 - 819 - 245,555 - 332,230 - 63,470	Ret. 1950	1948
145-51	2605 * 2-8-2 * K-60 * A-B, 1922 - 28 X 30 - 63 - 190 - 63 - 3600 - - 332,000 - 60,290	Ret. 1951	1935
145-24	2612 * 2-8-2 * K-60 * A-B, 1922 - As 2605	Ret. 1951	1932
145-57	2631 * 2-8-2 * K-60 * A-B, 1923 - 28 X 30 - 63 - 190 - 63 - 3443 - - 331,000 - 60,290	Ret. 1950	1937
145-71	2649 * 2-8-2 * K-64 * A-B, 1923 - 28 X 30 - 63 - 200 - 63 - 3443 - - 333,000 - 63,470	Oil Ret. 1951	1942
145-76	2656 * 2-8-2 * K-64 * A-B, 1923 - 28 X 30 - 63 - 200 - 63 - 3443 - - 333,200 - 63,470	Coal Ret. 1952	1944
145-39	2658 * 2-8-2 * K-60-B * A-B, 1923 - 28 X 30 - 63 - 190 - 63 - 3443 - - 343,000 - 60,290 - 69,890	Oil Ret. 1952	1934
145-29	2661 * 2-8-2 * K-60-B * A-B, 1923 - As 2658	Oil Ret. 1952	1933
145-113	2662 * 2-8-2 * K-64 * A-B, 1923 - As 2649	Oil Ret. 1952	1952
145-104	2665 * 2-8-2 * K-64 * A-B, 1923 - As 2649	Oil Ret. 1952	1950
145-78 & 89	2668 * 2-8-2 * K-64 * A-B, 1923 - As 2649	Oil Ret. 1952	78 → 1944 89 → 1947
145-84	2669 * 2-8-2 * K-64 * A-B, 1923 - As 2649	Oil Ret. 1953	1946
145-108	2671 * 2-8-2 * K-64 * A-B, 1923 - As 2649	Oil Ret. 1952	1950
145-99	2673 * 2-8-2 * K-64 * A-B, 1923 - As 2656	Coal Ret. 1952	1949
145-39	2680 * 2-8-2 * K-64-B * A-B, 1926 - 28 X 30 - 63 - 200 - 63 - 3506 - - 351,000 - 63,470 - 74,450	Coal Ret. 1953	1934
145-113	2688 * 2-8-2 * K-68-B * A-B, 1926 - 28 X 30 - 63 - 210 - 63 - 3506 - - 354,500 - 66,640 - 77,620	Oil Ret. 1952	1952
145-69	2693 * 2-8-2 * K-67-B * A-S, 1927 - 28 X 30 - 63 - 210 - 63 - 3485 - - 355,000 - 66,640 - 77,620	Oil Ret. 1952	1941
145-102	2694 * 2-8-2 * K-68-B * A-S, 1927 - 28 X 30 - 63 - 215 - 63 - 3485 - - 349,900 - 68,280 - 79,520	Oil Ret. 1952	1950
145-93	2695 * 2-8-2 * K-67-B * A-S, 1927 - As 2693	Coal Ret. 1953	1948
145-39	2698 * 2-8-2 * K-67-B * A-S, 1927 - As 2693	Oil Ret. 1953	1934
145-106	2698 * 2-8-2 * K-68-B * A-S, 1927 - As 2694	Oil Ret. 1953	1950
145-55	2700 * 2-8-2 * K-67-B * A-S, 1927 - As 2693	Oil Ret. 1952	1937
145-29	2701 * 2-8-2 * K-67-B * A-S, 1927 - As 2693	Oil Ret. 1952	1933
145-105	2706 * 2-8-2 * K-67-B * A-S, 1927 - As 2693	Oil Ret. 1952	1950
145-99	2711 * 2-8-2 * K-68-B * A-S, 1927 - As 2698	Oil Ret. 1952	1949
145-40	2712 * 2-8-2 * K-67-B * A-S, 1927 - As 2693	Oil Ret. 1948	1934
145-24	3013 * 2-10-2 * N-78 * A-B, 1920 - 30 X 32 - 63 - 200 - 80,3 - 4741.2 - 1150 - 308,500 - 391,000 - 77,710	Coal Ret. 1950	1929

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145-40	3014 * 2-10-2 * N-78 * A-B, 1920 - 30X32-63-200-80.3-4741.2-1150- 304,300-385,400-77,710 Oil Ret. 1949	1934
145-78	3028 * 2-10-2 * N-83 * A-S, 1925 - 30X32-63-215-80.3-4940- - 401,900-83,540 Oil Ret. 1949	1945
145-100 62-119	3031 * 2-10-2 * N-83-B * A-S, 1925 - As 3028 Oil Ret. 1951	1949
145-90	3033 * 2-10-2 * N-83 * A-S, 1925 - As 3028 Oil Ret. 1950	1947
145-77	3034 * 2-10-2 * N-83 * A-S, 1925 - As 3028 Oil Ret. 1950	1944
145-107 145-46 132-30	3035 * 2-10-2 * N-83 * A-S, 1925 - As 3028 Oil Ret. 1950	1950
132-80 145-46	4000 * 4-8-2 * M-50 * A-S, 1913 - 28X28-69-185-63-4117- (1920) - 333,000-50,030- CR I&P 998: 4000 Ret. 1947	46 → 1934 30 → 1935 46 → 1935 30 → 1936
129-124	4001 * 4-8-2 * M-50 * A-S, 1913 - As 4000 CR I&P 999: 4001 Ret. 1940	1935 46 → 1935 85 → 1946
145-46 & 85	4007 * 4-8-2 * M-50 * A-B, 1920 (62147) - 28X28-74-200-63-4684.7- 1196-258,800-372,850-50,430 CR I&P 4007: StLS-W 681 Coal Ret. 1948	1935 46 → 1935 85 → 1946
145-75	4014 * 4-8-2 * M-50 * A-B, 1923 - 28X28-74-200-63-4684.7-1196- 249,500-364,000-50,430 Oil Ret. 1948	1944
132-31	4015 * 4-8-2 * M-50 * A-B, 1923 - 28X28-74-200-63-4884.7-1196- (64183) 255,400-367,850-50,430 Coal CR I&P 4015: StLS-W 682 Sc. 1953	(1941) 1939 59 → 1938 105 → 1950 114 → 1952
145-59, 105 & 114	4017 * 4-8-2 * M-50 * A-B, 1923 - As 4014 Oil Ret. 1953	105 → 1950 114 → 1952
145-34	4018 * 4-8-2 * M-50 * A-B, 1923 - As 4014 Oil Ret. 1945	1934
62-118	4022 * 4-8-2 * M-50 * A-B, 1923 - 28X28-74-200-63-4884.7-1196- (64637) 254,000-366,000-50,430 Oil CR I&P 4022: StLS-W 683 Sc. 1953	(1941) 1938 Sc. 1953 (1941) 1938
132-32	4023 * 4-8-2 * M-50 * A-B, 1923 (64638) - As 4022 Oil CR I&P 4023: StLS-W 684	(1941) 1938
145-59	4024 * 4-8-2 * M-50 * A-B, 1923 - As 4022 Oil Ret. 1951	1938
145-108	4025 * 4-8-2 * M-50 * A-B, 1923 - As 4022 Oil Ret. 1951	1950
145-26	4026 * 4-8-2 * M-50 * A-B, 1923 - As 4022 Oil Ret. 1948	1933
145-71	4027 * 4-8-2 * M-50 * A-B, 1923 - As 4022 Oil Ret. 1952	1942
145-65	4032 * 4-8-2 * M-50 * A-B, 1923 - 28X28-74-200-63-4685- 368,500-50,430 Ret. 1950	1940
145-79	4033 * 4-8-2 * M-50 * A-B, 1923 - As 4032 Ret. 1951	1945
145-74 132-33	4038 * 4-8-2 * M-50 * A-B, 1923 - As 4032 Ret. 1953	1944 35 → 1934
145-35	4039 * 4-8-2 * M-50 * A-B, 1923 - As 4032 Ret. 1952	33 → 1941
145-74, 79 84 & 85	4044 * 4-8-2 * M-50-A * A-B, 1924 - Modernized - 26X28-74-220-63- 366,100-47,830 Oil Ret. 1952	1943 to 1946
145-86	4045 * 4-8-2 * M-50-A * A-B - Coal, wt. 370,000 Ret. 1953	1946
132-34	4046 * 4-8-2 * M-50 * A-B, 1924 - 28X28-74-200-63-4685- 365,000-50,430 Ret. 1952	1935
132-36 & 37 145-80 & 100	4047 * 4-8-2 * M-50-A * A-B, 1927 - Modernized - Oil - 26X28-74-220- 63-4563-1338-252,900-372,600-47,830 Ret. 1952	36 → 1944 80 → 1945 100 → 1949 37 → 1950

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Ref. 1958	1940
145-66	4049 * 4-8-2 * M-50 * A-B, 1927 - 28X28-74-200-63-4563-370,500-50,430
145-94	4052 * 4-8-2 * M-50-A * A-B, 1927 - Modernized - Coal - 26X28-74-220-63-4563-1338-259,250-375,450-47,830
132-39 145-72 & 79	4053 * 4-8-2 * M-50-A * A-B, 1927 - Modernized - Oil - 26X28-74-220-63-4563-1338-253,450-371,600-47,830
132-38 145-66, 74 & 94	4054 * 4-8-2 * M-50-A * A-B, 1927 - Modernized - Oil - As 4053 - Ret. 1952 79-1945 39-1948 72-1942 66-1940 66-1944
145-26	4055 * 4-8-2 * M-50 * A-B, 1927 - As 4049
132-40 145-66, 67, 70 & 107	4055 * 4-8-2 * M-50-A * A-B, 1927 - Modernized - Coal - As 4052 Ret. 1953 c. 1948
63-48 63-48	4056 * 4-8-2 * M-50-A * A-B, 1927 - Modernized - Oil - 26X28-74-220-63-4563-1338-251,500-369,100-47,830
132-36 & 41	4058 * 4-8-2 * M-50-A * A-B, 1929 - Modernized - Coal - 26X28-74-220-63-4437-1276-253,500-378,500-47,830
145-55	4060 * 4-8-2 * M-50 * A-B, 1929 - 28X28-74-200-63-4437-1276-378,000-50,430
145-41 145-59 23-233	4061 * 4-8-2 * M-50 * A-B, 1929 - As 4060
133-74	5000 * 4-8-4 * R-67A * A-S, 1929 - 26X32-69-250-88-4437-2150-434,000-66,620-79,700
145-27 & 35	5000 * 4-8-4 * R-67-B * A-S, 1929 - Modernized 26X32-74-250-88-4437-2150-439,700-62,120-75,190
145-114	5015 * 4-8-4 * R-67-B * A-S, 1929 - 26X32-69-250-88-5437-2150-266,500-437,000-66,620-79,700
145-36 145-80	5016 * 4-8-4 * R-67-B * A-S, 1929 * 26X32-74-250-88-5437-2150-442,700-62,120-75,190
133-75	5017 * 4-8-4 * R-67-B * A-S, 1929 - As 5015 and 5016
145-32	5018 * 4-8-4 * R-67-B * A-S, 1929 - As 5015
145-101	5019 * 4-8-4 * R-67-B * A-S, 1929 - As 5016
145-60	5022 * 4-8-4 * R-67-B * A-S, 1929 - As 5016
145-34	5023 * 4-8-4 * R-67-B * A-S, 1929 - As 5015
145-27 145-67 & 75	5031 * 4-8-4 * R-67-B * A-S, 1930 - 26X32-69-250-88-441,700-66,620
145-91	5032 * 4-8-4 * R-67-B * A-S, 1930 - 26X32-74-250-88-439,700-62,120-75,195
145-101	5033 * 4-8-4 * R-67-B * A-S, 1930 - As 5032 (1947)
145-94	5034 * 4-8-4 * R-67-B * A-S, 1930 - As 5032 (1947)
145-61 145-69 & 87	5035 * 4-8-4 * R-67-B * A-S, 1930 - As 5031
145-37	5036 * 4-8-4 * R-67-B * A-S, 1930 - 69-69" Dr - 87-74" Dr
145-68 & 75	5037 * 4-8-4 * R-67-B * A-S, 1930 - Reblt. 74" "
145-80 & 86	5040 * 4-8-4 * R-67-B * A-S, 1930 - Reblt 74" "
145-112	5044 * 4-8-4 * R-67-B * A-S, 1930 - Reblt 74" "

CHICAGO, ROCK ISLAND & PACIFIC

145-65	5045 * 4-8-4 * R-67-B * Reblt. 74" Dr.	Ret. 1953	1940
145-85 & 95	5047 * 4-8-4 * R-67-B * Reblt. 74" Dr.	Ret. 1953	85 → 1946 95 → 1948
145-88 133-72	5050 * 4-8-4 * R-67-B * Reblt. 74" Dr.	Ret. 1953	1947
145-114	5051 * 4-8-4 * R-67-B * Reblt. 74" Dr.	Ret. 1952	114 → 1952
145-86	5052 * 4-8-4 * R-67-B * Reblt. 74" Dr.	Ret. 1953	
145-95	5054 * 4-8-4 * R-67-B * Reblt. 74" Dr.	Ret. 1952	1948
145-60	5057 * 4-8-4 * R-67-B * As built	Ret. 1953	1938
145-81	5058 * 4-8-4 * R-67-B * Reblt. 74" Dr.	Ret. 1952	1945
145-28 23-257	5059 * 4-8-4 * R-67-B * As built	Ret. 1951	1933
133-77	5100 * 4-8-4 * R-67 * A-S, 1944 - 26X32-74-270-96-4577-1473- 280,000-474,500-67,090	Ret. 1953	
145-77, 95 & 96	5101 * 4-8-4 * R-67 * A-S, 1944 - As 5100	Ret. 1953	BP 77 → 1944 95 & 96 → 1948
145-81, 100 & 101	5102 * 4-8-4 * " * " " - " "	Ret. 1955	81 → 1944 100 & 101 → 1948
145-81 71-16	5103 * 4-8-4 * " * " " - " "	Sold 1954	1944
145-96	5104 * 4-8-4 * " * " " - " "	Ret. 1955	96 → 1948
145-77, 91, 96 & 109	5105 * 4-8-4 * " * " " - " "	Ret. 1955	77 → 1944 96 → 1948 91 → 1947 109 → 1952
145-97	5108 * 4-8-4 * " * " " - " "	Ret. 1955	1948
63-114	5109 * 4-8-4 * " * " " - " "	Ret. 1955	
145-112 133-76	5113 * 4-8-4 * " * A-S, 1946 - " "	Ret. 1953	1951
145-112	5116 * 4-8-4 * " * " " - " "	Ret. 1953	112 → 1952
63-184	5119 * 4-8-4 * " * " " - " "	Ret. 1953	

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA

15-185	73	*4-4-0 * E-2 * BLW, 1882(6420) - 18X24-69-140-13,410	
15-184	109	*4-4-0 * D-8 * Manchester, 1882 - 17X24-56-140-14,470	1885
15-174	125	*4-4-0 * D-10 * Sch., 1883(1701) - 17X24-61-74,600	c. 1900
15-185	161	*4-4-0 * E-8 * Sch., 1888(2588) - 18X24-63-140-14,690	
15-177	246	*4-6-0 * K-1 * A-B, 1912 - 23X26-63-180-46-2293.6-440- 139,500-186,000-32,400	Sc. 1956 1953
15-185	255	*4-4-0 * F-8 * Sch., 1898(4934) - 19X24-73-190-19,170	
15-180	361	*4-6-0 * I-1 * A-S, 1910(47040) - 21X26-63-200-46-2012.1- 493-138,000-179,000-30,940	Sc. 1956 1955
15-176	364	*4-4-2 * G-3 * A-S, 1906(39410) - 20X26-81-200-172,000-21,830	
15-176	369	*4-4-2 * G-3 * A-S, 1906(38511) - As 364	1940
15-174	371	*4-6-2 * I-2 * A-S, 1903(27566)	
15-175	386	*4-6-2 * I-2 * A-S, 1910(48955)	1947
15-183	389	*4-6-2 * K-2 * A-S, 1911(50125)	1937
15-179	393	*2-8-2 * J * A-S, 1913(52700)	1940
15-181	414	*2-8-2 * J-A * A-S, 1916(56286) - 27X32-64-200-63-3794.6- 1112.4-231,500-307,000-61,960	1953
15-178	425	*2-8-2 * J-2 * A-S, 1919(61037) - 27X32-64-200-70.3-4283- 993-239,000-320,000-61,960	1949
15-179	431	*2-8-2 * J-2 * A-R, 1921(62614) - As 425	Sc. 1955 1952
15-182	600	*4-6-2 * E-3 * A-S, 1930(68516) - 25X28-75-260-70.3-4292.9- 2040-210,000-347,000-51,500-64,600	1948
15-183	602	*4-6-2 * E-3 * A-S, 1930(68518) - As 600	Sc. 1955 1948
15-129	XO	*0-6-0 T * Sch., 1888(2585) as 0-6-0? - Rebuilt to 0-6-0 T CSTPM&O 152: XO	
15-129	X199900	*0-6-0 T * A-S, 1912 - Rebuilt to 0-6-0 T	1935

CINCINNATI, NEW ORLEANS & TEXAS PACIFIC

39-43	523(3) * 0-6-0 * G-9 * A-R, 1907(42910) - 20X26-50-185-145,000 - 32,710 CNO&TP 523(3): Sou. Sys. 6019 ⁽¹⁹¹⁷⁾ Sc. 1935 (1917) sold BP
39-43 5-114	533(3) * 4-6-0 * AC-4 * BLW, 1906(29424) - CNO&TP 533(3): Sou. Sys. 6423 1924 BP
39-207	565(2) * 4-6-0 * AC-2 * BLW, 1892(12840) - As rebuilt from Vauclain comp. CNO&TP 604(1): 565(2): Sou. Sys. 6414 ⁽¹⁸⁹²⁾ Sold 1923 114 → 1905
39-44	604(1) * 4-6-0 * AC-3 * BLW, 1892(12840) - Vauclain comp. CNO&TP 604(1): 565(2): Sou. Sys. 6414 ⁽¹⁸⁹²⁾ Sold, 1923 BP
39-220	612(2) * 2-8-0 * D-7 * A-RI, 1902(26857) - 20X24-52-180-28,250 CNO&TP 612(2): Sou. Sys. 6113 ⁽¹⁹¹⁷⁾ Sold, 1923 BP
39-44	615(2) * 2-8-0 * DA-2 * A-RI, 1903(27495) - As 612(2) CNO&TP 615(2): Sou. Sys. 6116 ⁽¹⁹¹⁷⁾ Sold 1923 BP
5-124	638 * 2-8-0 * DA * A-S, 1902(25588) - As 612(2) CNO&TP 638: Sou. Sys. 6122 ⁽¹⁹¹⁷⁾ Sc. 1922 BP
39-220	648 * 2-8-0 * D-6 * Pittsburgh, 1899(2026) - As 612(2) CNO&TP 648: Sou. Sys. 6132 ⁽¹⁹¹⁷⁾ Sold, 1920 BP
39-44	734 * 2-8-0 * D-9 * BLW, 1907(32029) - CNO&TP 734: Sou. Sys. 6214 ⁽¹⁹¹⁷⁾ Sc. 1938 BP
39-220	746 * 2-8-0 * D-9 * BLW, 1911(36498) - CNO&TP 746: Sou. Sys. 6226 ⁽¹⁹¹⁷⁾ Ret. 1949 BP
39-45	807 * 4-6-2 * H-2 * BLW, 1911(36414) - CNO&TP 807: Sou. Sys. 6457 ⁽¹⁹¹⁷⁾ ; Sou. 1311(2) ⁽¹⁹⁴⁰⁾ Ret. 1951 BP
39-45	812 * 4-6-2 * H-3 * A-R, 1911(50215) - CNO&TP 812: Sou. Sys. 6462 ⁽¹⁹¹⁷⁾ Ret. 1948 BP
39-220 23-137	820 * 4-6-2 * H-3 * A-R, 1911(53277) - CNO&TP 820: Sou. Sys. 6470 ⁽¹⁹¹⁷⁾ Ret. 1949 BP
39-45	934 * 2-8-2 * K * BLW, 1913(37420) - 27X30-63-175-272,940 - 51,640 CNO&TP 934: Sou. Sys. 6284 ⁽¹⁹¹⁷⁾ Ret. 1950 BPs

Absorbed by NYC, 1936 - Renumbered in NYC roster

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS

16-272	8	0-6-0		Brooks, -18x24-51-150-104,500-19,440	BP
16-272	34	0-6-0		Brooks, 1898-19x24-51-160-108,200-23,100	BP
16-272	60	0-6-0		Brooks, 1889-18x24-51-150-95,000-19,440	BP
16-272	92	0-6-0		Brooks, 1893-18x24-51-160-104,500-20,740	BP
19-428	100	4-4-0		Sch, 1892(3952)-19x24-69-175-31.3-92,450-	
				133,000-18,680 - CCC&StL 100: 7130: W&LE ⁽¹⁹⁰⁷⁾ 4160 Sc 1922	BP
16-261	125	4-4-0		Brooks, 1886-18x24-63-140-90,800-14,690	
16-274	178	4-6-0		Brooks, 1890-19x26-69-175-141,000-20,230	BP
23-35	194	4-4-0		Sch, 1893-18½x24-68-180-121,500-18,480	BP
16-270	201	4-4-0		Sch, 1885-20x24-73-180-129,000-20,120	BP
23-53	204	4-4-0		Sch, 1899-20x26-78-190-130,500-21,530	BP
16-274	205	4-6-0		Brooks, 1893-18½x24-68-180-133,100-18,480	BP
17-29	213	2-8-2	H-10b	Lima, 1924-28x30-63-200-66.4-334,500-	
				63,470-74,770	BP
16-263	270	2-6-0		Brooks, 1882	
16-280	290	0-4-0			
16-269	369	4-4-0			
16-280	370	4-4-2			
16-279	373	4-4-2		, 1904	BP
23-83	381	4-4-2		A-B, 1903-20½x26-78-200-184,000-23,815	BP
16-280	393	4-4-2		A-B, 1902-20½x26-79-190-186,000-22,340	BP
16-279	396	4-4-2		A-S, 1901-20½x26-79-200-173,000-23,510	BP
40-50	404	4-6-0		BLW, 1900-Vauclain comp.	BP
16-274	418	4-6-0		Brooks, 1891-19x24-67-175-128,200-19,240	BP
16-275	430	4-6-0	C-2	Richmond, 1893-Cross comp.	BP
16-275	472	4-6-0	C-2	Richmond, 1893-Cross comp.	BP
16-285	510	4-6-0		Brooks, 1895-19x24-57-170-137,550-21,960	BP
16-284	552	4-4-0			
16-285	599	2-8-0		A&B, 1902-22x30-57-200-191,800-43,300	BP
16-276	728	2-8-0		A-B, 1901-22x30-57-200-188,000-43,300	BP
16-276	755	2-8-0		A-B, 1902- As 599	BP
17-129	6200	4-8-2	L-2b	Alco, 1929-27x30-69-225-75.3-364,000-	
				60,620-73,640	BP
16-266	6384	4-6-0		Brooks, 1891-19x24-63-180-128,200-21,040	
17-218	6401	4-6-2	K	A-B, 1905(38467) - As 6408	
16-282	6408	4-6-2	later K	(38474)	
23-91	6408	4-6-2	later K	A-B, 1905-22x26-75-200-222,800-28,520	BP
16-283	6416	4-6-2	K b	A-B, 1906(40475) - 22x26-75-200 - -28,520	
16-282	6423	4-6-2	K f	(46271)	
16-283	6430	4-6-2	K h	A-S, 1909-22x26-75-200-233,000-28,520	BP
				A-S, 1910(47532) - 22x26-75-200 - -28,520	1915

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS

16-282	6446	4-6-2	-A-Kn-	A-B, 1915-22x26-75-200-246,000-28,520	BP
17-84	6485	4-6-2	-K-3a	A-B, 1923(63974) - 23x26-79-200(730,900) CCC&StL 6485; NYC 4885 (1936)	1929
17-63	6510	4-6-2	-K-5b	A-S, 1926(67114) Alco, 1926-25x28-79-205-67.8-302,000- CCC&StL 6510; NYC 4910 (1936)	174 → 1934 49 → BP
17-35	6707	2-8-2	H-5o		1925
MWR 60-9	6810	2-8-0	G-6a	A-S, 1911-Shown as rebuilt at Rome, 1913	1913
16-276	6874	2-8-0	-G-46i	(1936) CCC&StL 6874; NYC 1174	1924
16-279	6911	4-4-2			1926
16-279	6921	4-4-2			1909
16-252	7040	4-4-0			
16-266	7088	4-4-0			
MWR 82-1	7096	4-4-0		Brooks, 1890 Cincinnati, Wabash & Mich. 27: CCC&StL 627: 7096	
16-267	7103	4-4-0		Sch, 1888	1930
F-2	7104	4-4-0			c.1913
16-271	7106	4-4-0			1915
16-270	7144	4-4-0			Sc 1925
16-273	7348	0-6-0	B-10a	CCC&StL 7348; NYC 6809 (1936) A-S, 1910-21x28-57-180-166,000-33,140	BP
16-273	7404	0-6-0	B-11n	A-B, 1915-21x28-57-180-171,000-33,140	BP
17-12	7424	0-6-0	B-11p	CCC&StL 7424; NYC 6795 (1936) Lima, 1918-21x28-57-180-171,000-33,140	BP

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS

MWR 31-6	574	* 4-4-2 *	* A-B, 1903 (27963)	CCC&SL 574:362:6929	BP
49-139	6624	* 2-8-0 *			BP
171-94	150	* 2-8-2 * H-10a *	Lima,	- 28x30-63-210-66,4-4578 - - 335,000-66,700-77,700	
171-81	156	* 2-8-2 * H-10a *	A-S, 1922	- A5 150	BP
171-152	6450	* 4-6-2 * K-0 *	Beech Grove Shops, 1915		BP
171-143	6467	* 4-6-2 * K-3k			1927
171-161	6500	* 4-6-2 * K-3r *	A-B, 1925		
171-172	6523	* 4-6-2 *	A-S, 1926	MC 8363: CCC&SL 6523	1934
171-175	6525	* 4-6-2 *	A-S, 1924		
171-191	6603	* 4-6-4 * J-1d *	A-S, 1929 ()	- 25x28-78-225-81.5-4484 - - 353,000-42,300-53,200 (1936) CCC&SL 6603: NYC 5377	BP
171-190	6620	* 4-6-4 * J-1e *	A-S, 1931 ()	- 25x28-79-225-81.5- 4460 - - 352,000-42,300-53,200	BP 1934 B4 6620: NYC 5399
171-153	6482	* 4-6-2 * K-3p *	A-S, 1920		BP
171-71	6702	* 2-8-8 * H-50 *	A-B, 1907 as a G-5+ 2-8-0. Rebuilt by Brooks in 1915 to H-50. 2-8-2		1934
171-58	6812	* 2-8-0 * G-6s *	A-S, 1911		

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS

16-258	4	*4-4-0*	Taunton, 1852	1876
16-259	"CRAWFORD"	*4-4-0*	Cuyahoga, 1854	
16-260	"L.M. HUBBY"	*4-4-0*	Grant, 1867	
16-262	45	*0-6-0*	Brooks, 1887-18X24-51-150-85,000-19,440	BP
16-261	72	*2-6-0*		
16-257	106	*4-4-0*	Cuyahoga, -14X20-66	
16-258	141	*4-4-0*		
16-258	142	*4-4-0*	Taunton, 1853	1888
16-262	169	*4-4-0*	Brooks, 1887-18X24-69-145-92,900-13,890	BP
16-260	392	*4-4-0*	Grant, 1876	
16-261	398	*4-4-0*		
16-262	644	*2-6-0*	Brooks, 1887- -57-96,000 Sc. 1915	BP

COLORADO CENTRAL

170-293 61-45 170-351	1(1) * 0-4-4T * John Souther (Globe Loco. Works) - 22,000	1878
	1(2) * 0-6-0 * Dawson & Bailey, 1873 (151) - 12x16-31-39,160 CC 1(2): UP ⁽¹⁸⁸⁵⁾ 284 Sc. 1881	c. 1876
61-65 & 71	1(2) * 2-6-0 * Rebuilt from above, c. 1877 or 1878	CC 1(2): UP ⁽¹⁸⁸⁵⁾ 284
170-346	2(1) * 0-4-0 * Porter Bell & Co, 1875	1875
61-68	2(2) * 0-6-0 * Porter, Bell & Co, 1875 (214) - 12x16-33-32,450 CC 2(2): ⁽¹⁸⁸⁵⁾ 293 Sc. 1889	
78-71	2(2) * 2-6-0 * As rebuilt from above	c. 1880
170-353	3(2) * 0-6-0 * Porter, Bell & Co - As 2(2)	1875
78-48	3(2) * 2-6-0 * As rebuilt from 0-6-0 * 12x16-33-32,450 CC 3(2): ⁽¹⁸⁸⁵⁾ 33 Sc. c. 1888	
61-38 170-323	4 * 0-6-0T * Porter, Bell & Co, 1873 (149) - 12x16-33-32,450 CC 4: UP ⁽¹⁸⁸⁵⁾ 30	1873
61-38	4 * 0-6-0T * P B & Co as above	BP
170-323	4 * 0-6-0 * As above but rebuilt from 0-6-0T	

COLORADO CENTRAL

Gauge 3'-0"

OK 170-298	1(1) ?	*0-4-4T*	John Southern (Globe Loco Works) - 22,000	c.1878
OK 61-451-5	1(2)	*0-6-0*	Dawson & Bailey, 1871(150) - 12x16-37-39,160 (1885)	
			CC 1(2): UP 284 Sc 1881-1887	
OK 61-65471	1(2)	*2-6-0*	As rebuilt from above, c.1877 or 1878	c.1876
61-68	2(2)	*0-6-0*	Porter, Bell & Co., 1875(214) - 12x16-33-32,450 (1885)	Sc 1881 (1887) CC 1(2): UP 284
			CC 2(2): 293 Sc. 1889	
78-51	2(2)	*2-6-0*	As rebuilt from above	c.1880
78-48	3(2)	*2-6-0*	As rebuilt from 0-6-0* 12x16-33-32,450 (2) (1885)	
			CC 3: UP 33 Sc. c.1888	
78-81	4	*0-6-0T*	Porter, Bell & Co., 1873(149) - 12x16-33-32,450 (1885)	
61-38			CC 4: UP 30 Sc. 1889	→BP
172-323	4	*0-6-0*	As above but rebuilt from 0-6-0T	
61-41470	4	*2-6-0*	" " " " " " 0-6-0	
61-41,43&69	5	*0-6-0*	Porter, Bell & Co., 1873(150) - As rebuilt from 0-6-0T (1885)	
			12x16-33-32,450 CC 5: UP 31 Sc. 1887-88	
34-8	6	*0-6-0*	Porter, Bell & Co., 1873(179) - 12x16-33-32,450 (1885)	
78-62			CC 6: UP 32 Sc. 1889	c.1879
78-14	7	*2-6-0*	Porter, Bell & Co., 1877(280) - 12x16-33-33,180 (1885)	
			CC 7: UP 292 Sc. c.1887-88	1878
78-14,25&80	8	*2-6-0*	Brooks, 1880(403) - 15x18-36-46,960 (1885) (1890) (1896) (1899)	
			CC 8: UP 150: UPD&G 150: 5: C&S 15 Sold by 1902 14→BP	
78-50	10	*2-6-0*	Brooks, 1880(464) - 15x18-36-46,960 (1885) (1890) (1896) (1899)	
			CC 10: UP 152: UPD&G 152: 6: C&S 16 Sold by 1902 1883	
61-81	12	*2-6-0*	Brooks, 1881(547) - 15x18-36-46,960 (1882) (1890) (1896) (1899)	
			CC 12: UP 154: UPD&G 154: 4: C&S 3 Sold by 1902	
78-30	30	*0-6-0*	Porter, Bell & Co., 1873(149) as 0-6-0T - As rebuilt (1885)	
			12x16-33-32,450 CC 4: 30 Sc. 1889	
78-474	32	*0-6-0*	Porter, Bell & Co., 1873(179) - 12x16-33-32,450 (1885)	
			CC 6: 32 Sc. 1889	
61-156	33	*0-6-0*	Porter, Bell & Co., 1875(217) - 12x16-33-32,450 (1885)	
			CC 3(2): 33 Sc. c. 1888	
61-156 78-28	150	*2-6-0*	Brooks, 1880(403) - 15x18-36-46,960 (1885) (1890) (1896) (1899)	
			CC 8: 150: UPD&G 150: 5: C&S 15 Sold by 1902 28→c.1890	
3-138	155	*2-6-0*	Brooks, 1881(548) - 15x18-36-46,900 (1885) (1890) (1896) (1899)	
			CC 13: 155: UPD&G 155: 3: C&S 14 Sc. 1923	
61-99	59	*2-6-0*	May have been a brief renumbering of #9	
78-88			UP 31: CC 10: UP 365: UPD&G 365: 26: C&S 110 Sc. 1907 1884	

COLORADO CENTRAL

~~190-346 2 (1) #0-4-0 T # 50th St (217) 22,000~~
~~190-353 3 #0-6-0 X Porter Bell, 1875 - 12x16 53 - 32,450 1875~~

STD. GAUGE

34-70 10 #4-4-0* Rogers, 1867(1471)-17x24-64-150-77,400-13,820
(1882) (1885) (1890) (1896) (1899)
 UP 31: CC 10: 565: UPD&G 565: 25: C&S 110 Sc. 1907 1884

34-68 585 #4-4-0* Sch., 1878(1106)-17x24-64-150-75,200-13,820
(1885) (1890) (1896) (1899)
 CC 7: 585: UPD&G 585: 17: C&S 103 Sold 1900 c. 1888

170-

268	Col Cent 7 * 2-6-0 * Porter Bell - 36"	1878
286	Burlington & Colorado RR 1879 - CB&O RR 1882	1882
292	C&S 70 *	1938
292	C&S 65 *	1938
293	C&S 70 *	1936
293	C&S 7 *	1920
294	UPD&G 7 * 2-6-0 *	1894
295	C&S 68 * 2-8-0 * X	1939
298	Col Cent 1 * 0-4-0 * X	1878
300	C&S 69 * 2-8-0	1939
301	C&S 70 * 2-8-0	1938
301	C&S 65 *	1938
312	UPD&G 107 * 2-6-0 *	1895
315	C&S 69 * 2-8-0 *	1930
315	C&S 68 * 2-8-0 *	
317	C&S 70 * 2-8-0 *	1940
317	" 70 " " *	1941
320	" 70 * " *	1940
320	" 70 * " *	1941
322	" 73 * " ? *	1938
323	Col Cent 1 * 0-4-0 * X	1878
324	C&S 69 * 2-8-0 *	1941
325	C&S 8 * * Cooke, 1884	1917
325	Col. Cent. 6 * 0-6-0 * Porter Bell	1879
328	C&S 44 * ? * X	1903
331	Col Cent 1 * 0-4-0 * X	1878
339	DL&G 109 * ? * X	1898
342	C&S 70 * 2-8-0 * Very good	1940
343	C&S 69 * 2-8-0 * BLW, 1890	1941
344	C&S 68 * 2-8-0 * " "	1937
344	C&S 9 * * Cooke, 1884	1937
344	C&S 60 * 2-8-0 * ? *	1941
346	Col Cent 2 * 0-6-0 * Porter Bell	1875
347	" " 6 * 0-6-0 * " "	1878
348	" " 6 * " * " "	
351	" " 1 * 0-6-0 * Dawson & Bailey	1874
351	" " 6 * 0-6-0 * Porter Bell	1875
353	" " 3 * 0-6-0 * " " Next	1875
366	C&S 6 *	1906
378	" 7 *	1914
379	" 13 * 2-6-0 *	1900

385 C#S 9 X 2-6-0? *

388 UP D&G 9 X 2-8-0 X BLK, 1897

407 Col. Cent 30 X 0-6-0 X

410 Col Cent 33 X 0-6-0?

1937
1898
1879

A

1937	UP D&G 7 X 2-8-0 X	409
1937	Col Cent 30 X 0-6-0 X	410
1937	Col Cent 33 X 0-6-0?	411
1937	Col Cent 30 X 0-6-0 X	412
1937	Col Cent 33 X 0-6-0?	413
1937	Col Cent 30 X 0-6-0 X	414
1937	Col Cent 33 X 0-6-0?	415
1937	Col Cent 30 X 0-6-0 X	416
1937	Col Cent 33 X 0-6-0?	417
1937	Col Cent 30 X 0-6-0 X	418
1937	Col Cent 33 X 0-6-0?	419
1937	Col Cent 30 X 0-6-0 X	420
1937	Col Cent 33 X 0-6-0?	421
1937	Col Cent 30 X 0-6-0 X	422
1937	Col Cent 33 X 0-6-0?	423
1937	Col Cent 30 X 0-6-0 X	424
1937	Col Cent 33 X 0-6-0?	425
1937	Col Cent 30 X 0-6-0 X	426
1937	Col Cent 33 X 0-6-0?	427
1937	Col Cent 30 X 0-6-0 X	428
1937	Col Cent 33 X 0-6-0?	429
1937	Col Cent 30 X 0-6-0 X	430
1937	Col Cent 33 X 0-6-0?	431
1937	Col Cent 30 X 0-6-0 X	432
1937	Col Cent 33 X 0-6-0?	433
1937	Col Cent 30 X 0-6-0 X	434
1937	Col Cent 33 X 0-6-0?	435
1937	Col Cent 30 X 0-6-0 X	436
1937	Col Cent 33 X 0-6-0?	437
1937	Col Cent 30 X 0-6-0 X	438
1937	Col Cent 33 X 0-6-0?	439
1937	Col Cent 30 X 0-6-0 X	440
1937	Col Cent 33 X 0-6-0?	441
1937	Col Cent 30 X 0-6-0 X	442
1937	Col Cent 33 X 0-6-0?	443
1937	Col Cent 30 X 0-6-0 X	444
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1937	Col Cent 30 X 0-6-0 X	446
1937	Col Cent 33 X 0-6-0?	447
1937	Col Cent 30 X 0-6-0 X	448
1937	Col Cent 33 X 0-6-0?	449
1937	Col Cent 30 X 0-6-0 X	450
1937	Col Cent 33 X 0-6-0?	451
1937	Col Cent 30 X 0-6-0 X	452
1937	Col Cent 33 X 0-6-0?	453
1937	Col Cent 30 X 0-6-0 X	454
1937	Col Cent 33 X 0-6-0?	455
1937	Col Cent 30 X 0-6-0 X	456
1937	Col Cent 33 X 0-6-0?	457
1937	Col Cent 30 X 0-6-0 X	458
1937	Col Cent 33 X 0-6-0?	459
1937	Col Cent 30 X 0-6-0 X	460
1937	Col Cent 33 X 0-6-0?	461
1937	Col Cent 30 X 0-6-0 X	462
1937	Col Cent 33 X 0-6-0?	463
1937	Col Cent 30 X 0-6-0 X	464
1937	Col Cent 33 X 0-6-0?	465
1937	Col Cent 30 X 0-6-0 X	466
1937	Col Cent 33 X 0-6-0?	467
1937	Col Cent 30 X 0-6-0 X	468
1937	Col Cent 33 X 0-6-0?	469
1937	Col Cent 30 X 0-6-0 X	470
1937	Col Cent 33 X 0-6-0?	471
1937	Col Cent 30 X 0-6-0 X	472
1937	Col Cent 33 X 0-6-0?	473
1937	Col Cent 30 X 0-6-0 X	474
1937	Col Cent 33 X 0-6-0?	475
1937	Col Cent 30 X 0-6-0 X	476
1937	Col Cent 33 X 0-6-0?	477
1937	Col Cent 30 X 0-6-0 X	478
1937	Col Cent 33 X 0-6-0?	479
1937	Col Cent 30 X 0-6-0 X	480
1937	Col Cent 33 X 0-6-0?	481
1937	Col Cent 30 X 0-6-0 X	482
1937	Col Cent 33 X 0-6-0?	483
1937	Col Cent 30 X 0-6-0 X	484
1937	Col Cent 33 X 0-6-0?	485
1937	Col Cent 30 X 0-6-0 X	486
1937	Col Cent 33 X 0-6-0?	487
1937	Col Cent 30 X 0-6-0 X	488
1937	Col Cent 33 X 0-6-0?	489
1937	Col Cent 30 X 0-6-0 X	490
1937	Col Cent 33 X 0-6-0?	491
1937	Col Cent 30 X 0-6-0 X	492
1937	Col Cent 33 X 0-6-0?	493
1937	Col Cent 30 X 0-6-0 X	494
1937	Col Cent 33 X 0-6-0?	495
1937	Col Cent 30 X 0-6-0 X	496
1937	Col Cent 33 X 0-6-0?	497
1937	Col Cent 30 X 0-6-0 X	498
1937	Col Cent 33 X 0-6-0?	499
1937	Col Cent 30 X 0-6-0 X	500

NOTEBOOK
PAGE

CENTRAL VERMONT

8	584	0-8-0
8	585	0-8-0
7	507	0-8-0
588	600	4-8-2
5	601	4-8-2
5	602	4-8-2
588	603	4-8-2
5	700	2-10-4
8	701	2-10-4
7	702	2-10-4
5	703	2-10-4
8	704	2-10-4
5	705	2-10-4
7	706	2-10-4
5-9	707	2-10-4
9	708	2-10-4
8	709	2-10-4

~~162-15 3 "PETER BUTLER"~~
~~162-94899 3 3-0' Gauge~~

1888
 1905⁺ ~~1905~~

170-325 Col Can 6 *0-6-0

COLORADO MIDLAND

152- Frontis #2	1	* 2-8-0 * 115 * Sch., 1886 (2225) - 20x24-52-160- 115,500-132,000-25,110 CM 1: 61 (1918)	- 1923 -	2 → 1884
152-340	2	* 2-8-0 * 115 * Sch., 1886 (2226) - As 1 CM 2: 62 (1918)	- 1923 -	1884
152-215	5	* 2-8-0 * 115 * Sch., 1886 (2229) - 20x26-52-160- 119,450-134,250-27,200 CM 5: 65 (1918)	- 1923 -	c. 1901
152-215	6	* 2-8-0 * 115 * Sch., 1886 (2230) - As 5 CM 6: 66 (1918)	- 1923 -	c. 1905
152-53	8	* 2-8-0 * 115 * Sch., 1886 (2232) - 20x26-52-160- 132,000-27,200 CM 8: 68	- 1923 - 115,500 -	c. 1890
152-217	11	* 4-6-0 * 102 * Sch., 1887 (2235) - 19x26-52-160- 102,500-125,000-24,550	- 1914.1 -	
152-70 & 225	12	* 4-6-0 * 102 * Sch., 1887 (2236) - As 11 CM 12: Wyatt Lbr. Co. ?		1885 2127 → 1898 70 → 1901
54-127 13-143	15	* 4-6-0 * 104 * Sch., 1887 (2239) - 19x26-60-160- 104,500-128,000-21,275	- 1909.4 -	BP
54-127 152-234	15	* 4-6-0 * 104 * Sch., 1887 (2239) - 19x26-58-160- 104,175 - 128,150 - 21,725	- 1909.4 -	
152-150 & 179	17	* 4-6-0 * 104 * Sch., 1887 (2241) - As 15 → BP		1905 150 → 1895 179 → 1895
152-35 & 176	18	* 4-6-0 * 104 * Sch., 1887 (2242) - As 15 → BP		c. 1888
152-150	18	* 4-6-0 * 104 * Sch., 1887 (2242) - 19x26-60-160- 108,875 - 130,350 - 21,275	- 1909.4 -	
152-109	19	* 4-6-0 * 104 * Sch., 1887 (2243) - As 18 CM 19: Maffey County RR ?		1913 1919
152-341	20	* 4-6-0 * 104 * Sch., 1887 (2244) - As 15 - BP		1887
152-341	20	* 4-6-0 * 104 * Sch., 1887 (2244) - As 15 - 1905		1917
152-109	21	* 4-6-0 * 104 * Sch., 1887 (2245) - As 18-1913 CM 21: Kirby Lbr. Co. 75		c. 1918
152-51	22	* 4-6-0 * 104 * Sch., 1887 (2246) - As 15 - BP		c. 1892
152-109	22	* 4-6-0 * 104 * Sch., 1887 (2246) - As 15 - 1905		1919
152-60	23	* 4-6-0 * 93 * Sch., 1887 (2436) - 17x26-61-160- 1513.6 - 93,500 - 117,000 - 16,750	26.85 -	c. 1898
152-26	24	* 4-6-0 * 93 * Sch., 1888 (2437) - As 23 CM 24: Colorado-Kansas 1	Se. 1927	1890
152-63	25	* 4-6-0 * 93 * Sch., 1888 (2438) - As 23		c. 1892
152-35	26	* 4-6-0 * 102 * Sch., 1888 (2419) - 19x26-52-160- 1914.1 - 102,500 - 125,000 - 24,550 CM 26: Louisiana Pacific RR ?		1888
54-131	28	* 4-6-0 * 102 * Sch., 1888 (2421) - 19x26-52-160- 1914.1 - 102,825 - 121,950 - 24,550 CM 28: Gale's Creek & Wilson River 2		1905
152-343	29	* 4-6-0 * 102 * BLW, 1888 (9206) - 19x24-52-160- 1964.0 - 102,500 - 125,000 - 22,660		BF
152-60	30	* 4-6-0 * 102 * BLW, 1888 (9209) - As 29		c. 1898
152-21	32	* 4-6-0 * 102 * BLW, 1888 (9210) - As 29		1887
152-79 & 339	34	* 4-6-0 * 102 * BLW, 1888 (9217) - 19x24-52-160- 1964 - 100,325 - 122,000 - 22,660		79 → 1902 339 → c. 1919
152-346	36	* 4-6-0 * 102 * BLW, 1888 (9298) - As 29 CM 36: Cal. Western Little River Redwood Co. 7		1888

COLORADO MIDLAND

54-119	38	*4-6-0 * 102 * BLW, 1888(3902) - As 29	
152-109	43	*4-6-0 * 102 * Sch., 1889(2929) - 19x26-52-160- 102,825 - 121,950 - 24,550	- 1914,1 c.1919
152-342	44	*4-6-0 * 102 * Sch., 1889(2930) - As 43	c.1915
152-158	45	*4-6-0 * 102 * Sch., 1890(3261) - As 43	
152-72	46	*4-6-0 * 102 * Sch., 1890(3262) - As 43	CM 46: McKinley Land & Lumber 9 1913
159-113	46		
152-342	48	*4-6-0 * 102 * Sch., 1890(3264) - 19x26-52-160- 102,500 - 125,000 - 24,550	- 1914,1 1905 1905
3-140			
152-119	53	*2-8-0 * 136 * BLW, 1897(15134) - 21x26-52-180- 136,500 - 154,000 - 33,740	- 2118.4 - Sc. 1949 140 → BP CM 53: Midland Term, 53 119 → 1900
152-99	69	*4-6-0 * 115 * Sch., 1886(2233) - 20x26-52-160- 119,450 - 134,250 - 27,200	- 1923- (1918) C.M. 9: 69 1918
152-216 & 344	101	*0-6-0 * 91 * Sch., 1887(2310) - 18x24-52-150-19.8-1185.9- 91,000 - 19,070	CM 31: 101: Col. & Wyoming 60: 216 → 1889 Hayden Bros. Coal Co. ? 344 → 1918
152-75	201	*2-8-0 * 159 * BLW, 1901(18631) - Vauchlain comp. - 17 & 28 x 30-60- 200 - 2625.9 - 159,000 - 182,000 - 429	CM 201: Lou. & Ark. Sc. 1934 1901
152-119	202	*2-8-0 * 159 * BLW, 1901(18632) - Vauchlain comp. - As 201 As 201	CM 202: L & A 425: Comite Southern 1949 Sc. 1950 190
152-345	203	*2-8-0 * 159 * BLW, 1901(18646) - As simplified, 1908 - 21x30-60-200- - 2625.9 - 159,000 - 182,000 - 37,485	CM 203: L & A 426 Sc. 1953
152-345	204	*2-8-0 * 159 * BLW, 1901(18647) - Vauchlain comp. - As 201 CM 204: L & A 427	Sc. 1953 1901
152-216	301	*2-8-0 * 175 * BLW, 1907(32124) - Rebuilt after explosion - 22x28- 52-200 - 3300.8 - 175,000 - 193,000 - 44,310	1912 CM 301: NdeM 785: 1434 Sc. 1957
152-75	302	*2-8-0 * 175 * BLW, 1907(32125) - As 301	CM 302: NdeM 786: 1435 Sc. 1954
152-215	304	*2-8-0 * 175 * BLW, 1907(32127) - As 301	CM 304: NdeM 788: 1437 1911 Sc. 1953
152-346	306	*2-8-0 * 175 * BLW, 1907(32152) - As 301	CM 306: NdeM 790: 1439 BF Sc. 1953

COLORADO & SOUTHERN

NARROW GAUGE 3'-0"

- 34-36 / 1 ✓ *2-6-6T* Mason, 1880(618) - 14x16-37-150-12.5-650,3-39,000-
 136-93 75,000-10,810 DSP&P 24⁽¹⁸⁸⁵⁾ BUENA VISTA: 57; DL&G 57; C&S 1⁽¹⁸⁸⁹⁾
 Sold 1899 Shown at Iowa State Col. 1931
- 114-62 2 ✓ *2-6-0* Brooks, 1880(465) - 15x18-38-150-53,600-13,535
⁽¹⁸⁸⁵⁾ ⁽¹⁸⁹⁰⁾ ⁽¹⁸⁹⁶⁾ ⁽¹⁸⁹⁹⁾
 CC 11: 153: UPD&G 153: 2; C&S 2 Sold 1902 1900
- 34-38 3 ✓ *2-6-0* Brooks, 1881(547) - 15x18-38-150-53,600-13,535
⁽¹⁸⁸⁵⁾ ⁽¹⁸⁹⁰⁾ ⁽¹⁸⁹⁶⁾ ⁽¹⁸⁹⁹⁾
 CC 12: 154: DL&G 154: 4; C&S 3 Sold by 1902
- 34-40 / 64-104 4 ✓ *2-6-0* Cooke, 1884(1550) - As rebuilt 1900- 15x18-40-190-
⁽¹⁸⁸⁵⁾ ⁽¹⁸⁸⁹⁾ ⁽¹⁸⁹⁹⁾
 14,2-941-64,000-74,400-16,300 DSP&P 39: 109: DL&G 109: 190
 101 → 1927
 46 → 1929
- 114-101 / 115-46 / 114-64 / 34-41 4 ✓ *2-6-0* B-3C* About as above
- 34-39 / 61-166 5 ✓ *2-6-0* Cooke, 1884(1551) - 14x18-40-150-12.7-764.2-55,300-
⁽¹⁸⁸⁵⁾ ⁽¹⁸⁸⁹⁾ ⁽¹⁸⁹⁹⁾
 61,300-11,250 DSP&P 40: 110: DL&G 110: C&S 5 Sc. 1939 1900
 161 → 1909 & 1926
 39 → 1934
- F-3 / 114-103 & 135 / 115-89 & 164 / 34-41 6 ✓ *2-6-0* B-3C* Cooke, 1884(1552) - As rebuilt as 4
⁽¹⁸⁸⁵⁾ ⁽¹⁸⁸⁹⁾ ⁽¹⁸⁹⁹⁾
 DSP&P 69: 111: DL&G 111: C&S 6 Sc. 1939 41 → 1904 89 → 1909 F-3 → 192
 164 → 1936 105 → 1937
- 34-39 / 61-121 / 64-258 7 ✓ *2-6-0* B-3C* Cooke, 1884(1553) - As rebuilt as 4
⁽¹⁸⁸⁵⁾ ⁽¹⁸⁸⁹⁾ ⁽¹⁸⁹⁹⁾
 DSP&P 70: 112: DL&G 112: C&S 7 Sc. 1929 39 → c. 1916
 121 → c. 1920
- 34-42 8 ✓ *2-6-0* Cooke, 1884(1554) - As original 5
⁽¹⁸⁸⁵⁾ ⁽¹⁸⁸⁹⁾ ⁽¹⁸⁹⁹⁾
 DSP&P 71: 113: DL&G 113: C&S 8 Sc. 1939 1900
- 61-162 / 64-178 / 114-101 / 115-10 / 94 8 ✓ *2-6-0* B-3C* Cooke, 1884(1554) - As rebuilt as 4 in 1901
 Numbering as above 10 → 1901 162 → 190
 178 → 1910 94 → 1936
- F-3 / 61-164 / 64-146 / 78-369 / 114-104 9 ✓ *2-6-0* B-3C* Cooke, 1884(1555) - As rebuilt, 1901 - See 4
⁽¹⁸⁸⁵⁾ ⁽¹⁸⁸⁹⁾ ⁽¹⁸⁹⁹⁾
 DSP&P 72: 114: DL&G 114: C&S 9 Ret. 1941 F-3 → 1937 146 → 190
 104 → 1937 369 → 193
- 34-328 / 64-258 / 114-341 / 115-105 10 ✓ *2-6-0* B-3C* Cooke, 1884(1556) - As rebuilt, 1900 - See 4
⁽¹⁸⁸⁵⁾ ⁽¹⁸⁸⁹⁾ ⁽¹⁸⁹⁹⁾
 DSP&P 73: 115: DL&G 115: C&S 10 Sc. 1934 165 → 1901 258 → 1936
 328 → 1935
- 64-102 11 *2-6-0* B-3A* Cooke, 1884(1557) - As rebuilt - 15x18-40-
⁽¹⁸⁸⁵⁾ ⁽¹⁸⁸⁹⁾ ⁽¹⁸⁹⁹⁾
 150-12.7-764.2-55,300-61,300-12,910
 DSP&P 74: 116: DL&G 115: C&S 11 Sc. 1918 1908
- 34-44 12 *2-6-0* B-3A* Cooke, 1884(1558) - As rebuilt - See 11
⁽¹⁸⁸⁵⁾ ⁽¹⁸⁹⁰⁾ ⁽¹⁸⁹⁶⁾ ⁽¹⁸⁹⁹⁾
 CC 14: 107: UPD&G 107: 7: C&S 12 Sc. 1923 1921
- 61-120 13 *2-6-0* Cooke, 1884(1559) - 14x18-40-150-59,900-11,200
⁽¹⁸⁸⁵⁾ ⁽¹⁸⁹⁰⁾ ⁽¹⁸⁹⁶⁾ ⁽¹⁸⁹⁹⁾
 CC 15: 108: UPD&G 108: 8: C&S 13 Sc. 1923 c. 1900
- 34-45 / 61-163 13 *2-6-0* B-3A* Cooke, 1884(1559) - As rebuilt - See 11
 Numbering as above 165 → 1903
 48 → c. 1920
- 114-104 21 *2-6-0* B-3B* Brooks, 1882(713) - As rebuilt -
⁽¹⁸⁸⁵⁾ ⁽¹⁸⁸⁹⁾ ⁽¹⁸⁹⁹⁾
 15x18-41-160-13.1-756.6-55,000-63,250-13,430
 DSP&P 29: 156: DL&G 156: C&S 21 Sc. 1923 1916
- 34-48 / 64-128 22 *2-6-0* B-3B* Brooks, 1882(755) - As rebuilt
 15x18-40-160-13.1-756.6-55,000-63,250-13,770 - Over-

COLORADO & SOUTHERN NARROW GAUGE

34-49
115-260

115-266

114-102
115-168

69-119
114-65

115-363 & 376

F-3 61-105

34-55

34-54

115-31

F-3 34-56
61-128 114-335
115-94

34-56
64-259 115-386

F-3 34-57 64-223
114-332

34-57

34-57 114-229
114-321

78-325

115-10
78-317

61-169 64-259
114-175 115-364

F-3

22 DSP&P 35" DILLON: 162: DL&G 162: C&S 22 Sc. 1927 48 → 1918
#1926

30 *2-8-0 * B-4A * BLW, 1880 (4917) - 15X18-37-150-13,8-816.00
53,750-61,750-13,960-DSP&P 50: 190: DL&G 190: C&S 30
Traded off 1921 49 → 1907
260 → 1910

34 *2-8-0 * BLW, 1880 (4951) - A5 30
DSP&P 55: 195: DL&G 155: C&S 34: Manistee & Luther 4 1899

37 *2-8-0 * B-4B * Cooke, 1883 (1478) - 15X18-37-145-13,8-809.4
54,600-62,900-13,490 DSP&P 41: 198: DL&G 198: C&S 37 102 → 1917
Sc. 1921

44 *2-8-0 * Cooke, 1883 (1485) - A5 37
DSP&P 48: 205: DL&G 205: C&S 44 65 → 1899
119 → 1900

47 *2-8-0 * Cooke, 1883 (1494) - 15X18-37-145-13,8-809.4-
54,600-66,000-13,490 DSP&P 59: 208: DL&G 208: C&S 47 1921 c. 1900
Traded

49 *2-8-0 * Cooke, 1883 (1496) - A5 37
DSP&P 61: 210: DL&G 210: C&S 49 Traded 1921 105 → c. 1900
F-3 → c. 1900

51 *2-8-0 * B-4B * Cooke, 1883 (1498) - 15X18-37-145-13,8-809.4-
54,600-64,950-13,490 DSP&P 63: 212: DL&G 212: C&S 51 1920 c. 1919
Sc.

53 *2-8-0 * Cooke, 1883 (1500) - A5 51
DSP&P 65: 214: DL&G 214: C&S 53 Sc. 1918 c. 1900

54 *2-8-0 * Cooke, 1883 (1501) - A5 37
DSP&P 56: 215: DL&G 215: C&S 54: Halleck & Howard Lumber Co. 8 (1920) 1900

58 *2-8-0 * B-4C * Rhode Is., 1886 (1593) - 16X18-37-150-71,030-
15,880 Utah & Northern 261: DL&G 261: C&S 58 Sc. 1939 128 → 1916 56 → c. 1930
71 → 1936 F-3 → 1938

59 *2-8-0 * B-4C * Rhode Is., 1886 (1594) - A5 58
U&N 262: DL&G 262: C&S 59 Sc. 1925 56 → 1905 326 → 1910

60 *2-8-0 * B-4C * Rhode Is., 1886 (1595) - A5 58
U&N 263: DL&G 263: C&S 60 Ret. 1941 1936 & 1937

61 *2-8-0 * B-4C * Rhode Is., 1886 (1596) - A5 58
U&N 264: DL&G 264: C&S 61 Sc. 1930 1926

62 *2-8-0 * B-4C * Rhode Is., 1886 (1597) - A5 58
U&N 265: DL&G 255: C&S 62 Sc. 1927 321 → 1900
57 → 1918 229 → 1925

63 *2-8-0 * BLW, 1890 (11331) - 13,8-842.25-66,000-76,000-17,640
DL&G 266: C&S 63 Sc. 1929 c. 1905

64 *2-8-0 * BLW, 1890 (11332) - A5 63
DL&G 267: C&S 64 Sold 1921 317 → 1900
10 → 1905

65 *2-8-0 * B-4D BLW, 1890 (11340) - A5 63
DL&G 268: C&S 65 Sc. 1939 364 → 1909 115 → 1905
169 → 1933

66 *2-8-0 * BLW, 1890 (11353) - A5 63
DL&G 269: C&S 66 Sc. 1923 1899

COLORADO & SOUTHERN

NARROW GAUGE

- (64-177 67 *2-8-0*BLW, 1890 (11333) - As 63
 DL&G 270: C&S 67 Sc. 1927 1900
- F-3 64-94
 61-188 115-95 68 *2-8-0*B-4D*BLW, 1890 (11352) - As 63
 DL&G 271 * C&S 68 Sc. 1939 F-3-1979
 95-1936
- 34-59 64-248
 78-133 115-95
 115-164 69 *2-8-0*B-4D*BLW, 1890 (11355) - As 63
 DL&G 272 * C&S 69: White Pass & Yukon 20 Sc. 1946 69-1900 132-1941
 95-1931 164-1936 59-1925
- F-3 34-60
 61-170 115-11 70 *2-8-0*B-4D*BLW, 1890 (11356) - As 63
 DL&G 273: C&S 70: White Pass & Yukon 21 Sc. 1946 60-1932 F-3-1936
 11-1938 170-1941
- 34-61 72-228
 115-65 #165 71 *2-8-0*B-4E*BLW, 1896 (15142) - 15 1/2 x 20 - 37-180 - 80,500 - 19,870
 UPD&G 9: C&S 71 Ret. 1941 228-1902 65-1932
 165-1938 61-1941
- 34-62 64-115
 115-229 72 *2-8-0*B-4E*BLW, 1896 (15143) - As 71
 UPD&G 10: C&S 72 Sc. 1940 62-1927 229-1929
 115-1935
- F-3 61-69
 114-99 73 *2-8-0*B-4E*BLW, 1896 (15144) - As 71
 UPD&G 11: C&S 73 Sc. 1940 163-1933
 F-3-1938
- 35-64 64-257
 114-329 74 *2-8-0*B-4F * Brooks, 1898 (2951) - 16 x 20 - 37-180 - 19.4 -
 1280.7 - 84,730 - 95,520 - 21,170 Colorado & North Western 30:
 Denver, Boulder & Western 30: C&S 74: RG 5 74 64-1935 #1944
 329-1937
- (34-64
 78-459 75 *2-8-0*B-4F * Brooks, 1898 (2969) - As 74
 C&N 31: DB&W 31: C&S 75: Cerro de Pasco Corp. ? 117-1931 64-1933
 459-1941 337-1941
- 114-117 #337
 64-257 78-369
 114-334 76 *2-8-0*B-4F * Brooks, 1898 (2970) - As 74
 C&N 32: DB&W 32: C&S 76: C de P Corp. ? 221 #369-1937
 253-1941

COLORADO & SOUTHERN

34-59	68	*2-8-0	*B-4D	*Baldwin, 1890: Shop No. 11352 - As 65 - Sc. 1939 DL&G 271: C&S 68	(1899) 172 → 1925 188 → 1939
61-168, 172 & 188 64-197, 248 & 259 34-59	69	*2-8-0	*B-4D	*Baldwin, 1890: Shop No. 11355 - As 65 - Sold 1943 DL&G 272: C&S 69: White Pass & Yukon 20	(1899) (1943) 59 → 1925 248 → c. 1900 193
34-60, 61 # 65	70	*2-8-0	*B-4D	*Baldwin, 1890: Shop No. 11356 - As 65 Sold 1943 DL&G 273: C&S 70: White Pass & Yukon 21	(1899) F-3: 1936 (1943) 60 → 1932 65 → 1937 190 → 1941
61-170, 175, 179, 182, 191 & 197 61-171 34-5 & 61 64-201 & 257	71	*2-8-0	*B-4E	Baldwin, 1896: Shop No. 15142 - 15 1/2 x 20 - 37-180 - 80,500 - 19,870 - Demolished 1941 UPDEG 9: C&S 71	(1899) 5 → 1939 61 → 1941
64-115 34-62	72	*2-8-0	*B-4E	*Baldwin, 1896: Shop No. 15143 - As 71 - Sc. 1940 UPDEG 10: C&S 72	(1899) 115 → 1935 62 → 1927
64-129, 217 & 257 34-64 81-518	74	*2-8-0	*B-4F	*Brooks, 1898: Shop No. 2951 - 16x20 - 37-180 - 17,4 - 1280.7 - 84,736 - 95,520 - 21,170 - Sold 1945 Colorado & Northwestern 30: Denver, Boulder & Western 30: C&S 74: RGS 74	(1909) (1921) (1948) 217 → 1931 129 → 1937 64 { 1935 1941
64-127, 203, 220 & 221 34-63 & 64 1-2	75	*2-8-0	*B-4F	*Brooks, 1898: Shop No. 2969 - As 74 - Sold 1945 C&N 31: DB&W 31: C&S 75	(1909) (1921) 203 → 1941 127 → 1936 220 & 221 → 1937 64 → c. 1938
64-235 & 257 34-60 & 63	76	*2-8-0	*B-4F	*Brooks, 1898: Shop No. 2970 - As 74 - Sold 1945 C&N 32: DB&W 32: C&S 76	(1909) (1921) 235 → 1937 30 → 1945

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STANDARD GAUGE

34-66	100	*4-4-0	*	*Rogers, 1867: Shop No. 1472 - 16x24 - 64-145 - 67,100 - 11,830 - Sc. 1902 UP 32: Col. Cent. Julesburg Div. 11: 395: UPDEG 395: 15: C&S 100	(1882) (1885) (1890) (1896) (1899) 1900
34-68	101	*4-4-0	*C-2G	*As rebuilt, 1899 - Orig. built by Rogers, 1881: Shop No. 2874 17x24-62-150-18,65-1024-60,000-83,100-14,260 - Sc. 1919 Denver & New Orleans 5: Denver, Texas & Gulf 5: 65: UPDEG 538: 21: C&S 101	(1886) (1888) (1890) (1896) (1899) 1903 1915
34-67	102	*4-4-0	*	*Rogers, 1881: Shop No. 2875 - 17x24-63-150 - 76,800 - 14,040 - Sc. 1903 D&NO 6: DTEG 6: 66: UPDEG 539: 16: C&S 102	(1886) (1888) (1890) (1896) (1899) 1900
34-69	105	*4-4-0	*	*As rebuilt, 1881 - Orig. built by Taunton, 1869: Shop No. 463 17x24-64-150-75,600-13,820 - Sc. 1903 UP 161: CC 6: 569: UPDEG 569: 19: C&S 105	(1878) (1885) (1890) (1896) (1899) 1900
34-71	134	*4-4-0	*C-2L	Cooke, 1888: Shop No. 1865 - 17x24-61-150 - 17,00 - 1119,94 - - 81,000 - 14,500 - Rebuilt to an inspection loco in 1920 DT&FW 13: -118: UPDEG 523: 28: C&S 134 Sc. 1930	(1888) (1890) (1896) (1899) 1918
34-72	134	*4-4-0	*C-2L	*Rebuilt as an inspection loco, 1920 - Orig. built by Cooke, 1888: Shop No. 1865 - 17x24-61-140 - 17,00 - 1119,94 - 55,110 - 95,600 - 13,530 - Sc. 1930 - Numbering as above.	1920 1922

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COLORADO & SOUTHERN

34-73	143	*4-4-0	*C-2S	*Sch, 1889: Shop No. 2792 - 18x26-62-150-17.25-1436.1-62,000-99,000-17,320 - Sc. 1925 (1890) (1896) (1899) Col. Cont. 630: UPD&G 630: 33: C&S 143	1913
34-74	145	*4-4-0	*	*As rebuilt, 1892 - Orig built by Hinkley & Williams, 1868? - 18x24-69-140-100,600-13,410 - Sc. 1914 (1892) (1896) (1899) UP?: UPD&G 830: 35: C&S 145	1900
34-80	203	*0-6-0	*A-3B	*Baldwin, 1890: Shop No. 11402 - 17x24-51-155-88,000-17,918 - Sc. 1911 (1894) (1899) (1906) UPD&G 114: 114: C&S 505: 203	1907
34-75	208(1)	*2-6-0	*	*Cooke, 1888: Shop No. 1888 - 18x24-53-150-96,200-18,710 - Rebuilt to 0-6-0, 1904 - Sold 1922 (1890) (1896) (1899) (1906) DT&G 71: UPD&G 1218: 49: 208(1): 215(2)	1900
34-81	210(2)	*0-6-0	*A-3C	*As rebuilt from 2-6-0, 1904 - Orig. built by Rogers, 1888: Shop No. 3932 - 18x24-53-150-94,000-18,710 - Sc. 1913 (1888) (1890) (1896) Col. & Texas P.W. Const. Co. 25: DT&FW 160: UPD&G 1226: 45: C&S 512: 210(2)	1908
34-76	213	*0-6-0	*A-3D	*As rebuilt from 2-6-0, 1904 - Orig. built by Cooke, 1888: Shop No. 1891 - 18x24-53-150-28,4-1310.9-98,300-18,710 - Sold 1926 (1890) (1896) (1899) DT&FW 164: UPD&G 1230: 54: C&S 213	1909
34-76	213	*0-6-0	*A-3D	*As rebuilt from 2-6-0, 1904 - Orig. built by Cooke, 1888: Shop No. 1891 - 18x24-51-150-28,4-1310.9-96,200-19,440 - Sold 1926 Numbering as above	1919
34-76	215(2)	*0-6-0	*A-3D	*As rebuilt from 2-6-0, 1904 - Orig. built by Cooke, 1888: Shop No. 1888 - As 213 on 34-76 - DT&G 71: UPD&G 1218: 49: C&S 208(1): 215(2) Sold 1922 (1894) (1899) (1906) (1919) Sold 1922 (1890)	1918
34-81	220	*0-6-0	*A-3E	*Cooke, 1906: Shop No. 40238 - 19x26-51-180-133,000-28,160 - Sc. 1934	1919
34-82	223	*0-6-0	*A-3E	*Cooke, 1906; Shop No. 40241 - As 220 - Sc. 1946	BP
34-82	223	*0-6-0	*A-3E	*As rebuilt, 1925 - Orig. built by Cooke, 1906: Shop No. 40241 20x26-51-180-142,700-31,200 - Sc. 1946	1938 86 -> 1926
34-82 & 86	224	*0-6-0	*A-3E	*Cooke, 1906: Shop No. 40242 - As 220 - Sc. 1946	82 -> 1940
34-84	227	*0-6-0	*A-3E1	*As rebuilt, 1927 - Orig. built by Sch, 1907: Shop No. 44319 20x26-51-180-143,200-31,200 - Sc. 1947 31.5-1752	1947
34-84	228	*0-6-0	*A-3E1	*As rebuilt, 1927 - Orig. built by Sch, 1907: Shop No. 44320 As 227 - Sc. 1947	1947
34-83	231	*0-6-0	*A-3E1	Sch, 1907: Shop No. 44323 - 19x26-51-180-31.5-1752-138,000-28,160 - Sc. 1946	BP
34-84	232	*0-6-0	*A-3E2	*Baldwin, 1910: Shop No. 35257 - 20x26-51-180-151,800-31,200 - Sc. 1949	1948
34-85	234	*0-6-0	*A-3E2	*Baldwin, 1910: Shop No. 35259 - As 232 - Sc. 1947	1941

COLORADO & SOUTHERN

34-85	235	*0-6-0	*A-3E2	*Baldwin, 1910; Shop No. 35260 - As 232 - Sc. 1946	1940
130-168					168 → 1941
34-85	236	*0-6-0	*A-3E2	*Baldwin, 1910; Shop No. 35269 - As 232 - Sc. 1948	1926
34-77	251	*2-6-0	*B-3H	*Rogers, 1888; Shop No. 4065 - 17x24-56-150 - 18.4 - 1827.4 - 87,300 - 105,000 - 15,790 - Sc. 1922	1922
				(1890) (1896) (1899) (1906)	
				DT&G 76; UPD&G 1363; 56; C&S 215(1); 251	1922
34-75	252	*2-6-0	*B-3J	*Cooke, 1888; Shop No. 1887 - 18x24-53-150 - 96,200 - 18,710 - Sc. 1911	1907
				(1890) (1896)	
				DT&G 70; UPD&G 1217; 48; C&S 207(1); 252	1907
34-87	303	*4-6-0	*C-3A	*As rebuilt 189? - Orig. built by Rogers, 1887; Shop No. 3870 - 16½x24-56-150 - 14.5 - 1379.11 - 65,900 - 98,600 - 14,880 - Sc. 1917	1910
				(1888) (1890)	
				Col. & Texas R.W. Con. Co. G: DTEFW 154; UPD&G 1040; 69; C&S 303	1910
130-172					1899 to
34-92	309	*4-6-0	*C-3E	*As rebuilt, 1903? - Orig. built by Rhodels, 1890; Shop No. 2455 - 20x24-62-180 - 24.7 - 1967 - 107,000 - 135,000 - 23,690 - Sc. 1936	1922
				(1896) (1899)	172 → 1922
				UPD&G 1408; 71; C&S 309	c. 1930
34-90	310	*4-6-0	*	*Rhodels, 1890; S/N 2458 - 19x24-62-180 - 139,850 - No. 2453 - A 21,380 - Sc. 1928	1900
				(1896) (1899)	
				UPD&G 1411; 74; C&S 310	1900
34-92	312	*4-6-0	*C-3E	*As rebuilt 1903? - Orig. built by Rhodels, 1890; Shop No. 2453 - As 309 - Sold 1938	1930
				(1896) (1899)	
				UPD&G 1406; 70; C&S 312; Hayden Coal Co 1 - Sc. 1944	c. 1930
34-91	314	*4-6-0	*C-3E	*As rebuilt, 1903? - Orig. built by Rhodels, 1890; Shop No. 2459 - As 309 - Sc. 1923	1919
				(1896) (1899)	
				UPD&G 1412; 73; C&S 314	1919
34-91	316	*4-6-0	*C-3E	*As rebuilt 1903? - Orig. built by Rhodels, 1890; Shop No. 2454 - As 309 - Sold 1924	1909
				(1896) (1899)	
				UPD&G 1407; 77; C&S 316	1909
34-91	317	*4-6-0	*C-3E	*As rebuilt, 1903? - Orig. built by Rhodels, 1890; Shop No. 2457 - As 309 - Sc. 1926	1910
				(1896) (1899)	
				UPD&G 1410; 78; C&S 317	1910
34-91	318	*4-6-0	*C-3E	*As rebuilt 1903? - Orig. built by Rhodels, 1890; Shop No. 2461 - As 309 - Sc. 1927	1918
				(1896) (1899)	
				UPD&G 1414; 79; C&S 318	c. 1918
34-93	320	*4-6-0	*	*Rhodels, 1900; Shop No. 3208 - 20x26-63- 200 - 155,200 - 28,060 - Sc. 1925	BP # 1902
34-93	322	*4-6-0	*C-3G	*Rhodels, 1900; Shop No. 3210 - As 320 - Sc. 1925	1906
34-94	323	*4-6-0	*	Sch., 1902; Shop No. 25226 - 20x28-67-210 - 169,500 - 29,840 - Sc. 1935	BP
				1920	
34-94	323	*4-6-0	*C-3H	*As rebuilt - Orig. built by Sch., 1902; Shop No. 25226	1928 & 1933
34-95	324	*4-6-0	*	*Sch., 1903; Shop No. 27314 - As 323 BP - Sc. 1936	1905
				1920	Sc.
34-108	325	*4-6-0	*C-3H	*As rebuilt - Orig. built by Sch., 1903; Shop No. 27315 - 1936	1929
34-95	326	*4-6-0	*C-3H	*Sch., 1903; Shop No. 27316 - As 323 BP - Sc. 1936	1908
34-95	326	*4-6-0	*C-3H	*As rebuilt, 1919 - Orig. built by Sch., 1903; Shop No. 27316 - Sc. 1936	
34-96	327	*4-6-0	*C-3H	*As rebuilt, 1920 - Orig. built by Brooks, 1906; Shop No. 40235	
				Sc. 1945	c. 1943

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34-97	329	*4-6-0	*C-3H * Brooks, 1906; Shop No. 40237 - 20 X 28 - 67 - 210 - 172,000 - 29,840 - Sc. 1942	BP 1939 \$1940
34-97	329	*4-6-0	*C-3H * As rebuilt, 1920 - Orig built as above - Sc. 1942	
34-98	330	*4-6-0	*C-3H1 * Baldwin, 1907; Shop No. 31153 - 20 X 28 - 67 - 210 - 32,6 - 2476 - 145,250 - 187,450 - 29,840 - Sc. 1950	BP
34-99	330	*4-6-0	*C-3H1 As rebuilt, 1922 - Orig. built by Baldwin, 1907; Shop No. 31153 - Sc. 1950	1939
34-99	331	*4-6-0	*C-3H1 * Baldwin, 1907; Shop No. 31195 - As 330 BP - Sc. 1950	1918
34-99	331	*4-6-0	*C-3H1 * As rebuilt, 1921 - Orig. built by Baldwin, 1907; Shop No. 31195 - Sc. 1950	1939
34-28, 101 & 330	350	*4-6-2	*F-3A * Baldwin, 1910; Shop No. 35771 - 25 X 28 - 69 - 160 - 55.0 - 3010 - 925 - 153,000 - 236,000 - 34,500 - Sc. 1950	28 → 1911 101 → 1912 330 → 1918
34-103	350	*4-6-2	*F-3A As rebuilt, 1923	103 → 1930 & 1940
34-103	351	*4-6-2	*F-3A * As rebuilt, 1923 - Orig. built by Baldwin, 1910; Shop No. 35772 - Sc. 1947	1938
34-104	352	*4-6-2	*F-3A As rebuilt, 1922 - Orig. built by Baldwin, 1910; Shop No. 35773 - Sc. 1947	1927, 1938 & 1939
62-112 34-105 & 334	353	*4-6-2	*F-3A * As rebuilt, 1923 - Orig. built by Baldwin, 1910; Shop No. 35796 - Sc. 1951	105 → 1943, 1946 & 1948 334 → 1949 112 → 1939
34-101	354	*4-6-2	*F-3A * Baldwin, 1910; Shop No. 35797 - As 350 - Dest. 1938	1915
34-106	370	*4-6-2	*F-3B * Baldwin, 1918; Shop No. 48731 - Leased from Q, 1919, bought 1920 - 27 X 28 - 74 - 180 - 269,200 - 42,200 - Sc. 1953 CB & Q 2970; C & S 370	1921
34-107 & 330	370	*4-6-2	*F-3B * After various changes & additions from above. Numbering as above	330 → 1928 107 → 1939 & 1951
34-107	371	*4-6-2	*F-3B * After various changes and additions - Orig. built by Baldwin, 1918; Shop No. 49071 - Leased 1919, bought 1920 CB & Q 2973; C & S 371	1949 & 1950
34-108	372	*4-6-2	*F-3B * Baldwin, 1918; Shop No. 48261 - Leased 1919, bought 1920 - As 370 - Sc. 1960 CB & Q 2965; C & S 372	1929
34-108 & 334	372	*4-6-2	*F-3B * After various changes & additions from above. Numbering as above	108 → c. 1935 & 1949 334 → c. 1938
34-109	373	*4-6-2	*F-3C * Baldwin, 1922; Shop No. 55569 - 27 X 28 - 69 - 185 - 293,870 - 46,520 - Sc. 1955	BP
34-109 62-113	373	*4-6-2	*F-3C * As above after some changes	1952
34-109 & 334	374	*4-6-2	*F-3C * Baldwin, 1922; Shop No. 55570 - As 373 with some changes - Sc. 1960	334 → 1949 113 → 1950 109 → 1954
34-109	375	*4-6-2	*F-3C * Baldwin, 1922; Shop No. 55571 - As 373 with some changes - Sc. 1954	1950

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34-110	400	*2-8-0	*B-4H*	Pittsburgh, 1888: Shop No. 1007 - 18X24-51-150-24.4-1381.8-96,300-107,000-19,440 - Sc. 1922 <small>(1890) (1896) (1899)</small> DT&G 73: UPD&G 1364: 81: C&S 400	1918
34-110	401	*2-8-0	*B-4H*	Pittsburgh, 1888: Shop No. 1008 - As 400 - <small>(1890) (1896) (1899)</small> Sold 1923 DT&G 74: UPD&G 1365: 82: C&S 401	1933
34-112	406	*2-8-0	*B-4J*	Baldwin, 1889: Shop No. 10364 - 20X24-51-165-25.5-1957.42-110,000-124,400-26,400 - Sold 1906 <small>(1890) (1896) (1899) (1906)</small> DT&FW 204: UPD&G 1316: 87: C&S 406: T&BV 12	1906
34-112	408	*2-8-0	*	Baldwin, 1889: Shop No. 10433 - As 406 - <small>(1890) (1896) (1899) (1906)</small> Sold 1906 DT&FW 206: UPD&G 1318: 89: C&S 408: T&BV 14	1902
34-112	410	*2-8-0	*	Baldwin, 1889: Shop No. 10435 - As 406 - <small>(1890) (1896) (1899) (1906)</small> Sold 1906 DT&FW 208: UPD&G 1320: 91: C&S 410: T&BV 16(1)	1899
34-113	412	*2-8-0	*	Rhodels, 1890: Shop No. 2318 - 20X24-51-165-124,400-26,400 - Sold 1906 <small>(1890) (1896) (1899) (1906)</small> DT&FW 210: UPD&G 1322: 93: C&S 412: T&BV 18 Sc. 1923	1902
34-115	424	*2-8-0	*	Baldwin, 1897: Shop No. 15610 - 19X26-51-180-24.7-2032-126,700-142,300-28,160 - Sc. 1929 <small>(1899)</small> UPD&G 105: C&S 424	1899
34-115	426	*2-8-0	*B-4M*	As rebuilt - Orig built by Baldwin, 1897: Shop No. 15612 - 20X26-51-180-24.7-2032-126,700-142,300-31,200 - <small>(1899)</small> Sc. 1929 UPD&G 107: C&S 426	
34-115	427	*2-8-0	*B-4M	As rebuilt - Orig. built by Baldwin, 1899: Shop No. 17178 - As 426 - Sc. 1929	1927
34-116	429	*2-8-0	*B-4N*	Cooke, 1900: Shop No. 2510 - 19X26-51-180-144,700-28,160 - Sc. 1931 C&S 450: 429	1918 & 1919
34-118	451	*2-8-0	*B-4P*	Rhode Is., 1900: Shop No. 3203 - 21X28-56-185-32.65-2222.6-144,000-163,360-34,670 - Sc. 1931	c. 1910
34-118	452	*2-8-0	*B-4P*	Rhode Is., 1900: Shop No. 3204 - As 451 - Sc. 1934	1910
34-118	452	*2-8-0	*B-4P*	Rhode Is., 1900: Shop No. 3204 - 21X28-57-185-32.65-2222.6-144,000-163,360-34,070 - Sc. 1934	1933
34-117	454	*2-8-0	*B-4P*	Rhode Is., 1900: Shop No. 3206 - As 451 - Sc. 1932	BP
34-117	454	*2-8-0	*B-4P*	Rhode Is., 1900: Shop No. 3206 - As 452 - Sc. 1932	1931
130-168 34-118	455	*2-8-0	*B-4P*	Rhode Is., 1900: Shop No. 3207 - As 452 - Sc. 1947	1946
34-120	468	*2-8-0	*	Rhode Is., 1901: Shop No. 3309 - 22X28-57-205-34.66-2992.43-175,000-194,180-41,430 - C&S 468: 608	BP
34-120	475	*2-8-0	*	Richmond, 1902: Shop No. 25858 - 22X28-57-210-191,700-42,430 - C&S 475: 615 Sc. 1915	BP
34-78	501	*0-4-0	*	Cooke, 1888: Shop No. 1875 - 17X24-49-150-12.5-60,100-18,050 - Sc. 1902 DT&FW 19: 124: UPD&G 1361(1890): 110(1896): C&S 501(1899)	c. 1900

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34-80	503	*0-6-0 *	* Baldwin, 1890; Shop No. 11395 - 17x24-51-150- 88,000-17,340 - Sc. 1915 UPD&G 1112: 112: CES 503: 201 c. 1900	
34-139	521	*2-8-0 *B-4S	As simplified, 1924 - Orig. built by Rhode Is., 1903; Shop No. 27303, tandem comp. - 22½x32-57-190-48.0-2298.76-455.32-181,700-206,100-45,900 - Sc. 1948	1944
34-136	522	*2-8-0 *B-4S	* Rhode Island, 1903; Shop No. 27304 - Tandem comp. 16x28x32-57-210-48.0-2298.76-181,700-206,100-43,230 - Simplified 1924 - Sc. 1952	1920
34-135	524	*2-8-0 *	* Rhode Is., 1903; Shop No. 27306 - Tandem comp. As 522 - Simplified 1925 - Sc. 1940	BP
34-136	524	*2-8-0 *B-4S	* Rhode Is., 1903; Shop No. 27306 - Tandem comp. - As 522 - As simplified 1925 -	1923
34-136	524	*2-8-0 *B-24S	* 22½x32-57-190-206,100-45,900 As 521	1938
34-138	527	*2-8-0 *B-4S	* Rhode Is., 1903; Shop No. 27309 - As simplified, 1924 - tandem - As 524 - Sc. 1954	1937
34-139	528	*2-8-0 *B-4S	* As simplified, 1924 - Orig. built by Rhode Is., 1903; Shop No. 27310 - As 521 - Sc. 1954	1939
34-139	529	*2-8-0 *B-4S	* As simplified, 1925 - Orig. built by Rhode Is., 1903; Shop No. 27311 - As 521 - Sc. 1948	1941
34-139	530	*2-8-0 *B-4S	* As simplified, 1925 - Orig. built by Rhode Is., 1903; Shop No. 27312 - As 521 - Sc. 1956	1955
34-139	530	*2-8-0 *B-4S	* I.I., 1903; Shop No. 27313 - Photo as tandem comp taken in 1916 & 1924, photo as simplified taken in 1950	Sc. 1955
34-137	531	*2-8-0 *B-4S	* Rhode Island, 1903; Shop No. 27313 - Photo as tandem comp taken in 1916 & 1924, photo as simplified taken in 1950	Sc. 1955
34-122	600	*2-8-0 *B-4R	Rhode Is., 1901; Shop No. 3301 - 22x28-57-205-34.66-2992.43-175,000-194,180-41,430 - Sc. 1928 CES 460: 600	1921
34-121	602	*2-8-0 *B-4R	* Rhode Is., 1901; Shop No. 3303 - As 600 - Sc. 1961 CES 462: 602	1916
34-121	602	*2-8-0 *B-4R	* As rebuilt, 1924 - Orig. built as above - As 600 CES 462: 602	1954
34-123	605	*2-8-0 *B-4R	* As rebuilt, 1927 - Orig. built by Rhode Is., 1901; Shop No. 3306 - Sc. 1960 CES 465: 605	1957
34-124	607	*2-8-0 *B-4R	* Rhode Is., 1901; Shop No. 3308 - As 600 - Sc. 1934 CES 467: 607	c. 1933
34-124	608	*2-8-0 *B-4R	* As rebuilt, 1926 - Orig. built by Rhode Is., 1901; Shop No. 3309 - Sc. 1960 CES 468: 608	1958
34-123	612	*2-8-0 *B-4R	* Richmond, 1902; 3/4 25855 - As rebuilt, 1932 - 22x28-57-210-191,700-42,440 - CES 472: 612 Sc. 1955	1951
34-128	619	*2-8-0 *B-4R	* As rebuilt, 1924 - Orig. built by Richmond, 1902; Shop No. 25862 - Sc. 1956 CES 479: 619	
34-124	620	*2-8-0 *B-4R	* As rebuilt, 1924 - Orig. built by Richmond, 1902; Shop No. 25863 - Sc. 1961 CES 480: 620 (1906)	1949

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34-126	622	* 2-8-0	* B-4R	* As rebuilt, 1926 - Orig. built by Richmond, 1902: As 612 Shop No. 25865 - Sc. 1940 C&S 482: 622	1933
34-127	629	* 2-8-0	* B-4R	* Brooks, 1906; S/N 48256 - As rebuilt, 1925 -: 22x28-57-210-193,400-42,440 Sc. 1960	1958
34-127	630	* 2-8-0	* B-4R	* Brooks, 1906; Shop No. 40257-22x28-57- 210-193,400-42,440-Sc. 1934 Never rebuilt	c. 1932
34-126	632	* 2-8-0	* B-4R	* As rebuilt, 1924 - Orig. built by Brooks, 1906: Shop No. 40259 - Sc. 1960 As 629	1956
34-126 & 127	635	* 2-8-0	* B-4R	* As rebuilt, 1926 - Orig. built by Brooks, 1906: Shop No. 40260 - Sc. 1955 As 629	126 → 1947 127 → 1954
34-127	634	* 2-8-0	* B-4R	* As rebuilt, 1924 - Orig. built by Brooks, 1906: Shop No. 40261 - Sc. 1960 As 629	1958
34-128 & 130	638	* 2-8-0	* B-4R	* As rebuilt, 1925 - Orig. built by Brooks, 1906: As 629 Shop No. 40265 - Donated 1962	128 → 1956 130 → 1960
34-122	640	* 2-8-0	* B-4R	Brooks, 1906; Shop No. 40267 - As 630 - Sc. 1956	1912
34-128	640	* 2-8-0	* B-4R	* As rebuilt, 1926 - Orig. built as above - Sc. 1956	As 629 1949
130-169 34-129 & 130	641	* 2-8-0	* B-4R	* As rebuilt, 1920 - Orig. built by Brooks, 1906: As 629 Shop No. 40268 - Donated 1962	169 → 1938 129 → 1960 & 1961
130-168 34-132	644	* 2-8-0	* B-4R	* Baldwin, 1907; S/N 30996 - As rebuilt 1925 - 22x28- 57-200-194,650-40,420 - Sc. 1960	168 → 1938 1941 & 1952
34-132	646	* 2-8-0	* B-4R	* As rebuilt, 1925 - Orig. built by Baldwin, 1907; Shop No. 31018 - Sc. 1959 As 644	1957
34-133	647	* 2-8-0	* B-4R	* As rebuilt, 1924 - Orig. built by Baldwin, 1907; Shop No. 31066 - Sc. 1960 As 644	1958
34-133	648	* 2-8-0	* B-4R	* As rebuilt, 1925 - Orig. built by Baldwin, 1907; Shop No. 31067 - Sc. 1960 As 644	1956
34-131	649	* 2-8-0	* B-4R	* Baldwin, 1907; Shop No. 31166 - 22x28-57- 200-32,7-2555-175,250-194,650-40,420 - Sc. 1934	BP
34-140	700	* 2-8-0	* B-4Q	* Baldwin, 1907; Shop No. 31272 - 21x28-57-200- 32,7-2169-161,300-181,300-36,830 - Sc. 1927	1919
34-142	800	* 2-8-2	* E-4A	* Baldwin, 1911; Shop No. 35894 - 26½ x 30-57-170- 266,550-53,410 - Sc. 1959	1919
34-139 & 142	800	* 2-8-2	* E-4A	* Baldwin, 1911; S/N 35894 - As rebuilt, 1926 - 26½ x 30- 57-200-161,300-181,300-36,830 - Sc. 1959	142 → 1940 139 → 1955
130-170 34-143	801	* 2-8-2	* E-4A	* As rebuilt, 1925 - Orig. built by Baldwin, 1911; Shop No. 35895 - Sc. 1956 As 800 (rebuilt)	170 → 1947 1951
34-141 & 143	802	* 2-8-2	* E-4A	* Baldwin, 1911; Shop No. 35896 - As 800 (rebuilt) 27x30-57-170-266,550-55,440	141 → 1912 143 → 1920
130-169 34-143	802	* 2-8-2	* E-4A	* Baldwin, 1911; S/N 35896 - As 800 (1919) Sc. 1991 As 800 (rebuilt)	c. 1920
34-143	802	* 2-8-2	* E-4A	* As rebuilt, 1926 - Orig. built as above - Sc. 1959	1955
34-144	803	* 2-8-2	* E-4A	* As rebuilt 1925 - Orig. built by Baldwin, 1911; Shop No. 35897 - Sc. 1959 As 800 (rebuilt)	1949

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34-144	804(1)	*2-8-2	*E-4A	* As rebuilt, 1925 - Orig. built by Baldwin, 1911: Shop No. 35893 - As 800 (rebuilt) Sc. 1953 c. 1940
34-145	804(2)	*2-8-2	*O-4	* Purch. 1957 - Baldwin, 1919: Shop No. 51552 - 27X32 - G3-200-70.3-4257-993-238,260-320,950 - 62,950 - Sc. 1960 CB&Q 5500; C&S 804(2) (1957) 1957
34-145	805	*2-8-2	*O-4	* Purch. 1957 - Baldwin, 1919: Shop No. 51613 As 804(2) - Sc. 1960 CB&Q 5506; C&S 805 (1957) 1957
34-146	806	*2-8-2	*O-4	* Purch. 1957 - Baldwin, 1919: Shop No. 51614 As 804(2) - Sc. 1960 CB&Q 5507; C&S 806 (1957) 1957
34-147	807	*2-8-2	*O-4	* Purch. 1957 - Baldwin, 1919: Shop No. 51615 As 804(2) - Sc. 1960 - CB&Q 5508; C&S 807 (1957) 1958 \$1959
34-148	809	*2-8-2	*O-4	* Purch. 1957 - Baldwin, 1919: Shop No. 51620 As 804(2) - Sc. 1960 - CB&Q 5513; C&S 809 (1957) 1958
148-99 34-149	900	*2-10-2	*E-5A	* Baldwin, 1915; Shop No. 42082 - 30X32-60-200- 88.0-5349-1232-295,950-367,850-81,600 - Sc. 1959 BP
34-152	900	*2-10-2	*E-5A	* As above c. 1920
34-152 & 153	900	*2-10-2	*E-5A	* With some changes - 30X32-60-200 - 88.0-5349-1232-304,345-376,245-81,600 - Sc. 1939 152 → 1954 & 1957 171 → 1947 1958
34-156	901	*2-10-2	*E-5A	* With some changes - Baldwin, 1915: Shop No. 42083 As third listing of 900 - Sc. 1956 1954
34-154	902	*2-10-2	*E-5A	Baldwin, 1915: Shop No. 42084 - As 900 BP c. 1920
130-171 34-154	902	*2-10-2	*E-5A	* With some changes - About as 3rd listing of 900 - Sc. 1961 171 → 1947 1958
34-155	903	*2-10-2	*E-5A	* With some changes - Baldwin, 1915: Shop No. 42085 As third listing of 900 - Sc. 1959 1950, 1952 & 1957
30-156	904	*2-10-2	*E-5A	* With some changes - Baldwin, 1915: Shop No. 42086 As third listing of 900 - Sc. 1960 1957
130-171 34-158	905	*2-10-2	*E-5B	* With some changes - Baldwin, 1919: Shop No. 51983 30X32-63-200-88.2-5153-1208-300,740-387,740 - 77,710 - Sc. 1955 171 → 1938 1945
34-158	906	*2-10-2	*E-5B	* With some changes - Baldwin, 1919: Shop No. 52002 About as 905 - Sc. 1954 1941 & 1950
63-51 34-159	907	*2-10-2	*E-5B	* With some changes - Baldwin, 1919: Shop No. 52003 About as 905 - Sc. 1955 1938 & 1940
34-160	908	*2-10-2	*E-5B	* With some changes - Baldwin, 1919: Shop No. 52004 About as 905 - Sc. 1954 1940
34-160	909	*2-10-2	*E-5B	* With some changes - Baldwin, 1919: Shop No. 52005 About as 905 - Sc. 1960 1950 & 1957
130-171 34-162	910	*2-10-2	*E-5C	* Baldwin, 1922: Shop No. 55574 - 30X32-60- 200-404,070-83,000 - Sc. 1955 171 → 1938 1950

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34-162
34-1618/163
34-1618/164
34-1618/164
130-168
130-169
130-169

911 *2-10-2*E-5c* BLW, 1922 (55575) - As 910 Sc. 1956 1938
 912 *2-10-2*E-5c* BLW, 1922 (55623) - As 910 Sc. 1956 161 → 1928
 913 *2-10-2*E-5c* BLW, 1922 (55624) - 30X32-60-200- 163 → 1950
 400,810-83,000 Sc. 1956 164 → 1956
 161 → BP
 914 *2-10-2*E-5c* BLW, 1922 (55625) - 30X32-60-200-
 405,710-83,000 Sc. 1960 161 → 1955
 164 → 1957.
 233 *0-60*A-3E2* BLW, 1910 (35258) - As 232 Sc. 1947 1937
 AS 524 simplified
 528 *2-8-0*B-4S*A-RI, 1923 (27310) as tandem comp. - As simplified, 1924 Sc. 1954 1937
 610 *2-8-0*B-4R*A-R, 1922 (25853) - As rebuilt from ⁽¹⁹⁰⁶⁾ 470 - 22X28-57-210-19,700-42,320
 C# 470:610 - Rebit. 1922 Sc. 1956 1941

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146-172	8	*0-6-0*B-1 odd *BLW, 1890 (10815) - 20X24-50-135-99,000- 22,030 CV 8: PRR 3778	BP
146-21	"NICHOLAS BIDDLE"	*4-2-0*Norris, 1838 - 10 $\frac{1}{2}$ X18-54-24,000 (1874) CV "NICHOLAS BIDDLE": 10 "N.B." Sc. 1874	1874
146-171	10	*0-6-0*B-2 odd *Rogers, 1883 (3223) - 18X22-50-125-524-81,000- 15,150 CV 10: PRR 3778 Sc. 1912-18	
146-87	12	*0-6-0*B-3 odd *Rogers, 1874 (2372) - 15X25-45-110-10,92- (1882) (1891) 11,690 CV 31 "BRIDGEPORT": 12: 15 Sold 1899 c.1895	
146-171	12	*0-6-0*B-2 odd *Rogers, 1884 (3465) - 18X22-50-125-1524- (1882) 81,000-15,150 CV 9: 12 Sc. 1912-18	
9-41 & 88 146-49 & 61	13	"PIONEER" *2-2-2T *Wilmarth, 1851 - As remodeled 1871 - 9X14-54-20,000 (1874) CV "PIONEER": 13 "PIONEER" to PRR 1919: to Smithsonian 1960	
146-127	14	"JENNY LIND" *2-2-4T *Wilmarth, 1851 as 2-2-2T - As rebuilt, 1878 (1874) 8 $\frac{1}{2}$ X14-54-5.36 - CV "JENNY LIND": 14 "J.L." Sc. 1905 1878	
146-246	15	*0-6-0*B-8 *Junata Sh, 1910 (2101) - 20X24-56-205-1868- (1919) (1920) 144,100 - 29,870 CV 15: PRR 15: 3780 Sc. 1929	
146-50	16	"BOSTON" *2-2-4T *Wilmarth, 1854 - 8 $\frac{1}{2}$ X14-54-32,000 CV "BOSTON": 16 "B." Sc. 1881 c.1878	
146-52	"UTILITY"	*0-4-0T *Wilmarth, 1854 - 12 $\frac{1}{2}$ X16-42-8,72" (1874) (1882) Sc. 1896 (1882) 27,000 CV "UTILITY": 17 "U": 10: Carlisle Mfg Co. 10	
146-165, 208 & 263	22	*4-4-0*D-2 odd *Rogers, 1881 (2721) - 16X22-63-125-978- (1891) 71,500 - 9,500 CV 32 "GEORGE STEWART": 22 Sc. 1904-11	
146-165	23	*4-4-0*D-2 odd *Rogers, 1881 (2724) - As 22 (1891) CV 33 "THOMAS A. SCOTT": 23 Sc. 1912-18	
146-89	27	"A.S. HULL" *4-4-0 *Rogers, 1870 - 15X22-54-14,25 Sc. 1890	
146-166	29	*4-4-0 *D-3 odd *BLW, 1890 (11010) - 17X24-62-78,000 (c.1897) Mont Alto?: CV 29 Sc. 1897-1911	
146-200	30	*4-4-0 *D-7 (Anth) *Altoona Sh, 1891 (1662) - 17X24-68-140-1280- (1919) (1920) 93,500 - 12,140 CV 30: PRR: 30: 3781	
146-87	31	"BRIDGEPORT" *0-6-0 *B-3 odd *Rogers, 1874 (2372) - 15X25-45- (1882) (1891) 110-11.22-11,690 CV 31 "B.": 12 "B.": 15 Sold 1899 1874	
146-235	32	*4-4-0 *D-13c (P) - Altoona Sh, 1898 (2035) - 18 $\frac{1}{2}$ X24-68-160- (1919) (1920) 1571-105,600-16,420 CV 32: PRR 32: 3783	
146-235	33	*4-4-0 *D-13c (P) - Altoona Sh, 1898 (2036) - As 32 (1919) (1920) (1922) CV 33: PRR 33: 3784: Md, Del & Va ?	
146-173	34	"EDWARD M. BIDDLE" *4-4-0 *D-2 odd *Rogers, 1881 (2826) - (1891) 16X22-63-125-978-71,500-9,500 CV 34 "E.M.B.": 24 Sc. 1897-1911 c.1885	

CUMBERLAND VALLEY

146-227	35	*4-4-0 * D-13c (P) * Altoona, 1900 (2115) - As 32 (1919) (1920) (1922) CV 35: PRR 35: 3786: Balto, Ches & Atl ? 1902
146-166 & 213	36	*4-4-0 * D-4a odd * Rogers, 1884 (3449) - 18x24-68-140-1278- (1919) (1920) 89,700-13,610 CV 36: PRR 36: 3787 213 → 1894
146-221	39	*4-4-0 * D-4 odd * Rogers, 1887 (3779) - 18x24-62-140-1278- (1919) (1920) 83,000-14,925 CV 39: PRR 39: 3789 c. 1900
146-109	39	*4-4-0 * D-4 odd * Rogers, 1887 (3779) - As rebuilt - 18x24-70-140- (1919) (1920) 1278- - 13,220 CV 39: PRR 39: 3789 c. 1915
146-168	41	*4-6-0 * G-2 (E) - Altoona, 1881 (592) - 18x22-50-125-1096- 84,000-15,150 Sc. 1897-1902
146-243	41	*4-4-0 * D-16b * Juniata, 1905 (1283) - 20 1/2 x 26-68-185-1880- (1919) (1920) 145,500-25,270 CV 41: PRR 41: 3791 BP
146-202 & 276	42	*4-4-0 * D-16b * Juniata, 1907 (1694) - As 41 CV 41: PRR 41: 3792 (1919) (1920)
146-168	43	*4-6-0 * G-2 (E) * Renovo Sh., 1883 - As 41 Sc. 1897-1902
146-243 & 281	45	*4-4-0 * D-16d * Juniata, 1906 (1579) - 20 1/2 x 26-80-185-1880- (1919) (1920) 145,500-20,215 CV 45: PRR 45: 3795
146-169	52	*2-8-0 * H-1 (1) - Altoona, 1882 (631) - 19x24-50-125-1449- (1888) (1919) (1920) 95,700-18,410 PRR 50: CV 52: PRR 52: 3801
146-169	53	*2-8-0 * H-1 (1) - Altoona, 1880 (481) - As 52 (1888) (1919) (1920) PRR 335: CV 53: PRR 53: 3802
146-170	60	*2-8-0 * H-2 odd * BLW, 1889 (10422) - 20x24-50-130-1515- (1919) (1920) 108,000-21,215 CV 60: PRR 60: 3803
146-170	62	*2-8-0 * H-2 odd * BLW, 1890 (10907) - As 60 (1919) (1920) CV 62: PRR 62: 3805 1916
146-244	71	*2-6-0 * F-3c * BLW, 1903 (21750) - 20x28-62-205-2469- (1919) (1920) 165,000-31,480 CV 71: PRR 71: 3809
146-244	72	*2-6-0 * F-3c * Juniata, 1905 (2184) - As 71 (1919) (1920) CV 72: PRR 72: 3810 BP
146-241	83	*2-8-0 * H-6a * BLW, 1903 (22923) - 22x28-56-205-2844- (1919) (1920) 194,500-42,170 CV 83: PRR 83: 3816
146-241	86	*2-8-0 * H-6a * BLW, 1903 (22930) - As 83 CV 86: PRR 86: 3819 c. 1916 (1919) (1920)
146-242	102	*2-8-0 * H-6sb * Juniata, 1906 (1593) - 23x28-56-195-204,800-43,840 (1919) (1920) CV 102: PRR 102: 3833
146-242	106	*2-8-0 * H-6sb * Juniata, 1907 (1601) - As rebuilt - As 102 CV 106: PRR 106: (1920) (1919) (1920) 3837 CV 106: PRR 106: 3837 Sc. 1934 1916
146-248	106	*2-8-0 * H-6b * Juniata, 1907 (1601) - 22x28-56-205-200,700- 42,170 Reno as above

CARRERA (O.B.)

60 cm. gauge

(Mexico)

(136-366

4 * 2 Tr. Shay * Lima, 1903 - (2) 6x10-21-160-4-26,000-6,000

BP

CADDOW & CHOCTAW

122-185

2 * 2-6-2 * BLW

BP

122-185

8 * 2-6-2 * BLW

BP

122-186

9 * 2-6-2 * BLW

BP

122-180

10 * 2-8-0 * BLW

BP

CAHUENGA VALLEY

33-326

2 * 0-4-0 T * BLW, 1880 as 0-4-2 T - Shown as rebuilt by SP, 1905 -
Market St, Park & Cliff 2: Park & Ocean 2: Market St. 2: SP 20:
Los Angeles Shop 5: SP 2443: LA Shop 219: Bay Shore Shop 219 1929
(1905) (1915) (1916) (1921)CAIRO RR

Gauge 3-0

26-48 & 203

3" ALF. VAN SANTVOORD * 4-4-0 * Dickson, 1885 (522) - 13x18-48 - Ret. 1912

CAIRO & ST. LOUIS

5-121

41-56

6" SPARTA * 2-6-0 * BLW, 1872 (3093)

41-58

15" H.H. ROSBOROUGH * 2-6-0 * BLW

13x16-36-46,000

CAIRO & VINCENNES

96-59

12 * 4-4-0 * BLW, 1879 (4795) - 16x24-63-76,400 C&V 12 "A.J. THOMAS":
Wabash, St. Louis & Pacific 549: 1549: Cairo, Vincennes & Chicago 16 BP
(1881) (1885)CAIRO VINCENNES & CHICAGO

16-267

28 * 2-6-0 * Pittsburgh, 1888

BP

CALIFORNIA RY

85-84

2 * 2-6-0 * BLW, 1891 (11627) - 16x24-50-140-78,000-13,760
Cal. RY 2: McCloud River 1: 12 Sc. 1932
(1898)CALIFORNIA CENTRAL

Gauge 5-0

27-25

2 "LINCOLN" * 4-4-0 * R. Norris & Son, 1860 - 14x24-60

CALIFORNIA LUMBER Co.

6-88

1" JOHNA. GRAY * 2-4-2 T * BLW, c. 1885

CALIFORNIA MIDLAND

47-77

1 * 4-4-0 *

c. 1906

CALIFORNIA & NEVADA

Gauge 3-0

129-33

3 * 2-6-0 * Porter, 1883 (610)

CALIFORNIA & OREGON COAST

1-114

1 * 4-4-0 * Rogers, 1872 (2078) - 17x24-56-72,100 Cent Pac 180:
SP 1287: 1524: Grants Pass & East. 1: C&OC 1
(1891) (1911)

(1-101

201 * 2-8-0 * Sacto. Shops, 1888? - O&C 45: SP 1908: 2508: C&OC 201

CALIFORNIA PACIFIC

2-104

27-76

1" VALLEJO * 4-4-0 * Mason, 1867 (245) - 16x22-54-60,500 Cal. Pac 1 "V":
SP 1114: 1002: Cal. West. 6 Sc. 1915 1871
(1891) (1901) (1906)

— OVER —

CALIFORNIA PACIFIC

- 27-76 11 "D.C. HASKINS" * 4-4-0 * Mason, 1870 (361) - 16X24-56 - 61,000 Cal. Pac. 11 "D.C.H." :
Stockton & Copperopolis 1 "AND. JACKSON" : Cal. Pac. 11 "D.C.H." : SP 1241
- 2-201
27-76 13' LONDON" * 4-4-0 * Mason, 1871 (404) - 16X24-60 - 61,000 - Cal. Pac. 13'L. :
Cent. Pac. 115(2) : SP 1210 Sc. 1899 BP

CALIFORNIA ROCK SALT Co.

- 32-838 & 839 * 0-4-0 T * Two unidentified Porters

CALIFORNIA SOUTHERN

- 73-344 3 * 0-4-0 * Manchester, 1881 (895) - 15X22-51-140 - ? - 599 - 28,000 - 11,550
CS 9 : Sou. Cal. 35 : AT & SF 03 (1900) 1885
- 8-25
23-29 15 * 4-6-0 * BLW, 1887 (8522) - 19X28-57-150 - 126,600 - 22,600
CS 15 : Sou. Cal. 64 : AT & SF 417 (1900) BP

CALIFORNIA WESTERN

- 136-314 46 * 2-6-6-2 * BLW, 1937 as 2-6-6-2 T - Tanks removed - 18 & 28 X24 -
44-200-26 - 247,000 - 43,000 Weyerhaeuser Timber Co. 110(2) :
Rayonier 111 : California Western 46 (1954) (1965)

CALIFORNIA WESTERN RR & NAV Co

- 6-32 7 * 2-4-2 T * BLW, 1909
- 72-123 45 * 2-8-2 * BLW, 1924 1972

CALUMET & BLUE ISLAND

- 8-98 47 * 2-8-0 * BLW, 1895 BP

CALUMET & HECLA CONSOLIDATED COPPER Co.

- F-1 3(2) "KEWEENAW" * 2-6-0 * Alco, 1909 (60839) Sc. 1944
- F-1 4(2) "OSCEOLA" * 0-6-0 * BLW, 1929 (60899) Sc. 1955 BP
- 136-314 3 * 0-6-4 * Mason, 1873 to 41" gauge - Rebuilt to std. gauge 1913 -
16X22-49-130-14 - 72,000 - 14,000 Hecla & Torch Lake 3 :
C & HCCC Co 3 (1913) 1956

CAMDEN & AMBOY RR & TRSPT Co

- 12-177
36-7 "STEVENS" * 0-4-0 * Robt. Stephanson & Co, 1831 (Eng.) - Drawing as
originally built - 9X20-54 - 22,000 - C&A "STEVENS" ; "JOHN BULL" D
- 12-115 "JOHN BULL" * 0-4-0 * ex "STEVENS" - Early litho of loco and train
- 5-14 "JOHN BULL" * 2-2-0 * As rebuilt, cab and tender added - 11X20-54
- 12-177
36-7 "JOHN BULL" * 2-2-0 * As rebuilt and preserved
- 12-181
36-8 "MONSTER" * 0-8-0 * C&A Shops, 1834 - 18X30-48 - 60,900 BDs
- 36-8
9-75 "E.A. STEVENS" * 4-4-0 * BLW, 1846 - 13³/₄X18-60 - 37,000 D
- 12-179
5-61 28 * 6-2-0 * R. Norris & Son, 1849 - 13X38-96 - 46,000 D
- 9-76
36-9 30 * 6-2-0 * " " " , 1850 - 13X38-96 - c. 47,000
- 36-9 ? * 4-4-0 * R. Norris & Son as 2-6-0 - C&A rebuild to 4-4-0
- 12-181 635 * 4-6-0 * C&A Shops, 1849 - ex "MONSTER" BL

CAMDEN & ATLANTIC

8-12
36-37
12-190

"CAMDEN" * 4-4-0 * BLW, 1871 - 17x22-66-45,000 - 70,000
1 * 2-4-4 T * 1878

BP

CAMDEN CLAY & POTTERY Co.

Gauge 3-0

150-183

? * 0-4-0 T * Pittsburgh, 1880

1935

CAMDEN, GLOUCESTER & MT. EPHRIAM

Gauge 3-0

167-28
41-52

2 "JAMES P. MICHELLON" * 4-4-0 * BLW, 1874 (3605) - 11x16-48

BP

CAMERON LUMBER Co.

105-59

1 * 2 Trk. Shay * Lima, 1902 (726) - 80,000?

CAMINO, PLACERVILLE & LAKE TAHOE

89-62, 111 & 141

1 * 3 Trk Shay * Lima, 1904 (885) - (3) 12x15-36-200-140,000-30,000
Placerville & Lake Tahoe 1: CP< 1
(1911) 141 → 1938
62 → 1945 141 → 195

89-112 & 141

2 * 3 Trk Shay * Lima, 1922 (3172) - (3) 12x15-36-200-140,000-30,000

CAMMAL & BLACK FOREST

103-82 & 96

1 * 3 Trk Shay * Lima, 1895 (479) - 130,000 C&BF 1: 5

109-82

5 * " " " " " " " " " " " "

CAMP MFG. Co.

44-40

55 * 2-6-2 *

CANADA ATLANTIC

40-58
162-103

619 * 4-4-2 * BLW
618 * 4-4-2 * BLW

Vancouver comp.

CANADA SOUTHERN

16-387

100 * 4-4-0 * Sch., 1883

BP

16-386

581 * 4-4-0 * Sch., 1879

c. 1880

CANADIAN COLLIERIES, LTD.

Gauge 3-0

2-214

"DUKE" * 0-6-0 T

Sc. 1909

CANADIAN FOREST PRODUCTS, LTD.

136-366

111 * 2-6-6-2 * BLW, 1929 as 2-6-6-2 T - Altered to 2-6-6-2 by CFP
(4) 16x24-44-210-263,000? - 47,000
Weyerhaeuser Timb. Co. 111(1): CFP 111
(1947)

BP

F-2

113 * 2-8-2 * Alco, 1920

1975

CANADIAN NORTHERN

135-23

702 * 4-6-2 * J-1-a * Montreal, 1913 (52257) - 23x28-69-190-34,670
Can. Northern 702: CN 5002 Sc. 1958

CANANEA, RIO YAQUI Y PACIFICO

68-360

10 * 4-4-0 *

33-237

800 * 4-4-2 * A-B, 1908 - 20x28-81-210 - 199,300 - 24,680
CRY & P 800: SP 3006

1911

CAPE COD RR

5-83

"BARNSTABLE" * 4-4-0 *

1864

CAPE COD CENTRAL

F-2 "HIGHLAND LIGHT" * 4-4-0 * Mason, 1867

BP

CAPE FEAR & YADKIN VALLEY

83-97 13 * 4-6-0 * Pittsburgh, 1886 (878) - 18X24-55
CF & YV 13: ACL 305: East Carolina 8 (1903) Sc, 1925

CARLISLE LUMBER CO.

50-229 136-313 7 * 2-4-4-2 * BLW, 1910 (33466) - 15 * 23X22 - 48 - 206-28-142,000-
28,000 Little River RR 126: Columbia River Belt Line 5 "SKOOKUM":
Carlisle Lbr. Co 7: Carlisle - Penn'd Lbr. Co 7: Deep River Log. Co. 76 (1910) (1920) (1943)

50-89 880 * 3 Trk. Shay * Lima, 1894 - As partly rebuilt 1932

50-222 901 * 2-8-2 * BLW, 1910

CARLISLE MFG. CO.

146-53 10 * 4-4-0 T * Wilmarth, 1884 as 0-4-0 T - As rebuilt 1882
Cumberland Valley "UTILITY": 17"U": 10"U": CM Co 10 (1874) (1882) (1882) Sc. 1896

CARLISLE - PENNELL LUMBER CO.

136-313 7 * 2-4-4-2 * BLW, 1910 (33466) - See Carlisle Lbr. Co, above

CARLTON & COAST

50-55 2 * 4-4-0 * McKay & Aldus, 1868 ex CP and SP 1921

1-183 11 * 2-8-2 *

CAROLINA, ATLANTIC & WESTERN

43-91 16 * 4-6-0 * BLW, 1915 (41867) - 19X26-62-185-139,200-23,800
CA&W 16: SAL 683 Sold 1946 BP

43-91 50 * 0-6-0 * BLW, 1915 (41864) - 18X24-48-180-95,200-24,790
CA&W 50: SAL 469: 1026 Ret. 1937 BP

CAROLINA, GUMMERLAND GAP & CHICAGO

39-21 1 "EDGEFIELD" * 4-4-0 * Pittsburgh, 1888 (840) - CCG&C 1 "E": 101:
Southern 1018: 1903: 3790 (1896) (1903) (1908) (1896) Sc. 1912 BP

CAROLINA & NORTHWESTERN

39-248 150 * 4-4-0 * Brooks, 1884 (1010) - 18X24-62-160-85,100-17,060
Virginia Midland 18: 686: Southern 844(1): 1850(1):
1850(1): 3850: Car. & NW 150 (1907) (1926) Ret. 1941 1941

39-248 167 * 4-6-0 * BLW, 1889 (10107) - 19X24-60-155-111,400-19,030
West NY & Pa 118: 124: PRR 6260: C&NW 167 (1911) 1941 BP

39-249 206 * 4-6-0 * BLW, 1913 (39557) - 19X24-56-180-130,000-23,670 & 194

39-249 207 * 4-6-0 * BLW, 1913 (39558) - As 206

39-250 267 * 2-8-0 * BLW, 1883 (7103) - 19 1/2 X24-50-160-112,000-24,820
NYWS&B 138: NYC&HR 2222: C&NW 267 (1903) Ret. 1947 1938

39-248 & 250 270 * 2-8-0 * BLW, 1912 (32182) - 20X24-50-185-146,000-30,200 250 -> BP 248 -> 1939

39-250 273 * 2-8-0 * BLW, 1913 (39444) - As 270 1933

CARROLLTON & ONEIDA

(Ohio)

19-291 "CARROLL" * 0-4-0 T * Novelty Iron Works, 1867 1867

CARSON & COLORADO Gauge 3-0

3-162
31-187 & 195 2 "BODIE" * 4-4-0 * BLW, 1881 (5430) - 14x18-41-48,000
C & C 2 "B." : Nev. & Cal. 2 BP

2-109
31-183, 190 & 192 6 "HAWTHORNE" * 4-4-0 * BLW, 1882 (6090) - 14x18-44-48,000
C & C 6 "H." : Nev. & Cal. 6 Sc. 1907 107 -> 1882

31-190 7 "BENTON" * 4-4-0 * BLW, 1883 (6687) - 14x18-44-48,000
C & C 7 "B." : N & C 7 : SP 7 Sc. 1932

31-183 8 "DARWIN" * 4-4-0 * BLW, 1883 (6689) - 14x18-44-48,000
C & C 8 "D." : N & C 8 : SP 8 Sc. 1932

CARSON & TAHOE LUMBER & FLUMING Co. Gauge 3-0

31-419, 420 & 421 1 "TAHOE" * 2-6-0 * BLW, 1875 (3709) - 13x16-41-190-46,000-7,260
C & T L & F Co 1 "T." : Nevada County NG 5 420 -> 1891

31-421 2 "GLENBROOK" * 2-6-0 * BLW, 1875 (3712) - As 1
C & T L & F Co 2 "G." : Lake Tahoe RV & Trspt Co. 1 (1896)

CASCADE RR Gauge 5-0

1-10 "D.F. BRADFORD" * 4-4-4 T * DC & Co, c. 1860
CRR "D.F.B." : Oregon Steam Nav. Co. "D.F.B." c. 1862

CASPAR, SOUTH FORK & EASTERN

6-125 2 * 0-4-2 T * BLW, c. 1885

6-40 3 "SMILAX" * 2-6-4 T * BLW, 1894

136-315 5 * 2-6-6-2 * BLW, 1910 - 13 & 19 x 20 - 37-200-18-125,000-22,000

136-315 7 "SAMSON" * 2-6-6-2 * BLW, 1924 - 13 & 20 x 20 - 37-220-18-134,000 - 24,000

CASTLE VALLEY

60-283 102 * 2-8-0 * Alco, 1913. BP

CASTRO POINT RY

136-352 4 * 2-6-6-2 * BLW, 1924 - 17 & 26 x 24 - 45-200-26-221,000-38,000
Clover Valley Lbr. Co. 4 : Feather River Lbr. Co. 4 : Tahoe Tbr. Co. 4 :
Castro Point 4 Restored for exhibition only (1957) (1958)

CATHLAMET TIMBER Co

50-145 3 * 2 Trk. Shay * Lima, 1909

CATSKILL MOUNTAIN Gauge 3-0

26-428 & 44 1 "S. SHERWOOD DAY" * 4-4-0 * Dickson, 1882 (335) - 13x18-48 - Ret. 1918 42 -> 1883 44 -> 1886

26-125 1 " " " * 4-4-0 * " " " - As rebuilt, 1909 c. 1910

26-45, 47 & 202 2 "JOHN T. MANN" * 4-4-0 * Dickson, 1882 (336) - As 1 - Ret. 1918 45 -> 1885 49 -> 1910

26-49 & 124 2 " " " * 4-4-0 * " " " - As rebuilt, 1910 124 -> 1912 114 -> 1895

26-80, 114 & 203 4 "CHARLES L. BEACH" * 4-4-0 * Sch, 1895 (4333) - 13x18-49 - Burnt 1908 80 -> 1904

26-203 4 (2) " " " * 4-4-0 * A-5, 1909 - 13x18-49
Over

CATSKILL MOUNTAIN

- 26-203 4(2)(can't)* CM 4(2)"C.L.B": Oak Grove & Georgetown ⁽¹⁹²⁸⁾ BP (C)
- 26-125 & 203 5" ALFRED VAN SANTVOORD * 4-4-0 * A-RL & M, 1912 (51126) ⁽¹⁹²⁸⁾ 203 → BP
CM 5 "A.V.S.": Oak Grove & Georgetown ? 125 → 1912

CATSKILL & TANNERSVILLE

- 26-117
34-47 1 * 2-6-0 * Brooks, 1882 - 15x18 - 37-55,000 Ret. 1908 1899
- 26-121 & 201 1(2) * 2-6-0 * BLW, 1908 (32715) - 14x20 - 22 - 68,000 - ⁽¹⁹²⁶⁾ ⁽¹⁹³³⁾
C & T 1(2): BR & L Co ? : CM & St. P 3: Bellevue & Cascade 3
- 26-201 1(2) * 2-6-0 * - BLW, 1908 (32715) - As rebuilt by BR & L Co., 1925
14x20-42-180-67,160-14,280 Numbering as above
- 26-118,
121, 122 & 201 2(2) * 2-6-0 * BLW, 1901 (18884) - 14x20-42-63,000
C & T 2(2): BR & L Co ? : CM & St P 2: B. Sc. 1933 201 → BP 118 → 190
122 → 1902 & 1910

CAVANAUGH TIMBER CO.

- 42-43 3 * 2-6-2 * BLW, - 17x24-44-180-15.8-2401-98,000-24,120-134,000 BP

CAZADERO LA TORRE Y TEPETONGO, FC Gauge 2-0 (Mex.)

- 48-63 7 * 2-6-0 * BLW, 1897 (15327) - 11 $\frac{3}{4}$ x16 - 33-34,000-39,000 BP

CAZENOVIA SOUTHERN

- MWR 58-13 2 * 4-4-0 * Pittsburgh, 1893 (1410) - 17x22-62-175-89,800-15,215
DIM & N 2: CS 2 ⁽¹⁹²⁵⁾

CENTRAL ISLIP STATE HOSPITAL

- 84-128 3 * 0-4-0 * PRR

CENTRAL IOWA

- 3-42 41 * 4-4-0 * Manchester, 1882 (1070)
CI 41: Iowa Central 115: M & St L 164 c. 1885
- 3-44 48 * 4-4-0 * Manchester, 1882 (1071)
CI 48: Iowa Central 124: M & St L 154

CENTRAL LIMOGES SUGAR CO. (Cuba)

- 9-120 3 * 2-6-0 * BLW, 1890 (10798) - RF & P 1: Ga & Fla 42: CLSCo 3

CENTRAL MEXICANO FC

- 8-82
136-369
136-370
MWR 60-7 125 * 2-6-6T * BLW, 1890 - 20x24-49-130-30 - 227,000 - 22,000 BP
- 150 * 2-6-6-2 * Rhode Island, 1892 (2808) - (4) 13 & 23 x 24 - 48-180-86 -
210,000 - 250,000 - 53,000 370 → BP
- 2-112 173 * 4-4-0 * Brooks, 1897 (2751) BP
- 136-370 600 * 2-6-6-2 * BLW, 1908 - 21 $\frac{1}{2}$ & 33x32 - 55-200-61 - 338,000 - 63,000
CIM 600: Nde M ⁽¹⁹⁰⁹⁾ 1100

CENTRAL NEW ENGLAND & WESTERN

- 8-84 11 * 4-6-0 * BLW, 1892 BP

CENTRAL OHIO

- 13-46 5" BLACK HAND * 4-6-0 * Smith & Perkins, 1852 BE

CENTRAL RR OF OREGON

F-2
1-140

12 *4-4-0*

F-2→1900

CENTRAL RR OF PENNSYLVANIA

5-183
23-43

4 *4-8-0* Sch., 1893-20X26-57-160-31.3-1947-138,700-24,800 BPs

CENTRAL RUFINA

148-51

1 *0-4-4T* BLW

BP

CHAGRIN FALLS & SOUTHERN

Gauge 3-0

19-292

2 "WM. HUTCHINGS" *2-4-0* Porter, 1884(638)-9X14-33,000

1887

CHAMBERS, J.H.

126-79

2 *2-6-2* Alco

CHAMPION LUMBER Co.

150-32

? *3 Trk. Shay * Lima

150-34

311 *2 Trk. Climax*

CHARLESTON & HAMBURG

Gauge 5-0

9-34

"BEST FRIEND OF CHARLESTON" *0-4-0* West Point Foundry, 1830-6X16-54-50-10,000-450

D

9-13

"WEST POINT" *2-2-0* West Point Foundry, 1831

D

9-21

"PHOENIX" *0-4-0* C&H Shop, 1832 - Partly built from parts salvaged from BEST FRIEND OF CHARLESTON

D

9-19

"SOUTH CAROLINA" *2-2-2-2* West Point Foundry, 1832

D

8-19
9-27

"E.L. MILLER" *4-2-0* BLW, 1834 - 10X16-54

BD

CHARLOTTE HARBOR & NORTHERN

43-95
148-48

8 *4-4-0* BLW, 1913(39059)- CH&N 8: SAL 103(4):
Dowling-Camp Lumber Co. 103
(1929)

BPs

43-95

50 *2-8-0* A-R, 1913(54201)-20X26-54-180-164,500-29,470
CH&N 50: SAL 927 Ret. 1949
(1929)

BP

43-95

73 *2-8-0* BLW, 1920(53316)-21X28-54-180-177,000-35,000
CH&N 73: SAL 931 Ret. 1950
(1929)

BP

CHATEAUGAY RR

Gauge 3-0

28-158

4 "THOMAS DICKSON" *2-6-0* Dickson, 1879(244)-15X18-36½-46,000-53,100

28-159

8 "DANNEMORA" *2-6-0* Dickson, 1883(411)-15X18-36½-47,000-56,000

1884

28-161, 162 & 165

12 "MIRROR LAKE" *4-4-0* Dickson, 1889(718)-15X20-45½-41,230-60,680

CHATEAUGAY ORE & IRON Co.

Gauge 3-0

28-165

10 "LOON LAKE" *4-4-0* Dickson, 1887(592)-15X20-44½-38,000-55,000

BP

28-159 & 167

11 "ST. REGIS" *4-4-0* Dickson, 1887(593)- A5 10

1887

CHATHAM & LEBANON VALLEY

30-89

3 *4-4-0* DC & Co., 1854-15X20-60 C&LV 3: Rut. RR 77
(1898)

1898

30-352

4 *0-6-0* 15X20

1900

30-88, 89 & 353

5 *4-4-0* Brooks, 1883(910)-14X22-56 C&LV 5: Rutland 78

88→1899

Narragansett Pier 3:

CHEHALIS WESTERN

136-316 120 *2-6-6-2* BLW, 1936 - 20 & 31 X 28 - 51 - 225 - 57 - 296,000 -
 60,000 Weyerhaeuser Timb. Co. 120: CW 120: WTC Co 120:
 (1941) (1949)
 Rayonier 120 Preserved

6-103 215 *2-8-2*

CHEROKEE RR

Gauge 5-0

5-158 "Gov. BULLOCK, JR." *4-4-0* Pittsburgh, 1871

BP

CHEROKEE IRON & RR Co.

3-99
43-88

3" BELLE WEST *0-4-2T* BLW, 1880 (4947)

BP

CHEROKEE LUMBER Co.

110-96 2 *0-4-4T* Vulcan Iron Works, W-B, Pa

BP

CHESAPEAKE WESTERN

38-91 108 *2-8-0* BLW, 1903 - 21 X 30 - 56 - 200 - 157,850 - 175,100 - 40,160
 N&W 812: CW 108

CHESTNUT RIDGE

F-3 1 *4-4-0* Sch., 1885
 2 *4-6-0*
 ? *4-6-0* BLW
 ? *0-6-0*
 ? *0-6-0T* Alco, 1904

CHICAGO & ALTON

13-85 49 *0-6-0* C&A 49: Alton ⁽¹⁹³¹⁾ 307

13-86 97 *0-6-0* A-B, 1909

BP

40-12 235 *2-6-0* BLW, - Vauclain comp.

BP

13-86
23-89 554 *4-4-2* BLW, 1904 - 20 X 28 - 81 - 200 - 196,000 - 23,500

C&A 554: Alton ⁽¹⁹³¹⁾ 1498

Sc. 1931

BP

13-87 658 *4-6-2* A-B, 1913

C&A 658: Alton ⁽¹⁹³¹⁾ 5299

BP

136-132 701 *2-6-6-2* Alco, 1910 - 22 & 35 X 30 - 62 - 200 - 50 - 325,000 -

63,000 C&A 701: Alton ⁽¹⁹³¹⁾ 7596

13-87
23-113

808 *2-8-2* A-B, 1910 - 28 X 30 - 62 - 150 - 269,000 - 48,300

C&A 808: Alton ⁽¹⁹³¹⁾ 4338

BP

63-45 5298 *4-6-2*

CHICAGO & ATLANTIC

5-105 35 *4-4-0* Brooks, 1883 (904) - 17 X 24 - 68 - 130 - 80,000 - 11,270

C&A 35: Chi. & Erie ⁽¹⁸⁸⁹⁾ 309: Erie RR ⁽¹⁸⁹⁸⁾ 229 Sc. 1905

BP

95-61 72 *2-6-0* Brooks, 1883 (850) - 18 X 24 - 56 - 130 - 88,400 - 13,400

C&A 72: Chi. & Erie ⁽¹⁸⁹⁰⁾ 506: Erie RR ⁽¹⁸⁹⁵⁾ 566 Sc. 1908

BP

CHICAGO, DANVILLE & VINCENNES

5-101 19 *2-6-0* Hinkley

CHICAGO, DUBUQUE & MINNESOTA

3-186 22 "DUBUQUE" *4-4-0* Hinkley, 1871

Gone by 1879

CHICAGO & EASTERN ILLINOIS

- 35-211 12 *4-4-0* Hinkley, 1871-16x24-54 C&E 12: D&IR 99
- 69-22 171 *4-8-0* Alco, c.1906- Cross-comp. - 21 1/2' & 33x30-54-189,700
- 23-195 1022 *4-6-2* Lima, 1923- 27x28-79-200-306,000-43,900 BP
- 63-43 1023 *4-6-2*
- 46-113 1925 *2-8-2* N 2* Alco, - 26x30-63-200- -54,720 BP

CHICAGO & ERIE

- 8-86 310 *4-6-0* BLW, 1891(11812)-19x24-62-145-122,500-17,220
(1895) (1900) (1905) (1920)
 C&E 310: ERR 700: 720: Dayton, Toledo & Chicago ? BP

CHICAGO, FAIRCHILD & EAU CLAIRE RIVER Gauge 3-0

- 9-110 3" WILLIE *0-6-2T* Dickson, 1883(449)-19x24-29 116 -> BP

CHICAGO, HAMMOND & WESTERN

- 16-250 109 *4-6-0* Sch., 1897- 20x26-57-190-142,000-25,600
 CH&W 109: IHB 1483: Potato Creek & : Emporium Forestry Co. ? BP

CHICAGO HEIGHTS TERMINAL TRANSFER

- 148-37 5 *0-4-0* BLW BP

CHICAGO & ILLINOIS WESTERN

- 67-89 201 *2-6-0* BLW, 1905(25694)- 20x26-57-185-28,690
(1905)
 Md. & Penna. 26: C&IW 201 Ret. 1935 c.1932

CHICAGO, INDIANAPOLIS & WESTERN

- 23-165 105 *4-6-0* A-S, 1916- 21x28-69-190-196,000-28,900 BP

CHICAGO, INDIANA & SOUTHERN

- 16-245 4590 *0-10-0* A-B, 1907- 24x28-52-210-270,000-55,360 BPs
- 23-101 5454 *2-8-0* G-6m* A-B, 1910- 23x32-63-200-239,500-45,680 BP

CHICAGO & IOWA

- 130-27 17 *4-4-0* 1884

CHICAGO JUNCTION

- 16-250 125 *2-6-0* A-S, 1905(38821)- 20x28-63-200-159,000-30,220
(1909) (1910) (1912)
 CJ 125: CM & S+P 399: 6003; 2978 Sc. 1934 BP
- 16-249 136 *0-6-0* A-S, 1905(38859)- 20x26-52-175-142,500-29,750
 CJ 136: Republic Steel Corp. 31 BP
- 171-20 159 *0-6-0* B-60E* A-B, 1910- 51" dr. 1 Wt. 147,400 BP
- 16-251 186 *0-6-0* B-61a* A-S, 1914- 20x26-52-180-148,000-30,600 BP
- 17-12 221 *0-6-0* B-62* A-C, 1918- 21x28-51-190-163,500-39,100 BP

CHICAGO, KANSAS & WESTERN

- 73-355 3 *0-6-0* BLW, 1886(7877)-18x24-51-140-212-1080-84,000-17,900
(1900)
 CK&W 3: AT & SF 409: 2273 Sc. 1922

CHICAGO LOCOMOTIVE IMPROVEMENT Co.

- 5-69 60 *4-4-0* Brooks, 1884(1024)-17x24-61- CLICO 60:
(1887) (1896) (1897) (1912)
 LNA & C 71: 109: C&E 109: 77 Sc. 1914 BP

CHICAGO, MEMPHIS & GULF

150-81 2 * 4-6-0 * Rogers
 150-80 6 * 4-4-0 * BLW, 1911 (37230) - 15X24-62-82,200 CM&G 6; (1920) Sc. 1924-2

CHICAGO MILW & LUMBER CO.

F-2 8 * 2 Trk. Heister * 1948

CHICAGO, MILWAUKEE & PUGET SOUND

23-111 2134 * 2-6-2 * K1 * A-B, 1909 (45829) - 21X28-63-200-208,000-33,300
 CM&PS 2134; CM&STP 5634 (1912) Sc. 1934 BP

97-94 2502 * 2-8-2 * L1 * Milw. Sh., 1909 - 24X35-63-200-260,500-46,630
 CM&PS 2502; CM&STP 8502; 752 (1912) (1938) Sc. 1945 BP

3-171 3509 * 4-4-2 * A2g * BLW, 1909 (33022) - Vaucrain camp. - 15 & 25X28-
 85-220-210,400-22,190 CM&PS 3509; CM&STP 3509 (1912) Sc. 1930

23-115 3510 * 4-4-2 * A2c * BLW, 1909 (33023) - A= 3509
 CM&PS 3510; CM&STP 3510 (1912) Sc. 1929 BP

97-54 4004 * 4-6-0 * G6 * A-B, 1909 (45793) - 20 1/2 X 2 1/2 - 73-200-178,000-25,445
 CM&PS 4004; CM&STP 2704; 1126 (1912) (1938) Sc. 1939 BP

136-16 5026 * 2-6-6-2 * N2 * A-S, 1912 (51063) - 23 1/2 X 37 X 30 - 57-200-72-
 396,300-70,400 CM&PS 5026; CM&STP 9601; 90 (1912) (1938) Ret. 1949 BP

CHICAGO & PACIFIC

3-35 2 "T.S. DOBBINS" * 4-4-0 * Rogers, 1873 (2191) - 13X18 C&P 2 "T.S.D.": CM&STP 333 (1880) Sc. by 1899 BP

CHICAGO RIVER & INDIANA

MWR 16-250 104 * 0-6-0 * B60a * A-S, 1908 - 20X26-52-175-28,2-2049-144,500-29,760 (1925) BP

16-251 200 * 2-8-0 * G-47 * A-S, 1913 - 25X32-61-180-244,500-50,170
 C&RI 200: Lake Sup. & Isphering 30 (1925) BP

17-20 223 * 0-6-0 * B-62 * A-C, 1918 - 21X28-52-169,000

17-12 350 * 0-8-0 * U-3d * Lima, 1923 - 25X28-51-175-47-219,000-51,040 BP

CHICAGO & ROCK ISLAND

F 2 "ANTOINE LECLAIRE" * 4-4-0 *

CHICAGO, SPRINGFIELD & ST. LOUIS

143-121 22 * 2-10-0 * BLW, 1918 (47899) - 25X28-52-219,000 (1928)
 US Govt 1139: St Louis & Hannibal 22: CS&STL 22 Sc. 1933

143-123 30 * 2-6-0 * BLW, 1900 (17897) - 20X28-57-168,800 (1932)
 C&A 342: Alton 2418: CS&STL 30

C 31 * 2-6-0 * BLW, 1899 (17168) - A= 30 C&A 333: CS&STL 31: (1941) (1932) (1946)
 Springfield & Southwestern 31: Manchester & Oneida 7 (1939)

143-126 & 127 32 * 2-6-0 * BLW, 1900 (18198) - A= 30 C&A 348: Alton 2421: CS&STL 32 (1928) (1934)

143-124 & 127 33 * 2-6-0 * BLW, 1899 (17026) - A= 30 - C&A 367: Alton 2403: CS&STL 33: (1941) (1928) (1934) (1941) Sc. 1929

143-121 1216 * 2-8-0 * A-S, 1903 (27339) - 22X30-55-204,000 NP 1216: CS&STL 1216 (1928) Sc. 1929

143-121 1223 * 2-8-0 * A-S, 1903 (27346) - A= 1216 NP 1223: CS&STL 1223 (1928) Sc. 1941

CHICAGO & WESTERN INDIANA

- 117-59 209 * 2-6-0*
- 117-61 210 * 2-6-0*
- 117-60 211 * 2-6-0*
- 23-131 213 * 2-6-0* Lima, 1914-23X28-63-180-194,600-35,970

BP

CHICAGO & WEST MICHIGAN

- 136-140 ? * 2-4-4T* Mason, -12X16-49-170-61,000-6,000
- H 44 * 4-4-0* Muskegon Iron Works

BP

CHIHUAHUA MINERAL RY Gauge 3-0 (Mex.)

- C 7 * 2-8-0* Thunder Lake Lbr. Co 5: CM 7

CHIMBOTE RY

- 8-51 "EMILIA" * 2-2-4T* BLW N.G. Inspection Car

BP

CHINESE EASTERN

- 40-35 ? * 0-6-2T* BLW Vauclain comp.
- 40-26 ? * 2-8-0* BLW " "

BP

BP

CHOCTAW COAL & RY Co.

- F-2 557 * 4-4-0*

1893

CIMARRON & NORTHWESTERN

- 62-170 1 * 2-8-0*

CINCINNATI, HAMILTON & DAYTON

- 5-28 56 "D. McLAREN" * 4-4-0* , 1856 Gauge 4-10
- 5-54 210 * 4-4-0* Brooks, 1893 (2265) - 18X24-73-180-117,000-16,300
CH&D 210: B&O ⁽¹⁹¹⁷⁾ 716 Ret. 1924
- 13-71 211 * 4-4-0* Pittsburgh, 1899-18X26-69-180-117,000-18,680 Ret. by 1916 BP
- 13-71 311 * 4-6-0* Pittsburgh, 1893-18X24-57-160-104,000-18,500
CH&D 311: B&O ⁽¹⁹¹⁷⁾ 180 Ret. 1927 BP
- 13-71 425 * 2-8-0* BLW, 1905-19 1/2 X 28-57-200-172,000-31,750
CH&D 425: B&O ⁽¹⁹¹⁷⁾ 1727 Ret. 1937 BP
- 13-71 501 * 4-6-2* A-S, 1910-22X30-77-200-214,000-32,060
CH&D 501: B&O ⁽¹⁹¹⁹⁾ 5090: ⁽¹⁹²⁴⁾ 5095 Ret by 1948 BP

CINCINNATI, INDIANAPOLIS, ST. LOUIS & CHICAGO

- 16-263 20 * 4-4-0* Brooks Cal 1888
- 16-263 62 * 4-4-0* Rogers - Cin., LaFayette & Chicago 3" EARLE":
CISL & C 62

CINCINNATI, INDIANAPOLIS & WESTERN

- 13-74 121 * 4-6-2* Alco, 1924-23X28-73-200-244,000-34,490
CI&W 121: B&O ⁽¹⁹²⁷⁾ 5196 Ret. by 1952

BP

CINCINNATI, JACKSON & MACKINAW

- 8-81 30 * 2-6-0* BLW, 1890
- 16-267 35 * 4-6-0* Brooks, 1896 (2684) - 18X24-57-128,000
CJ&M 35: CN 35: CCG&HL 6414: DTEC 7: Ches. Beach 8

BP

BP

CINCINNATI SOUTHERN

39-42 81 *4-4-0* BLW, 1883 (6941) - CS 81; CNO&TP 81: ⁽¹⁸⁸⁴⁾
(1891) (1896) (1917)
 581(1); 545(2); Sou. Sys. 6401 Sold 1917 BP

CINCINNATI, VAN WERT & MICHIGAN

16-265 3 "VAN WERT" *4-4-0* Pittsburgh, 1883 - 16X24-62 BP

CITIZENS RY

8-52 1 *0-4-0T* BLW Inspection car BP

CITY OF PRINEVILLE RY

F-2 2 *4-4-0* 1930

2-105 4 *2-8-0* NY Loco Works, 1888

CLARENDON & PITTSFORD

8-119 4 "GEO. C. ROBINSON" *0-4-0* BLW, 1900 BP

CLARION RIVER RY

109-35 2 *2-4-4T* BLW, 1892 (12974) Sc. 1926
 99-58 & 6 17 *2 Trk. Heisler * Heisler, 1916 (1322) - 100,000 TV RY 17: CRRY 17 ⁽¹⁹³⁵⁾ 5 → 1941
 109-99-6 119 *4-6-0* BLW, 1921 (55031) - 21X26-66 H & BTM 35: Susp. & NY 119: ⁽¹⁹³⁴⁾ 6 → 1941
(1947) CL RY 119 Sc. 1949 1947

CLARK, KIZER & KIPP

111-72 1 *2 Trk Shay * Lima, 1888 (213)

111-73 2 *2 Trk Heisler * Heisler, - 60,000

CLAWSON CHEMICAL Co. Gauge 3-0

99-10 & 11 19 *2 Trk Heisler * Heisler, 1919 (1388) - 80,000 Tionesta Valley 19: C.C.Co 19 ⁽¹⁹⁴²⁾ Sc 107 1948 1942

107-70 1155 *Cl. B Climax * Climax, 1912 (1155) - 50,000

CLEARFIELD SOUTHERN RR

111-36 23 *4-6-0*

CLEMENT, W. L. LUMBER Co.

42-8 2 *2-4-0* BLW * 11X16-37-160-10,7-271-31,650-39,150-7,120 BP

CLEMONS LOGGING Co.

6-109 5 *3 Trk. Climax*

136-316 6 *2-6-6-2T* BLW, 1924 - 17 & 26 X 24-44-200-26-220,000-
 38,000 CLCo 6: Weyerhaeuser Timber Co. ⁽¹⁹³⁶⁾ 111(2)

136-317 7 *2-6-6-2T* BLW, 1925 - 18 X 28-24-44-200-26-245,000-
 43,000 CLCo 7: Weyerhaeuser Timber Co. ⁽¹⁹³⁶⁾ 7 BP

CLENDON IRON Co.

8-11 41-63 "ALERT" *0-4-0T* BLW, 1870 BP

CLEVELAND BELT & TERMINAL

19-448 100 *4-6-0* Brooks, 1892 (2130) - 17X24-50-102,000
(1899) (1902) (1904)
 CB&T 100: W&LE 20(2): 113: 582 Sc. 1917 BP

CLEVELAND & CANTON

19-313 47 *4-4-0* Brooks, 1887 (1192) - 16X24-62-80,300 - Lakeside & Marblehead 1:
 C&C 47 (1889): W&LE 47(2) (1899): 314 (1905) Sc. 1911

CLEVELAND, CANTON & SOUTHERN

- 19-448 5(2) *0-4-0* Brooks, 1891(1898)-16X24-48-73,600
(1899) (1920)
 CC&S 5(2): W&LE 1(4): 1501 Sc. 1923 BP
- 19-315 23(2) *2-6-0* Brooks, 1888(1408)-19X24-56-101,600
(1899) (1905)
 CC&S 23(2): W&LE 148: 605 Sc. 1913
- 19-446 51 *4-4-0* Brooks, 1889(1528)-17X24-62-95,700
(1891) (1899) (1905) (1918)
 CC&S 51: 40(2): W&LE 62(2): 325: 1404 Sc. 1925 BP
- 19-315 52 *4-4-0* Taunton, 1866(389)-As rebuilt by Brooks, 1890(1616)
(1890) (1891) (1899) (1904)
 15X22-56-66,000 Old Colony 32" DIGHTON: CC&S 52: 41(2): W&LE 4(3): 300 BP

CLEVELAND, COLUMBUS & CINCINNATI

- 16-257 "LOUISVILLE" *4-4-0* Cuyahoga, 1851
16-257
- 149-231 "NASHVILLE" *4-4-0* Cuyahoga, 1852 - To 0-4-0, 1872 1865
- 16-259 "NEW HAMPSHIRE" *4-4-0* Cuyahoga, 1854

CLEVELAND, LORAIN & WHEELING

- 13-67 46 *2-6-0* H* Brooks, 1888-18X24-57-140-101,000-16,230
 CL&W 46: B&O 916 BP
- 1367 70 *4-6-0* K* Pittsburgh, 1900-20X26-57-190-147,000-29,470
 CL&W 70: B&O 2075 BP

CLEVELAND & TOLEDO

- 19-88 "FREMONT" *4-4-0* Boston Loco Wks, 1853

CLIMAX ENGINEERING Co.

- 110: 99-12 1676 *Cl.A* Climax, 1927 BP
- 110-83 ? *Cl.A* Climax, 1909-24,000 BP
- 50-94 ? *Cl.A* Climax BP
- 50-95 ? *Cl.A* Climax, 1927 BP

CLIO LUMBER Co.

- 6-109 ? *2 Trk. Shay* Lima NG

CLOUGH, L.S. & Co.

- 108-94 1 *2-4-4T* Brooks, 1889(1562) Gauge 3-0

CLOVER VALLEY LUMBER Co.

- F-1
 31-467 4 *2-6-6-2T* BLW, 1924(57684)-17&26X24-45-200-26-
(1957)
 219,000-37,500 CVL Co 4: Feather River Lbr. Co. 4:
(1958) (1974)
 Tahoe Lbr. Co. 4: Castro Point 4 F-1935

CM DE MA

- 148-42 "MONTE ALTO" *0-4-2T* BLW BP

COAHUILA Y ZACATECAS, FC

Gauge 3-0

- 48-63 1 *2-8-0* BLW, 1897(15435)-16X20-38-32,420
- 48-62 279 *2-8-0* BLW, 1921(55110)-18X22-41-180-99,625-110,265-26,600
(1930) (1939) (1963)
 NdeM 204: 279: C y Z 279: NdeM 279

COAL CREEK LOGGING & TIMBER Co.

- 50-23 12 *4-4-0*

COAST RANGE LUMBER CO.

50-151 15 *0-4-0T*
 COBOS A FURBERO, FC Gauge 2-0 (Mex)

48-90 1" FURBERO *0-4-0T* Hudsonell-Clarke, 1910 - 6X10-20

48-87 3" SAN MARCOS *0-6-0* Bagnall, Ltd., 1911 - 6 1/2 X 9 - 19 c.1911

COEUR D'ALENE RY & NAY Co Gauge 3-0

2-143 2 *2-6-0* Grant, 1882 - 13X18-40 - 38,000 - 44,000 "W.M. CAMERON"
 129-34 (1886) (1904) Tex. Est. L. 29 ;
 Cd'ARY & Nav 2 : Mason & OCEANA 2 1887

COLEMAN, HARTER & McCORMACK

108:99-10 2 *C1, B Climax * Climax, 1913 - 90,000

COLLINS, T.D. Gauge 3-0

108-11&21 172 *2 Trk, Shay * Lima, 1887 (172) - 26,000 Sc. 1941 1887

COLLINS & WATSON

108:99-12 2 *2 Trk. Shay * Lima, 1893 (429) - 36,000

108-19 3 *2 Trk Heisler * Heisler, 1899 (1029) - 40,000 1899

108-17 101 *C1A Climax * Climax, 1892 (101) - 26,000 Sc. 1941 c.1941

COLORADO & NORTHWESTERN Gauge 3-0

136-318 2 *3 Trk Climax * Climax, 1897 - 12X14-30-160-14-120,000-26,000
 C&N 2: Pacific Contracting Co. 8: Maytown Lbr. Co. ?

81-518 30 *2-8-0* Brooks, 1898 (2951) - 16X20-37-180-194-1280,7-
 84,730-95,520-21,170 - C&NW 30: Den, Boulder & West 30:
 (1921) (1948)
 C&S 74: RGS 74 Sold 1952 BP

COLORADO SPRINGS & CRIPPLE CREEK DISTRICT

34-171 1 *2-8-0* Sch., 1900 (5619) - 22X26-51-190-34.16-2739.05-153,280-
 170,700-39,850 Ret. 1922 BP

152-72 2 *2-8-0* Sch., 1900 (5720) - As 1 Ret. 1922 72 -> 1913
 34-171 2 *2-8-0* Sch., 1900 (5720) - As 1 Ret. 1922 171 -> 1920

34-171 8 *2-8-0* A-S, 1902 (25622) - As 1 Ret. 1922 1918

34-173 101 *2-6-2* Sch., 1900 (5625) - 19X24-51-190-22-1748.94-107,280-
 135,960-27,440 CS&CCD 101: Rio Grande Eastern 101 BP

34-174 102 *2-6-2* Sch., 1900 (5626) - As 101 Sold 1923 1903

34-174 102 *2-6-0* Sch., 1900 (5626) as 2-6-2 - As rebuilt, c. 1915 1920

34-174 104 *2-6-2* A-S, 1902 (25623) - As 101 Ret. 1922 1903

COLORADO & WYOMING

52-47 7 *2-8-0* BLW, 1900 (18092) - 22X28-50 * 170,000 (Dr.) Sc. 1920
 (1906)
 Crystal River 1: C&W 7

52-49 103 *4-4-0* c.1908

52-46 701 *4-6-0*

COLUMBIA & NEHALEM RIVER

50-201 114 *0-6-0* c.1911

50-204 116 *2-8-2*

50-203 117 *2-8-2*

110-95 125 *2-8-2* c.1925

COLUMBIA, NEWBERRY & LAURENS

82-71 154 *4-6-2*

COLUMBIA & PUGET SOUND

Gauge 3-0

1-158
58-126 1 "A.A. DENNY" *0-4-4T* Mason, 1870 (552) - 13X16-50,000 Stockton & Lane 2 "AMADOR": Seattle & Walla Walla 1: C&PS 1 (1876)

2-127
58-139 5(2) *0-6-0* BLW, 1875 (3771) as 2-4-2T * 10X16-36-c. 36,000 - San Luis Obispo & Santa Maria Valley 1 "AVILA": Pacific Coast RY 1: C&PS 5(2) 1896 (1882) (1883) sold

1-59
58-132 7 "HYAK" *0-4-0T* Porter, Bell & Co., 1872 (114) - 8X16-? - 15,000 Walla Walla & Columbia River 2 "WALLULA": C&PS 7 Ret 1887 (1881)

2-126
19-137 58-141 9 *2-8-0* Grant, 1882-15 1/2 X 20-36-63,000 - Tol, Cin & St L 63: Det. & Ironton 63: C&PS 9: WP & Y 3: 53 Sc. 1918 1895 (1887) (1897) (1918)

2-131
58-141 10 *4-4-0* BLW, 1878 (4294) - 12X16-42-43,300 Olympia & Chehalis Valley 1: C&PS 10: WP & Y 4; Tanana Valley 909: Alaska 50 Sc. 1930 (1891) (1897) (1907)

Standard Gauge

1-159
58-141
3-171
58-146 12 *2-8-0* BLW, 1903 (22759) - 19X24-60-121,650 Sc. 1950 1908
18 *4-4-0* A-B, 1910 (48295) - 18X24-62-110,000 Sc. 1939 146 -> 1924 171 -> 1908 BP

COLUMBIA RIVER BELT LINE

6-88
42-30 "SIWASH" *2-6-2T* BLW, 1900 - 17X22-44-165-14.4-1282-85,400 119,600-20,270

1-161
58-229 136-318 5 "SKOOKUM" *2-4-4-2* BLW, 1909 (33466) - 15 & 23X22-48-200-28-142,000-28,000 - Little River 126: CRBL 5 "S": Deep River Log. Co. 7: 1955 BPs (1920) (1943) Pres.

COLUMBIA RIVER & NORTHERN

1-138 1 *4-4-0* OR & N 44: CR & N 1: SP & S 51

COLUMBIA SOUTHERN

1-140 3 *2-8-0*

1-38 4 *4-6-0*

COLUMBUS & CINCINNATI MIDLAND

13-53 2 *4-4-0* Sch., - 17X24-69- C&CM 2: B&O 668 Ret. by 1904

13-53 6 *4-4-0* - A 5 2 C&CM 6: B&O 662

COMMONWEALTH ELECTRIC CO.

148-63 1 *0-6-0T* BLW BP

GONCHO, SAN SABA & LLANO VALLEY

73-72 101 *4-4-0* BLW, 1881-12X24-63-140-11.3-761-43,940-67,840-11,600 Cane Belt ? : AT & SF 0251: CSS & LV 101: AT & SF 0251 Sc. 1914 (1900)

CONCORD RR

5-67 10 "ANSON S. MARSHALL" *4-4-0* Co. Shops, 1873- CRR 10 "A.S.R.": B&M 710

CONCORD & MONTREAL

8-72 25 *2-4-2T* BLW, 1893 C&M 25: B&M 725 BP

CONNECTICUT RIVER

5-99 2 "BRATTLEBORO" *4-4-0* 1871

CONNOTTON VALLEY

Gauge 3-0

- 19-204 9" MOGADORE * 4-4-0 * Porter, Ball & Co., 1880 (396) - 13X18-43-43,000 (1889)
CV 9" M.: Salt Lake & Eastern 9
- 19-295 18 * 4-4-0 * Brooks, 1883 (883) - 14X18-48-46,410 (1889)
CV 18: Rochester & Glen Haven 8
- 19-445 19" W.J. ROTCH * 4-4-0 * Brooks, 1883 (884) - As 18 CV 19" W.J.R.: REGH 9 (1889) BF

CONQUISTA COAL CO.

(Mexico)

- 8-39 2 * 0-8-0 * BLW, 1901 BF

CONSOLIDATED TIMBER CO.

- 136-319 4 * 2-6-6-T * BLW, 1923 - 17#26X24-44-200-26-211,000-38,000 (1931) (1934)
Hammond Lbr. Co. 4 (1): Hammond & Little River 4: CT Co 4:
Saginaw & Manistee Lbr. Co. (1944) 4: Southwest Lbr. Mills 4 (1953)

CONSTRUCTORA NACIONAL MEXICANA, CIA

Gauge 3-0

- 48-13 10 * 2-8-0 * BLW, 1881 (5614) - 16X20-37-140-52,000-60,000- (1903)
16,470 CNM 10: FCNM 10: 225 Reblt. to std gauge, 1903 BF

COOK, A. & SONS Co.

- 111-60 #62 2 * 2 Trk. Shay * Lima, 1906 (1741) - 80,000
- 111-60 3 * 2 Trk. Shay * Lima
- 111-44 5 * 2 Trk. Shay * Lima

COOK, A.W. & Co.

- 112-69 4 * 0-6-0 *
- 112-69 58 * 4-6-0 * Pittsburgh ex P&LE

COOK & GRAHAM

- 111:100-3 2 * 2 Trk. Shay * Lima, 1893 (438) - 84,000 As rebuilt BF

COOPERSTOWN & CHARLOTTE VALLEY

- 26-94
28-200 4 * 4-4-0

COOS BAY LUMBER Co.

- 6-137 9 * 2-8-2 T * Alco
- 2-171 50-107,
176 & 201 10 * 2 Trk. Shay type * Willamette Iron & Steel Works, 1922 BF
- 6-88 10 * 2-8-2 T * Alco
- 50-217 11 * 2-8-2 T * Alco
- 6-137 12 * 2-8-2 T * Alco

COOS BAY, ROSEBURG & EASTERN RR & NAV Co.

- 1-186 2 * 4-4-0 * Cuyahoga, 1872
- 1-184 4 * 4-6-0 * Sch., 1882 - SP&NM 45: SP 204: 1678: 2090:
CBR & ER & NGo 4: SP 2090
- 1-186 5 * 2-6-0 *

COPPER BELT

- 60-233 2 * 3 Trk. Shay * Lima, 1904 (1908) CB 2: D&RG 2 (3)

COPPER RANGE

82-252 29 *2-8-0*

COPPER RIVER & NORTHWESTERN

1-126 70 *2-8-2*

85-116 72 *2-8-2*A-B, 1915 (55492) - 20x28-48-180-195,000-33,600
CR&NW 2: McCloud River 26 (1938)

CORCOVADO RY (Brazil)

8-56 3 *0-4-0T* BLW, 1888 - Rack loco. 32,000 BP

CORNWALL & LEBANON

8-42 1 *2-8-0* BLW, 1892 - Vauclain comp. BP

CORVALLIS & EASTERN

1-118 1 *4-4-0* Rogers, 1883 - Oregon Pacific 4: C&E 1:
SP 1300 (2) (1913) Sc. 1923

1-118 2 *4-4-0* Cooke, 1882 - Oregon Pacific 2: C&E 2:
SP 1301 (2) (1915) Sc. 1917

1-118 3 *4-4-0*
3-184 4 *4-4-0*
33-73

4 *4-4-0* Cooke, 1886 - Oregon Pacific 8: C&E 4:
SP 1302 (2) (1916) Sc. 1918

c. 1904

1-116 5 *4-4-0*
#118

1-116 6 * ?

F-2 7 *4-4-0*
1-118

c. 1910

1-118 9 *4-4-0*

CORY, BENJAMINE,

106-90 211 *2 Trk. Shay* Lima, 1888 (211) - 50,000

COVINGTON & CINCINNATI BRIDGE Co.

20-14 706 *0-6-0*C-7*A-R, 1906 - 20x28-56-180-142,300-30,600
C&CBCo 706: C&O 245: 44: 30 (1913?) (1924) Sc. by 1952 BP

COWLITZ, CHEHALIS & CASCADE

6-55 20 *4-8-0* ex NP 1955
50-244

CRAIG MOUNTAIN

6-89 1 *2-6-2T* BLW, 1910

CRIPPLE CREEK & VICTOR Gauge 2-0

136-350 & 353 1 *0-4-4-0* Orenstein & Koppel, Germany, 1906 - 8 & 10 1/2 x 10 - 22 1/2 -
150 - 5.5 - 37,000 - 4,600 (Mex) (1922) (1923) Minerale y Metales 1: Minera
Mexicana Pendes 1: CC&V 1 Tourist RR

136-354 13 *0-4-4-0T Meyer * 9 1/2 x 13 - 23 - 185 - 105 - 80,000 - 16,000
Reynolds Sugar Co. 13: CC&V 13 (1928)

CROFT LUMBER Co.

4/2-59 4 *3 Trk Geared* BLW, 1913 - 15x16 - 36 - 200 - 17 - 150,000 - 33,000 59 -> BP
136-319

CROSSETT RY42-21
122-16210 * 2-8-0 * BLW, - 20X24-50-180-30,3-1772-115,250-
130,850-29,380CROSSETT LUMBER Co.122-160
122-187 & 188
122-1394 * Shay * Lima
12 * 2-8-2 *
15 * 2-8-0 *CROWELL & SONS LUMBER Co.82-16
82-161 * 2-6-0 *
2 * 2-6-0 *CROWN POINT IRON Co.

Gauge 3-0

151-177 28-136,
141 & 143

3" GEN. PUTNAM * 2-6-0 * Dickson, 1879 (128) - 11x16 - 37-44,000 171 → 1874 Sold after 1896

151-185 28-138

3" HAMMONDVILLE * 2-6-0 * As above, name changed 185 → c. 1895 Sold at

28-139

4" THOMAS DICKSON * 0-4-0 T * BLW, 1875 - Std. gauge - 16X22-45 1903 Sold at

28-136

5" CROWN POINT * 2-6-0 * Dickson, 1883 (425) - 15X18 - 36 1/2 - 91,000 1896

CROWN-WILLIAMETTE PAPER Co.50-98
50-99 & 208
50-140
118-95
136-320

3 * Cl. B Climax * Climax

Sc. 1949

4 * Cl. B Climax * "

5 * 2-6-2 T *

16 * 2-6-6-2 T * BLW, 1925-17 & 26X24-44-200-26-211,000-38,000
Hammond Lbr. Co 5(1): Hammond & Little River 5; C-W P Co. 12 (1931) (1937)

50-225

17 * 2-8-2 *

196-328

12 * 2-6-6-2 T * BLW, 1929-17 & 26X24-44-200-26-222,000-38,000

CROWN-ZELLERBACH CORP.50-247
50-232

6 * 3 Trk Shay type * Williamett, 1924

Sc. 1959

12 * 2-6-6-2 T *

Sc. 1959

CRYSTAL BAY

Gauge 3-0

31-426

1 * 0-4-0 T * Porter, 1881 (430) - 8X16

31-426

2 * 0-4-0 T * Porter, 1889 (1026) - 10X16

CRYSTAL RIVER RR52-47
52-73 & 92

1 * 2-8-0 * BLW, 1900 (18092) - 22X28-50-170,000 CR 1: Col. & Wyo 7 (1906) Dr.

102 * 2-8-0 * BLW, 1900 (17717) - Gauge 3-0 - 17X20-38-82,000 Dr.
Cry. Riv. 102: D&RG 431: D&RGW 361 73 → BP 92 → 1901

52-61

103 * 2-8-0 * BLW, 1903 (21757) - Gauge 3-0 - 18X20-38-103,000 Dr.

Cry. Riv. 103: D&RG 432: D&RGW 375 1903

CRYSTAL RIVER & SAN JUAN52-34,37, 103,
124, 136 & 144

1 * 4-6-0 * BLW, 1891 (11717) - 18X24-55-109,000 Dr.

D&RG 532: CR&SJ 1 (1915)

Sc. 1947

144 → 1927
Others → 194152-25,38,
41,108,119 & 1542 * 2-6-0 * BLW, 1902 (24059) as 0-6-0, rebuilt by CR&SJ 18X24-51-
100,000: Clarendon & Pittsford 5: CR&SJ 2 Sc. 1943 (1930) 154 → 1931
Others 1940 & 1941

CRYSTAL RIVER & SAN JUAN

- (52-138 3 *2-6-0* BLW, 1906 (29826) as 0-6-0, rebuilt by CR&SJ-18X24-51-
100,000 ^{Dr.} Clarendon & Pittsford 6; CR&SJ 3 ⁽¹⁹²⁶⁾ Sc. 1942
- 52-126 & 127 6 *2-6-0* Sc. 1915 1907

CUMBERLAND & MANCHESTER

- 14-36 61 *2-8-0* A-B, 1922 (63183) - 21X28-51-185-176,000-38,070
C&M 61; L&N 671; 691 BP
- 14-36 62 *2-8-0* A-B, 1922 (63184) - A 5 61 C&M 62; L&N 672 BP

CUMMER LUMBER Co.

- 136-321 1 *2 Trk Henderson geared - Henderson Iron Works, 1882

CURRY RUN RR

- 111-42 2 *0-4-2T* BLW, -50,000

CYPRUS MINES CORP.

(Cyprus)

- 8-102 ? *0-8-2T* BLW, 1923 - 11X14-26-52,000 BP

CAMINOS DE HIERRO DE LA HABANA, CIA DE

- 8-31 19 *4-4-0* BLW, 1899 BP

CALCASIEUX PAPER Co.

- (D 5 *2-6-2* BLW 1947

COLORADO - KANSAS

- 159-12
152-34T 1 *4-6-0* Sch., 1887 (2437) - 17X26-60-160-26,85-15/3.6-
91,115-115,050-17,030 Col. Midland 24:
Colorado-Kansas 1 Sc. 1927

CRANBERRY LAKE

- 151-25 5 *2-8-0* Lima, 1905 (1015) - 17X20-40-102,000

CARTHAGE & COPENHAGEN

- 151-160 & 163 3 *2-6-0* Vulcan, 1908 (1252) - 15X24-46

CITY OF WINNIPEG HYDRO.

- C 3 *4-4-0* , 1882 CPR ? : CWH 3

CONNECTICUT RIVER

- 5-79 2 "BRATTLEBORO" *4-4-0* , 1871
- 161-48 14 *4-4-0*

CONSOLIDATED WATER POWER & PAPER Co.

- C 350 *2-8-0* A-S, 1929 (67819) - 21X28-55-200-174,000-38,200
KGB&W 49 : 350 : Consol. Water Power & Paper Co. ⁽¹⁹⁵⁰⁾ 350 Ret. 1957