

MIDWEST

RAILROADER

A N D

ROSTER

JOURNAL

Steam Rosters

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Electric and Diesel

Roy W. Carlson

Jan. = Feb. 1961

Ft. Wayne, Ind.

No. 27

New York Central Renumbering

LOCOMOTIVES of the NEW YORK CENTRAL

Type	Class	Number	Old Numbers
4-6-0 Scrapped	(F-x)	800	U & D 19
	(F-x)	801-803	U & D 21-23
	(F-x)	808	U & D 30
	(F-x)	809-818	U & D 32-41
	F 12	819	2098
	F 12a	820	2066
	F 12a	821-822	2070-2071
	F 12a	823	2080
	F 12a	824	2084
	F 12e	825-844	2112-2131
	F 12g	845	2132
	F 12g	846-851	2134-2139
	F 12g	852-871	2141-2160
	F 12g	872-876	2162-2166
	F 61	877	B 4 6302
	F 62a	878	B 4 6313
	F 64	879	B 4 6385
	F 82	880-881	M C 8152-8153
	F 82b	882	M C 8260
	F 82b	883-884	CK&S 16,18 -884-XMC8261-548-424
	F 82c	885	M C 8266
	F 82c	886,887	M C 8270,8271
	F 82d	888	M C 8284
	F 82d	889	M C 8291
2-8-0	G 3b	904	2317
	G 96b	905	T&OC 9646 - Orig. H.V.346, x T&OC 346
	G 96c	910-919	some K&M 9590-9599 Orig. H.V.271-274, 277, T&OC 347-351
	G 6j	955,957,958	M C 7625,7627,7628
	G 6j	960,962,964	M C 7630,7632,7634

Type	Class	Number	Old Numbers
	G 6j	966,971	M C 7636,7641
2-8-0	G 6o	979,982,983	M C 7829,7832,7833
	G 6o	987,988	M C 7837,7838
	G 6o	993-997	M C 7843-7847
	G 6m	1009-1014	M C 7869-7874
	"	1016-1018	M C 7876-7878
	"	1020-1021	M C 7880-7881
	"	1024	M C 7884
	"	1028-1032	M C 7888-7892
	G 6p	1041-1042	M C 7611-7612
	"	1046-1047	M C 7616,7618
	G 6t	1048	M C 7848
	"	1052-1054	M C 7852-7854
	"	1059-1063	M C 7859-7863
	"	1065-1067	M C 7865-7867
	G 6u	1072-1073	M C 7622-7623
	"	1077	M C 7627
	G 43a	1101-1102	LS&MS 5766,5775
	G 43b	1103-1104	5804-5806
	G 43c	1107-1108	5815,5819
	"	1105-1106	5812-5813
	G 46d	1109-1111	5835,5849,5854
	G 46e	1112-1116	(9652-9656
	"	1118-1121	T&OC (9658-9661
	G 46f	1122-1123	5408,5412
	"	1124-1125	5418,5425
	G 46g	1130-1131	5570-5571
	G 46h	1143-1172	B 4 6843-6872
	G 46i	1173-1182	B 4 6873-6882
	G 46k	1183-1192	K & M 9700-9709
	G 46l	1193-1199 "3602 rebld.	K & M 9710-9716
2-8-2	H 5e	1202-1211 from 2436."	3610-13,16,19,20,23,24,34
	H 5e H 5g	1214,1218-1223	3646,55-61,63,66
	H 5d	1226,1227,1229	3676,3679,3684
	H 5c	1230,1232-1234	3685,3689,3690,3693
	H 5e	1236-1243	3700,01,03,04,08,09,14,17
	"	1244,1247	3718,3721
1226-X3676,X2729	H 5p	1248	3722
Schen 05 30 824	H 5q	1249	3723
To TA&G 304	H 5h	1253-1255,1257,1258,1260	3733-3735,3738,39,45
	"	1262,1265,1266-1270,1272	3748,59,61-63,65,67,70
	"	1273-1275	3771,3773,3774
1232, X3689, X2738	H 5f	1276-1278,1280-1284,1286	3775,77,80,82,85,87-89,95
Schen 05 30833	H 5g	1287-1289,1291-1294	3796,99,3802,05,12,15,16
To DSS&A 1050	H 5L	1295	3819
	H 5k	1297	3822
1247, X3721, X2702	H 5n	1302-1308	3832-3835,3839,40,42
Schen 30 797	H 5m	1309-1314	3844,45,48,50-52
To A&St AB 404	H 5p	1315-1319	3853,54,56,57,60
	H 5q	1320	3862
1243, X3717, X2441	H 5p	1321-1328	3863,66-71,73
Schen 05 30362	H 5q	1329	3875
To TA&G 365	H 5p	1330-1334	3876-3879,3882
	H 5q	1335	3883
	H 5p	1336-1338	3884-3886
	H 5q	1339	3887
	H 5p	1340-1347	3890,3892-3898
	H 5q	1348	3899

Type	Class	Numbers	Old Numbers
2-8-2	H 5p	1349-1355	3900,02,3904-3908
	H 5q	1356	3909
	H 5p	1357-1360	3910-3913
	H 5q	1361	3914
	H 5p	1362-1365	3915,3917,3919,3920
	H 5q	1366	3921
	H 5p	1367,1368	3922,3923
	H 5q	1369-1372	3924-3927
	H 5p	1374-1399	(3931,33,34,4071-86,88, 4090,91,94,96,97,99 4120-4124
	H 5L	1428-1432	3935-3967,3969-3984
	H 5t	1435-1467,1469-1484	B 4 6125,6129,6131,6132
	H 5 La	1485,1488-1490	B 4 6136,37,41,42,46,48
	H "	1492-1496,1498,1499	B 4 6002-6009,6015,6017
	H 5L	1502-1509,1515,1517	B 4 6018,6021,6026
	"	1518,1521,1526	4112-4115
	H 5p	1527-1530	B 4 6149
	H 5La	1531	B 4 6033-6035
	H 5L	1533-1535	B 4 6037-39,42,45-49
	H 5o	1537-1539,1542,1545-49	B 4 6052-6063
	H "	1552-1563	B 4 6064-6068
	H 5s	1564-1568	B 4 6069-6088
	H 5t	1569-1588	4100,4101,4103-4111
	H 5p	1589-1599	(B 4 6698,6700
	H 5o	1625,1627	(B 4 6701
	H 5L	1628	(B 4 6702
	H 5o	1629	All (B 4 6703
	H 5L	1630	rebuilt (B 4 6704,6706-6710
	H 5o	1631,1633-1637	from 280 (B 4 6711
	H 5L	1638	G 5 T. (B 4 6712,6713
	H 5o	1639,1640	(B 4 6714
	H 5L	1642	(B 4 6717,6719,6720,6722
	H 5o	1644,1646,1647,1649	(B 4 6088-6113
	H 6a	1700-1724	B 4 9732-9746
	"	1732-1746	T&OC
	"	1770-1789	M C 7970-7989
"	1800-1809,1817-1829	5100-5109 (5110-5116 to P.M. 1034-1040) 5117-5129	
"	1834-1894	5134-5194	
H 7e	1950-1999	B 4 6150-6199	
H 7c	2000-2024	M C 7900-7924	
H 7d	2025-2034	M C 7925-7934	
H 7b	2035-2049	M C 7935-7949	
H 7a	2050-2059	M C 7950-7959,2051-7951 to Cumb. R&C - to S&L 106	
H 7e	2060-2069	-(H10 M.C. 8000) M C 7960-7969	
H 10a	2101-2290	(Eventually) *1-190	
H 10b	2080-2090	(became 370) *360-370	
"	2312-2351	(then 2090.) *212-251	
"	2360-2366	(then 2100.) *320-326	
"	2395-2399	*355-359	
4-8-4	HS 1a	80	800
4-8-2	L 1a	2500-04,07,09,11-18,23,25-27,29	same
	L 1b	2530-33,35,37,39,41-49,51,55,	
	"	2558-65,67,71-73,75-77,79-83	same
	L 1c	2585-94,96,98,2600,02,03,06-11	

Type	Class	Numbers	Old Numbers
4-8-2	L 1c	2615,16,18,20,22-25,27-31,33-36	same
	L 1d	2640,42,44-48,51-59,61-65,67-69	
	"	2671,74,75,77-79,81,83	same
	L 2a	2700-2799	same
	L 2c	2800-2899	same
	L 2b	2900-2924	B 4 6200-6224
	L 2d	2925-2949	B 4 6225-6249
	L 2d	2950-2999	2450-2499
	0-8-0	U 60	7200-7219 U61 7220-7234
	U 1a	7270-7272	T&OC 9540-9542
	U 1b	7280-7289	4280-4289
	U 1a	7290-7299	4290-4299
	U 2h	7336-7339	636-639
	U 2d	7340-7384	640-684
	U 2b	7385-7449	685-749
	U 2a	7450-7474	750-774
	U 2c	7504-7509	M C 8904-8909
	U 2e	7510-7529	M C 8910-8929
	U 2g	7530-7539	M C 8930-8939
	U 2c	7550-7553	M C 8550-8553
	U 2f	7560-7599	200-239
	U 3c	7600-7605,7607-7614	B 4 7200-7205,7207-7214
	U 3e	7615-7634	B 4 7215-7234
	U 3b	7640-7689	240-289
	U 3c	7690-7719	290-319
	U 3a	7740-7749-7749-MKT39	B 4 7440-7449 USRA
	"	7753-7760- K&M -	T&OC 9543-9550 USRA
	U 3c	7786-7805	386-405
	U 3a	7806-7839-(Some from MKT)	406-439 - USRA
	"	7840-7849	M C 8940-8949 USRA
	U 3b	7850-7855	M C 8950-8955
	U 3a	7856-7865	M C 8956-8965
	U 3e	7866-7875	M C 8966-8975
	U 3h	7876-7885	M C 8976-8985
	U 3e	7900-7924	4300-4324
	U 3f	7925-7949	4325-4349
	U 3b	7985-7994	B 4 7485-7494
0-6-0	B 10L	6600-6603,6605	500-503,505
		6607,6609-6611,	507,509-511,
		6613,6615,6617-20	513,515,517-520
	B 10o	6622,6624,6625	522,524,525
		6627,6628,6631	527,528,531
		6633-6635,6637,38	533-535,536,538
	B 10u	6640-6645,6647	540-545,547
		6649-6658	549-558
	B 10v	6659-6709	559-609
	B 11k	6711,6713-6729-	611,613-629
	B 10b	6753,6754 -----Cooke 1/06.	177,191
1-B 10 to Wyandotte Sou	B 10d	6757 -----Rd Isl 06	452
4-B56 to Cuyahoga Valley	B 10j	6762-6764	488,495,496
	B 10b	6766	633
13-B11 to Cin U.T.	B 10i	6768	4541
1-B10 to MDT Co.	B 10k	6769,6770	4545,4550
1-B10 to Disp. Shops	B 10L(B10z)	6771	B 4 7324
	B 10q	6772,6773	B 4 7349,7359
	B 10t	6774	B 4 7364

Type	Class	Numbers	Old Numbers	
0-6-0	B 11d	6775,6776	B 4 7375,7382	
	B 11n	6777	B 4 7405	
	B 11p	6778,6780-6795	B 4 7423,7406-15,17,18, 7420-7422,7424	
		B 2	6799	1955
		B 10y	6800	B 4 7311
		B 10L(B10Z)	6801-6803	B 4 7321,7322,7328
		B 10g	6804-6808	B 4 7334-7337,7345
		B 10q	6809-6812	B 4 7348,7358,7360,7362
		B 10t	6813-6821	B 4 7363,7365-7372
		B 11d	6822-6826	B 4 7373,76,78,80,81
		B 11h	6827-6832-?	B 4 7383,7385,7386-7388
		B 11n	6833-6842	B 4 7393,96,97,7400-04
		B 10f	6852,6857	M G 8752,8757
		B 10n	6861-65,6867-68	M C 8761-65,8767-68
		?	6869	CK&S 21 MC - 8769
		B 10n	6870-6872	M C 8770-8772
		B 10r	6873-74,6876,6877	M C 8773-74,8776,8777
		B 10w	6878	M C 8778
		?"	6879	CK&S 20
		B 10w	6880-6897	M C 8780-8797
		Bn11a	6898-6904,6906-6909	M C 8798-8804,8806-09
		B 11e(to Cin17)	6910-6934	M C 8810-8834
		B 11g	6935-6944	M C 8835-8844
		B 98a	6952,6953	T&OC 9520,9521
		B 98b	6954	T&OC 9522
		B 10n	6991	M C 8591
		B 10x	6992-6995	M C 8592-8595
		B 11b	6997-6999	M C 8597-8599
		B 55a	7000	(4402
		B 56a	7001,7003,7004	(4419,4455,4456
	B 56b	7002	(4424	
	B 56c	7005,7006	(4460,4464	
	B 56d	7007-7012	LS&MS (4487,4501,02,05-07	
	B 56g	7063-7069	(4563-4569	
	B 56f	7053-7061	(4553-4561	
	B 56g	7072-7087	(4572-4587	
4-6-2	K 14a	4390	3000	
	K 14e	4391-4392	3009,3011	
	K 14c	4393	3052	
	K 14e	4394,4395	3159,3165	
	K 14f	4396-4399	3174,3183,3191,3193	
	K 11a	4401,05,12-14,22,27,31	3001,05,12-14,22,27,31	
	"	4439,41,44,47	3039,41,44,47	
	K 11c	4450,53,55,57,59-61,67-69	West Shore 3050,53,55,57,59-61,67-69	
	"	4471,73-79	Shore 3071,73-79	
	K 11b	4483,4486	K 11 3083,3086	
	K 11a	4490,4491,4498,4500	3090,3091,3098,3100	
	K 11b	4501-4507,4509-4519	3101-3107,3109-3119	
	K 11d	4520-25,27-33,35-39	3120-25,27-33,35-39	
	K 11e	4540-43,45-47,49-58,60-64	3140-43,45-47,49-58,60-64	
	"	4566-4569	3166-3169	
	K 11f	4570,78,80,86,87,89,94-99	3170,78,80,86,87,89,94-99	
	K 3f	4603-4604,4607	M C 8303,8304,8307	
	K 3h	4608,4609	M C 8308-8309	
	K 3i	4611-4614	M C 8311-8314	
	K 3m	4615-4624	M C 8315-8324	
	K 3p	4625-4635	M C 8325-8334	

Type	Class	Numbers	Old Numbers
4-6-2	K 3q	4635-4639	M C 8335-8339 8353 was K5
	K 3h	4640-4644	M C 8400-8404
	K 2c	4652, 4653	3562, 3578 ↑ (?) ↑
	K 3q	4667-4696	3267-3296
	K 3p	4697-4722	3297-3322
	K 3n	4723-4757	3323-3357
	K 3r	4800-4804 on B & A	B 4 6500-6504
	K 3a	4806-4810, 4812	3422, 28, 30, 33, 34, 36
	K 3b	4814-4820	4896, 97, 99, 4901, 02-04
	K 3c	4821-4830	3398, 3400, 02-04, 07, 08, 15-17
	K 3d	4831-4836	3382, 87, 89-91, 94
	K 3e	4837-4841	4905-4909
	K 3g	4848-4854	3359, 64, 70, 72-74, 76
	K 3i	4855-4859	B 4 6455-6459
	K 3k	4860-4869	B 4 6460-6469
	K 3L	4870-4874	B 4 6470-6474
	K 3p	4875-4884 on B & A	B 4 6475-6484
	K 3q	4885-4899 on B & A	B 4 6485-6499
	K 5a	4905-4930	B 4 6505-6530
	K 5b	4931-4940	B 4 6531-6540 X P&LE 9235-9244
4-6-4	J 1a	5200	same
	J 1b	5201-5244	same
	J 1c	5245-5274	same
	J 1d	5275-5314	same
	J 1e	5315-5344	same
	J 1b	5345-5354	M C 8200-8209
	J 1c	5355-5359	M C 8210-8214
	J 1d	5360-5374	M C 8215-8229
	J 1d	5375-5394	B 4 6600-6619
	J 1e	5395-5404	B 4 6620-6629
J 3a	5405-5454	new	
4-4-0	C	4302, 4303, 4304	1013 x 877, 1037, 1038
	C 97b	4306	T&OC 9564 - X T&OC 463
	C 97b	4307	T&OC 9576 - X K&M 576
4-4-2	I 40a	4320-4324	4752, 53, 55, 58, 59
2-6-0	E c	1900, 1901	1652, 1679
	E d	1902-1906	1579, 1612, 16, 25, 30
	E 1a	1907-1912	1692, 95, 1701, 04, 21, 36
	E 1b	1913	1718
	E 1c	1914-1917	1769, 1771, 1777, 1779
	E 1d	1918, 1922	1741, 1743, 1753-1755
	E 1e	1923-1926	1859, 1861, 1868, 1870
	E 1f	1927	R L 2
	E 1g	1928	R L 1
	"	1929	1765
0-10-0	M 1d	7190	M C 8990 X8790
	M 1e	7191	M C 8991 C I & S
	M 1a	7192	M C 8992
	M 1f	7198	M C 8998
SHAY	-	7185-7189	1896-1900
2-8-2T	H xa	7180	K&M 9501 Orig. K&M 556

2-J1 sold to
T H & B

Type	Class	Numbers	Old Numbers
0-8-8-0	NU 1a	7097-7105	5897-5905
	NU 1e	7106-7108	5906-5908
	NU 1d	7109	M C 8700
2-6-6-2	NE 2d	1933-1938	1354-1355, 57, 58, 61, 73
	NE 2g	1939-1948	1339-1348
Elec. Sw.	S 1	100	1100
	S 2	101-134	1101-1134
	S 3	135-146	1135-1146
	Q	150-156	1250-1256
	R 1	160-165 4-4	M C 7501-7505)
	R 1a	166-169 4-4	M C 7506-7509) "Detroit Tunnel"
	R 1b	170-171 4-4	M C 7510-7511)
Elec. pass	P 1a	200-221 4664	C U T 1050-1071
	T 1a	247	1147
	T 1b	248-256	1148-1156
	T 2a	257-262	1157-1162
	T 2b	263-272 4444	1163-1172
	T 3a	273-282 4444	1173-1182
Elec. frt	R a	300-301 o4444o	1200-1201
	R 2	302-343 o66o	1202-1243
Diesel	DE sa	505	1500
	DE f	510 4444 Re500 Re 469	1510 X-1550
Scrapped	DE s2	525	1525
	DE s3	526-562	1526-1562
	"	563-566 4-4	M C 7530-7533

New York Central Renumbering

This record shows the last renumbering of NYC Steam in 1935 - 1936, the last before the advent of diesel, —Except for a few changes which involved some small groups to make way for numbers assigned to new diesels. Note how many classes have disappeared. We will also repeat a record of classes H6A renumbering of 1951 and also of H5 Indiana Harbor Belt which Engines went to the NYC after IHB acquired diesels. We personally saw many of these on the Main line in daily use before steam disappeared. This record first appeared in MWRRer No. 3, May - June 1957. We also have photos of many of these Engines. The NYC had removed the top front feed water heater of the Ex - IHB. We even saw one of these Engines with the class letters H6LA on the Cab panels. NYC 1935 list courtesy of F. D. Cairns.

— R. W. C.

See MWRrer No. 22, p. 7, for list of abbreviations of New York Central owned and/or merged roads. Others
 CI&S = Chicago, Indiana & Southern
 CK&S = Chicago Kalamazoo & Saginaw
 RL = Raquette Lake
 TH&B = Toronto, Hamilton & Buffalo

West Shore = West Shore Lines of NYWS&B Merged into NYC; - these K-11 listed assigned to W.S. lines. Original NYWS&B Motive Power disposed of per MWRrer Numbers 20 and 21.

Other Abbreviations:

- A&StAB = Atlanta & St. Andrews Bay
- TA&G = Tennessee, Alabama & Georgia
- DSS&A = Duluth, South Shore & Atlantic
- P M = Pere Marquette
- MKT = Missouri Kansas Texas
- Cumb. R & C = Cumberland Ry. & Coal (Canada)
- S & L = Sydney & Louisburg "

C U T = Cleveland Union Terminal

Cin. U T = Cincinnati Union Terminal

Who can tell what happened to B 11 E, Engs. 6910 - 6934?

Also the note about 8353 as a K-5. (Probably an error here.)

C&O All Time Roster

Continued from MWRrer. #24

Subsequent Nos.	C&O No.	Type	Class	Builder	Date	C/No.	Cyl., Drivers, Engine Weight	Remarks
123(11-12)	178	4-6-0	F-10	Cooke	1890	1848	19x24 57 117700	
464(1-25)	178	4-6-2	F-16	Baldw.	7-1913	40154	27x28 73 290000	
	178	0-8-0	C-16	Schen.	1930	68405	25x28 52 240000	
182,168,174	179	4-6-0	F-5	Schen.	1884	1860	18x24 56 96500	ex C&OSW 61 scr.
	179	4-6-0	F-6	Cooke	1887	1689		ex NN&MV 355,2-13
465(1-25)	179	4-6-2	F-16	Baldw.	7-1913	40155	27x28 73 290000	
	179	0-8-0	C-16	Schen.	1930	68406	25x28 52 240000	
	180	4-6-0	F-6	Cooke	1887	1688		ex NN&MV 354, to J.Jos.Bro.2-11
128(7-13)	180	4-6-0	F-5	Schen.	1884	1861	18x24 56 96500	ex 172,177
466(1-25)	180	4-6-2	F-16	Baldw.	7-1913	40156	27x28 73 290000	
	180	0-8-0	C-16	Schen.	1930	68407	25x28 52 240000	
333(2-11)	181	4-6-0	F-6	Cooke	1887	1687		ex NN&MV 353
	181	4-6-0	F-5	Schen.	1884	1856	18x24 56 96500	ex 173,178,sc2-13
467(2-25)	181	4-6-2	F-16	Baldw.	7-1913	40157	27x28 73 290000	
	181	0-8-0	C-16	Schen.	1930	68408	25x28 52 240000	
	182	4-6-0	F-6	Cooke	1887	1686	18x24 58 91900	ex NN&MV 352, to J.Jos.Bro.2-11
	182	4-6-0	F-5	Schen.	1884	1860		ex 168,174,179,sc3-13
470(1-25)	182	4-6-2	F-17	Richmd.	8-14	54621	27x28 69 312600	
	182	0-8-0	C-16	Schen.	1930	68409	25x28 52 240000	
	183	4-6-0	F-6	Cooke	1887	1685	18x24 57 91900	ex NN&MV 351, to J.Jos.Bro.2-11
	183	4-6-0	F-5	Schen.	1884	1857		ex 171,176,sc.2-13

Subsequent Nos.	C&O		Class	Builder	Date	Cyl., Drivers,			Remarks	
	No.	Type				C/No.	Engine	Weight		
471(1-25)	183	4-6-2	F-17	Richmd.	8-14	54622	27x28	69	312600	
	183	0-8-0	C-16	Schen.	1930	68410	25x28	52	240000	
1120(4-14)	184	4-6-0	F-6	Cooke	1887	1684	18x24	57	91900	ex NN&MV 350
472(1-25)	184	4-6-2	F-17	Richmd.	8-14	54623	27x28	69	312600	
	184	0-8-0	C-16	Schen.	1930	68411	25x28	52	240000	
188(4-14)	185	4-6-0	F-8	Brooks	1889	1493	18x24	63	124500	
473(1-25)	185	4-6-2	F-17	Richmd.	8-14	54624	27x28	69	312600	
	185	0-8-0	C-16	Schen.	1930	68412	25x28	52	240000	
189(3-14)	186	4-6-0	F-8	Brooks	1889	1494	18x24	63	124500	
474(2-25)	186	4-6-2	F-17	Richmd.	8-14	54625	27x28	69	312600	
	186	0-8-0	C-16	Schen.	1930	68413	25x28	52	240000	
190(3-14)	187	4-6-0	F-8	Brooks	1889	1495	18x24	63	124500	
475(2-25)	187	4-6-2	F-17	Richmd.	8-14	54626	27x28	69	312600	
	187	0-8-0	C-16	Schen.	1930	68414	25x28	52	240000	
	188	4-6-0	F-8	Brooks	1889	1496	18x24	63	124500	scr.11-13
103(4-14)	188	4-6-0	F-8	Brooks	1889	1493	18x24	63	124500	ex 185,scr.7-23
1101(1-23)										
480(1-25)	188	4-6-2	F-18	Richmd.	1923	64218	27x28	73	331500	
	188	0-8-0	C-16	Schen.	1930	68415	25x28	52	240000	
110(4-14)	189	4-6-0	F-10	Rogers	1890	4394				
104,1102(12-22)	189	4-6-0	F-8	Brooks	1889	1494				ex 186,scr. 7-24
481(1-25)	189	4-6-2	F-18	Richmd.	1923	64219	27x28	73	331500	
	189	0-8-0	C-16	Schen.	1930	68416	25x28	52	240000	
197(3-14)	190	4-6-0	F-10	Rogers	1890	4395				
105(4-23)	190	4-6-0	F-8	Brooks	1889	1495				ex 187
1103(1-23)										
482(1-25)	190	4-6-2	F-18	Richmd.	1923	64220	27x28	73	331500	
	190	0-8-0	C-16	Schen.	1930	68417	25x28	52	240000	
	191	4-6-0	F-10	Rogers	1890	4396	19x24	57	117000	scr.2-1915
483(1-25)	191	4-6-2	F-18	Richmd.	1923	64221	27x28	73	331500	
	191	0-8-0	C-16	Schen.	1930	68418	25x28	52	240000	
119(7-16)	192	4-6-0	F-10	Richmd.	1891	2213	19x24	57	118000	scr.3-23
484(1-25)	192	4-6-2	F-18	Richmd.	1923	64222	27x28	73	331500	
	192	0-8-0	C-16	Schen.	1930	68419	25x28	52	240000	
120(7-16)										
350(1-25)	193	4-6-0	F-10	Richmd.	1891	2215	19x24	57	118600	scr.1-1927
485(1-25)	193	4-6-2	F-18	Richmd.	1923	64223	27x28	73	331500	
1100,210(9-25)	193	4-4-0	A-8	Manch.	1900	1756				ex 50,CC&L 51
	193	0-8-0	C-16	Schen.	1930	68420	25x28	52	240000	
	194	4-6-0	F-10	Richmd.	1891	2216	19x24	57	118100	scr.10-1915
1101,211(9-25)	194	4-4-0	A-8	Manch.	1900	1757				ex 51,CC&L 52
	194	0-0-0	C-16	Schen.	1930	68421	25x28	52	240000	
	195	4-6-0	F-10	Richmd.	1891	2217	19x24	57	118600	scr.10-1915
1105(5-18)	195	4-4-0	A-7	Cooke	1879	1079				ex 55,57,1308,
										1008,908,829,48,78,sold Brookville & Ohio Riv. 7-23
	195	0-8-0	C-16	Schen.	1930	68422	25x28	52	240000	
	196	4-6-0	F-10	Richmd.	1891	2218				scr.6-1914
	196	0-8-0	C-16	Schen.	1930	68423	25x28	52	240000	
	197	4-6-0	F-10	Richmd.	1891	2219				sold WSSB 12-11
	197	4-6-0	F-10	Rogers	1890	4395				ex 190 scr. 12-1914
	197	4-4-0	A-9	Cooke	1882	1351				ex 1107,58,61,140
	197	0-8-0	C-16	Schen.	1930	68424	25x28	52	240000	
	198	4-6-0	F-10	Richmd.	1891	2220	19x24	57	118400	scr. 8-1915
	198	4-4-0	A-9	Cooke	1882	1348				ex 1108,59,137
	198	0-8-0	C-16	Schen.	1930	68425	25x28	52	240000	
	199	4-6-0	F-10	Richmd.	1891	2221	19x24	57	118500	scr. 5-1914
	199	4-4-0	A-9	Cooke	1882	1349				ex 1109,60,138
	199	0-8-0	C-16	Schen.	1930	68426	25x28	52	240000	

Subsequent Nos.	C&O		Class	Builder	Date	C/No.	Cyl., Drivers,		Remarks
	No.	Type					Engine	Weight	
	200	2-8-0	G-4	Schen.	1891	3574	20x24	51 132900	scr.1-1925
	200	0-8-0	C-16	Schen.	1930	68427	25x28	52 240000	
621(6-25)	201	2-8-0	G-4	Schen.	1891	3575	20x24	51 132900	scr.8-1928
	201	0-8-0	C-16	Schen.	1930	68428	25x28	52 240000	
	202	2-8-0	G-4	Schen.	1891	3576	20x24	51 132900	scr.4-1924
	202	0-8-0	C-16	Schen.	1930	68429	25x28	52 240000	
622(3-25)	203	2-8-0	G-4	Schen.	1891	3577	20x24	51 132900	scr.11-1925
	203	0-8-0	C-16	Schen.	1930	68430	25x28	240000	
623(1-25)	204	2-8-0	G-4	Richmd.	1890	2054	21x24	51 133100	scr.12-1929
	204	0-8-0	C-16	Schen.	1930	68431	25x28	52 240000	
	205	2-8-0	G-4	Richmd.	1890	2055	21x24	51 133100	scr.8-1924
	205	0-8-0	C-16	Schen.	1930	68432	25x28	52 240000	
	206	2-8-0	G-4	Schen.	1890	3035	21x24	50 128300	sold G&E RR '21
	206	0-8-0	C-16	Schen.	1930	68433	25x28	52 240000	
624(3-25)	207	2-8-0	G-4	Schen.	1890	3036	21x24	50 128300	scr.6-1925
	207	0-8-0	C-16	Schen.	1930	68434	25x28	52 240000	
	208	2-8-0	G-4	Schen.	1890	3037	21x24	50 128300	scr.8-1924
	208	0-8-0	C-16	Schen.	1930	68435	25x28	52 240000	
625(3-25)	209	2-8-0	G-4	Schen.	1890	3038	21x24	50 128300	scr.7-1929
	209	0-8-0	C-16	Schen.	1930	68436	25x28	52 240000	
	210	2-8-0	G-4	Schen.	1890	3039	21x24	50 128300	scr.9-1924
1100	210	4-4-0	A-8	Manch.	1900	1756			ex 193,50
	210	0-8-0	C-16	Schen.	1930	68437	25x28	52 240000	
626(2-25)	211	2-8-0	G-4	Schen.	1890	3040	21x24	50 128300	scr.11-1925
1101	211	4-4-0	A-8	Manch.	1900	1757			ex 194,51
	211	0-8-0	C-16	Schen.	1930	68438	25x28	52 240000	
	212	2-8-0	G-4	Schen.	1890	3041	21x24	50 128300	scr.9-1924
	212	0-8-0	C-16	Schen.	1930	68439	25x28	52 240000	
627(1-25)	213	2-8-0	G-4	Schen.	1890	3042	21x24	50 128300	scr.10-1928
	213	0-8-0	C-16	Schen.	1930	68440	25x28	52 240000	
628(3-25)	214	2-8-0	G-4	Schen.	1890	3043	21x24	50 128300	scr.7-1929
	214	0-8-0	C-16	Schen.	1930	68441	25x28	52 240000	
629(1-25)	215	2-8-0	G-4	Schen.	1890	3044	21x24	50 128300	scr.8-1928
	215	0-8-0	C-16	Schen.	1930	68442	25x28	52 240000	
	216	2-8-0	G-4	Schen.	1890	2972	21x24	50	scr.2-1925
	216	0-8-0	C-16	Schen.	1930	68443	25x28	52 240000	
631(3-25)	217	2-8-0	G-4	Schen.	1890	2973	21x24	50	scr.7-1925
	217	0-8-0	C-16	Schen.	1930	68444	25x28	52 240000	
	218	2-8-0	G-4	Schen.	1890	2974	21x24	50	scr.3-1923
	218	0-8-0	C-16	Schen.	1930	68445	25x28	52 240000	
	219	2-8-0	G-4	Schen.	1890	2975	21x24	50	scr.6-1923
	219	0-8-0	C-16	Schen.	1930	68446	25x28	52 240000	
	220	2-8-0	G-4	Schen.	1890	2976	21x24	50	scr.5-1923
	220	4-4-0	A-10	Schen.	1892	3824	19x24	68 110700	ex 69,75
	220	0-8-0	C-16	Schen.	1930	68447	25x28	52 240000	
632(3-25)	221	2-8-0	G-4	Schen.	1890	2977	21x24	50	scr.9-1926
	221	4-4-0	A-10	Schen.	4-89	2856	19x24	68 111000	ex 201,70
	221	0-8-0	C-16	Schen.	1930	68448	25x28	52 240000	
633(1-25)	222	2-8-0	G-4	Schen.	1890	2978	21x24	50	scr.12-1929
	222	4-4-0	A-10	Schen.	8-91	3527	19x24	68 108650	ex 204,73
	222	0-8-0	C-16	Schen.	1930	68449	25x28	52 240000	
634(2-25)	223	2-8-0	G-4	Schen.	1890	2979	21x24	50	scr.11-1925
	223	4-4-0	A-10	Schen.	8-92	3823	19x24	68 112200	ex 74
	223	0-8-0	C-16	Schen.	1930	68450	25x28	52 240000	
635(3-25)	224	2-8-0	G-4	Schen.	1890	2980	21x24	50	scr. 12-1926
	224	0-8-0	C-16	Schen.	1930	68451	25x28	52 240000	
	225	2-8-0	G-4	Schen.	1890	2981	21x24	50	scr. 12-1923
	225	0-8-0	C-16	Schen.	1930	68452	25x28	52 240000	

Subsequent Nos.	C&O No.	Type	Class	Builder	Date	C/No.	Cyl., Drivers, Engine Weight	Remarks
	226	2-8-0	G-4	Rogers	10-89	4206	21x24 50	scr. 12-1924
	226	0-8-0	C-16	Schen.	1930	68453	25x28 52 240000	
637(2-25)	227	2-8-0	G-4	Rogers	10-89	4207	21x24 50	scr. 12-1925
	227	0-8-0	C-16	Schen.	1930	68454	25x28 52 240000	
	228	2-8-0	G-4	Rogers	10-89	4208	21x24 50	scr. 12-1923
	228	0-8-0	C-16	Schen.	1930	68455	25x28 52 240000	
638(1-25)	229	2-8-0	G-4	Rogers	11-89	4211	21x24 50	scr. 11-1925
	229	0-8-0	C-16	Schen.	1930	68456	25x28 52 240000	
	230	2-8-0	G-4	Rogers	11-89	4218	21x24 50	scr. 12-1923
	230	4-4-0	A-5	Baldw.	1903	23398	18x24 69 114500	ex 52, CC&L 53
	230	0-8-0	C-16	Schen.	1930	68457	25x28 52 240000	
639(2-25)	231	2-8-0	G-4	Rogers	11-89	4219	21x24 50	scr. 2-1927
	231	4-4-0	A-5	Baldw.	1903	23399	18x24 69 114500	ex 53, CC&L 54
	231	0-8-0	C-16	Schen.	1930	68458	25x28 52 240000	
640(2-25)	232	2-8-0	G-4	Rogers	11-89	4223	21x24 50	scr. 3-1930
	232	4-4-0	A-5	Baldw.	1904	23568	18x24 69 114500	ex 54, CC&L 55
	232	0-8-0	C-16	Schen.	1930	68459	25x28 52 240000	
	233	2-8-0	G-4	Rogers	12-89	4227	21x24 50	scr. 12-1924
	233	0-8-0	C-16	Schen.	1930	68460	25x28 52 240000	
	234	2-8-0	G-4	Rogers	12-89	4229	21x24 50	scr. 1-1925
	234	0-8-0	C-16	Schen.	1930	68461	25x28 52 240000	
	235	2-8-0	G-4	Rogers	12-89	4231	21x24 50	scr. 4-1924
	235	0-8-0	C-16	Schen.	1930	68462	25x28 52 240000	
250(8-13)	236	2-8-0	G-3	Cooke	9-87	1792	20x24 51 120400	ex NN&MV 372, reb. 0-8-0 C-4, 3-00
643(2-25)	236	2-8-0	G-4	Hunt.	9-09		21x24	reb. from 277, boiler from 207, scr. 4-1928
	236	0-8-0	C-16	Schen.	1930	68463	25x28 52 240000	
248(6-00)	237	2-8-0	G-3	Cooke	9-87	1793	20x24 51 120400	ex NN&MV 373
	237	2-8-0	G-	Cooke	1887	1734		ex 248, reb. 0-8-0 C-4, scr. 6-1913
251(8-13)	237	0-8-0	C-4	Cooke	1-89	1801		ex NN&MV 381, 240, 245, ex 2-8-0
690(9-24)	237	2-8-0	G-5	Richmd.	1898	2667		ex 319, scr. 9-29
	237	0-8-0	C-16	Schen.	1930	68464	25x28 52 240000	

Continued from MWR Rer. #26

NEW YORK CENTRAL SYSTEM - Built by Lima

Lima Number	Date Built	NYC Div.	Engine Number	Class	Remarks	Dimensions
6783-6787	5/1924	IHB	330-334	U-3E		25x28 52 223500#
6788-6807	"	CCCStL	7215-7234	"	ren. 7615-7634	25x28 52 219500#
6808-6812	6/1924	MC	8971-8975	"	" 7871-7875	"
6813-6822	7/1924	NYC	212-221	H-10B	" 2312-2321, 2070-2079	28x30 63 337000#
6823-6823	8/1924	"	222-231	"	" 2322-2331, 2090-2099	"
6833-6852	"	"	232-251	"	" 2332-2351	"
6873-6874	1924	IHB	420-421	H-5V	to NYC 1494, 1597	25x32 63 308700#
6875-6876	"	"	422-423	"	" 1598, 1596	"
6877	"	"	424	"	" 1599	"
6878-6882	10/1924	NYC	4345-4349	U-3F	ren. 7945-7949	25x28 52 219500#
6933-6937	4/1925	IHB	335-339	U-3G		25x28 52 224000#
6979-7001	1926	B&A	1400-1422	A-1A		28x30 63 389000#
7002	2/1926	B&A	1423	A-1A	to TA&G #601	28x30 63 389000#

<u>Lima Number</u>	<u>Date Built</u>	<u>NYC Div.</u>	<u>Engine Number</u>	<u>Class</u>	<u>Remarks</u>	<u>Dimensions</u>
7003	2/1926	B&A	1424	A-1A		28x30 63 389000#
7192-7195	12/1926	"	1425-1428	A-1B		28x30 63 390500#
7196-7200	1/1927	"	1429-1433	"		"
7201	"	"	1434	"	to TA&G #602	"
7202-7211	"	"	1435-1444	"		"
7403-7427	1929	P&LE	9000-9024	U-3J		25x28 52 230400#
7556-7565	8/1930	B&A	1445-1454	A-1C		28x30 63 396100#
7574-7583	5/1931	"	610-619	J-2C		25x28 76 357000#
7671-7678	3/1937	P&LE	8000-8007	U-3K		25x28 52 232500#
7679-7696	4/1937	"	8008-8025	"		"
7697-7716	5/1937	"	8026-8045	"		"
7717-7720	6/1937	"	8046-8049	"		"
7779-7784	11/1940	NYC	3035-3040	L-3B		25 1/2 x 30 69 393500#
7785-7793	12/1940	"	3041-3049	"		"
7978-7986	11/1942	"	3100-3108	L-4A		26x30 72 397300#
7987-7991	12/1942	"	3109-3113	"		"
7992-7998	1/1943	"	3114-3120	"		"
7999-8002	2/1943	"	3121-3124	"		"
8292-8301	1943	"	3125-3134	L-4B		26x30 72 401100#
8302-8316	1/1944	"	3135-3149	"		"
9334-9339	1949	"	8400-8405	DES	1000hp	
9423-9438	1950	"	5800-5815	"	1200hp	
9439-9442	1951	CR&I	9800-9803	"	800hp	
9450-9455	"	"	9804-9809	"	"	
9492-9497	"	"	8406-8411	"	1200hp	
9517-9527	"	"	9810-9820	"	800hp	

It is easily seen that the NYC was by far Lima's biggest customer, having taken over 1000 locomotives, or approximately 20% of the total production (disregarding Shay engines)

BREAK-DOWN OF LOCOMOTIVES BUILT BY LIMA FOR NYC SYSTEM

No. of Units Built	Light Mikado	Heavy Mikado	Mountain	Hudson	Berkshire	Light Switcher	Heavy Switcher	Diesel	TOTAL
		<u>125</u>	<u>131</u>	<u>165</u>	<u>10</u>	<u>55</u>	<u>40</u>	<u>436</u>	<u>49</u>

There were 5 Shay locomotives built for the NYC, '11/1923 Road Nos. 1896-1900, later 7185-7189 Lima #3235-3239. TOTAL Incl. Shay Type 1016

Midwest Railroader
P O Box 2665D.
Fort Wayne, Indiana

Compiled by
Bill Swartz.

Roy W. Carlson
Editor and Publisher

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Additional BC&G Roster Material

BC&G	#14	ALCo. Schen.	1916	C/No. S/B #59309
ERC&L	#10	" "	1924	" 65430 S/B Ex TA&W #100.

Both of above were 2-8-2

Here are additional notes from S. R. Wood.

Covington & Cincinnati Bridge Co.

Richmond #40353 2/06 was built as C&C Bridge Co. #710; became C&O Nos. 48 and 34; don't know where it went from there.

Richmond #29164 1903 was originally C&O #509; later #838.

Schen. #65430 4/24 I have as formerly Toledo, Angola & Western #100; you have it as #101.

Brooks #61519 2/20 was built as Valley Camp Coal Co. #6 for the Kelleys Creek & N.W.

BLW #54407 1/21 was originally Sewell Valley #8; then C&O #2911; then Aberdeen & Rockfish #30.

D T & I Additional

The ex PRR engines on the DT&I which you list in the current number interest me and below I list what my records show for them. I've seen the two that later went to the P&WV and also a couple on the DT&I.

400	Juniata Shops	12/07	1803.	Ex PRR	9395.	
401	" "	1/08	1826.	" "	8298.	
402	" "	"	1823.	" "	8272,	then P&WV 402.) See note.
403	" "	"	1824.	" "	8273.)
404	" "	12/07	1811.	" "	9403.) sold by DT&I
405	Baldwin	5/10	34681.	" "	8648,	then P&WV 405.) to P&WV.
406	Pittsburgh	10/10	48666.	" "	9909.	
407	Baldwin	6/10	34889.	" "	7534.	
408	Juniata Shops	2/08	1832.	" "	8619.	
409	" "	1/08	1828.	" "	8615.	
410	Pittsburgh	10/10	48663.	" "	9906.	
411	Juniata Shops	1/08	1820.	" "	8049.	
412	Brooks	9/13	53698.	" "	8684.	
413	" "	"	53678.	" "	8664.	
414	Pittsburgh	10/10	48675.	" "	9918.	
415	Lima	10/15	5077.	"	Vandalia 164; PRR 8802.	
416	Brooks	6/16	55788.	"	PRR 9840.	
417	" "	9/13	53680.	" "	8666.	

600 data ok. ex PFW&C 50. Reported to have been DT&I 700, then 600.

601 all "

602 data " ex PFW&C 147.

Re 402, I saw this several times as P&WV 402 and checked both plates, which read 1823. Other sources agree. This and 405 are only two I saw on P&WV and don't know if they had others or not. Note that c/n you show for 407 is one out of way, also orig no.

— H. L. Goldsmith.

Additional D T & I Roster Material

Have information from S. R. Wood that some of the DT&I 2-8-0 of 1909 - 1910 went to the St. Louis - Southwestern in 1943, and from Chas. E. Winters learn that at least one of these went later to the Okmulgee Northern.

Additional details to follow.

* * * * *

Lake Erie & Western

Notes on Roster Published in M.W.R. #22, P.12

4051, 4052 Were not LE&W Engines, so far as I can determine. (Ex - LS&MS 444,445.)
 4150-4154 Renumbered 1907 from CCC&StL 7119-7123. 4150,4151 became NKP 302,303.
 4155-4159 " " " " 7125-7129. 4155,4156 " " 304,305.
 4160-4169 " " " " 7130-7139. 4163,'64,'65,'68 became NKP 306-309.
 (4168,4169 Were Class C-76a)
 4215-4219 Ex - Nor. Ohio 23-25, 21, 22, Later LE&W 23-27.
 4231-4233 Originally LS&MS 234, 184, 502; Reno. 1903 to LE&W 30, 50, 53.
 4234-4238 " " 25, 522, 41, 532, 130; Reno. 1901 to LE&W 28,87,88,91,92
 4244-4249 " LEA&W 5-10; Reno. 1904 to LE&W 75-80. 4246,'48 -> NKP 300,301.
 4270-4274 Reblt. 1900-1901 from 2-6-0.
 4275-4277 Class B-11K; Reno. 1917 from NYC&HR 610, 612, 628.
 4377,'84,'90,'92,'93 C/N25526,'33,'39,'41,'42. Acq.1912-'13 from LS&MS(Same Nos.)
 Became NKP 42-46.
 4405-4417 Were never LE&W (?)
 5002,5010 C/N 3333,'41. Acq. 1913 from LS&MS. Built as LS&MS 602,610.
 5202,'10,'11,'12 Built as LS&MS 56,91,124,126; Later 238, 321, 331, 136.
 5213 Ex #290, Not 240.
 5330,'32,'36,'37,'55 Became NKP 310-314.
 5385-5394 Reno. 1915 from LS&MS 5300-5309. Built by Brooks.
 5500-5514 Built as LS&MS 300,296,302,297,304,305,299,316,318,309-311,321,313,322; (15)
 296,297,299,316,318,321,322 Reno. 1901 -> 301,303,306,307,308,312,314 (7)
 Of this group, only 10 became NKP #400-409. (10)
 5519 Was not renumbered NKP 399 (?)
 5525-5539 Was never numbered 450-464 (?)
 5605-5614 Acquired 1917.

W. D. Edson, May 1960

* * * * *

G-41- (2-8-0)

LS&MS -> LE&W -> NKP

Lake Erie & Western G-41 2-8-0 engines Brook 1/1899

LE&W #	Old LSM S #	New LSM S #	To NKP	C/N
300	296	5500	---	3124
301	297	5501	400	3125
302	299	5502	401	3126
303	300	5503	402	3127
304	302	5504	---	3128
305	304	5505	403	3129
306	305	5506	404	3130
307	309	5507	---	3131
308	310	5508	---	3132

(Con't. n/p)

Lake Erie & Western (Continued)

<u>LE&W #</u>	<u>Old LSM S #</u>	<u>New LSM S #</u>	<u>To NKP</u>	<u>C/N</u>
309	311	5509	405	3133
310	313	5510	406	3134
311	316	5511	407	3135
312	318	5512	—	3136
313	321	5513	408	3137
314	322	5514	409	3138

List from Don Mather

G-41 2-8-0

<u>Orig LS&MS. Nos.</u>	<u>Reno. 1901</u>	<u>1905 System Nos.</u>	<u>LE&W to</u>	<u>1924 NKP Nos.</u>	<u>Brooks Yr.- C/Nos.</u>
296	— 301	5501	—	400	1/1899 3124
297	— 303	5503	—	402	3125
299	— 306	5506	—	404	3126
300		5500			3127
302		5502	—	401	3128
304		5504			3129
305		5505	—	403	3130
309		5509	—	405	3131
310		5510	—	406	3132
311		5511	—	407	2/1899 3133
313		5513	—	408	3134
316	— 307	5507			3135
318	— 308	5508			3136
321	— 312	5512			3137
322	— 314	5514	—	409	3138

15 Engs.

Above from S.R. Wood Notes.

Regarding your renumbering list of LE&W G-41 Class 2-8-0'S, which I am returning:

You've hit on a real mystery here! I've seen on NKP listing somewhere showing C/N for 400-409 as 3122, '24, '26, '27, '30-'32, '34, '35. Another more recent list showed 3135 for the 408, which was the last G-41 in existence — she was sold in Oct. 1947. I never located NYC or LS&MS boiler records or historical record cards for any of these engines, even the five which were not renumbered into NKP series. So I'm afraid I can be of no help to you at all.

W. D. Edson.

C & O

The following Chesapeake and Ohio locomotives were cut up here in Richmond, Virginia. The metals company set up shop at the Deepwater Terminal close to shipside, and worked thru April, May, June, and hope to get away by the 15th of this month. They processed forty-one engines in all.

#210	0-8-0 C-16	#1496
232		1500
		1506
#992	2-8-0 G-7	1516
#1031	2-8-0 G-9	#1646 2-6-6-6 H-8
		1647
#2750	2-8-4 K-4	1648
2751		1650
2754		1651
2761		1653
2771		1655
2777		1659
2786		

Also D-33 Southern Railway
75-ton steam
wrecker. Bay City
Industrial Works
Serial #1693

#1300	2-6-6-2 H-4 & H-6
1301	
1304	
1305	
1306	
1307	
1328	
1344	
1354	
1421	
1429	
1436	
1450	
1451	
1452	
1466	
1473	
1475	

Courtesy of Cyrus R. Carruthers
July 1961

West Va. Cent. & Pittsburg Ry.

Eng	W.Md.	No.	Type	Cyls.	Steam	Wt.	Dri- vers	Date Built	Bldr. No.	Bldrs. No.	Remarks	
1st	1	—	4-4-0	16x22	140	54000	60	1856	N.J.	—	Ex-P&R367, Catawissa 14, Obt 1881. Scr 18	
2nd	1	—	4-6-0	18x22	140	77800	50	4/72	BLW	2771	Ex-PRR540 Obt. 1/89 Sold 1890	
3rd	1	209	2-6-0	19x28	180	147000	54	7/99	Rogers	5406	Ex-37. Sold Medusa Cement Co 3/28 Sc. 194	
		2	253	2-8-0	20x24	110	96000	51	10/81	Danf.- Cooke	1100	Overhauled 1890 Scrapped 1914
		3	252	"	"	140	95500	50	5/82	Mt. Savage	—	Scr. 1905
		4	254	"	"	110	96000	51	10/82	Danf.- Cooke	1405	Scr. 1908
		5	255	"	"	140	109000	50	6/84	BLW	7336	Scr. 1914
		6	28	4-4-0	17x24	"	80000	62	6/85	"	7614	Sold Valley Fuel Co. Clemens, W. Va., (11-1920)
		7	29	"	"	"	"	7/87	"	"	8637	Scr. 1914
		8	256	2-8-0	20x24	"	109000	50	"	"	8640	In 1888 blew crown sheet - low water Scr. 1915

West Va. Cent. & Pittsburg Ry. (Cont'd.)

Eng No.	W.Md. No.	Type	Cyls.	Steam	Wt.	Dri- vers	Date Built	Bldr.	Bldrs. No.	Remarks
9	257	"	"	"	"	"	4/88	"	9184	Sold Reliable Junk Co. 1916
10	258	"	"	"	"	"	"	"	9185	" ditto
11	30	4-4-0	17x24		80000	62	6/88	"	9301	Scr. 1914
12	269	2-8-0	20x24		114000	50	9/88	"	9458	Sold Reliable Junk Co. 1916(See noteC)
13	259	"	17x24	"	109000	"	1/89	"	9713	ditto (orig. 20x24)
14	260	"	"	"	"	"	2/89	"	9788	Scr. 1914
15	261	"	"	"	"	"	"	"	9787	Sold Reliable Junk Co. 1916(See NoteA)
16	262	"	"	"	"	"	11/89	"	10453	ditto
17	263	"	"	"	"	"	4/89	"	9905	Scr. 1916
18	45	4-4-0	18x24	"	95170	62	"	"	9956	Scr. 1923
19	—	2-8-0	17x24	"	109000	50	11/89	"	10454	Boiler exploded, Elkins, W.Va., 1903
20	264	"	"	"	"	"	5/90	"	10844	Scr. 1914
21	265	"	20x24	"	"	"	8/90	"	11102	Sold Reliable Junk Co. 1916
22	266	"	"	"	"	"	11/90	"	11328	" " " " "
23	1001	0-6-0	"	"	104300	"	5/91	"	11828	Scr. 1923
24	267	2-8-0	"	"	109000	"	6/91	"	11899	Scr. 1914
25	268	"	"	"	"	"	"	"	11935	Scr. 1912
26	1002	0-6-0	"	"	104300	"	2/92	"	12465	Scr. 1927
27	301	2-8-0	"	155	118000	"	"	"	12467	Sold Reliable Junk Co. 1916
28	347	"	19x26	180	113900	"	7/92	"	12794	Sold 1929 Va.Cent. 343 Scr. 1938
29	348	"	"	"	"	"	9/92	"	12803	?
30	351	"	21x26	"	"	"	8/95	"	14390	Sold H & B.T.M. 40 9-16-47
31	352	"	"	"	140000	"	12/95	"	14555	Scr. 1924
32	353	"	"	"	"	"	"	"	14556	Scr. 1927
33	354	"	"	"	"	"	10/97	"	15538	Scr. 1924
34	355	"	"	"	"	"	5/98	"	15872	" "
35	356	"	"	"	"	"	"	"	15873	Scr. 1928
36	31	4-4-0	17x26		100000	62	4/99	Rogers	5366	Sold Reliable Junk Co. 1916 (See NoteA)
lst 37	—	2-6-0	19x28	180	147000	54	7/99	Rogers	5406	Renumbered 3rd 1
2nd 37	357	2-8-0	21x26	"	140000	50	11/99	BLW	17431	Scr. 1925
38	451	"	22x28	190	173900	"	5/00	"	17731	Retired 1951
39	452	"	"	"	"	"	"	"	17732	Sold Vang Const. Co. 1929
40	453	"	"	"	"	"	3/01	"	18730	Scr. 1928
41	454	"	"	"	"	"	"	"	18731	Scr. 1947 (See Note B)
42	91	4-6-0	19x26	"	149000	62	"	"	18810	Scr. 1924
43	92	"	"	"	"	"	"	"	18811	Sold for Scrap 1927 to Md.PipeSupplyCo
44	455	2-8-0	22x28	"	173900	50	2/03	"	21696	Reblt. 1923
45	456	"	"	"	"	"	3/03	"	21738	Scr. 12-31-46
46	457	"	"	"	"	"	4/03	"	21798	Scr. 1-20-47
47	458	"	"	"	"	"	"	"	22009	Scr. 12-26-47

Note A Nos. 15 and 36 in head-end collision at Dodson, 9-29-05

Note B No. 41 in runaway on Black Fork Grade, 1902

Note C No. 12 in runaway on Mineville Branch, about 1889

Compiled by S. R. Wood.

The Western Maryland R R Company acquired the

W. V. C. & P. Ry., Nov. 1, 1905.

MIDWEST RAILROADER

AND LOCOMOTIVE ROSTER JOURNAL

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March & April 1961

Ft. Wayne, Indiana

No. 28

All Time Record of

New York Central System Pacifics

1903 - 1954

Class K	:	111	Engines
" K-1	:	10	"
" K-2	:	192	"
" K-3	:	281	"
" K-4	:	10	"
" K-5	:	36	"
" K-6	:	10	"
" K-10,11,14	:	200	"
" K-41	:	35	"
" K-80	:	70	"
Total	:	955	"

All built by ALCO (Schen, Brooks, & Montreal)
Except 50 Baldwins (20 K-3c & 30 K-11c)

W. D. Edson
Aug. 1961

(MWRrer #25 also carried the Baldwin Pacifics for the NYC&HR).

MIDWEST RAILROADER

Roy W. Carlson, Editor & Publisher

P.O. Box 2665, Ft. Wayne, Indiana

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Class K (111 Engines) : 22x26 75 200 215000 to 246000 28520

K	NYC&HR	2795-2799	'12	3595-3599 (see below)	Schen.	27956-'60	12/1903	reblt.'10to'
K	CCC&StL	6400-6409			Brooks	38466-'75	12/05-1/06	later Kb
Ka	B & A	3510-3515	'12	B&A 515-520	Schen.	37984-'89	9,10/1905	
Kb	CCC&StL	6410-6419			Brooks	40469-'78	6/1906	
Kc	B & A	3516-3517	'12	B&A 521-522	Schen.	43001-'02	6/1907	
Kd	B & A	3518-3527	'12	B&A 523-532	"	44886-'95	12/1907	
Ke	B & A	3528-3539	'12	B&A 533-544	"	45336-'47	9/1908	
Kf	CCC&StL	6420-6424			"	46268-'72	7,8/1909	
Kg	B & A	3595-3599	'12	B&A 510-514 (see above)	Rebuilt	from class K in 1910		
Kh	CCC&StL	6425-6434			Schen.	47527-'36	3,4/1910	
Kj	B & A	3540-3549	'12	B&A 545-554	"	49419-'28	2/1911	
Kk	CCC&StL	6435-6444			"	51259-'68	6/1912	
Kl	B & A	555-559			"	52287-'91	12/12 - 1/13	
Km	B & A	560-565			"	54268-'73	12/13 - 1/14	
Kn	CCC&StL	6445-6449			Brooks	55091-'95	6/1915	
Ko	CCC&StL	6450-6454	(6451, '52, '54	'37 P&E 10-12)	Beech Grove shops	11-12/1915		

Class K-1 (10 Engines) = 21x28 75 200 209000 28800, later 20 1/2x28 221200 27300

K-1	NYC&HR	2700-2709	3500-3509	'12	B&A 500-509	(Schen. 28960-'63	12/1903)	rebuilt to K-la
						(" 29353-'58	")	

Class K-2 (192 Engines) : 22x28 79 200 262000 to 273000 29160 (Note)

K-2a	LS&MS	4823-4844			Schen.	42894-'73	* 5,6/1907	
K-2b	"	4820-4822			"	42897-'95	* 5,6/1907	
K-2c	"	4818-4819			"	43585, '84	* 7/1907	
K-2d	"	4800-4817			"	43603-'586*	6,7/1907	
K-2e	NYC&HR	3555-3594	(3564, '78	'36 4652, '53)	"	45244-'83	2-5/1908	
K-2f	"	3450-3459			"	45303-'12	8-9/1908	
K-2g	"	3460-3464			"	45313-'17	9/1908	
K-2h	"	3465-3469			"	45318-'22	"	
K-2i	"	3470-3493			"	46954-'77	2,3/1910	
K-2j	"	3494			"	46978	3/1910	
K-2k	"	3438-3449			"	47577-'88	5/1910	
K-2l	LS&MS	4845-4894			"	47178-'227	3-6/1910	

Notes = Some equipped with boosters, weight 287800, 38870 TF.

* Engines 4800-4844 were delivered with builders numbers in reverse sequence.

Class K-3 (281 Engines) = 23 1/2x26 79 200 269000 to 298800 30900 (Some 40610 with Booster)

K-3a	NYC&HR	3418-3437	(6)	'36 4806-'10, '12	Schen.	49449-'68	2/1911	
K-3b	LS&MS	4895-4904	(7)	'36 4814-4820	"	49581-'85	2,3/1911	90
K-3c	NYC&HR	3398-3417	(10)	'36 4821-4830 (4826 '38 P&E 60)	BLW. @	37423-'95	1,2/1912	1/2
K-3d	NYC&HR	3378-3397	(6)	'36 4831-4836	Schen.	51740-'59	8,9/1912	
K-3e	LS&MS	4905-4909	(5)	'36 4837-4841	"	54127-'31	9/1913	
K-3f	MC	8492-8499	'15	8300-8307; (3) '36 4603, '04, '07	"	54084-'91	9/1913	
K-3g	NYC&HR	3358-3377	(7)	'36 4848-4854 (4848 '38 P&E 61)	"	54044-'63	9/1913	
K-3h	MC	8308-8309		'36 4608-4609	"	55620-'21(?)	2/1916	
"	MC	1st8310-8314	'17	8400-8404 '36 4640-4644	"	55622-'26	2/1916	
K-3i	MC	1st8315-8319	'17	8310-8314 (2nd) '36 4610-4614	"	56761-'65	2,3/1917	
K-3j	CCC&StL	6455-6459	'36	4855-4859	"	56756-'60	2/1917	
K-3k	CCC&StL	6460-6469	'36	4860-4869 (4867, '68 '46 P&E 62-63)	"	56850-'59	10,11/1917	
K-3l	CCC&StL	6470-6474	'36	4870-4874	"	58093-'97	9,10/1917	
K-3m	MC	2nd 8315-8324	'36	4615-4624	Brooks	58133-'42	3/1918	
K-3n	NYC	3323-3357	'36	4723-4757; (7) '39 B&A 500-506	"	58098-'132	3/1918	

Class K-3 Engines (Cont'd)

K-3p	NYC	3297-3316	'36	4697-4716	Schen.	62312-'31	11,12/1920
"	MC	8325-8334	'36	4625-4634	"	62332-'41	12/1920
"	CCC&StL	6475-6484	'36	4875-4884	"	62342-'51	"
"	NYC	3317-3322	'36	4717-4722	"	62352-'57	"
K-3q	NYC	3267-3291 (b)	'36	4667-4691	Brooks	63949-'73	3,4/1923
"	CCC&StL	6485-6494	'36	4885-4894	"	63974-'83	4/1923
"	MC	8335-8339	'36	4635-4639	"	63984-'88	"
"	NYC	3292-3296	'36	4692-4696	"	63989-'93	"
"	CCC&StL	6495-6499	'36	4895-4899	"	63994-'98	"
K-3r	CCC&StL	6500-6504	'36	4800-4804	"	66097-'101	2/1925

NOTES: 3422, '28, '30, '33, '34, '36 to 4806-'10, '12; 4896, '97, '99, 4901-'04 to 4814-4820; 3398, 3400, '02-'04, '07, '08, '15-'17 to 4821-4830; 3382, '87, '89-'91, '94 to 4831-4836; 8303, '04, '07 to 4603, '04, '07; 3359, '64, '70, '72, '74, '76 to 4848-4854 4737, '38, '45, '47, '27, '41, '57 to B&A 500-506; 505 '51 4741.

@ K-3c Builders Nos. = 37423-'32, '68-'72, '91-'95.

b K-3q 3284 was rebuilt to 4-6-4 in Nov. 1926, then back to 4-6-2 in 1927.

Class K-4 (10 Engines) = 23 1/2 x 26 72 200 286700 to 290100 34000 (44500 with Booster)

K-4a	P&LE	9225-9229	Brooks	57432-'36	4/1917
K-4b	"	9230-9234	"	58083-'87	12/1918

Class K-5 (36 Engines) = (25x28 79 200 301000 to 308000 37650 (47350 with Booster) (c)
(25x28 79 205 297500 to 308000 38600 (48550 " ")

K-5	NYC	5000	'27	6525	'36	4925	Schen.	65000	2/1924
K-5a	MC	8350-8354	'29	6526-6530	'36	4926-4930	Brooks (66427)	9/1925
							(66093-'96)	
K-5b	CCC&StL	6505-6514	'36	4905-4914	Schen.	67109-'18	11,12/1926		
"	MC	8355-8364	'28	6515-6524	'36	4915-4924 (c)	"	67140-'49	12/1926
"	P&LE	9235-9244	'31	6531-6540	'36	4931-4940	"	67150-'59	1/1927

NOTE (c) 4915, 4917 streamlines 1936 till 1947: 25x28 79 210 317000 39540

Class K-6 (10 Engines) = 26x28 75 200 298000 to 301000 42900 (52620 with Booster)

K-6a	B&A	590-594	'31	9245-9249	Brooks	66088-'92	4-6/1925
K-6b	B&A	595-599	'31	9250-9254	Schen.	67160-'64	12/1926

Class K-10, K-11, and K-14 (200 Engines, All NYC&HR)=(Orig. K-11 = 26x26 69 180 266000 to
(272000 38970
(Reblt.K-11 = 25x26 69 200 284400 to
(287700 40040
((51040 with Boos.)

K-10a	3000-3049	(3001, '05, '12-'14, '22, '27, '31, '39, '41, '44, '47 '36 4401, '05, etc. Brooks 49255-
		'304 12/10-1/11 reblt. '12 to K-11a
	(3000, 3009, 3011	'36 4390-4392 rebuilt Beech Grove 9,10/1925 to K-14a
K-11a	3090-3099	(3090, 3091, 3098 '36 4490-4491, 4498 Brooks 49245-'54 2/1911

NYC BHR
Class K-10, K-11, and K-14 (Cont'd)

- K-11b 3080-3089, (3083, 3086, 3100-'07, '09-'19 '36 4483, 4486, 4500-'07, etc. Schen. 50672-'701
3100-3119 (12/11- 2/12
(3081, 3084, 3108 '37 P&E 17-19 Rebuilt Urbana 1929-'30 to K-14b
- K-11c 3050-3079 (3050, '53, '55, '59-'61, '67-'69, '71, '73-'79 '36 4450, '53, etc. BLW, 37260-'267,
(('57) '354-'375 12/1911
(3064 B&A 589 '51 4389; 3052 '36 4393. rebuilt Beech Grove 1925 to K-14h,g
- K-11d 3120-3139 (3120-'25, '27-'33, '35-'39 '36 4520-'25, etc. Schen. 51184-'203 4/1912
- K-11e 3140-3169 (3140-'43, '45-'47, '49-'58, '60-'64, '66-'69 '36 4540-'43, etc. Schen. 51760-'89
(8,9/1912
(3159, '65 '36 4394-4395 rebuilt W. Albany 1925 to K-14e ^{54/67}
- K-11f 3170-3199 (3170, '78, '80, '86, '87, '89, '94-'99 '36 4570, '78, etc. Schen. 45167-'96 9,10/1913
"to" or S/B 4670, '78 etc.
(3174, '83, '91, '93 '36 4396-4399 rebuilt W. Albany 1924-'25 to K-14f
(rest B&A 575-588 '51 4375-4388 rebuilt W. Albany (?) 1922-'25 to K-14g

NOTES = 4401 '48 4492; 4504 '51 4574; 4507 '51 4577

B&A 575-588 ex 3171, '75, '76, '82, '90, '92, '81, '77, '72, '73, '79, '84, '85, '88.

K-14 Spec's = K-14a,c,e,f 25x26 72 200 281500 to 290400 38370 (49370 with Booster)
 K-14b 25x26 72 180 278900 34530
 K-14g,h 26x26 72 190 275500 & 269500 39420

Class K-41 (35 Engines) = 22x28 79 200 265000 29160

- K-41a NYC 4700-4714 Rebuilt 1916-'19 from 2-6-2 J-41d 4700-'14 (Brooks 1904)
- " " 4715-4723 " " " " J-41a 4715-'23 (" 1905)
- K-41b " 4724 " 1918 " " J-41b 4724 (" 1905)
- " " 4725-4734 " 1916-'18 " " J-41c 4725-'34 (" 1906)

Class K-80 (70 Engines) = 22x26 75 200 221000 to 252500 28520

- K-80 MC 267-268 '05 8450-8451 Schen. 29434-'35 3/1904
- " CS 498-499 '05 8410/8411 " 29436-'37 3/1904
- K-80a CS 8412 Mont. 30794 10/1905
- K-80b MC 8452-8453 Schen. 30778-'79 8/1905
- (no K-80c)
- K-80d CS 8413-8415 Mont. 40496-'98 6/1906
- K-80e MC 8454-8458 Schen. 40491-'95 6/1906
- K-80f MC 8459-8460 " 45652-'53 10/1908
- K-80g CS 8416-8418 Mont. 45649-'51 10/1908
- K-80h CS 8419-8424 " 46240-'45 10/1909
- K-80j MC 8461-8466 Schen. 46246-'51 7/1909
- K-80k CS 8425-8429 Mont. 47233-'37 2/1910
- K-80l MC 8467-8471 Schen. 47228-'32 3/1910
- K-80m MC 8472-8481 " 49591-'600 2,3/1911
- K-80n CS 8430-8437 Mont. 49133-'40 11/1910
- K-80r MC 8482-8491 Schen. 52133-'42 12/1912

All K-80's Retired before 1936 Renumbering.

M.W.R. #27 N.Y.C. Renumbering Scheme of 1936

Additional class Fx : #804-807 ex - U&D 25-28

Correction = G-6j 955 and 957 ex-7825 and 7827, not 7625 and 7627

Additional G-43a = 1100 ex 5756.

" G-43c = 1105, 1106 ex 5812, 5813.

Correction = 1109-1111 were G-43D not G-46D

" G-46f 1125 ex 5424 not 5425

" H-5e 3612 rebuilt from 2436, not 3602.

" H-5e 1214, 1218, 1221, 1222, 1223 ex 3646, 3655, 3661, 3663, 3666 (not H-5g).

Additional H-5h 1261 ex 3747.

Correction = H-5e 1243 to TA&G 305 not 365.

" H-5l 1642 ex 6715 not 6714.

" H-6a 1700 ex 6089 not 6088.

" H-10b 2360-2399 ex 320-359.

" U-3c B/4 7213 not renumbered to 7613 (sold 9/1930 L&JB #11)

" 7856-7865 were class U-3c not U-3a.

" B-10o 6637 ex 537 not 536.

Additional B-10u 6659 ex 559 (not B-10v).

Correction B-11k 628 not numbered 6728 (Reno. 1917 LE&W 4277, later NKP 82)

" B-11h 6827, 6829 - 6832 ex 7383, 7385, 7386, 7387, 7388.

" B-10n was class of 6869.

" 6910 - 6919 were class B-11c; 6920-6934 were class B-11e.

" 7003, 7004 were class B-560 not B-56a.

" 4500 was class K-11b not K-11a.

" 8353 was class K-5a not K-5; later 6529, then 4929.

" 4652, 4653 were class K-2e not K-2c, ex 3564, 3578.

" Class K-3p, q, r were on B&A May 1949 to May 1950 only.

" 4905-4914 were class K-5b not K-5a. (ex 6505-6514).

" 4915-4924 " " " " " (ex 6515-6524, ex 8355-8364).

" 4925 was " K-5 " " (ex 6525, ex 5000).

" 4926-4930 were " K-5a (ex 6526-6530, ex 8350-8354)

" 5245-5249 were class J-1b not J-1c

" 7100-7105 " " NU-1c, not NU-1a.

" Class R-1 160 ex 7500.

" DEsa 505 ex 1505 not 1500.

" (Comment on bottom P. 7) = If any of those ex-1HB engines had class letters H-6LA on the Cab panels, the painter made a mistake. Those engines were all H-5r, H-5u, and H-5v.

" Page 8 = H-6a 1732-1734 renumbered 6325-6327, 6329.

Correction = Page 8 = H-6a 1739-1743 reno. 6331-6335. (1735, 1737, 1738, 1744, 1745, and 1746 was retired before renumbering) Likewise, 1858 and 1867 were not renumbered.

" " H-6a Builders Nos. = 1746 was 59562.
1817-1824 = 59712-59719.
1825-1829 = 60275-60279.

" " 1830-1833 never existed. 5130-5133 became PM 1030-1033 in 1920 (C/N 60280-60283.)

" Page 9 = B-11c and B-11e 6910-6934 were retired between 1940 and 1955.

" " 8353 was class K-5a (see above).

Page 12 & 13 = Lima loco's on NYC = (Additional remarks) =

H-10b 2332 reno. 1950 to second 2073.

" 2335 " " " P&LE 216 (?); 2097 reno. '50 to P&LE 212 (?)

U-3j 9000-9024 reno. '52 to 7950-7974.

J-2c B&A 610-619 reno. '51 to 5465-5474.

Diesels 8400-8405 = class DES-15A; 8406-8411 = DES-15b

" 9800-9820 = class DES-19A; 5800-5815 = DRSP-5a
(reno 1953 to 6200-6215)

The 2 J-1 sold to TH&B were the 5311 and 5313 Class J-1D, became TH&B 501 and 502 as at 1-11-1948.

W. D. Edson

August 1961.

The C&O Roster - Contd.

As a continuation of the C&O Roster, we start a new approach, i.e., running the "tag" end, in this issue, and then "backing" up with other installments, to take care of some requests.

<u>C&O No.</u>	<u>Type</u>	<u>Class</u>	<u>Builder</u>	<u>Date</u>	<u>C/No.</u>	<u>Cyl., Drivers,</u> <u>Engine Weight</u>	<u>Remarks</u>
1584	2-8-8-2	H-7a	Baldwin	4-26	59112	23x32 57 572330	
1585	2-8-8-2	H-7a	Baldwin	4-26	59113	23x32 57 572330	to UP 3591, 7-45
1586	2-8-8-2	H-7a	Baldwin	5-26	59174	23x32 57 572330	to UP 3598, 7-45
1587	2-8-8-2	H-7a	Baldwin	5-26	59175	23x32 57 572330	to UP 3599, 7-45
1588	2-8-8-2	H-7a	Baldwin	5-26	59176	23x32 57 572330	
1589	2-8-8-2	H-7a	Baldwin	5-26	59177	23x32 57 572330	to UP 3592, 7-45

1590-1599 Vacant

1600-1608	2-6-6-6	H-8	Lima	1941	7820-8	22/ex33 67 724500	
1609	2-6-6-6	H-8	Lima	1942	7829	22/ex33 67 724500	
1610-1619	2-6-6-6	H-8	Lima	1942	7883-92	22/ex33 67 724500	
1620-1629	2-6-6-6	H-8	Lima	1944	8613-22	22/ex33 67 724500	
1630-1644	2-6-6-6	H-8	Lima	1944	8799-13	22/ex33 67 724500	
1645-1659	2-6-6-6	H-8	Lima	1948	9309-23	22/ex33 67 751830	

1660-1999 Vacant

2000	2-10-2	B-2	Baldwin	1918	47949	30x32 63 377300	ex C&EI 2000, sc.1949
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C&O Ry. - 72 - (Cont'd.)

<u>C&O No.</u>	<u>Type</u>	<u>Class</u>	<u>Builder</u>	<u>Date</u>	<u>C/No.</u>	<u>Cyl., Drivers,</u> <u>Engine Weight</u>	<u>Remarks</u>
2000	2-10-2	B-2	Baldwin	1918	47949	30x32 63 377300	ex C&EI 2000, sc.1949
2001	2-10-2	B-2	Baldwin	1918	48140	30x32 63 377300	ex C&EI 2001, sc.1949
2003	2-10-2	B-2	Baldwin	1918	48284	30x32 63 377300	ex C&EI 2003, sc.1949
2004	2-10-2	B-2	Baldwin	1918	48285	30x32 63 377300	ex C&EI 2004, sc.1949
2005	2-10-2	B-2	Baldwin	1918	48286	30x32 63 377300	ex C&EI 2005, sc.1949
2300-2302	2-8-2	K-3	Richmd.	12-25	66468-70	28x32 63 359000	
2303-2323	2-8-2	K-3	Richmd.	1-26	66471-91	28x32 63 359000	
2324-2337	2-8-2	K-3	Richmd.	2-26	66492-05	28x32 63 359000	
2338-2349	2-8-2	K-3	Richmd.	3-26	66506-18	28x32 63 359000	
2700-2739	2-8-4	K-4	Schen.	1944	70849-88	26x34 69 460000	
2740-2749	2-8-4	K-4	Lima	1945	9047-56	26x34 69 460000	
2750-2759	2-8-4	K-4	Lima	3-1947	9257-56	26x34 69 469680	<66
2760-2789	2-8-4	K-4	Schen.	1947	75173-02	26x34 69	
2900	2-8-2	M-	Baldw.	8-1919	52246		ex Sewell Val. 6
2910	2-8-2	M-	Baldw.	1919	52665		ex Sewell Val. 7, to La. & NW Ry. 36
2911	2-8-2	M-	Baldw.	1923	56407		ex Sewell Val. 8
2912	2-8-2	M-	Baldw.	1922	55568		ex Sewell Val. 10
2913	2-8-2	M-	Baldw.	1922	55622		ex Sewell Val. 11, to CRB&L 3
2920	2-8-2	M-3	Lima	1-1922	6241	22x28 51 248500	ex Sewell Val. 9, to C&IM Ry. 525
2921	2-8-2	M-3a	Lima	11-1923	6751	22x28 51 250000	ex Sewell Val. 12, to C&IM Ry. 526
2930	2-8-2	M-4	Baldw.	12-1921	55199	23x28 51 237220	ex G&E RR 1, to Campbells Creek 10, 10-34
2931	2-8-2	M-4a	Baldw.	12-23	57554	23x28 51 237220	ex G&E RR 3, to Campbells Creek 11, 10-34
2950	2-10-2	B-1	Baldw.	11-19	52448	29x32 63 384100	ex HV 130, LV 4060
2951	2-10-2	B-1	Baldw.	11-19	52449	29x32 63 384100	ex HV 131, LV 4061
2952	2-10-2	B-1	Baldw.	11-19	52491	29x32 63 384100	ex HV 132, LV 4062
2953	2-10-2	B-1	Baldw.	11-19	52492	29x32 63 384100	ex HV 133, LV 4063
2954	2-10-2	B-1	Baldw.	12-19	52577	29x32 63 384100	ex HV 134, LV 4064
2955	2-10-2	B-1	Baldw.	12-19	52578	29x32 63 384100	ex HV 135, LV 4065
2956	2-10-2	B-1	Baldw.	12-19	52631	29x32 63 384100	ex HV 136, LV 4066
2957	2-10-2	B-1	Baldw.	12-19	52668	29x32 63 384100	ex HV 137, LV 4067
2958	2-10-2	B-1	Baldw.	12-19	52670	29x32 63 384100	ex HV 138, LV 4068
2959	2-10-2	B-1	Baldw.	12-19	52671	29x32 63 384100	ex HV 139, LV 4069
3000-3049	2-10-4	T-1	Lima	1930	7516-55	29x34 69 566000	
4000	2-10-2	B-3	Brooks	1917	57561	29x32 64 395000	ex C&EI 4000, Wabash 2509
4001	2-10-2	B-3	Brooks	1917	57565	29x32 64 395000	ex C&EI 4001, Wabash 2514

Roster.

Detroit Terminal RR

<u>Road Nos.</u>				<u>C/Nos.</u>
1-5	0-6-0	ALCo.	Pittsburgh	1913 53704-53708
6-8			(What were these?)	
9-10	0-6-0	AL Co.	Schen.	1916 55849-55850
11-13	"	"	"	" 55981-55983
14, 16-17	14-16	"	Brooks	1917 57266-57268
15	17	0-8-0	" Schen.	1916 55851
18-19	0-8-0	"	"	10/1922 63712-63713
20-21	"	"	"	1923 64281-64282
22-23	0-6-0	"	Brooks	11/1923 65332-65333
24-25	"	"	Schen.	1924 65478-65479
26-27	0-8-0	"	"	11/1924 66027-66028

Any Others?

Detroit Toledo & Ironton (Cont'd.)

	<u>Type</u>	<u>Cyls.</u>	<u>Dr.</u>	<u>BP</u>	<u>TE</u>	<u>Builder</u>	<u>Date</u>	<u>Const.No.</u>	
1	Not known								
2	"								
3	"								
4	4-4-0	16x24	?	160	10800	Rogers	1887	3811	Ex. A.A. #8
5	"	"				"	"	3850	" #11
6	"	"		160	12800		1897		
7	"	"		"	"		"		
8	"	"		"	"		"		
9	"	"		"	"		"		
10	No record								
11	4-4-0	18x24	?	150	17300	Baldwin	1893		
12	"	"				"	"		Ex
13	2-6-0	16x24-50-				Brooks	1881	497	Springfield Southern #13
14	"	"	"			"	"	580	" #14
15	"	"	"			"	"	581	" (Sold 1907) #15
16	"	"	"			"	"	616	" " #16
16	4-4-0					Baldwin	1914	41653	Ex T-DRR #16
17 to 28	Not known								
29	2-8-0	20x24		140	21700	?	1890		
30	No record.								
31	2-6-0	19x24		160	19500		1893		
32	"	"		"	"				
33	"	"		"	"				
34	2-6-0	19x24		160	19500		1894		
35	2-6-0	19x24					1894		
36	2-6-0	19x24					1895		
37	2-6-0	19x24					1895		
38	2-6-0	19x24					1895		
39	2-6-0	19x24					1895		

Detroit Toledo & Ironton (Cont'd.)

	Type	Cyls.	Dr.	BP	TE	Builders	Date	Const.No.
40	2-6-0	19x24		160	19500		1895	
41	2-6-0	19x24			"		1895	
42	2-6-0	19x24			"	Baldwin	1896	
43	2-6-0	19x24			"	Baldwin	1896	
44	2-6-0	19x24			"	Baldwin	1896	
45	2-6-0	19x24			"	Baldwin	1896	
46	Not known							
47	4-6-0	18x24		160	19200	Baldwin	1897	
48	4-6-0	18x24		"	"	Baldwin	1897	
49	0-4-0	14x22		125	10000		1891	
50	0-6-0	18x24		160	18800	Baldwin	1893	
51	0-6-0	18x24		"	"	Baldwin	1893	
2nd	45 4-4-2					Schen	3/02	25887 ex NYC 8085, MC 254
52	No record.							
53	2-8-0	20x24		140	21700		1886	
54	2-8-0	19x24		140	19700		1885	
55	2-8-0	19x24		"	"		1885	
56	2-8-0	19x24		"	"		1885	
57	4-6-0	18x24		175	18300		1883	
58	2-6-0	19x24		150	19500		1893	
59	No record.							
60	4-6-0	18x24		145	18300		1883	
60	2-6-0							
#62 4-4-0	61	2-6-0		150	15700	Baldwin	1893	
	63	2-6-0		160	18000		1902	(Date Acquired).
	64	0-6-0		160	20100		1902	" "
	65	0-6-0		175	27300		1901	
	66	0-6-0		160	22400	Baldwin	1896	
	67	4-6-0						
	68	4-6-0						
	69	2-6-0		175	23800		1902	
	70	2-8-0		"	26500	Rogers	1902	
	71	2-8-0		"	"	Rogers	1902	
	72	2-8-0		"	"	Rogers	1902	
	73	2-8-0		"	"	Rogers	1902	
	74	2-8-0		"	"	Rogers	1902	
	75	2-8-0		"	"	Rh. Isl.	1902	#26867
	76	2-8-0		"	"	Rh. Isl.	1902	#26868
	77	2-8-0		"	"	Rh. Isl.	1902	#26869
	78	2-8-0		"	"	Rh. Isl.	1902	#26870
	79	2-8-0		"	"	Rh. Isl.	1902	#26871
	80	4-6-0		175	21500	Baldwin	1903	
	81	4-6-0		"	"	Baldwin	1903	
	82	4-6-0		"	"	Baldwin	1904	
	83	4-6-0		"	"	Baldwin	1904	
	84	4-6-0		"	"	Baldwin	1904	
	85	4-6-0		"	23800	Baldwin	1905	
	86	4-6-0		"	"	Baldwin	1905	
	87	4-6-0		"	"	Baldwin	1905	

The Roster from #88 on is published in MWRrer #26, Nov., Dec. 1960. Additional notes and items are recorded in #27, Jan.-Feb. 1961. The record in #27 shows that some of the 400 group of 2-8-0 went to the P & W Va. Now as to the earlier 2-8-0 that went to the Wabash (p. 7, No. 26) and the 2 that were rebuilt to 0-8-0, F. D. Cairns has convinced us that Wabash 0-8-0 #1502 was actually Ex 2166 and hence Ex DT&I #96. We have

a photo of #1502 and the builder's plate, when carefully examined under a good glass shows the const. No. as 38031. But, here's the big "but"! Examination of Swartz's 5x7 of 1502 taken at Peru, possibly early in its rebuilding, which was Dec. 1917 shows the plate no. as ending in "50" whereas one taken by J. A. Rader at Decatur in Sept., 1937, shows the C/No. on the plate as 38031, whereas a note on the back of the print in pencil as No. 38036. We give up! We would now say the boilers were changed, as the Wabash had plenty of 2-8-0's but not many 0-8-0's. Anybody come up with dope on Wab. 1500 as an 0-8-0? Or was it an 0-6-0? 'Tis said it was rebuilt from a 500-Class B-7. When writing about this roster please carry it as a separate article so we can use without rewriting. Thank You!

"DT&I to be Continued"

— R. W. C.

Michigan Central Atlantic type and Earliest Pacifics.

Note prior to 1905, next renumbering, and road nos. after August 1, 1913. Construction Nos. not shown as we are publishing the list as furnished us in 1943.

TCS& D - Toledo, Canada Southern & Detroit, the old M. C. line between Toledo & Detroit.

CS - Canada Southern, the C.S. line in Canada under lease to the MC-NYC.

A publication of the Railway & Locomotive Historical Society of some years back covers the early locomotives of the Canada Southern system prior to the locomotives listed here. It would become a rather complicated story. There is still another line of the CS in the US., viz., the Chicago & Canada Southern. Very few realize that the Wabash RR from west of Montpelier, Ohio, to Hammond, Indiana, is on C&CS right-of-way. This right-of-way was purchased by the Wabash from the LS&MS when the Wabash built this line in the early '90's. No rails had been laid on it by the C&CS - LS&MS but there was a line of railroad built by the C&CS from Monroe, Mich., to west of Fayette, Ohio. But that is another long story and becomes rather involved.

The next list shows the M.C. renumbering of 1936 and discloses some locomotives from other parts of the NYC system in service on the M.C. This is supplemental to our lists published in very recent issues of MWRRer. A MWRRer Exclusive.

Construction Nos. will follow from time to time.

R. W. C.

MC ATLANTIC TYPE LOCOMOTIVES

	<u>Prior to 1905</u>		<u>After Aug. 1, 1913</u>		<u>Prior To Aug. 1, 1913</u>	
	<u>Eng. No.</u>	<u>Class</u>	<u>Eng. No.</u>	<u>Class</u>	<u>Eng. No.</u>	<u>Class</u>
TCS&D	319	K	8070	I-80-C	7900	I-80-C
	323	K	8071	I-80-C	7901	I-80-C
	480	K	8072	I-80	7910	I-80
	481	K	8073	I-80	7911	I-80
	482	K	8074	I-80	7912	I-80
	483	K CS	8075	I-80	7913	I-80

"Continued to Next Issue"

MIDWEST RAILROADER

A N D L O C O M O T I V E R O S T E R J O U R N A L

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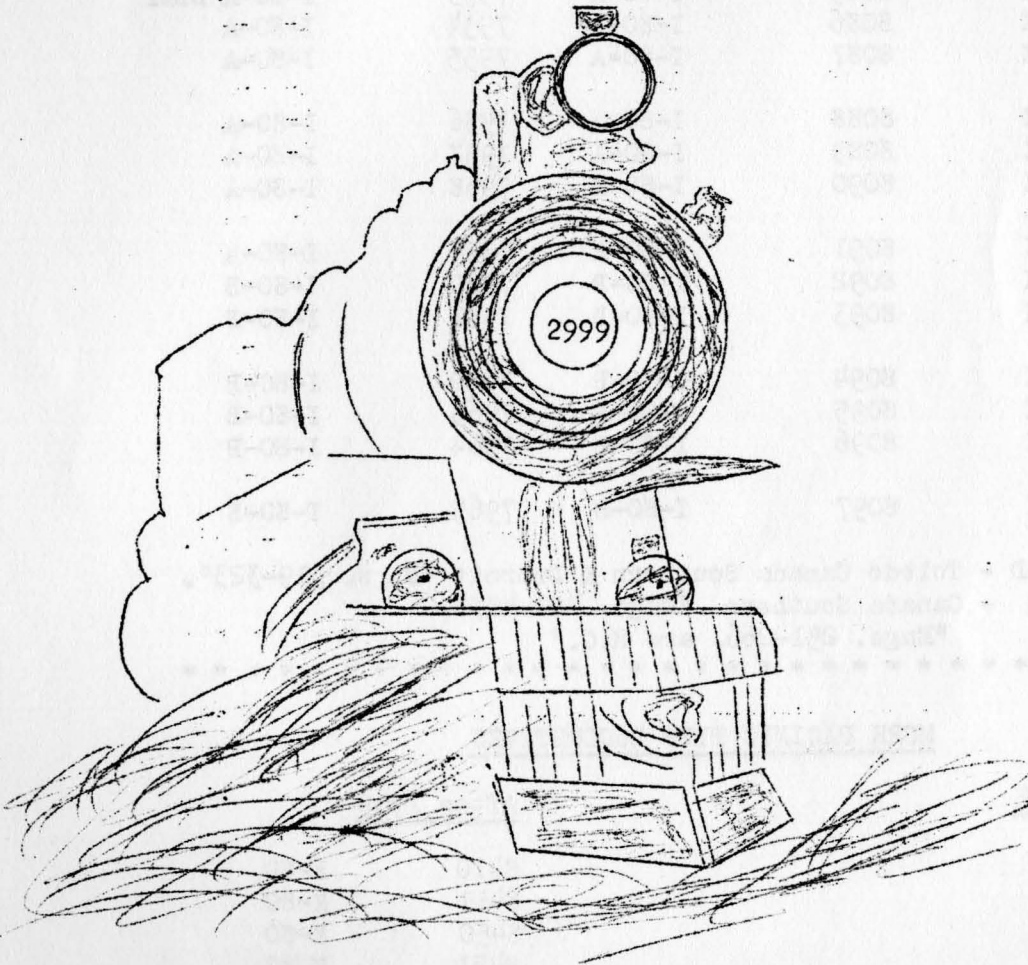
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May & June 1961

Ft. Wayne, Indiana

No. 29



#2999 was the
 first Atlantic
 type for the
 NYC & HR.
 Schenectady
 Locomotive Works,
 1/1901, C/No.5708.
 NYC Rosters to
 be Continued.

MC ATLANTIC TYPE LOCOMOTIVES (Con't)

<u>Prior to 1905</u>		<u>After Aug. 1, 1913</u>		<u>Prior to Aug. 1, 1913</u>	
<u>Eng. No.</u>	<u>Class</u>	<u>Eng. No.</u>	<u>Class</u>	<u>Eng. No.</u>	<u>Class</u>
484	K	8076	I-80-A	7914	I-80-A
485	K	8077	I-80-A	7915	I-80-A
488	K	8078	I-80-B	7916	I-80-B
489	K	8079	I-80-B	7917	I-80-A
486	K	8080	I-80-B	7918	I-80-B
487	K	8081	I-80-B	7919	I-80-B
253	K	8082	I-80	7950	I-80
251	K	8083	I-80	7951	I-80
252	K	8084	I-80	7952	I-80
254	K	8085	I-80-A	7953	I-80-A DT&I
255	K	8086	I-80-A	7954	I-80-A
256	K	8087	I-80-A	7955	I-80-A
257	K	8088	I-80-A	7956	I-80-A
258	K	8089	I-80-A	7957	I-80-A
259	K	8090	I-80-A	7958	I-80-A
260	K	8091	I-80-A	7959	I-80-A
261	K	8092	I-80-B	7960	I-80-B
262	K	8093	I-80-B	7961	I-80-B
263	K	8094	I-80-B	7962	I-80-B
264	K	8095	I-80-B	7963	I-80-B
265	K	8096	I-80-B	7964	I-80-B
266	K	8097	I-80-B	7965	I-80-B

TCS&D - Toledo Canada Southern & Detroit "Engs. 319-323".

CS - Canada Southern "Engs. 480-487".

"Engs. 251-266, are M.C."

MCRP PACIFIC TYPE LOCOMOTIVES

<u>Prior to 1905</u>			<u>After 1905</u>	
498	CS	L	8410	K-80
499	CS	L	8411	K-80
267	MC	L	8450	K-80
268	MC	L	8451	K-80

All the rest of Pacific Type locomotives were built after 1905.

Midwest Railroader published at
Fort Wayne, Indiana. Address
P.O. Box 2665. 6 Issues \$2.00
Roy W. Carlson, Editor & Publisher.

LOCOMOTIVE RENUMBERING SCHEDULE
MICHIGAN CENTRAL

Class	Present No.	New No.	Class	Present No.	New No.	Class	Present No.	New No.
F-82B	16	883	H-10B	247	2347	H-10B	365	2085
"	18	884	"	248	2348	"	366	2086
B-10W	20	6879	"	249	2349	"	367	2087
B-10N	21	6869	"	250	2350	"	368	2088
H-10A	67	2167	"	251	2351	"	369	2089
"	118	2218	"	320	2360	H-10	370	2090
"	119	2219	"	323	2363	U-2B	707	7407
"	120	2220	"	325	2365	"	708	7408
"	121	2221	"	327	2367	"	709	7409
"	122	2222	"	328	2368	U-2A	770	7470
"	123	2223	"	332	2372	"	771	7471
"	124	2224	"	333	2373	"	772	7472
"	125	2225	"	334	2374	"	773	7473
"	126	2226	"	335	2375	"	774	7474
"	127	2227	"	336	2376	K-14E	3165	4395
"	128	2228	"	337	2377	K-3Q	3268	4668
"	129	2229	"	339	2379	"	3277	4677
"	130	2230	"	340	2380	"	3278	4678
"	131	2231	"	341	2381	"	3281	4681
"	132	2232	"	343	2383	"	3292	4692
"	141	2241	"	344	2384	K-3P	3300	4700
"	153	2253	"	347	2387	"	3307	4707
"	175	2275	"	348	2388	"	3311	4711
"	179	2279	"	350	2390	"	6481	4881
H-10B	225	2325	"	351	2391	"	6484	4884
"	237	2337	"	352	2392	K-3Q	6488	4888
"	238	2338	"	353	2393	R-1	7500	160
"	239	2339	"	354	2394	"	7501	161
"	240	2340	"	355	2395	"	7502	162
"	241	2341	"	356	2396	"	7503	163
"	242	2342	"	358	2398	"	7504	164
"	243	2343	"	359	2399	"	7505	165
"	244	2344	"	361	2081	R-1A	7506	166
"	245	2345	"	363	2083	"	7507	167
"	246	2346	"	364	2084	"	7508	168

Office of G.S.M.P. & R.S.
New York Central R.R.
New York, July 8, 1936

LOCOMOTIVE RENUMBERING SCHEDULE
MICHIGAN CENTRAL

Class	Present No.	New No.	Class	Present No.	New No.	Class	Present No.	New No.
R-1A	7509	169	G-6M	7871	1011	H-7D	7931	2031
R-1B	7510	170	"	7872	1012	"	7932	2032
"	7511	171	"	7873	1013	"	7933	2033
DEs 3	7530	563	"	7874	1014	"	7934	2034
"	7531	564	"	7876	1016	H-7B	7935	2035
"	7532	565	"	7877	1017	"	7936	2036
"	7533	566	"	7878	1018	"	7937	2037
G-6P	7611	1041	"	7880	1020	"	7938	2038
"	7612	1042	"	7881	1021	"	7939	2039
"	7616	1046	"	7884	1024	"	7940	2040
"	7618	1047	"	7888	1028	"	7941	2041
G-6J	7622	1072	"	7889	1029	"	7942	2042
"	7623	1073	"	7890	1030	"	7943	2043
"	7627	1077	"	7891	1031	"	7944	2044
G-6J	7628	958	"	7892	1032	"	7945	2045
"	7630	960	H-7C	7900	2000	"	7946	2046
"	7632	962	"	7901	2001	"	7947	2047
"	7634	964	"	7902	2002	"	7948	2048
"	7636	966	"	7903	2003	"	7949	2049
"	7641	971	"	7904	2004	H-7A	7950	2050
"	7825	955	"	7905	2005	"	7951	2051
"	7827	957	"	7906	2006	"	7952	2052
G-6o	7829	979	"	7907	2007	"	7953	2053
"	7832	982	"	7908	2008	"	7954	2054
"	7833	983	"	7909	2009	"	7955	2055
"	7837	987	"	7910	2010	"	7956	2056
"	7838	988	"	7911	2011	"	7957	2057
"	7843	993	"	7912	2012	"	7958	2058
"	7844	994	"	7913	2013	"	7959	2059
"	7845	995	"	7914	2014	H-7E	7960	2060
"	7846	996	"	7915	2015	"	7961	2061
"	7847	997	"	7916	2016	"	7962	2062
G-6T	7848	1048	"	7917	2017	"	7963	2063
"	7852	1052	"	7918	2018	"	7964	2064
"	7853	1053	"	7919	2019	"	7965	2065
"	7854	1054	"	7920	2020	"	7966	2066
"	7859	1059	"	7921	2021	"	7967	2067
"	7860	1060	"	7922	2022	"	7968	2068
"	7861	1061	"	7923	2023	"	7969	2069
"	7862	1062	"	7924	2024	F-82	8152	880
"	7863	1063	H-7D	7925	2025	"	8153	881
"	7865	1065	"	7926	2026	J-1B	8200	5345
"	7866	1066	"	7927	2027	"	8201	5346
"	7867	1067	"	7928	2028	"	8202	5347
G-6M	7869	1009	"	7929	2029	"	8203	5348
"	7870	1010	"	7930	2030	"	8204	5349

Office of G.S.M.P. & R.S.
New York Central R.R.
New York, July 8, 1936

LOCOMOTIVE RENUMBERING SCHEDULE
MICHIGAN CENTRAL

Class	Present No.	New No.	Class	Present No.	New No.	Class	Present No.	New No.
J-1B	8205	5350	K-3M	8323	4623	B-10R	8776	6876
"	8206	5351	"	8324	4624	"	8777	6877
"	8207	5352	K-3P	8325	4625	B-10W	8778	6878
"	8208	5353	"	8326	4626	"	8780	6880
"	8209	5354	"	8327	4627	"	8781	6881
J-1C	8210	5355	"	8328	4628	"	8782	6882
"	8211	5356	"	8329	4629	"	8783	6883
"	8212	5357	"	8330	4630	"	8784	6884
"	8213	5358	"	8331	4631	"	8785	6885
"	8214	5359	"	8332	4632	"	8786	6886
J-1D	8215	5360	"	8333	4633	"	8787	6887
"	8216	5361	"	8334	4634	"	8788	6888
"	8217	5362	K-3Q	8335	4635	"	8789	6889
"	8218	5363	"	8336	4636	"	8790	6890
"	8219	5364	"	8337	4637	"	8791	6891
"	8220	5365	"	8338	4638	"	8792	6892
"	8221	5366	"	8339	4639	"	8793	6893
"	8222	5367	K-3h N	8400	4640	"	8794	6894
"	8223	5368	"	8401	4641	"	8795	6895
"	8224	5369	"	8402	4642	"	8796	6896
"	8225	5370	"	8403	4643	"	8797	6897
"	8226	5371	"	8404	4644	B-11A	8798	6898
"	8227	5372	U-20	8550	7550	"	8799	6899
"	8228	5373	"	8551	7551	"	8800	6900
"	8229	5374	"	8552	7552	"	8801	6901
F-82B	8260	882	"	8553	7553	"	8802	6902
F-82C	8266	885	B-10N	8591	6991	"	8803	6903
"	8270	886	B-10X	8592	6992	"	8804	6904
"	8271	887	"	8593	6993	"	8806	6906
F-82-D	8284	888	"	8594	6994	"	8807	6907
"	8291	889	"	8595	6995	"	8808	6908
K-3F	8303	4603	B-11B	8597	6997	"	8809	6909
"	8304	4604	"	8598	6998	"	8810	6910
"	8307	4607	"	8599	6999	"	8811	6911
K-3H	8308	4608	B-10F	8752	6852	"	8812	6912
"	8309	4609	"	8757	6857	"	8813	6913
K-3I	8311	4611	"	8761	6861	"	8814	6914
"	8312	4612	B-10N	8762	6862	"	8815	6915
"	8313	4613	"	8763	6863	"	8816	6916
"	8314	4614	"	8764	6864	"	8817	6917
K-3M	8315	4615	"	8765	6865	"	8818	6918
"	8316	4616	"	8767	6867	"	8819	6919
"	8317	4617	"	8768	6868	B-11E	8820	6920
"	8318	4618	"	8770	6870	"	8821	6921
"	8319	4619	"	8771	6871	"	8822	6922
"	8320	4620	"	8772	6872	"	8823	6923
"	8321	4621	B-10R	8773	6873	"	8824	6924
"	8322	4622	"	8774	6874	"	8825	6925

LOCOMOTIVE RENUMBERING SCHEDULE
MICHIGAN CENTRAL

Class	Present No.	New No.	Class	Present No.	New No.	Class	Present No.	New No.
B-11E	8826	6926	U-2G	8933	7533	U-3H	8981	7881
"	8827	6927	"	8934	7534	"	8982	7882
"	8828	6928	"	8935	7535	"	8983	7883
"	8829	6929	"	8936	7536	"	8984	7884
"	8830	6930	"	8937	7537	"	8985	7885
"	8831	6931	"	8938	7538	M-1D	8990	7190
"	8832	6932	"	8939	7539	M-1E	8991	7191
"	8833	6933	U-3A	8940	7840	M-1A	8892	7192
"	8834	6934	"	8941	7841	M-1F	8998	7198
B-11G	8835	6935	"	8942	7842			
"	8836	6936	"	8943	7843			
"	8837	6937	"	8944	7844			
"	8838	6938	"	8945	7845			
"	8839	6939	"	8946	7846			
"	8840	6940	"	8947	7847			
"	8841	6941	"	8948	7848			
"	8842	6942	"	8949	7849			
"	8843	6943	U-3B	8950	7850			
"	8844	6944	"	8951	7851			
U-2C	8904	7504	"	8952	7852			
"	8905	7505	"	8953	7853			
"	8906	7506	"	8954	7854			
"	8907	7507	"	8955	7855			
"	8908	7508	U-3C	8956	7856			
"	8909	7509	"	8957	7857			
U-2E	8910	7510	"	8958	7858			
"	8911	7511	"	8959	7859			
"	8912	7512	"	8960	7860			
"	8913	7513	"	8961	7861			
"	8914	7514	"	8962	7862			
"	8915	7515	"	8963	7863			
"	8916	7516	"	8964	7864			
"	8917	7517	"	8965	7865			
"	8918	7518	U-3E	8966	7866			
"	8919	7519	"	8967	7867			
"	8920	7520	"	8968	7868			
"	8921	7521	"	8969	7869			
"	8922	7522	"	8970	7870			
"	8923	7523	"	8971	7871			
"	8924	7524	"	8972	7872			
"	8925	7525	"	8973	7873			
"	8926	7526	"	8974	7874			
"	8927	7527	"	8975	7875			
"	8928	7528	U-3H	8976	7876			
"	8929	7529	"	8977	7877			
U-2G	8930	7530	"	8978	7878			
"	8931	7531	"	8979	7879			
"	8932	7532	"	8980	7880			

Office of G.S.M.P. & R.S.
New York Central RR
New York, July 8, 1936

SOUTHERN RAILWAY SYSTEM

Pacific Type Locomotives

Part I. Southern Ry.

Engine Number	Class	Builder	Date Built	Builders Number	Cylinders	Drivers Dia.	Engine Weight
1200	Ps-2	Baldwin	1907	30496	22x28	72 $\frac{1}{2}$	227300
1201-1202	"	"	1903	23195, 23205	"	72	"
1203-1204	"	"	"	23219, 23265	"	"	"
1205	"	"	"	23272	"	"	"
1206-1215	"	Richmond	1904	29819-29828	"	"	"
1216-1218	"	Baldwin	"	24292-24294	"	"	"
1219-1220	"	"	"	24301, 24319	"	"	"
1221-1222	"	"	"	24324, 24357	"	"	"
1223-1224	"	"	"	24368, 24378	"	"	"
1225	"	"	"	24421	"	"	"
1226-1235	"	Richmond	1905	37610-37619	"	72 $\frac{1}{2}$	"
1236-1237	"	Baldwin	1906	27556-27557	"	"	"
1238-1239	"	"	"	27598, 27614	"	"	"
1240	"	"	"	27635	"	"	"
1241-1244	"	"	1910	34650-34653	"	"	232000
1245-1246	"	"	"	34704-34705	"	"	"
1247-1248	"	"	"	34719-34720	"	"	"
1249-1250	"	"	"	34735, 34779	"	"	"
1251-1265	"	Richmond	1911	50197-50211	"	"	"
1266-1270	"	Baldwin	1912	37741-37745	24x28	"	"
1271-1274	"	"	"	37746-37749	"	"	" (a)
1275-1276	P-1	"	1906	27531, 28360	22x28	63	216900
1277-1278	"	"	"	28379-28380	"	"	"
1279-1280	"	"	"	28413-28414	"	"	"
1281-1282	"	"	"	28457-28458	"	"	"
1283-1284	"	"	"	28491-28492	"	"	"
1285-1286	"	"	"	28310, 27339	"	"	"
1287-1291	"	"	"	27340-27344	"	"	"
1292-1293	"	"	"	27402-27422	"	"	"
1294-1295	"	"	"	27447-27448	"	"	"
1296-1297	"	"	"	27467, 27491	"	"	"
1298-1299	"	"	"	27492, 27530	"	"	"
1300-1301	Ps-2	"	1910	35392-35393	"	72 $\frac{1}{2}$	227300
1302-1307	"	"	"	35415-35420	"	"	"
1308-1311	"	"	"	35451-35454	"	"	"
1312-1319	"	"	"	35507-35514	"	"	"
1320-1322	"	"	"	35559-35561	"	"	"
1323-1324	"	"	"	35626, 35668	"	"	"
1325-1334	"	Richmond	12/1912	52314-52323	24x28	72 $\frac{1}{2}$	232000
1335-1340	"	Baldwin	1913	40765-40770	"	"	"
1341-1344	"	"	"	40788-40791	"	"	"
1345-1346	"	"	1914	41347-41348	"	"	"
1347-1349	"	"	"	41354-41356	"	"	"
1350-1359	"	Richmond	"	54692-54701	"	"	"
1360-1361	Ps	Baldwin	1910	34838, 35388	22x28	"	227300
1362-1365	"	"	"	35388-35391	"	"	"
1366-1374	Ps-4	Schenectady	1924	66065-66073	27x28	73	300000
1375-1386	"	"	1923	64852-64863	"	"	"
1387-1392	"	"	1924	66059-66064	"	"	"
1393-1404	"	Richmond	3/1926	66880-66891	"	"	"
1405-1409	"	Baldwin	1928	60461-60465	"	"	"

(a) 1271-1274 sold to Mobile & Ohio 250-253

Southern Railway

Pacific Type Locomotives

Part II. Cincinnati New Orleans & Texas Pacific Ry.

Engine Number	Class	Builder	Date Built	Builders Number	Cylinders	Drivers Dia.	Engine Weight
6450-6453	Ps	Richmond	8/1907	42915-42918	22x28	72	227300
6454-6458	Ps-2	Baldwin	4/1911	36411-36415	24x28	"	232000
6459-6463	"	Richmond	1911	50212-50216	"	72½	"
6464-6470	"	"	1913	53271-53277	"	"	"
6471-6475	Ps-4	Schenectady	1924	66108-66112	27x28	73	300000
6476-6482	"	Richmond	7/1926	66892-66898	"	"	"

Nos. 6450-6470 were formerly CNO&TP 800-820

Part III. Alabama Great Southern Ry.

6675-6676	Ps-2	Baldwin	1909	33816, 33846	24x28	72	232000
6677-6680	Ps	Richmond	8/1907	42919-42922	22x28	"	227300
6681-6682	"	Baldwin	1909	33802-33803	"	"	"
6683	"	"	"	33815	"	"	"
6684-6687	Ps-4	Richmond	1923	64864-64867	27x28	73	300000
6688-6691	"	"	1926	66899-66902	"	"	"

Nos. 6677-6680 were formerly AGS 250-253

Part IV. New Orleans & Northeastern Ry.

6975-6979	Ps-3	Baldwin	1914	41580-41594	22x28	68	206700
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Formerly NONE 295-299

Compiled by W. A. Swartz.

6470 was equipped with a conical front end!

"Note C/Nos. for #1361 and for #1362, are duplicates. Will be corrected".

At least 6475 and 6482 were equipped with smoke deflectors for tunnel use south of Cincinnati.

The New York Central book by Alvin Staufer.

A Chicago subscriber to our journal says he is disappointed with the book but does like the pictures. It is a good picture book for what it covers but there is much repetition of similar subjects with no "landmarks", and we are very much "at sea" as to identities. The first Pacifics on any NYC line were the 2700's by Schenectady in 1903, for the NYC&HR which went to the B&A.

Also notice on page 43, picture of the 6366. I am sure this is one taken by Bill Swartz in Bellefontaine, Ohio. I have an 8 x 10 of this engine in my collection also, which was taken some years ago at Bellefontaine with the exact locomotive background and also spot foreground and same pool of water under the cab.

-- R. W. C.

STEAM IN MID-AMERICA

Diesel on Occasion

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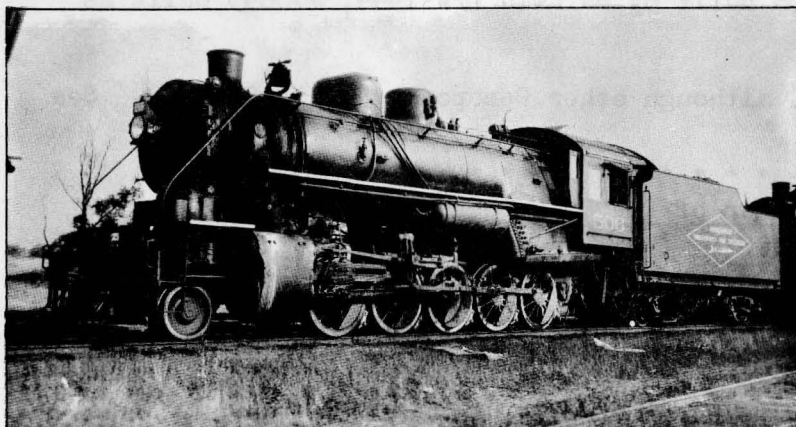
MIDWEST RAILROADER

AND LOCOMOTIVE JOURNAL
and Fort Wayne Area Rail News

July-August, 1961

Fort Wayne, Indiana

No. 30



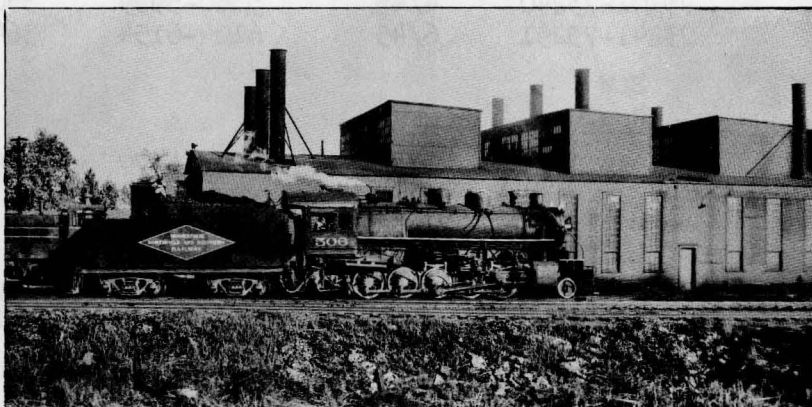
Minneapolis Northfield & Southern
No. 506 which bears a Baldwin plate 70965.

Photo by Robert Graham.

Note rod to oiler, from valve rod,
distinctly ALCo. or is it?

Note difference in firebox pan.

Note running board surrounds
steam pipe to cylinders.



Minneapolis Northfield & Southern
No. 506 bearing an ALCo. plate, Story next page.

Photo by A. K. Vollrath.

The two
MN & S
Decapods,
subject of
a story!

Midwest Railroader
P.O. Box 2665 D.
Ft. Wayne, Indiana

Roy W. Carlson
Ed. & Publisher

6 Issues \$2.00
Back Issues When Available 40¢

No. 30

Builders Plates on U. S.
Transportation Corps. Locomotives
2-10-0 & others

Unknown to most of us, locomotives built for the U.S. Transportation Corps had only one builder's plate, and that on the left side. That plate would be the regular one, a diamond shape for Lima, a round one for Baldwin, and a rectangular one for A.L.Co., which were the regular shapes of that era.

Now then, the plate on the right side was a rectangular one but which carried the U.S.T.C. series or consecutive no. with the USTC Designation.

The above is a reprint of material which appeared in MWRrer no.18 and was from a letter to us from Robt. Graham. See page 2 of reference. (MWRrer #18).

* * * * *

2-10-0 type

Minneapolis Northfield & Southern #506 built by Baldwin L/W 1944, #70695 built as USTC #4878, was to be USSR #2379.

MN&S. 506 did not come from the DT&I, although other Decapods, 500 to 504 did. See MWRrer #18, also #26.

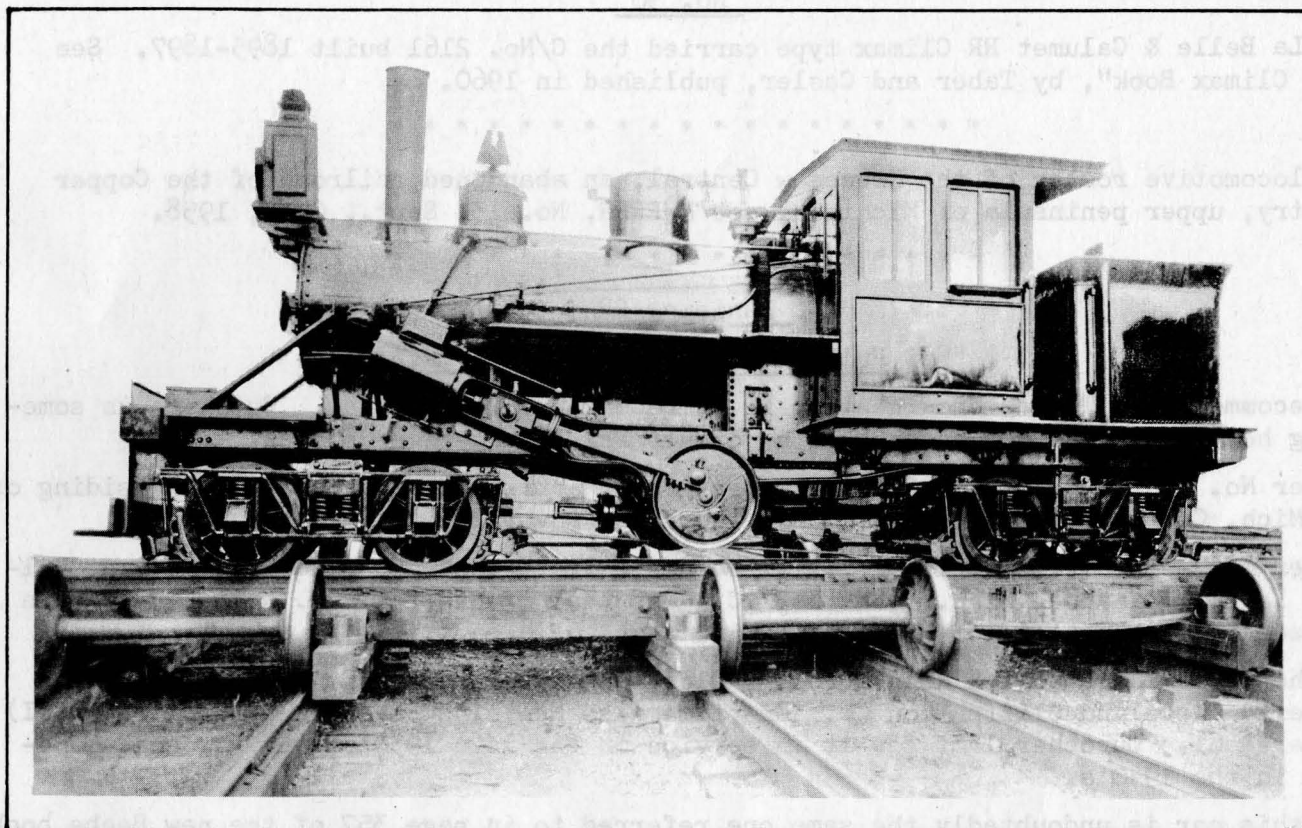
* * * * *

Additional Roster of the USTC Decapod

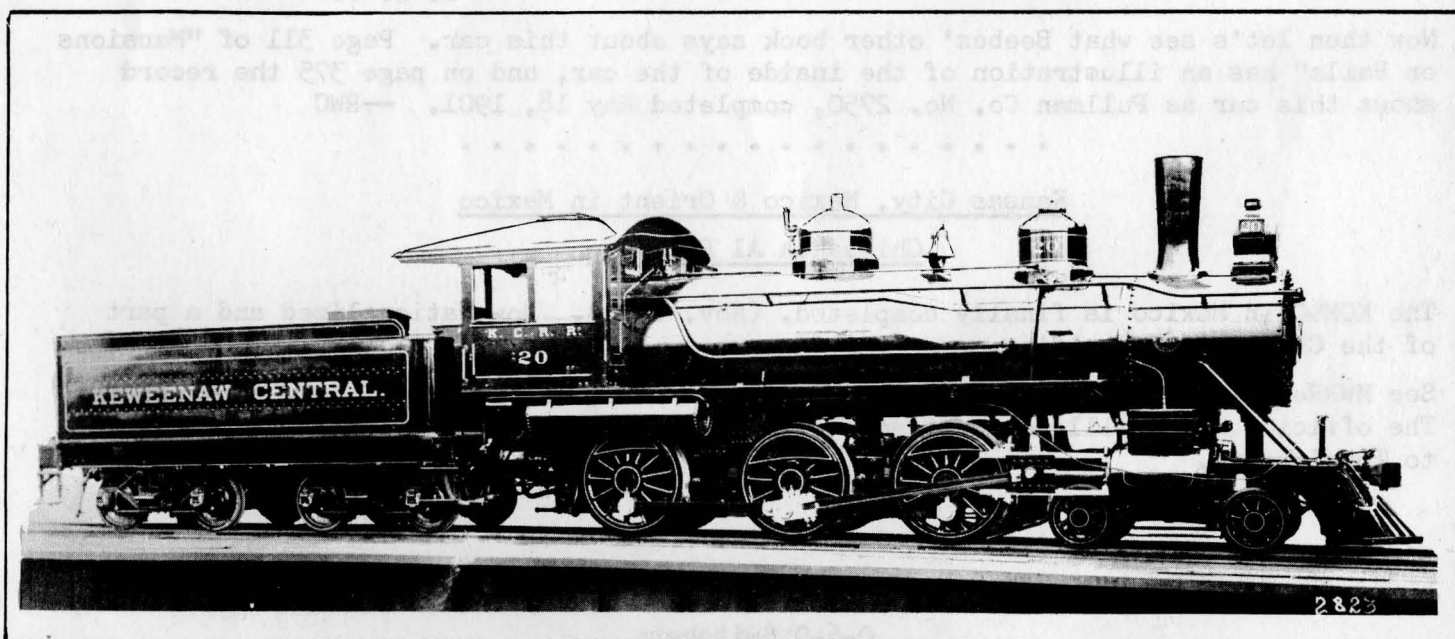
<u>ALCo.</u> <u>C/Nos</u>	<u>Year</u> <u>Built</u>	<u>USTC</u> <u>No.</u>	<u>USSR</u> <u>Ea Nos.</u>
71670-71869	4-6/44	4500-4699	2001-2200
<u>BLW Nos.</u>			
70517-70816	1944	4700-4999	2201-2500
70901-71400	8/44 thru 3/45	5200-5699	2501-3000
<u>ALCo.</u> <u>Nos.</u>			
72193-72491	8-11/44	6240-6538	3001-3299
72492-72577	1/45	6539-6624	3300-3385
72578-72665	2/45	6625-6712	3386-3473
72666-72693	3/45	6713-6739	3474-3500
73101-73240	4/45	5860-5999	3501-3640
73241-73291	6/45	6104-6154	3641-3691
<u>BLW</u> <u>Nos.</u>			
71591-71725	4/45	4143-4277	3692-3826
<u>ALCo.</u> <u>Nos.</u>			
73804-73890	6-8/45	10000-10086	3901-3987
75158-75170	1947	10087-10099	3988-4000
<u>BLW Nos.</u>			
72504-72623	6-8/46	10500-10619	4141-4260

The list for those built for the Russian State Rys. in 1915 is carried in MWRrer #18.

From roster furnished
by S. R. Wood.



Lac LaBelle & Calumet RR # ___?
 Climax type, 3 foot gauge. Said to have been taken at Phoenix, Michigan.



Keweenaw Central RR #20 4-6-0 19x26-57" Baldwin 10/1908 #33034.
 Went to the Minn., Dakota & Western.

The Lac LaBelle & Calumet RR was organized as of record April 4, 1883, to build a railroad from Lac LaBelle, Keweenaw County, Mich., to Calumet, some 30 mi. to the south. The road was completed from Mohawk to Phoenix, 7.1 mi., as a narrow gauge railroad of 3 ft., and was abandoned in 1888, when the record shows a line from Lac LaBelle to Delaware Minn., 7.63 mi. (Continued on page 4)

No. 30

Lac La Belle & Calumet RR Climax type carried the C/No. 2161 built 1895-1897. See "The Climax Book", by Taber and Casler, published in 1960.

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For locomotive roster of the Keweenaw Central, an abandoned railroad of the Copper country, upper peninsula of Michigan, see MWRRER, No. 13, Sept., Oct., 1958.

* * * * *

Munising RR

"Mr. Pullmans' Elegant Palace Car",

is recommended. It has enough steam in it to make it interesting. But here is something he (Beebe) has missed because he didn't ask in the right places.

MWRRer No. 19 (Sept. Oct. 1959) p. 20, refers to a private car, No. 61, on a siding of the Mich. Central at Topinabee, Mich., there for several years.

MWRRer No. 20, (Nov. Dec. 1959) p. 13, re car #61, "Treasure Island Special", at Mullett Lake, Topinabee, Mich., (on the M.C.) was that of one Louis M. Nims, who was in the employ of the state of Michigan.

Further, from J. Randolph Keen, Fred C. Olds, A. A. Durocher, the car was one time lettered Cleveland-Cliffs Iron Co., one time also Munising RR, (now part of the LS&I) numbered 61. Durocher last saw it in service in the late 1930's, and was sold sometime in the 1940's.

And this car is undoubtedly the same one referred to in page 357 of the new Beebe book, built in 1901 as No. 21, for Wm. G. Mather, President of the CCI Co. at the time.

We like the new book very much.

—R. W. C.

Now then let's see what Beebes' other book says about this car. Page 311 of "Mansions on Rails" has an illustration of the inside of the car, and on page 375 the record shows this car as Pullman Co. No. 2750, completed May 18, 1901. —RWC

* * * * *

Kansas City, Mexico & Orient in Mexico

Chihuahua Al Pacifico

The KCM&O in Mexico is finally completed. (Nov. 1961). Now Nationalized and a part of the Chihuahua Al Pacifico.

See MWRRer, No. 17 (May, June 1959) p.9. See MWRRer, No. 18 (July, Aug. 1959) pp 4-5. The official guide will no doubt soon show the through route time tables from Presidio to Topolobampo.

—R. W. C.

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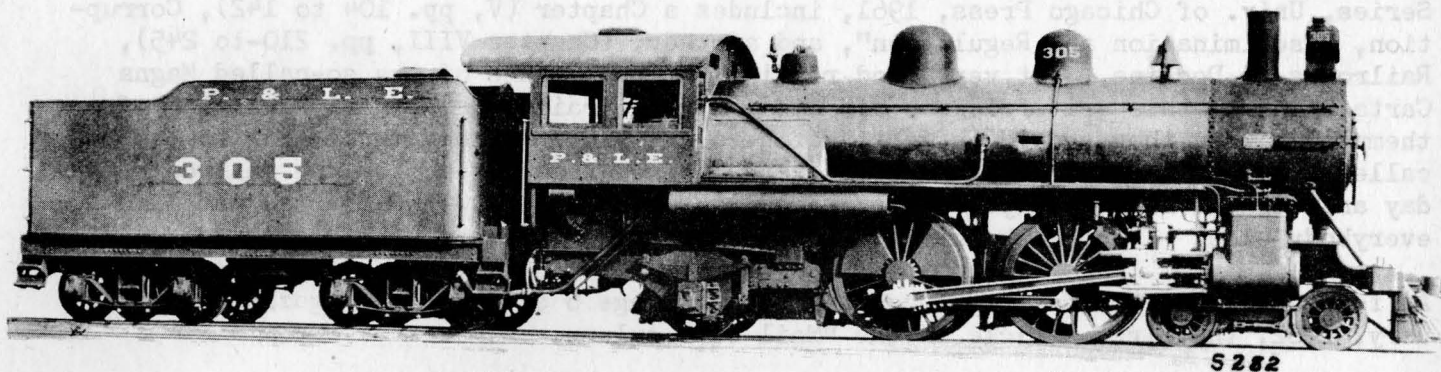
Fort St. Union Depot Co. (Detroit)

0-6-0 Switchers

#1	BLW	2/1893	C/No. 13254	18x24-50
2	"	3/1893	" 13262	" "

Did these locomotives get on the Pere Marquette roster?

R.W.C.



P & L E No. 305

This is as they looked fresh from the builders. They were later rebuilt with piston valves and Baker valve gear, and renumbered in NYC Series.

Road Nos.

301-305 ALCo. Schen. 7/1903 c/nos. 26337-41

Reno. NYC System 9200-9204.

We also have photos of 9202 and 9204.

These are the first Atlantics of the New York Central Lines or New York Central System we are listing. Others will follow in coming issues.

DT & I ATLANTIC

The correct date of that #45 in MWR Rer No. 10 is Nov. 24, 1926, - the photo from Mr. Medin's collection. This now matches with the sale by M.C. RR as at April 30, 1926. - R.W.C

ST. PAUL & DULUTH and NORTHERN PACIFIC ATLANTICS

StP&D	80-82	BLW	1900	c/nos.	17290-17292	→	Ncr.Pac.	600-602	Class N
NP	603-605	"	1909		33291-33293				Class N-1
	6 locomotives								

ATLANTICS OF THE SPOKANE, PORTLAND & SEATTLE

600-605	BLW	3/1909		33228-33233		Class C-1
606-609	"	3/1909		33273-33276		Class C-1
10 locomotives						

ANOTHER NEW RAILROAD BOOK

"American Railroads", by John F. Stover, one of the Chicago History of Civilization Series, Univ. of Chicago Press, 1961, includes a Chapter (V, pp. 104 to 142), Corruption, Discrimination and Regulation", and another, (Chapter VIII, pp. 210-to 245), Railroads in Decline. Not very good reading for proponents of the so-called Magna Carta which to this writer is way off base, for the railroads are only thinking of themselves when they should in fact, definitely include a program relating to the so-called gray areas which might in some cases include themselves, for the railroads today as over the many past years, have recourse to the ICC and the courts just like everybody else. (Anyone who reads Traffic World carefully have their own ideas).

As for the diesel locomotive, suggest a look at page 6 of Railroad Magazine for February, 1962, the first article in the "Mail Car" column.

If you have been in transportation as we have been for more than 30 years, there could be much more to say and it's not personal. We like the railroads but not bad propaganda. -- R.W.C.

* * * * *

Some more about Stauffer's book on New York Central Motive power. Some panning in the December 1961 issue of "Steam Locomotive & Railroad Tradition" (Susquehanna, Pa.). A column and a half— be sure you read it and learn. Note the last sentence of the first paragraph. We also subscribe to the "non-book" designation of some of them - not necessarily Stauffer's, but there are some such.

We note from advertising that Mr. Stauffer has done a good job. Stauffer's next book is to be about Pennsylvania Motive Power.

—R. W. C.

* * * * *

Some Bibliography on Pennsylvania R.R. System Motive Power
and History.

- Alexander's book on Pennsylvania R.R. Motive Power (1947).
 Baldwin Magazine reprint on Penna. R.R. " " (1924). (In Book form)
 R&LHS Reprint: The Steam Locomotives of the P.R.R. System (1954).
 Pennsylvania R.R. Leaflets and Pamphlets on Their Motive Power (Various).
 Perrin's Booklet: Pennsy. R.R. System Light Atlantics, E-1 to E-5 and E-7.(1944).
 " " " " " Consolidation Classes (1943).
 " " P.R.R. and the W.N.Y.&P. Ry. (1943).
 " " " Class D-16 (1942).
 M.W.R.R.er No. 23 (May-June 1960). P.R.R. 2-10-0's.
 " " No. 12 (July-Aug.1958). " System K-2 and K-3 Classes.
 " " No. 11 (May-June 1958). " " Junior Pacifics.
 " " expects soon to publish the G.R.&I. Roster and also a roster of the B-28 and B-29 Switchers. (GR&I herein).

As for Historical Material we refer to

- *Schotter's The Growth and Development of the Pennsylvania R.R. Co. (1927).
 *Burgess and Kennedy: "Centennial History of the Pennsylvania R.R. Co. (1949).
 *(Both of these volumes contain many maps of merged roads, etc. The 2nd volume in addition carries some 74 pages on rolling stock with illustrations).

* * * * *

There are also the two different Pennsylvania R.R. Albums published by the Kalmbach Publishing Co. on Motive Power in action. MWRER also has the complete rosters of the Pennsy E-6 class with builder and builder's Nos., etc.

No. 30

Continental Improvement Co.
(Builder of the G.R.&I.)

(From a List of Locomotives built by Pittsburgh Loco. Wks., compiled by S.R. Wood)

Road	Nos.	Type	Date	C/Nos.
	1-3	(Probably from the PFW & CRR)		
	4-13	4-4-0	4-7/1870	84-93
	14-16	"	9-11/1870	100,101,104
	17-18	"	11-12/1870	112-113
	19-20	"	4-5/1871	116-117
	21-23	"	5-6/1871	140-142

20 Locomotives by Pittsburgh.

All 4' 9" gauge.

(which was Pennsy. standard of the era).

GRAND RAPIDS & INDIANA

This roster is published to help clear up several inconsistencies. Interviews in Fort Wayne with a former PRR employee who was engaged as an inspector at Lima when some of these switchers were built, brings up some questions.

When writing on any of these inconsistencies, please write for publication on a separate 8½ x 11 sheet, one side, separate from any letter. That will save time. The GR&I roster was compiled some time ago by S. R. Wood, a wonderful "keeper of the record".

We expect to follow this one with one of the B-29 and B-28 switchers, compiled by T. M. Flattley, Jr., a Pennsy "locomotive record keeper" of some years also.

A part of the G R & I was built under the name of the Continental Improvement Co.

The southern end of the road was the Cincinnati-Richmond & Ft. Wayne RR.

A history of the G R & I is contained in "The Growth and Development of the Pennsylvania RR Co., 1846 - 1926" by H. W. Schotter (1927), also "Centennial History of the Pennsylvania RR Co., 1846 - 1946", by Burgess and Kennedy (pub. in 1949), also "The Building of the Grand Rapids & Indiana Railroad", by Marie Johnston, in the Indiana Magazine of History published some years ago.

____ R. W. C.

G. R. & I. Locomotives st Time of
Unification with R. R. - 1920.

G.R.&I. Nos.										
Type	Last	Prev.	Orig.	Class	Bldr.	Date	Bldrs. No.	P.R.R. No.	Class	Remarks
4-6-0	1		1	GG-4B	Pitts.	5/09	46103	9530	G-34B	
	2		2				46104	9531		
	3					1872		09632		(Re-203)
	4		4	GG-4B		5/09	46105	9532	G-34B	
	5		5				46106	9533		
	6		101			6/07	42616	9534		
	7	66	1st 70		BLW	3/99	16614			
	8		8	GG-4A	Pitts.	6/02	25223	9535	G-34A	
	9		9		BLW	2/00	17509	9536		
	10		102	GG-4B	Pitts.	6/07	42613	9537	G-34B	
	11		103				42614	9538		
	12		104				42615	9539		
?	13	?								
4-4-0	14		105	GD-9	BLW	5-1892	12690	9540	D-39	
	15		106				12691	9541		
	16		107				12710	9542		
	17		108				12704	9543		
	18		109				12705	9544		
	19		110				12706	9545		
	20		111				12721	9546		
	21		112	GD-9A		2/93	13236	9547	D-39A	
	22		113				13242	9548		
	23		114				13256	9549		
	24		115				13253	9550		
4-6-0	25		25	GG-4A	Pitts.	1/01	2211	9551	G-35A	
	26		26				2212	9552		
	27		27				2213	9553	G-34A	
	28		28		BLW	2/00	17506	9554		
	29		29				17507	9555		
2-6-0	30				Juniata	2/03	980	9556	F-3C	
	31						981	9557		
	32	78				11/03	1094	9558		
	33	79					1095	9559		
	34	80					1096	9560		
	35	81					1097	9561		
0-6-0	36					10/11	2316	9562	B-8	
	37						2317	9563		
	38						2318	9564		
	39		39		Lima	10/12	1237	9565	B-8	
	40		40				1238	9566		
	41		41				1239	9567		
	42				Juniata	4/13	2611	9568		
	43						2612	9569		
2-8-0	44		309	GH-3	BLW	5/92	12685			Re - 244
	45		310				12693			245
	46		311				12694	9570	H-33	
	47		312				12695	9571		
	48		313				12713	9572		
	49		314				12714	9573		
	50		315				12711	9574		
	51		316				12712	9575		
	52		317				12715	9576		
	53		318				12716	9577		
	54		319				12717	9578		

G.R.&I. into P.R.R. - 1920

Time	Last	Prev.	Orig.	Class	Bldr.	Date	Bldrs. No.	P.R.R. No.	Class	Remarks	
2-0-0	55		320			2/93	13232	9579			
	56		321				13233	9580			
	57			GH-2	Altoona	11/96	2003	9581	H-32		
	58						2004	9582			
	59						2005	9583			
	60						2006	9584			
	61						2007	9585			
	62						2008	9586			
	63					4/98	2029	9587			
	64						2030	9588			
	65						2031	9589			
	66						2032	9590			
	4-6-0	67			GG-4	BLW	3/99	16611	9591	G-34	
		68						16612	9592		
69							16613	9593			
70			2nd 70	GG-4A	Pitts.	1/01	2214	9594	G-34A		
71			71		BLW	3/00	17508	9595			
72			72	GG-5A	Pitts.	6/02	25224	9596	G-35A		
73			73				25225	9597			
74			74			7/02	25428	9598			
75			75				25429	9599			
76			76				25430	9600			
77			77				25431	9601			
2-8-0		78		32	GH-4A	Pitts.	3/08	44852	9602	H-34A	
		79		33				44853	9603		
		80		34				44854	9604		
	81		35				44855	9605			
	82		82	GH-4		12/05	38596	9606	H-34		
	83		83				38597	9607	H-34S		
	84		84				38598	9608	H-34		
	85		85				38599	9609	H-34S		
	86		86				38600	9610	H-34		
	87		87				38601	9611	H-34S		
	88		88				38602	9612			
	89		89				38603	9613	H-34		
	90		90				38604	9614			
	91		91				38605	9615			
92		92	GH-4B		5/10	47590	9616	H-34B			
93		93				47591	9617				
94		94				47592	9618				
95		95				47593	9619				
96				Juniata	7/13	2063	9620	H-6SB			
97						2064	9621				
98	7418	7199			2/04	1120	9622	H-6A			
99	7732	2404		BLW	7/03	22462	9623				
100	7085	7571		Pitts.	1/07	41637	7127	H-6B			
101	7088	7572				41638	7312				
102	7098	7573				41639	7478				
103	7079	7574				41635	7485				
104	7081	7575				41636	7496				
105		9865		Lima	8/16	5143	9624	H-10S			
106		9624				5144	9625				
107		9625				5145	9626				
USRA Right								(1927)			
2-8-2	108		108	Schen.	3/19	60939	9627	L-2S	26x30-63-200=54600	Eng. WT. 290800#	

G.R.&I. into P.R.R. - 1920

Type	Last	Prev.	Orig.	Class	Bldr.	Date	Bldrs. No.	P.R.R. No.	Class	Remarks
2-8-2	109		109				60940	9628		
	110		110				60941	9629		
	111		111				60942	9630		
	112		112				60943	9631		
4-4-0	203	3			Pitts.	5/72		09632		
2-8-0	240	40	305	GH-3	BLW	5/92	12682	09566	H-33	
	241	41	306				12686			
	242	42	307				12684			
	243	43	308				12687	09569	H-33	
	244	44	309				12685			
	245	45	310				12693	09633	H-33	
(Also following 0-6-0 type that were not included in the 1920 list)										
0-6-0	42		42		Lima	1913	1240	7180	B-29S	
	43		43				1241	7184	"	
	44		44				1242	7221	"	
	45		45				1243	7237	"	
	46		46				1244	7325	"	
	47		47				1245	7679	"	
	48		48				1246	7686	"	
	49		49				1247	9784	"	
	50		50				1248	9785	"	
	51		51				1249	9786	"	
	52		52				1250	7901	"	
	53		53				1251	7922	"	
	54		54				1252	7951	"	

Compiled by
S. R. Wood

Mr. Wood left the class designation off for the 42-54 0-6-0 by Lima. We added them as the C/Nos. Match Mr. Flattley's list of B-29's.

R. W. C.

ERIE & MICHIGAN RY. & NAVIGATION CO.

This railroad was incorporated in Michigan in 1904, and had a line of railroad from Alabaster, Mich., on Lake Huron, to Tawas City, some 9 miles. In later years the line extended only some 4 or 4½ miles to a connection west of Alabaster with the Detroit & Mackinac R.R. The E.&M. was a facility of the U. S. Gypsum Co. and also operated a line of steamers on the Great Lakes, operating at Alabaster from a dock far out in the lake.

Who has record of what the ships were?

This company also operated at Alabaster one of the largest and longest telpherage systems on the Great Lakes which hauled the gypsum ore raw material which the railroad hauled from the pits west of Alabaster, to the telpherage head at the shore line, and by the telpherage buckets to the boat or ship dock some half mile or mile out in the lake, where the loading was made into the lake boats. There was no harbor at the shore line. A visit there some ten years ago disclosed a very busy operation. No steam was around but there were a couple of small diesels with U.S.G.Co. name on them. The D.&M.

ERIE & MICHIGAN RY. & NAVIGATION CO. Cont.

at about that time had also turned to diesels. The D.&M. was their only outside rail connection.

This telpherage system is not mentioned in the book "Famous Cableways of the World" published in 1958, author Frederick D. Dean, but it certainly was one of the largest on the Great Lakes. The only other one we can call to mind is the conveyer type iron ore loading dock at Michipicoten Harbor on the northeast shore of Lake Superior, north of the Soo, Ontario, served by the Algoma Central & Hudson Bay Ry.

The only record we have of steam of the Erie & Michigan are:

- #8 2-6-0 ALCo.Pgh. 4/1909 c/no. 45992
- #9 " BLW 8/1886 " 8112 ex D&M 112, ex #14.

On the tender side, Erie & Michigan Ry. & Nav. Co. The no. on the cab panel. It could be others carried the U.S. Gypsum name and came from other plants of the Co. or could be as above, the higher numbering being in the regular series on acct. of locomotives at other operations and locations.

Which brings to mind, another "Navigation" railroad in Michigan.

MUSKEGAN RAILWAY & NAVIGATION Co.

The MR&NCo. was organized in Michigan in 1918 to operate the belt line at Muskegan and Muskegan Heights, including a water front terminal on Lake Michigan for carferry service to Milwaukee (of the Grand Trunk Western).

Altho it had been controlled by the G.T.W.-C.N. its facilities were also used in later years by the Pennsy. Reported to have had 2 locomotives (steam) one possibly as the second one, from the G.T.W. However its No. 1 was an 0-6-0 switcher by Baldwin, 1919, c/no. 52099, with M.R.&N.Co. on the cab panel and a beautiful design on the sides of the tender. Steam was disposed of some years ago and personal inquiry at G.T.W. mechanical headquarters at Battle Creek at the time, did not help in tracing down a no. 2. Mileage of the road, some 8 miles. There were undoubtedly operations by the G.T.W. also at its harbor facilities at the Milwaukee end. -- R. W. C.

* * * * *

Some U. S. Gypsom Co. locomotives
apparently for service in Canada.

<u>Eng. No.</u>	<u>Type</u>		<u>C/Nos.</u>
5	0-4-OT	ALCo. Montreal Wks	6/1926 66948
6-8	"	"	11/1926 67166-67168

Listed for information only. —R. W. C.

Chicago & South Side Elevated

<u>Road Nos.</u>	<u>Forney</u>	<u>Baldwin</u>	<u>C/Nos.</u>	
1-2	0-4-4	3/1892	12555-56	9&15x16-42 Vanclain Cpds
3	"	"	12558	"
4	"	"	12562	"
5	"	"	12559	"
6-10	"	"	12563-67	"
11	"	"	12571	"
12-13	"	"	12568-69	"
14-17	"	"	12572-75	"
18	"	4/1892	12579	"
19	"	"	12599	"
20	"	"	12606	"
21-22	"	10/1892	12982-83	"
23	"	"	12991	"
24	"	"	12984	"
25-26	"	"	12989-90	"
27-31	"	"	13001-05	"
32	"	"	13010	"
33-35	"	11/1892	13013-15	"
36-37	"	"	13026-27	"
38	"	"	13031	"
39	"	"	13042	"
40	"	"	13047	"
41	"	"	13043	"
42	"	"	13048	"
43	"	"	13062	"
44	"	"	13065	"
45	"	12/1892	13067	"
46	"	2/1893	13259	14 & 20 x 16-42 (2 cyl. cpd.)

No. 30

Lake Street Elevated - Chicago

		<u>Rhode Island</u>	<u>C/Nos.</u>	
1-5	Forney 0-4-4	7/24/1893	2934-38	13x18-44 (#5 to Camden Lbr Co)
6-10	"	" "	2939-43	13&21x18-44
11-14	"	9/7	2954-57	<u>Cpd.</u> " " (#12 to Farnsworth Lbr. Co.) Oronto W 3
15	"	" "	2958	" " (#15 to East Jordan Lbr. Co.)
16	"	" "	2959	" " (#16 Long Island RR Co.)
17-18	"	" "	2960-61	" "
19-25	"	11/14	2962-68	" "
26-30	"	12/17/1894	2997-3001	" "
31-32	"	10/15/1895	3002-3003	" "
33	"	"	3004	" " (#33 to Hand Lbr. Co.)
34	"	"	3005	" " (#34 to East Coast Lbr. Co.)
35	"	"	3006	" " (#35 to Long Island RR)

From S. R. Wood Records

Lake St. Elevated #9 went to the Delta Chemical Co., Wells, Michigan, and later showed up in Texas.

Also said Morristown & Erie #2 came from the Long Island RR and originally a Lake St. Elevated of 1894. However if as a 2-4-6 on the M & E could be was rebuilt somewhere along the line.

Big 4 2-8-0 to
Akron, Canton & Youngstown -
Northern Ohio.

As you know, the Northern Ohio was one time a part of the New York Central System, operated as a part of the Lake Erie & Western. However when the NYC & StL (Nickel Plate) took over the LE&W, the N.O. went to the AC&Y. At a later date (after the above) the Big 4 (in 1931) disposed of some consolidations to the N.O. as follows, the N.O. now a part and merged with the AC&Y, viz.:

GSH Nos. 6602, 6615, 6616, 6605, 6609,
6603, 6600, became
AC&Y Nos. 350-356

They were originally G-71 class of the Big 4, built by Brooks in 1903, originally numbered in the 700's, but upgraded by the B 4.

R.W.C. from the B 4.

* * * * *

Following Big 4 2-8-0 to
Toledo, Peoria & Western

NYCL Big 4 No.	Class	Builder	Date	C/No.	T	P	W	M.
		AL Co	Dunkirk					
6606	"	1903	28252		60		H-7	
6614	"	"	28261		61		"	
6610	"	"	28257		62		"	
6613	"	"	28260		63		"	
6731	"	1907	44081		70		H-8	
6773	"	"	44120		71		"	
6793	"	1910	47968		72		H-9	
6799	"	"	47704		73		"	

Compiled by
Wm. F. Toye, Feb. 1960.

The above has been published in previous issues of MWRrer.

* * * * *

New York Central H-10's to P&LE.

2148	H-10 A	to	PLE 213	Sept 1950
2216	H-10 A	to	PLE 214	Sept 1950
2279	H-10 A	to	PLE 215	Sept 1950
2329	H-10 B	renumbered to	2097	1950 to PLE
			212	Sept 1950
2335	H-10 B	to	PLE 216	Sept 1950

There were a few more 2300 H-10's renumbered to the 2070 and up series in 1950, but the series are all mixed up in both groups. Have never been able to get any good dope on them.

— Don Mather.

* * * * *

There also were Big 4 2-8-0's to the Peoria & Eastern, and to the Chicago & Illinois Midland.

We anticipate publishing a new P&E roster shortly, also of the Ten-Wheelers of the LS&MS, Ten Wheelers of the NYC & StL, NYC & HR 2-8-0's, some of which were compounds, etc., etc. NYC Lines Atlantics, etc.

STEAM IN MID-AMERICA

Insert on Occasion

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Roy W. Carlson

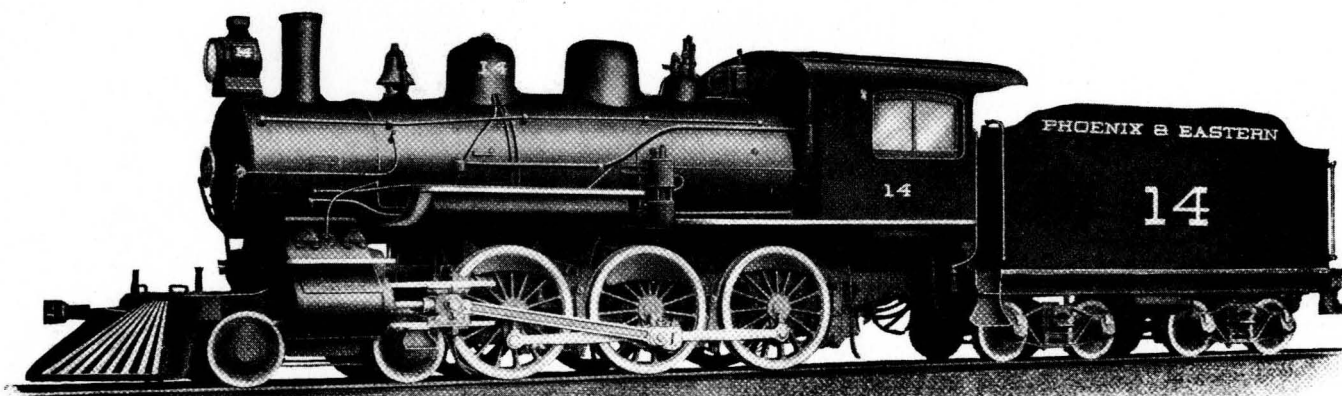
MIDWEST RAILROADER

AND LOCOMOTIVE JOURNAL
and Fort Wayne Area Rail News

September-October, 1961

Fort Wayne, Indiana

No. 31



PHOENIX & EASTERN #14 4-6-0 by Brooks.

This locomotive appeared as an illustration in American Locomotive Company
Catalog No. 11004. Light ten wheel type.

MIDWEST RAILROADER 31

PHOENIX & EASTERN

Do Not Confuse with Prescott & Eastern or Peoria & Eastern

Could this be one of the 3 Ten Wheelers by Brooks in 1903 shown as built for the Arizona & California as nos. 14-16, c/nos. 27602-04? Phoenix & Eastern No. 14 listed as having 19x26 cylinders, 63-inch drivers, BP 190, Wt. of Eng. 142,000, Wt. on Dr. 110,500. Tender was shown as having a water space for 5,000 gals. and an oil space for 2500 gals. It appears to be that early 1900's era.

A history of the road shows the P&E was purchased from the AT&SF in March, 1907, by the Southern Pacific. (The Phoenix & Eastern was organized by the Santa Fe Aug. 31, 1901.) Hence the history of the road is a part of the history of the Santa Fe and of the Southern Pacific. When owned by the Santa Fe it was a part of the Santa Fe, Prescott & Phoenix Ry. For a detailed history of the roads involved, see "Santa Fe, the Railroad that Built an Empire" by James Marshall (1945). A very good story. Also there is "Steel Trails to Santa Fe", L. L. Waters (1950). Also not so much detail about the above, "Southern Pacific" by Wilson and Taylor (1952). See also Railway & Locomotive Historical Society Bulletins on the "Locomotives of the AT&SF" and on the "Locomotives of the Southern Pacific". Also Poor's Manual of Railroads, various years.

As at 1908-1909 the Santa Fe, Prescott & Phoenix was reported to have had 15 locomotives, the Prescott & Eastern 2 locomotives, but none are shown at that date for the Phoenix & Eastern although it had 101 miles of track. Could be any such had been absorbed into the motive power of the Santa Fe. After it became the property of the S.P. the Phoenix & Eastern did receive some locomotives from the S.P.

Algonac Transit Co.

Who has the dope on the steam locomotive used on the A.T. Co. which ceased operation in 1957? It operated over their 8-mile line between Algonac, Michigan, and Marine City, where it connected with the railroads.

— R.W.C.

"Logging Railroads of the West"

Kramer Adams' book published by Superior Publishing Co. (Seattle, 1961) contains we believe, the most complete list of Logging Railroads of the west as an appendix in the above book. The Appendix and Index comprise some 16 pages.

— R.W.C.

Some C&O Roster Changes and Corrections. MWRrer. No. 28.

— W. D. Edson

Page 9 C&O 2750-2759 2-8-4, 1947
Lima Nos. S/B 9257-9266
C&O 4001 2-10-2 S/B Ex Wabash 2513

M.C. - NYC Roster, p. 5 MWRrer #29

8311-8314 were K3I (not K3L).

8550-8553 " U2c (not U2o).

Chicago Elevated Locomotives Carried Names.Rosters in MWR No. 30.

MWR #30 p 13 Locomotives named after important stockholders. Lake Street
Elevated locos were also named as follows:

- 1- Elizabeth W to N.O. & W.
 - 2- Harriet E
 - 3- Maretta T
 - 4- Louisa C
 - 5- Lizzie A to Camden Lbr Co., Camden, Ark., or Texas
 - 6- John A
 - 7- Gilbert B
 - 8- John H
 - 9- Charles H to Delta Chemical Co, Wells, Mich.
 - 10- Clarence A to Ozone Lbr Co #8, Hampton, La., 1947, to McGraw Steel Co., Rusk, Texas.
 - 11- Hiram P
 - 12- Daniel W to Farnsworth Lbr Co., Oconto, Wis.
 - 13- Harry L
 - 14- William Z
 - 15- Paul B to East Jordan Lbr Co., East Jordan, Mich.
 - 16- Willard R
 - 17- Frank L
 - 18- William P
 - 19- Carter H
 - 20- Frank H
 - 21- James C
 - 22- Edwin W
 - 23- Thomas P
 - 24- Cassius Med
 - 25-
- 25-35 not named
 10 from McGraw Steel to Vanencia Iron & Coke Co., Monclova, Mex., finally to Museum of Transport in St. Louis.

Dispositions of some of the So. Side engs: p. 12

- 39 to E. G. Swartz Co., Ltd. Swartz, La. #39
 - 23 to Ruston Hardware & Supply Co., Ruston, La. Their #23
 - 45 to Columbia Lbr Co., Oakhurst, Texas, their #45
- Louisiana Central RR, Barham, La. got #3 and #13, same Nos. on their property.
 16 to Lodwick Lbr Co., (East Texas & Gulf Ry.), Lodwick, Texas.

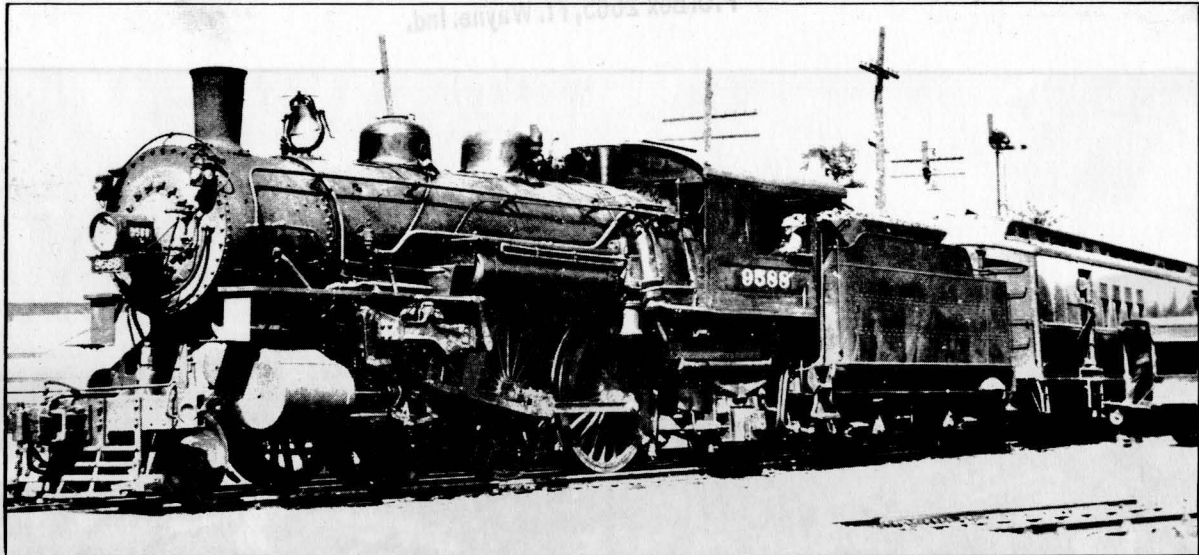
The Milwaukee Electric Railway & Light Co. got about five of the So. Side engines and used them at their Lakeside Power Plant.

Compiled by J. J. Buckley,
 March 1962

South Side Elevated #24 apparently went to some Wisconsin logging road.

— R. W. C.

We have a picture of the "Chas. H." in Texas from A. F. Von Blon.



TOLEDO & OHIO CENTRAL #9588, ex-LS&MS.

One of nine Prairie type engines turned over to the T&OC by the LS&MS when the Pacific type became more common. From a photo in the Editor's collection purchased some years ago from I. W. Saunders. At Kenton, Ohio, 1927. We want to publish a roster of LS&MS 2-6-2 type in a very near future issue. All rights reserved. Note Baker valve gear.



LAKE SHORE & MICHIGAN SOUTHERN #4660.

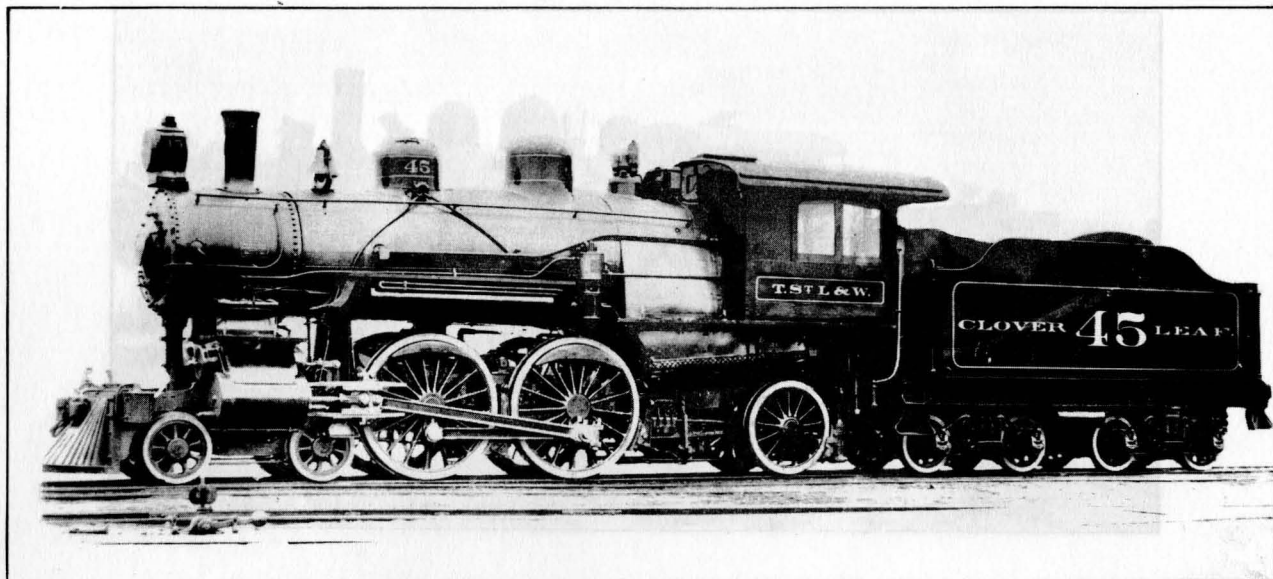
This was the first Prairie type on the LS&MS to be equipped with the Walschaerts valve gear, which was applied at Collinwood after the 2-6-2 had seen service. Because of the construction of the gear the 4660 was nick-named "The Grasshopper". Photo from the Editor's collection, by C. B. Medin, taken at the LS&MS roundhouse, 63rd St. and Michigan Ave., Chicago, March 1907. All rights reserved.

MIDWESTERN RAILROADER
P.O. Box 2665, Ft. Wayne, Ind.



C. P. R. "THE DOMINION" IN 1915.

Bridge over the Nipigon River, between Port Arthur and Schreiber, Ontario, with engine 2628 a Pacific, class G-2e, built by the C.P.R. in 1911 as no. 1228. 9 cars in train. The railway line under the bridge along the river is the Canadian Northern main line (now C.N.R.) between Longlac and Port Arthur. Photo courtesy C.P.R., R.W.C. collection.

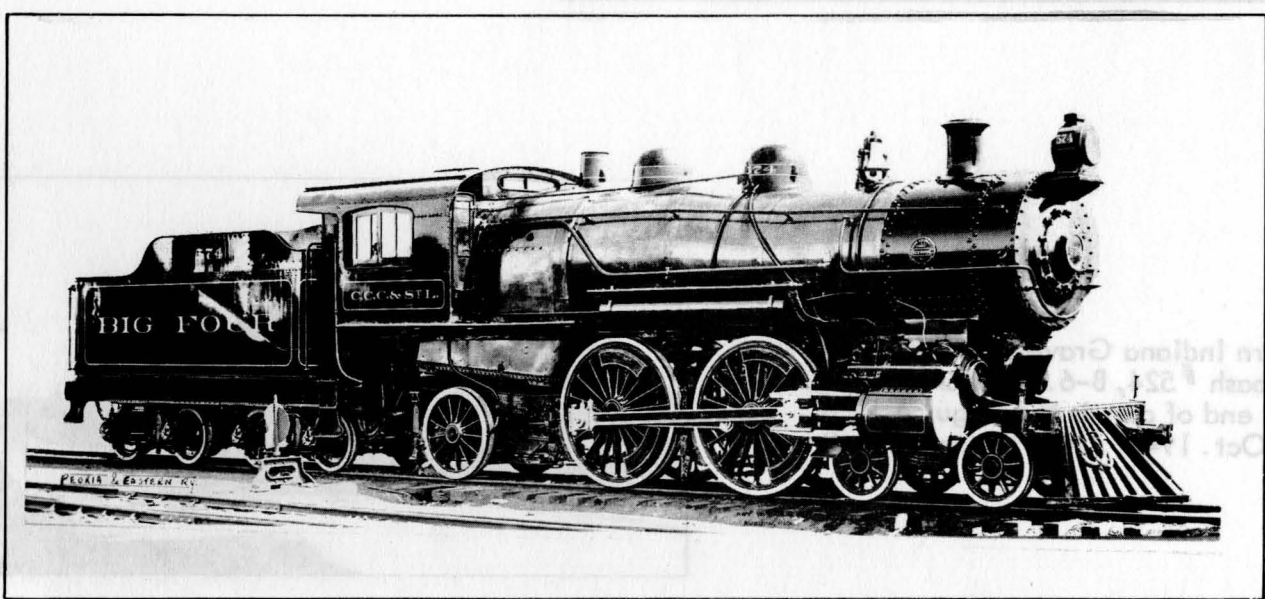


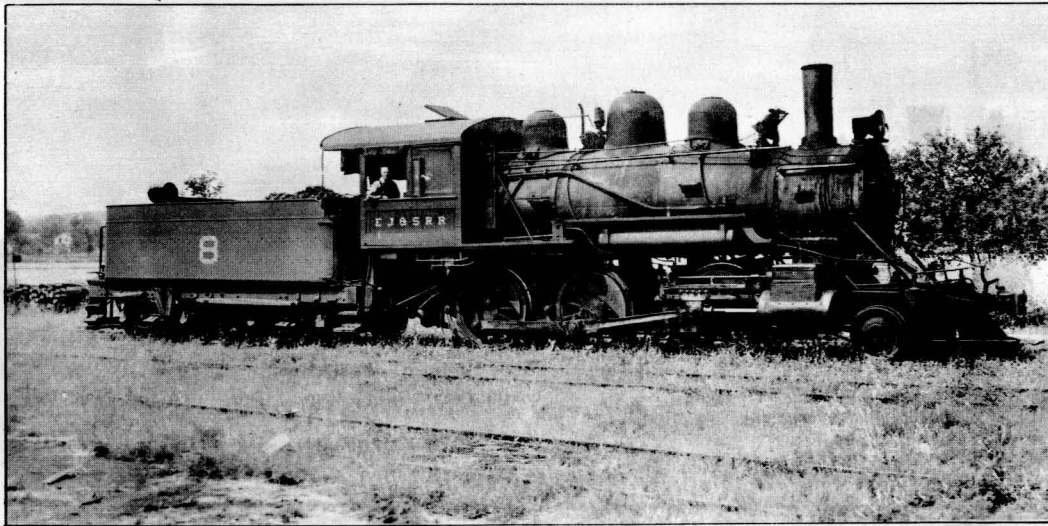
T. ST. L. & W. and P. & E. ATLANTICS.

We believe you will agree that these two locomotives were among the finest appearing Atlantics of their day.

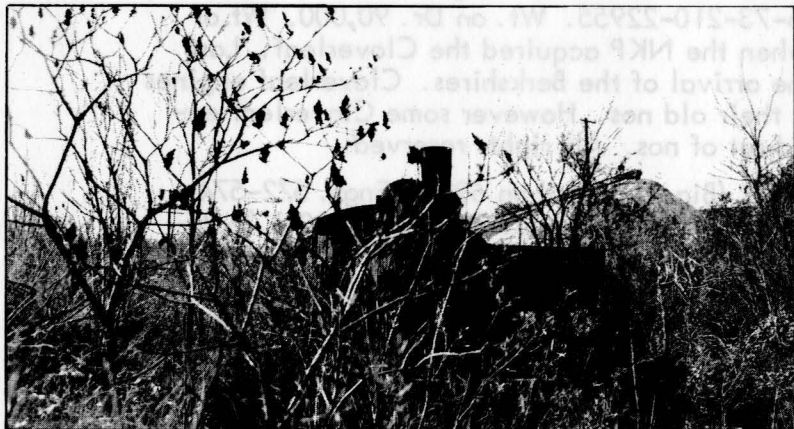
Toledo, St. Louis & Western # 45, became NYC&StL 745. Engines 44 and 45, Brooks March 1904, c/nos. 29270-71. 19x26-73-210-22955. Wt. on Dr. 90,000. Wt. of Eng. 152,000. Became 744 and 745 when the NKP acquired the Cloverleaf. Last seen at Frankfort. Scrapped before the arrival of the Berkshires. Cloverleaf engines received NKP Nos. by adding 700 to their old nos. However some Cloverleaf engines survived to again receive a third set of nos. All rights reserved.

Peoria & Eastern # 574, became CCC&StL (Big 4) 362, then 6929. Eng. 572-574, reno. 360-362, reno. 6927-6929. Brooks Aug. 1903, c/nos. 27963-65. 20-1/2x26-79-200-23500. Wt. on Dr. 100,000. Wt. of Eng. 184,000. See P&E roster published some issues ago in MWR and a new roster with the last steam soon to appear in this journal. Both photos from builder's photos in Editor's collection. All rights reserved.





East Jordan & Southern #8 as it appeared
on the road. 2-6-0 by Cooke June 1920,
c/no. 62018.



Here is the #8 as A.I.Co. #8. "Atlantic
Improvement Co." It was driven into the
side of a gravel bank and heavy thicket,
at a gravel pit north of Wolcottville, Ind.,
photo by the Editor Oct. 1949. It still
carried the Cooke plate. A.I.Co. we be-
lieve was a GR&I or PRR subsidiary.

Northern Indiana Gravel Co. #524, 0-6-0,
ex-Wabash #524, B-6. In rear distance
beyond end of cars is the mogul A.I.Co.
#8. Oct. 1949. All rights reserved.



TOLEDO, PEORIA & WESTERN R.R.

Indiana state line to Warsaw, Ill., across the state of Illinois, some 227 miles, one time with a branch LaHarpe to Burlington, Iowa some 20 miles. Enters Illinois just east of Effner. Originally chartered as the Toledo, Peoria & Warsaw, in Feb., 1863, main line opened in 1868, branch opened in 1873. The road was sold under foreclosure in Jan., 1880, and reorganized as the Toledo, Peoria & Western. In May 1880, leased to the Wabash, St. Louis & Pacific for 49½ years, which lease didn't last on account of financial troubles of the Wabash as then and later constituted. For in 1893 the Pennsylvania R.R. acquired control which it sold in part to the Burlington, later after some years operation by the Pennsy., sold to a new Toledo, Peoria & Western, 1927.

This undoubtedly accounts for the non-appearance of T.P. & Warsaw locomotives in this roster. McShane's volume "The Locomotive Up-to-Date" published in 1902 carries an illustration of TP&W #6 and an article on the Warren Draft Equalizer. It appears the #6 had 2 smoke stacks parallel (not in line but alongside each other) and "the device had been in use since 1895 on 20 locomotives" of the road. Mr. Warren was the M.M. or S.M.P. of the road.

ROSTER

Toledo, Peoria & Western

C/No.					No.
5031	Rogers	1895	2-8-0	= 2-8-0	1
5032	"	"	"		2
5033	"	"	"		3
5034	"	"	"		4
5103	"	"	"		5
5104	"	"	"		6
5276	"	"	"		7
5277	"	"	"		8
5278	"	"	"		9
5279	"	"	"		10
35160	Baid*	1910	"		11
35161	"	"	"		12
37625	"	1912	"		13
37626	"	"	"		14
41107	"	1914	"		15
41108	"	"	"		16
A-30436	Brooks	1905	2-6-2	must be New Boiler	30
A-30423	"	"	2-6-2	" " " "	31
B-27389	Baid	1906	2-6-2	" " " "	32
B-27487	"	1906	2-6-2	" " " "	33
67331	Rich*	1927	2-8-2		40
67332	Rich	1927	2-8-2		41
67333	Rich	1927	2-8-2		42
67334	Rich	1927	2-8-2		43
23587	BLW	1904	4-6-0		50
23598	"	"	"		51
23613	"	"	"		52
23622	"	"	"		53
23636	"	"	"		54
26637	"	1905	4-6-0		55
26650	"	"	"		56
26651	"	"	"		57
26652	"	"	"		58
26688	"	"	"		59
28253	Brooks	1903	2-8-0	Ex Big 4 6606 Orig. 764	60
28261	"	"	"	" " 6614 " 772	61
28257	"	"	"	" " 6610 " 768	62

Toledo, Peoria & Western Roster Continued

C/No.							No.
28260	Brooks	"	"	Ex Big 4	6613	Orig. 771	63
44081	"	1907	"	" "	6731		70
44123	"	"	"	" "	6773		71
47698	"	1910	"	" "	6793		72
47704	"	"	"	" "	6799		73
68781	Schen.	1937	4-8-4*	(1937)			80
68782	"	"	"	"			81
68783	"	"	"	"			82
68784	"	"	"	"			83
68785	"	"	"	"			84
68786	"	"	"	"			85

* Builders Names: Rogers
 Baldwin
 Brooks
 Richmond
 Schenectady
 Engs 80 - 85 were 4-8-4

TP&W Prairie type from CB&Q

CB&Q #	Date	Builder	C/No.	TP&W
#1967	2-6-2	Brooks	30423	30 31
		Feb 1905		
"	1980	"	30436	31 30
"	2029	BLW	27389	32
		1906		
"	2037	"	27457	33

Purchased from CB&Q Oct. 1926.

Scrapped by TP&W about 1930.

Prin. orig. dimensions:

22x28 - 69 - 210 - 35050
 Wts. 154000, 212500

CCC & StL 2-8-0's to Chicago & Illinois Midland

ORIGINAL NOS.	Big 4 Nos.	ALCo. Brooks	C/No.	to C&IM	Class
B/4 748	6575	9/1902	25496	530	F-1
P&E 591	6584	1/1902	25170	531	F-2
P&E 594	6587	"	25173	532	"
P&E 595	6588	"	25174	533	"
P&E 599	6592	"	25178	534	"
P&E 587	6595	12/1903	27968	535	F-3
P&E 588	6596	"	27969	536	"

Midwest Railroader
 Published at Ft. Wayne,
 Ind., P.O. Box 2665
 6 Issues \$2.00
 Roy W. Carlson, Editor
 and Publisher

All acquired 4/1926 by C&IM
 Courtesy W. D. Edson
 March 1962

CCC & StL Converted O-8-0 Switchers

"REBUILT" FROM 2-8-0 Class

G-63	6527	Rich. #2684	3/1898
"	G-64	6528	" 2744 9/1898
"	G-64a	6529	" 2745 "
"	G-65	6530	" ? 6/1899
"	G-66	6531-6540	R.I. 3152-'61 12/1899-1/1900
"	G-67	6541-6555	Brks. 3716-'32 1/1901
"	G-68	6556-6565	Schen. 5964-'73 10-12/1901
"	G-69	6566-6567	Schen. 5974-'75 12/1901
"	G-70	6568-6582	Brks. 25489-'503 8-9/1902

<u>2-8-0 Retirement Date</u>		<u>O-8-0 Completion Date</u>		
1.	6546	7-29-16	U-60	7450 1-17
	6555	8-4-16	"	7451 2-17
	6561	8-14-16	"	7452 "
	6543	9- 16	"	7453 3-17
	6578	10- 16	"	7454 "
	6557	10- 16	"	7455 "
	6552	12-8-16	"	7456 4-17
	6544	12-16-16	"	7457 5-17
	6570	1-20-17	"	7458 "
10.	6550	3-22-17	"	7459 7-17
	6565	4-10-17	"	7460 9-17
	6564	6-16-17	"	7461 10-17
	6563	7-7-17	"	7462 11-17
	6542	8-29-17	"	7463 "
15.	6545	8-30-17	"	7464 12-17
	6556	9-22-17	"	7465 "
	6547	10-6-17	"	7466 "
	6581	10-17-17	"	7467 "
	6562	11- 9-17	"	7468 2-18
20.	6560	11-22-17	"	7469 "
1.	6527	3- 1-19	U-61	7470 3-19
	6528	3-10-19	"	7471 "
	6567	3-15-19	"	7472 10-19
	6548	3-15-19	"	7473 2-20
	6559	11-25-19	"	7474 5-20
	6540	12-31-19	"	7475 9-20
	6566	12-31-19	"	7476 11-20
	6529	12-31-19	"	7477 11-21
	6541	9-29-20	"	7478 12-21
10.	6532	10- 5-20	"	7479 "
	6534	10- 9-20	"	7480 "
	6537	10- 9-20	"	7481 "
	6569	10-12-20	"	7482 1-22
	6551	1-29-21	"	7483 "
15.	6530	11-30-21	"	7484 2-22

W. D. Edson
Jan. 1962

The 2-8-0's are not necessarily in proper order 2-8-0's to O-8-0's. Running gear and boilers could be intermingled, and probably are.

Most of us have had in mind that these Big 4 Switchers were built at Beech Grove Shops. This records an entirely different story.

— R. W. C.

ADDITIONAL ITEMS ON THE PENNSY. AND PRR MOTIVE POWER.
(Continued from No. 30.)

The Pennsylvania T-1 - Franklin Ry. Supply Co. 1943.
Trains Magazine, Nov. 1959. The T-1 Story.
Previous issues of Trains per yearly index.
We omitted to mention in MWR No. 30 that a Reprint of the Baldwin Magazine of 1935 on Prr Motive Power has also been reprinted by Owen Davies, Bookseller, of Chicago, as of 1959.
Test Bulletin No. 22 (1915) covering "Comparison of Passenger Locomotives."
Pennsylvania News, issued in the various regions some years ago.
We note 1922 issues carried Historical Material for the North-western Region, by John W. Barriger III.
Many, many items available in your public library, too numerous to mention ---R.W.C.

* * * * *

AC&Y and TP&W

Ex Big 4 2-8-0's 756-775

	<u>Class G-71</u>	<u>Reno.</u>
756	Brooks 12/1903 28245	6598
757		46 99
758		47 6600 to AC&Y 356
759		48 01
760		49 02 to AC&Y 350
761	28250	6603 to " 355
762	51	04
763	52	6605 to AC&Y 353
764	53	6606 to TP&W 60
765	54	07
766	28255	08
767	56	09 to AC&Y 354
768	57	6610 to TP&W 62
769	58	6611
770	59	6612
771	28260	13 to TP&W 63
772	61	14 to TP&W 61
773	62	6615 to AC&Y 351
774	63	6616 to " 352
775	28264	6617

* * * * *

Indian Hills & Iron Range RR

(Slag transportation in Steel Mills area.)

You probably remember seeing some Switch Engines (steam) with this railroads' name in script, in the rail yards between Hamond and Gary, Ind. Most of their Steam were:

#5294	0-6-0	Ex TRR StL	#144
5295	"	"	148
5296	"	"	147
7296	0-8-0	Ex B&OCT	794
6110	"	Ex CRI&P	305

There may have been others. Have a picture of their caboose of some years ago, No. 117118, furnished by Roy Mills.

— R. W. C.

MIDWEST RAILROADER

And

LOCOMOTIVE ROSTER JOURNAL

A Continuing Steam Locomotive Record

Steam in Mid-America

Nov. & Dec. 1961

Copyright 1962

Fort Wayne, Indiana

Roy W. Carlson

No. 32

(We had hoped to print here an illustration of Boyne City, Gaylord & Alpena R.R. No. 10, side view of a mogul by ALCo. for this Michigan railroad, but continuing delay in obtaining a proper job done, has forced us to finish out this issue thusly inasmuch as all the remainder of this issue has been completed. We hope to set aside an issue very soon with the illustration of No. 10, plus on page 2, illustrations of St. Louis, Rocky Mountain & Pacific No. 103 and train, and of Chicago & Illinois Western mogul No. 201. Perhaps we can publish these in a very soon issue, and endeavor to make up for the delay which is something beyond our control. Looks like printers and such have work beyond their capacity.)

We hope to make up for it with informative material that will be of interest and value.

EAST JORDAN & SOUTHERN

The illustrations which appeared in MWR No. 31 of ex-EJ&S #8 at Wolcottville, Ind., this gravel pit was actually divided into two parts by a very crude wire-rope-wood barricade fence. It will be noted that #8 was on a north track, a lead in from the GR&I from the west, the pit in use for many years for the benefit of the GR&I. The Continental Improvement Co. were the builders of the GR&I.

The ex-Wabash #524 was on another track, on the south side of the barricade, the lead in from the east and south, this track lead running to the Wabash east and west main line south of this big pit. This side had been the least operated.

On a visit to the property some few years later, we found a Pennsy. H-10s on the north track, about ready for the scrap line, and understand it was gone not many months later. No other "retired" locomotives at all.

With the advent of the diesel, we have an idea that switching was done from the 2 main lines as needed, obviating the necessity of maintaining locomotives, and any other would be served by trucks, particularly when the Indiana Toll Road was being built not too many miles to the north. Also at that time, the dividing fence had been strengthened and it was only possible to "visit" one or the other by circuitous routes and with many threatening no trespassing signs posted. The greatest activity was in the north pits which had been completely rebuilt as to conveyors, bins, etc., and very much enlarged, apparently on north as that was the only way it could go. The south side seemed not to have been engaged in too much activity.

THE PRAIRIE OR 2-6-2 TYPE LOCOMOTIVE.

The Prairie type was expected one time to become the long time intermediate (or ultimate) type following the Atlantic, after this type had suddenly become ineffective in coping with heavier and faster passenger trains. In some cases it could have become a proper locomotive for limited use in freight service. It was espoused as "the type for heavy passenger service or fast freight service (this latter it did not quite make), where great starting power and large boiler capacity for sustained high speeds are the essential requirements."

It was a great engine in passenger service but the sudden change made in that leading truck strengthened the stand of the Pacific type and it wasn't long until the big Prairie type became the Pacific, not only those that were rebuilt to Pacifics, but also in the acquirement of this new type by most of the railroads and the 2-6-2 passed out of the picture for heavy passenger service.

The Prairie type was said to be the logical development of the Mogul or 2-6-0 type (we quote from some records of the Era), but only in design, certainly not in practical use in its expanded development. The Mogul was much more limited in its use and value. And as for any outgrowth from the Columbia or 2-4-2 type of an earlier period, it just wasn't.

Here we list perhaps the most extensive users of the type and some railroads really had them by more than a score.

The CB&Q had some 429 using 64 and 69 inch drivers. Some rebuilt to other types but not as Pacifics.

The CM&StP had 196, all 63 inch drivers. Except one of these which came with the Pacific & Eastern. Limited use in branch line passenger service, in the west especially.

The CGW had some 95, 3 with 73-inch drivers, 20 with 68, balance with 63. At least 23 were rebuilt to Pacifics and another 3 became the rear portion of 3 2-6-6-2 Mallets. Later these 3 were taken apart and the Prairies returned to use as Pacifics.

The AT&SF had some 233, all built as balanced, Vauclain or tandem compounds.

The N.P. had some 168, all 63-inch drivers. We may stand to be corrected as to the total of this type on the NP.

The G.N. some 150, with 15 I believe converted to 4-6-2 type (More to follow).

The LS&MS had 81 Prairie, with 79 and 80 inch drivers, of which 35 were rebuilt to Pacifics.

The Soo Line had 10 with 63-inch drivers. Sometimes used in passenger service. They were the only cross-compounds of this type in the U.S., later changed to simple type. (More to follow.)

The Wabash had some 90 Prairie type, 70 and 64 inch drivers. 23 of these engines were rebuilt to Pacifics.

El Paso & Northeastern (EP-RI Route) had 6 with 70 inch drivers. (More on these).

The Pennsy. had 2 for passenger service, 1 for the western lines (PFW&CRW) and 1 for the PRR.

There was 1 for the I.C., converted to a Pacific.

And of course several other roads had them and certainly they were numerous on the many short lines and logging roads of the era, many of these latter lasting even into the diesel era.

The above accounts for some 1461 Prairie type, against a reported 1400 built for domestic service.

More to follow on the C.G.W. and the Soo Line particularly, as well as G.N. and N.P.

The roster of the Prairie type on the Lake Shore & Michigan Southern appears in No. 33.

A SHORT HISTORY AND LOCOMOTIVE ROSTER OF THE
BOYNE CITY, GAYLORD & ALPENA R.R. AND THE BOYNE CITY R. R.

The B.C.G. & A.R.R. was inc. March 1905 as successor to the Boyne City & Southeastern. Some of the earlier locomotives of this railroad were marked W.H. White Co. and also known as The White Line. The White Co. was a lumber and logging company operating in the northern part of the lower peninsula of Michigan, headquartered at Boyne City, Mich. The road one time crossed the Michigan peninsula to Alpena and was originally a facility of the White lumber interests, with many forest lines. It has shrunk from something over 150 miles to a 7 mile road as the Boyne City R.R.

Here is the B.C. & S.E., B.C.G. & A., B.C. Railroad roster as I have compiled it. Hope it can be added to.

1st #1	0-4-4 T				Old Elevated engine.
2nd #1	2T	Lima Shop	1894	#463	pur. new
3rd #1	0-4-2 T	Rogers	1910	#47316	" "
1st #2	2-6-0				in use on B.C. & S.E.
2nd #2	2-6-0	Said to be ex DL&W			" " " B.C.G.&A. when ex
Colorado Midland engines were on property					
#3	2T	Lima Shop	1898	#549	pur. new Sold to Michigan
Forest Products Co.					
#4	0-4-2	Brooks	1883	#967	pur. 1902 from the Columbus & Cincinnati Midland (their #1) Orig. an 0-4-2T
1st #5	4-4-0	Baldwin	1874		
2nd #5	2-8-0	Bald.	1896	#15130	pur. from C.M. 49
1st #6	2-6-0	Bald.	1903	#21607	" new
2nd #6	2-8-0	Bald.	1896	#15132	" from C.M. 51
1st #7	2-6-0	Bald.	1903	#23191	" new
2nd #7	2-8-0	Bald.	1896	#15133	" from C.M. 52
#8	2-6-0	Bald.	1904	#24850	" new
1st #9	2T	Lima Shop	1905	#1532	" new, sold to A.M. Persinger
2nd #9	2-6-0	Said to be Ex-DL&W			(was on BCG&A rosters).
1st #10	2-6-0	Bald.	1907	#30005	pur. new To Midland Valley as their #60
2nd #10	2-6-0	Bald.	1909	#33529	pur. new Sold for scrap 1950
1st #11	2-6-0	Bald.	1910	#34941	pur. new
2nd #11	2-8-0	Bald.	1917	#45352	pur. used in 1947 from the West Virginia Northern (#11) Sold for scrap 1951
#12	2-6-0	Bald.	1912	#38407	pur. new
#14	0-6-0	Rogers	1913	#53877	To La Clede Gas Light Co. (I have a builders photo of this engine lettered and numbered BCG&A #14) LaClede Co. was in St. Louis.
#18	2-8-0	Cooke	1920	#62624	pur. about 1947 from Newberry Iron Co., Newberry, Mich. Stored serviceable(see note)
#70	B-B	General Electric	1950	#30472	44 ton 400 H.P. pur new. In use.

Above Compiled in 1961.

The roster above thru the courtesy of George H. Gregory. Notes below added upon publication, also from a check list by Prof. S. R. Wood.

NOTES

Was there a No. 13 as has been reported, i.e., second No. 1 renumbered?

Photos and/or records show:

Lima #463 was first No. 5 for the Boyne & Southeastern and renumbered 1.

Lima #549 as Boyne City & Southeastern #3. 10x12-29½ (10x10-28

Baldwin 21607 as " " #6. 16x24-48

NOTES (continued)

Baldwin 24850 as Boyne City & Southeastern #8.	17x24-54
" 34941 as Boyne City, Gaylord & Alpena #11.	19x24-48
" 33529 " " " " " #10.	18x24-48

These given for the record.

A builder's photo of a 2-6-2 saddle tank by ALCo. Cooke Wks. Oct. 1922, c/no. 63534, 12x18-32, not shown in above roster, and built for Boyne City Lumber Co., road no. 1.

No. 18 the 2-8-0 lettered Boyne City R.R., came thru Ft. Wayne in April, 1962, via the GR&I and Pennsy., enroute to the Arcae & Attica R.R. in New York state. This would leave only the #70 remaining on the B.C.R.R.

Here is the enigma. There apparently were 3 different no. 10's, all moguls. The one here illustrated was no doubt a Schenectady, but who can positively identify it. 19x24-50-180-26500. 109,000-125,000. Tender listed at 105,000. Tender capy. 5,000 gals. 10 tons. Wheel Base: 14'10", 22'4", 48'7".

In 1923 it was reported the road had 10 locomotives.

NO ATLANTICS ON THE B.C.G. & A. or the D. & M.

In 1905 it was reported in contemporary railroad journals that the Detroit & Mackinac had ordered 2 Atlantic type locomotives from the American Locomotive Co. They were to have 19½ x 26 cylinders and to weigh some 203,000 lbs., for the locomotive (estimated of course).

Not to be outdone, the Boyne City, Gaylord & Alpena, a cross-Michigan busy railroad of that day, in 1906 (it was reported) had ordered an Atlantic type locomotive from the Baldwin Locomotive Works, to have 18x22 cylinders (inches of course you sharks) and estimated to weigh some 130,000 lbs. (presumably on drivers).

Needless to say, neither road got Atlantics although they were the proper locomotives for fast passenger service, which both railroads had plenty of in that day. We wrote to Mr. Chas. Pinkerton, Sr., then president of the D.&M. road some years ago, regarding this type on their railroad and we were told with a very nice letter that a ten-wheeler was obtained instead. We never did get an answer to our inquiry to the B.C.G.&A. -R.W.C.

 SOME NOTES ON THE B.C.G.&A. BY Mr. Gregory.

The railroad leased various Grand Rapids & Indiana and Michigan Central engines at times.

Eng. 2nd #7 (ex-CM 52) was leased for a time to the Antrim Iron Co. R.R. at Antrim (Mancelona), Mich. The Antrim Iron Co. had two ex-C.M. 2-8-0's of its own. Nos. 4 and 5 on the A.I.Co. One may have been C.M. #68.

(Note by Editor: Could it be A.I.Co.#8 the ex.E.J.&S.#8 pictured in MWR#31 was an ex-Antrim Iron Co. eng. sold to this Gravel Co. at Wolcottville, Ind., and used very limited and then scrapped?).

(Antrim Iron Co. #1 was a Shay type of which we have a photo taken in 1903.

However so far have not located the record of it in the Lima record.-Ed.)

MIDWEST RAILROADER

Published at Ft. Wayne, Indiana

Since 1957. 6 issues \$2.00

Roy W. Carlson Editor and

Publisher, PO Box 2665.

MIDWEST RAILROADER #32

Peoria & Eastern

A New Complete Roster. We understand there will always be a P&E, which has been a separate entity of the NYC for some years. Wonder what will happen after proposed mergers take place. The same about the B&A, P&LE, and the C.S. Time will tell. This is a revised roster and added many of the later power than that published sometime ago in No. 26. A fine record of steam. More to follow. —R.W.C.

Peoria & Eastern Locomotives (Since 1905)

1905*	1937	Class	Type	Acquired	Retired	Builder & Date	Former Numbering
440	—	B-10	0-6-0	8/1926	6/1934	Alco-S 29604 4/1904	as GCS 23 9/08 to 596 8/12 to 440
446	—	B-10b	"	"	4/1934	Alco-S 37954 10/1905	as NYC110 4/19 to 446
2506	40	L-1a	4-8-2	5/1931	1/1951	Alco-S 56032 11/1916	as NYC 2506
2519	41	"	"	"	10/1949	" 56045 "	" 2519
2550	42	L-1b	"	12/1932	7/1950	" 56930 1/1918	" 2550
2570	43	"	"	8/1936	1/1951	" 56950 "	" 2570
2614	44	L-1c	"	5/1936	"	Lima 5528 4/1918	" 2614
2632	45	"	"	12/1932	"	" 5546 "	" 2632
2666	46	L-1d	"	3/1936	"	" 5611 8/1918	" 2666
2670	47	"	"	5/1936	"	" 5615 9/1918	" 2670
2680	48	"	"	5/1932	8/1946	" 5625 11/1918	" 2680
—	39	L-1b	"	6/1940	1/1951	Alco-S 56940 1/1918	" 2560
—	49	L-1c	"	"	"	Lima 5510 2/1918	" 2596
—	50	"	"	2/1941	"	" 5529 4/1918	" 2615
—	51	L-1d	"	"	"	" 5616 9/1918	" 2671
—	52	L-1c	"	12/1941	"	" 5547 4/1918	" 2633
3081	17	K-11b*4-6-2	"	10/1927	1/1951	Alco-S 50673 12/1911	as NYC 3081
3084	18	" * "	"	"	"	" 50676 "	" 3084
3108	19	" * "	"	"	12/1950	" 50690 1/1912	" 3108
(* Rebuilt 1929-1930 at Urbana shop to class K-14b)							
3600	20	H-5e	2-8-2	10/1927	1/1951	Rebuilt Alco-B 11/1912	as NYC 3600
3607	21	"	"	"	12/1950	" " 10/1912	" 3607
3781	22	H-5f	"	"	1/1951	" " 8/1913	" 2606 to 3781
3829	23	H-5k	"	"	7/1950	" " 1/1914	" 3829
3930	24	H-5p	"	"	1/1951	" " 5/1916	" 3930
6001	25	H-5L	"	6/1924	"	" " 12/1913	B/4 7021 2/14 to 6001
6010	—	"	"	"	6/1936	" Lima 5/1914	" 6010
6011	26	"	"	"	1/1941	" " 6/1914	" 6011
6020	27	"	"	"	1/1951	" Alco-B 12/1913	" 6960 2/14 to 6020
6022	28	"	"	"	"	" " "	" 6962 " to 6022
6023	29	"	"	"	"	" " "	" 6963 " to 6023
6024	30	"	"	"	"	" " "	" 6964 " to 6024
6025	31	"	"	"	"	" " "	" 6965 " to 6025
6127	32	H-5LA	"	7/1925	6/1940	" " 11/1913	NYC 4127 7/19 to 6127
6128	33	"	"	"	1/1951	" " 10/1913	" 4128 " to 6128
6144	34	"	"	12/1925	?	" " 12/1913	" 4144 " to 6144
6714	35	H-5o	"	"	1/1951	" " 2/1915	B/4 6714
6716	36	H-5L	"	"	6/1950	" " 12/1913	" 6716
21	37	H-5o	"	8/1925	1/1951	" " 7/1914	" 6721

NOTE = All H-5 above rebuilt from class G-5 2-8-0.
For details, see MWR #19 and 20.

(Continued - next page)

P&E Locomotive Since 1905 (cont.)

1905 Series	1937 Series	Class	Type	Acquired	Retired	Builder & Date	Former Numbering
6134 '19 to 6309	—	F-62	4-6-0	4/1907	3/1923	Brooks 1689 6/1890 as B/4	179 '05 to 6134 rebld. 4/09
6135 " to 6310	—	"	"	"	4/1923	" 1693 " "	183 '05 to 6135 " 2/11
6136 " to 6311	—	"	"	"	3/1923	" 1694 " "	184 '05 to 6136 " 1/12
6159 '20 to 6316	—	F-65	"	"	"	" 2405 11/1893	" 205 to 176 to 6159 9/11
6160 " to 6317	—	"	"	"	"	" 2406 " "	206 to 177 to 6160 " 6/13
6161	—	F-66	"	(NEW)	7/1914	" 2387 10/1893 as P&E	500 to 6161
6162	—	"	"	"	2/1916	" 88 " "	501 to 6162
6163	—	"	"	"	7/1919	" 89 " "	502 to 6163
6164 '20 to 6318	—	"	"	"	5/1922	" 90 " "	503 to 6164
6165	—	"	"	"	8/1919	" 91 " "	504 to 6165
6166	—	"	"	"	2/1916	" 92 " "	505 to 6166
6167	—	"	"	"	"	" 93 " "	506 to 6167
6168	—	"	"	"	3/1916	" 94 " "	507 to 6168
6169	—	"	"	"	8/1919	" 95 " "	508 to 6169
6170	—	"	"	"	3/1915	" 96 " "	509 to 6170
6230	—	F-68	"	"	8/1919	" 2614 12/1895	" 510 to 6230
6231	—	"	"	"	"	" 15 " "	511 to 6231
6232	—	"	"	"	9/1919	" 16 " "	512 to 6232
6233	—	"	"	"	7/1922	" 17 " "	513 to 6233
6451	10	Ko	4-6-2	5/1934	12/1945	Beech Grove 11/1915 as B/4	6451
6452	11	"	"	"	"	" Shop " "	6452
6454	12	"	"	"	1/1938	" " 12/1915	" 6454
—	60	K-3c	"	4/1938	7/1946	BLW. 37432 1/1912 as NYC	3407 '36 to 4826
—	61	K-3g	"	"	1/1951	Alco-S54045 9/1913	" 3359 " to 4848
—	62	K-3k	"	6/1946	6/1950	" 56857 10/1917 as B/4	6467 " to 4867
—	63	"	"	"	"	" 56858 " "	6468 " to 4868
6500	—	G-60	2-8-0	(NEW)	?	Cooke 1881 as OI&W (IB&W)	to P&E 518 '05 to 6500
6501	—	"	"	"	1/1910	" " " "	42 " 519 6501
6502	—	"	"	"	12/1912	" " " "	44 " 521 6502
6503	—	"	"	"	9/1912	" " " "	45 " 522 6503
6504	—	"	"	"	11/1912	" " " "	46 " 523 6504
6505	—	"	"	"	1/1916 *	" (rebld. 11/12)"	" 47 " 524 6505
6506	—	"	"	"	3/1917	" " 9/12 "	" 48 " 525 6506
6507	—	"	"	"	9/1909	" " " "	" 49 " 526 6507
6508	—	"	"	"	3/1917	" (rebld. 3/11)"	" 50 " 527 6508
6509	—	"	"	"	10/1912	" " " "	" 52 " 529 6509
6510	—	"	"	"	11/1912	" " " "	" 53 " 530 6510
6511	—	"	"	"	12/1912	" " " "	" 54 " 531 6511
6512	—	"	"	"	3/1916	" " " "	" 55 " 532 6512
6513	—	"	"	"	11/1914	" " " "	" 56 " 533 6513

Note * = 6505 became Central Indiana 21.

(Continued - next page)

P&E Loco's. Since 1905 (cont.)

1905 Series	1937 Series	Class	Type	Acquired	Retired	Builder & Date		Former Numbering				
6514	---	G-61	2-8-0	(NEW)	11/1909	Rogers	1881	as OI&W	(IB&W)	57 to P&E	534	'05 to 6514
6515	---	"	"	"	3/1917	(reblt. 1/11)	"	"	"	58	" 535	6515
6516	---	"	"	"	2/1910	"	"	"	"	60	" 537	6516
6517	---	"	"	"	11/1909	"	"	"	"	61	" 538	6517
6518	---	"	"	"	2/1910	"	"	"	"	62	" 539	6518
6519	---	"	"	"	3/1915	"	"	"	"	63	" 540	6519
6520	---	"	"	"	12/1909	Cooke	1886	"	"	66	" 543	6520
6521	---	"	"	"	9/1912	"	"	"	"	67	" 544	6521
6522	---	"	"	"	2/1914	"	"	"	"	68	" 545	6522
6523	---	"	"	"	8/1907	"	"	"	"	69	" 546	6523
6524	---	"	"	"	10/1912	"	"	"	"	70	" 547	6524
6525	---	"	"	"	10/1909	"	"	"	"	71	" 548	6525
6526	---	"	"	"	12/1909	"	"	"	"	72	" 549	6526
6571	---	G-70	"	4/1908	10/1925	Alco-B	25492	8/1902	as B/4	744	'05 to 6571	
6572	---	"	"	"	8/1923	"	25493	9/1902	"	745	to 6572	
6575	---	"	"	"	4/1926@	"	25496	"	"	748	to 6575	
6577	---	"	"	"	3/1924	"	25498	"	"	750	to 6577	
6579	---	"	"	"	5/1924	"	25500	"	"	752	to 6579	
6583	---	G-70a	"	(NEW)	7/1925	"	25169	1/1902	as P&E	590	to 6583	
6584	---	"	"	"	4/1926@	"	70	"	"	591	to 6584	
6585	---	"	"	"	1/1924	"	71	"	"	592	to 6585	
6586	---	"	"	"	2/1925	"	72	"	"	593	to 6586	
6587	---	"	"	"	4/1926@	"	73	"	"	594	to 6587	
6588	---	"	"	"	" @	"	74	"	"	595	to 6588	
6589	---	"	"	"	6/1925	"	75	"	"	596	to 6589	
6590	---	"	"	"	9/1925	"	76	"	"	597	to 6590	
6591	---	"	"	"	10/1924	"	77	"	"	598	to 6591	
6592	---	"	"	"	4/1926@	"	78	"	"	599	to 6592	
6593	---	G-70b	"	"	9/1924	"	27966	12/1903	"	585	to 6593	
6594	---	"	"	"	7/1924	"	67	"	"	586	to 6594	
6595	---	"	"	"	4/1926@	"	68	"	"	587	to 6595	
6596	---	"	"	"	4/1926@	"	69	"	"	588	to 6596	
6597	---	"	"	"	12/1924	"	70	"	"	589	to 6597	
6647	---	G-6ha	"	3/1917	11/1933	"	38505	12/1905	as B/4	6647		ex G-5ha
6648	---	G-6Ia	"	"	12/1930	"	39963	4/1906	"	6648		"
6649	---	"	"	"	6/1932	"	64	"	"	6649		"
6650	---	"	"	"	10/1934	"	65	"	"	6650		"
6651	---	"	"	"	8/1933	"	66	"	"	6651		"
6652	---	"	"	"	11/1934	"	67	"	"	6652		"
6668	---	G-6Ib	"	5/1922	5/1933	"	40816	9/1906	"	6668		"
6669	---	"	"	"	7/1932	"	17	"	"	6669		"
6670	---	"	"	"	12/1934	"	18	"	"	6670		"
6711	6716, 6721	- See H-5 2-8-2's above.										

Note @ 6575, 6584, 6587, 6588, 6592, 6595, 6596 became C&IM 530-536,

P&E LOCO'S SII 1905 (cont.)

1905 Series	1937 Series	Class	Type	Acquired	Retired	Builder	& Date	Former Numbering
6900	—	I-60	4-4-2	3/1917	12/1927	Schen.	5960 7/1901 as B/4	396 '05 to 6900
6901	—	"	"	"	11/1927	"	61 " "	397 to 6901
6902	—	"	"	"	12/1930	"	62 9/1901 "	398 to 6902
6903	—	"	"	"	4/1929	"	63 " "	399 to 6903
6915	—	I-62	"	5/1922	12/1934	Alco-B	27961 8/1903 "	374 to 6915
6916	—	"	"	"	7/1934	"	27962 " "	375 to 6916
6918	—	"	"	"	9/1932	"	28266 " "	377 to 6918
6954	—	Ij	"	8/1924	2/1934	Alco-S	41395 " "	6954
6955	—	"	"	6/1924	8/1934	"	96 " "	6955
6956	—	"	"	"	9/1934	"	97 " "	6956
7069	—	Cx	4-4-0		10/1920	Urbana Shop	6/1894 as OIW 5 to P&E 553 '05 to 7069	
7070	—	"	"		1/1914	Rhode Is.	1886 " 4 to " 562 to 7070	
7071	—	C-64	"		3/1923	"	1884 Reblt. 11/02 " 564 to 7071	
7072	—	"	"		10/1917	"	" 6/02 " 570 to 7072	
7073	—	C-64a	"		1/1916	"	1886 " 8/96 " 6 to " 563 to 7073	
7074	—	"	"		"	"	1887 " 6/95 " 1 to " 561 to 7074	
7075	—	"	"		1/1914	"	" " 9 to " 565 to 7075	
7076	—	"	"		10/1917	"	" 12/95 " 13 to " 566 to 7076	
7077	—	"	"		"	"	" 6/96 " 29 to " 560 to 7077	
7078	—	"	"		"	"	" 3/97 " 25 to " 569 to 7078	
7079	—	"	"		1/1921	"	" 3/97 " 567 to 7079	
7080	—	"	"		10/1917	"	" 3/98 " 559 to 7080	
7081	—	"	"		"	"	" 10/98 " 571 to 7081	
7113	—	C-74	"		11/1924	Schen.	4335 8/1895 " 550 to 7113	
7114	—	"	"		8/1924 *	"	4169 8/1893 " 551 to 7114	
7115	—	"	"		10/1924	"	" " " 552 to 7115	
7116	—	"	"		12/1924	"	4171 " " 554 to 7116	
7117	—	"	"		8/1923	"	" " " 555 to 7117	

Note * = 7114 sold to Arbia Granite Co., Lithonia Gas

7218	—	B-62	0-6-0	(NEW)	6/1914	Urbana Shop	1/1891 as OI&W 73 to P&E 558 '95 to 516 '05 to 7218
7219	—	"	"	"	1/1916	"	" 12/1890 " 20 to " 507 '93 to 517 to 7219
7277	—	B-72	"	"	1/1923	"	" 6/1900 as P&E 514 '05 to 7277
7278	—	"	"	"	2/1923	"	" 9/1901 " " 515 to 7278
7384	50	2/41 to 70	B-11h	"	6/1924	BLW.	40477 1913 " B/4 7384
7389	51	" to 71	"	"	2/1924	"	82 " " 7389
7390	52	" to 72	"	"	"	"	83 " " " 7390
7495	53	'41 to 73	U-3h	0-8-0	(NEW)	2/1951	Alco-B 67173 12/1926 as P&E 7495
7496	54	" to 74	"	"	"	1/1951	" 74 " " " 7496

W. D. Edson
Aug. 1961

Add the following to your P&E roster = (page 3-A)

			<u>Acquired</u>	<u>Retired</u>						
			(NEW)	Sold	3/17	70	B/4	Alco-S	51209	7/1912
6873	G-46I	2-8-0	"	"	"	"	"	"	10	"
6874	"	"	"	"	"	"	"	"	11	6/1912
6875	"	"	"	"	"	"	"	"	12	"
6876	"	"	"	"	"	"	"	"	13	"
6877	"	"	"	"	5/22	"	"	"	14	"
6878	"	"	"	"	"	"	"	"	15	"
6879	"	"	"	"	"	"	"	"	16	"
6880	"	"	"	"	"	"	"	"	17	"
6881	"	"	"	"	"	"	"	"	18	"
6882	"	"	"	"	"	"	"	"		

W.D.E. 8/61

Also add P&E Atlantics

Orig. Nos.
 572-574 I-62A 4-4-2 New Reno. CCC&StL Series 360-362
 20 1/2 x 26 - 72 " NYC System " 6927-6929
 ALCo. Brooks 8/1903
 C/Nos. 27963 - 27965.

FLINT & PERE MARQUETTE RAILWAY

Locomotive Roster

The Flint & Pere Marquette became part of the Pere Marquette railroad in 1901. The old F&PM is supposed to have had 10 3' gauge engines, probably numbered from 110-119. The following 4 are of record;

- F&PM 110 4-4-0 12x18" Wyoming Val.Mach.Works, 1881 to PM RR "B"
- F&PM 114 4-4-0 12x18" Wyoming Val.Mach.Works, 1881 to PM RR "A"
- F&PM 115 4-4-0 12x18" Wyoming Val.Mach.Works, 1881 to PM RR "D"
- F&PM 116 4-4-0 12x18" H.K.Porter Co. 1879 to PM RR "C"

Roster Notes

Several of the early F&PM engines carried names as well as numbers. Following is list of engine names, along with the F&PM numbers

- 1st 2 "Midland City" 27 "Victor"
- 2nd 2 "W.B.Sears" 28 "Hector"
- 1st 4 "S.Keeler" 29 "Tiger"
- 5 "E.B.Ward" 23 "Bay City"
- 6 "H.C.Potter" 24 "Milford"
- 8 "Jesse Hoyt" 25 "Clare"
- 14 "Toledo" 26 "Osceola"
- 15 "W.L.Weber" 40 "Michigan"
- 16 "G.W.Ledie" 41 "Admiral"
- 17 "Muskegon" 42 "Pere Marquette"
- 22 "Northville"

Road No.	Type	Builder	Date Built	Const.No.	Dimensions	Remarks
1st 1		Who has the dope?				
2nd 1	4-4-0	Schenectady	5-1871	694	15x22 66"	
1st 2	4-4-0	Schenectady	4-1866	416	16x24 66"	Scr. 1869 see note
2nd 2	4-4-0	Schenectady	6-1870	638	16x24 66"	to PM RR 104
3rd 2	4-4-0	Schenectady	4-1871	691	16x24 66"	
3	4-4-0	Schenectady	5-1871	695	15x22 66"	
1st 4	4-4-0	Schenectady	8-1870	648	15x22 66"	
2nd 4	4-4-0	Schenectady	4-1871	692	16x24 66"	
5	4-4-0	Schenectady	12-1866	431	15x22 66"	to PM RR 141
6	4-4-0	Schenectady	2-1867	437	15x22 66"	to PM RR 142
7	4-4-0	F&PM RR	1893		16x24	to PM RR 83
8	4-4-0	Schenectady	2-1868	479	16x24 66"	
9	4-4-0	F&PM RR	1886		15 1/2 x 22	to PM RR 148
10	0-4-0	F&PM RR	1881		14x22	to PM RR 437
11						
12	4-4-0	F&PM RR	1887		16x22	to PM RR 143
13	4-4-0	F&PM RR	1895		16x24	to PM RR 84
14	4-4-0	Schenectady	12-1871	746	16x24 60"	
15	4-4-0	Schenectady	12-1870	679	16x24 66"	to PM RR 105
16	4-4-0	Schenectady	2-1871	686	15x22 66"	to PM RR 146
17	4-4-0	Schenectady	2-1871	685	16x24 66"	to PM RR 106
18	4-4-0	F&PM RR	1883		15x22	to PM RR 147
19	4-4-0	F&PM RR	1886		16x24	to PM RR 107
20						
21	4-4-0	F&PM RR	1899		16x24	to PM RR 108
22	4-4-0	Schenectady	12-1871	747	16x24 60"	to PM RR 109
23	4-4-0	Taunton	11-1871	549		to PM RR 134
24	4-4-0	Taunton	12-1871	550		to PM RR 86
25	4-4-0	Taunton	12-1871	551		to PM RR 45
26	4-4-0	Taunton	12-1871	552		to PM RR
27	0-4-0	Baldwin	2-1872	2693	14x22 50"	
28	0-4-0	Baldwin	2-1872	2713	14x22 50"	
29	0-4-0	Baldwin	2-1872	2714	14x22 50"	
30	4-4-0	F&PM RR	1879		16x24	to PM RR 110
31	4-4-0	Schenectady	4-1872	773	16x24 66"	
32	4-4-0	Schenectady	4-1872	774	16x24 66"	to PM RR 112
33	4-4-0	Schenectady	4-1872	775	16x24 66"	to PM RR 113
34	4-4-0	Schenectady	3-1873	864	16x24 66"	to PM RR 87
35	4-4-0	Schenectady	3-1873	867	16x24 66"	to PM RR 88
36	4-4-0	Schenectady	4-1873	868	16x22 66"	to PM RR 89
37	4-4-0	Schenectady	5-1873	876	16x24 66"	to PM RR 90
38	4-4-0	Schenectady	5-1873	878	16x24 66"	to PM RR 114
39	4-4-0	Schenectady	5-1873	879	16x24 66"	to PM RR 91
40	4-4-0	Taunton	2-1873	601		to PM RR 115
41	4-4-0	Taunton	2-1873	602		to PM RR 116
42	4-4-0	Taunton	2-1873	603		to PM RR 117
43	4-2-4					Insp. Eng.
44	0-4-4	Baldwin	12-1878	4506		
45	2-6-0	Baldwin	12-1878	4486		
46	2-6-0	Baldwin	12-1878	4487		
47	4-6-0	Pittsburgh	1898		18x24	to PM RR 175
48	2-6-0	Brooks	8-1880	447	16x24 49 1/2"	to PM RR 443 0-6-0
49	2-6-0	Brooks	8-1880	448	16x24 49 1/2"	to PM RR 444 0-6-0
50	2-6-0	Brooks	9-1880	449	16x24 49 1/2"	to PM RR 256
51	2-6-0	Brooks	9-1880	450	16x24 49 1/2"	to PM RR 257
52	2-6-0	Brooks	9-1880	451	16x24 49 1/2"	to PM RR 258
53	2-6-0	Brooks	3-1881	511	16x24 49 1/2"	to PM RR 445 0-6-0
54	2-6-0	Brooks	3-1881	512	16x24 49 1/2"	to PM RR 260
55	2-6-0	Brooks	3-1881	513	16x24 49 1/2"	to PM RR 451 0-6-0

Road No.	Type	Builder	Date Built	Const.No.	Dimensions	Remarks
56	2-6-0	Brooks	3-1881	516	16x24 49½"	to PM RR 451 0-6-0
57	2-6-0	Brooks	3-1881	517	16x24 49½"	to PM RR 447 0-6-0
58	2-6-0	Brooks	3-1881	518	16x24 49½"	to PM RR 264
59	2-6-0	Brooks	11-1881	611	16x24 49½"	to I.I.&I.RR
60	2-6-0	Brooks	11-1881	612	16x24 49½"	to PM RR 266
61	2-6-0	Brooks	11-1881	613	16x24 49½"	to PM RR 246
62	2-6-0	Brooks	11-1881	614	16x24 49½"	to PM RR 449 0-6-0
63	2-6-0	Brooks	11-1881	615	16x24 49½"	to PM RR 442 0-6-0
64	2-6-0	Brooks	11-1882	806	16x24 49½"	to PM RR 259
65	2-6-0	Brooks	11-1882	807	16x24 49½"	to PM RR 247
66	2-6-0	Brooks	11-1882	810	16x24 49½"	to PM RR
67	2-6-0	Brooks	11-1882	811	16x24 49½"	to PM RR 448 0-6-0
68	2-6-0	Brooks	11-1882	812	16x24 49½"	to PM RR 446 0-6-0
69		Brooks	1-1883	851	15x22 50"	see note
70		Brooks	1-1883	852	15x22 50"	to PM RR 434 0-4-0
71		Brooks	5-1884	1021	15x22 50"	to PM RR 435 0-4-0
72		Brooks	5-1884	1022	15x22 50"	to PM RR 436 0-4-0
73	2-6-0	Brooks	4-1884	1015	16x24 50"	to PM RR 248
74	2-6-0	Brooks	4-1884	1016	16x24 50"	to PM RR 249
75	2-6-0	Brooks	4-1884	1017	16x24 50"	to PM RR 250
76	2-6-0	Brooks	4-1884	1018	16x24 50"	to PM RR 251
77	2-6-0	Brooks	4-1884	1019	16x24 50"	to PM RR 252
78	2-6-0	Brooks	4-1884	1020	16x24 50"	to PM RR 253
79	2-6-0	Brooks	9-1887	1271	18x24 56"	to PM RR 230
80	2-6-0	Brooks	9-1887	1272	18x24 56"	to PM RR 231
81	2-6-0	Brooks	11-1888	1463	18x24 56"	to PM RR 232
82	2-6-0	Brooks	11-1888	1464	18x24 56"	to PM RR 233
83	2-6-0	Brooks	11-1888	1465	18x24 56"	to PM RR 234
84	2-6-0	Brooks	11-1888	1466	18x24 56"	to PM RR 235
85	2-6-0	Brooks	11-1888	1467	18x24 56"	to PM RR 236
86	2-6-0	Brooks	11-1888	1468	18x24 56"	to PM RR 237
87	2-6-0	Brooks	8-1889	1556	18x24 56"	to PM RR 238
88	2-6-0	Brooks	8-1889	1557	18x24 56"	to PM RR 239
89	2-6-0	Brooks	8-1889	1558	18x24 56"	to PM RR 240
90	2-6-0	Brooks	8-1889	1559	18x24 56"	to PM RR 241
91	2-6-0	Brooks	8-1889	1560	18x24 56"	to PM RR 242
92	2-6-0	Brooks	11-1890	1768	18x24 56"	to PM RR 243
93	2-6-0	Brooks	11-1890	1769	18x24 56"	to PM RR 244
94	4-6-0	Brooks	1-1896	2635	18x24 56"	to PM RR 167
95	4-6-0	Brooks	1-1896	2636	18x24 56"	to PM RR 168
96	4-6-0	Brooks	1-1896	2633	18x24 56"	to PM RR 169
97	4-6-0	Brooks	1-1896	2634	18x24 56"	to PM RR 170
98	4-6-0	Brooks	2-1898	2918	18x24 56"	to PM RR 171
99	4-6-0	Brooks	2-1898	2919	18x24 56"	to PM RR 172
100	4-6-0	Brooks	2-1898	2920	18x24 56"	to PM RR 173
101	2-6-0	Brooks	12-1898	3090	18x30 56"	ren.210, PM 223
102	2-6-0	Brooks	12-1898	3091	18x30 56"	ren.211, PM 224
103	2-6-0	Brooks	12-1898	3092	18x30 56"	ren.212, PM 225
104	2-6-0	Brooks	12-1898	3093	18x30 56"	ren.213, PM 226
105	2-6-0	Brooks	12-1898	3094	18x30 56"	ren.214, PM 227

* * * * *

Engines #69-72 were built as double-enders. #69 became Port Huron Southern #1.

Compiled by Wm. Swartz
May, 1962

Roster of Steam

Chicago & Illinois Western(subsidiary of the Illinois Central RR)

A-3 101 0-6-0 Sloping tank, 3 dome, single bar guide.
(Probably Ex I.C. (?))

201 2-6-0 BLW 1905 C/no. 25694. Built for Maryland & Pennsylvania
but diverted to C&IW.

A-3 601 0-6-0 ALCo Schen. ? ?

701 0-4-0 ALCo Cooke 8/1914 C/no. 54620 Ex Union Freight RR #6 0-4-OT

801 - 802 0-8-0 BLW 8/1926 25x28-53 Baker V.G. 190-56500
C/Nos. 59371-72 221500 8000 gals.
Tender 158500 13 T.

803 - 804 0-8-0 Lima 1929 25x28-53 C/Nos. 7372 - 7373 190-56500
Tender 158500 8000 gals. 13 Tons

801 - 802 became Ill. Cent. 3570-71
803 - 804 " " " 3572-73

If there were a 301, 401, 501, we should like to hear, also any other pertinent data.
Roster with the help of S. R. Wood, and Robt. Graham and from our collection. R.W.C.

Erie & Mich. Ry. & Nav. Co.

C. W. Hauck calls our attention to one more 'gine on the E&MR&N (MWR #30). Add
(we missed it):

E&M #10 0-6-0 ALCo Schen 1910 C/No. 46938.
Ex Detroit & Mackinac #125
Ex D & M #12

(See E&M story in MWR #30).
(" D&M " " " 24).

We have considerable additional from Mr. Hauck on D&M to follow in a "soon"
issue.

Early Atlantics for the DT&I

While writing about the Atlantic type for the Boyne City, Gaylord & Alpena and
the Detroit & Mackinac, that never were built, there were supposed to be 4 from the
American Locomotive Co. in 1907 that also never came to be, for the Detroit, Toledo
& Ironton, no details given. At this time, in all the frenzy about the Atlantic, there
was to be one (Atlantic type) for the Piney River & Paint Creek RR (W.Va.) to weigh
172,000 lbs., that died aborning also.

The first Atlantic type for the DT&I was a used job from the Mich. Central, ac-
quired during the Ford regime.

The PR&PC acquired a consolidation instead, a story in itself. —R.W.C.

FT. WAYNE AREA RAIL FAN NEWS

Ft. Wayne, Indiana..

May 1962

Officers, 1962. President: Ross Domer
 Vice-Pres.: Gary Byerly
 Secretary: Waldo Thorpe
 Treasurer: Richard Coleman

See previous issues
 for tentative programs.

Have you paid your 1962 dues? The Club is a non-profit organization but it does need money at times.

No doubt everybody knows of the smart little 2-8-0 that visited Ft. Wayne for some days. Boyne City R.R. no. 18 built by the Cooke Wks. of the American Locomotive Co. in Nov. 1920 (const. no. 62624) arrived in Ft. Wayne over the GR&I on or about April 4th and was said to have gone east on April 19th, after repairs to the front pilot beam, etc., damaged enroute. This is the locomotive mentioned in Railroad Magazine (for June) as going to the Arcade & Attica R.R. in New York state. This locomotive came to the Boyne City R.R. from the Lake Superior Iron & Chemical Co., Newberry, Mich., and records show it was built for the Charcoal Iron Co. of America, the parent co. of the LSI&CCo.

There are only 3 Berkshires left in the east yards of the NKP, 765, 767, 769. The 767 was the one used on the first train over the new elevation thru Ft. Wayne. Any news of any remaining at Frankfort, Lima, or Bellevue. Let us know.

Bill Hunt calls attention to the state of affairs on the LE&FW #1 at Swinney Park, that the lagging has apparently broken loose enough to permit the asbestos lining to pop out. Any suggestions?

Ex-GTW 5629 is booked to be in Garrett, Ind., Sunday, May 20th at the head end of a special train that is leaving the B&O Central Terminal in Chicago 9 a.m. CDT (EST). On a 3 to 3½ hr. run would bring the train into Garrett over the noon hour, but with picture stops and what not enroute, would be probably closer to 2 p.m. However it is up to each individual to use his own judgement. Return in Chicago is set at 8 p.m. would be a return leaving time at about 4 to 5 p.m. Sponsored by the Illinois Railroad Club and the North Palos Community Council (the latter a south suburb of Chicago).

The following report from Paul Willer.

Seven of our group led by Ross Domer had a very enjoyable April 20th riding the street car lines in Pittsburgh and environs. Points of interest included the Keating and South Hills car houses as well as the famous South Hills street car tunnel. Members rode the Shannon-Drake interurban line as well as the following private right-of-way street car lines:

Dormont McKeesport Westview.

Other points of interest were the street car cloverleaves at the Rankin Bridge (see remarks below), and the Munhall-Lincoln line which features single track operation and passing sidings. The group rode the very steep Monongahela Incline. "Like a glass bottom elevator" quipped one. The very scenic steep Fineview line was also covered. Its spectacular mountain climbing was reminiscent of S.F. cable cars, had the group wondering if the motorman needed a pilot's license during this "eye-and-ear-popping" ride.

(That Rankin Bridge "cloverleaf") If it's the same one that was there years ago I have personally driven over its "sections" and lead-offs in my automobile, wondering each time where I would end up and what cars and autos I would meet. On a bad night after a bad day (or evening), over the side too would be something. R.W.C.)

14

2

More by Paul Willer.

A new supply of Vane A. Jones' TRACTION FAN DIRECTORIES are here. Price to paid up members is \$2.00, others the standard retail price of \$2.95,- this is Mr. Jones' advertised price. Be sure to ask Paul Willer to permit you to examine one even if you have only a mild or passing interest in the electric cars. There is much of interest to any railfan. (We recommend it to anyone. R.W.C.)

Paul Willer's notes on the Boyne City #18.

B.C.R.R. 2-8-0 #18 left town via the Pennsy. bound for the Arcade & Attica R.R. in New York state, early in the morning of April 19th. It was said to have been spirited out of the PRR R.H. under cover of the night of the 18th so no one managed to get a shot of her. We regret this very much. And inside all the 2 weeks. "Like an Arab silently folding their tents and stealing away in the night".

(The Boyne City R.R. is all that is left of a lower Michigan cross-the-state line, the Boyne City, Gaylord & Alpena, over to Alpena on Lake Huron, originally a timber facility of the White lumber interests with a large complement of steam locomotives, most of them built for the road in its heyday. Some years ago it came close to becoming a part of the Michigan Central. R.W.C.)

Here is something to "write home about" reported by Paul Willer.

This Club has been the recipient of what its officers hope can be the start of a complete Railfan Library. Mrs. C. J. Dillon of Leesburg, Ind., has donated to us her late Husband's collection of books. Do any members recall having met him, Paul asks? (Yes, I have many times, R.W.C.) Here are the volumes now available:

"American Locomotives" Alexander.

"Locomotive Practice & Performance in the 20th Century" Allen.

"Mixed Train Daily", Beebe & Clegg. (Autographed Collector's Edition).

"Treasury of Railroad Folklore", Botkin & Harlow.

"The Story of the Santa Fe" (to 1887), Bradley 1920.

"The Steam Locomotive in America", Bruce.

"Steel Trails and Iron Horses", Buchanan.

"Main Line of Mid-America", Corliss.

"Railroading the Modern Way", Farrington.

"Narrow Gauge Railways in America", with autographs of the authors, publisher and others.

"Railroadman", French. "Great Strike on the Q", Hall.

"Nickel Plate Road", Hampton. "Railroad Panorama", Kalmbach.

"Santa Fe" Marshall 1945, 2 issues. "Oil Lamps and Iron Ponies", Shaw, Fisher and Harlan.

"A Picture History of B&O Motive Power", Slagle.

The mechanics of the operation of our library as a lending library are not yet set up. The books can be loaned to paid up members for specified periods of time. Librarian-pro-tem, Paul Willer.

The receipt of these books points out clearly a need for a permanent spot for the library. Others have indicated their willingness to donate books and other items to such a library. Any suggestions!

Here are my notes. R.W.C. The editor of this journal was very well acquainted with Mr. Dillon who was traffic manager at the International Harvester Co. truck plant in Ft. Wayne for many years, from almost at about its establishment in Ft. Wayne until he passed away September 9, 1955. He had been employed by the Harvester Co. in Chicago before coming to Ft. Wayne, looking after the "chasing" of railroad cars in the rail yards in Chicago. He was one time a fireman on the Santa Fe and I have photos of several Atlantics he "fired" on and also a 4-4-0 with a passenger train in a small

Illinois town when such trains stopped regularly "in your town" no matter how small. Mr. Dillon was a member of the Railway & Locomotive Historical Society. He had indicated a desire to join this Society quite some years ago, to which your Editor as a life member of the society recommended him. There must have been some journals of this organization in his library but probably overlooked as they were paper bound journals and easily misjudged.

We are certain that we express the thanks of the Club for a fine collection of books, Mrs. Dillon. They should be considered a memorial to Mr. Dillon and am sure they will be. Roy W. Carlson, Ed.

* * * * *

Ross Domer, our President, brings up the proposed trip to Toledo Saturday June 9th, to visit the automatic coal docks, and also the CTC installations of the NYC which controls the operations over the road, Toledo to Elkart.

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Perhaps some way can be found to publicly display one of the remaining NKP Berkshires on a piece of private property donated for display purposes. No. 767 is the one that first operated over the new elevation.

* * * * *

New Motive Power

The Nickel Plate has been running tests on 2 General Electric U25B 2500 HP road diesels. These are fire-engine red with a huge G-E monogram in large letters on both sides. This color scheme contrasts vividly with the sedate blue and white scheme illustrated in magazine publicity. Another change noticed was the walk way around the front of the engine. Apparently trainmen did not go for the nose door like older "covered wagon" type diesels. The two units now running on the Nickel Plate are 2502 & 2504. They also have 2501 & 2503 on hand, but not in use. 2501 & 2503 are chopped nose designs, 2502 & 2504 High Hoods. The original blue & white pair was 751 & 752.

General Electric admits to some doubts in getting into the Mainline Diesel Locomotive Business, but could see a very good potential with railroads needing about 300 new or replacement units a year. Their development of a new locomotive to take some of the business away from GM (and ALCo) had two major objectives: 1. To reduce maintenance and improve reliability and 2. To put more power into the unit.

Maintenance and reliability improvement were accomplished by simplification and by some new design concepts. The U25B has practically no auxiliary motors. The air compressor, the main cooling blower and the two radiator fans are all geared directly to the diesel engine. On previous diesels each of these auxiliaries have had individual electric motors plus others for damper controls, and traction motor and cab cooling blowers, simplified wiring and plumbing, also contributes to ease in maintenance.

A new idea introduced with the U25B and since incorporated into GM & ALCO Diesels is the pressurized engine compartment which prevents dirt from seeping in thru small cracks and holes. GE accomplishes this by a box-type frame which acts as a distribution duct from the main blower with outlets to the engine and control compartments, the generator, the traction motors and the cab cooling.

Engine cooling is by water which only flows thru radiators when cooling is needed. This prevents radiator freeze up and eliminates radiator damper controls. The engine itself is a G-E designed unit built by Cooper-Bessemer intended to incorporate all the good features of previous locomotive diesel engines. The most impressive statistic is the 2500-Horse Power which is matched by the generator and traction motors. The 2500 HP exceeds the output of any other 8-wheel engine. Whether the 4% edge in HP over ALCO and GM can sell many diesels is doubtful, but the improved maintenance and

:reliability feature may be quite attractive to cost-conscious Railroad Men.

—Bill Hunt, May 1962.

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New York Central System Hudsons

Class J-1 (205 Engines) : 25x28 79 225 354800 to 362500 42360 (53260 with Booster)

J-1A	5200		Schen.	67165	2/1927
J-1B	5201-5249		"	67432-'80	9-11/1927
"	MC8200-8209	'36 to 5345-5354	"	67481-'90	11/27 - 1/28
J-1C	5250-5274		"	67712-'36	12/28 - 1/29
"	MC8210-8214	'36 to 5355-5359	"	67737-'41	1,2/1929
J-1D	5275-5314		"	68153-'92	11/29 - 2/30 (Note)
"	B/4 6600-6609	'36 to 5375-5384	"	68193-'202	11/1929
"	B/4 6610-6619	'36 to 5385-5394	"	68143-'52	2/1930
"	MC 8215-8229	'36 to 5360-5374	"	68203-'17	12/29 - 1/30
J-1E	5315-5344		"	68551-'80	4-11/1931 (Note)
"	B/4 6620-6629	'36 to 5395-5404	"	68581-'90	6/1931

NOTES : 5311 & 5313 Sold 1/48 to TH&B 501-502
 5315 Destroyed 4/40 in wreck of #19 at Little Falls Curve, N.Y.
 5344 Streamlined 1935 as "Commodore Vanderbilt," then completely
 rebuilt 1939 : 23³/₄x28 79 250 370000 42480 (54580 Boos.)

Class J-2 (20 Engines) : 25x28 75 240 353000 to 357000 44800 (55320 with Booster)
 Later 76 225 Later 44030

J-2A	B&A 600-604	'51 to 5455-5459	Schen.	67604-'08	8/1928
J-2B	B&A 605-609	'51 to 5460-5464	"	68482-'86	8/1930
J-2C	B&A 610-619	'51 to 5465-5474	Lima	7574-'83	4/1931

Class J-3 (50 Engines) : 22¹/₂x29 79 265 358600 to 365500 41860 (53960 with Boosters)

J-3A	5405-5454		Schen.	68839-'88	9/37 - 4/38
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NOTE : 5445-5454 Streamlined when built; 5426 & 5429 Streamlined 1941.

W. D. Edson 8 - 1961

MC = Michigan Central
 B/4= Big 4 - CCC&St.L
 B&A= Boston & Albany

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The U. S. offices of the British & Irish Railways and the French National Railways, with offices in New York City, can furnish information on films from those railways for showing by Railfan groups, etc.

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This News Sheet edited and donated by the Midwest Railroader, PO Box 2665, Fort Wayne, Indiana.

MIDWEST RAILROADER

And

LOCOMOTIVE ROSTER JOURNAL

A CONTINUING STEAM LOCOMOTIVE JOURNAL

Steam in Mid-America

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Roy W. Carlson

Fort Wayne, Indiana

No. 33

SOME ADDITIONAL MATERIAL ON STEAM ON THE G.R.&I.

What locomotives on the GR&I followed the locomotives in the roster published in MWR no. 30? On passenger trains, class G-5s were in use for a number of years. Gradually however the motive power became "braver" with strengthened bridges and rail, and the K-2 and K-3 classes became more numerous and then of course the K-4s, especially as far north as Grand Rapids, and of course the E-6. Some summer trains operated with 16 and 18 cars as far north as Mackinac City.

No. 1962 was the G-5s on that passenger train wreck north of Ft. Wayne, which was coming south around noon Oct. 7, 1947. The 1963 another G-5s was also in service on the "north end".

It will also be recalled that at one time the "South Wind" was the fastest train between Chicago and Ft. Wayne, some 15 or 20 minutes over 2 hrs., and then turned south via Cincinnati. This was in the days of stiff competition with the Big 4 and the C.& E.I. When the "Detroit Arrows" were installed, the "South Wind" was diverted over the Panhandle between Chicago and Cincinnati. This was in the days before ICC speed restrictions were imposed. We believe we can say with certainty that speeds up toward the 120 mark were easily attained and in fact, over into the days after the E-6s and the K-4 and when the T-1s started their careers.

There were undoubtedly some N-2s a class used on the GR&I as there were of the H-10s class. We do know the N2sa class were in use regularly on the Eel River line between Columbia City and Butler when the Pennsy. used the Wabash from Butler to Detroit.

STEAM LOCOMOTIVE BOOKS.

Linn Westcott's book, "Steam Locomotive Cyclopedia", is still tops, everytime we need a piece of detail information especially for these model railroaders, it's in the book. The diagrams not only of the locomotive but of the valve and gear detail, help them out wonderfully. The sooner he has them all sold, imagine the sooner we will get the second volume on the diesel which we are sure will also be interesting. However here is something special that once was in our possession but is gone, somewhere. However, we are still looking for, - a line diagram of the Peoria & Eastern Atlantic, not Big 4, P&E genuine. Who has one? -- Ed.

RAILROAD BOOK CRITICS

We certainly must give credit to Mr. Young for his critical paragraphs on some current railroad books. May we add to Mr. Young's comments on page 22 of "Steam Locomotive," February 1962 issue, No. 10, perhaps Mr. Morgan is offering an excuse for what is in "Canadian Steam". Maybe the pictures are Mr. Morgan's impressions and we would add, but very likely not those of the "picture takers", who we believe, percentage wise, have other ideas or they wouldn't have taken another picture, other than the ones that were used. I'll bet the CPR and CNR photograph depts. have taken many, many wonderful pictures of railroading in Canada.

DETROIT TERMINAL RAILWAY CO.
(Controlled Jointly by Canadian National)
(Rys. and New York Central R.R. (50% each.))

						<u>Cyl. Driv.</u>	<u>Wgt.</u>
1-5	0-6-0	B-11e	Pittsburgh	53704-708	4/1916	21x28-57	170500
6-8	?						
9-10	0-6-0	B-11e	Scheny.	55849-850	1916	21x28-57	170500
11-13	"	"	"	55981-983	6/1916	" "	"
14	"	"	Brooks	57266	4/1917	" "	"
15	0-8-0		Scheny.	55851	1916		
16-17	0-6-0	B-11e	Brooks	57267-268	4/1917	21x28-57	170500
18-19	0-8-0		Scheny.	63712-713	10/1922	25x30-58	
20-21	"		"	64281-282	2/1923	25x30-57	240000
22-23	0-6-0		Brooks	65332-333	11/1923		
24-25	"		Scheny.	65478-479	1924		
26-27	0-8-0		"	66027-028	11/1924	25x30-57	240000
28	"		"	66320	4/1925	" "	"
29	"		"	66321	"	" 53	
30-31	0-8-0		Baldwin	58783-784	1925		
32-33	"		"	—	—		
34	"		"	58969	1926		

NOTE Check MWRR #28 — 17 0-8-0 Should Read #15.

#17 carried Bldr. plate Brooks 57267 4/1917 & is 0-6-0

14-16 0-6-0 Should Read 14, 16-17 (with #15 an 0-8-0)

Equipment Registers for 7/27, 10/31 and 7/33 indicate total of 35 Locomotives. No information so far obtained about Nos. 6-7-8.

Nos. 22,24,25 Sold 1944 to Asbestos & Danville Ry. 29-31 (Rail line in Quebec of Canadian Johns-Manville Co.)

22,24,25 thru Brantford, Ont. on C.N. Rys. local east during November 1944.

#23 on D.T. in 1946 and reported sold 1947 to possibly A.&D. Ry.

Have viewed photo of 15 to indicate 0-8-0 Also 28-30~~34~~

DIESEL SWITCHERS

101-102	B-B	Bald.-West	71758,72005	3/1945	1000 hp.	240000 wgt.
103	"	"	72812	12/1946	"	"
104	"	EMD	5034	1947	"	243730
105-106	"	"	5035-5036	6/1947	"	"
107-108	"	"	5037-5038	7/1947	"	"
109	"	"	5039	1947	"	"
110	"	"	5040	8/1947	"	"
111-112	"	"	5041-5042	1947	"	"
113-114	"	"		8/1948	"	
115-116	"	"	6995-6996	5/1949	"	248000
117	"	"		1/1951	1200	241000
118	"	"		2/1952	"	248000

Detroit Terminal RR

MWR #28 page 8
Detroit Terminal

No. 15 was an 0-8-0, as I have a picture of it. Don't know anything else about it. Possibly it was 2nd #15, as it appears to be a fairly recently built engine.

I show Nos. 18 & 19 as going to the D T&I #18 & 19, but have nothing to prove it.

There were other 0-8-0's, at least #31 & 32.

Courtesy F. D. Cairns

Detroit Terminal RR #19 (0-8-0 Schen. 1922 #63713) went to the Georgia RR #805 in 1943. Sc. 1953.

DT RR #21 to Atlanta & West Point #218
" #29 " " " #219

both 0-8-0. See the new 1962 book by R. E. Prince "Steam Locomotives of the Georgia RR and the West Point Route". Better acquire it for your library. Carries a flock of fine pictures and detailed rosters. Mr. Prince's address is Green River, Wyoming. He lists these locomotives.

More F&PM

2-6-0			
<u>F&PM</u>	to	<u>PM</u>	
59		441	060
60		266	260
61		246	260
62		449	060
63		442	060

Swartz has #59 to 3 - I RR — How can we check?

P.M. No. 32 Sagina Tuscola & Huron #10 was a 2-4-2, but apparently there never was a 2-6-2 on the P.M. — F. D. Cairns.

A couple of early ones on the Chicago & Michigan Lake Shore

				<u>C/No.</u>	
#1	4-4-0	Baldwin	9/1870	2240	16x24-60 $\frac{3}{4}$
2	"	"	"	2241	" "
					27 $\frac{1}{2}$ tons

Saginaw & Mt. Pleasant

#1	Forney Brooks	9/21/1879	#373	10x16-36 $\frac{1}{2}$
2	"	10/3/ "	374	" "

Did any of these reach the PM?

Flint & Pere Marquette Double Enders

MWR No. 32. F&PM Roster. Engs. 69 to 72. Who has a photo of one of these? Did they go to the PM?

MIDWEST RAILROADER #33

LS&MS Prairie type including those
rebuilt to Pacific type.

Note: Those which went to the Toledo & Ohio Central are in the 9500's series as shown. Comments on Valve Gears follows at end of this roster. The 4700's were the only ones rebuilt to Pacifics. Also the Prairie's temporarily on the NYC&HR and which carried 1200 - series nos. while there and later returned to the LS&MS and renumbered still as Prairie type are shown. Dates of conversion to K-41's shown. The transfer of these Prairies to the NYC & HR and return concerns the Atlantic type story and will be published separately. The NYC list of Atlantics is a long one. The roster of Prairies compiled here is by W. D. Edson. There have been many variations of this list over the past years. —R.W.C.

N.Y.C. Prairie Types

LS&MS Class	NYCL CLASS	Original No.	1905 Series	Builders Data	Disposition
Ja	J-40a to E	LS&MS 650	4650	Brooks (B-778) 3733 1/1901	Scr. 12/25
"	" to E	" 651	4651	" 34 "	" 10/24
Jb	J-40b to F	LS&MS 652	4652	Brooks (B-799) 3865 6/1901	Scr. 10/24
"	" to F	" 653	4653	" 66 "	" 10/25
"	" to F	" 654	4654	" 67 "	" 12/25
"	" to F	" 655	4655	" 68 "	" 12/25
"	" to F	" 656	4656	" 69 "	" 9/24
"	" to F	" 657	4657	" 70 "	" 9/25
"	" to F	" 658	4658	" 71 "	" 8/25
"	" to F	" 659	4659	" 72 "	" 12/25
"	" to F	" 660	4660	Brooks (B-806) 3817	" 9/25
"	" to F	" 661	4661	Brooks (B-799) 3873	" 12/25
"	" to F	" 662	4662	" 74 "	" 8/25
Jc	J-40c to G	LS&MS 663	4663	ALCO (B-878) 26435 11/1902	Scr. 9/25
"	" to G	" 664	4664	" 36 "	" 12/25
"	" to G	" 665	4665	" 37 "	" 12/25
"	" to G	" 666	4666 10/13 to 9568 to 9580	" 38 "	" 10/26
"	" to G	" 667	4667	" 39 "	" 12/22
"	" to G	" 668	4668 9/13 to 9571 to 9583	" 40 "	" 12/25
"	" to G	" 669	4669	" 41 "	" 8/25
"	" to G	" 670	4670	" 42 "	" 9/25
"	" to G	" 671	4671 9/13 to 9569 to 9581	" 43 "	" 5/27
"	" to G	" 672	4672	" 44 "	" 9/25
"	" to G	" 673	4673	" 45 "	" 10/25
"	" to G	" 674	4674 9/13 to 9570 to 9582	" 46 "	d. by '27
Jd	J-40d	LS&MS 675	4675	ALCO (B-930) 28803 9/1903	Scr. 8/25
"	" to H	" 676	4676	" 04 "	" 12/25
"	" to H	" 677	4677	" 05 "	" 8/23
"	" to H	" 678	4678	" 06 "	" 4/23
"	" to H	" 679	4679	" 07 "	" 10/25
"	" to H	" 680	4680 6/17 to 9572 to 9584	" 57 "	" 12/25
"	" to H	" 681	4681	" 58 "	" 1/26
"	" to H	" 682	4682 5/17 to 9573 to 9585	" 59 "	" 12/25
"	" to H	" 683	4683 /17 to 9574 to 9586	" 60 "	" 10/27
"	" to H	" 684	4684 7/17 to 9575 to 9587	" 61 "	" 4/27

(continued on p. 5)

N.Y.C. Prairie Types (continued)

Jd	J-40d to H	LS&MS	685	4685	4/17 to	9576 to	9588	ALCO (B-957)	29272	9/1903	Scr.	8/27
"	"	"	686	4696	"	"	"	"	73	"	"	10/25
"	"	"	687	4687	"	"	"	"	74	"	"	9/24
"	"	"	688	4688	"	"	"	"	75	"	"	10/24
"	"	"	689	4689	"	"	"	"	76	"	"	11/25
"	"	"	690	4690	"	"	"	(B-947)	28872	1/1904	"	9/26
"	"	"	691	4691	"	"	"	"	73	"	"	12/25
"	"	"	692	4692	"	"	"	"	74	"	"	9/25
"	"	"	693	4693	"	"	"	"	75	"	"	9/23
"	"	"	694	4694	"	"	"	"	76	"	"	12/25
"	"	"	695	4695	"	"	"	(B-936)	29419	"	"	7/25

2-6-2 = J-41, a, b
4-6-2 = K-41a, b

K	J-41 '05-'07 to	J-41d	12/16 to	K-41a	3700 '05 to	4700 to	1290	8/13 to	4700	Scr.	8/28
"	"	"	4/19	"	3701	"	"	4701	ALCO (B-977) 29687	10/1904	"
"	"	"	6/18	"	3702	"	"	4702 to 1291	ALCO (B-977) 29688	9/18 to 4702	"
"	"	"	2/19	"	3703	"	"	4703	ALCO (B-977) 29689	10/1904	"
"	"	"	3/19	"	3704	"	"	4704	ALCO (B-977) 29690	10/1904	"
"	"	"	10/16	"	3705	"	"	4705 to 1292	ALCO (B-977) 29691	7/13 to 4705	"
"	"	"	1/17	"	3706	"	"	4706 to 1293	ALCO (B-977) 29692	10/1904	"
"	"	"	8/17	"	3707	"	"	4707	ALCO (B-977) 29693	10/1904	"
"	"	"	4/19	"	3708	"	"	4708 to 1294	ALCO (B-977) 29694	7/13 to 4708	"
"	"	"	10/16	"	3709	"	"	4709 to 1295	ALCO (B-977) 29695	10/1904	"
"	"	"	6/17	"	3710	"	"	4710 to 1296	ALCO (B-977) 29696	10/1904	"
"	"	"	3/19	"	3711	"	"	4711 to 1247	ALCO (B-978) 29980	10/1904	"
"	"	"	9/16	"	3712	"	"	4712 to 1298	ALCO (B-978) 29981	10/1904	"
"	"	"	3/17	"	3713	"	"	4713 to 1299	ALCO (B-978) 29982	10/1904	"
"	"	"	10/17	"	3714	"	"	4714	ALCO (B-978) 29983	10/1904	"
								4715	ALCO (B-978) 29984	10/1904	"

J-41a	4/17 to	K-41a	4715	Scr.	3/32
"	12/15 to	"	ALCO (B-1022) 37711	9/1905	"
"	4/18 to	"	4716	"	6/32
"	1/19 to	"	ALCO (B-1022) 37712	"	"
"	4/18 to	"	4717	"	5/32
"	1/16 to	"	ALCO (B-1022) 37713	"	"
"	2/16 to	"	4718	"	6/32
"		"	ALCO (B-1022) 37714	"	"
"		"	4719	"	3/32
"		"	ALCO (B-1022) 37715	"	"
"		"	4720	"	2/32
"		"	ALCO (B-1022) 37716	"	"
"		"	4721	"	6/32
"		"	ALCO (B-1022) 37717	"	"

J-41a	1/16 to K-41a	4722	ALCO (B-1022)	37718	9/1905	Scr.	6/32
"	3/16 " "	4723	" "	19	"	"	6/32
J-41b	12/18 to K-41b	4724	" "	20	"	Scr.	6/32
J-41c	7/17 to K-41b	4725	ALCO (B-1041)	38801	1-2/1906	Scr.	5/32
"	10/18 " "	4726	" "	02	"	"	4/32
"	11/16 " "	4727	" "	03	"	"	5/32
"	2/17 " "	4728	" "	04	"	"	2/32
"	9/16 " "	4729	" "	05	"	"	5/32
"	5/17 " "	4730	" "	06	"	"	10/29
"	11/18 " "	4731	" "	07	"	"	7/32
"	5/15 " "	4732	" "	08	"	"	11/32
"	9/18 " "	4733	" "	09	"	"	5/32
"	7/18 " "	4734	" "	10	"	"	11/32

Chicago & West Michigan

C&WM #130, a 4-4-0 was an inspection Engine on this road. What no. did it receive on the PM?

The Toledo, Peoria & Western Roster

The TP&W Roster which appeared in MWR #31 was compiled and sent to us thru the courtesy of Wm. F. Toye. No doubt we are going to have some additions to it, with new information.

N.Y.C. Lines- Kanawha & Michigan

If you haven't done it, or the page wasn't corrected, page 14 of MWR #26 K&M Lima- Built #5918 is road no. 568.

Midwest Railroader
Roy W. Carlson
Editor and Publisher

P.O. Box 2665
Ft. Wayne, Indiana
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Roster Journal and Steam Locomotive Record.

New York Central Lines
Big Four

Retirement dates for class U-60 Big 4 Switchers
Loco Nos. 7450-7469 and U-61 7470-7484 (converted).

U-60	#7450	Reno. 1936 to 7200	Retired 12/31/39	Scrapped	7/12/40
	#7451	Reno. 1936 to 7201	" 9/14/51	Sold Scr.	12/3/51
	#7452	Reno. 1936 to 7202	" 4/18/49	Scrapped	5/3/49
	#7453	Reno. 1936 to 7203	" 2/5/52	Sold Scr.	3/7/52
	#7454	Reno. 1936 to 7204	" 5/9/50	Sold Scr.	8/7/50
	#7455	Reno. 1936 to 7205	" 7/1/40	Scrapped	9/24/40
	#7456	Reno. 1936 to 7206	" 7/1/40	Scrapped	9/20/40
	#7457	Reno. 1936 to 7207	" 1/9/53	Sold Scr.	3/31/53
	#7458	Reno. 1936 to 7208	" 5/13/53	Sold Scr.	7/2/53
	#7459	Reno. 1936 to 7209	" 7/1/40	Scrapped	9/10/40
	#7460	Reno. 1936 to 7210	" 1/7/52	Sold Scr.	2/8/53
	#7461	Reno. 1936 to 7211	" 2/28/52	Sold Scr.	3/14/52
	#7462	Reno. 1936 to 7212	" 6/25/52	Sold Scr.	3/27/52
	#7463	Reno. 1936 to 7213	" 5/9/49	Scrapped	8/22/49
	#7464	Reno. 1936 to 7214	" 11/2/49	Scrapped	12/2/49
	#7465	Reno. 1936 to 7215	" 3/9/51	Scrapped	5/10/51
	#7466	Reno. 1936 to 7216	" 3/30/51	Scrapped	5/3/51
	#7467	Reno. 1936 to 7217	" 7/1/40	Scrapped	9/17/40
	#7468	Reno. 1936 to 7218	" 11/21/49	Scrapped	12/20/49
	#7469	Reno. 1936 to 7219	" 3/27/53	Sold Scr.	1954
U-61	#7470	Reno. 1936 to 7220	" 8/31/53	Sold Scr.	1954
	#7471	Reno. 1936 to 7221	" 12/6/51	Sold Scr.	2/5/52
	#7472	Reno. 1936 to 7222	" 10/30/51	Sold Scr.	12/17/51
	#7473	Reno. 1936 to 7223	" 7/23/53	Sold Scr.	7/30/53
	#7474	Reno. 1936 to 7224	" 10/14/53	Sold Scr.	1954
	#7475	Reno. 1936 to 7225	" 6/20/52	Sold Scr.	9/30/52
	#7476	Reno. 1936 to 7226	" 12/22/52	Sold Scr.	2/2/53
	#7477	Reno. 1936 to 7227	" 3/7/52	Sold Scr.	3/27/52
	#7478	Reno. 1936 to 7228	" 9/30/53	Sold Scr.	1954 R
	#7479	Reno. 1936 to 7229	" 12/4/53	Scrapped	1/26/54
	#7480	Reno. 1936 to 7230	" 2/11/54	Sold Scr.	1954 R
	#7481	Reno. 1936 to 7231	" 10/2/51	Sold Scr.	12/7/51
	#7482	Reno. 1936 to 7232	" 10/14/53	Sold Scr.	1954
	#7483	Reno. 1936 to 7233	" 6/25/51	Sold Scr.	7/6/51
	#7484	Reno. 1936 to 7234	" 2/11/54	Sold Scr.	1954

By Richard Palmer

In view of the great interest stirred up by the publication of Mr. Edson's list, this carries out the last numbering, and though it would serve no useful purpose ordinarily to show the final scrapping dates, we have shown them here to identify certain photos. We know steam is gone. See MWR No. 31, p. 10, CCC&StL 0-8-0 Switchers converted from CCC&StL 2-8-0 Consolidation type, by W. D. Edson. Also see MWR No. 27, p. 4, N.Y.C. Lines renumbering of the U-60, U-61, class. MWR Nos. 19 and 20 carried the complete list by W. D. Edson of NYCL 2-8-0 which were rebuilt to 2-8-2. —R.W.C.

Roster - Antrim Iron Co.,
Antrim (Mancelona), Mich.

Road No.

#1

Shay Lima

2-Truck Shay

(Photo in our collection shows taken
in 1903 at Antrim.)

Road No.

#2		
3		
4	2-8-0	Ex - Colorado Midland
5	2-8-0	Ex - " "
6		
7	2-6-0 Baldwin 1912	Ex - EJ&S 7.
8	" " 1920	" " 8.

Engs. 7 and 8 acquired from EJ&S about 1930. Engine #8 at Wolcottville, Ind., in 1949 on gravel pit property. See illustration MWR #31. This gravel pit was divided by a wire rope and makeshift fence, the GR&I serving the northside where #8 was. This pit was one used for years by Pennsy. subsidiaries as told about in #31. The south side of this pit and fence, is where the ex-Wab. 524 was parked and this section was served by the Wabasg R.R. Montpelier-Hammond line. Strange as it seems, in 1958 a visit to the site disclosed the #8 and 524 were gone, some new makeshift fencing, the only locomotive there was on the GR&I northside, a Pennsy. H-105 in bad shape, no. 7508, (or 7528), Altoona 1918. As we recall, it was gone the following year.

From George H. Gregory we learn that the Antrim Iron Co. for a time leased the 2nd #7 from the Boyne City, Gaylord & Alpena. (See roster.) He has also furnished us the data re A.I.Co. engs. 4 and 5.

*In 1896 Lima Locomotive Works (LL&MCo.) built a Shay type for the Mancelona Handle Co. who operated the n.g. Mancelona & Northwestern, shipped to Mancelona, Mich., date of construction or completion 3-25-1896 const. no. 501, 10x12 cyls., 28-in. drivers. This was a much smaller Shay than the one which operated on the Antrim Iron Co. R.R. (std. gauge also) as no. 1, but which does not show in Lima record of construction as built for the Antrim Iron Co.

We remember in the 1920's and earlier, the smaller ore boats, calling at Escanaba iron ore docks of the C&NW regularly, I believe about once a week, picking up some 5 or 6 thousand tons of ore for East Jordan and as we recall, intended for a blast furnace at East Jordan and also for the Iron Co. at Mancelona. —R.W.C.

Boyne City RR
(Ex - BCG&A)

In checking thru our all-time roster of the Escanaba & Lake Superior R.R., we find a notation as to their No. 12, a Baldwin 4-6-0 being sold to the Boyne City R.R. as their no. 10. Here then is another #10 added to the previous ones listed in our roster in MWR #32, and adds to previous unknowns to which no attention had previously been paid.

No. 10	2-6-0	ALCo. Schen.	c/no. ?	19x24-50	(per illustration in MWR).
No. 10	4-6-0	Baldwin 1911	c/no. 36809	19x26-58	Ex. E&LSRR#12.
No. 1	2-6-2T	ALCo. Cooke	1922 c/no. 63534	12x18-32	(Shows built for Boyne City Lbr. Co.)

Cobbs & Mitchell Inc., Shay type to Boyne Falls.

We find an interesting record of 2 Shay type locomotives built in 1904 at Lima, being shipped to C&M at Boyne Falls, Mich. C&MW were timber operators in the lower peninsula of Michigan but operated over a large area and we hope to publish a record and perhaps some photographs of their rod and Shay type steam of the era. The above 2 were Lima nos. 889 of July and 890 of September, 1904. Michigan is our "alma mater" and over the years have acquired a considerable record both printed and written.* The Stearns Salt & Lumber Co. who operated in the lower peninsula were perhaps the largest user of the Shay type in the state. The record includes many photos.

(Continued p. 9)

Cobbs & Mitchell Inc. (continued from p. 3)

And of the Lake States of Wisconsin and Minnesota as well. —R. W. C.

* * * * *

NEW YORK CENTRAL LOCOMOTIVES

We have been asked to furnish some information as to other references on New York Central steam power before Mr. Staufer's book on NEW YORK CENTRAL LOCOMOTIVES appeared in 1961. There have been several such, and perhaps the most interesting are the various individual catalogs issued by the locomotive builders, viz., American Locomotive Co., Baldwin Locomotive Works, and the Lima Locomotive Works, which came out from the early 1900's till steam was on the wane. There are some of these being reprinted and we would advise anyone interested to acquire them. And not to overlook the various issues of the Locomotive Cyclopedia which came out so differently at some 3, 4, or 5 year intervals. Copies are probably among the rare books in the reference section of most public libraries. All nicely illustrated.

One published on the west coast is a nice volume, "Casey Jones' Locker" by Fred-eric Shaw (1959) contains a very fine story about the 999 of the NYC&HR. There are even some foreign volumes about New York Central Steam, such as "Locomotive Practices and Performances in the Twentieth Century", published in London in 1949, also "Tandem Compound Locomotives", London 1949. Even one from West Germany, "Dampflokotiven der New York Centralbahn fur hohe Geschwindigkeit", Berlin, 1951. All very interesting. There were also various leaflets and pamphlets (illustrated) published by the rail-road's motive power department, as well as Bulletins of the Railway & Locomotive His-torical Society. Bear in mind that material of this kind goes out of print fast. Vari-ous issues of Midwest Railroader carry New York Central Lines and System material which has never appeared elsewhere, published as a private venture because no club would take the chance to sponsor it. It is a pleasure to publish the journal now running some 5 years. We can assure you it hasn't showed a penny's profit. We do know subscribers agree they like the journal immensely and its publication is only assured thru the help of steam locomotive "sharks" over the U.S. and Canada, some of whom we have correspond-ed with for more than 25 or 30 years.

We solicit your support and assistance and word-of-mouth advertising among your club friends and your fellow correspondents. Let your friends know of the existence of this journal,- we will appreciate it. We trust you will respect the copyrights which is only done for the benefit of some who desire it. Many have spent many days and years patiently garnering their records (and photographs) and feel that they shoul-dn't be dissipated by thoughtless individuals who pick up something momentarily, pass-ing it on without giving a line of credit to the source of their information. We so-llicit your support and cooperation. The editor has been a life member (no.2) of the Railway and Locomotive Historical Society since its founding, and were its first (nat-ional) Corresponding Secretary. We remember with great pride soliciting Bion J. Ar-nold's membership in the R.&L.H.S. and shortly thereafter met him at one of the Soci-ety's Chicago branch monthly meetings which we attended faithfully for years. Mr.Arnold sometime later contributed a very fine article to one of the Society's Bulletins.

And by the way, if you have an opportunity to acquire any of these Bulletins, sug-gest that you do. You know now how impossible to find are the earliest issues of these fine publications. (Who is going to tell this if I don't). No. 106 Bulletin has just been put in the mail.

We were told when we started the journal there would be "days" like this.

Quebec Central Railway — All Available Information

Compiled by
Bill Reddy

QCR #	CPR #	Builder	Date	C/n	Type	Remarks		
1		Mason	1874		4-4-0	16x24	60	Scrapped
2		Mason	"		"	"	"	"
3		Rhode Is	1884	1491	"	"	"	"
4		"	"	1492	"	"	"	"
5		Rogers	1873		"	"	"	"
10		Portland	1888		"	18x24	"	"
11		Portland	"	581	"	"	"	Sold to Temiscouata Ry in 1921, scrapped by CNR in 1951
12		Portland	1873	582	4-4-0	18x24	60	Sold to the Temisco. Ry #12 in 1921, scp by CNR 1951
13		Kingston	1890		4-4-0	17x24	62	Scrapped
14		"	"		"	"	"	"
15		Rhode Is	1895	3094	"	18x24	62	"
16		Kingston	1896		4-4-0	18x24	63	" Possibly C/n 452
17		"	"	453	"	"	"	Scrapped
18		"	1897		"	"	"	"
19		"	"		"	"	"	"
2nd18		Manchester	1902		"	"	66	"
2nd19		"	"		"	"	"	"
20		Kingston	1899	477	"	"	63	"
21		"	"	478	"	"	"	"
22		GT	1882		2-6-0	18x26	"	Acq in 1902 Scp
23		"	"		"	"	"	"
24		Montreal	1904	30113	4-4-0	18x24	66	Scrapped
25		"	"	30114	"	"	"	"
26		Kingston	1906	747	2-6-0	20x26	56	"
27		"	"	748	"	"	"	"
28		"	"	749	"	"	"	"
29		"	"	750	"	"	"	" in service in 1949
30		"	1908	799	4-4-0	20x24	63	"
31		"	"	800	"	"	"	"
32		"	"	875	2-6-0	20x26	56	"
33		"	"	876	"	"	"	"
34		"	1910	948	4-6-0	20x26	66	"
35		"	"	949	"	"	"	"
36		"	"	1035	2-6-0	"	"	"
37		"	"	1036	"	"	"	"
38		Kingston	1912	1037	"	"	"	"
39		"	"	1038	"	"	"	"
40		"	"	1073	4-6-0	"	63	"
41		"	"	1074	"	"	"	in service in 1949
42		"	"	1193	"	"	"	in service in 1949
43		"	"	1194	"	"	"	in service in 1949
44		"	"	1195	"	"	"	Scrapped
45		"	"	1196	"	"	"	in service in 1949
46	3000	CPR	1907	?	2-8-0	22x28	57	Scrapped
47	523	N. British	1903		4-6-0	20x26	63	Scrapped
48	524	"	"		"	"	"	"
49	3300	CPR	1904	834	2-8-0	20x26	57	" 1939
50	3301	CPR	"	835	"	"	"	"
51	3302	"	"	836	"	"	"	"
52	3424	Schenectady	"	30276	"	21x28	57	"
53	3426	"(Alco)	"	30278	"	"	"	"
54	3410	Kingston	1920	638	"	"	"	"

(to be continued)

MIDWEST RAILROADER

A N D R O S T E R J O U R N A L

The Historical Steam Locomotive Record

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Roy W. Carlson

MWRRer Established 1957.

FT. WAYNE, INDIANA

No. 34

In this Issue: A Short Roster of the St. Louis San Francisco RR steam. Subject to changes, corrections, etc., but is published in response to requests for information about Frisco locomotives. However, a more complete roster and historical record will be issued soon as a separate publication. If you want this 32 page roster, better write for it now as it will be printed in a very limited edition and will no doubt be out of print rather quickly. There has previously been a very limited amount of information on the motive power of this railroad.

For good measure we expect to add the steam roster of another road, one time affiliated with the Frisco as a part of the Frisco System, i.e., that of the Chicago & Eastern Illinois. With this will include one of the Chicago & Indiana Coal R.R.

The cost should not be over a \$ and will endeavor to keep within that limit.

Many have written us with regard to the many new railroad books that have come into print and will add some notes with reference to them.

STEAM STEEL & LIMITED. A Saga of the Great Varnish Era, by Wm. Kratville of Omaha, Nebr. 415 pages with every page carrying an illustration or two or three. This book is super duper and would make a fine presentation to anyone interested in rails. It isn't just a locomotive book but covers the passenger train field. The book covers rails and trains from the east coast to the west coast. Very, very fine.

THE GEORGIAN LOCOMOTIVE. You won't understand this title till you see the book. It is an intriguing volume and we like it inspite of its only 89 pages that sells for not too cheap a price. By H. Stafford Bryant, Jr., whom we had never heard of before. The author lives in Barre, Mass., and is the publisher. A line by the author "Some elegant steam motive power in the south and southwest, 1918-1945,-an episode in American taste." But means south and southeast as he does not cover the southwest. Maybe he intended to but things ran out. He tries to get as far as Texas but material gets thinner the closer he gets to Texas.

One statement in the book, and not to detract from the beautiful Pacifics and the ones converted to Hudsons, on the C&O, in one place states "Engines of its sister types, 480-series F-18 locomotives, were the champion heavy weights among Pacific types" must refer to the C&O only for other roads and other Pacifics beat the C&O, but of course not in the air-pumps, etc., hung on them. See tabular material, MWRRer no. 4, for comparisons. More of this to follow. Anyway a nice chapter on C&O Pacifics and also on Southern Ry. Pacifics.

STEAM LOCOMOTIVES AND HISTORY, GEORGIA RAILROAD AND WEST POINT ROUTE, by Richard E. Prince, a 1962 book of 114 pages of beautiful pictures and plenty of rosters. The author lives at Green River, Wyo., and is the publisher.

LOUISVILLE & MASHVILLE STEAM LOCOMOTIVES, by Richard E. Prince, a 1959 book of 129 pages of fine pictures, history and rosters, into the deep south.

And not to overlook the several editions of the HISTORY OF THE L&NRR, published by the L&N R.R. Co., with some locomotive records and plenty of pictures.

Here is another very fine book about a railroad of the south, southeast we should say. THE VIRGINIAN RAILWAY, by H. Reid. A beautiful book about a very fine railroad that has passed into history as a railroad name. 208 pages, published in 1961. Beautiful pictures and historical record. A railroad that always intrigued us. We are pleased that we made a personal visit to it some years ago.

But of the two books first above, how's come everybody has missed some nice looking Atlantics of the Southern and of the C&O and yes, the N&W also. The L&N didn't have any and neither did the NC&St.L. More of this to follow.

One thing about a book. Once it is published, the die is cast, it isn't revised, it isn't corrected, and if it were it wouldn't reach all buyers by a long shot.

New Pennsy Silicon Rectifier Electrics

No. 4460 is illustrated in Ry. Age for July 16/23, 1962, as the first such electric for the PRR, built by GE at Erie and delivered July 3, put in service July 6, 1962. It is the 42nd unit of an order of 66. 41 previously delivered utilize ignition (Mercury Arc) rectifier tubes, changing A.C. 11000 V. 25 cycle transmission current to D.C. for the traction motors. It is reported the plan is to equip the last 5 with the silicon type rectifier if performance justifies. The article states this is the first locomotive in the U.S. so equipped. Has been used on Commuter Cars of the PRR and the NH. Reported that the French National Rys. placed 15 4000 H.P. silicon rectifier locomotives in operation in 1961. The Pennsylv. are also 4400 HP and numbered in the 4400's, Class E-44.

See Ry. Age July 16/23, 1962, illustration of the 4460.

Railroad Model Craftsman, Dec. 1961, illustration of the 4400.

Ry. Age Nov. 7, 1960.

PRR	4400-4459	"ignition"	equipped	60.
"	4460-4464	"silicon"	"	5.

Leaving 1 if the order was for 66.

—RWC

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LOCOMOTIVES OF THE ST. LOUIS - SAN FRANCISCO RY.

<u>Present Number</u>	<u>Type</u>	<u>Class</u>	<u>Builder</u>	<u>Date</u>	<u>Const. Number</u>	<u>Old Numbers</u>	<u>Remarks</u>
1	2-10-2		Baldwin	11/1916	44405		Reb.#4415
2	"		"	"	44406		Scr.11/9/40
3	"		"	"	44480		" 11/14/40
4	"		"	"	44622		Reb.#4407
5	"		"	"	44623		Scr.11/23/40
6	"		"	"	44624		Reb.#4413
7	"		"	"	44625		Scr.11/28/40
8	"		"	"	44626		Reb.#4422
9	"		"	"	44627		" #4421
10	"		"	"	44628		Scr.11/14/40
11	"		"	1917	44831		" 11/28/40
12	"		"	"	44904		Reb.#4417
13	"		"	"	44924		Scr.2/28/41
14	"		"	"	44930		" 3/15/41
15	"		"	"	45057		Reb.#4414
16	"		"	"	45058		Scr.4/1/41
17	"		"	"	45059		Reb.#4418
18	"		"	"	45080		" #4406
19	"		"	"	45081		
20	"		"	"	45082		Reb.#4408
21	"		"	"	45119		" #4416
22	"		"	"	45120		Scr.4/1/41
23	"		"	"	45239		Reb.#4409
24	"		"	"	45270		Scr.4/1/41
25	"		"	"	45271		" 2/28/41
26	"		"	"	45326		Reb.#4405
27	"		"	"	45372		Scr.2/28/41
28	"		"	"	45448		Reb.#4411
29	"		"	"	45449		Scr.2/28/41
30	"		"	"	45663		" 11/16/40
31	"		"	"	45959		" 4/1/41
32	"		"	"	45960		" 3/15/41
33	"		"	"	45997		" 4/1/41
34	"		"	"	45998		" 11/20/40
35	"		"	"	46006		" 3/15/41
36	"		"	"	46007		" 4/1/41
37	"		"	"	46108		" 3/15/41
38	"		"	"	46109		Reb.#4420
39	"		"	"	46168		Scr.11/20/40
40	"		"	"	46591		
41	"		"	"	46712		Reb.#4410
42	"		"	1918	48023		" #4400
43	"		"	"	48071		" #4309
44	"		"	"	48142		" #4310
45	"		"	"	48294		" #4419
46	"		"	"	48295		" #4401
47	"		"	"	48296		" #4308
48	"		"	"	48297		" #4304
49	"		"	"	48579		" #4303
50	"		"	"	48681		" #4412
51	"		"	"	48740		" #4302
52	"		"	"	48776		" #4402
53	"		"	"	49085		" #4403
54	"		"	"	49230		Scr.11/23/40

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ST. LOUIS - SAN FRANCISCO

*55	2-10-2	Baldwin	1918	49231		Reb.#4301
*56	"	"	"	49412		" #4404
*57	"	"	"	49484		" #4300
*58	"	"	"	49667		" #4305
*59	"	"	"	49637		" #4306
*60	"	"	"	49860		" #4307
*61-71 Vacant						
*72	2-6-0	"	12/1912	39038	ex JLC&E	
73-74	"	"	5/1916	43278-79	"	to DV&S 9/1945
*75	4-6-0	"	2/1911	36168	"	
76-77	2-8-0	"	12/1920	54265-66	"	
*78-93 Vacant						
*94	4-4-0	Cooke	1893	2266		
Old #1-25 unknown						
*26	4-6-0	Hinkley	1870		orig.#9, re 50	sold 11/11
*27	"	"	"		" #13, " 51	Scr. 4/1/14
*28	"	"	1881		" #15, " 53	sold 6/1909
*29	"	"	"		" #16, " 54	Scr.
*30	"	"	"		" #17, " 55	"
*31	"	"	"		" #18, " 56	"
*32	"	"	1878		" #19, " 57	" 4/17/14
*33	"	"	"		" #20, " 58	" 4/10/14
*34	"	"	1881		" #27, " 35?	" 7/14/15
*35	"	"	"		" #28, " 35?	" 7/29/14
*36	"	"	"		" #29, " 37?	" 1/1904
*37	"	Baldwin	"		" #30, " 37?	" 4/1906
*38	"	"	"		" #31, " 61	" 3/23/14
*39	4-4-0	Hinkley	"		" #25, " 62	sold 12/05
*40	"	"	"		" #26, " 59	scr. 3/24/14
*41	"	Baldwin	"		" #23, " 72	sold 5/1902
*42	"	Rogers	1887	3745	Kans. Mid. 1, SLSF	scr. 11/05
*43	"	Cooke	1888			
*44	"	Pittsburg	1885		KCO&S #3	scr.
*45	"	Rogers	1880	2622	orig.#60, re 65	sold 4/1911
*46	"	"	"	2624	" #61, " 66	scr. 3/23/14
*47	"	"	"	2625	" #62, " 67	" 4/23/14
*48	"	"	"	2627	" #63, " 68	" "
*49	"	"	"	2628	" #64, " 69	sold 2/1902
*50	"	"	"	2629	" #65, " 70	scr. 4/27/14
*51	Vacant					
*52	4-6-0	Hinkley	1881		orig.#14	scr.
*53	"	Richmond	1891	2162	G&N #6	" 3/1/15
*54	"	Manchester	1883	1166	KCFS&M #54	" 12/14/14
*55	"	"	"	1167	" #55	" 12/1902
56-57	"	"	"	1168-9	" #56-57	
*58	"	"	"	1170	" #58	
*59	"	"	"	1117	KCFS&C - KCFS&M #42	scr. 7/16
*60	"	"	"	1118	" " #43	" 2/15
*61	4-4-0	"	"	1119	" " #44	
*62	"	"	"	1120	" " #45	scr. 2/15
63-64	"	"	1884	1188-9	" " #64-5	" 7/15
*65	"	"	"	?		
*66	"	"	"	1190	" " #66	" 9/1903
*67	"	"	"	1191	" " #67	" 7/16
68-69	"	"	"	1192,8	" " #68-9	" 4/1915
*70	"	"	"	1199	" " #70	

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ST. LOUIS - SAN FRANCISCO

71	4-4-0	Manchester	1884	1200	KCFS&G - KCFS&M	#71	scr. 8/1903
72-73	"	"	"	1201-2	"	#72-3	" 4/1915
74	"	"	"	1203	"	#74	
75	"	"	1882	1020	"	#120	
76	"	"	"	1021	"	#121	" 11/05
77	"	"	"	1022	"	#122	" 4/1918
78	"	"	"	1023	"	#123	
79	4-6-0	Rogers	"	2991	KCS&M	#124	not used by SLSF
80	"	"	"	2993	"	#125	"
81	"	"	"	3000	"	#126	"
82	"	"	"	2998	"	#127	"
83	"	Manchester	"	"	"	"	scr. 6/1916
84	"	"	"	"	"	"	
85							
86							
87							
88	4-6-0	Rhode Isl.	1881				
89	"	"	"				scr. 6/28/16
90							
91	4-6-0	Hinkley	1869		orig. #47		scr. 8/9/15
92	"	"	"		" #46		" 9/16/14
93					" #45		
94	4-6-0	Cooke	1893	2266	" #44, KCO&S	#10	
95	"	"	1888		" #43		scr. 4/10/15
96	"	Manchester	1880	822	KCFS&G-KCFS&M	#28	" 7/10/15
97-98	4-4-0	"	"	823-4	"	#29-30	
99	"	"	"	828	"	#31	scr. 7/1915
100	"	"	"	829	"	#32	
101	"	"	1881	860	"	#33	
102	"	"	"	861	"	#34	scr. 8/5/15
103	"	"	"	862	"	#35	
104	"	Baldwin	1882		KCFS&M	#38, 104	
105	"	Pittsburg	1885	713	MS&B #1, KCM&B	#301	scr. 1/1903
106	"	"	"	782	" #2	#302	" 4/17/15
107	"	"	"	789	MB&A #3	#303	" 4/12/15
108	"	Baldwin	1886	8263	KCM&B #4, SLSF	#304	" 5/16/16
109	"	"	"	8264	" #5	#305	" 11/08
110	"	"	"	8265	" #6	#306	" 4/15/15
111	"	"	"	8267	" #7	#307	" 5/17/16
112	"	"	1887	8805	" #8	#308	" 4/14/15
113	"	"	"	8806	" #9	#309	" 6/22/15
114	"	Pittsburg	1890	1100	" #36	#336	
115	"	"	"	1101	" #37	#337	
116-129	unknown						
130	4-4-0	Rogers	1883	3176	orig. #90		scr. 7/30/15
131	"	"	"	3177	" #91		" 11/18/14
132	"	"	"	3178	" #92		" 4/24/14
133	"	"	"	3179	" #93		" 11/09
134	"	"	"	3180	" #94		" 4/14/14
135	"	"	"	3181	" #95		" 5/15/15
136-137	"	Cooke	1884	1570-71	" #96-97		" 4/25/14
138	"	Baldwin	1888	9002	KCFS&G	#83, 138	
139	"	"	"	8997	"	#84, 139	
140	"	"	"	9078	"	#85, 140	to ST. LM&S Co.
141	"	"	"	9079	"	#86, 141	scr. 8/14/15
142	"	"	"	9080	"	#87, 142	" 5/26/15

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ST. LOUIS - SAN FRANCISCO

143	4-4-0	Baldwin	1888	9082	KCFS&G	#38,143	
144-145	"	Rhode Isl.	1889	2255-56	FtW&RG	#4-5	
146	"	Rome (NYLW)	1888		BE&SW	#2	scr. 4/22/18
147	"	"	"	"	"	#3	" 6/21/16
148-150	"	Rogers	1886	3723-24,26	orig. #98-100		
151	"	"	"	3727	"	#101	scr. 8/4/15
152	"	Baldwin	"	8249	"	#102	" 6/24/15
153	"	"	"	8250	"	#103	" 4/16/14
154	"	"	"	8254	"	#104	
155	"	Cooke	1884		"	#105	scr. 10/26/14
156	"	"	1885		"	#106	" 9/16/14
157	"	"	1888		"	#107	" 9/30/14
158	"	U. P. Ry.	1890		A&C	#8	
159	"	"	"		"	#9	scr. 10/1905
160	"	Schenectady	1889	2790	"	#5	ex UP 628
161	"	"	"		BE&SW	#20	
162	"	"	"		"	#21	
163-181	unknown						
182	4-4-0	Pittsburg	7/1902	25309	StLM&SE	23	Reb. 9/10/1929
183	"	"	"	25310	"		
184-185	"	"	10/1899	2015-16	KCM&B	#44-45	
186	"	"	1900	2126	"		
187	"	"	10/1899	2017	KCFS&M		
188-189	"	"	5/1902	2362-63	"	#188 blt. as Frisco #188, order P-186	
190-199	unknown						
200-201	4-4-0	Pittsburg	4/1902	2373-74	KCFS&M		
202-204	"	"	"	2375-77	"		
205-214	"	Dickson	1902	26727-36	"		
215-218	"	"	1903	26737-40	"		
300	2-6-0	Rogers	1886	3704	orig. #200		scr. 1/29/15
301	"	"	"	3707	"	#201	" 3/11/15
302	"	"	"	3711	"	#202	" 7/26/15
303	"	"	"	3712	"	#203	" 7/27/15
304	"	Baldwin	"	8230	"	#204	" 8/17/15
305	"	"	"	8231	"	#205	" 8/23/15
306	"	"	"	8233	"	#206	" 7/19/15
307	"	"	1887	8277 8777	"	#207	" 8/6/15
308	"	"	"	8778	"	#208	
309	"	"	"	8782	"	#209	
310	"	"	"	8783	"	#210	scr. 8/13/15
311	"	"	"	8784	"	#211	sold 5/1916
312	"	"	"	8786	"	#212	" "
313	"	"	"	8787	"	#213	scr. 5/21/15
314	"	"	"	8790	"	#214	sold 5/1916
315	"	"	"	8793	"	#215	scr. 8/21/15
316	"	"	"	8794	"	#216	sold 7/26/15
317	"	"	1888	9319	"	#217	scr. 10/16/15
318	"	"	"	9321	"	#218	" 8/10/15
319	"	"	"	9322	"	#219	" 8/23/15
320	"	"	"	9325	"	#220	" 7/20/15
321	"	"	"	9326	"	#221	" 7/23/15
322	"	"	"	9327	"	#222	sold 5/1916
323	"	"	"	9328	"	#223	scr. 7/17/15
324	"	"	"	9329	"	#224	

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*325	2-6-0	Baldwin	1888	9330	orig.#225	scr.	8/7/15
*326	"	"	"	9331	" #226		
*327	"	"	"	9359	" #227		
*328	"	"	"	9364	" #228	scr.	8/10/15
*329	"	"	"	9368	" #229		
*330	"	"	"	9365	" #230		
*331	"	"	"	9370	" #231	scr.	7/26/15
*332	"	"	"	9374	" #232	"	7/14/15
*333	"	"	"	9372	" #233	"	8/11/15
*334	"	"	"	9371	" #234		
*335	"	"	"	9373	" #235		
*336	"	"	"	9377	" #236	sold	5/1916
*337-338	"	"	1892	12576-77	" #237-8,834-5		
*339-343	"	"	"	12580-84	" #239-243,836-40		
344	"	"	"	12587	" #244,841		
345	"	"	"	12597	" #245,842	sold to C&E	
346-348	"	"	"	12604-5,7	" #246-8,843-5		
349-350	"	"	1894	13892-93	" #249-250		
351-352	"	"	"	13895-96	" #251-252		
353	"	"	"	13898	" #253		
354	"	Rhode Isl.	1891	2604	FtW&RG #6		to AT&SF
355-356	"	"	"	2570-71	" #20-21		
357	"	"	"	2605	" #22		to AT&SF
358	"	"	"	2606	" #23		
359-360	"	Baldwin	1897	15532-33	" #24-25		
361-362	"	"	1899	16581-82	" #26-27		
363	"	Brooks	1893		SLM&SE #9		scr.6/12/16
364	"	"	"		" #3		" 7/12/15
365-366	"	Alco	1909	46648-49	GT&W #3-4		
367-368	"	"	1910	47622-23	" #5-6		
369-387	unknown						
388 ?	2-6-0 ?	Cooke	1898		SL&C #20		scr. 3/1903
389	"	Dickson	1882		SLM&SE #4		" 11/1909
390	"	"	"		" #5		" 10/1908
391	"	"	"		" #6		sold 3/1906
392	"	"	"		SL&G #11		sold 7/1906
393	"	"	"		" #12		scr. 6/1907
394	"	"	"		" #13		" 4/1906
395	"	"	"		" #14		" 6/1906
396	"	"	"		" #15		" 8/1906
397	"	"	"		" #16		sold 7/1906
398	"	Cooke	"		" #17		scr. 3/1906
399	"	"	"		" #18		" "
*300	4-6-0	Baldwin	1886	7926	A&P #50		scr.
*301	"	"	"	7931	A&P 51,SFP 51,SF 281	"	6/30/02
*302	"	"	"	7935	" 52		
*303	"	Pittsburg	1887	929	" 53 " 53 " 388	scr.	3/31/25
*304	"	"	"	930	" 54 " 54 " 354	"	3/19/29
*305	"	"	"	931	" 55 " 55 " 355	"	12/24/27
*306	"	"	"	932	" 56 " 56 " 356	"	8/21/15
*307	"	"	"	933	" 57 " 57 " 357	"	8/11/15
388 ?	" ?	Cooke	1898		SL&G #20		" 3/1905
400	4-6-0	Baldwin	1879	4523	orig.#40,150		scr. 4/21/14
401	"	"	"	4524	" #41,151		" 10/14/14

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402	4-6-0	Baldwin	1879	4819	orig. #42,152	scr. 2/12/15
403	"	"	"	4816	" #43,153	
404	"	"	"	4820	" #44,154	sold 5/1916
405	"	"	"	4822	" #45,155	scr. 6/23/16
406	"	"	"	4851	" #46,156	" 7/24/15
407	"	"	"	4854	" #47,157	
408	"	"	"	4868	" #48,158	sold 6/1916
409	"	"	"	4870	" #49,159	scr. 7/8/15
410	"	Rogers	1880	2641	" #50,160	" 4/4/16
411	"	"	"	2642	" #51,161	" 6/10/13
412	"	"	"	2645	" #52,162	" 6/1906
413	"	"	"	2649	" #53,163	" 10/14/14
414	"	"	"	2651	" #54,164	" 5/13/16
415	"	"	"	2652	" #55,165	" 4/29/16
416	"	Cooke	1884	1572	" #100,166	" 4/25/14
417	"	"	"	1573	" #101,167	" "
418	"	"	"	1574	" #102,168	" 2/25/14
419	"	"	"	1575	" #103,169	" 3/16/15
420	"	"	"	1576	" #104,170	" 4/14/16
421	"	"	"	1577	" #105,171	" 4/27/14
422	"	"	"	1596	" #106,172	" 11/1/13
423	"	"	"	1597	" #107,173	" 4/22/16
424	"	"	"	1598	" #108,174	" 11/1909
425	"	"	"	1599	" #109,175	" 6/1906
426	"	"	"	1600	" #110,176	" 12/31/14
427	"	"	"	1601	" #111,177	" 10/20/14
428	"	Baldwin	1887	8747	" #178	
429	"	"	"	8748	" #179	" 7/9/15
430	"	"	"	8751	" #180	
431	"	"	"	8752	" #181	" 8/20/15
432	"	"	"	8753	" #182	" 8/9/15
433-434	"	"	"	8754-55	" #183-184	
435	"	"	"	8756	" #185	" 8/12/15
436	"	"	"	8758	" #186	
437	"	"	"	8759	" #187	" 7/21/15
438-439	"	"	1893	13299-300	orig. #188-189	
440-441	"	"	"	13310-311	" #190-191	
442	"	"	"	13331	" #192	
443-445	"	"	"	13446-448	" #193-195	
446	"	"	"	13457	" #196	
447	"	"	"	13467	" #197	
448	"	Rogers	1887	3870	KCFS&G #138	scr. 5/18/16
449	"	"	"	3872	" #139	" 8/3/15
450	"	"	"	3884	" #140	" 7/23/15
451	"	"	"	3885	" #141	" 6/8/16
452	"	"	"	3894	" #142	" 5/6/16
453	"	"	"	3895	" #143	" 6/25/16
454	"	"	"	3896	CR #251	" 5/22/16
455	"	"	"	3907	" #252	" 7/28/15
456	"	"	"	3908	" #253	" 5/8/16
457	"	"	"	3909	" #254	
458	"	"	"	3912	" #255	" 7/20/15
459	"	"	"	3848	KCM&B #312, KCFS&G #12	
460	"	"	"	3851	KCM&B #313, KCFS&G #13	scr. 3/15
461	"	"	"	3853	" #314	" #14 " 7/15
462	"	"	"	3855	" #315	" #15 " 8/04

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463	4-6-0	Rogers	1887	3857	KCM&B #316	KCFS&G #16	scr. 7/15
464	"	"	"	3862	" #317	" #17	
465	"	"	"	3866	" #318	" #18	" 6/16
466	"	"	"	3869	" #319	" #19	" 7/15
467	"	Baldwin	1913	40319	GT&W #8		
468-478	Vacant						
479	4-6-0	Baldwin	1910	34877	SLB&M #38		
480	"	"	"	34878	" #39		scr. 6/1944
481-482	"	"	"	34879-80	" #40-41		
483-484	"	"	"	34887-88	" #42-43		
485							
486							
487	4-6-0	Pittsburg	1893	1481	KCFS&M #111, 343, 487		
488-490	"	"	"	1482-84	" #112-4,	488-490	
491-496	"	"	1890	1176-81	" #101-106		
497-499	"	"	"	1186-88	" #107-109		
500	"	"	"	1189	" #110, 328		
501-504	"	"	"	1182-85	KCM&B #38-41,	ex SLSF #338-341	
505							
506-515	4-6-0	Pittsburg	1893	1471-80	KCFS&M #146-155,	506-515	
516-517	"	Baldwin	1903	22823, 22830			
518-519	"	"	"	22842, 22850			
520-521	"	"	"	22866-22867			
522-523	"	"	"	22882-22883			
524-525	"	"	"	22900, 22919			
526-527	"	"	"	22927, 22933			
528-529	"	"	"	22984, 22988			
530	"	"	"	22999			
531-538	Vacant						
539-540	4-6-0	Baldwin	1898	15827-28	ex #139-140	Reb. 3539-40	0-6-0
541-545	"	"	"	15850-54	" #141-145	" 3541-45	"
546-548	"	"	"	15829-31	" #146-148	" 3546-48	"
549-554	"	Pittsburg	1901	2317-2322	" KCFS&M #549-554		
555-557	"	"	"	2330-2332	" #555-557		
558-560	"	Cooke	1902	26087-89			
561-563	"	"	"	26090-92			scr. 7/19, 7/14, 7/18 - 1932
564-567	"	"	"	26093-96			
568	"	Baldwin	"	21339			
569-571	"	"	"	21370-72	#570	scr. 7/22/32	
572	"	"	1903	21444			
573-574	"	Pittsburg	"	2417-2418	SLM&SE #21-22		
575-584	"	"	1902	2378-2387	#581	scr. 1/26/33	
585-594	"	Dickson	1903	26767-776	#586	" 7/15/32	
595-599	"	"	"	27374-378	AV&W		
600-604	"	Richmond	1902	25326-330	FW&RG		
605	"	"	"	25321		scr. 1/21/33	
606-607	"	"	"	25322-323			
608	"	"	"	25324		scr. 1/19/33	
609	"	"	"	25325			
610	"	Baldwin	1903	22695			
611-612	"	"	"	22710-22711			
613-614	"	"	"	22735-22736			
615-616	"	"	"	22740, 22755			
617-618	"	"	"	22778, 22786			
619	"	"	"	22804			
620-621	"	"	"	23098-23099	SL&G		

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622-623	4-6-0	Baldwin	1903	23106-23107	SL&G	
624	"	"	1904	23488		
625-626	"	"	"	23497,23511		
627-628	"	"	"	23542,23619		
629-633	"	Schenectady	1905	38115-38119	KCFS&M	
634-635	"	Baldwin	1903	23559,23363		
636-637	"	"	"	23373,23408		
638-639	"	"	"	23409,23428		
640-641	"	"	"	23442,23473		
642-643	"	"	1903-1904	23474,23496		
644-645	"	"	"	23715-23716		
646-647	"	"	"	23722,23738		
648-649	"	"	"	23766-23767		
650-651	"	"	"	23796-23797		
652-653	"	"	"	23804-23805		
654-655	"	"	"	23815-23816		
656-657	"	"	"	23846-23847		
658-659	"	"	"	23884,23680		
660-662	"	"	"	23683-23685		
663-665	"	"	"	23692-23694		
666-667	"	"	"	23700-23701		
668	"	"	"	23710		
669	"	Dickson	1903	28700		
670-671	"	"	"	28701-28702		sold 6/16
672-673	"	"	"	28703-28704		
674-676	"	"	"	28705-28707		sold 6/16
677	"	"	"	28708		
678	"	"	"	28709		sold 6/16
679-693	"	"	"	28710-28724		
694	Vacant					
695-699	4-6-0	Brooks	1906	39922-39926		
700-704	"	Dickson	1903	28725-28729		cross compound
705-724	"	Brooks	1906	39927-39946		
725-726	Vacant					
727-741	4-6-0	Schenectady	1905	38120-38134	KCFS&M	#737 scr. 5/46
742-743	"	Baldwin	1903	21559,21565	BF&SW	4-cyl.Vauc.Comp
744	"	"	"	21571	"	"
745	"	"	"	21572	"	scr.Enid,Okla. 1/28/33
746-747	"	"	"	21609,21647	"	4-cyl.Vauc.Comp
748-749	"	"	"	21657,21667	"	"
750-751	"	"	"	21787,21791	"	"
752-753	"	"	"	21797,21830	"	"
754-755	"	"	"	21836,21863	"	"
756-757	"	"	"	21874,21891	"	"
758-759	"	"	"	21944,21955	"	"
760-761	"	"	"	22074,22115	"	"
762	"	"	"	22161	"	"
763-764	"	"	"	21470,21460	OC&W	
765-766	"	"	"	21471,21480	"	
767-768	"	"	"	21481,21525	"	
769	"	"	"	21528	"	
770	"	"	"	21529	"	scr.Enid,Okla. 12/36
771-772	"	"	"	21535-21536	"	
773-774	"	"	"	21542,21564	"	
775	"	"	"		SLM&SE	
776	"	"	"		"	

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777	4-6-0	Baldwin	1903		SLM&SE
778	"	"	"		"
779	"	"	"		BE&SW
780	"	"	"		"
781	"	"	"		"
782	"	"	"		"
783	"	"	"		"
784	"	"	"		"
785-786	"	"	"	21751,21761	A&C
787-788	"	"	"	21766-21767	"
789-790	"	"	"	21789,21954	"
791-792	"	"	"	21969,21972	"
793-794	"	"	"	21979,21996	"
795-796	"	"	"	22011,22018	"
797-798	"	"	"	22030,22035	"
799	"	"	"	22056	"
800	2-8-0	Dickson	1900		
801-805	"	"	"	1156-1160	orig:#501-505
806-808	"	"	"	1161-1163	" #506-508 scr.4/1944
809-818	"	"	"	1164-1173	" #509-518
819-828	"	Pittsburg	1902	25311-25320	
829-833	"	Richmond	"	25331-25335	
834-835	"	Brooks	1903	26512-26513	
836-849	Vacant				
850	2-8-0	Brooks	8/1905	38033	orig.DT&I #98, then NI&N #1
851	"	"	"	38049	" #114 " #2
852-859	Vacant				
860	2-8-0	Brooks	1900	1374	MSB&P
861	"	"	"	1379	"
862-869	Vacant				
870	2-8-0	Pittsburg	1897	1756	MSB&P
871	"	"	1899	1943	"
872-949	Vacant				
950-955	2-8-0	Pittsburg	1900	2127-2132	KCFS&M #156-161, SLSF #500-5
956-965	"	Dickson	1902	26228-26237	SLM&SE " #270-9
966					
967					
968					
969					
970	2-8-0	Baldwin	1907	29623	
971	"	"	"	29624	sold 12/1916
972	"	"	"	29688	" 9/1916
973	"	"	"	29689	" 12/1916
974	"	"	"	29690	" 9/1916
975	"	"	"	29691	" 4/1916
976	"	"	"	29692	
977-978	"	"	"	29724-25	sold 4/1916
979-981	"	"	"	29730-32	
982-983	"	"	"	29779-80	sold 4/1916
984	"	"	"	29797	
985	"	"	"	29798	sold 4/1916
986-987	"	"	"	29799-29800	
988-989	"	"	"	29843,29885	
1000-1009	4-6-2	Brooks	1904	28690-28699	
1010-1011	"	Baldwin	"	23744,23751	
1012-1013	"	"	"	23752,23844	

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1014	4-6-2	Baldwin	1904	23903	
1015-1020	"	"	1910	34154-34159	"
1021-1023	"	"	"	34193-34195	"
1024-1027	"	"	"	34209-34212	"
1028-1029	"	"	"	34277, 34234	"
1030-1032	"	"	"	34251-34253	"
1033-1034	"	"	"	34265, 34328	"
1035-1038	"	"	"	35275-35278	NOT&M
1039	"	"	"	35352	"
1040-1059	"	Alco Schen	1912	50553-50572	"
1060-1061	"	Baldwin	1917	45358, 45387	Reb. to 4-6-4
1062-1064	"	"	"	45464-45466	"
1065-1066	"	"	"	45511-45512	"
1067-1068	"	"	"	45580, 45631	"
1069	"	"	"	45701	"
1100-1103	4-6-0	Alco Schen	1906	41455-41458	NOT&M
1104	"	"	"	41459	blew up, scr. 4/30/1933
1105-1109	"	"	"	41460-41464	NOT&M
1110-1111	"	"	1907	42312-42313	CSNO&P
1200-1201	2-8-0	Baldwin	3/1907	30310, 30319	CSNO&P
1202-1203	"	"	"	30320-30321	"
1204-1205	"	"	"	30355, 30330	"
1206-1207	"	"	"	30331, 30356	"
1208-1209	"	"	"	30357-30358	"
1210	"	"	"	30359	"
1211-1212	"	"	"	30380-30381	"
1213-1214	"	"	4/1907	30382, 30401	"
1215	"	"	"	30408	"
1216-1217	"	"	"	30425-30426	"
1218	"	"	5/1907	30427	"
1219-1220	"	"	"	30472, 30483	"
1221-1222	"	"	"	30543, 30639	"
1223-1224	"	"	"	30665-30666	"
1225	"	"	10/1907	30741	" scr. 8/1945
1226	"	"	"	31936	scr.(wreck) 5/12/45
1227-1228	"	"	"	31937, 31961	"
1229	"	"	"	31962	scr.W.Tulsa 6/1946
1230-1231	"	"	"	31977-31978	"
1232	"	"	"	32000	"
1233-1235	"	"	"	32004-32006	"
1236-1240	"	"	"	32039-32043	"
1241-1244	"	"	"	32073-32076	"
1245-1246	"	"	"	32090-32091	"
1247-1248	"	"	"	32104, 32154	"
1249-1250	"	"	"	32175, 32209	"
1251-1254	"	"	1909	33735-33738	"
1255-1260	"	"	"	33762-33767	"
1261-1263	"	"	"	33810-33812	"
1264-1265	"	"	"	33822, 33839	"
1266-1267	"	"	1910	34120-34121	"
1268-1271	"	"	"	34139-34142	"
1272-1274	"	"	"	34165-34167	"
1275-1276	"	"	"	34183-34184	"
1277-1279	"	"	"	34220-1, 226	"
1280	"	"	"	34406	"

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1281-1292	2-8-0	Brooks	1910	48702-48713	
1293-1299	"	Baldwin	"	35381-35387	NOT&M
1300-1303	"	"	"	35411-35414	"
1304-1305	"	"	"	35441,35474	"
1306-1312	"	Schenectady	1912	51805-51811	
1313	"	"	"	51812	Reb.#1351 2-8-2 11/43
1314-1315	"	"	"	51813-51814	
1316	"	"	"	51815	Reb.#1354 2-8-2 5/45
1317	"	"	"	51816	
1318	"	"	"	51817	Reb.#1355 2-8-2 10/45
1319-1320	"	"	"	51818-51819	
1321	"	"	"	51820	Reb.#1352 2-8-2 6/44
1322	"	"	"	51821	" #1353 " 9/44
1323-1340	"	"	"	51822-51839	
1341	"	"	"	51840	Reb.#1350 2-8-2 8/45
1342	"	"	"	51841	" #1356 " 3/46
1343-1345	"	"	"	51842-51844	
1400-1401	4-6-0	Baldwin	1907	32285,32303	
1402-1404	"	"	"	32341-32343	
1405-1406	"	"	"	32393-32394	
1407-1409	"	"	"	32418-32420	
1500-1501	4-8-2	Baldwin	1923	56137,56235	
1502-1514	"	"	"	56266-56278	
1515-1517	"	"	1925	58608-58610	
1518-1519	"	"	"	58606-58607	
1520-1522	"	"	1926	59132-59134	
1523	"	"	"	59169	
1524-1529	"	"	"	59198-59203	
1613-1614	2-10-0	Richmond	1917	58827-58828	
1615-1620	"	"	1918	58829-58834	
*1621-1622	"	"	"	58836,58835	
*1623-1624	"	"	"	58867,58686	(1624 Brooks LW)
*1625	"	Schenectady			
*1626	"	Brooks			
*1627-1628	"	Baldwin	1918	47894-47895	
1629-1630	"	"	"	47900,47953	
1631-1632	"	"	"	48136,48522	
2001-2005	2-8-8-2	Schenectady	1910	48652-48656	
2006-2007	"	"	"	48734-48735	
2201	4-4-0	Hinkley	1869		Orig.#10,33 43
2202-2203	"	Cooke	1877		FtW&RG #2-3, 51-52
2204	"	Manchester	1884	1168	KCFS&G -KCFS&M #56
2205	"	"	"	1170	" " #58
2206	"	"	"	1187	FS Equip.#63,KCFS&M #63
2207-2231					
2232	4-4-0	Manchester	1870	136	MRFS&G #4, SLSF 232 *
2233	"	"	"	167	" #7 " 233 *
2234	"	"	"	195	" #8 " 234 *
2235	"	"	"	220	" #17 " 235 *
2236	"	"	"	242	" #19 " 236 *
2237	"	"	1879	786	" #26 " 237 *
2238	"	Rhode Isl.	1881		KCFS&G #36 " 238 *

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2239	4-4-0	Rhode Isl.	1881		KCFS&G #38	SLSF 239
2240	"	"	"		"	" 240
2241-2242	"	Cooke	1886	1716-17	FW&RG #1-2	" 241-242
2243-2244	"	Manchester	1882			" 243-244
2245	"	Taunton	1880	764	A&P #82	" 245
2246	"	Baldwin	1881		" #39	" 246
2247-2248	"	"	1871		KCFS&M #247-248	
2249	"	Manchester	1886		" #249	
2250	"	Hinkley	1898		SLSF #250	
2251-2252	"	Portland	1882	404-405	SLM&SE #51-52	
2253	"	Baldwin	1898		" #3	
2254	"	"	"		" #2	
2255	"	"	"		" #1	
2256	"	"	"		" #7	
2257	"	"	"		" #8	
2258	"	Taunton			" #9	
2259	"	Rogers			" #15	
2260	"	Taunton			SL&G #21	
2261	"	Hinkley			" #10	
2262	"	Schenectady			" #7	
2263	"	Rogers			" #5	
2264	"	Schenectady	1883	1778	SL&G #19	
2265	"	Altoona	"		" #3	
2266	"	"	"		" #2	
2267	"	Manchester	"		SLM&SE #17	
2268	"	Hinkley	"		SL&G #8	
2269	"	"	"		" #1	
2270	"	"	"		SLM&SE #18	
2271	"	Schenectady	"		" #6	
2272	"	Grant	1868		BE&SW #1	
2273	"	"	"		" #7	
2274	"	Baldwin	1886		O&CC #1	
2275	"	"	"		" #2	
2650	4-6-0	Rogers	1882		BE&SW #4	
2651	"	"	"		" #5	
2652	"	"	"		" #6	
2653	"	Baldwin	1873		orig. #653	
2654	"	"	"		" #654	
2655	"	"	1870		" #655	
2656	"	"	"		" #656	
2657	"	"	"		" #657	
2658	"	"	"		" #658	
2659-2663	"	Manchester	1883	1121-25	KCFS&G 46-50, KCFS&M 659-663	
2664-2666	"	"	"	1163-65	" 51-53 " 664-666	
2667-2668	"	Rogers	1882	3003,06	KCS&M 128-29 " 667-668	
2669	"	Baldwin	1870		" 131 SLSF 669	
2670-2671	"	Rogers	1885	3554,56	" 132-133 KCFS&M 670-671	
2672-2673	"	"	"	3559-60	" 134-135 " 672-673	
2674-2675	"	"	"	3562-63	" 136-137 " 674-675	
2676-2681	"	Rhode Isl.	1889	2300-05	KCFS&M #90-95 SLSF #676-681	
2682-2684	"	"	1888	2006-08	KCFS&G 22-24, KCFS&M 322-4, SLSF 682-4	
2685-2687	"	"	"	2009-11	" 29-31 " 329-31 SLSF 685-687	
2688-2689	"	"	1889	2290-91	" 32-33, " 332-333 SLSF 688-689	

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2690-2691	4-6-0	Rhode Isl.	1889	2292-93	KCFS&G 34-35, KCM&B 334-335	SLSF 690-691
2692-2695	"	Pittsburg	1886	855-858	MB&A 25-28	325-328 SLSF 692-695
2696-2697	"					SLSF 696-697
2698	"	Brooks	1898			SLM&SE 698
2699	"	Baldwin	1871			KCFS&M #5, 699
2700-2701	2-8-0	"	1881	5473,76	ex. 66-7, 266-7, 700-1	
2702	"	"	"	5482	" 68 268 702	
2703-2704	"	"	"	5820,31	" 69-70, 269-70, 703-4	
2705	"	"	"	5915	" 71 271 705	
2706-2707	"	"	1882	5983,87	" 72-3, 272-3, 706-7	
2708-2709	"	"	"	6022-23	" 74-5, 274-5, 708-9	
2710-2711	"	"	"	6060,58	" 76-7, 276-7, 710-1	
2712-2713	"	"	"	6078,76	" 78-9, 278-9, 712-3	
2714-2715	"	"	"	6093,92	" 80-1, 280-1, 714-5	
2716-2718	"	Rogers	"	3145-47	" 82-4, 282-4, 716-8	
2719	"	"	1883	3184	" 85, 285, 719	
2720-2723	"	Cooke	1884	1578-81	" 86-9, 286-9, 720-3	
2724-2725	"	Baldwin	1886	8345,39	" 259-260, 724-725	
2726-2727	"	"	"	8328,27	" 261-262, 726-727	
2728-2729	"	"	"	8326,25	" 63-4, 263-4, 728-9	
2730	"	"	"	8324	" 65, 265, 730	
2731	"	Rogers	1884		" 290, 731	
2732	"	"	"		" 291, 732	
2733	"	"	"		" 292, 733	
2734	"	P.R.R.	1876		AV&W #4	
2735	"	"	1877		" #2	
2736	"	"	1876		" #1	
2737	"	"	1877		" #32	

all 2200,2600,2700 cl.engines scr. or sold prior to 1917

3539-3540	0-6-0	Baldwin	1898	15827-28	reb. from 139-140, /1923
3541-3545	"	"	"	15850-54	" 141-145 "
3546-3548	"	"	"	15829-31	" 146-148 "

				Ex	Ex	Ex
				KCFS&G	KCFS&M	SL-SF
3600-3601	0-6-0	Manchester	1883	1126-27	40-41	600-01 1600-01
3602	"	Hinkley	1882		39	602 1602
3603	"	"	1884		59	603 1603
3604	"	"	"		60	604 1604
3605	"	"	"		61	605 1605
3606	"	"	"		62	606 1606
3607	"	"	1885		75	607 1607
3608	"	"	"		76	608 1608
3609	"	"	"		77	609 1609
3610	"	"	"		78	610 1610
3611-3612	"	Baldwin	1887	8855-56	10-11	611-612 KCM&B 1611-12
3613-3614	"	"	1888	9236-37	20-21	613-614 " 1613-14
3615-3616	"	"	1886	9949,57	22-23	615-616, 1615-1616
3617-3618	"	"	"		79-80	617-618, 1617-1618
3619-3620	"	"	"		81-82	619-620, 1619-1620
3621	"	"	1890	9947	89	621 1621
3622	"	"	1891	11171	96	622 1622
3623	"	"	"	11166	97	623 1623
3624	"	"	"	11169	98	624 1624

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3625	0-6-0	Baldwin	1891	11170	*99	*625	1625 *
3626	"	"	"	11179	*100	*626	1626 *
3627-3628	"	"	1888	9161-62	*144-5*	*627-628;	1627-1628 *
3629	"	"	1887	8935	*256	*629	C&R 1629
3630	"	Altoona	1876			SLM&SE #10	
3631	"	Baldwin	1887	8337		BB RR. #4	
3632	"	Pittsburg	1893	1485	KCFS&M	115,632,1632	
3633	"	"	"	1486	"	116,633,1633	
3634-3635	"	"	1896	1698-99	KCM&B	42-3,634-5,1634-35	
3636	"	"	1897	1770	KCFS&M	24,636,1636	
3637	"	"	"	1695	"	27,637,1637	
3638-3639	"	"	1901	2227-28	"	25,44,638-9,1638-9	
3640							
3641-3642	"	Baldwin	1881	5537-38	orig.#1-2;	1641-2'	
3643-3644	"	Rogers	1882	2990,92	" #3-4;	1643-4'	
3645-3646	"	"	"	3001-02	" #5-6;	1645-6'	
3647	"	Cooke	1892	2253	KCO&S #7,	ex SLSF #15,1647*	
3648	"	Baldwin	1906	28243	sold		
3649-3651	"	"	"	28246-48	"	3651 scr.	
3652-3655	"	"	"	28293-96	"	3653 sold	
3656-3657	"	"	"	28341-42			
3658-3659							
3660	0-6-0	Manchester	1883	1128	KCS&M 130,	KCFS&M 630,	SLSF 1660 *
3661	"	"	"	1129	" 131	" 631	" 1661*
3662-3663	"	Cooke	1885	1632-33	KCFS&M 7-8,	SLSF 1662-3'	
3664-3665	"	Baldwin	1893	13344,39	" 9-10	" 1664-5*	
3666-3667	"	"	"	13449-50	" 11-12	" 1666-7*	
3668	"	Hinkley	1882		" 13	" 1668*	
3669	"	"	"		" 14	" 1669*	
3670	"	Pittsburg	1902	2336	SLM&SE #12		
3671-3672	"	Baldwin	1904	23580-81			
3673-3675	"	"	"	23600-02			
3676-3677	"	"	1905	26942-43			
3678-3680	"	"	"	26966-68			
3681-3682	"	"	"	26977-78			
3683-3684	"	"	"	26985-86			
3685	"	"	"	27001			
3686-3687	"	"	1906	28349-50			
3688-3693	"	"	"	28354-59			
3694-3695	"	"	"	28498,567			
3698	"	Pittsburg	1889	1055	B.B. Ry. #5		
3699	0-4-2	Baldwin	1888	9126	" #1	scr.9/1900	
3700-3709	0-6-0	Dickson	1906	41465-474		3705-6,08	scr.10/44
3710-3712	"	"	"	42309-311			
3713-3716	"	Baldwin	1907	32110-113			
3717-3718	"	"	"	32150,190			
3719-3720	"	"	"	32226,233			
3721-3722	"	"	"	32230-231		3722 to Woodstock Co.	1/46
3723-3729	Vacant						
3730	0-6-0	Brooks	1907	42314			
3731-3735	"	Baldwin	1910	35319-35323			
3736-3737	"	"	"	35375-35376			
3738-3740	"	"	"	35403-35405			
3741-3744	"	"	1911	37186-37189			
3745-3752	"	"	"	37231-37238			
3800-3806	"	Schenectady	1919	61341-61347			

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4000-4001	2-8-2	Lima	1919	5855,5857	
4002-4003	"	Schenectady	"	60947,60946	
4004	"	Lima	"	5863	
4005	"	Schenectady	"	60945	
4006-4007	"	Lima	"	5864,5853	
4008-4009	"	"	"	5814,5832	orig.PRR #401,419
4010-4011	"	"	"	5824,5823	" #411,410
4012-4013	"	"	"	5834-5835	" #421-422
4014-4015	"	"	"	5819,5826	" #406,413
4016	"	"	"	5813	" #400
4017-4018	"	"	"	5876,5872	
4019-4020	"	"	"	5862,5861	
4021-4022	"	"	"	5873,5854	
4023-4024	"	"	"	5870,5878	
4025-4026	"	"	"	5879,5829	
4027-4028	"	"	"	5852,5869	
4029-4030	"	"	"	5868,5875	
4031-4032	"	"	"	5874,5836	orig.PRR #423 (4032)
4100-4104	"	Baldwin	1923	55889-55893	
4105-4111	"	"	"	56016-56022	
4112-4115	"	"	"	56084-56087	
4116-4134	"	"	"	56224-56242	
4135-4136	"	"	1925	58615-58616	
4137-4138	"	"	"	58466-58467	
4139-4140	"	"	"	58535-58536	
4141-4149	"	"	"	58593-58601	
4150-4153	"	"	1926	59122-59125	
4154-4155	"	"	"	59145-59146	
4156-4164	"	"	"	59187-59195	
4200-4211	"	"	1930	61279-61290	
4212-4219	"	"	"	61326-61333	
4300-4301	4-8-2	Baldwin	1918	49484,49231	Reb.from #57,55-2-10-2
4302-4303	"	"	"	48740,48579	" #51,49 "
4304-4305	"	"	"	48297,49667	" #48,58 "
4306-4307	"	"	"	49737,49860	" #59-60 "
4308-4309	"	"	"	48296,48071	" #47,43 "
4310	"	"	"	48142	" #44 "
4400-4401	"	"	"	48023,48295	" #42,46 "
4402-4403	"	"	"	48776,49085	" #52-53 "
4404	"	"	"	49412	" #56 "
4405-4406	"	"	1917	45326,45080	" #26,18 "
4407	"	"	1916	44622	" #4 "
4408-4409	"	"	1917	45082,45239	" #20,23 "
4410-4411	"	"	"	46712,45448	" #41,28 "
4412	"	"	1918	48681	" #50 "
4413	"	"	1916	44624	" #6 "
4414	"	"	1917	45047	" #15 "
4415	"	"	1916	44405	" #1 "
4416-4417	"	"	1917	45119,44904	" #21,12 "
4418	"	"	"	45059	" #17 "
4419	"	"	1918	48294	" #45 "
4420	"	"	1917	46109	" #38 "
4421-4422	"	"	1916	44627,44626	" #9,8 "

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4500-4502	4-8-4	Baldwin	1942	64449-64451
4503-4514	"	"	"	64437-64448
4515-4524	"	"	1943	69731-69740

Compiled by Wm. Swartz
July, 1952

A few Corrections and additions by J. F. Webber.

Page 3 14-15 should be 45047-48.

Page 4 59 should be 49737.

Page 5 73-74, 76-77 are EX JLC&E 34-35, 40-41. 75 was originally Middle Tenn. 25.

Page 6 I have a Dickson 26741 as Frisco 219. 307 should be 8777.
309, 311-312 to NOT&M 43, 44, 46---393, 394, 395. 314 to La, & Sou. 12.
322 to NOT&M 41, 392, 336 to NOT&M 40, 391. 300 to Ariz. Lbr. Co. #3.

Page 7 400 built as #34 but changed to #40 before delivery.

Page 9 525, 530 to NOT&M 61, 60---363, 362.

Page 10 634 should be 23359.

Page 10

& 11 775-784 All I can add at present is 777 as 21472 (am still checking on these).

Page 11 971-975, 977-978, 982-983, 985 to NOT&M 1031-1040.

Page 12 1028 should be 34227.

Page 13 1501 should be 56265, 1627-1632 are Ex Russian Gov't. 1134-35, 1140, 1147, 1181, 1199, 1613-1624 are Ex Russian Gov't. 1013-1022, 1057, ----. Omitted is 2nd 1621 Bldw 48420 Ex 1195, MK&T 8029, FSS&RI 101.

Page 16 3648 to NOT&M 54, to Mo. Pac 9584.
3649-50, 3652 to NOT&M 55-57, to Mo. Pac 9585-87.
3699 Orig. Prospect Park Belt Ry #1.

Page 17

& 18 4000-07, 4017-4031 were originally assigned as Pennsy 20013, 20015, 20009, 20008, 20021, 20007, 20022, 20011, 20034, 20030, 20020, 20019, 20031, 20012, 20028, 20036, 20037, 20017, 20010, 20026, 20027, 20033, 20032. 4026 should be 5859, 4306 should be 49737.

Am unable to supply the missing Baldwin data to locos for the dates as shown. Possibly for Page 9 2253-57 4-4-0 are Bldw 15679-80, 98 which were built for St. Louis, Peoria & No. #29, 30, 28. These are the only few for that date, type, and area; all others seem to be accounted for.

MIDWEST RAILROADER

PO Box 2665

Fort Wayne, Indiana

6 issues \$2.00

Roster by Bill Swartz

Midwest Railroader

A N D R O S T E R J O U R N A L

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This Journal
Established
1957

Ft. Wayne, Indiana

No. 35

RECORD OF LOCOMOTIVES ————— 1853 to 1889

William Mason, Locomotive Builder

Here is a unique record. Over the years, every historical book published on the steam locomotive as built in the 19th Century, has carried some reference to Mason built locomotives. Remember that many, many of these survived into the 20th Century, and were much in use on the Pacific Coast in later years.

The first installment of the record is published here and we will endeavor to complete it as quickly as possible, but must continue to publish other records as well, much in demand by subscribers. Which brings us to a point. This journal is by subscription only. Any other way, someone gets a single copy and that begins a flood of correspondence about material that is appearing in later issues.

We feel that you are very fortunate in acquiring records of this kind. Be sure you do not miss any issues. Note also that all our material is covered by copyright law for the benefit of our contributors. Please note this. It is a Federal law by Act of Congress. A copyright is good for 28 years. And a copyright can be renewed for another 28 years. Have you ever read the copyright rights and restrictions on the fly leaf of your favorite book!

There are some 12 pages of locomotive building records plus at least 2 pages of notes. Many of these locomotives were rebuilt and in some cases the Forney or Bogie type of locomotive were rebuilt to those with separate tender.

You will be surprized as to the railroads, your favorite road, that got these locomotives. Compiled by Wm. A. Swartz. See additional reference as to sources, to follow.

William Mason, Locomotive Builder
MASON LOCOMOTIVE WORKS
Mason Machine Works
TAUNTON, MASS.

1.

Construction Record -- 1853 to 1889

Mason				Engine		
No.	Date Built	Railroad	No.	Type	Engine Name	
1	10-11-1853	Jeffersonville & Indiana	-	4-4-0	James Guthrie	
2	10-15-1853	"	-	"	Wm.G.Armstrong	
3	6-17-1854	"	-	"	Colonel Riddle	
4	6-1-1854	"	-	"	John Woodburn	
5	3-7-1854	Hartford & New Haven	-	"	Orion	(a)
6	4-19-1854	Boston & Worcester	-	"	Worcester	
7	8-22-1854	Hartford Providence & Fishkill	7	"	Providence	
8	9-15-1854	"	8	"	Hartford	
9	"	"	9	"	G.Hoppin	
10	9-20-1854	"	10	"	Waterbury	
11	11-8-1854	"	13	"	Miantonomo	
12	11-21-1854	"	14	"	Sequasson	
13	1-3-1855	Western Railroad of Mass.	-	"	Olympus	
14	1-19-1855	"	-	"	Apollo	
15	2-13-1855	"	-	"	Sonora	
16	1-21-1855	"	-	"	Nevada	
17	4-17-1855	Terre Haute & Richmond	-	"	Taunton	
18	4-17-1855	"	-	"	Western	
19	5-3-1855	Western Railroad of Mass.	-	"	Saranak	
20	5-18-1855	"	-	"	Panama	
21	5-29-1855	New York & New England	56	"	Black Hawk	
22	6-11-1855	"	55	"	Red Jacket	
23	7-20-1855	Toledo & Illinois	-	"	Ariel	
24	7-2-1855	"	-	"	Zephyr	
25	8-18-1855	"	-	"	Atalanta	
26	8-28-1855	"	-	"	Camilla	
27	"	"	-	"	Mazeppa	
28	9-28-1855	Jeffersonville Railroad	-	"	Sultana	
29	10-23-1855	Providence & Worcester	3	"	Slater	
30	11-1-1855	Hannibal & St. Joseph	-	"	Hannibal	
31	"	"	-	"	St.Joseph	
32	11-9-1855	Jeffersonville Railroad	-	"	Princess	
33	12-15-1855	Lake Erie Wabash & St.Louis	-	"	Titania	
34	12-20-1855	"	-	"	Oberon	
35	1-21-1856	"	-	"	Diana	
36	"	"	-	"	Aurora	
37	2-29-1856	Chicago & Northwestern	165	"	H.W.Blodgett	
38	4-11-1856	"	167	"	Waukegan	
39	4-1-1856	Lake Erie Wabash & St.Louis	-	"	Amazon	
40	5-5-1856	"	-	"	Nymph	
41	5-27-1856	Cairo & Alexandria RR (Egypt)	-	"	Suez	
42	"	"	-	"	Cairo	
43	7-30-1856	Lehigh Valley	9	"	Reliance	
44	7-29-1856	New Jersey RR & Transp.Co.	-	"	Phoenix	
45	"	Terre Haute & Richmond	-	"	Pacific	
46	8-15-1856	Baltimore & Ohio	25	"	ren.55	
47	"	"	26	"	ren.56	
48	9-4-1856	LaCrosse & Milwaukee	-	"	Erastus Corning	
49	9-15-1856	Terre Haute & Richmond	-	"	Samson	
50	9-26-1856	T.C.Cotting, Indianapolis, Ind.	-	"	T.C.Cotting	
51	10-18-1856	Lehigh Valley	11	"	E.A.Packer	

Mason			Engine		
No.	Date Built	Railroad	No.	Type	Engine Name
52	10-30-1856	Hannibal & St. Joseph	-	4-4-0	R.M. Stewart
53	"	"	-	"	Gov. Polk
54	11-4-1856	Providence & Worcester	4	"	Earl P. Mason
55	11-21-1856	Toledo & Illinois	-	"	Boreas
56	"	"	-	"	Rushlight
57	1-6-1857	Illinois Central	-	"	Pluto
58	2-2-1857	Toledo & Illinois	-	"	Fairy
59	"	"	-	"	Phantom
60	2-22-1857	Illinois Central	-	"	Lucifer
61	3-14-1857	Mississippi & Missouri	-	"	Gypsy
62	4-6-1857	Providence & Worcester	5	"	Isaac Davis
63	4-22-1857	Cleveland & Pittsburgh	-	"	Comet
64	"	"	-	"	Meteor
65	5-4-1857	North Pennsylvania RR	-	"	Allentown
66	5-11-1857	Cleveland & Pittsburgh	-	"	Borealis
67	5-25-1857	"	-	"	Nebula
68	1-8-1857	Baltimore & Ohio	231	"	ren. 58
69	6-8-1857	"	232	"	
70	"	"	233	"	ren. 59
71	"	"	234	"	
72	7-28-1857	Boston & Lowell	6	"	Boardman
73	8-13-1857	Dubuque & Western	-	"	Prairie King
74	8-22-1857	Baltimore & Ohio	235	"	
75	"	"	236	"	ren. 60
76	12-30-1857	New York & New Haven	28	"	Prometheus
77	8-31-1858	New Jersey RR & Transp. Co.	-	"	A.C. Zabriskie
78	9-17-1858	Burlington & Missouri River	237	"	Autocrat
79	10-8-1858	"	238	"	Democrat
80	10-18-1858	Alexandria <u>London</u> & Hampshire	-	"	Lewis McKensie
81	10-23-1858	Burlington & Missouri River	239	"	Grandee
82	11-14-1858	"	240	"	Commoner
83	12-10-1858	"	241	"	Patriot
84	12-10-1858	Hannibal & St. Joseph	11	"	Missouri
85	7-13-1859	Alexandria <u>London</u> & Hampshire	-	"	Chas. P. Manning Loudoun
86	7-5-1859	Lehigh Valley	21	4-6-0	Bushkill
87	7-30-1859	"	22	"	Saucon
88	8-22-1859	Northern Central RR	15	4-4-0	
89	9-6-1859	"	16	"	
90	10-20-1859	Alexandria <u>London</u> & Hampshire	-	"	Clarke
91	11-15-1859	Providence & Worcester	54	"	
92	1-21-1860	Cape Cod Railroad	-	"	Cape Cod
93	3-2-1860	Dubuque & Western	-	"	Marion to Milw. 287
94	3-19-1860	Providence Hartford & Fishkill	-	"	Baltic
95	4-29-1860	Lehigh Valley	25	4-6-0	Easton
96	5-8-1860	Old Colony RR	87	4-4-0	Rockland
97	5-25-1860	Lehigh Valley	26	4-6-0	Maunch Chunk
98	4-1860	Mobile & Ohio	60	4-4-0	John Bloodgood
99	"	"	65	"	
100	"	"	66	"	
101	"	"	67	"	
102	"	"	68	"	
103	"	"	69	"	
104	12-17-1860	Boston & Maine	-	"	Nahant
105	4-1-1861	Providence & Worcester	6	"	Paul Whitin
106	5-3-1861	"	1st 5	"	Isaac Davis
107	6-17-1861	Dubuque & Sioux City	-	-	Vixen (b)
108	"	"	-	-	Vampire (b)
109	11-1861	Toledo & Wabash	-	4-4-0	Bantam

Mason			Engine		
No.	Date Built	Railroad	No.	Type	Engine Name
110	1-13-1862	Lehigh Valley	27	4-6-0	Bethlehem
111	12-30-1861	"	28	"	Allentown
112	5-3-1862	U.S.Military Railway (Va.-N.C.)	29	4-4-0	D.C.McCallum
113	7-21-1862	"	49	"	W.H.Whitin
114	8-7-1862	Boston Lowell & Nashua	25	"	Boston
115	8-11-1862	Lehigh Valley	24	4-2-4	Lilliput
116	8-25-1862	Louisville & Nashville	45	4-4-0	reb.0-4-0 #45
117	9-4-1862	U.S.Military Railway (Va.-N.C.)	50	"	E.L.Wentz
118	11-5-1862	Lehigh Valley	31	4-6-0	Parryville
119	11-10-1862	Louisville & Nashville	46	4-4-0	
120	11-24-1862	Lehigh Valley	32	4-6-0	Lehighon
121	"	New York & New England	45	4-2-0	Rockville
122	12-11-1862	Boston & Maine	21	4-4-0	Swampscott
123	12-29-1862	U.S.Military Railway (Va.-N.C.)	75	"	H.L.Robinson
124	1-19-1863	"	76	"	Genl.Haupt
125	2-26-1863	"	77	"	Genl.Burnside
126	"	"	78	"	Genl.Sickles
127	3-6-1863	Old Colony RR	25	"	Extension
128	3-23-1863	Philadelphia Wilm.& Baltimore	31	"	New York City
129	4-6-1863	Lehigh Valley	37	4-6-0	Penn Haven
130	4-20-1863	Philadelphia Wilm.& Baltimore	-	4-4-0	Washington City
131	5-6-1863	Hartford & New Haven	17	"	Orion (a)
132	5-19-1863	Lehigh Valley	38	4-6-0	White Haven
133	5-29-1863	Fitchburg	24	4-4-0	Hoosac -blew up, '64
134	6-8-1863	"	25	"	Acton
135	6-1863	Toledo & Wabash	43	"	Boody
136	6-29-1863	"	44	"	Colburn
137	7-1863	"	45	"	Burrows
138	"	"	46	"	John Ross
139	4-17-1863	Chicago Burlington & Quincy	89	"	
140	4-26-1863	"	90	"	
141	9-26-1863	Central Pacific of California	2	"	Pacific
142	10-8-1863	Chicago Burlington & Quincy	91	"	
143	10-23-1863	"	92	"	
144	11-9-1863	Lehigh Valley	39	4-6-0	Nescopee
145	11-27-1863	Central Pacific	5	4-4-0	Atlantic
146	12-14-1863	Lehigh Valley	40	4-6-0	Nanticoke
147	12-21-1863	Boston & Worcester	26	4-4-0	Mars to B&A 135
148	12-1863	Chicago & Grand Trunk	-	"	later #422
149	1-16-1864	U.S.Military Railway (Miss-Tenn)	38	"	
150	1-21-1864	"	39	"	
151	2-11-1864	Louisville & Nashville	56	"	
152	"	"	57	"	(c)
153	2-20-1864	Central Pacific	6	"	Conness
154	3-7-1864	Boston & Worcester	27	"	Mercury to B&A 136
155	3-29-1864	Chicago & Grand Trunk	231	"	to GT 231,483
156	3-31-1864	Fitchburg	134	"	Acton (d)
157	4-6-1864	Chicago & Grand Trunk	232	"	to GT 232,484
158	4-20-1864	U.S.Military Ry. (Miss.-Tenn.)	85	"	
159	"	"	86	"	
160	5-11-1864	Chicago & Grand Trunk	233	"	to GT 233,485
161	"	"	234	"	234,486
162	"	"	235	"	235,487
163	"	"	236	"	236,482
164	6-13-1864	U.S.Military Ry. (Miss.-Tenn.)	186	"	
165	6-22-1864	"	187	"	
166	6-30-1864	"	188	"	
167	7-15-1864	"	189	"	
168	7-28-1864	"	190	"	

Mason Record

4.

Notes

- (a) Mason #5 rebuilt under Mason #131 (H&NH 17 "Orion")
 (b) Mason #107 was pony engine, tender & baggage car in one unit
 " #108 " " " " "
 (c) I&N #57 sold to Pratt Coal & Lbr. Co. in 1881
 (d) Mason #134 rebuilt under Mason #156 (Fitchburg 25 & 134 "Action")
 (e) BL&N #29 to Nashua & Lowell #11; Boston & Lowell #35
 (f) " #32 to Boston & Lowell #32; Boston & Maine #332
 (g) engine was not shipped, purchaser unknown
 (h) BL&N #33 to Nashua & Lowell #13; Boston & Lowell #61; B&M #361
 (i) " #34 " #12; " #56 " #356
 (j) sold in 1898 to British Columbia Timber Mills
 (k) these 4-4-0's had no tender; became LS&MS #57, 59
 (l) became Indianapolis Peru & Chicago RR #21
 (m) BL&N #35 to Boston & Lowell #35; B&M #335 "Genl.Arthur"
 " #20 " #20; " #320
 (n) " #40 " #40 " #340 scrap 1904
 (o) these engines to Chicago Milw. & St.Paul #170-171
 (p) St.P& C. engines to " #172-174
 (q) PH&LM "Flint City" to C> #112,scr.1897; "City of Lapeer" to C> 252 0-4-0
 (r) BL&N #53 to Boston & Lowell #29; B&M #329 "McBeth"; ren.661
 " #54 " #30; " #330 "Gen.Garfield"; ren.615
 (s) MO&RR #3 to Little Rock Miss.Riv.& Texas #3 (1877); StLIM&S #618 (1887)
 " #4 " #4 " " #619 "
 (t) Mason #547 rebuilt under Mason #570 for GH&SA
 (u) sold to Columbia & Puget Sound #1 "A.A.Denny", rebuilt to 0-6-4
 (v) C&NE #2,3,8,12 became Chicago & Grand Trunk #108,113,109,248; reb.0-4-0
 " #4-7,9,10,11,13 " #114-117,119,121,122,249
 (w) NY&MB engines to W&LE 1st #1-2; reb.Std.ga. #6-7; orig.3½'ga.
 (x) LRMR&T #7-8 to St.LIM&S #622-623; MoP #8817-8818
 (y) " #9-12 " #624-627; " #8819, -, -, 8820
 (z) NY&MB engines sold in 1883 to TC&StL RR #83-85
 (A) sold to Burlington & N.W. #1 (3'ga.)

Additional notes will follow. This record covers 754 locomotives.

Mason was probably the most prolific builder of Bogie or Forney type locomotives. Bulletin no. 8 of the Railway and Locomotive Historical Society carries a record of locomotives of the Old Colony R.R. and tells us that Mason #536 was the first Mason engine to be equipped with the Walschaerts Valve gear and probably the first in the U.S. to be equipped with this gear. Bulletin #8 was published in 1924. Bulletin no. 2 published in 1921 carries a part of a Mason list of constructions and a valuable record for the 125 or so numbers there recorded, out of a total of 754. We trust the complete listing together with additional notes and memoranda MWRRer publishes will be of value.

We are continuing another installment of this roster, this time including some Mallets.

Subsequent Nos.	C&O No.	Type	Class	Builder	Date	C/No.	Cyl., Drivers, Engine Weight	Remarks
	1475	2-6-6-2	H-6	Richmd.	1920	62196	22&35x32 56¼ 441000	ex 1496,914
	1476	2-6-6-2	H-6	Richmd.	1920	62177	22&35x32 56¼ 441000	ex 895
	1477	2-6-6-2	H-6	Richmd.	1920	62178	22&35x32 56¼ 441000	ex 896
	1478	2-6-6-2	H-6	Richmd.	1920	62179	22&35x32 56¼ 441000	ex 897
	1479	2-6-6-2	H-6	Richmd.	1920	62180	22&35x32 56¼ 441000	ex 898
	1480	2-6-6-2	H-6	Richmd.	1920	62181	22&35x32 56¼ 441000	ex 899
	1481	2-6-6-2	H-6	Richmd.	1920	62182	22&35x32 56¼ 441000	ex 900
	1482	2-6-6-2	H-6	Richmd.	1920	62183	22&35x32 56¼ 441000	ex 901
	1483	2-6-6-2	H-6	Richmd.	1920	62184	22&35x32 56¼ 441000	ex 902
	1484	2-6-6-2	H-6	Richmd.	1920	62185	22&35x32 56¼ 441000	ex 903
	1485	2-6-6-2	H-6	Richmd.	1920	62186	22&35x32 56¼ 441000	ex 904
	1486	2-6-6-2	H-6	Richmd.	1920	62187	22&35x32 56¼ 441000	ex 905
	1487	2-6-6-2	H-6	Richmd.	1920	62188	22&35x32 56¼ 441000	ex 906
	1488	2-6-6-2	H-6	Richmd.	1920	62189	22&35x32 56¼ 441000	ex 907
	1489	2-6-6-2	H-6	Richmd.	1920	62190	22&35x32 56¼ 441000	ex 908
	1490	2-6-6-2	H-6	Richmd.	1920	62191	22&35x32 56¼ 441000	ex 909
	1491	2-6-6-2	H-6	Richmd.	1920	62192	22&35x32 56¼ 441000	ex 910
	1492	2-6-6-2	H-6	Richmd.	1920	62193	22&35x32 56¼ 441000	ex 911
	1493	2-6-6-2	H-6	Richmd.	1920	62194	22&35x32 56¼ 441000	ex 912
	1494	2-6-6-2	H-6	Richmd.	1920	62195	22&35x32 56¼ 441000	ex 913
1475(4-25)	1495	2-6-6-2	H-6	Richmd.	1920	62196	22&35x32 56¼ 441000	ex 914
	1495	2-6-6-2	H-6	Schen.	1923	64119	22&35x32 56¼ 449000	ex 1515,934
	1496	2-6-6-2	H-6	Schen.	1923	64100	22&35x32 56¼ 449000	ex 915
	1497	2-6-6-2	H-6	Schen.	1923	64101	22&35x32 56¼ 449000	ex 916
	1498	2-6-6-2	H-6	Schen.	1923	64102	22&35x32 56¼ 449000	ex 917
	1499	2-6-6-2	H-6	Schen.	1923	64103	22&35x32 56¼ 449000	ex 918
	1500	2-6-6-2	H-6	Schen.	1923	64104	22&35x32 56¼ 449000	ex 919
	1501	2-6-6-2	H-6	Schen.	1923	64105	22&35x32 56¼ 449000	ex 920
	1502	2-6-6-2	H-6	Schen.	1923	64106	22&35x32 56¼ 449000	ex 921
	1503	2-6-6-2	H-6	Schen.	1923	64107	22&35x32 56¼ 449000	ex 922
	1504	2-6-6-2	H-6	Schen.	1923	64108	22&35x32 56¼ 449000	ex 923
	1505	2-6-6-2	H-6	Schen.	1923	64109	22&35x32 56¼ 449000	ex 924
	1506	2-6-6-2	H-6	Schen.	1923	64110	22&35x32 56¼ 449000	ex 925
	1507	2-6-6-2	H-6	Schen.	1923	64111	22&35x32 56¼ 449000	ex 926
	1508	2-6-6-2	H-6	Schen.	1923	64112	22&35x32 56¼ 449000	ex 927
	1509	2-6-6-2	H-6	Schen.	1923	64113	22&35x32 56¼ 449000	ex 928
	1510	2-6-6-2	H-6	Schen.	1923	64114	22&35x32 56¼ 449000	ex 929
	1511	2-6-6-2	H-6	Schen.	1923	64115	22&35x32 56¼ 449000	ex 930
	1512	2-6-6-2	H-6	Schen.	1923	64116	22&35x32 56¼ 449000	ex 931
	1513	2-6-6-2	H-6	Schen.	1923	64117	22&35x32 56¼ 449000	ex 932
	1514	2-6-6-2	H-6	Schen.	1923	64118	22&35x32 56¼ 449000	ex 933
1495(4-25)	1515	2-6-6-2	H-6	Schen.	1923	64119	22&35x32 56¼ 449000	ex 934
	1515	2-6-6-2	H-6	Schen.	1923	64124	22&35x32 56¼ 449000	ex 1520,939
	1516	2-6-6-2	H-6	Schen.	1923	64120	22&35x32 56¼ 449000	ex 935
	1517	2-6-6-2	H-6	Schen.	1923	64121	22&35x32 56¼ 449000	ex 936
	1518	2-6-6-2	H-6	Schen.	1923	64122	22&35x32 56¼ 449000	ex 937
	1519	2-6-6-2	H-6	Schen.	1923	64123	22&35x32 56¼ 449000	ex 938
1515(4-25)	1520	2-6-6-2	H-6	Schen.	1923	64124	22&35x32 56¼ 449000	ex 939
	1520	2-6-6-2	H-5	Schen.	1919	59852	23&35x32 57 448000	ex 1535,889
	1521	2-6-6-2	H-5	Schen.	1919	59838	23&35x32 57 448000	ex 875
	1522	2-6-6-2	H-5	Schen.	1919	59839	23x35x32 57 448000	ex 876
	1523	2-6-6-2	H-5	Schen.	1919	59840	23&35x32 57 448000	ex 877

Subsequent Nos.	C&O No.	Type	Class	Builder	Date	C/No.	Cyl., Drivers, Engine Weight	Remarks
	1524	2-6-6-2	H-5	Schen.	1919	59841	23&35x32 57 448000	ex 878
	1525	2-6-6-2	H-5	Schen.	1919	59842	23&35x32 57 448000	ex 879
	1526	2-6-6-2	H-5	Schen.	1919	59843	23&35x32 57 448000	ex 880
	1527	2-6-6-2	H-5	Schen.	1919	59844	23&35x32 57 448000	ex 881
	1528	2-6-6-2	H-5	Schen.	1919	59845	23&35x32 57 448000	ex 882
	1529	2-6-6-2	H-5	Schen.	1919	59846	23&35x32 57 448000	ex 883
	1530	2-6-6-2	H-5	Schen.	1919	59847	23&35x32 57 448000	ex 884
	1531	2-6-6-2	H-5	Schen.	1919	59848	23&35x32 57 448000	ex 885
	1532	2-6-6-2	H-5	Schen.	1919	59849	23&35x32 57 448000	ex 886
	1533	2-6-6-2	H-5	Schen.	1919	59850	23&35x32 57 448000	ex 887
	1534	2-6-6-2	H-5	Schen.	1919	59851	23&35x32 57 448000	ex 888
1520(4-25)	1535	2-6-6-2	H-5	Schen.	1919	59852	23&35x32 57 448000	ex 889
	1535	2-6-6-2	H-5	Baldwin	1919	52177	23&35x32 57 448000	ex 894, 1540
	1536	2-6-6-2	H-5	Baldwin	1919	52055	23&35x32 57 448000	ex 890
	1537	2-6-6-2	H-5	Baldwin	1919	52105	23&35x32 57 448000	ex 891
	1538	2-6-6-2	H-5	Baldwin	1919	52125	23&35x32 57 448000	ex 892
	1539	2-6-6-2	H-5	Baldwin	1919	52176	23&35x32 57 448000	ex 893
1535(4-25)	1540	2-6-6-2	H-5	Baldwin	1919	52177	23&35x32 57 448000	ex 894
	1540	2-8-8-2	H-7	Schen.	1924	64976	23x32 57 567500	ex 1565, 1124
	1541	2-8-8-2	H-7	Schen.	1923	64952	23x32 57 567500	ex 1100
	1542	2-8-8-2	H-7	Schen.	1923	64953	23x32 57 567500	ex 1101
	1543	2-8-8-2	H-7	Schen.	1923	64954	23x32 57 567500	ex 1102
	1544	2-8-8-2	H-7	Schen.	1923	64955	23x32 57 567500	ex 1103
	1545	2-8-8-2	H-7	Schen.	1923	64956	23x32 57 567500	ex 1104
	1546	2-8-8-2	H-7	Schen.	1924	64957	23x32 57 567500	ex 1105
	1547	2-8-8-2	H-7	Schen.	1924	64958	23x32 57 567500	ex 1106
	1548	2-8-8-2	H-7	Schen.	1924	64959	23x32 57 567500	ex 1107
	1549	2-8-8-2	H-7	Schen.	1924	64960	23x32 57 567500	ex 1108
	1550	2-8-8-2	H-7	Schen.	1924	64961	23x32 57 567500	ex 1109
	1551	2-8-8-2	H-7	Schen.	1924	64962	23x32 57 567500	ex 1110
	1552	2-8-8-2	H-7	Schen.	1924	64963	23x32 57 567500	ex 1111
	1553	2-8-8-2	H-7	Schen.	1924	64964	23x32 57 567500	ex 1112
	1554	2-8-8-2	H-7	Schen.	1924	64965	23x32 57 567500	ex 1113
	1555	2-8-8-2	H-7	Schen.	1924	64966	23x32 57 567500	ex 1114
	1556	2-8-8-2	H-7	Schen.	1924	64967	23x32 57 567500	ex 1115
	1557	2-8-8-2	H-7	Schen.	1924	64968	23x32 57 567500	ex 1116
	1558	2-8-8-2	H-7	Schen.	1924	64969	23x32 57 567500	ex 1117
	1559	2-8-8-2	H-7	Schen.	1924	64970	23x32 57 567500	ex 1118
	1560	2-8-8-2	H-7	Schen.	1924	64971	23x32 57 567500	ex 1119
	1561	2-8-8-2	H-7	Schen.	1924	64972	23x32 57 567500	ex 1120
	1562	2-8-8-2	H-7	Schen.	1924	64973	23x32 57 567500	ex 1121
	1563	2-8-8-2	H-7	Schen.	1924	64974	23x32 57 567500	ex 1122
	1564	2-8-8-2	H-7	Schen.	1924	64975	23x32 57 567500	ex 1123
1540(7-25)	1565	2-8-8-2	H-7	Schen.	1924	64976	23x32 57 567500	ex 1124

1566 to 1569 Vacant

1570	2-8-8-2	H-7a	Baldwin	1-26	58922	23x32 57 572330	
1571	2-8-8-2	H-7a	Baldwin	1-26	58950	23x32 57 572330	to Up 3594, 7-45
1572	2-8-8-2	H-7a	Baldwin	1-26	58964	23x32 57 572330	
1573	2-8-8-2	H-7a	Baldwin	1-26	58965	23x32 57 572330	
1574	2-8-8-2	H-7a	Baldwin	1-26	58966	23x32 57 572330	to Up 3589, 7-45
1575	2-8-8-2	H-7a	Baldwin	3-26	59052	23x32 57 572330	to UP 3593, 7-45
1576	2-8-8-2	H-7a	Baldwin	3-26	59053	23x32 57 572330	
1577	2-8-8-2	H-7a	Baldwin	3-26	59054	23x32 57 572330	to Up 3596, 7-45
1578	2-8-8-2	H-7a	Baldwin	3-26	59055	23x32 57 572330	
1579	2-8-8-2	H-7a	Baldwin	3-26	59056	23x32 57 572330	to UP 3595, 7-45

Subsequent Nos.	C&O No.	Type	Class	Builder	Date	C/No.	Cyl., Drivers, Engine Weight	Remarks
	1580	2-8-8-2	H-7a	Baldwin	3-26	59057	23x32 57 572330	
	1581	2-8-8-2	H-7a	Baldwin	3-26	59058	23x32 57 572330	to Up 3590, 7-45
	1582	2-8-8-2	H-7a	Baldwin	4-26	59110	23x32 57 572330	to UP 3597, 7-45
	1583	2-8-8-2	H-7a	Baldwin	4-26	59111	23x32 57 572330	

* * * * *

The Special Frisco Roster

We are repeating the announcement we carried in MWR #34, viz., have the material for a more detailed Frisco roster that we want to publish as a separate, in as much as it covers some 32 pages, and with notes already at hand, will very likely add 2 or 3 more pages. Remember this is all steam. The Chicago & Eastern Illinois, with the Chicago & Indiana Coal R.R. and the Evansville & Terre Haute, will add some 8 or 10 pages. —R.W.C.

* * * * *

CHICAGO, ST. PAUL & KANSAS CITY RAILROAD C.G.W.

The following locomotive roster of the CStP&KC (predecessor of the Chicago Great Western) is a preliminary to the main CGW roster which will appear shortly in Midwest Railroader. The CStP&KC operated in 5 Divisions, and Division assignments are shown as of October, 1888, for those engines on the road at that time.

Road No.	Type	Builder	Date Constr.	Number	Division	Drive Eng. Cyls. Wh.	Former Numbers	
	1	4-4-0	Cooke	4/1885	1612	St. Paul	17x24 63 85300	M&NW #1
	2-3	4-4-0	Cooke	4/1885	1613-14	D. Moines	17x24 63 85300	M&NW #2-3
	4	4-4-0	Cooke	4/1885	1615	Dubuque	17x24 63 85300	M&NW #4
	5	4-4-0	Cooke	4/1885	1616	St. Joe	17x24 63 85300	M&NW #5
	6	4-4-0	Cooke	4/1885	1617	D. Moines	17x24 63 85300	M&NW #6
	7-8	4-4-0	Cooke	4/1885	1618-19	Dubuque	17x24 63 85300	M&NW #7-8
	9	4-4-0	Cooke	4/1885	1620	St. Joe	17x24 63 85300	M&NW #9
	10	4-4-0	Cooke	4/1885	1621	Chicago	17x24 63 85300	M&NW #10
0-4-0	11	0-4-0	Cooke	5/1885	1622	Chicago	17x24 63 85300	M&NW #11
2-4-2T	12	2-4-2T	Cooke	7/1885	1640	St. Paul	12x20 49	M&NW #12
	13	0-4-0	Cooke	1885	1651	St. Paul	12x20 49	M&NW #13
	14-15	4-4-0	Cooke	1885	1652-53	St. Paul	17x24 63 85300	M&NW #14-15
	16	4-4-0	Cooke	1885	1654	St. Joe	17x24 63 85300	M&NW #16
	17-18	4-4-0	Cooke	1886	1655-56	Dubuque	17x24 63 85300	M&NW #17-18
	19-20	4-4-0	Cooke	1886	1657-58	St. Paul	17x24 63 85300	M&NW #19-20
	21	4-4-0	Cooke	1886	1659	Dubuque	17x24 63 85300	M&NW #21
	22	4-4-0	Cooke	1886	1660	Chicago	17x24 63 85300	M&NW #22
	23	4-4-0	Cooke	1886	1661	Chicago	17x24 63 85300	M&NW #23
	24	4-4-0	Cooke	1886	1662	St. Paul	17x24 63 85300	M&NW #24
	25	4-4-0	Cooke	1886	1663	Dubuque	17x24 63 85300	M&NW #25
	26	4-4-0	Cooke	1886	1664	D. Moines	17x24 63 85300	M&NW #26
	27	4-4-0	Cooke	1886	1665	St. Joe	17x24 63 85300	M&NW #27
	28-32	4-4-0	Cooke	1886	1666-70	St. Paul	17x24 63 85300	M&NW #28-32
	33	4-4-0	Cooke	1886	1671	Chicago	17x24 63 85300	M&NW #33
	34-35	4-4-0	Cooke	1886	1672-73	D. Moines	17x24 63 85300	M&NW #34-35
	36	4-4-0	Cooke	1886	1674	St. Paul	17x24 63 85300	M&NW #36
2-4-2T	37	2-4-2T	Cooke	1/1887	1742	Dubuque	12x20 49	M&NW #37
	38	0-4-0	Cooke	1/1887	1745	St. Paul	16x24 49	M&NW #38
	39-40	0-4-0	Cooke	1/1887	1746-47	Chicago	16x24 49	M&NW #39-40

CHICAGO, ST. PAUL & KANSAS CITY RR

Road No.	Type	Builder	Date Constr. Built	Constr. Number	Division	Drive Cyls.	Eng. Wh.	Wt.	Former Numbers
41-42	4-4-0	Cooke	7/1887	1809-10	Dubuque	17x24	63	85300	M&NW #41-42
43-44	4-4-0	Cooke	7/1887	1811-12	St. Paul	17x24	63	85300	M&NW #43-44
45	4-4-0	Cooke	7/1887	1813	Chicago	17x24	63	85300	M&NW #45
46	4-4-0	Cooke	7/1887	1814	St. Joe	17x24	63	85300	M&NW #46
47-48	4-4-0	Cooke	7/1887	1815-16	Dubuque	17x24	63	85300	M&NW #47-48
49-52	4-4-0	Cooke	11/1887	1833-36	St. Paul	19x24	69	105500	M&NW #49-52
53	4-4-0	Cooke	11/1887	1837	Dubuque	19x24	69	105500	M&NW #53
54	4-4-0	Cooke	11/1887	1838	St. Paul	19x24	69	105500	M&NW #54
55	4-4-0	Cooke	1/1888	1817	Chicago	17x24	63	85300	
56	4-4-0	Cooke	1/1888	1818	D. Moines	17x24	63	85300	
57	4-4-0	Cooke	1/1888	1819	Chicago	17x24	63	85300	
58-61	4-4-0	Cooke	1/1888	1820-23	St. Paul	17x24	63	85300	
62	4-4-0	Cooke	1/1888	1824	Dubuque	17x24	63	85300	
63-64	4-4-0	Cooke	2/1888	1825-26	Chicago	17x24	63	85300	
65-66	4-4-0	Cooke	3/1888	1827-28	Chicago	17x24	63	85300	
67-68	4-4-0	Cooke	4/1888	1829-30	Dubuque	17x24	63	85300	
69	4-4-0	Cooke	4/1888	1831	D. Moines	17x24	63	85300	
70	4-4-0	Cooke	4/1888	1832	St. Joe	17x24	63	85300	
71-73	4-4-0	Cooke	11/1890	1839-41	--	19x24	68	106000	
74-76	4-4-0	Cooke	12/1890	1842-44	--	19x24	68	106000	
77	4-4-0	Hinkley	12/1882	1391	St. Paul	17x24	63	79000	WI&N #1
78	4-4-0	Rogers	1883	3335	D. Moines	17x24	63	78000	WI&N #4
79	4-4-0	Pitts.	8/1883	646	St. Joe	17x24	63	76000	WI&N #3
80	4-4-0	Pitts.	12/1883	703	D. Moines	15x24	63	69000	WI&N #5
81	4-4-0	Pitts.	3/1884	719	D. Moines	15x24	63	69000	WI&N #6
82-83	4-4-0	Pitts.	6/1884	739-40	Dubuque	15x24	63	69000	WI&N #7-8 (*)
84	4-4-0	Schen.	1/1884	1862	St. Paul	17x24	63	85300	WI&N #7
85	4-4-0	Schen.	1/1884	1863	D. Moines	17x24	63	78000	WI&N #8
86	4-4-0	Schen.	1884	1909	St. Joe	17x24	63	78000	WI&N #11
87-88	2-6-0	Cooke	8/1888	1920-21	St. Paul	18x24	55	98000	
89-95	2-6-0	Cooke	8/1888	1922-28	Chicago	18x24	55	98000	
96	2-6-0	Cooke	8/1888	1929	St. Paul	18x24	55	98000	
97	2-6-0	Cooke	9/1888	1930	Dubuque	18x24	55	98000	
98	2-6-0	Cooke	9/1888	1931	Chicago	18x24	55	98000	
99-100	2-6-0	Cooke	10/1888	1932-33	Chicago	18x24	55	98000	
101-5	2-6-0	Cooke	10/1888	1934-38	--	18x24	55	98000	
106	2-6-0	Rh. Isl.	9/1888	2065	--	18x24	55	98000	
107-8	2-6-0	Rh. Isl.	9/1888	2066-67	St. Paul	18x24	55	98000	
109	2-6-0	Rh. Isl.	9/1888	2068	Chicago	18x24	55	98000	
110	2-6-0	Rh. Isl.	9/1888	2069	Dubuque	18x24	55	98000	
111-5	4-4-0	Cooke	11/1888	1939-43	--	18x24	63		
116-7	4-4-0	Rh. Isl.	9/1888	2060-61	St. Paul	18x24	63	99730	
118	4-4-0	Rh. Isl.	10/1888	2062	Dubuque	18x24	63	99730	
119-20	4-4-0	Rh. Isl.	10/1888	2063-64	Chicago	18x24	63	99730	
121	4-4-0	Schen.	1884		Dubuque	15x24	63	69000	(**)
122	4-4-0	Schen.	7/1879	1146	St. Joe	15x24	63	69000	D&D #2
123	2-6-0	Cooke	9/1891	2130		18x24	55		
124-35	2-6-0	Cooke	10/1891	2131-42		18x24	55		
136-42	2-6-0	Cooke	11/1891	2143-49		18x24	55		
143-47	2-6-0	Cooke	12/1891	2150-54		18x24	55		

(*) Note the duplicate numbers for #7-8 of the WI&N. Chances are that the Schenectady engines #7-8 were changed to #9-10 during year 1884, but the record does not indicate such a renumbering.

(**) #121 assumed to be Dubuque & Dakota #1. Builder and date uncertain. All CStP&KC Engines to CGW.

WI&N.....Wisconsin, Iowa & Nebraska
M&NW.....Minnesota & Northwestern
D&D.....Dubuque & Dakota

Compiled by W. A. Swartz
August 1962, with material
from Wood and Fisher.

* * * * *

When were Lima plates changed to diamond - Shapes?

Robert Graham brings up — somewhere between const. nos. 5276 and 5295 (these were Big 4 2-8-2's of 1916)! Who has photos of other Big 4 Mikes Lima-built between Big 4 #6072 (became 1572) (Lima #5279) with a rectangular plate and Big 4 #6082 (Reno. 1582) (Lima #5289) which carried a diamond plate. Ten numbers apart. We have a photo of #1572 taken in the 1940's still with its rectangular plate. The next group, Lima nos. 5296 to 5310 of 1917, carried diamond shape plates.

—R. W. C.

* * * * *

Scoop! Escanaba & Lake Superior RR
Sold to Hanna Mining interests.
— Sept. 1962.

* * * * *

MIDWEST RAILROADER
Roy W. Carlson
Editor and Publisher
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Fort Wayne, Indiana
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30¢ each pp.

Notes on C&IW

Boyne City & SE

Flint & Pere Marquette

#32 BC&SE 3 Shay from MFPCo. to Cadillac Chemical Co. Saute Ste Marie.

On your F&PM roster, page 10, F&PM 1st 4 4-4-0 Sch. 648 was sold to Kentucky Western 5, to Illinois Central 1499, sold by IC 10-1905, returned to IC 11-1908, photo at Vicksburg, Miss. 1912. I presume this was operated from 1905-1908 by Zachary & North Eastern at Zachary, La. as it was stored with two other 4-4-0's from this line at time photo was made. 1499 Condemned 9-1-1914.

Page 12, on C&IW roster, IC 3572 is now on Louisiana Eastern, will probably be scrapped, along with all others. LERR property is now padlocked and off limits to all fans. Has three NKP Hudsons, two CNR(GTW) 0-6-0's, etc.

Also C&IW 101 was not IC 101 as this was Scrapped 1922, Brooks 1553 9-1889. IC 114 sold 9-1920, 136 sold 1-1927, 143 sold 1-1927, are the only IC 0-6-0's not accounted for as to scrappings, dispositions, etc.

Do you have anything on dispositions on B&LE 7,8 or 9 4-4-0's? These became SI&ECo. 2089,2090,2091 in Feb. 1926 but no record of sales by SI&E. (see below)
 * Who can help?

#33 Cobbs & Mitchell had a number of early Shays Lima #8 36" gauge 6x6 20" of 9-14-80, #195 Mitchell Bros(C&M?), also 184 Mitchell Bros., also 302, 323 to C&M, #3. On this particular engine I have the word "Antrim" in my notes, *what it means I do not know,* but after checking the spec. 11x10 29 1/2", I do not believe it is the Antrim Shay you have in mind, I have a print of it also, and the print looks larger than a 11x10 29 1/2" engine. This engine was built as C&M 3 10-1-90 at Cadillac, to Lake Superior Iron & Coal Co. at Wakefield, Mich., to Crarcoal Iron Co. of America of Detroit, then the word Antrim. Back in 1946-1947 I spent six weeks at Lima and copied data from files that they destroyed shortly after, showing the extra order files that were received, or rather when extra parts were ordered they showed the company ordering them, the construction number and whether the engine was used or "dead" (in scrap line) or scrapped, also I examined the correspondence of Lima salesmen when they inspected numerous engines that were available for sale, I believe this was off the records as they explained to me as Lima was not in second hand business but the salesmen often assisted other companies in locating locomotives they needed. Your 889 was sold to Raleigh Lbr. Co. Devon, W.Va., to W. M. Ritter at Oxley, W. Va., 890 sold to Slater Const. Co., Pontiac, Mich., to Standard Gravel Co., Pontiac.

Bill Witbeck, July 1962

*Who can help?

		<u>B & L E</u>				
Last No. on		Built by			Total	
<u>B&LE</u>	<u>Old No.</u>	<u>Pittsburgh</u>	<u>Rebuilt*</u>	<u>17x24</u>	<u>Wt.</u>	
7	14	1893	1926	62	164000	
8	15	"	"	"	"	
9	16	1895	"	"	"	

*Sold Southern Iron & Equip. Co.

Built for Pittsburgh Shenango & Lake Erie.

C/Nos. 1408, 1411, 1529.

— From Roster of Equipment B&LE, published in 1954, and Prof. S. R. Wood who furnished C/Nos.

Corrections and additions to "MWRrer" No.29
 -SOUTHERN RY. 4-6-2 types-

BLW const.	Orig. Road	to	(Have some earlier material on these
<u>No.:</u>	<u>No.:</u>	<u>SOU'N:</u>	Southern Ry. Pacifics to follow. —Ed.)
34780 /10	GS&F 500	1360	
34858 /10	" 501	1361	Refer to R&LHS bulletin No. 86 and 88
35388 /10	" 502	1362	"History of the Florida RRs". Bul. 88
35389 /10	" 503	1363	shows these engs. on page 98. Also note
35390 /10	" 504	1364	drivers given in this as 72 1/2" and cyls.
35391 /10	" 505	1365	22x28, so no change there.

—A. M. Payne, Sept. 1962

Further on the Antrim Iron Co. Got up to Mancelona on vacation and talked to the old gentleman who went to work for the Iron Company in 1912! Here's the straight (I hope) of what he told me on the roster (he did not work on the rail line, but apparently liked locomotives and took an interest -- and seems to have a clear memory):

- #1 - the big shay, as noted; this (not the other shay) was the one sold to Louisiana about 1919, apparently, when the CM engines arrived.
- #2 - a low-wheeled baldwin rod engine, second-hand, possibly a mogul (my guess -- maybe an ex-BC&SE as #2 of theirs "fits" the requirements??)
- #3 - a very small shay, apparently kept 'til later years. He said "local mythology" has it that it was rebuilt from the little 3' gauge shay the Mancelona Handle Co. had, but he says he didn't see it happen and would discount the story without proof. But was small.
- #4 - ex-CM;
- #5 - ex-CM. One of these was cut up about 1938, when the last of the woods lines went out (and engines were only used for yards work), and the other was scrapped about 1941 when EJ&S 8 was obtained. But which?
- #6 - none, apparently. At least, no recollection.
- #7 and #8, previously reported.

On the BCG&A, the two DI&W moguls were apparently #303 bought 8/7/1907, and #274, bought 8/26/1907. I would GUESS from the BCG&A's numbering "system" and dates that possibly #9 came first (ie, 303), and they liked it enough to buy another (274) to replace the little low-wheeled #2 and then cancel the order with BLW 30005 (or was 1st 10 ever on the line?) ... or maybe the "panic" of 1907 "cancelled" the new Baldwin. This is pure conjecture -- but a little conjecture is needed to unravel this roster!

—C. W. Hauck, 8-1962

* * * * *

Detroit Terminal RR

- #1-5 were class B-11f not B-11e, built 4/1913 not 4/16.
- 6-8 were class B-11m Brooks 5/1914 (0-6-0 of course)
- 9-14, 16, 17 - question class B-11e.
- 15, 26-29 were class U-1

EMD master list for 9/1/50 does not show any #113. However, this list shows #114-115 as C/N 6994 & 6995 blt. 5/49. Also, the EMD "Injector" for 2/5/51 shows #116 delivered 1/51 on order #6239 as a 1200HP switcher. Could Mr. Maus recheck those diesels?

Re: MWR #33 p.2.

W. D. Edson, 6/29/62

* * * * *

Chicago, Madison & Northern

Although "The Story of the Illinois Central", titled "Main Line of Mid-America" doesn't say so very much about the plans for building beyond the final "outpost" at Madison, there undoubtedly was some hope or desire back of its building (in 1886). As to its locomotives, looks like from the records they were:

- CM&N #354-358 2-6-0 Brooks 12/1886 C/Nos. 1166-1170.
- " 359-363 " " 1/1887 " 1173-1177.
- 18x24 - 56½

These are in the IC. series of the era and appear to be all there were. The list of locomotives comes from the builders' records, and was compiled for us by Prof. S. R. Wood. The book referred to "Main Line of Mid-America", (Carlton J. Carlies) published in 1951.

- Photos of Engines (both Moguls)
 - CM&N #354 - 1886
 - " 362 - 1889 Freeport Ill.
 - Lettered "CM&N". Photos by C. B. Medin

MIDWEST RAILROADER

A JOURNAL OF MIDLAND LOCOMOTIVE ROSTERS

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Published at Ft. Wayne, Ind.

Sept.-Oct. 1966, No. 58
Nov. -Dec. 1966, No. 59

The locomotive in the above view, is #4, the "Asa H. Curtis", of the Henry Stevens & Co. R.R., a Brooks 2-6-0 of June 1886, c.no. 1125. 3-ft. gauge.

It is very likely the engine which eventually became Ann Arbor (TAA&NM) #102, after passing thru several hands, viz., sold 1894 to Stevens Lbr. Co., then to Mitchell & McClure as #2.

It must have been changed to standard gauge somewhere along the line. We hope to publish illustrations of both before and after. The Stevens Co. was located at St. Helens, Mich.

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A few N&W roster special issue remain, plus the double issue of the Frisco-C&EI-C&IC roster.

With const. nos. Such as these have never been printed elsewhere.

Roy W. Carlson, Ed. & Publisher

Published at Ft. Wayne, Indiana since 1957 - 6 issues \$2.50
A Typical Michigan Logging Scene at the Turn of the Century
Courtesy C. T. Stoner and Burton Historical Collections

MIDWEST RAILROADER

A JOURNAL OF MIDWEST LOCOMOTIVE HISTORICAL SOCIETY

1968
Vol. 1, No. 2
Indiana

In publishing this roster, no attempt has been made to compete with any other LS&MS roster. The roster had been under discussion for several months and was finally completed and handed to us in May. Published to add to the general information and record of the older motive power of the railroad. We hope it will help. Correspond with Wm. A. Swartz at Marion, Ohio, for permission to use this roster, - you will note this journal is copyrighted.

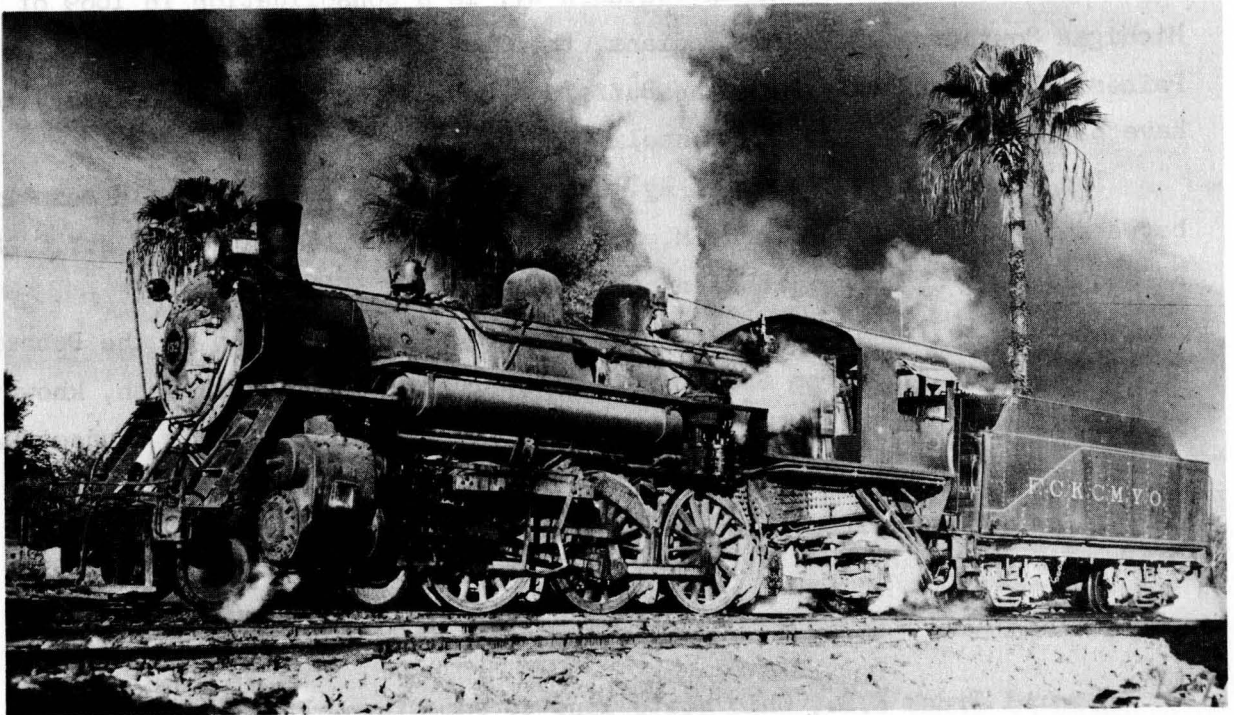
Robert T. Hess of Flemington, N. J., and Robt. Lorenz of Sandusky, Ohio, are presently at work on an historical volume on the Lake Shore & Michigan Southern and its motive power. Any help you can give them will surely be appreciated by these two workers.

Published at Ft. Wayne, Ind. Copyright 1968 Roy W. Carlson

The locomotives in the above view, as far as the Lake Shore & Michigan Southern is concerned, are a 2-8-0 of the 1900's. It is very likely the engine which eventually became the 1900 (TAMM) after passing thru several hands. It is now in the collection of the Michigan Historical Society, located at St. Helena, Mich. It must have been changed to standard gauge somewhere along the line, we hope to publish illustrations of both before and after. The views are located at St. Helena, Mich.

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With your help, such as these have never been printed elsewhere.

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A Historical Society of the Lake Shore & Michigan Southern
Vol. 1, No. 2
Courtesy of the Michigan Historical Society



F.C. Kansas City, Mexico & Y Oriente No. 152, a Pacific from the Florida East Coast Ry., No. 152, then Georgia & Florida No. 511, and then to the Mexican road. At Los Moches, Sinaloa, Mexico, March 1926. This is a J. B. Allen photo. There were 2 efforts to build a railroad from Kansas City to the Pacific coast thru Mexico, to the vicinity of Topolobampo in Sinaloa state. Albert Kinsey Owen endeavored to promote a rail route to Topolobampo in the early '70's, renewed by Arthur E. Stillwell in 1899. The U.S. portion was taken over by the A.T.&S.F. some years ago. The portion in Mexico remained uncompleted for several years and finally completed by Mexico in 1961, said to be thru some of the finest scenic country.

The above Pacific and perhaps others were not listed in published rosters for the road some years ago, referring now to the road in Mexico as the F.C.K.C.M.Y.O. It became a part of the Chihuahua al Pacifico railroad with which the newly completed road connected and became only a name. Early in the present century some builders' photos carried the K.C.M.Y.O. initials but they were not in the above category.

NICKEL PLATE AND WABASH passenger cars to CANADA.

Canadian Rail, the journal of the Canadian Railroad Historical Society, in its June 1966 issue, lists the NKP and Wabash roomette, cars, etc., sold by the N&W to the Canadian National Rys. (Perhaps in some cases leased.) Note that #212 "City of Ft. Wayne" is now CNR 2129 "Riverview". There are also some Rock Island, B&O, and Erie-Lackawanna, gone to Canada in the same way. The world moves on!

LAKE SHORE & MICHIGAN SOUTHERN RY.

The Lake Shore & Michigan Southern Ry. is a consolidation in 1869 of the Michigan Southern & Northern Indiana, the Cleveland & Toledo, the Cleveland, Painesville & Ashtabula, and the Buffalo & Erie RR Cos. The proprietary roads have been acquired since the consolidation.

The Silver Creek & Dunkirk Ry. was built during 1892. The old main line between Silver Creek and Dunkirk, some 7.8 miles, is leased to the N.Y.C.&St.L. RR and is used by that line as a part of its main track.

In Dec. 1897 this company ceased to operate that portion of the Detroit & Chicago RR extending from Chandler to Corbus, 35.75 miles in length, known as the Dundee branch. The part of the branch, 26.5 miles east from Dundee, was sold to the Detroit & Lima Northern Ry., and the remaining part of that branch, some 9.25 miles westward from Dundee, was abandoned.

PROPRIETARY ROADS

Central Trunk R.R., Ohio state line to Jamestown, Pa.,	5.26	miles
Detroit, Monroe & Toledo R.R., Ohio state line to Detroit,	54.76	miles
Kalamazoo & White Pigeon R.R., White Pigeon to Kalamazoo,	36.54	"
North Central Michigan R.R., Jonesville to North Lansing,	61.36	"
Detroit & Chicago R.R., Grosvenor to Fayette	25.56	"
Sturgis, Goshen & St. Louis R.R., Goshen to Findley	36.13	"

LEASED LINES

Kalamazoo, Allegan & Grand Rapids R.R.	58.45	miles
Jamestown & Franklin R.R.	50.91	"
Mahoning Coal R.R.	50.20	"
Detroit, Hillsdale & South Western R.R.	64.76	"
Ft. Wayne & Jackson R.R.	97.83	"
Sandusky Line: Elyria Jctn. to Millbury Jctn., via Sandusky ...	73.24	miles
Air Line Division: Air Line Jctn. to Elkhart	131.10	"
" : " " " to Ohio-Michigan state line..	7.61	"
Jackson Branch: Lenawee Jctn., to Jackson	42.16	"
Monroe " : " " to Monroe	29.46	"
Ashtabula " : Ashtabula to Penna. state line	30.72	"
Other " : Sandusky Pier	3.88	"
Ashtabula Harbor	2.33	"
Dunkirk	1.62	"

Locomotives: 518 as at Dec. 31, 1897.

In Feby., 1898, the N.Y.C.&H.R. R.R. Co. purchased a majority interest in this Co.



Here is one of the locomotives of the U.S. portion of the Kansas City, Mexico & Orient which road later became a part of the Santa Fe. Photo from Prof. S. R. Wood.

This locomotive is one of several built for the Lake Shore & Michigan Southern Ry, sold to the St. Louis & Hannibal Ry. in Nov.-Dec. 1923 and again resold by this road to the K.C.M.&O. Rebuilt in 1927 by the Orient Ry. at Wichita, Kans., Mr. Orris Bilger, M.E.

Note the special arrangement of Walschaerts Valve gear because the valve seats are located between the frames. As to the 705, its boiler came from L.S.&M.S. #5810 (ex 810), Brooks 1902, 25931, with the running gear and frame from L.S.&M.S., #5834 (ex 834), Brooks 1903 #27113.

In 1929 became A.T.&S.F. #2563. Scrapped at Topeka in early 1934. Mr. Bilger is standing at the pilot. Information courtesy Prof. Wood. From R.W.C. collection.

* * * * *

SOME NOTES ABOUT THE ATLANTA, BIRMINGHAM & COAST.

Baldwin #20,000 1/1902, was ordered by the Savannah, Florida & Western (Plant System) as #119 but was found too heavy for track and returned to the Works, resold as Chicago Short Line #1. Sold by them in 1912 to S.I.&E. Co. their #686, and resold 4-12-12 to A. B. & A. #39, later A. B. & C. #39. This was Baldwin's first 4-cyl. balanced compound, a 4-6-0 with cyls. 15 & 25 x 26, drivers 73 in.

--- S. R. Wood

Prince says Baldwin 20,000 for a time carried A. B. & A. #1, the A.B.&A. #99 then to 39. Had to vacate #99 to make room for a new #99.

Detroit, Hillsdale & Southwestern R.R.

Ypsilanti to Bankers, Mich., 64.76 mi.
 Organized July 1871 as the Detroit, Hillsdale & Indiana R.R.
 Sold under foreclosure, Dec. 28, 1874, and reorganized under the present title
 Jan. 30, 1875. Leased in perpetuity from July 1, 1881.

Erie & Kalamazoo R.R.

Toledo, O., to a point near Adrian, Mich., 27 miles.
 Chartered April 22, 1833. Road opened from Toledo to Sylvania in 1836,
 throughout in 1837.
 Leased in perpetuity May 25, 1849.

Ft. Wayne & Jackson R.R.

Jackson, Mich., to Ft. Wayne, Ind., 97.82 mi. Consolidation April 6, 1869,
 under the name of the Ft. Wayne, Jackson & Saginaw R.R. Co. of the Jackson,
 Ft. Wayne & Cincinnati and the Ft. Wayne, Jackson & Saginaw R.R.s
 Entire line completed Dec. 25, 1870. Sold under foreclosure Dec. 1879, and
 reorganized under present name Jan. 1, 1880. Leased in perpetuity Sept. 1882.

Jamestown & Franklin R.R.

Jamestown to Oil City, Pa., 50.91 mi., Stoneboro to Coal Mines 2.55 mi.,
 total 53.46, total track 71.96 mi.
 Chartered April 5, 1862. Road completed and opened June 24, 1867. Leased to
 L.S.&M.S. Ry., etc.

Kalamazoo, Allegan & Grand Rapids R.R.

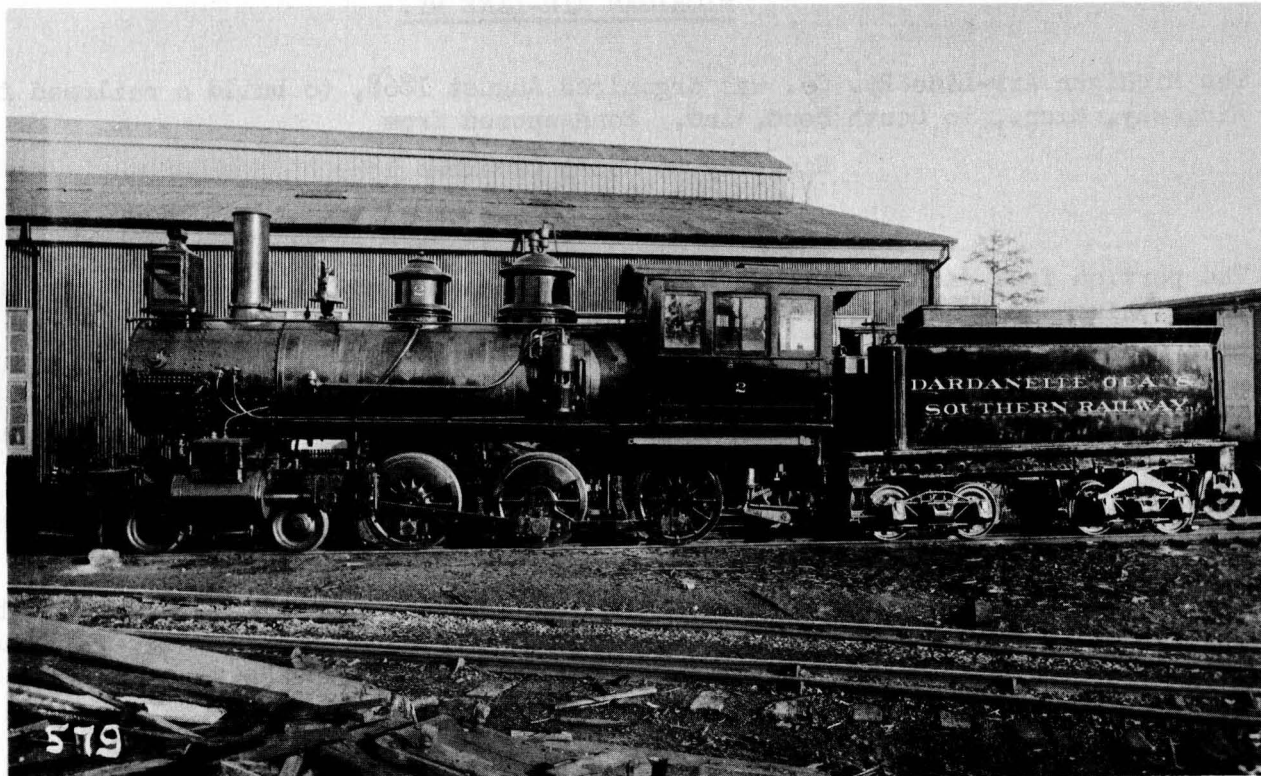
Kalamazoo to Grand Rapids, Mich., 58.42 mi. Chartered June 3, 1868, road
 opened March 1, 1869. Leased Sept. 21, 1869, for 999 yrs. to the L.S.&M.S.

Mahoning Coal R.R.

Andover to Youngstown, O., and branches 41/89 mi. Doughton to Sharon, Pa.,
 8.31 mi. Chartered Feby. 18, 1871, and opened in June 1873. Leased in
 perpetuity July 1, 1884, to the L.S.&M.S.

Stewart R.R.

Stewart Iron Works to Sharon, Pa., to Ohio state line, 0.32 mi. Organized
 Sept. 9, 1887. Oct. 1, 1889, property was sold to the Mahoning Coal R.R. Co.,
 and leased to the L.S.M.S.



Dardanelle, Ola & Southern Ry. No. 2, built by the New York Locomotive Works, Rome No. 260, Apr. 30, 1887, for the Buffalo, New York & Philadelphia R.R. as No. 72, then Western N.Y. & Penna. No. 72, then said to have become No. 109, then Penna, R.R. No. 6245.

Rome, N.Y., on cylinder casting. However, Norman J. Perrin's pamphlet on The Western N.Y. & Penna. Ry. shows No. 72 as a Baldwin but No. 109 was a Rome built of 1887.

The Dardanelle, Ola & Southern was chartered March 1, 1906. Road built Dardanelle to Ola in 1907. Taken over by the Rock Island owned R.I. & Dardanelle Ry., successor to the D.O.&S., and in 1920 taken over for operation by the Ft. Smith, Subiaco & Rock Island, a connecting line, thus relieving the C.R.I.&P. Ry. of the operation of this branch. From a Swartz photo, R.W.C. collection.

LOCOMOTIVES OF THE FT. SMITH, SUBIACO & ROCK ISLAND

- #489 2-6-0 Baldwin 1902 #21156 Orig. blt. for MKT as 489, sold to Okla. City-Ada-Atoka Ry. 1926, then to Unger Metals Co., Muscogee, Okla., 1929, then resold to FtSS&RI.
- #614 4-6-0 Baldwin 1903 #22736 Ex Frisco #614.
- #1621 2-10-0 as shown in Frisco roster, i.e., SLSF #1621 (2-10-0) destroyed by dynamite explosion in Alabama, date unknown. SLSF (KCFS&M) #614 (4-6-0) was traded to FSS&RI for their #101, also a 2-10-0, which then became SLSF 2nd 1621, - later sold to Eagle-Picher Lead Co. as 1621. See Frisco Roster (MWRrer Special Frisco Roster Supplement by H. K. Vollrath.)

Did the R. I. get either of the first two?

— R. W. C.

MICHIGAN AIR-LINE RY.

The Michigan Air-Line Ry. Co. was organized August 1868, to build a railroad from Ridgeway, Mich., to South Bend, Ind. Road opened from

Ridgeway to Romeo December 1869
to Rochester, March 1879
to Pontiac, October 1880.

The portion from Jackson, Mich., to South Bend, Ind., was completed and operated by the Michigan Central R.R.

The Line from Ridgeway to Shelby was sold to the St. Clair & Chicago Air-Line R.R. Co. but thru the failure of that organization, was again operated by the Michigan Air Line which bought the road at foreclosure sale Nov. 1875. In Nov. 1878 an agreement was entered into with the Grand Trunk Ry. Co. for operation of the road.

Ridgeway, Mich., to Pontiac, 36 miles. Standard gauge. Locomotives 1881, 2.

The line from Jackson, Mich., to South Bend, Ind., 115 miles operated by the Michigan Central R.R., as the Michigan Air-Line R.R. As organized August 1868, was consolidated with the St. Joseph Valley R.R. Co., October 1870, completed as a whole Feby. 1871, and leased from that date to the Michigan Central.

The Michigan Midland & Canada R.R. which was to be a part of the entire project, was a line of railroad St. Clair, Mich., to Ridgeway, 15 miles, which had been organized Sept. 1872, and the road put into operation Sept. 1873. Was operated by the Canada Southern Ry. Co. which supplied the rolling stock and motive power.

Here is the record of the 2 locomotives of the M.A.L. Ry.:

No No.-Name "J. B. Eaton" 4-4-0 Baldwin 5/1870 C/no. 2153.
" " " "M. A. McNaughton"
4-4-0 " 6/1870 " 2158.
16x24-6 1/4 - 55000 lbs.

* * * * *

Detroit & Chicago R.R. - organized to take over the Chicago & Canada Southern R.R.

Sturgis, Goshen & St. Louis R.R. - organized to take over the Canada & St. Louis R.R.

Ft. Wayne & Jackson R.R. - organized to take over the Ft. Wayne, Jackson & Saginaw R.R.

Each of these acquired roads had their own motive power, (a certain number of locomotive of the Canada Southern were to be assigned to the C&CS). Note there was also the Toledo, Canada Southern & Detroit R.R. as a part of C.S. system.

Cleveland Short Line was being built by the Lake Shore & Michigan Southern around the city of Cleveland. Connects at Collinwood on the east and at Rockport on the west. Reported in R.A.G. 1911.

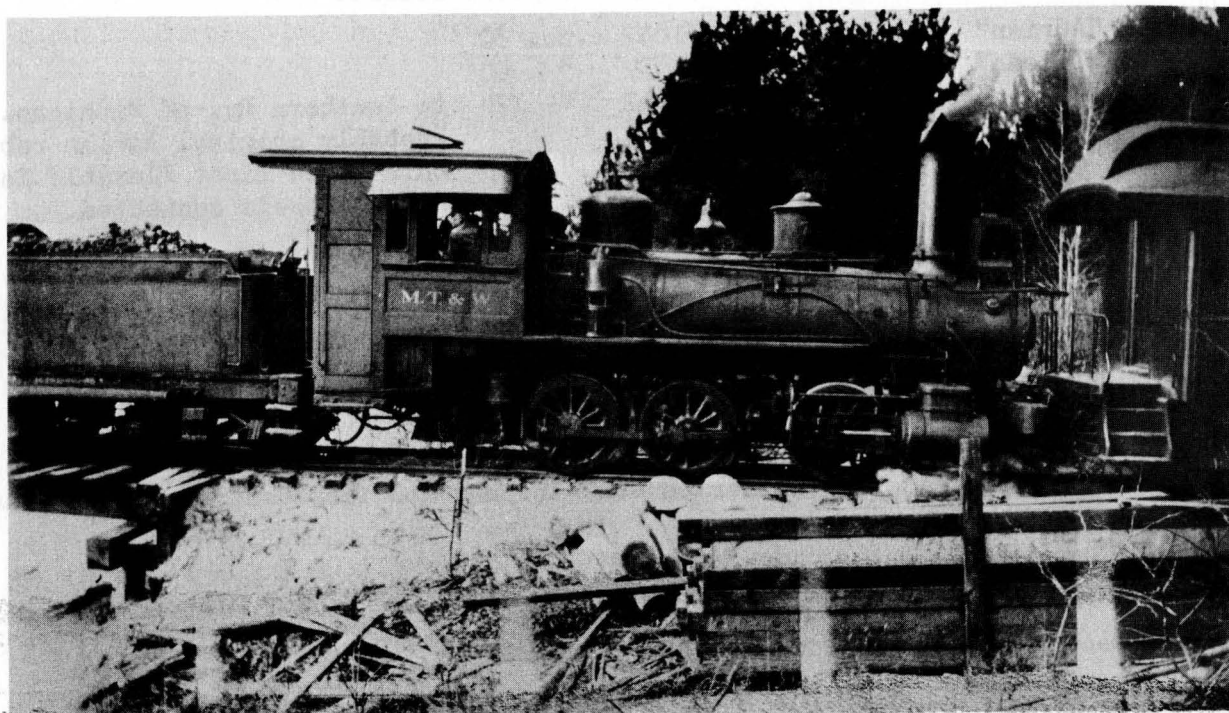


Photo from H. Peddle

Marinette, Tomahawk & Western #7, 0-6-0, with improvised winter type cab. Acquired July 1921 from the Stanley, Merrill & Phillips, Ry. T.E. 16186. Orig. P.C.C.&St.L. #271, Wt. of eng. 72500 lbs. Retired 1915. Authority M.T.&W. The following Roster is compiled from available information.

ROSTER - MARINETTE TOMAHAWK & WESTERN

<u>Road No.</u>		
	4-4-0	Baldwin 1867 #1615 Ex C&NW #230
7 (*1)	0-6-0	Ex Stanley Merrill & Phillips Originally PCC&StL #271 (Authority MT&W)
12	2-8-0	Brooks 18x26 Ex BR&P then SI&E #1881 to MT&W Jan. 1924.
19 (*2)	2-6-0	Baldwin 3/1924 #57667 Ex Yawkey - Bissell Lbr. Co. Ex Charcoal Iron Co. of Am. #19
209 (*3)	2-6-0	Schen. 1891 Ex NYC & HR #1621 #3628 then Wis. & Nor. #7 then Soo #209 D-4 then MT&W #209.
250	2-6-0	Schen. 2/1913 #52823 Ex BG&W #250 Ex #50

(cont'd p. 11)

Erie & Kalamazoo R.R. - Michigan Southern

This record from the Baldwin L/W builders record.

Named "Adrian"	4-2-0	Baldwin	5/1837	c.no. 80		
" " "Toledo"	" "	" "	8/1837	" 90		
" " "Adrian"	" "	" "	9/1842	" 174	to Southern Ry. of Michigan.	
					Probably original Adrian rebuilt.	
" " "Hillsdale"	2-4-0	" "	10/1843	" 185	Said to be first Flexible Beam Truck	
					with 4-wheels connected.	

Michigan Southern R.R.

Named "Tecumseh"	0-6-0	Baldwin	8/1846	c.no. 278	12x16-42	24,000 lbs.
" " "Hudson"	2-4-0	" "	8/1847	" 317	" "	" "
" " "Coldwater"	" "	" "	8/1847	" 318	" "	" "

These are just teasers. Better consult the new New York Central System Roster Book.

State of Michigan R.R.

This record from the Baldwin builders record.

Named "Detroit"	4-2-0	Baldwin	9/1837	c.no. 91		
" " "Ann Arbor"	" "	" "	10/1837	" 93		
" " "Monroe"	" "	" "	10/1838	" 130	These as part of the	
" " "Dexter"	" "	" "	11/1840	" 148	Michigan Central.	
" " "Jackson"	" "	" "	11/1840	" 149		
" " "Marshall"	" "	" "	9/1842	" 170		
			9/1842	" 171		

Canada & St. Louis Ry.

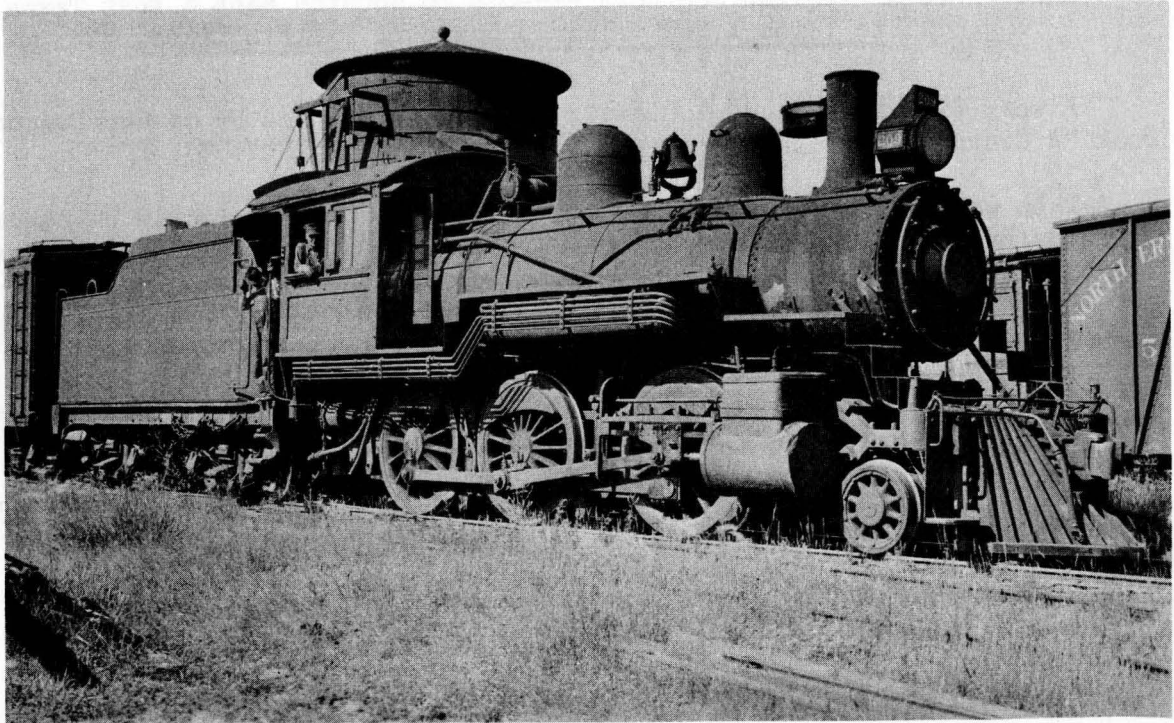
With the portion of the line from Findlay, Mich., to Goshen, Ind., some 36 miles becoming the Sturgis, Goshen & St. Louis Ry. and was acquired by the Lake Shore & Michigan Southern as of Dec. 1, 1889.

And the portion between Battle Creek and Findlay, Mich., some 34 miles becoming the Battle Creek & Sturgis, operated by the Michigan Central R.R. The line from Shipshewanna, Ind., to Sturgis was abandoned in 1960.

The locomotives of the Canada & St. Louis were:

No. 1	4-4-0	Pittsburgh L/W	10/15/88	c.no. 865
2		no record located		
3	4-4-0	Pittsburgh L/W	12/31/88	" 870
		Engines 1 and 3	17x24-62	
4	4-4-0	Pittsburgh L/W	/88	
		Named "E. C. Nichols"		

A photograph of the #4 is herewith reproduced as an illustration of this locomotive, but does not appear as such in the Pittsburgh record. Could be a renumbering or acquirement from some other source but still a Pittsburgh product.



Marinette, Tomahawk & Western #209. Tomahawk, Wis., 1936. 2-6-0.
 Ex Soo 209, ex Wis. Northern #7, orig. N.Y. Central #1621. Schenectady 1891.
 Soo class D-4. Wis. & Northern #6, also a 2-6-0, became Soo #208, class D-3,
 also came from the N.Y. Central, 31686.

Schen. 1892 #3928, NYC&HR #783, then 1686, then W&N #6, then Soo #208.
 " 1891 #3628, " 718, " 1621, " " #7, then " #209, etc.

* * * * *

Continuation of MT&W Roster

<u>Road No.</u>				
1161	4-6-0	Baldwin	11/1897	Ex CM&StP - CMStP&P
1163	"	"	"	
1167	"	"	9/1898	Same Nos.
1171	"	"	10/1898	Class B-2
1172	"	"	11/1899	Originally numbered in the 800's.

	#1	Authority	MT&W correspondence.
(11) Engs.	#2	"	Robert Graham
	#3	"	Personal Observation

Lake Shore & Michigan Southern 4-4-0's to Houston East & West Texas Ry.
to Texas & New Orleans, Southern Pacific Lines.

A very fine picture of H.E.&W.T. #8 appears on page 59 of Guy Dunscomb's Book "A Century of Southern Pacific Steam Locomotives" (1963).

This was a former L.S.&M.S. 4-4-0 and the group to which it belonged were built by Brooks in 1893. See a List of Locomotives with Belpaire firebox, built for the Big 4 and the L.S.&M.S. compiled by W. D. Edson.

#8 (later 154) was ex-LS&MS #94; #9 (later 155) was ex-598.

4-4-0 LS&MS #94 Brooks 1893 #2256 to HE&WT 154-8 to T&NO-SPL 2nd 200, Sc. 1930
 " " 598 " " 2259 " " 155-9 " " " " 201, " 1928

See also R&LHS Bulletin #94 on Southern Pacific Motive Power, page 36.

Lake Shore & Michigan Southern 4-4-0's with Belpaire Fireboxes.

The above 2 engines to the HE&WT were from a Brooks built lot for the Lake Shore & Michigan Southern as follows:

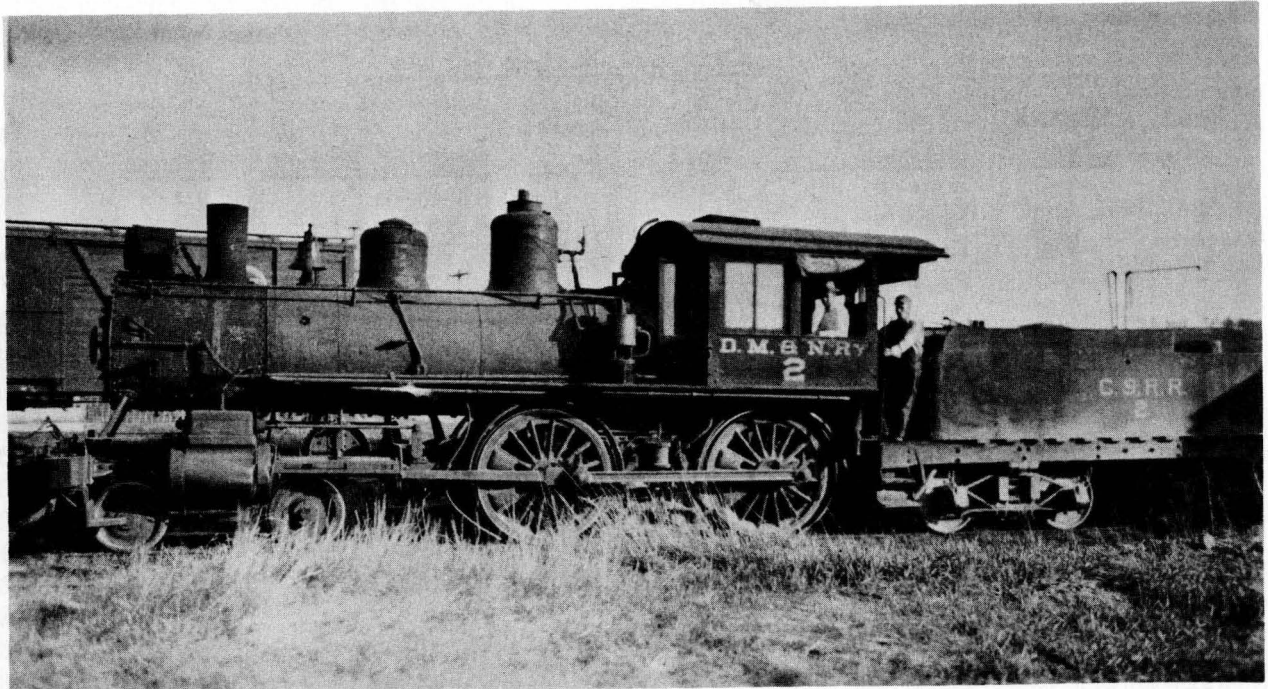
LS&MS Nos. 94, 160, 597, 598, 599. Class C-53 Brooks 3/1893 c/nos. 2256-2260.
 94, 598 sold 1899 to HE&WT 8, 9, eventually SPL 200-201.
 160, 597, 599, reno. 1905 to system nos. (LS&MS) 4107-4109;
 4108 reno. 1915 to 4177.

(W. D. Edson 6-1960)

Detroit, Hillsdale & Indiana -- Detroit, Hillsdale & South Western

D.H.&I.	No. 1	4-4-0	Manchester	12/6/1870	c/no. 268
"	" 2	"	"	1/8/1872	" 294
"	" 3				
"	" 4				
D.H.&SW	" 5	0-4-4	Bogie Mason	3/1880	" 621 to LS&MS 495.
"	" 6				
"	" 7	4-4-0	DH&SW	1881	to LS&MS #7

Information as to #7 furnished us by Mr. Edson, who also states this engine was off the LS&MS roster in 1901 as class Z-9. 16x24-56 66,000 lbs.



CAZENOVIA SOUTHERN R.R. No. 2, 4-4-0 acquired in 1925 from the Duluth, Messabe & Northern Ry. as No. 2, built by Pittsburg 1893, c.no. 1410. Note cab marking. Tender may have been from a previous engine on the C.S. Photo from Ray W. Buhrmaster. Record shows 17x22 - 62 1521⁴ T.E. Weight 89800 lbs. The DM&N initials were later eliminated. -R.W.B. (A Wisconsin based railroad)

* * * * *

Some Additional DUNKIRK, ALLEGHENY VALLEY & PITTSBURG DOPE

The DAV&P roster is interesting but would like to make a few additions. Grand Central Depot #1 became NYC&HR 83 and later (Jan. 1895) sold to DAV&P, all the while retaining its number, from what we can gather. Jan. 1905 it was reno. 51 and scrapped Dec. 21, 1908. I can find no record of it ever being 88 or 51 before becoming 83. Also, 809 is Schen. 9-1882, C/N 1657, as NYC&HR 440, 454 in 1890 then DAV&P 4, NYC&HR 454 again and, finally in 1905 809. It was involved in a wreck and then demolished at Depew Shops 5/16/1908. Engine 811 is C/N 1709, not 1707, built Schen. 1-1883 as NYC&HR 501, 467 in 1890 and 811 in 1905. It met a similar fate at Depew Shops Dec. 27, 1910.

From what I can gather, engines off the NYC&HR which were transferred to DAV&P or sold to them got DAV&P numbers until about mid-'90's. After that it appears that engines kept their original numbers while operating on the road. Some went back to parent road and were replaced with others.

— Ed. L. May
Oct. 1966

LAKE SHORE & MICHIGAN SOUTHERN RAILROAD

Locomotive Roster

Original Number Series

Road No.	Engine Type	Builder	Date Built	Const. No.	Name of Engine	Dimensions	Former Number
1	4-4-0	Rogers	3/1866	1350	Jackson *	16x24 66"	MS&NI 1
2	4-4-0	Rogers	3/1866	1353	Napoleon *	16x24 66"	MS&NI 2
3	4-4-0	Rogers	4/1866	1355	Clinton *	16x24 66"	MS&NI 3
4	4-4-0	Swinburne	1853		Norwalk	15x22 54"	
5	4-4-0	John Souther	1854		Woodbine	13x20 48"	MS&NI 5
6	4-4-0	John Souther	1854		Forrester	13x20 48"	MS&NI 6
7	0-4-0	John Souther	1854		Pony	12 1/2x20 48"	MS&NI 7
8	0-4-0	John Souther	1854		Feldspar	12 1/2x20 48"	MS&NI 8
9	4-4-0	Amoskeag	1851		Ben *	13x20 54"	MS&NI 9
10	0-4-OT	MS&NI RR	1867		Anubis	14x22 48"	MS&NI 10
11	0-4-OT	Amoskeag	1851		Madoe	14x22 48"	MS&NI 11
12	4-4-0	Manchester	11/1867	101	E.B.Phillips	16x24 60"	MS&NI 12
13	4-4-0	Manchester	12/1867	102	C.F.Hatch	16x24 60"	MS&NI 13
14	4-4-0	Bell	1866		Oxus	16x24 60"	MS&NI 14
15	4-4-0	Wilmarth	1851		Bristol	12x20 54"	MS&NI 15
16	4-4-0	Bell	1866		S.Colfax	16x24 60"	MS&NI 16
17	4-4-0	Schenectady	1851		Junior	12 1/2x20 54"	MS&NI 17
18	0-4-OT	MS&NI RR	1869		Juppon	14x22 48"	MS&NI 18
19	4-4-0	Schenectady	1851		Terre Coupee *	12 1/2x22 54"	MS&NI 19
20	4-4-0	LS&MS RR	1873		Iron Duke *	17x24 60"	
21	0-4-OT	Amoskeag	1852		Kenosha	14x22 48"	MS&NI 21
22	4-4-0	Amoskeag	1852		Justice	14x22 54"	MS&NI 22
23	4-4-0	Mason	8/1869	320	P.Morehouse	16x24 60"	
24	4-4-0	Mason	8/1869	321	Globe	16x24 60"	
25	4-4-0	Amoskeag	1852		Detroit *	13x20 48"	MS&NI 25
26	4-4-0	Amoskeag	9/1854	144	Kendallville	14x22 58"	MS&NI 26
27	4-4-0	Amoskeag	7/1854	143	Ligonier	14x22 54"	MS&NI 27
28	0-4-OT	Amoskeag	6/1854	141	Delta	14x22 48"	MS&NI 28
29	4-4-0	Amoskeag	10/1854	146	Calumet	14x22 48"	MS&NI 29
30	4-4-0	Amoskeag	5/1854	140	Fulton	14x22 58"	MS&NI 30
31	4-4-0	Amoskeag	6/1855	149	Toledo	14x22 58"	MS&NI 31
32	4-4-0	Amoskeag	6/1855	148	Auburn	14x22 48"	MS&NI 32
33	4-4-0	Amoskeag	10/1854	147	New Carlisle	14x22 54"	MS&NI 33
34	4-4-0	Amoskeag	6/1854	142	Williams *	15x22 58"	MS&NI 34
35	4-4-0	Amoskeag	9/1854	145	Prairie	15x22 58"	MS&NI 35
36	4-4-0	Swinburne	1852		Hoosier	14x22 54"	MS&NI 36
37	4-4-0	Swinburne	1852		St.Joseph	14x22 54"	MS&NI 37
38	4-4-0	Swinburne	1852		Dromedary	15x22 58"	MS&NI 38
39	4-4-0	Swinburne	1852		Hillsdale	16x22 58"	MS&NI 39
40	4-4-0	Swinburne	1852		Tiger	15x22 58"	MS&NI 40
41	4-4-0	Swinburne	1852		Bison	15x22 58"	MS&NI 41
42	4-4-0	Hinkley	8/1851	326	Elkhart	14x20 58"	MS&NI 42
43	4-4-0	Hinkley	8/1851	325	La Porte *	14x20 58"	MS&NI 43
44	4-4-0	Hinkley	1851		Goshen *	14x20 58"	MS&NI 44
45	4-4-0	Manchester	8/1867	92	Gov. Barry	16x24 60"	MS&NI 45
46	4-4-0	New Jersey	1854		Antelope *	13x22 66"	MS&NI 46
47	4-4-0	New Jersey	1854		Jehu *	13x22 66"	MS&NI 47
48	4-4-0	Swinburne	1852		W.H.Brockway *	14x22 66"	MS&NI 48
49	4-4-0	Swinburne	1852		Bunker Hill	15x24 60"	MS&NI 49
50	4-4-0	Swinburne	1852		Camden	14x22 54"	MS&NI 50



LS&MS #4810 - one of the
 NYC&HR Atlantics loaned (or exchanged)
 for Lake Shore 2-6-2's on a trial basis
 but the exchange was cancelled within a
 few months. This illustration from a
 C. B. Medin photo.

— R.W.C. Collection

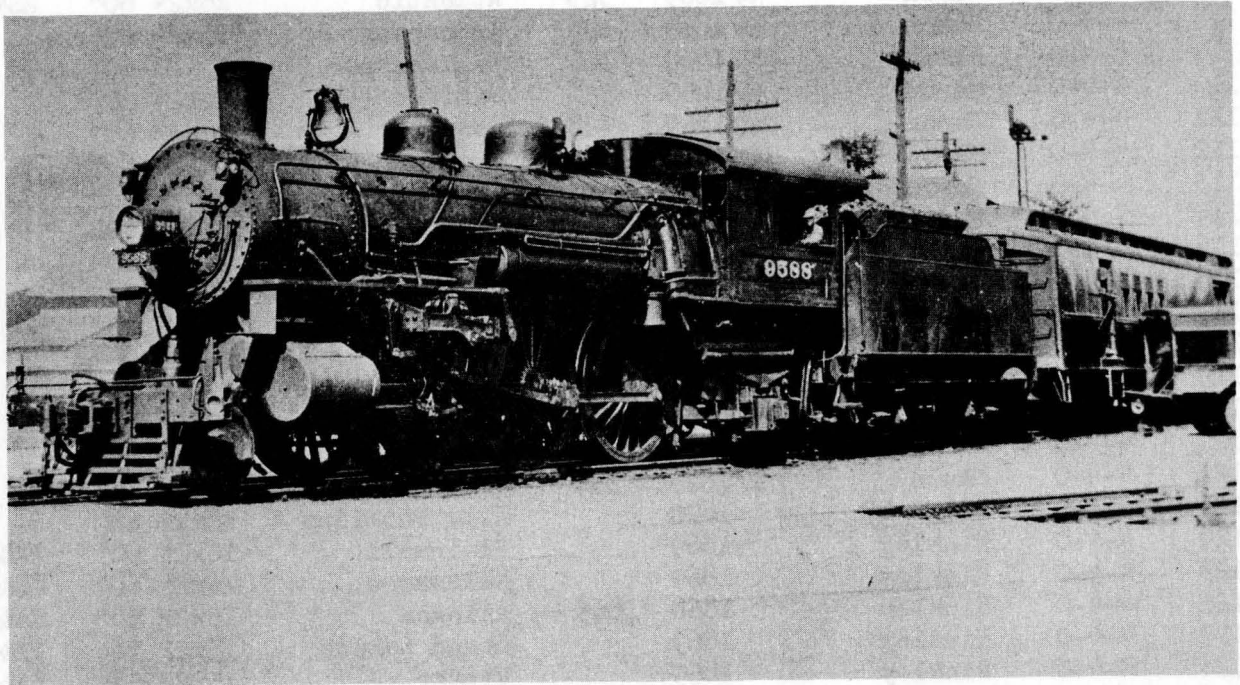
Beech Creek Extension R.R.

Did BCE No. 3876 return to the NYC and
 eventually get renumbered to 876 or ?

— R.W.C.

LAKE SHORE & MICHIGAN SOUTHERN RAILROAD -2

Road No.	Engine Type	Builder	Date Built	Const. No.	Name of Engine	Dimensions	Former Number
51	4-4-0	Swinburne	1852		Niagara	15x20 60"	MS&NI 51
52	4-4-0	Swinburne	1852		Buffalo	15x24 60"	MS&NI 52
53	4-4-0	Swinburne	1852		New York	15x20 58"	MS&NI 53
54	4-4-0	Amoskeag	1852		James Moore *	13 1/2 x 22 66"	MS&NI 54
55	4-4-0	Mason	7/1868	285	Michigan	16x24 60"	MS&NI 55
56	0-4-0T	Amoskeag	5/1852	41	Illinois	14x22 48"	MS&NI 56
57	4-4-0	Mason	8/1868	287	Albert Keep	16x24 60"	MS&NI 57
58	4-4-0	Amoskeag	1852		Transit *	13x22 54	MS&NI 58
59	4-4-0	Mason	8/1868	288	Quaker	16x24 60	MS&NI 59
60	4-4-0	Amoskeag	4/1855	157	Missouri *	14x22 66"	MS&NI 60
61	4-4-0	Amoskeag	4/1855	158	Pacific *	14x22 66"	MS&NI 61
62	4-4-0	Mason	1/1869	298	Chas. Paine *	16x24 66"	MS&NI 62
63	0-4-0T	LS&MS RR	1870		Kearsarge	14x22 48"	
64	4-4-0	Mason	1/1869	299	Wm. Mason *	16x24 66"	MS&NI 64
65	4-4-0	Amoskeag	10/1854	156	E. Morrison *	15x22 66"	MS&NI 65
66	4-4-0	Amoskeag	1854		Henry Keep *	14x22 66"	MS&NI 66
67	4-4-0	Amoskeag	8/1854	153	John Stryker	14x22 66"	MS&NI 67
68	4-4-0	Amoskeag	1854		A. Havemeyer *	14x22 66"	MS&NI 68
69	4-4-0	Amoskeag	5/1855	159	John B. Jervis *	14x22 60"	MS&NI 69
70	4-4-0	Br. & Kneeland	1854		N. Beardsley *	14x20 66"	MS&NI 70
71	4-4-0	Br. & Kneeland	1854		Morion *	14x22 66"	MS&NI 71
72	4-4-0	Swinburne	1853		L.G. Lockwood *	16x24 66"	MS&NI 72
73	4-4-0	Swinburne	1853		J.D. Campbell	16x22 66"	MS&NI 73
74	4-4-0	Mason	10/1869	331	Sam Brown *	16x24 66"	
75	4-4-0	Amoskeag	1853		Charles Minot *	16x22 66"	MS&NI 75
76	4-4-0	Amoskeag	5/1853	91	Zebra	15x22 60"	MS&NI 76
77	4-4-0	Amoskeag	4/1853	89	Manchester	15x22 60"	MS&NI 77
78	4-4-0	Hinkley	9/1853	475	E.M. Gilbert *	16x22 66"	MS&NI 78
79	4-4-0	Rogers	1856		Fountain City	15x22 60"	MS&NI 79
80	4-4-0	Br. & Kneeland	1856		Hudson	15x22 66"	MS&NI 80
81	4-4-0	Br. & Kneeland	1856		R. Gardner *	15x22 66"	MS&NI 81
82	4-4-0	Br. & Kneeland	1857		Chief *	15x22 66"	MS&NI 82
83	4-4-0	Br. & Kneeland	1856		Relief *	15x22 66"	MS&NI 83
84	4-4-0	Br. & Kneeland	1856		Arctic *	16x22 66"	MS&NI 84
85	4-4-0	Br. & Kneeland	1856		Prairie Chicken	15x22 60"	MS&NI 85
86	4-4-0	Br. & Kneeland	1856		Vulcan	16x22 54"	MS&NI 86
87	4-4-0	LS&MS RR	1873		Commodore *	17x24 66"	
88	4-4-0	MS&NI RR	1863		Dictator	16x22 60"	MS&NI 88
89	4-4-0	Mason	8/1869	322	Manitowoc	16x24 60"	MS&NI 89
90	4-4-0	Baldwin	8/1863	1158	Pioneer	16x24 60"	MS&NI 90
91	4-4-0	Baldwin	8/1863	1159	Keystone	16x24 60"	MS&NI 91
92	4-4-0	Rogers	1863		Wyandotte	16x24 60"	MS&NI 92
93	4-4-0	Rogers	1864		Huron	16x24 60"	MS&NI 93
94	4-4-0	Schenectady	3/1864	330	Salamander	16x24 60"	MS&NI 94
95	4-4-0	Schenectady	5/1864	335	Phoenix	16x24 60"	MS&NI 95
96	4-4-0	MS&NI RR	1866		Champion	16x24 60"	MS&NI 96
97	4-4-0	Schenectady	6/1864	337	Neosha	16x24 60"	MS&NI 97
98	4-4-0	Schenectady	8/1864	345	Winona	16x24 60"	MS&NI 98
99	4-4-0	Schenectady	8/1864	346	Quincy	16x24 60"	MS&NI 99
100	4-4-0	Schenectady	9/1864	348	Orient *	16x24 66"	MS&NI 100
101	4-4-0	Schenectady	9/1864	350	Occident *	16x24 66"	MS&NI 101
102	4-4-0	Schenectady	1/1865	363	Iron Clad	16x24 60"	MS&NI 102
103	4-4-0	Baldwin	11/1864	1311	Chicago	16x24 60"	MS&NI 103
104	4-4-0	Baldwin	11/1864	1316	Adrian	16x24 60"	MS&NI 104
105	4-4-0	Schenectady	3/1865	371	Superior *	16x24 66"	MS&NI 105



N.Y.C. Lines - Toledo & Ohio Central No. 9588, ex T.&O.C. 9576. Class J-40, Prairie type, built for L.S.&M.S. as No. 685, reno. 4685, Brooks 1903. Note Baker valve gear, originally Stephenson. Piston valves as were. This is probably the last of 9 Prairie type engs. from the L.S.&M.S. to the T.&O.C. At Kenton, O., 1927. Orig. photo acquired from Ivan Saunders. R.W.C. Collection. Some of 4700 Prairie rebuilt in later years to Pacifics.

* * * * *

Shay type on the Baltimore & Ohio

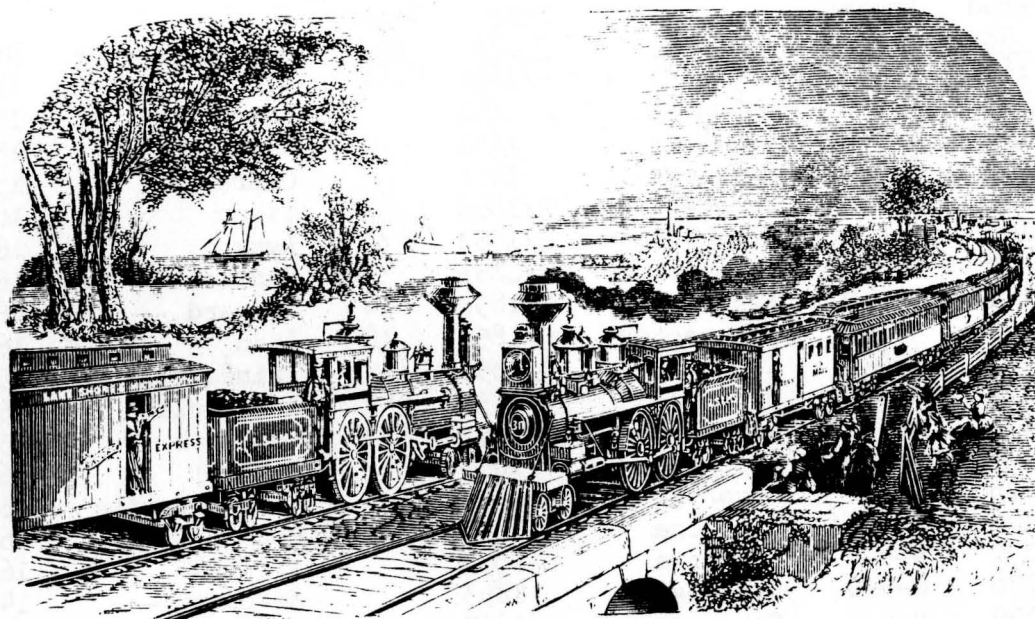
Harold Buckley Jr. brings up another Shay on the B&O. Somebody please check. Preston R.R. #16, Lima Shay 1912 c.no. 2596, for Kendall Lbr. Co., then to Cheat Haven & Bruce then to B&O No. 2596 when B&O took over C.H.&B., then B&O No. 4, then to Preston 16. Record shows built for K.L.Co. #1. Any one have a photo. This would be 2 Shay type on the B&O.

As to those K.C.S. Shays, Mr. Buckley states he learns from an old KCS piece of advertising, these engines were used to switch on tight curves in downtown Kansas City.

The N.Y.C. used some Shays in downtown New York City, for switching on city streets on the west side. It will be recalled that they were sandwiched between 2 sheets of steel (?) to change their appearance as not to scare horses also working on west side streets.

LAKE SHORE & MICHIGAN SOUTHERN RAILROAD - 3

Road No.	Engine Type	Builder	Date Built	Const. No.	Name of Engine	Dimensions	Former Number
106	4-4-0	MS&NI RR	1869		C.F. Hatch *	16x24 66"	MS&NI 106
107	4-4-0	Mason	8/1869	323	Atlantic	16x24 60"	MS&NI 107
108	4-4-0	Mason	9/1869	325	Appachee	16x24 60"	
109	4-4-0	Mason	9/1869	326	Tallahassee	16x24 60"	
110	4-4-0	Mason	9/1869	327	Pacific	16x24 60"	
111	4-4-0	Mason	9/1869	328	Kennebec	16x24 60"	
112	4-4-0	Mason	10/1869	333	Stillman Witt *	16x24 66"	
113	4-4-0	Mason	10/1869	332	Grey Eagle	17x24 60"	
114	4-4-0	Mason	11/1869	334	Climax	16x24 60"	
115	4-4-0	Mason	11/1869	335	Matagorda	16x24 60"	
116	4-4-0	Mason	11/1869	336	Sebago	17x24 60"	
117	4-4-0	Mason	12/1869	337	Lionel	17x24 60"	
118	4-4-0	Mason	12/1869	338	M.L. Sykes, Jr.	17x24 60"	
119	4-4-0	Mason	12/1869	339	Transfer	17x24 60"	
120	4-4-0	Mason	12/1869	340	Leonidas	17x24 60"	
121	4-4-0	Mason	1/1870	341	Fearless	17x24 60"	
122	4-4-0	Mason	1/1870	342	Corsair	17x24 60"	
123	4-4-0	LS&MS RR	1870		E.B. Phillips *	16x24 66"	
124	4-4-0	Hinkley	1869		Plainwell	16x24 60"	KA&GR
125	4-4-0	Hinkley	1869		Kalamazoo	16x24 60"	KS&GR
126	4-4-0	Hinkley	1868	865	Allegan	15x22 58"	KA&GR 2
127	4-4-0	Hinkley	1869		Grand Rapids	15x22 58"	KA&GR
128	4-4-0	Hinkley	1869		Victor	15x22 58"	KA&GR
129	4-4-0	Hinkley	1869		M.R. Gardner	15x22 58"	
130	4-4-0	Hinkley ?	1851		South Bend	13x20 54"	
131	0-4-OT	LS&MS RR	1872		Agamenticus	14x22 48"	
132	0-4-OT	LS&MS RR	1871		Giant	14x22 48"	
133	0-4-0	Cuyahoga	1854		---	13x20 48"	
134	4-4-0	Mason	3/1872	445	Muscovite *	17x24 66"	
135	4-4-0	Mason	3/1872	446	Norman *	17x24 66"	
136	4-4-0	Mason	3/1872	447	Saxon *	17x24 66"	
137	4-4-0	Mason	3/1872	448	Cossack *	17x24 66"	
138	4-4-0	Mason	12/1871	433	Nantasket	17x24 60"	
139	4-4-0	Mason	12/1871	434	Nashawena	17x24 60"	
140	4-4-0	Mason	12/1871	435	Monomoy	17x24 60"	
141	4-4-0	Mason	1/1872	436	Manomet	17x24 60"	
142	4-4-0	Mason	1/1872	437	Ramapo	17x24 60"	
143	4-4-0	Mason	2/1872	440	Potomac	17x24 60"	
144	4-4-0	Mason	2/1872	441	Patapsco	17x24 60"	
145	4-4-0	Mason	2/1872	442	Monocacy	17x24 60"	
146	4-4-0	Mason	2/1872	443	Kanawha	17x24 60"	
147	4-4-0	Mason	2/1872	444	Roanoke	17x24 60"	
148	4-4-0	Schenectady	10/1871	733	Catawba	17x24 60"	
149	4-4-0	Grant	1870		H.F. Clarke	16x24 60"	
150	4-4-0	Grant	1870		Augustus Schell	16x24 60"	
151	4-4-0	Schenectady	7/1869	569	Franklin *	16x24 66"	
152	4-4-0	Schenectady	7/1869	570	Newton *	16x24 66"	
153	4-4-0	Schenectady	10/1869	589	Geo. B. Ely *	16x24 66"	
154	4-4-0	Schenectady	10/1869	590	Humbolt *	16x24 66"	
155	4-4-0	Schenectady	11/1869	594	Cicero *	16x24 66"	
156	4-4-0	Schenectady	11/1869	596	Socrates *	16x24 66"	
157	4-4-0	Schenectady	11/1869	598	Diogenes	16x24 60"	
158	4-4-0	Schenectady	12/1869	599	Aristotle	16x24 60"	
159	4-4-0	Schenectady	12/1869	600	Galileo	16x24 60"	
160	4-4-0	Schenectady	12/1869	601	Achilles	16x24 60"	
161	4-4-0	Taunton	12/1853	151	Alfred Kelley *	15x22 66"	CP&A RR



RAILROAD SCENE — 1870



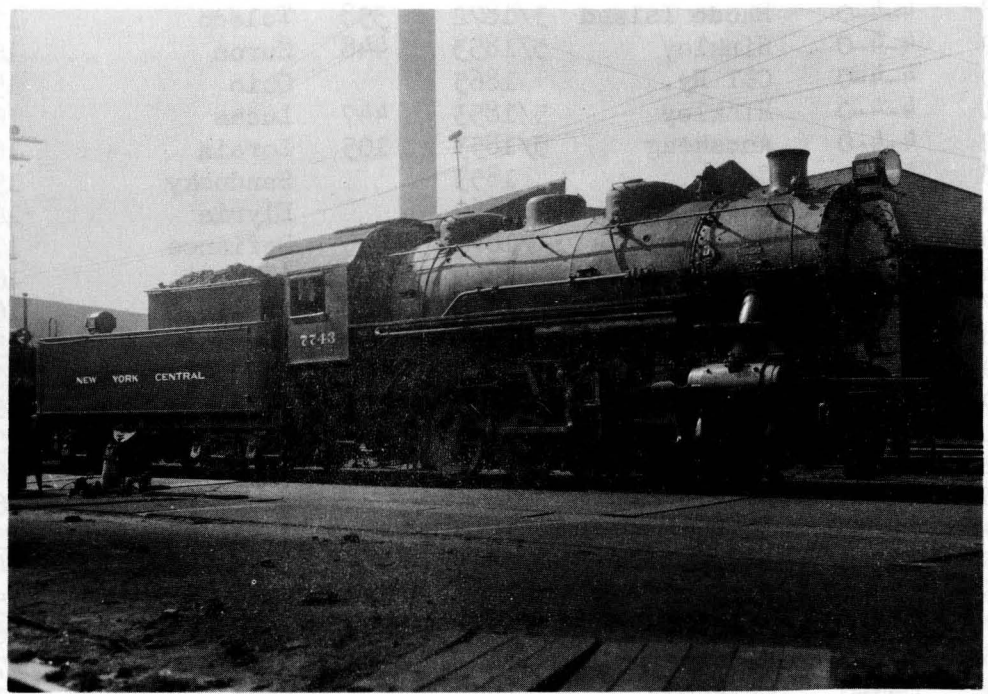
RAILROAD SCENE - 1900

LS&MS #10 — a beautiful ten-wheeler - train must have had other sections following it.

(COVERED IN PREVIOUS ISSUES OF MWRER.)

LAKE SHORE & MICHIGAN SOUTHERN RAILROAD - 4

Road No.	Engine Type	Builder	Date Built	Const. No.	Name of Engine	Dimensions	Former RR Number
162	4-4-0	Taunton	4/1854	161	R. Hilliard	15x22 66"	CP&A RR
163	4-4-0	Cuyahoga	1851		Falcon *	15x20 66"	CP&A RR
164	4-4-0	Cuyahoga	1851		Eagle *	15x20 66"	CP&A RR
165	4-4-0	Cuyahoga	1851		Osprey *	15x20 66"	CP&A RR
166	4-4-0	Schenectady	2/1853	31	Tiger	16x22 66"	CP&A RR
167	4-4-0	Schenectady	2/1853	32	Lynx	16x22 66"	CP&A RR
168	4-4-0	Schenectady	3/1853	33	Panther	16x22 66"	CP&A RR
169	4-4-0	Schenectady	7/1852	14	Leopard	16x22 60"	CP&A RR
170	4-4-0	Schenectady	9/1852	18	Lion	16x22 60"	CP&A RR
171	4-4-0	Taunton	8/1853	141	Painesville *	15x22 60"	CP&A RR
172	4-4-0	Taunton	8/1853	142	Ashtabula *	15x22 60"	CP&A RR
173	4-4-0	Taunton	12/1853	152	Conneaut	15x22 60"	CP&A RR
174	4-4-0	Cuyahoga	1854		Vermont	16x20 60"	CP&A RR
175	4-4-0	Cuyahoga	1854		Massachusetts	16x20 60"	CP&A RR
176	4-4-0	Cuyahoga	1854		Rhode Island	16x20 60"	CP&A RR
177	4-4-0	Cuyahoga	1854		Virginia	16x20 60"	CP&A RR
178	0-4-0	Cuyahoga	1853		Resolute	14x20 48"	CP&A RR
179	4-4-0	Schenectady	1863		Nevada	16x22 60"	
180	0-4-0	Cuyahoga	1853		Girard	14x20 48"	
181	4-4-0	Schenectady	1863		Idaho	16x22 60"	
182	0-4-0T	Harkess	1852		Endor	12x18 48"	
183	0-4-0	Cuyahoga	1853		Pony	13x20 48"	
184	4-4-0	Schenectady	10/1855	130	Cougar	16x22 60"	CP&A RR
185	4-4-0	Schenectady	11/1855	132	Wolf	16x22 60"	CP&A RR
186	4-4-0	Schenectady	1855	136	Jaguar	16x22 60"	CP&A RR
187	4-4-0	Schenectady	12/1855	138	Ocelot	16x22 60"	CP&A RR
188	4-4-0	Schenectady	11/1857	208	William Case	16 1/4 x 22 60"	CP&A RR
189	4-4-0	Schenectady	11/1857	213	Madison	16 1/4 x 22 60"	CP&A RR
190	4-2-4	Cooke	1859		Reindeer *	11x15 54"	
191	4-2-4	C&E Ry.	1862		Gazelle *	11x15 54"	
192	0-6-0	C&E Ry.	1863		Caliph	16x20 48"	
193	4-4-0	Schenectady	1/1862	250	Bosphorus	16x22 60"	B&SL 1st 29?
194	4-4-0	Schenectady	2/1862	251	Dakota	16x22 60"	B&SL 1st 30?
195	4-4-0	C&E Ry.	1865		Montana	16x22 66"	
196	4-4-0	Schenectady	1864		Colorado	16x22 60"	
197	4-4-0	Schenectady	1864		Arizona	16x22 60"	
198	4-4-0	Schenectady	1864		Oregon	16x22 60"	
199	0-4-0	C&E Ry.	1867		Penguin	14x22 48"	
200	4-4-0	Schenectady	1864		Geneva	16x22 60"	
201	4-4-0	Lake Shore Ry.	1868		Wyoming	16x22 60"	
202	0-4-0	Lake Shore Ry.	1868		Pelican	14x20 48"	
203	4-4-0	Schenectady	8/1867	461	Mentor	16x22 60"	CP&A 43
204	4-4-0	Schenectady	8/1867	462	Perry	16x22 60"	CP&A 44
205	4-4-0	LS&MS RR	1869		Alaska	16x22 60"	
206	4-4-0	LS&MS RR	1869		H.B. Payne *	16x22 66"	
207	0-4-0	LS&MS RR	1869		Saginaw	14x22 48"	
208	0-4-0	LS&MS RR	1870		Chieftain	14x20 48"	
209	4-4-0	John Souther	1852		Grafton	15x20 60"	C&T RR
210	4-4-0	Rhode Island	2/1872	350	Oberlin	17x24 60"	Note A
211	4-4-0	Rhode Island	2/1872	352	Wakeman	17x24 60"	
212	4-4-0	Rhode Island	2/1872	354	Norwalk	17x24 60"	
213	4-4-0	Hinkley	11/1852	413	Monroeville	15x20 66"	
214	4-4-0	Hinkley	11/1852	412	Bellevue	15x20 66"	
215	4-4-0	Rhode Island	1/1872	341	Clyde	17x24 60"	
216	4-4-0	Rhode Island	2/1872	356	Fremont	17x24 60"	



New York Central No. 7743 a Brooks built O-8-0 of 1919 class U-3A originally numbered 7443, renumbered to 7743 (1936) - was Louisville & Jeffersonville Bridge Co. No. 12 for some years - see illustration of the No. 12 herein. This is from a Wm. A. Swartz photo. If you are interested in the New York Central or of its earlier merged and affiliated railroads, you should have a copy of the May-Edson record book "Locomotives of the New York Central Lines".

SOME NEW LATE 1966 BOOKS JUST OUT !

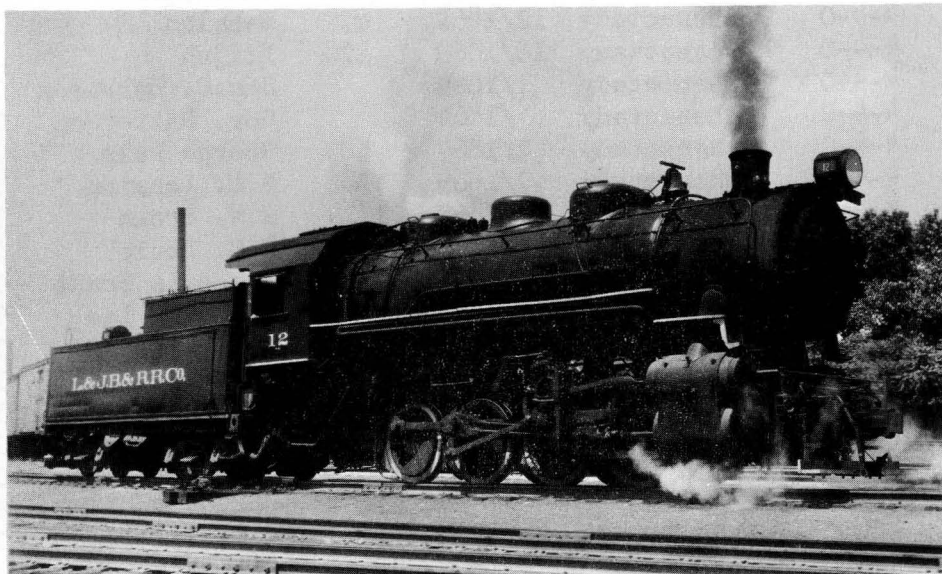
"THE LOCOMOTIVE THAT BALDWIN BUILT" contains some very wrong statements. No. 623 which didn't carry the Reading name when built, wasn't built for the Reading and does not represent their suburban motive power. It was for service on the Illinois Central at Chicago and was there but didn't stay. That one about the 2-8-2 for Japan being the first one ever built having a tender is not correct, - other 2-8-2's with tender had been built for service in Mexico in 1890, and some pretty big 2-8-2's with tenders were built for service in the Chicago area in 1893. More about these later.

"LOCOMOTIVES OF THE DICKSON MFG, CO." (A Golden West book), right up our alley, very good we say.

(Cont'd bottom of p. 23)

LAKE SHORE & MICHIGAN SOUTHERN RAILROAD - 5

Road No.	Engine Type	Builder	Date Built	Const. No.	Name of Engine	Dimensions	Former RR Number
217	4-4-0	LS&MS RR	1870		Elmore	16x22 60"	
218	4-4-0	Rhode Island	3/1872	358	Toledo	17x24 60"	
219	4-4-0	Hinkley	5/1853	448	Huron	16x20 60"	TN&C RR
220	4-4-0	C&T Ry.	1865		Ohio	15x22 66"	C&T RR
221	4-4-0	Hinkley	5/1853	447	Lucas	16x24 54"	TN&C RR
222	4-4-0	Amoskeag	5/1853	105	Lorain	16x24 60"	
223	4-4-0	Cooke	1853		Sandusky	15x22 60"	
224	4-4-0	LS&MS RR	1869		Elyria	16x24 60"	
225	4-4-0	Manchester	11/1871	395	Defiance	17x24 60"	
226	4-4-0	Cuyahoga	1855		Amherst	16x22 60"	C&T RR
227	4-4-0	C&T Ry.	1866		Berlin *	16x22 66"	C&T RR
228	4-4-0	Amoskeag	5/1853	104	Cuyahoga	15x22 60"	C&T RR
229	4-4-0	Amoskeag	6/1853	109	Clinton *	16x22 66"	C&T RR
230	4-4-0	Cuyahoga	1855		Cleveland	16x22 60"	C&T RR
231	4-4-0	Hinkley	5/1853	449	Erie *	15x22 66"	TN&C RR
232	4-4-0	New Jersey	1855		W.M. Vermilye	16x22 60"	C&T RR
233	4-4-0	New Jersey	1855		Henry Martin	16x22 60"	C&T RR
234	4-4-0	Lawrence	1854		James Mason	15x22 60"	C&T RR
235	4-4-0	Amoskeag	6/1853	106	Lochaber	14x22 66"	C&T RR
236	4-4-0	Amoskeag	6/1853	107	Ottawa *	15x20 66"	C&T RR
237	4-4-0	Hinkley	5/1853	446	Ohio City	16x22 54"	TN&C RR
238	4-4-0	Manchester	12/1871	396	Vinton	17x24 60"	
239	0-4-0	Cuyahoga	1854		Hero	13x20 48"	C&T RR
240	4-4-0	Amoskeag	6/1853	108	Vermillion	15x22 60"	C&T RR
241	4-4-0	C&T Ry.	1863		Monitor	16x22 60"	C&T RR
242	4-4-0	Schenectady	1864		Iron Sides	16x22 60"	
243	4-4-0	Schenectady	1864		S.M. Young	16x22 54"	
244	4-4-0	Schenectady	1863		A.N. Ramsdell	16x22 54"	
245	4-4-0	Schenectady	1864		A. Stone, Jr.	16x22 54"	
246	4-4-0	Schenectady	1/1867	433	C.L. Boalt	16x24 60"	C&T 38
247	4-4-0	Schenectady	1/1867	434	T.H. Hoag	16x24 60"	C&T 39
248	4-4-0	C&T Ry.	1867		Forty	16x22 54"	C&T RR
249	4-4-0	Manchester	12/1871	397	Fury	17x24 60"	
250	4-4-0	Amoskeag	1851		Beaver	15x20 50"	B&SL RR
251	0-4-OT	Baldwin	4/1869	1866	Wm. H. Greene	14x22 48"	B&E 3
252	4-4-0	Manchester	1/1872	398	Raritan	17x24 60"	
253	4-4-0	Manchester	1/1872	399	Stark	17x24 60"	
254	0-4-OT	LS&MS RR	1873		Hercules	14x22 48"	
255	4-4-0	Manchester	2/1872	400	Telegraph	17x24 60"	
256	4-4-0	LS&MS RR	1873		Traveler *	17x24 66"	
257	4-4-0	Manchester	2/1872	401	Equinox	17x24 60"	
258	0-4-OT	Rogers	1852		Kearsarge	14x22 48"	B&SL RR
259	4-4-0	Rogers	9/1853	419	Atlas *	15 1/2x22 60"	B&SL RR
260	4-4-0	Rogers	10/1853	422	Andes	15x22 60"	B&SL RR
261	0-6-0	Rogers	3/1854	478	Vulcan	16x22 48"	B&SL RR
262	0-6-0	Rogers	4/1854	486	Vesuvius	16x22 48"	B&SL RR
263	4-4-0	Rogers	1/1855	556	Rocket	16x22 66"	B&E RR
264	4-4-0	Rogers	1/1855	560	Comet *	16x22 66"	B&E RR
265	0-6-0	Rogers	2/1855	565	Volcano	16x22 48"	B&E RR
266	4-4-0	Schenectady	1857		A.J. Allen	16x22 60"	
267	0-6-0	Rogers	12/1855	630	Victory	16x22 48"	B&E RR
268	4-4-0	Rogers	1/1856	645	Helvetia	16x22 60"	B&E RR
269	4-4-0	Rogers	10/1856	706	Herald	16x22 60"	B&E RR
270	4-4-0	Rogers	10/1856	707	Hanover	16x22 60"	B&E RR
271	4-4-0	Schenectady	8/1863	295	Vixen	16x24 60"	B&SL 25
272	4-4-0	Schenectady	7/1863	300	Vampire	16x24 60"	B&SL 26



Louisville & Jeffersonville Bridge & R.R. Co. No. 12,
 0-8-0 Brooks built, c.no. 61246 of 1919. See
 illustration of New York Central No. 7743 originally
 Big 4 No. 7443.

SOME NEW LATE 1966 BOOKS JUST OUT ! (cont'd)

"EASTERN STEAM PICTORIAL" by Bert Pennypacker (P&D. Carleton, publishers), very good, with a very good lot of pictures,

"SNOW PLOW" (a Howell-North book) something different and excellent.

"THOSE DAYLIGHT 4-8-4'S", a Bill Kratville publication, something new but regret no colored pictures of these handsome engines when such of at least 2 of them were available.

"THE TRAINS WE RODE" Volume 2, very much more than Volume 1, and completes the Beebe duo. A lot for you money. A Howell-North book.

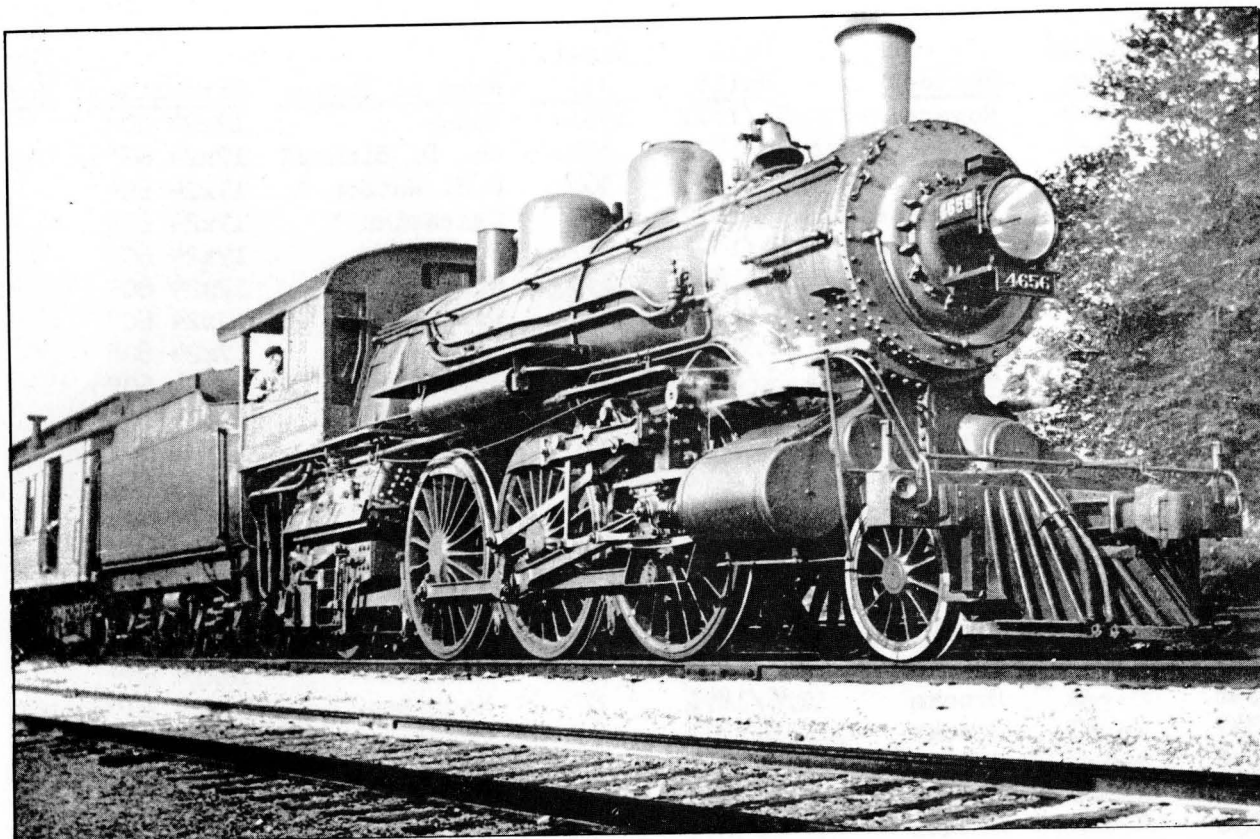
We also note that Smoking Stack Press of Denver is bringing out Volume No. 4 of their series and you will want to have it.

The book on the Atlantic Coast Line RR by Prince is out - very good - you should have it. Covers their shiplines also.

— R. W. C.

LAKE SHORE & MICHIGAN SOUTHERN RAILROAD - 6

Road No.	Engine Type	Builder	Date Built	Const. No.	Name of Engine	Dimensions	Former RR Number
273	4-4-0	Rogers	8/1857	793	Aetna	16x22 66"	B&E RR
274	4-4-0	Rogers	9/1857	795	Hecla *	16x22 66"	B&E RR
275	4-4-0	Schenectady	11/1862	Empire		16x24 60"	B&SL 2nd 29
276	4-4-0	Schenectady	12/1862	275	Kepler	16x24 60"	B&SL 2nd 30
277	4-4-0	Schenectady	2/1862	252	Excelsior	16x22 60"	B&SL 31
278	4-4-0	Schenectady	12/1862	277	Babylon	16x24 60"	B&SL 32
279	4-4-0	Schenectady	12/1862	278	Elijah	16x24 60"	B&SL 33
280	4-4-0	Schenectady	/1864		Jas.C. Harrison	16x24 60"	B&SL
281	4-4-0	Schenectady	/1864		Gov. Patterson	16x24 60"	B&SL
282	4-4-0	Schenectady	7/1865	385	George Palmer *	16x24 66"	B&SL 35
283	4-4-0	Schenectady	7/1865	388	H.L. Lansing *	16x24 66"	B&SL 37
284	4-4-0	Rogers	11/1865	1314	R.N. Brown	16x24 60"	B&E RR
285	4-4-0	Rogers	1/1866	1321	C.C. Denis	16x24 60"	B&E RR
286	4-4-0	Bell	1866		J. Lewis Grant	16x24 60"	
287	4-4-0	Rogers	1/1867	1429	Chas. H. Lee	16x24 60"	B&SL 41
288	4-4-0	Rogers	2/1867	1433	Dean Richmond	16x24 60"	B&SL 42
289	4-4-0	Rogers	2/1867	1434	Joseph Field	16x24 60"	B&SL 43
290	0-4-0T	Baldwin	9/1867	1662	Wm. Hart	14x22 48"	B&E 44
291	4-4-0	B&E Ry.	1868		Wm. Williams	16x24 60"	B&E 45
292	4-4-0	B&E Ry.	1869		Alan Robinson	16x24 60"	B&E 46
293	0-40T	Baldwin	9/1869	1963	Osceola	14x22 48"	
294	4-4-0	Baldwin	9/1869	1966	G.T. Williams	16x24 60"	
295	4-4-0	Baldwin	9/1869	1970	George H. Chase	16x24 60"	
296	4-4-0	Grant	1870		Sonora	16x24 60"	
297	4-4-0	Grant	1870		Yucatan	16x24 60"	
298	4-4-0	Grant	1870		Honduras	16x24 60"	
299	4-4-0	Grant	1870		Granada	16x24 60"	
300	4-4-0	Grant	1870		Nicaragua	16x24 60"	
301	4-4-0	Grant	1870		California	16x24 60"	
302	4-4-0	Grant	1870		Baltic	16x24 60"	
303	4-4-0	Grant	1870		Venice	16x24 60"	
304	4-4-0	Grant	1870		Tuscan	16x24 60"	
305	4-4-0	Grant	1871		Caspian	16x24 60"	
306	4-4-0	Grant	1871		Augustus Schell*	16x24 66"	
307	4-4-0	Grant	1871		Horace F. Clark*	16x24 66"	
308	4-4-0	Grant	1871		Jas. H. Banker *	16x24 66"	
309	4-4-0	Grant	1871		W.L. Scott *	16x24 66"	
310	4-4-0	Grant	1871		M. Courtright *	16x24 66"	
311	4-4-0	Grant	1871		Marmora *	16x24 66"	
312	4-4-0	Grant	1871		Aral *	16x24 66"	
313	4-4-0	Grant	1871		Azof *	16x24 66"	
314	4-4-0	Grant	1871		Ionian *	16x24 66"	
315	4-4-0	Grant	1871		Ladoga *	16x24 66"	
316	4-4-0	Bell	1866		Tecumseh	16x24 60"	
317	4-4-0	LS&MS RR	1871		J.H. Devereaux *	16x24 66"	
318	0-4-0T	LS&MS RR	1871		Yazoo	14x22 48"	
319	0-4-0T	LS&MS RR	1871		Samson	14x22 48"	
320	4-4-0	Brooks	8/1871	63	Siam	16x24 60"	
321	4-4-0	Brooks	8/1871	64	Tonquin	16x24 60"	
322	4-4-0	Brooks	9/1871	65	Bengal	16x24 60"	
323	4-4-0	Schenectady	11/1871	735	Ormus	17x24 60"	
324	4-4-0	Schenectady	11/1871	736	Arabian	17x24 60"	
325	4-4-0	Schenectady	11/1871	737	Persian	17x24 60"	
326	4-4-0	Schenectady	11/1871	738	Ottoman	17x24 60"	
327	4-4-0	Rogers	12/1871	1937	Rockaway	17x24 66"	



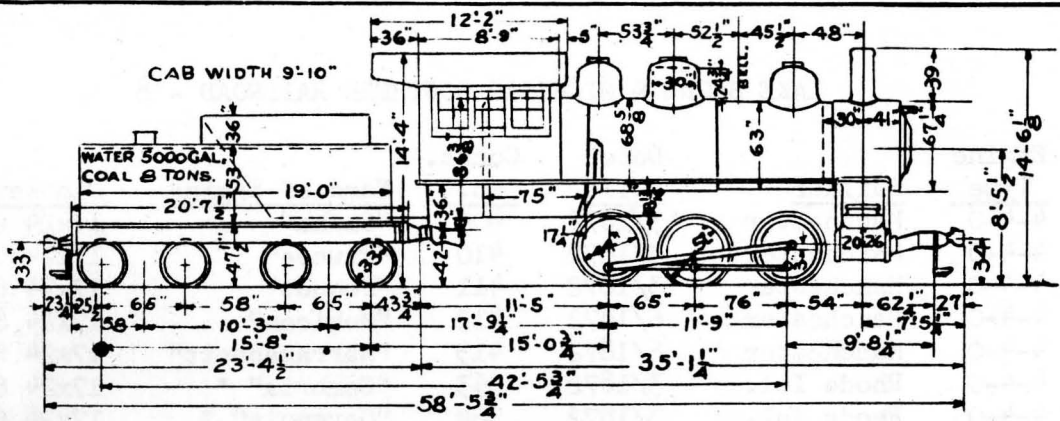
ONE OF THE LAKE SHORE & MICHIGAN SOUTHERN

Prairie type, road No. 4656, and probably one of the first of the type to have the Baker-Pilliod outside valve gear applied. Undoubtedly changed later on to the Baker gear. The Lake Shore earlier series of 2-6-2 passenger engines were all equipped with the Stephenson inside gear. See earlier issues of MIDWEST RAILROADER for the record of this type. These engines made a name for themselves in their heyday.

A NEW BOOK ON THE Lake Shore & Michigan Southern R.R. is in the making by Bob Hess (Rt. 5, Flemington, N.J. 08822) and Bob Lorenz (Sandusky, O.). They would be interested hearing about Lake Shore stuff.

LAKE SHORE & MICHIGAN SOUTHERN RAILROAD - 7

Road No.	Engine Type	Builder	Date Built	Const. No.	Name of Engine	Dimensions	Former RR Number
328	4-4-0	Rogers	11/1871	1931	Indus	17x24 60"	
329	4-4-0	Rhode Island	3/1872	359	Wm. D. Bishop*	17x24 66"	
330	4-4-0	Rhode Island	3/1872	360	P.H. Watson *	17x24 66"	
331	4-4-0	Rhode Island	3/1872	361	Caucasian *	17x24 66"	
332	4-4-0	Rhode Island	11/1871	337	Nubian	17x24 60"	
333	4-4-0	Rhode Island	11/1871	338	Nile	17x24 60"	
334	4-4-0	Rhode Island	12/1871	339	Cyprus	17x24 60"	
335	4-4-0	Rhode Island	12/1871	340	"Malta"	17x24 60"	
336	4-4-0	Rhode Island	1/1872	342	"Taurus"	17x24 60"	
337	4-4-0	Rhode Island	1/1872	343	"Corsica"	17x24 60"	
338	4-4-0	Rhode Island	1/1872	344	"Saracen"	17x24 60"	
339	4-4-0	Manchester	2/1872	389	"Damascus" *	17x24 66"	
340	4-4-0	Manchester	3/1872	390	"Hermon" *	17x24 66"	
341	4-4-0	Manchester	11/1871	391	"Malabar"	17x24 60"	
342	4-4-0	Manchester	12/1871	392	"Carnatic"	17x24 60"	
343	4-4-0	Manchester	12/1871	393	"Ganges"	17x24 60"	
344	4-4-0	Manchester	1/1872	394	"Malacca"	17x24 60"	
345	4-4-0	Brooks	11/28/1871	86	Mecosta	16x24 60"	
346	4-4-0	Brooks	12/6/1871	87	Manistee	16x24 60"	
347	4-4-0	Brooks	12/13/1871	88	Muskegon	16x24 60"	
348	4-4-0	Brooks	12/17/1871	89	Manitou	16x24 60"	
349	4-4-0	Brooks	12/22/1871	90	Wabista	16x24 60"	
350	4-4-0	Brooks	12/30/1871	91	Winnebago	16x24 60"	
351	4-4-0	Brooks	1/5/1872	92	Mackinaw	16x24 60"	
352	4-4-0	Brooks	1/10/1872	93	Ontanogon	16x24 60"	
353	4-4-0	Brooks	1/14/1872	94	Lenawee	16x24 60"	
354	4-4-0	Brooks	1/19/1872	95	Nepigon	16x24 60"	
355	4-4-0	Brooks	1/24/1872	96	Newaygo	16x24 60"	
356	4-4-0	Brooks	6/4/1872	114	Tallalula	16x24 60"	
357	4-4-0	Rogers	1/23/1872	1962	"Rambler" *	17x24 66"	
358	4-4-0	Rogers	1/26/1872	1963	"Dauntless" *	17x24 66"	
359	4-4-0	Rogers	1/29/1872	1966	"Rapidan" *	17x24 66"	
360	4-4-0	Rogers	1/30/1872	1967	"Columbia" *	17x24 66"	
361	4-4-0	Rogers	2/7/1872	1971	"Caledonia" *	17x24 66"	
362	4-4-0	Rogers	11/28/1871	1933	"Iriquois"	17x24 60"	
363	4-4-0	Rogers	12/12/1871	1939	"Oneida"	17x24 60"	
364	4-4-0	Rogers	12/16/1871	1943	"Seneca"	17x24 60"	
365	4-4-0	Rogers	12/19/1871	1944	"Onondaga"	17x24 60"	
366	4-4-0	Rogers	12/20/1871	1945	"Tuscarora"	17x24 60"	
367	4-4-0	Rogers	12/22/1871	1946	"Wyandot"	17x24 60"	
368	4-4-0	Rogers	12/23/1871	1947	"Cherokee"	17x24 60"	
369	4-4-0	Rogers	12/30/1871	1951	"Shawnee"	17x24 60"	
370	4-4-0	Rogers	1/10/1872	1955	"Kickapoo"	17x24 60"	
371	4-4-0	Rogers	1/11/1872	1956	"Peoria"	17x24 60"	
372	4-4-0	Rogers	1/12/1872	1957	"Chippaway"	17x24 60"	
373	4-4-0	Rogers	1/19/1872	1960	"Menominee"	17x24 60"	
374	4-4-0	Rogers	1/22/1872	1961	"Chickasaw"	17x24 60"	
375	4-4-0	Rogers	1/27/1872	1964	"Choctaw"	17x24 60"	
376	4-4-0	Rogers	1/31/1872	1968	"Seminole"	17x24 60"	
377	4-4-0	Rogers	2/5/1872	1970	"Euchee"	17x24 60"	
378	4-4-0	Manchester	3/1872	404	"Hibernia" *	17x24 66"	
379	4-4-0	Manchester	1/1872	405	"Kaskaskia"	17x24 60"	
380	4-4-0	Manchester	2/1872	406	"Pottawatomie"	17x24 60"	
381	4-4-0	Manchester	3/1872	407	"Sioux"	17x24 60"	
382	4-4-0	Manchester	3/1872	408	"Mandan"	17x24 60"	



Built by the American Locomotive Co.,

Class	Order No.	Engine Nos.	No. of Loco.
B-60	5-346	138-142	4
B-60a	5-381	104	1
B-60b	5-681	106, 145-149	5
B-60c	5-688	105	1
B-60c	8-1247	154-156	3
B-60c	8-1266	157-161	5
B-60c	8-1267	107	1
B-60c	8-1308	162-167	6

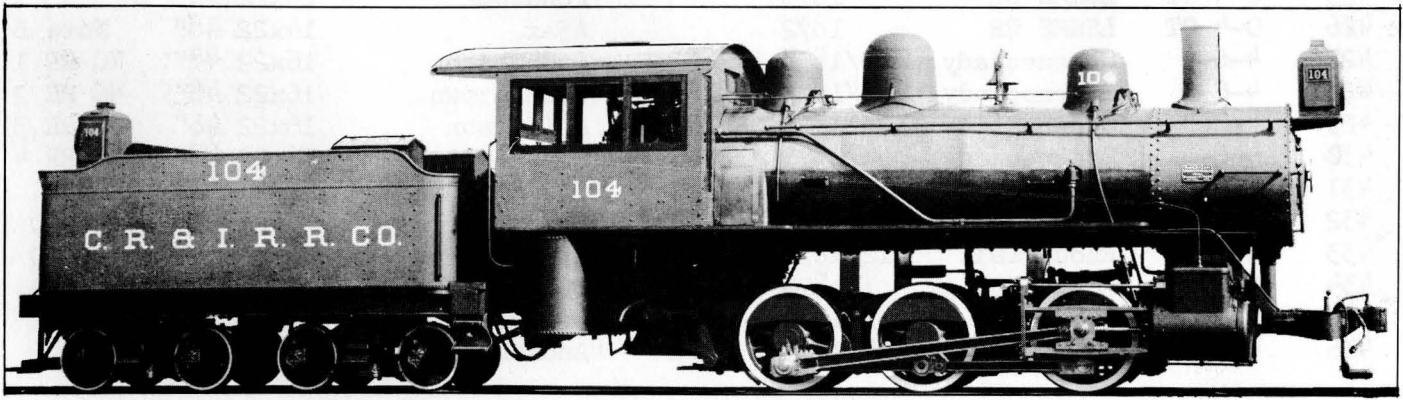
Rating 31.6%.

Kind of main valve, Richardson balanced
 Firebox, length inside 65 1/2 in.
 Firebox, width inside 62 1/4 in.
 Grate area 28.2 sq. ft.
 Tubes, number small 242 2 in.
 Tubes, length over sheets 15ft. 0 5/8 in.
 Heating surface, tubes 1897 sq. ft.
 Heating surface firebox and arch tubes 142 sq. ft.
 Total heating surface 2049 sq. ft.

Weight on Drivers, working order 144500 lbs.
 Total weight of Engine, working order 144500 lbs.
 Weight of Tender, loaded 99500 lbs.
 Weight of Tender, empty 41800 lbs.
 Steam Pressure 17.5 lbs.
 Max. Tractive Force 31570 lbs.

CLASS B-60, B-60A, B-60B, B-60c, B-60d,

ENGINE NUMBER.	DATE BUILT.	SUPERHEATER.	VALVE GEAR.	BRAKE EQUIPMENT.	BOOSTER.	STOKER.	STEAM HEAT. AIR SIGNAL.	AIR PUMP.	STAY BOLTS.	FIRE DOORS.	TENDER TRUCKS.	WATER SCOOP.	RADIAL BUFFER.	AUTOMATIC WEDGES.	FEED WATER HEATER.	POWER REVERSE GEAR.	POWER GRATE SHAKER.	ELECTRIC HEADLIGHTS.	FIRE EXTINGUISHER.	FLANGE OILER.	BRICK ARCH.
CLASS B-60																					
138	7-1906	No	Steph.	WG6	No	No	No	W. 9 1/2"	BZ	Pneu.	RB	No	No	No	No	Yes	No	Yes	No	Yes	Yes
139	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
140	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
141	7-1906	No	STEPH.	WG6	No	No	No	W-9 1/2"	B.Z	Pneu.	RB	No	No	No	No	Yes	No	Yes	No	Yes	No
142	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
CLASS B-60A																					
104	10-1908	No	Steph.	WG6	No	No	No	W 9 1/2"	BZ	Pneu	RB	No	No	No	No	Yes	No	Yes	No	Yes	Yes
143	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
144	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
CLASS B-60b																					
105	3-1910	No	Steph	WG6	No	No	No	W. 9 1/2"	B.Z.	Pneu	RB	No	No	No	No	Yes	No	Yes	No	Yes	Yes
106	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	Yes	"	"
145	2-1910	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	No	"	"
146	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
147	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
148	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
149	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	Yes	"	"
150	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"



LAKE SHORE & MICHIGAN SOUTHERN RAILROAD - 8

Road No.	Engine Type	Builder	Date Built	Const. No.	Name of Engine	Dimensions	
383	4-4-0	Manchester	3/1872	409	"Omaha"	17x24	60"
384	4-4-0	Manchester	3/1872	410	"Pawnee"	17x24	60"
385	4-4-0	Manchester	3/1872	411	"Pequot"	17x24	60"
386	4-4-0	Manchester	6/1872	412	"Mohican"	17x24	60"
387	4-4-0	Manchester	6/1872	413	"Narragansett"	17x24	60"
388	4-4-0	Rhode Isl.	3/1872	363	"Cambria" *	17x24	66"
389	4-4-0	Rhode Isl.	3/1872	364	"Germania" *	17x24	66"
390	4-4-0	Rhode Isl.	2/1872	345	"Penobscot"	17x24	60"
391	4-4-0	Rhode Isl.	2/1872	346	"Merrimac"	17x24	60"
392	4-4-0	Rhode Isl.	2/1872	349	"Agawan"	17x24	60"
393	4-4-0	Rhode Isl.	2/1872	351	"Naumkeag"	17x24	60"
394	4-4-0	Rhode Isl.	2/1872	353	"Housatonic"	17x24	60"
395	4-4-0	Rhode Isl.	2/1872	355	"Sewanee"	17x24	60"
396	4-4-0	Rhode Isl.	3/1872	357	"Comanche"	17x24	60"
397	4-4-0	Rhode Isl.	3/1872	362	"Ojibway" *	17x24	66"
398	4-4-0	Cooke	12/1871	777	Osage	17x24	60"
399	4-4-0	Cooke	12/1871	778	Santee	17x24	60"
400	4-4-0	Cooke	1/3/1872	779	Shenandoah	17x24	60"
401	4-4-0	Cooke	1/8/1872	780	Ticonderoga	17x24	60"
402	4-4-0	Cooke	1/1872	781	Saratoga	17x24	60"
403	4-4-0	Cooke	1/27/1872	782	Megantic	17x24	60"
404	4-4-0	Cooke	1/27/1872	783	Ossipee	17x24	60"
405	4-4-0	Cooke	1/27/1872	784	Monadnock	17x24	60"
406	4-4-0	Cooke	1/24/1872	785	Saranac	17x24	60"
407	4-4-0	Cooke	1/29/1872	786	Horicon	17x24	60"
408	4-4-0	Schenectady	11/1871	739	Saluda	17x24	66"
409	4-4-0	Schenectady	11/1871	740	Pamlico	17x24	66"
410	4-4-0	Schenectady	11/1871	742	Congaree	17x24	66"
411	4-4-0	Rhode Isl.	10/1872	441	Western Union *	17x24	66"
412	4-4-0	Rhode Isl.	10/1872	442	Deucalion *	17x24	66"
413	4-4-0	Rhode Isl.	1/1873	452	"Saltillo"	17x24	60"
414	4-4-0	Rhode Isl.	1/1873	453	"Carthage"	17x24	60"
415	4-4-0	Rhode Isl.	1/1873	454	"Midas"	17x24	60"
416	4-4-0	Rhode Isl.	1/1873	455	"Milo"	17x24	60"
417	4-4-0	Rhode Isl.	1/1873	463	"Nereus"	17x24	60"
418	4-4-0	Rhode Isl.	1/1873	464	"Nestor"	17x24	60"
419	4-4-0	Rhode Isl.	2/1873	465	"Parthian"	17x24	60"
420	4-4-0	Rhode Isl.	2/1873	466	"Scythian"	17x24	60"
421	0-4-OT	LS&MS RR	1872		Shiawasse	14x22	48"
422	0-4-OT	LS&MS RR	1872		Sanilac	14x22	48"
423	0-4-OT	LS&MS RR	1872		Tuscola	14x22	48"
424	0-4-OT	LS&MS RR	1873		Casco	14x22	48"
425	0-4-OT	LS&MS RR	1873		Penacook	14x22	48"
426	0-4-OT	LS&MS RR	1872		Ajax	14x22	48"
427	4-6-0	Schenectady	3/1873	862	Stoneboro	16x22	48"
428	4-6-0	Schenectady	3/1873	863	Youngstown	16x22	48"
429	4-6-0	Schenectady	3/1873	865	Jefferson	16x22	48"
430	4-6-0	Schenectady	3/1873	866	Kinsman	16x22	48"
431	4-4-0	Rhode Isl.	7/1873	580	"G.B. Grinnell"*	17x24	66"
432	0-6-0	Rhode Isl.	1/1874	604	"Royal Arch"	16x24	54"
433	0-6-0	Rhode Isl.	12/1873	603	Tiberius	16x24	54"
434	0-6-0	Rhode Isl.	1/1874	605	"Draco"	16x24	54"
435	0-6-0	Rhode Isl.	1/1874	606	"Crater"	16x24	54"
436	4-4-0	Rhode Isl.	7/1873	581	"Andromeda"	17x24	60"

Note B

MC RR 1

MC RR 2

MC RR 3

MC RR 4

to 2-6-0

to 2-6-0

to 2-6-0

to 2-6-0

EDSON-MAY PUBLICATIONS

P.O. BOX #202

IRVINGTON-ON-HUDSON, N.Y. 10533

A D D E N D A"LOCOMOTIVES OF THE NEW YORK CENTRAL LINES"

In an effort to make this book as factual as possible we list below additions, deletions and corrections which should be entered on the pages as indicated:

<u>Page</u>	<u>Change</u>
8	Add "Streator & Clinton", referring to page 95.
11	Index page numbers for NYC&HR 789 should read "55,85,56,119".
23	Syracuse & Utica "Oneida" and "Onondaga" specs: 11x18-54. Auburn & Syracuse "Wyoming" ex O-4-0 "Hercules". Auburn & Rochester: Add 4-2-0 11x18-54 #1 "Young Lion" Rogers C/N 23-1840.
27	Add specs for Federal Valley #10: "(3) 12x12-36-200+142000-23890".
30	Add "Union Stockyards & Transit" O-4-0 #20-39 17x24-51-79600 Schen. 1893 C/N 4084-4103. Add note 'j': "US&T #28 and one other sold '99 to TH&B 38-39".
34	Show U&D #13 (NYC Class Bx) as O-6-OT. Note at extreme bottom should read "Some NYC&HR B-10 classes, etc."
38	Note 'g' at bottom referring to engines reno. to NYC&StL 42-46 should read 4393 instead of 4394.
45	Delete Auburn & Rochester #1 "Young Lion". Apparently this locomotive was not a 4-4-0, and should appear on page 23. (See above)
51	Delete line showing "Irvington" #49 etc., but add more information for note 'e' that the "Manchester" renamed "Irvington" was rebuilt by Essex (Lawrence) as a coal burner with 15x22 cylinders and 60" drivers.
55	Class C-10 engine 696 should be shown as reno. 789 in 1890 and reno. back to 696 again in 1892.
76	Class C-78 first road numbers were 202, 203 not 201, 203.
95	Class F-12. See page 93, not page 94. Class F-41. II&I #26-35 were originally lettered "Streator & Clinton".
97	Class F-49f, add note 'y' and at bottom of page show note 'y': 596 and 601 built as two-cylinder compounds with 18&28 1/2 x 24" cylinders.
116	Class H-5s should read 6064-6068, not 6064-6088.
120	Last line should refer to page 76, not page 77.
126	Class L-2e, add note 'e' and at bottom of page show note 'e': #2873 streamlined and converted to oil burner 1936 and used as motive power in country-wide tour of Rexall Train. Streamlining, similar to 1934 version of 4-6-4 "Commodore Vanderbilt" 5344, was removed after tour.
	Note 'd' at bottom with reference to L-3a engine 3002 going to Dallas Fairgrounds as T&P 909 should read 3001.

9/15/66

LAKE SHORE & MICHIGAN SOUTHERN RAILROAD - 9

Road No.	Engine Type	Builder	Date Built	Const. No.	Name of Engine	Dimensions	
437	4-4-0	Rhode Isl.	7/1873	582	"Cepheus"	17x24 60"	
438	4-4-0	Rhode Isl.	7/1873	583	"Aldebaran"	17x24 60"	
439	4-4-0	Rhode Isl.	7/1873	584	"Arietis"	17x24 60"	
440	0-4-OT	LS&MS RR	1872		Manataug	14x22 48"	
441	0-4-OT	LS&MS RR	1872		Hoosac	14x22 48"	
442	0-4-OT	LS&MS RR	1872		Kankakee	14x22 48"	
443	0-4-OT	LS&MS RR	1872		Meteor	14x22 48"	
444	0-4-OT	LS&MS RR	1873		Rescue	14x22 48"	
445	0-4-OT	LS&MS RR	1873		Monarch	14x22 48"	
446	0-4-OT	LS&MS RR	1873		Cliff	14x22 48"	
447	0-4-OT	LS&MS RR	1873		Mars	14x22 48"	
448	0-4-OT	LS&MS RR	1874		Venus	14x22 48"	
449	0-4-OT	LS&MS RR	1874		Adonis	14x22 48"	
450	4-4-0	Hinkley	12/1853	495	Defiance	13x20 60"	C&T RR
451	4-4-0	Rhode Isl.	8/1873	585	"Cetus"	17x24 60"	
452	4-4-0	Rhode Isl.	8/1873	586	"Mira"	17x24 60"	
453	4-4-0	Rhode Isl.	8/1873	587	"Perseus"	17x24 60"	
454	4-4-0	Rhode Isl.	8/1873	588	"Pleiades"	17x24 60"	
455	4-4-0	Rhode Isl.	8/1873	589	"Sirius"	17x24 60"	
456	4-4-0	Rhode Isl.	8/1873	590	"Alwipa"	17x24 60"	
457	4-4-0	Rhode Isl.	8/1873	591	"Arcturus"	17x24 60"	
458	2-6-0	Rhode Isl.	11/1873	592	"Polaris"	16x24 54"	
459	2-6-0	Rhode Isl.	11/1873	593	"Corona"	16x24 54"	
460	2-6-0	Rhode Isl.	12/1873	594	"Mizar"	16x24 54"	
461	2-6-0	Rhode Isl.	12/1873	595	"Sedan"	16x24 54"	
462	2-6-0	Rhode Isl.	12/1873	596	"Sarafend"	16x24 54"	
463	2-6-0	Rhode Isl.	12/1873	597	"Syrian"	16x24 54"	
464	2-6-0	Rhode Isl.	12/1873	598	"Washington"	16x24 54"	
465	2-6-0	Rhode Isl.	12/1873	599	"Carmel"	16x24 54"	
466	2-6-0	Rhode Isl.	12/1873	600	"Galilee"	16x24 54"	
467	0-6-0	Rhode Isl.	12/1873	601	"Lebanon"	16x24 54"	to 2-6-0
468	0-6-0	Rhode Isl.	12/1873	602	"Phoenecia"	16x24 54"	to 2-6-0
469	0-6-0	Rhode Isl.	2/1874	612	Orion	16x24 54"	to 2-6-0
470	0-6-0	Rhode Isl.	2/1874	613	"Fabor"	16x24 54"	to 2-6-0
471	0-6-0	Rhode Isl.	2/1874	614	"Jaffa"	16x24 54"	to 2-6-0
472	0-6-0	Rhode Isl.	2/1874	615	"Maseda"	16x24 54"	to 2-6-0
473	0-6-0	Rhode Isl.	2/1874	616	"Gihon"	16x24 54"	to 2-6-0
474	0-6-0	Rhode Isl.	1/1874	607	"Silvan"	16x24 56"	to 2-6-0
475	0-6-0	Rhode Isl.	1/1874	608	"Violet"	16x24 56"	to 2-6-0
476	0-6-0	Rhode Isl.	1/1874	609	"Pansy"	16x24 56"	to 2-6-0
477	0-6-0	Rhode Isl.	2/1874	610	"Crocus"	16x24 56"	to 2-6-0
478	0-6-0	Rhode Isl.	2/1874	611	"Bluebell"	16x24 56"	to 2-6-0
479	2-6-0	Baldwin	11/1873	3496		16x24 56"	
480	2-6-0	Baldwin	11/1873	3500		16x24 56"	
481	2-6-0	Baldwin	11/1873	3501		16x24 56"	
482	2-6-0	Baldwin	11/1873	3502		16x24 56"	
483	2-6-0	Baldwin	11/1873	3503		16x24 56"	
484	2-6-0	Baldwin	11/1873	3505		16x24 56"	
485	2-6-0	Baldwin	11/1873	3506		16x24 56"	
486	2-6-0	Baldwin	11/1873	3508		16x24 56"	
487	2-6-0	Baldwin	12/1873	3512		16x24 56"	
488	2-6-0	Baldwin	12/1873	3515		16x24 56"	
489	2-6-0	Baldwin	12/1873	3516		16x24 56"	
490	2-6-0	Baldwin	12/1873	3517		16x24 56"	

Another U.S. President became a Railroad President.

Ulysses S. Grant was president of the Mexican Southern R.R., along with Gen. Grenville M. Dodge as vice-president and Russell Sage as treasurer. The railroad was incorporated March 23, 1881. Inasmuch as fanciful writers of today didn't exist back in the days they write about, they must have got their dope from previous writers to whom credit should be given. This bit of dope comes from the volume "Rails, Mines and Progress, - Seven American Promoters in Mexico, 1867-1911", published in 1958. It should be in your public library, and is very good. Grant was president of the road until his passing July 23, 1885.

BCG&A - BC&SE - BCRR

George Gregory says 1st No. 1 was not a former E1 engine but believes it to be a Porter used at one time in the building of the Brooklyn Bridge. Also the Shay No. 5 was not at any time numbered #1. The 4-4-0 No. 5 by Baldwin 1874 was a former Michigan Central engine.

What became of LaClede Gas Light Co. Rogers #53877 after it left the Boyne City RR, - also Midland Valley Nos. 60 and 61 after they left Boyne City?

George Gregory, Dec. 1965

Additional T&P Data

- 316 sold by PMP 1955 to city of Abilene
- 458 to Arkansas & Louisiana Missouri 458 sc 8/55
- 472 to Louisiana Eastern 18
- 478 to LE 19
- 700 to LE 5 10/53
- 800 to LE 9
- 810 to LE 10

Jim Buckley
Oct. 1966

Additional NYC Lines Data

Some further notes re "NYC Lines Roster": On page 41 change note on Essex Terminal to read #5 in place of #15. On pages 133 and 134 the consolidation note under headings of NYC&HR and LS&MS should read to NYC RR, not NYC Lines.

E. L. May
Oct. 1966

LAKE SHORE & MICHIGAN SOUTHERN RAILROAD - 10

Road No.	Engine Type	Builder	Date Built	Const. No.	Name of Engine	Dimensions
491	2-6-0	Baldwin	12/1873	3518		16x24 56"
492	0-4-OT	LS&MS RR	1874		Felix	14x22 48"
493	0-4-OT	LS&MS RR	1874		Festus	14x22 48"
494	0-4-OT	LS&MS RR	1874		--	14x22 48"
495	0-4-OT	LS&MS RR	1874		--	14x22 48"
496	0-4-OT	LS&MS RR	1874		--	14x22 48"
497	0-4-OT	LS&MS RR	1874		Dunkirk	14x22 48"
498	0-4-OT	LS&MS RR	1874		Pilgrim	14x22 48"
499	0-4-OT	LS&MS RR	1874		Usher	14x22 48"
500	4-4-0	LS&MS RR	1874		Chas. Collins *	17x24 66"
501	4-4-0	Schenectady	5/1881	1365		17x24 62"
502	4-4-0	Schenectady	5/1881	1367		17x24 62"
503	4-4-0	Schenectady	5/1881	1369		re. 4143 C-57b
504	4-4-0	Schenectady	6/1881	1376		17x24 62"
505	4-4-0	Schenectady	6/1881	1377		re. 4145 C-57b
506	4-4-0	Schenectady	6/1881	1378		17x24 62"
507	4-4-0	Schenectady	6/1881	1380		17x24 62"

Road No.	Engine Type	Builder	Date Built	Const. No.	Remarks
508	4-4-0	Schenectady	6/1881	1381	17x24 62"
509	4-4-0	Schenectady	6/1881	1383	re. 4148 C-57b
510	4-4-0	Schenectady	6/1881	1385	17x24 62"
511	4-4-0	Schenectady	5/1881	1361	17x24 62"
512	4-4-0	Schenectady	5/1881	1364	17x24 62"
513	4-4-0	Schenectady	7/1881	1388	re. 4150 C-57b
514	4-4-0	Schenectady	7/1881	1389	17x24 62"
515	4-4-0	Schenectady	7/1881	1390	17x24 62"
516	4-4-0	Schenectady	7/1881	1393	17x24 62"
517	4-4-0	Schenectady	7/1881	1394	17x24 62"
518	4-4-0	Schenectady	7/1881	1397	to LEA&W 518; re. 4173 C-57b
519	4-4-0	Schenectady	7/1881	1398	17x24 62"
520	4-4-0	Schenectady	7/1881	1399	17x24 62"
521	4-4-0	Schenectady	10/1881	1441	17x24 62"
522	4-4-0	Grant	1881		17x24 62"
523	4-4-0	Grant	1881		17x24 62"
524	4-4-0	Grant	1881		17x24 62"
525	4-4-0	Grant	1881		17x24 62"
526	4-4-0	Grant	1881		17x24 62"
527	4-4-0	Grant	1881		17x24 62"
528	4-4-0	Grant	1881		17x24 62"
529	4-4-0	Grant	1881		17x24 62"
530	4-4-0	Grant	1881		17x24 62"
531	4-4-0	Grant	1881		17x24 62"
532	4-4-0	Grant	1881		17x24 62"
533	4-4-0	Grant	1881		17x24 62"
534	4-4-0	Grant	1881		17x24 62"
535	4-4-0	Grant	1881		17x24 62"
536	4-4-0	Grant	1881		17x24 62"
537	4-4-0	Hinkley	1869	906	15x22-62 Ex-FWJ&S #1 "Jonesville"
538	4-4-0	Hinkley	1869	907	15x22 62" " " #2 "Reading"
539	4-4-0	Hinkley	1869	908	15x22 62" " " #3 "Angola"
540	4-4-0	Hinkley	1870	909	15x22 62" " " #4 "E. A. Webster"
541	4-4-0	Hinkley	1870	910	15x22 62" " " #5 ?

CHAMPAIGN HAVANA & WESTERN RAILROAD

There is no doubt that at least 3 CH&W engines were used on the Wabash RR during 1880-1888 and carried Wabash #400-402.

Numbers on the CH&W are unknown, but apparently in 1888 the 3 engines came to Illinois Central as #424-426, renumbered in 1890 to #1469-1471.

The 3 engines are shown as Rhode Island 4-4-0's - 15x22, date unknown. Probably came from the IB&W.

Who can help on this? Write direct to Wm. A. Swartz, 642 Cleveland Ave., Marion, Ohio. 43302.

* * * * *

WANTED: DOPE ON PLYMOUTH GAS LOCOMOTIVES

Built at Plymouth, Ohio.

Who can furnish builders data and no. on these locomotives, write Bill Reddy, 96 Delray Ave., West Seneca Br., Buffalo, N.Y. 14224.

Bill and friend are publishing a book on the Buffalo and Susquehanna.

* * * * *

PITTSBURGH TROLLEYS

There was a time when Pittsburgh boasted of nearly 100 trolley lines. Only a handful remain and these are in the shadow of the cutting torch. The last Northside lines, Finéview and Brighton Rd. - Avalon - Emsworth ended last spring. Emsworth ended sooner than expected due to an unsafe trestle. Also the Keating Carhouse has been razed to make room for a bus garage .

The situation is also unencouraging on the east side. Ardmore and Bedford are discontinued. The remaining half dozen lines run weekdays only and will be discontinued sometime in 1967.

The last stronghold is the South Hills district. Even so, Carson St. is gone along with the well known Mt. Washington line. The other lines however, still carry a large load of commuters, especially the Library and Drake interurbans. The heavy patronized Brookline run will get the ax in the near future.

Pittsburgh streets are not suited for the large buses. The Port-Authority's "rapid transit" experiment seems to be nothing more than an expensive amusement park ride with no alternative plan in sight. Meanwhile trolley private right-of-way is being traded for traffic jamming buses whose noxious fumes may again give Pittsburgh the title of "Smokey City".

— Bernie Kelker, Nov. 1966

LAKE SHORE & MICHIGAN SOUTHERN RAILROAD - 11

Road No.	Engine Type	Builder	Date Built	Const. No.	Remarks
542	4-4-0	Hinkley	1870	911	15x22 62" Ex-FWJ&S #6 "M.M. Smith"
543	4-4-0	Hinkley	?	912	15x22 62" " " #7 ?
544	4-4-0	Hinkley	1874	913	16x24 62" " " #8 "Ft. Wayne"
545	4-4-0	Hinkley	?	914	? ? " " #9 "E.O. Grosvenor"
546	4-4-0	Hinkley	?	915	? ? " " #10 "A.M. Hamilton"
547	2-6-0	Schenectady	11/1883	1809	19x24 56"
548	2-6-0	Schenectady	11/1883	1810	19x24 56"
549	2-6-0	Schenectady	11/1883	1811	re. 5315 E-46 19x24 56"
550	2-6-0	Schenectady	11/1883	1812	re. 5316 E-46 19x24 56"
551	2-6-0	Schenectady	11/1883	1813	re. 19x24 56"
552	2-6-0	Schenectady	11/1883	1814	re. 5317 E-46 19x24 56"
553	2-6-0	Schenectady	11/1883	1815	19x24 56"

MS&NI.....Michigan Southern & Northern Indiana
 KA&GR.....Kalamazoo Allegan & Grand Rapids
 CP&A.....Cleveland Painesville & Ashtabula
 C&T.....Cleveland & Toledo
 T&NC.....Toledo Norwalk & Cleveland
 B&SL.....Buffalo & State Line
 B&E.....Buffalo & Erie
 MC.....Mahoning Coal Railroad
 FWJ&S.....Ft. Wayne Jackson & Saginaw

* were Passenger engines equipped with Westinghouse Air Brakes

The above roster compiled by W. A. Swartz from basic material of the Ry.&Loco. Historical Society, Chas. E. Fisher, and Prof. S. R. Wood, and of course the locomotive records of the builders.

The Ft. Wayne, Jackson & Saginaw locomotive numbers and names are from a 16x22 photograph and photographs of the officers and motive power equipment of this railroad, 8 of the 10 Hinkleys they had, and a further check with Mr. John Young (now deceased), a retired engineer of the railroad who resided on the north side of Ft. Wayne and whom the writer interviewed some 30 years ago at his home. It was not possible to check the names of engines 5 and 7. There were just 10 engines on the road and they were all Hinkleys. It was rumored in those years that there was an old time Lake Shore locomotive buried in the morass of a swamp not too far from the site of the now almost extinct roundhouse of the Lake Shore in Ft. Wayne. At the time of our interviews with other old time L.S. retired employees including engineers and the retired yardmaster, all we could learn was that they were still rumors. More to follow.

---- R. W. Carlson

MIDWEST RAILROADER

AND ROSTER JOURNAL

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Fort Wayne, Indiana 46808-Roy W. Carlson, Editor and Publisher

LAKE SHORE & MICHIGAN SOUTHERN RAILROAD

The Lake Shore & Michigan Southern was formed in 1869, being a consolidation of the Michigan Southern & Northern Indiana, Kalamazoo Allegan & Grand Rapids, Cleveland Painesville & Ashtabula, Cleveland & Toledo, Buffalo & Erie and Buffalo & State Line. Two predecessors, the Northern Indiana and the Michigan Southern railroads had merged earlier to form the Michigan Southern & Northern Indiana. Of the participating railroads, the engines of the MS&NI retained their same numbers on the LS&MS.

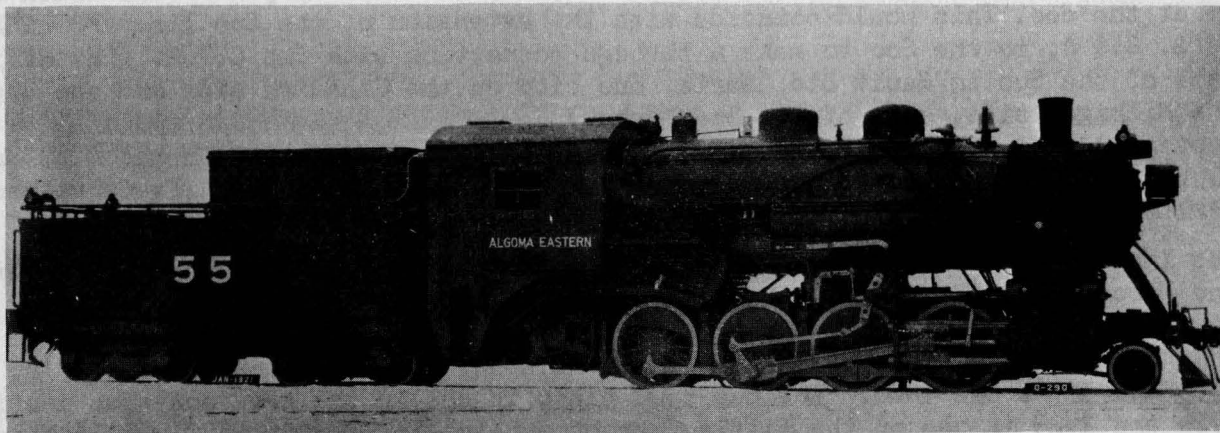
Note "A" The roster is based on information as of 1874. In the intervening 5 years a number of old engines had already been replaced with second numbers, such as Rhode Island engines #210-212, 215-216. Therefore, rosters of some of the predecessor railroads have been reconstructed to show, where possible, the numbering line-up that existed in 1869 after the merger took place.

Note "B" Nos. 427-430 came not from Michigan Central, but from the Mahoning Coal Railroad #1-4. According to Schenectady records, the engines were built as 4-6-4T type. It seems odd that they were rebuilt only a year later to conventional Ten-Wheelers, but the LS&MS records show them as 4-6-0 type. The original dimensions were 16x22" clys. and 48" D.W.

TOLEDO NORWALK & CLEVELAND RAILROAD

"Norwalk"	4-4-0	Hinkley	6/1852	#375	to LS&MS	1st 212
"Toledo"	4-4-0	"	"	#379	to LS&MS	1st 218
"Fremont"	4-4-0	"	11/1852	#406	to LS&MS	1st 216
"Oberlin"	4-4-0	"	"	#407	to LS&MS	1st 210
"Bellevue"	4-4-0	"	"	#412	to LS&MS	214
"Monroeville"	4-4-0	"	"	#413	to LS&MS	213
"Wakeman"	4-4-0	"	12/1852	#417	to LS&MS	1st 211
"Clyde"	4-4-0	"	"	#418	to LS&MS	1st 215
"Lornine"	4-4-0	"	5/1853	#446	to LS&MS	237 and re. "Ohio City"
"Lucas"	4-4-0	"	"	#447	to LS&MS	221
"Huron"	4-4-0	"	"	#448	to LS&MS	219
"Erie"	4-4-0	"	"	#449	to LS&MS	231

LS&MS locomotive classification will be presented in a later issue.



Algoma Eastern NO. 55, 2-8-0, Built by Montreal L/W of Alco..
 #62598, to C. P. R. #3955. Jan. 1921.
 23 $\frac{1}{2}$ x30-57-200=49400 Wt. of Dr. 218150, Wt. of Eng. 24500

Manitoulin & North Shore Ry., Algoma Eastern

Sudbury, Ontario, to Gertrude Mines, 1 $\frac{3}{2}$ miles; Stanley Jctn. to Spanish River, 1 $\frac{1}{2}$ miles, Elsie Jctn., to Mines, 1 mile; total track 17 $\frac{1}{2}$ miles. Inc. by the Dominion Act of 1900. 2 Locomotives as at June 30, 1908. A facility of the Lake Superior Steel Corp. of Sault Ste. Marie, Ont., Canada who also held the stock of the Algoma Central & Hudson Bay Ry.

Algoma Eastern Ry.

Chartered May 19, 1911, under the laws of the Dominion of Canada as successor to the Manitoulin & North Shore Ry. In operation Sudbury to Little Current, Ont., some 86 miles. Connects at Sudbury with the Canada Pacific Ry. and the Canadian Northern Ontario Ry. and at Espanola with the C.P.R. (The CNORy was a CNRys.) A. C. had 8 locomotives as at Dec. 31, 1923.

Upon the completion of the main line to Little Current, passing thru Espanola the branch was leased to the C. P. R. The branch was some 1 $\frac{1}{2}$ miles from Espanola to a point on the C.P.R. near Webbwood. The branch reverted to the A.E. in 1912. There was a pulp and paper mill on Spanish River (Espanola).

In the Algoma Central & Hudson Bay Ry. roster prior to about 1923, was engine no. 27, a 2-6-0 built by Montreal in 1907, shown in the A.E. roster herewith, must have actually been from the Manitoulin & North Shore and became no. 50 of the Algoma Eastern. Apparently this engine did not reach the C.P.R.

The engine diagram book for A.C. & H. B. Ry. also carried the diagrams etc. of the A. E. under the same covers. The C.P.R. obtained the A.E. in 1931 thru a lease. Also it is possible that after the C.P.R. took over, most of the track of the A.E. was taken up and the tracks of the C.P.R. used.

Continued from P. 3

Another record shows the Algoma branch of the C.P.R. as at 1888, extending from Sudbury, Ont., to the bridge over the River Ste. Marie (St. Mary's River) which would be at the Soo. This would coincide with the extension of the Soo Line (MSTP&SSM) and D. S. S. & A. to the Soo to make a through connection with the C.P.R. (The official name of the Soo is Sault Ste. Marie, one city on the Canadian side and one city on the Michigan side, site of the Soo Locks.)

Roster added to by Orin P. Maus. Additional historical material on the A.E. and C.P.R. by Anthony Careless. Blue Book dope for the A.C. & H. B. and A.E. furnished by Carl Waldo Brown of Detroit.

The last mixed train on the Algoma Eastern portion of the C.P.R. brought an era to an end March 30, 1963. A story about this run is carried in Upper Canada Railway Society's Newsletter for April, 1963. In the early '30's after the C.P.R. took over the road, this story records some of the C.P.R. steam used, such as a couple of 3900's, viz., 3955 and 3956, one 5600, and one 6500 class in use in the area and also mentions no's. 2424 and 2423 in use on the Little Current subdivision. Prior to C.P.R. takeover, the A.E. had their own locomotives, per roster herewith.

Who can identify the Ten-Wheeler, A.E. road no. 40, Baldwin built. Was this a Manitoulin and North Shore engine but not locatable in the Baldwin const. records so far?

R.W.C. (with assistance from Prof. S.R.Wood.)

Was the Bruce Mines and Algoma Ry. (chartered 1899) a predecessor road of the A.E.?

My records show Preston #16 shay as ex B&O #4 Lima / 12 cn 2596. B&O #1 shay Lima 1/05 cn 971.

All of this brought to mind an old question on the Preston that I've never been able to answer. Where did Preston #18 really come from? It has been commonly assumed from the WVNor., but I think not. From personal observation I can swear to the following Preston data (regarding nos. 18 and 19) and also observed old numbering under Preston #18 paint that was either a 9 or 19.

Preston R.R.

#6	Shay	Lima /06	1693			
#8	Shay	Lima /06	1727			
15	2-6-0	Blw /14	41465			
16	Shay	Lima /12	2596	ex	B&O 4	
17	0-6-0	Blw /05	26958	ex	WM 1003	to D&NE 26
18	2-8-0	Blw 10/04	24738			
19	2-8-0	Blw 6/06	28500	ex	W Va. Nor. 9	
101	Shay	Lima /07	1908	ex	Duluth & N. Minn.	101

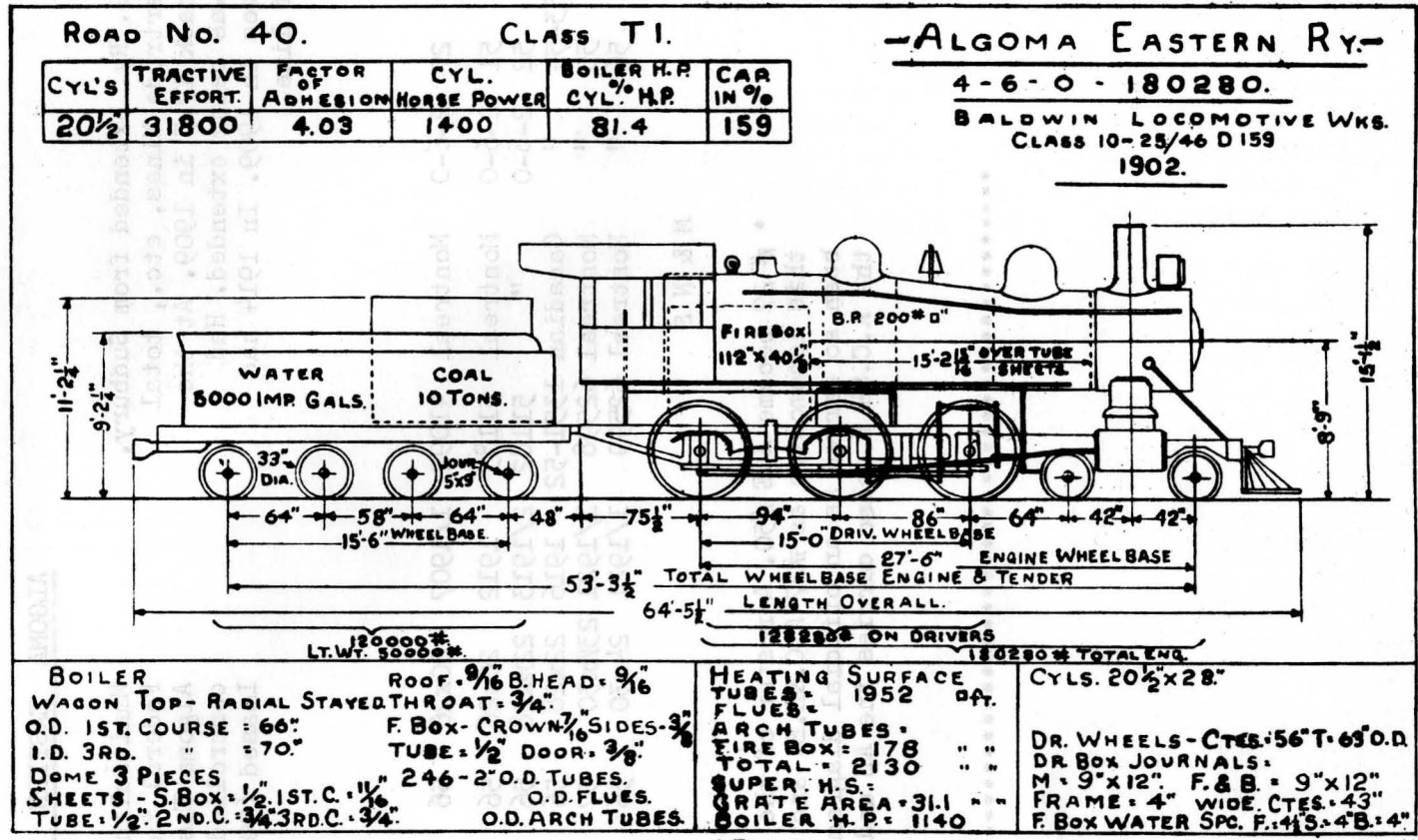
W. Virginia Nor.

8	2-8-0	Blw 7/04	24481	to	Rib Lake Lbr. 67
9	2-8-0	Blw 6/06	28500	to	Preston 19
10	2-8-0	Blw 11/07	32313		
11	2-8-0	Blw 3/17	45352	to	Boyne City R.R. 2nd 11
12	2-8-0	Blw 9/19	52381	to	F.C. Cooke (Alexander & En.)

Preston 17 was hard on the track so went to D. & N.E. - did Preston perhaps receive #18 in trade?

Any light you can shed would be appreciated.

Gene Connelly



The Algoma Eastern roster shows this diagram of a Ten-Wheeler built by Baldwin Locomotive Wks. in 1902 but fails to show the builder's no. as other diagrams in the roster book.

Who can give us the builder's no. of this locomotive to complete the roster? This from the A.E. official roster of July 1923.

STEAM LOCOMOTIVES OF THE WABASH RESEARCH CLUB

A Wabash Locomotive Connoisseur's Club is being formed in Fort Wayne. There are some missing data the club is searching out. Bill Swartz is of course helping. Write George A. Berghoff, 4621 So. Hanna Street, Fort Wayne, Indiana, about dope you may have to contribute. Also looking for the real older locomotive photographs that perhaps can be copied. Write first

ALGOMA EASTERN RAILWAY CO.

As M. & N.S. Ry. extended from Sudbury, Ont., to Gertrude Mines, etc., total miles of track 17.5 in 1909. At the time road was being extended. Had 2 locomotives in 1909. In 1914 had 86 miles of line.

Manitoulin & North Shore Ry. Co. Incorp. in Ontario 1888 and Federal in 1900.

Algoma Eastern Ry. Co. chartered 5/19/1911 as successor controlled by the Lake Superior Corpn.

Leased (999 yrs.) to Canadian Pacific Ry. 7/11/1931

(Listed 1923 having 10 Loc.)
12/31/1926) having 8 Locomotives
1930)

*M. & N.S.	27	2-6-0	Montreal	41092	1/1907	20x26	56	180	28400		146150		
A	51	2-6-0	Montreal	51183	1912	20x26	56	180	28400	128400	150400	To CP	3051 J5A (Later J5B)
"	52	2-8-0	"	51182	2/1913	22 $\frac{1}{2}$ x28	56	180	39000	169000	195000	"	3952 N4A
"	53-54	"	Canadian	1351-52	1916	22x28	56	200	41127	167000	191350	"	3953-54 N4B
"	55	"	Montreal	62598	1/1921	23 $\frac{1}{2}$ x30	57	"	49412	218000	243000	"	3955 N4C
"	56	"	Montreal	62599	1/1921	24x30	56	"	52457	218000	243000	"	3956 N4D

M & N S

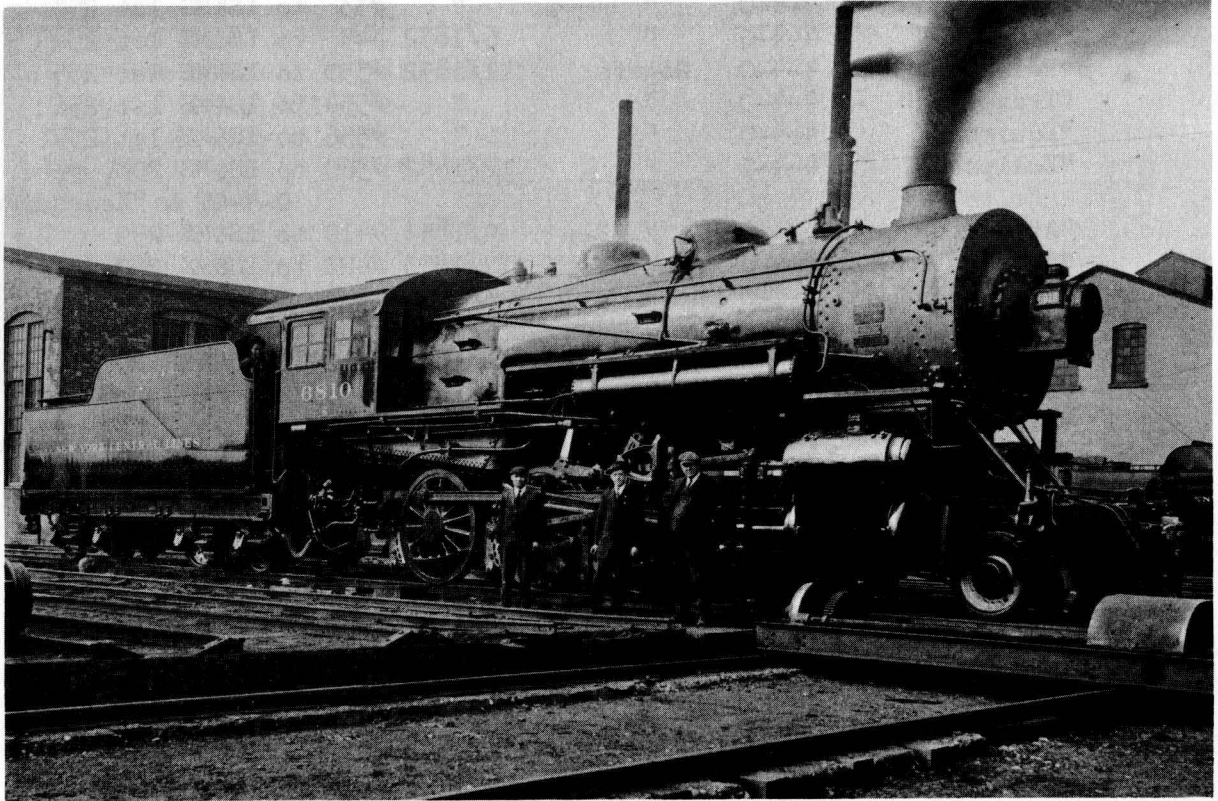
* # 27 became A E #50. A roster of the A.C. & H. B. shows this locomotive as #27 A.C.&H.B. and may have temporarily been so marked as an official diagram book and roster of the A.C.&H.B. also carries the AE under the same corrs.

MICHIGAN SOUTHERN RAILROAD

4-4-0	"E.C. Litchfield"	Amoskeag	5/1851	#21	
4-4-0	"John Stryker"	"	6/1851	#22	
4-4-0	"John B. Jervis"	"	7/1851	#23	
4-4-0	"Charles Butler"	"	"	#24	
4-4-0	"General Bliss"	"	12/1851	#30	
4-4-0	"Charles Noble"	"	"	#31	
4-4-0	"Ohio"	"	4/1852	#38	
4-4-0	"Indiana"	"	"	#39	
4-4-0	"Michigan"	"	5/1852	#40	
4-4-0	"Illinois"	"	"	#41	to LS&MS 56 as 0-4-OT
4-4-0	"Wisconsin"	"	"	#42	
4-4-0	"Iowa"	"	"	#43	
4-4-0	"Burr Oak"	"	7/1852	#46	
4-4-0	"White Pigeon"	"	"	#47	
4-4-0	"Gov. Barry"	"	8/1852	#48	
4-4-0	"Osseo"	"	"	#49	
4-4-0	"Constantine"	"	9/1852	#55	
4-4-0	"Lion"	"	4/1853	#89	to LS&MS 77 and re. "Manchester"
4-4-0	"Elk"	"	5/1853	#90	
4-4-0	"Zebra"	"	"	#91	to LS&MS 76
0-6-0	"Tecumseh"	Baldwin	8/1846	#278	
2-4-0	"Hudson"	"	8/1847	#317	
2-4-0	"Cold Water"	"	"	#318	

NORTHERN INDIANA RAILROAD

4-4-0	"Fulton"	Amoskeag	5/1854	#140	to LS&MS 30
4-4-0	"Delta"	"	6/1854	#141	to LS&MS 28 as 0-4-OT
4-4-0	"Williams"	"	"	#142	to LS&MS 34
4-4-0	"Ligonier"	"	7/1854	#143	to LS&MS 27
4-4-0	"Kendallville"	"	9/1854	#144	to LS&MS 26
4-4-0	"Prairie"	"	"	#145	to LS&MS 35
4-4-0	"Calumet"	"	10/1854	#146	to LS&MS 29
4-4-0	"Carlisle"	"	"	#147	to LS&MS 33
4-4-0	"Auburn"	"	6/1855	#148	to LS&MS 32
4-4-0	"Toledo"	"	"	#149	to LS&MS 31
4-4-0	"Gov. Bliss"	"	5/1854	#150	
4-4-0	"Edw. C. Litchfield"	"	"	#151	
4-4-0	"Hugh White"	"	6/1854	#152	
4-4-0	"John Stryker"	"	8/1854	#153	to LS&MS 67
4-4-0	"Charles Butler"	"	"	#154	
4-4-0	"James Archbold"	"	10/1854	#155	
4-4-0	"E. Morrison"	"	"	#156	to LS&MS 65
4-4-0	"Missouri"	"	4/1855	#157	to LS&MS 60
4-4-0	"Pacific"	"	"	#158	to LS&MS 61
4-4-0	"John B. Jervis"	"	5/1855	#159	to LS&MS 69
4-4-0	"La Porte"	Hinkley	8/1851	#325	to LS&MS 43
4-4-0	"Elkhart"	"	"	#326	to LS&MS 42



New York Central Lines - C.C.C. & St. L. No. 6810 at the Rome Works of the American Locomotive Co. Class G - 6a. This photo was apparently taken at some sort of occasion for the rebuilding to this consolidation. It carries a Schenectady plate for 1911 but below it is a plate stating that it was "Rebuilt at Rome Works". We understand upon inquiry that the Rome Works rebuilt engines from 1903 to 1925. A pencil date on the back of the photo is the date Nov. 28, 1913. There were originally 35 engines in this group Nos. 6808 to 6842. Some this class went to the Missouri & North Arkansas in the hey-day of steam. This photo from R.W.C. Collection.

Fort Wayne Rolling Mill R.R. - L.E. & Ft.W.

Of interest to Fort Wayne Rail Fans.

L. S. & M.S. 4348 B52 0-6-0 sold 1909
to Fort Wayne Rolling Mill

Such dope and much more in May Edson . . . Locomotives of the "New York Central Lines"

Published in 1966

BUFFALO & STATE LINE RAILROAD

"Manchester"	4-4-0	Amoskeag	11/1851 #25	to LS&MS 1st 250
"Moskea"	4-4-0	"	12/1851 #26	to LS&MS 1st 251
"Concord"	4-4-0	"	2/1852 #32	to LS&MS 1st 252
"Stark"	4-4-0	"	" #33	to LS&MS 1st 253
"Hercules"	4-4-0	"	6/1852 #45	to LS&MS 1st 254
"Telegraph"	4-4-0	Rogers	11/1852 #350	to LS&MS 1st 255
"Traveller"	4-4-0	"	" #354	to LS&MS 1st 256
"Equinox"	4-4-0	"	" #356	to LS&MS 1st 257
"Eclipse"	4-4-0	"	12/1852 #360	to LS&MS 258, reb. 0-4-OT & "Kearsarge"
"Atlas"	4-4-0	"	9/1853 #419	to LS&MS 259
"Andes"	4-4-0	"	10/1853 #422	to LS&MS 260
"Vulcan"	0-6-0	"	3/1854 #478	to LS&MS 261
"Vesuvius"	0-6-0	"	4/1854 #486	to LS&MS 262
#41 "C.H. Lee"	4-4-0	"	1/1867 #1429	to LS&MS 287
#42 "Dean Richmond"	4-4-0	"	2/1867 #1433	to LS&MS 288
#43 "Joseph Field"	4-4-0	"	" #1434	to LS&MS 289
#9	4-4-0	Schenectady	6/1865 #381	to LS&MS ?
#24	4-4-0	"	4/1864 #331	to LS&MS ?
#25	4-4-0	"	8/1863 #295	to LS&MS 271
#26	4-4-0	"	7/1863 #300	to LS&MS 272
1st #29	4-4-0	"	1/1862 #250	to LS&MS 193 ?
1st #30	4-4-0	"	2/1862 #251	to LS&MS 194 ?
2nd #29	4-4-0	"	11/1862 #270	to LS&MS 275
2nd #30	4-4-0	"	12/1862 #275	to LS&MS 276
#31	4-4-0	"	" #252	to LS&MS 277
#32	4-4-0	"	12/1862 #277	to LS&MS 278
#33	4-4-0	"	" #278	to LS&MS 279
1st #35	4-4-0	"	5/1864 #336	to LS&MS ?
2nd #35	4-4-0	"	7/1865 #385	to LS&MS 282
#36	4-4-0	"	10/1864 #351	to LS&MS ?
1st #37	4-4-0	"	" #352	to LS&MS ?
2nd #37	4-4-0	"	7/1865 #388	to LS&MS 283
#38	4-4-0	"	11/1864 #356	to LS&MS ?

BUFFALO & ERIE RAILROAD

"Comet"	4-4-0	Rogers	1/1855 #560	to LS&MS 264
"Rocket"	4-4-0	"	" #556	to LS&MS 263
"Volcano"	0-6-0	"	2/1855 #565	to LS&MS 265
"Victory"	0-6-0	"	12/1855 #630	to LS&MS 267
"Hudson"	4-4-0	"	1/1856 #645	to LS&MS 268 and re. "Helvetia"
"Herald"	4-4-0	"	10/1856 #706	to LS&MS 269
"Huron"	4-4-0	"	" #707	to LS&MS 270 and re. "Hanover"
"Vixen"	0-6-0	"	12/1856 #723	to LS&MS 1st 271
"Vampire"	0-6-0	"	1/1857 #732	to LS&MS 1st 272
"Aetna"	4-4-0	"	8/1857 #793	to LS&MS 273
"Hecla"	4-4-0	"	9/1857 #795	to LS&MS 274
"R.N. Brown"	4-4-0	"	11/1865 #1314	to LS&MS 284
"C.C. Dennis"	4-4-0	"	1/1866 #1321	to LS&MS 285
	4-4-0	Schenectady	3/1855 #104	to LS&MS ?
	4-4-0	"	" #105	to LS&MS ?
"Wm. Hart" #44	0-4-OT	Baldwin	9/1867 #1662	to LS&MS 290
"Wm.H. Greene" #3	0-4-OT	"	4/1869 #1866	to LS&MS 251

Cont. on page 12.

Tentative Roster of Locomotives
(sic)

SECRETARIA DE COMUNICACIONES Y OBRAS PUBLICAS

Operating The
FERROCARRIL SONORA - BAJA CALIFORNIA

2101	B-B Cab	40	1500HP	23400	35000	E-M-D	9888	9/49
2102	B-B Cab	40	1500HP	23400	35000	E-M-D	9889	9/49
2103	B-B RS	40	1800HP	24400	36000	ALCo	82032	10/56
2201	B-B Cab	40	1500HP	208000	31400	E-M-D	9886	9/49
2202	B-B Cab	40	1500HP	208000	31400	E-M-D	9887	9/49
2203	B-B Cab	40	1350HP	250100		E-M-D	2843	1/45
	B-B Boos.	40	1350 HP	248950		E-M-D	2572	10/44
2301	B-B RS	40	1800HP	218000	32700	ALCo	82033	10/56
2302	B-B RS	40	1800 HP	218000	32700	ALCo	82034	10/56
2303	B-B-RS	40	1800HP	218000	32700	ALCo	82035	10/56
2501	Gas-electric Pass.- Express Motor						St. Louis-EMD	12/28
23001	B-B Des							
?	2-6-0	57	19x28	143500	190	28600	Baldwin	55755 2/22
2101	EMD Model FP7A. Ex-SCOP # 23035 Equipped with steam generator							
2102	EMD Model FP7A Ex-Scop #23036 Equipped with steam generator							
2103	ALCo Model RS-11. Built as Scop #7123-1. Has steam generator							
2201	EMD Model F7A. Ex-SCOP #23037							
2202	EMD Model F7A Ex-SCOP #23038							
2203	EMD Model F7A and FTB. Purchased 12/64 from Northern Pacific RR #5410D and #5406C. Sem-permanently coupled together.							
2301	ALCo Model RS-11. Ex-SCOP #7121, built as SCOP #7123-2.							
2302	ALCo Model RS-11 Ex-SCOP #7128 built as SCOP #7123-3.							
2303	ALCo Model RS-11 Ex-SCOP #7129 built as SCOP #7123-4.							
2501	Purchased from Tonopah & Tidewater RR #99. Used for a time in passenger service, now used in work trains as a commissary car, still self-propelled.							
23001	SCOP's first diesel..In service by 1940 and is 600HP, probably an ALCo. Any data on this one would be appreciated.							
?	Purchased from A. E. Perlman (D) ex-Yosemite Valley Railroad #29. Purchased for, and used in construction service. Later transferred by SCOP as #7311-3 and used on the Sureste Ry. in Yucatan. Sold to F. C. Unidos de Yucatan #353, and at last reports was still in service							

Allen Copeland
December 6, 1965

CLEVELAND & TOLEDO RAILROAD

"Cuyahoga"	4-4-0	Amoskeag	5/1853	#104	to LS&MS 228
"Lorain"	4-4-0	"	"	#105	to LS&MS 222
"Erie"	4-4-0	"	6/1853	#106	to LS&MS 235 and re. "Lochaber"
"Ottawa"	4-4-0	"	"	#107	to LS&MS 236
"Vermillion"	4-4-0	"	"	#108	to LS&MS 240
"Clinton"	4-4-0	"	"	#109	to LS&MS 229
"Defiance"	4-4-0	Hinkley	12/1853	#495	to LS&MS 1st 225
	4-4-0	Schenectady	12/1863	#317	to LS&MS ?
	4-4-0	"	1/1864	#319	to LS&MS ?
	4-4-0	"	"	#322	to LS&MS ?
#38	4-4-0	"	1/1867	#433	to LS&MS 246
#39	4-4-0	"	"	#434	to LS&MS 247

CLEVELAND PAINESVILLE & ASHTABULA RAILROAD

"Painesville"	4-4-0	Taunton	8/1853	#141	ex CC&C RR; to LS&MS 171
"Ashtabula"	4-4-0	"	"	#142	to LS&MS 172
"Alfred Kelley"	4-4-0	"	12/1853	#151	to LS&MS 161
"Conneaut"	4-4-0	"	"	#152	to LS&MS 173
"Leopard"	4-4-0	Schenectady	7/1852	#14	to LS&MS 169
"Lion"	4-4-0	"	9/1852	#18	to LS&MS 170
"Tiger"	4-4-0	"	2/1853	#31	to LS&MS 166
"Lynx"	4-4-0	"	"	#32	to LS&MS 167
"Panther"	4-4-0	"	3/1853	#33	to LS&MS 168
"Cougar"	4-4-0	"	10/1855	#130	to LS&MS 184
"Wolf"	4-4-0	"	11/1855	#132	to LS&MS 185
"Jaguar"	4-4-0	"	1855	#136	to LS&MS 186
"Ocelot"	4-4-0	"	12/1855	#138	to LS&MS 187
"William Case"	4-4-0	"	11/1857	#208	to LS&MS 188
"Madison"	4-4-0	"	"	#213	to LS&MS 189
#19	4-4-0	"	12/1863	#316	to LS&MS ?
#21	4-4-0	"	1/1864	#318	to LS&MS ?
#36	4-4-0	"	"	#321	to LS&MS ?
#43	4-4-0	"	8/1867	#461	to LS&MS 203
#44	4-4-0	"	"	#462	to LS&MS 204

WABASH RAILROAD

H-2 Class Ten Wheel Engines

Back in 1958 in MWRR #14 and #16 we made the quite erroneous statement that there was no H-2 classification among the Wabash Ten Wheelers. The statement was based on information and data obtained from Wabash motive power records at Decatur, Ill. about 20 years ago. and which have proved time after time to be totally unreliable.

Ray Hammons has come to the rescue with a very complete set of diagrams and roster data showing that the Wabash did indeed have seven 4-6-0's in class H-2 as of the year 1907. The H-2 roster is presented below.

Wabash H-2 Class

Main Specifications

Cylinders	18 $\frac{1}{2}$ x24"	(390 and 1351 have 18x24")
Drivers	70"	
Steam Press	160#	Tractive Effort 16190#
		(390 and 1351 have 15327#)
Wt. on Drivers	70000#	Total Weight 98000#

390	4-6-0	H-2	Rhode Island	1/1881	#924	orig. D.	64"
1351	"	"	"	6/1880	#829	"	64"
1353	"	"	"	"	#831	"	64"
1354	"	"	"	"	#832	"	64"
1383	"	"	"	12/1880	#917	"	64"
1481	"	"	"	7/1881	#1014	"	64"
1563	"	"	"	3/1882	#1121	"	58"

The H-2 engines apparently all rebuilt from H-6 class

Information is needed on the following Wabash (WStI&P) affiliated railroads.

Peoria Pekin & Jacksonville	--	to WStI&P in 1881
Danville and Southwestern	--	"
Cairo Vincennes & Chicago	--	"
Missouri Iowa & Nebraska	--	"
Quincy Missouri & Pacific	--	"

Data on Wabash H-2 class should be included as addenda to 4-6-0 roster published sometime ago.

(Have no photos of C&O Rome built engines.)

Here is something regarding the 2-8-0 on Wabash RR. Baldwin record states that two 2-8-0's were built for WStI&P in 1880.

WStI&P #366	2-8-0	Baldwin	5/1880	#5089	20x24	50"	to D&SW RR
WStI&P #367	2-8-0	Baldwin	6/1880	#5131	20x24	50"	to CV&C RR

Wabash Railroad cont.

All Wabash rosters I have show #366-367 as vacant. These two engines probably transferred off Wabash by 1890. As far as I can tell, they never carried class letter, which should have been I-1; of course class I-1 was assigned to the two engines from the O&StL.

What do the Danville & Southwestern and Cairo Vincennes & Chicago rosters show on the above 2-8-0 engines? Who has a roster of these lines for that matter? I can't find any mention of them in the Edson-May book, as having come off CV&C.

W.A. Swartz
Feb. 1967

SOME ADDENDA AS TO WABASH 2-8-0 TYPE

Re the two 2-8-0 above, they were no doubt the ONLY 2-8-0 built FOR the Wabash. Said to have been off the Wabash by about 1890, the next 2-8-0's were the 366 and 367 from the Omaha & St. Louis which road became a part of the Wabash. The two were built by Rhode Island Nov. 1895, C. Nos. 3092 - 3093. Probably scrapped about 1927.

All other 2-8-0 were from other roads, some actually used on the original road, other remained on their subsidiary road but carrying Wabash System road numbers.

Class I-1 ex Omaha & St. Louis and possibly also the earlier two of 1880 from Baldwin. Then when the Wabash acquired the Ann Arbor some of their 2-8-0 received this class designation even though the next class had actually operated on the Wabash R.R. for some years. A.A. engines, etc., stayed on their roads.

Class I-2 came from the D.T. & I. The biggest lot of 2-8-0 on the Wabash. Previously covered by MWR Rer.

Class I-3 came to the Wabash via the Wheeling & Lake Erie originally built for the Wabash-Pittsburg Terminal R.R. Used on the Wabash R.R.

Class I-4, 5, & 6 Ann Arbor 2-8-0 when renumbered to Wabash system nos.

Classes I-7, 8, & 9 Manistique & Lake Superior road nos. Wabash system nos.

Some day out of all this may come a Wabash Locomotive Book. -- R.W.C.

How does the Wabash-Pittsburg Terminal R.R. enter into all this. That road was built as a part of the Gould to be Ocean to Ocean System when the Wabash, the Mo. Pac., the W. & L. E., later the Western Maryland, and being built, the Western Pacific, were intended to be in this system under Gould control before things fell apart. The Wabash, the W. & L. E., and the W-PT, were being operated as one group. These 2-8-0's and some 0-6-0's were to be for W-PT, and purchased by the Wabash to be used in the Pittsburg operations. Quite a story. That wonderful bridge over the Monongahela and the Pittsburg second floor freight station survived until recently after the Pittsburg & West Virginia took over the railroad but not the W&PT company as such. --R.W.C.

A NEW BOOK ON THE ATLANTIC COAST LINE,
its subsidiaries and steamship lines.

By Richard Prince. All the steam motive power of this road plus many fine illustrations and also beautiful ones of steamships of the south. You have heard of the Plant railroads, - here they are, 232 pages.

These railroad books have a way of being printed in very limited editions and after a few years, harder to find, and out of print. Better get your copy. Line diagrams of locomotives too.

Carries the record of the first lot of Atlantic type locomotives on any U.S. railroad, yes on the A.C.L., and also about their 2-4-2 type which they had in the early '90's. Always an index. Published by the author. Write Dick Prince at Green River, Wyoming. The rosters are valuable.

C.M. & St. P. Ten - Wheelers to Marinette, Tomahawk & Western
Class B - 2

	Orig.									
1161	848	11/97	BLW	15539	848 to 217 to 855 to 4102-2372 to 1161					
1163	854	11/97	BLW	15548	854 to 223 to 861 to 4108 to 2374 to 1163					
1165	860	11/97	BLW	15895	860 to 229 to 867 to 4114 to 2376 to 1165					
1167	863	9/98	BLW	16159	863 to 232 to 870 to 4117 to 2378 to 1167					
1171	870	10/98	BLW	16190	870 to 239 to 877 to 4124 to 2382 to 1171					
1172	840	11/99	BLW	17216	240 to 878 to 4125 to 2383 to 1172					

My records show Milw. 1147 and 1159 sold on same dates as you mention, but not who sold to. I did not know they had gone to D.R.I. & N.W. and do not have renumbering to that road.

Robert Graham. Jan. 1967

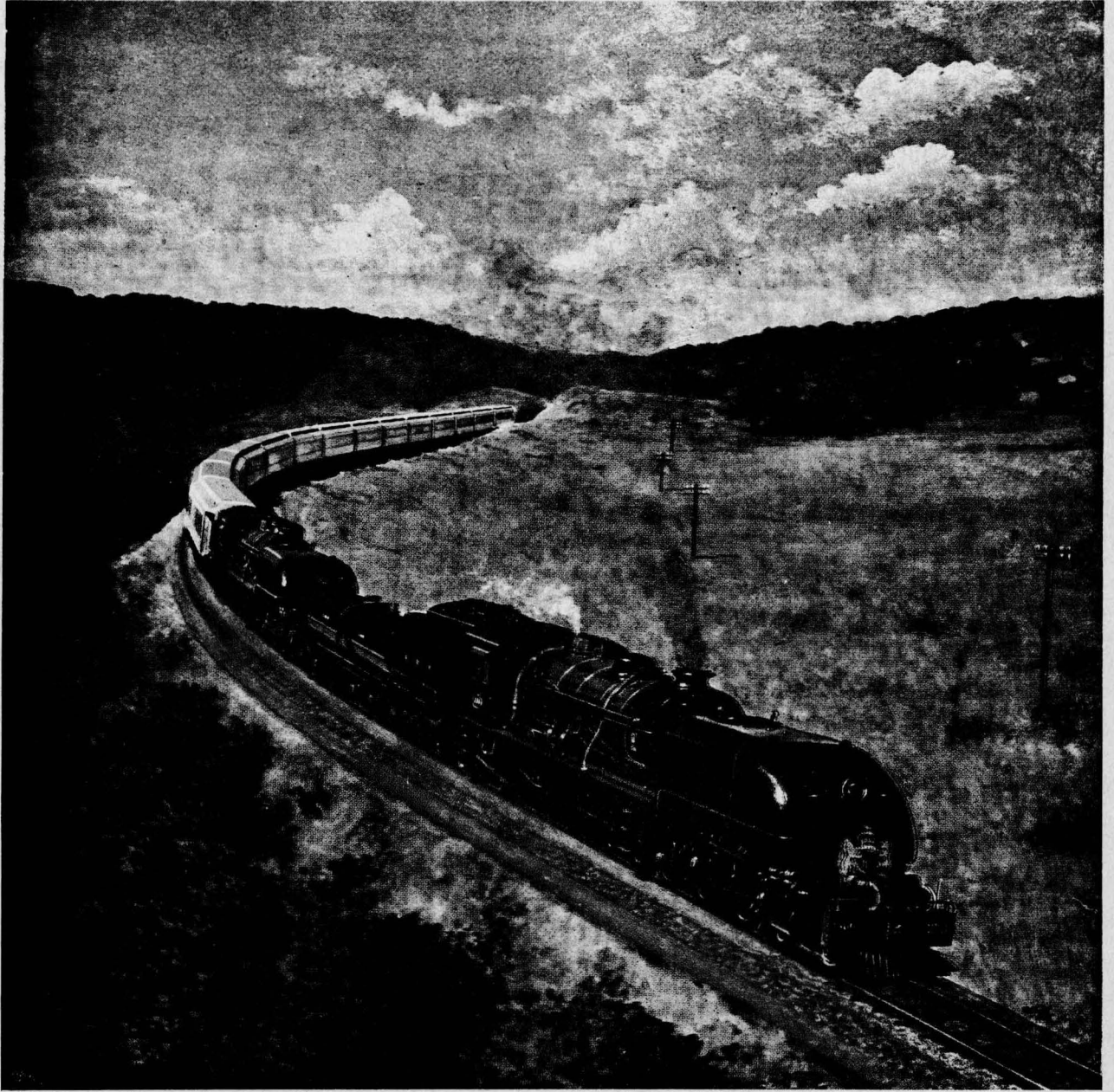
MWRR # 58-59

Additions to Marinette, Tomahawk & Western Roster

MT&W No.

12	2-8-0	Brooks 18x26-48 #2234 2/1893 built as BR&P #119, sold to SI&E Co. #1881, 1923, to MT&W 1/1924
209	2-6-0	sold by Soo Line to MT&W 4/19/35
205	2-6-0	sold by GB&W to MT&W 1938, sold for scrap 4/1953
1161	4-6-0	sold by Milw. Rd. to MT&W 1952, sold for scrap 4/1953
1165	4-6-0	sold for scrap 4/1953 (this locomotive not listed on MWRR #58-59 roster)

Ray W. Buhrmaster
Jan. 1967



The Royal Train in Rhodesia

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MIDWEST RAILROADER

This Issue

Page 1. ----- \$1.00

Roy W. Carlson

An Historical Roster Journal

No. 82

Oct. Nov. Dec. 1970

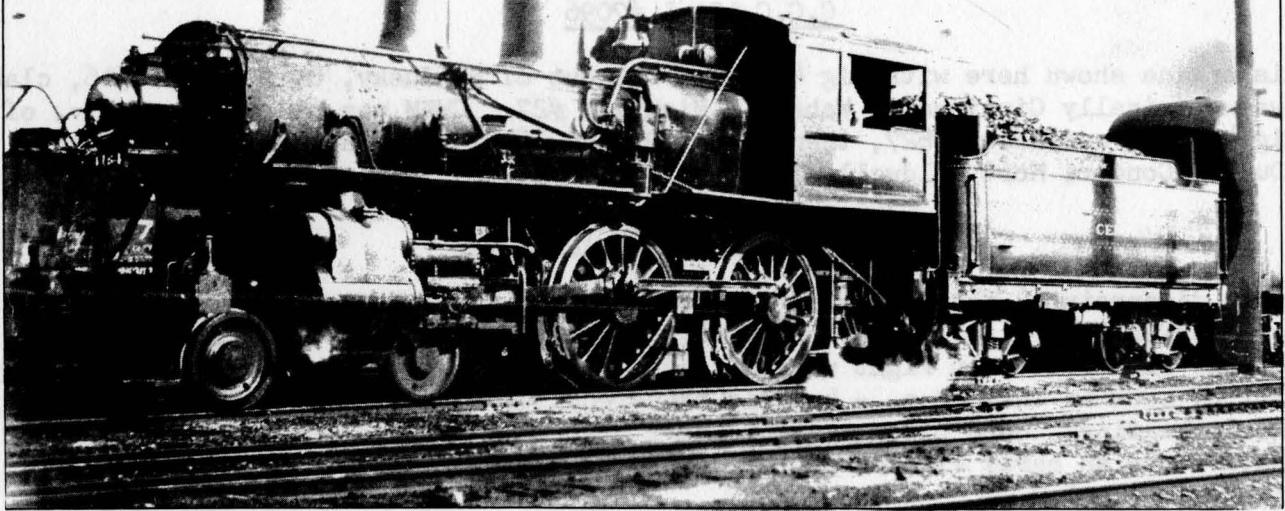
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LAKE ERIE & WESTERN

LE&W no. 4164 Class C-76, Schenectady, 1893. Originally CCC&StL #149, then #7134 then to LE&W #4164. Note it now has piston valves, etc. When the NKP acquired the LE&W it became NYC&StL #307.

C.C.C.&St.L #7096

This engine shown here with Big 4 train #119 out of Sandusky, Ohio, July 1916, class 66-A was originally Cincinnati, Wabash & Michigan #27. CW&M was the Michigan Div. of the Big 4. #27 was later #627, then 7096, Brooks 1890. Engr. Geo. Combs, Fireman A.C. Dubin, Condr. Mort Caldwell, Brakeman V.A. Ryan.

SOME NOTES ABOUT ANOTHER BOOK

We are disappointed that there is no color illustration of Hiawatha locomotive #1, in the "HIAWATHA STORY", altho the builder had such a photo of the no. 1. And weren't most of the pictures taken right near Milwaukee and that end of the road. There always is a lot of snow in that area, - how did these engines fare in that snow? Was there any double-heading? Such pictures would have been interesting. This writer was very fortunate to be an early visitor to the footboard of no. 1 very soon after it arrived in Chicago. - - - R.W.C.

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J. M. & I Comments

Expect to publish some interesting illustrations in next issue, Including the Alberta Rys.

This Journal circulates nationally and has subscribers from coast to coast and in Canada, since 1957. Your editor and publisher is Life Member no. 2 of the Railway and Locomotive Historical Society since its founding.

Here is a special book somebody will want. "Characteristics of the Lake Erie and Western R.R. as Existing January 1st, 1900". Written and compiled by W. F. Goltra, Civil Engineer. 182 pages, maps and elevation maps. Illustrated. Very rare. Clasp leather cover. A very fine piece of work. \$25.00. MWRrer, P.O. Box 2665, Ft. Wayne, Indiana 46808.

H. E. NICHOLS, Bluefield, W. Va.
OTTO C. PERRY, Denver, Colo.

We should fault the officers and directors of the Railway & Locomotive Historical Society for their failure to keep in touch with their members.

Mr. Nichols, an expert on the motive power of the Norfolk & Western, a retired N&W assistant in the m.p. dept., and an old time member of the Ry. & Loco. Hist. Soc., for years passed away in May, 1969. His son lived in Tennessee and for a time was a member of the Society but we notice his name is now not on the list, probably a drop out.

This Journal circulates nationally and has subscribers from coast to coast and in Canada. Published since 1957. Its Editor is Life Member no. 2 of the Railway & Locomotive Historical Society since its founding some fifty years ago.

AKRON, CANTON & YOUNGSTOWN LOCOMOTIVES

The A.C&Y roster by W. D. Edson is added to the roster and history published on page 24 of MWRrer #76-77 of December 1969. It includes some Nor. Ohio locomotives which railroad the AC&Y acquired when the NYC&STL took over the Lake Erie & Western.

Steam Locomotives of the AKRON, CANTON & YOUNGSTOWN

Former #	AC&Y #	Class	Type	Builder	C/N	Date	Soecs.	Disp.
Org. No.	AC&Y #1		0-60	Lima	1190	1911	19x26-52	Sold '30
	35	L	0-8-0	Brooks	61855	1920	25x28- - -214000-	
	36	"	"	"	61856	"	"	
	AC&Y 37	"	"	Lima	7075	1926	"	219000-51000
	38	"	"	"	7076	"	"	"
NKP 300	300	P	4-6-0	Brooks	38827	12/05 @	19x24-63-180-150000-21040	Sold '36
" 301	301	"	"	"	38828	" @	" " " " " "	" '29
" 303	303	"	"	"	38830	" @	" " " " " "	" '30
" 304	304	"	"	"	38831	" @	" " " " " "	" '29
" 305	305	"	"	"	38832	" @	" " " " " "	" '29
" 307	307	"	"	"	38834	" @	" " " " " "	Scr. '29
" 308	308	"	"	"	38835	" @	" " " " " "	SOLD '29
" 309	309	"	"	"	38836	" @	" " " " " "	" '29
" 310	310	"	"	"	40786	10/06 @	" " " " " "	" '29
" 312	312	"	"	"	40788	" @	" " " " " "	Scr. '34
" 313	313	"	"	"	40789	" @	" " " " " "	Sold '30
" 314	314	"	"	"	40790	" @	" " " " " "	Scr. '30
	320	M	2-8-0	BLW	55566	1922	20x26 50	155000
	321	"	"	"	55567	"	"	"
	322	"	"	"	56848	1923	"	150000
	323	"	"	"	56849	"	"	"
	324	"	"	"	56850	"	"	"
NYC 6602	350	O	2-8-0	Brooks	28249	12/03 @	23x30-57-200-209000-42800	
" 6615	351	"	"	"	28262	" @	" " " " " "	
" 6616	352	"	"	"	28263	" @	" " " " " "	
" 6605	353	"	"	"	28252	" @	" " " " " "	
" 6609	354	"	"	"	28256	" @	" " " " " "	
" 6603	355	"	"	"	28250	" @	" " " " " "	
" 6600	356	"	"	"	28247	" @	" " " " " "	
NEW	400	R-1	2-8-2	Lima	7134	1926	26x30-63-200-303500-54600*	
	401	"	"	"	7135	"	" " " " " "	*
for	402	"	"	"	7312	1928	" " " " 313800	*
	403	"	"	"	7313	"	" " " " " "	*
AC&Y	404	R-2	"	"	7818	1941	" " " " 319700	"
	405	"	"	"	7819	"	" " " " " "	"
	406	"	"	"	8798	1944	" " " " 327300	"
NKP 607	407	"	"	Schen.	59584	10/18 @	" " " " 292000	Sold '48
" 616	408	"	"	Lima	6187	1/21 @	" " " " 307000	" '50
" 601	409	"	"	Schen.	59578	10/18 @	" " " " 292000	" '49
" 604	410	"	"	"	59581	" @	" " " " " "	" '49

N.O.	5360	5360	E	2-6-0	Brooks	2554	8/95	@	18x24-57-160-108000-18553	Scr.	'21
"	5361	5361	"	"	"	2555	"	@	" " " " " "	"	'22
"	5362	5362	"	"	"	2556	"	@	" " " " " "	"	'22
"	5363	5363	"	"	"	2557	"	@	" " " " " "	Sold	'22
"	5364	5364	"	"	"	2657	4/96	@	" " " " " "	Scr.	'22
"	5365	5365	"	"	"	2658	"	@	" " " " " "	"	'21
"	5366	5366	"	"	"	2659	"	@	" " " " " "	"	'22
"	5367	5367	"	"	"	2660	"	@	" " " " " "	Sold	'23
"	5368	5368	"	"	"	2661	"	@	" " " " " "	Scr.	'21
"	5369	5369	"	"	"	2662	"	@	" " " " " "	Scr.	'22

Notes on AC&Y roster:

- @ 300-314 acquired 1920 from NYC&STL.
- 350-354 acquired 1928 from CCC&STL (NYC).
- 355-356 acquired 1929 from CCC&STL (NYC).
- 407-410 acquired 1945-1947 from NYC&STL.
- 5360-5369 were Northern Ohio 5360-5369, ex 126-135, ex 26-35, ex PA&W 26-35.

Dispositions:

- 1 to Sydney & Louisburg 83.
- 300 to Missouri & Arkansas 18.
- 301 to Carey Co.
- 303 and 309 to Midland Continental 303 and 309.
- 304 to Dansville & Mount Morris 304. Now on display at Bellows Falls, Vt.
- 305, 308, 310, 313 to Peckham Engineering Co.
- 356 to Defense Plant Corp., then Alaska Junk Co., Spokane, Wash.
- 407-410 sold for scrap.
- 5363 to Rubber City Sand & Gravel Co.
- 5367 to Cambridge Black Coal Co.
- * 400-403 had boosters, adding 14400 tf. W. D. Edson - 1969

THE LITTLE MIAMI R. R.

On page 5 of the Midwest Railroader #69

From "The Little Miami Railroad", by Robert L. Black (ca 1940)

A four-wheeled twelve-ton locomotive from Rogers Ketchum & Grosvenor of Paterson, New Jersey was delivered in July 1841, about 10 feet long with no cab. Name of engine not listed.

From "The Cincinnati Locomotive Builders", by John H. White. (1965) Page 148. First "Gov. Morrow" traded for a new locomotive and named "Gov. Morrow".

From this, I would say there were two engines named "Gov. Morrow".

William F. Toye, Sept. 1968

L. M. R. (LITTLE MIAMI R. R.)

PENNA. LINES

Nos. 200 - 254

10-1-97 Roster

200	Never	Used	
201	B - 2	Pendleton	-81
202	H - 2	Cols.	-90
203	D - 8	Altoona	-86
204	Bodd	Logansport	-84
205	Dodd	Pend.	-86
206	B - 3	Dennison	-88
207	A - 1	Wilmington	-89
208	Vacant		
209	B - Z	Pend.	-88
210	G - 2	CStL&P	-82
211	H - 1	Alt.	-84
212	G - 1A	CStL&P	-82
213	B - 4A	Alt.	-95
214	H - 2	BLW	-88
215	Dodd	Pend.	-81
216	G - 2	BLW	-84
217	"	CStL&P	-83
218	H-3A	Cols.	-92
219	Godd	Denn.	-83

Later H-3B Jun. 377. 1-96
PCC&StL 309 to LMR 208, etc.

CStL&P = Chicago St. Louis
&
Pittsburgh
Geo. M. Sittig

ROSTER

Temiskaming & Northern Ontario Ontario Northland

<u>0-6-0</u>	Reno	Reno	Reno		
150, 151	154, 151	854, 851	803, 800	CLC 06	747-8
152, 153		852, 853	801, 802	" 09	903-4
<u>0-8-0</u>					
155, 156		955, 956	900, 901	MLW 20	62498-9
<u>4-4-0</u>					
100, 101	109, 110			Pitt. 92	1295-6
	ex P&LE 48, 49 purchased in 05				
<u>4-6-0</u>					
1-4	101, 104			CLC 03	611-14
105, 108				" 06	689-92
111, 114				MLW 06	40873-6
115, 120	215, 220			MLW 07	44165-70
121, 126	221, 226	200, 205		CLC 08	841-6
127, 128		102, 103		" 09	905-6
129, 132	229, 232	206, 209		" 09	907-10

Temiskaming & Northern Ontario Ontario Northland
 (continued from P. 5)

<u>4-8-4</u>					
1100, 1103				CLC 35-36	1919-22
<u>2-80</u>					
137-140	437-440	400-403		CLC 12	1039-42
Second 141-144	541-544	500-503		" 30	1899-1902
"	137 (ex CN 2164, purchased 1963)			" 13	1157
<u>2-8-2</u>					
141-146	300-305			CLC 16	1345-50
147-150	306-309	(307 scrapped, 308 re #307)		" 21	1688-91
310-313		(312 wrecked twice re #317)		" 23-24	1740-3
314-316				" 25	1770-2
<u>4-6-2</u>					
133-134	133-200	633-634	600-601	CLC 11	961-2
135-136		635-636	602-603	" 11	963-4
157-160		757-760	700-703	" 21	1692-5

All locomotives scrapped by 1960 except the following:

Sold 1920	1, 3, 4, 105-108	Canadian Equipment			(CLC is Kimpton)
	1, 4,	resold to Alberta Great Waterways as 30, 29			
	105, 108,	resold to Roberval & Saguenay as 10, 11			
Sold 1914	102,	Baldry, Yerburch & Hutchinson Co.			
Sold 1938	119,	Normetal Mining Corp. 219			
Sold 1941	853	" " " 853			
	853	resold to Manitoba Paper Co. 853			
Sold 1941	115	Mattagami R.R. 102			
" "	854	Abitibi Power & Paper Co. 60			
Sold 1953	702	Quebec North Shore & Labrador 702 (On display at Sept Isles, Que.)			
Preserved	701	(On display at Englehart, Ont.)			
"	503	(On display at North Bay, Ont.)			
Second	137	used for steam excursions			

Of the sold power, all are "presumed" scrapped except the 702 mentioned above and the 219 which is stand-by power at Normetal Mining Corp.

700 fully streamlined in 1940, later semi-streamlined.

312, 700, 701, 1100-1103 all semi-streamlined.

Valve gear:

Stephenson 1-4, 105-132, 150-153

Walschaert 133-146, second 141-144, 310-316, 100-1103

Young 147-150, 155-160

Rebuilt with Baker 146, 147, 149, 312, 157, 158

Rebuilt with Young 146 (This loco used three types, WVG to YVG, finally to BVG)

Rebuilt with Walschaert 112, 113, 121, 132

Trailing truck boosters used on 147, 149, 150, 310-316, 157-160, 1100-1103

All locomotives superheated except 1-4, 105-110, 150-153

All had piston valves except 1-4, 105-108, 121-126, the 121-126 had them applied later.
 Frank Vollharot, Jr.

PACIFICS OF THE ONTARIO NORTHLAND

(Formerly)

TEMISKAMING & NORTHERN ONTARIO(ONTARIO GOVERNMENT RYS.)

<u>Road No.</u>	<u>Builder</u>	<u>C/nos.</u>	
157-160	Kingston/1921	1692-1695	Reno. 757-760 (1935) Reno. 700-703 (1940)

First built in Canada with boosters.
Nos. 700 - 701 changed from Young to
Baker valve gear in 1942.

No. 702 went to the Quebec, North Shore
& Labrador, Sept-Isles, Que. It was
still equipped with the Young gear and
carrying no. 702.

133-136	Kingston/1911	961-964	Reno. 633-636 (1935) Then, 600-603. (1940)
---------	---------------	---------	---

These were rebuilt in June, 1914, by
MONTREAL.
Montreal Works and superheated.

Above from data furnished the Editor by
the late Prof. S.R. Wood some years ago.

Locomotives 1-4 (101-104) had Belpaire Firebox Boilers.
Engs. 105-108 had conventional boilers. 105-106 had 57" drivers, 107-108 had 63".
Expect to later publish a roster of the Algoma Central & Hudson Bay. -- R.W.C.

NIPISSING CENTRAL

Here is the story about a railroad, in the Cobalt, Ontario area, over whose tracks the T.&N.O. had operated. One of the passenger cars of the N.C. was imported from Cobalt quite some years ago to the Escanaba Electric Street Ry., in fact there were two so far as we know, but we only saw one. The car proved a flop, as it was too heavy. This Editor has a photograph of it as we have seen it in service.

Nipissing Central incorporated 4/12/07.

First cars in service between Halleybury & Cobalt Jan. 1910.
Temiskaming & Northern Ontario bought control 6/20/11 for \$250,000.
Equip. 3 82' coaches, 2 trailers, 1 combo, 1 caboose, 32 flatcars, 1 industrial loco.
Line extended to New Liskeard 11/2/12.
T&NO runs boxcars over trolley line to serve customers better.
Equip. 1913, 6 double-end pass., 1 combo, 1 baggage, 1 snowplow, 1 flatcar.
1913, 10.5 miles of main, 1.92 miles of sidings.
T&NO had a four mile branch running from Cobalt to Kerr Lake, built in 1907, and in 1913 it was electrified and turned over to NC, putting them into freight business.
1916, NC was at its peak of business.
1917, a fire destroyed five cars, damaged another, so service was restricted until additional equipment could be obtained.
1923, an NC steam line started from Swastika to Rouyne, Que. Completed 10/19/27, 59.9 miles.
1925, Kerr Lake Branch ceased.

(continued from P. 7)

2/9/35 Cobalt to New Liskeard operation ceased.

1941 all NC operation ceased.

Although the Rouyn line was built as NC, only T&NO trains ever ran over it.

I hope that the above is of interest. I'll enclose the only pieces of an NC roster.

Frank Vollhardt, Jr. 1970
2675 Mahoning Ave., Warren, Ohio

N.C.

- 1 Baggage - Express Motor blt. 1913
- 3, 4, 6, 8, Pass. Motors (MOTORS)
- 14 Large Wood Pass.
- 18 " Steel Pass.
- ? Snowplow, Electric

Frank would appreciate additional dope on both of these roads locomotions.

LOCOMOTIVES IN ROUMANIA

CFR: Caile Ferate Romane (Roumanian Railways)

Class: 140 ID-h2 140 equals 2-8-0 (type)

#140.001 to 140.075 Rumored to be U.S. built and ex U.S.A. Trans Corps. but nothing in CFR records.

140.101	BLW	1918	50289	ex USATC	1576
" .102	"	1918	50340	"	1604
" .103	"	1918	50387	"	1619
" .104	"	1918	50429	"	1661
" .105	"	1918	50433	"	1664
" .106	"	1918	50505	"	1698
" .107	"	1918	50521	"	1714
" .108	"	1918	50525	"	1718
" .109	"	1918	50530	"	1723
" .110	"	1918	50640	"	1778
" .111	"	1918	50648	"	1786
" .112	"	1918	50665	"	1803
" .113	"	1918	50698	"	1809
" .114	"	1918	50702	"	1813
" .115	"	1918	50705	"	1816
" .116	"	1920	53342	"	
" .117	"	"	53343	"	
" .118	"	"	53344	"	
" .119	"	"	53345	"	
" .120	"	"	53346	"	
" .121	"	"	53356	"	
" .122	"	"	53357	"	
" .123	"	"	53358	"	
" .124	"	"	53359	"	
" .125	"	"	53360	"	
" .126	"	"	53367	"	
" .127	"	"	53390	"	
" .128	"	"	53391	"	
" .129	"	"	53392	"	
" .130	"	"	53393	"	
" .131	"	"	53394	"	

140.132 to 140.136	BLW	1920	53421-53425
140.137 to 140.140	BLW	1920	53456-53459
140.141 to 140.165	ALCO	1920	62388-62412

Harold Buckley, Jr.

RENUMBERING CINCINNATI HAMILTON & DAYTON
Locomotives which went to the Baltimore & Ohio Series

Same for Cincinnati Indianapolis & Western

B&O ACQUIRED THESE ROADS IN THE 1920'S

MWRer No. 41 March 1964 carries a Roster of the C.I.&W.

RECLASSIFICATION AND RENUMBERING OF C.H.&D. LOCOMOTIVE EQUIPMENT

B&O Class	Type	NUMBER		B&O Class	Type	NUMBER	
		OLD CH&D	NEW B&O			OLD CH&D	NEW B&O
B-46	4-6-0	300	170	B -54	4-6-0	362	242
B-46	"	301	171	"	"	363	243
B-47	"	304	173	"	"	364	244
"	"	305	174	"	"	365	245
"	"	306	175	"	"	366	246
"	"	307	176	"	"	367	247
"	"	308	177	"	"	368	248
"	"	309	178	"	"	369	249
"	"	310	179	"	"	370	250
"	"	311	180	"	"	371	251
"	"	312	181	"	"	372	252
"	"	313	182	"	"	373	253
"	"	314	183	"	"	374	254
"	"	315	184	"	"	375	255
"	"	316	185	"	"	376	256
"	"	317	186	"	"	377	257
"	"	319	187	"	"	378	258
"	"	321	188	"	"	379	259
"	"	322	189	"	"	380	260
"	"	323	190	"	"	381	261
"	"	324	191	"	"	382	262
B-48	"	325	192	"	"	383	263
"	"	326	193	"	"	384	264
"	"	327	194	"	"	285	264
"	"	328	195	D-26	0-6-0	24	1177
"	"	329	196	"	"	25	1178
"	"	330	197	"	"	26	1179
B-49	"	331	198	"	"	27	1185
"	"	332	199	D-26a	"	28	1186
"	"	333	200	"	"	29	1187
B-50	"	337	201	"	"	30	1188
"	"	338	202	"	"	31	1189
B-51	"	339	203	"	"	32	1190
"	"	340	204	"	"	33	1191
B -52	"	341	228	"	"	34	1192
"	"	342	229	"	"	35	1193
"	"	343	230	"	"	36	1194
B-53	"	344	231	"	"	37	1195
"	"	345	232	D-27	"	78	89
"	"	346	233	D-28	"	82	307
"	"	347	234	"	"	83	308
"	"	348	235	"	"	84	309
"	"	349	236	"	"	85	310
"	"	350	237	"	"	86	311
"	"	351	238	"	"	87	312
"	"	352	239	"	"	90	313
"	"			"	"	91	91

B&O Class	Type	N U M B E R		Class	Type	N U M B E R	
		OLD CH&D	NEW B&O			OLD CH&D	NEW B&O
B-54	4-6-0	360	240	D-28	0-6-0	91	91
"	"	361	241	"	"	92	92
D-29	0-6-0	94	94			93	93
E-29	2-8-0	404	1706	E-31	2-8-0	601	2914
"	"	405	1707	"	"	602	2915
"	"	406	1708	"	"	603	2916
"	"	407	1709	"	"	604	2917
"	"	408	1710	"	"	605	2918
"	"	409	1711	"	"	606	2919
"	"	410	1712	"	"	607	2920
"	"	411	1713	"	"	608	2921
"	"	412	1714	"	"	609	2922
"	"	413	1715	"	"	610	2923
"	"	414	1716	"	"	611	2924
"	"	415	1717	"	"	612	2925
"	"	416	1718	"	"	613	2926
"	"	417	1719	"	"	614	2927
"	"	418	1720	"	"	615	2928
"	"	419	1721	"	"	616	2929
"	"	420	1722	"	"	617	2930
E-30	"	421	1723	"	"	618	2931
"	"	422	1724	"	"	619	2932
"	"	423	1725	"	"	620	2933
"	"	424	1726	H-10	4-4-0	200	712
"	"	425	1727	"	"	201	713
"	"	426	1728	"	"	205	714
"	"	427	1729	"	"	209	715
"	"	428	1730	H-11	"	210	716
"	"	429	1731	P-2	4-6-2	501	2175
"	"	430	1732	"	"	502	2176
"	"	431	1733	"	"	503	2177
"	"	432	1734	"	"	504	2178
"	"	433	1735	"	"	505	2179
"	"	434	1736				

RENUMBERING AND CLASSIFYING C. I. & W. LOCOMOTIVES

PRESENT C. I. & W.			PRESENT C. I. & W.			
NUMBER	BALTIMORE AND OHIO		NUMBER	BALTIMORE AND OHIO		
	CLASS	NUMBER		CLASS	NUMBER	
101	B-57	4-6-0	165	E-41	2-8-0	427
102	"		166	"		428
103	"		167	"		429
104	"		168	"		430
105	"		169	"		431
106	"		170	"		432
201	B-58		171	"		433
202	"		172	"		434
203	"		173	E-42		435
204	"		174	E-43		436
205	"		175	E-44		437
206	"		176	"		438
207	"		177	E-45		439

PRESENT C.I.&W. NUMBER	BALTIMORE AND OHIO CLASS	NUMBER
208	B-58 4-6-0	178
209	"	179
210	"	180
4	D-35 0-6-0	330
5	"	331
6	"	332
7	D-36	333
8	"	334
9	"	335
10	D-37	336
11	"	337
12	"	338
51	D-38	339
52	"	340
53	"	341
54	"	342
55	"	343
301	E-41 2-8-0	425
302	"	426

PRESENT C.I.&W. NUMBER	BALTIMORE AND OHIO CLASS	NUMBER
502	E-46 2-8-0	440
503	"	441
160	M-5 4-4-0	865
161	"	866
162	"	867
163	M-6a	868
164	M-6	869
401	Q-2 2-8-2	4162
402	"	4163
403	"	4164
404	"	4165
405	"	4166
406	"	4167
407	"	4168
408	"	4169
121	P-8 4-6-2	5196
122	"	5197
123	"	5198
124	"	5199

Office of Mechanical Engineer

OBSOLETE JUNE, 23, 1931. ALL CHANGED.

Compilation date 1917

MICHIGAN CENTRAL PACIFIC

The locomotive renumbering schedule issued for the Michigan Central Railroad as of July 8, 1936, does not show any 8310 of the K-3 H or L class such as published in MWRR no. 29 for May-June, 1961. But is listed in 2 places in the list of NYC system Pacifics published in no's. 28 and 29, as a first 8310 (K-3 H). (Reno. 8400 then 4640). Then there was a 2nd 8310 (K-31) ex 1st 8315, lastly 4611.

- K-3 H *M. C. #8310 Reno. 1917 as 8400 Reno. 1936 to 4640.
- K-3 I " 8310 Orig. 8315 then to 8310 (1917) Reno. 1936 to 4611.
- S *Schen. 55622 - 1916.
- " 56761 - 1917.

HOPE THIS IS CLEAR NOW!!!!

REPUBLIC STEEL CORP.

STEAM LOCOMOTIVE ROSTER

OF WARREN, OHIO

Locomotive Number	Wheel Type	Builder	Date Built	Builder Number	Scrapped	Notes
?	0-4-0 Tank	Davenport	5/13	1398		Originally Trumbull Steel
10	"	Porter	1/17	5961		Originally Trumbull Steel
19	"	Vulcan	/26	3589	1965	Originally ?
11	0-6-0 Tank	Porter	3/17	5962		Originally Trumbull Steel
12	"	Porter	10/18	6225		Originally Trumbull Steel
13	"	Porter	6/20	6498		Originally Trumbull Steel
104	0-6-0	BLW	4/09	33367		(Acquired For Scrapping 1948 but put to Work By RSC).
150	0-6-0 With Tender	Alco?	?	?		Originally ?
151	"	Alco?	?	?		Originally ?
152	"	Juniata	10/07	1783		Originally Pennsylvania Railroad 882
153	"	Schenectady	3/21	62963		Originally Trumbull Cliffs Furnace #1
First 154	"	Schenectady	3/21	62964		Originally Trumbull Cliffs Furnace #2
Second 154	"	Brooks	8/28	67099	1960	Originally Toledo Angola & Western 99, Later Meoussa Portland Cement 99
155	"	?				?
132	"	Alco	11/46	74890	1960	Originally Aliquippa & Southern 132, Later to Rsex Youngstown (To Warren 1956)
134	"	Schenectady	1/47	75172	1960	Originally Aliquippa & Southern 134, Later Rsex Youngstown (To Warren 1956)

104 Ex B&LE 236, Finally SC about 1953

The Second 154 was Renumbered to 576. Frank Vollhardt, Jr. - - 1970

SOME CHICAGO JUNCTION - CHICAGO RIVER & INDIANA TO STEEL COs.

Chicago Jctn. #136 0-6-0 Schen. 38859 of 1905 to Republic Steel Co. #31
 Chi. R & Ind. 138 " " 40120 of 1906 to Wheeling Steel Co. #138
 " 151 " " 47554 of 1910 to Rep. Stl. Co. #294
 " 141 " " 40123 of 1906 to Galesburg Great Eastern

FROM THE Late S. R. WOOD Records

Some U. S. Steel Co. R. R.s

B&LE EJ&E DM&TR Connellsville & Monongahela Hannibal Connecting Lake Terminal.
 Johnstown & Stony Creek McKeesport Connecting Newburgh & South Shore Union R.R.
 Northampton & Bath Youngstown & Northern
 Subject to revision. No doubt others.

ILLINOIS CENTRAL

Chicago Madison & Northern had some locomotives bought for them by the I.C. They were moguls numbered in the 300 series. 354-358 Brooks 12/1886 1166-1170
359-363 " 1/1887 1173-1177

Have photo of #354 and one of 362 taken at Freeport, Ill., in 1889. They were lettered on the tender-letter-board and cab panel, C.M.&N.

Believe the Ill. Cent. had only one 4-6-4, numbered 1, Reno. 2499, rebuilt by the I.C. in 1937 from a 2-8-4 #7038 (orig. no.) which had been Reno. 8049. It was originally a Lima of 1926, c. no. 7174. Detail from the late C.B. Medin. A photo from the I.C.

GRAND TRUNK WESTERN

Ten Illinois Central Locomotives were in use on the G.T.&W for a short period in 1956. They were nos. 2503, 2511, 2519, 2538, 2540, 2542, 2545, 2550, 2552, and 2554. Weren't there some Burlington Engines on the G.T.W. early in 1956 also? The I.C. engines were 4-8-2's.

UNION PACIFIC

"Skip" Sassmannshausen reports 6 U.P. Turbine sets going east for scrapping.

#21 and 21-B	#17 and 17-B
#12 and 12-B	#11 and 11-B
#10 and 10-B	#22 and 22-B

They were enroute to Canton, Ohio for scrapping but were held at the PRR (P-C) roundhouse in Ft. Wayne as they would not hold air on the road. No. 22 the highest numbered had a plate still on it which indicated it had been built in Nov. 1960. Only the trucks were to be salvaged. Yonder lurks oblivion!

We hope to publish in a soon issue, some illustrations to complement recent articles. We have among such newly acquired glossy prints of those N.G. engines we have just told about. They will all be of more than ordinary interest as they are classics.

Have you noticed. Many reviewers of locomotives books pooch pooch the use of builders photos. Why not, - today's locomotive historians are not able themselves to locate service photos. Builders' photos at least show the locomotive before some s.m.p. or m.m. start monkeying around trying to change the looks of the locomotive. Late service shots do show rebuildings. And some of these service shots are certainly at poor angles. R.W.C.

Oh, yes, almost forgot. Many service shots are often not credited to the one who took the picture even if it is known. Amongst others, some of my Soo Line of which I would be the only one who would know the time and the place, are credited to an eastern outfit in a recent Soo Line book that fails to cover the eastern end of the old Soo Line.

The late C.B. Medin of Lombard, Ill., took many rail photos in the Chicago area and as far north as such as the Wisconsin & Michigan in the Menominee and Iron Mountain, Michigan area, but not credited to him inspite of his long time membership, when published recently. I personally have the same ones acquired from him by purchase, and some show the date and place of locale, which naturally are not included per above.

JJ A nice looking 4-4-0 J.M.&I #42 "J.N. McCullough", seems not to show on J.M.&I. Rosters even after 600 was added to their own nos. Can anybody come up with the dope? One Roster shows nos. 41 and 42 vacant.

Coeur d'Alene Ry. & Navigation Co., Wallace, Idaho

36" Gauge

- 1 2-6-0 40 13x18 Grant 1484 1/81
Pur. Sept., 1886 from Texas & St. Louis RR #18 "John Parham".
- 2 2-6-0 40 13x18 Grant 1504 6/81
Pur. Sept., 1886 from Texas & St. Louis RR #29 "Wm. Cameron".
- 3 ? ? ? ? ?
- 4 2-6-0 BLW 9836 1889
Road sold to Northern Pacific c1888.
Converted to standard gauge 1897.

Denver, Laramie & Northwestern Ry., Denver, Colo.

Std. Gauge

- 1 4-4-0 62 18x26 99000 New York 396 /88
Pur. from F.M. Hicks (D), ex-Union Pacific #681
- 2 4-4-0 62 18x26 99000 ? ? ?
Pur. from F.M. Hicks (D) ex-Union Pacific #?
- 3 4-4-0 62 18x26 99000 Rhode Is. 2174 2/89
Pur. from F.M. Hicks (D) ex-Union Pacific #656
- 4 4-4-0 62 18x26 99000 New York 434 12/88
Pur. from F.M. Hicks (D) ex-Union Pacific #660
- 5? 4-8-0 51 20x26 130000 Schen. 2422 3/88
Pur. c1908 from F.M. Hicks (D); ex-New York Central & Hudson River #3600
(Class H) ex-#2600; ex-Beech Creek, Clearfield & Southwestern #11
- 6? 4-8-0 51 20x26 130000 Schen. 3219 11/90
Pur. c1908 from F.M. Hicks (D); ex-New York Central & Hudson River #3607
(Class H; ex-#2607; ex-Beech Creek, Clearfield & Southwestern #18
- 101 2-8-0 Baldwin 32132 11/07
Pur. from Midland Valley #19 (Oklahoma City, Okla.)

F.M. Hicks Locomotive & Car Co., Chicago, Ill.

No. 5 and 6 might be switched.

Road abandoned 1917, and all remaining equipment became the property of the Morse Bros. Equip. Co. (D), Denver, Colo.

P. Allen Copeland

MONTANA SOUTHERN R.R.

3 FT. GAUGE

Divide Montana to Brumley Mont.

- 1 2-8-0 BLW 14353 7/95 Ex - F & C C #4
- 2 2-8-0 " 15246 3/97 Ex - " #11
- 3 2-8-0 " 14185 12/14 Ex - " #1

All 16x20 - 38 - 160 - 18325 - 72000

Abandoned 1930 P. Allen Copeland

MORE ON ALBERTA RY. AND COAL CO.

Add the following 3 locomotives to your Alberta Ry. & Coal Co. Roster

Nos. 15-16 2-6-0 Kingston 391-92 8/90 12x16 - 37

Disposals Unknown To Me

MANUFACTURERS RAILWAY

Additional Mfg. Ry. of St. Louis Data

6	0-6-0	Builder	8/12	38092
7	"	"	4/13	39762

J. Webber

January, 1971

Earlier correspondence about this road in Montana to western subscribers brought a fast answer from Mr. Webber. The Historical Society of Montana told us they had nothing to help us and neither did the G.N.

Robert Graham also furnished us a roster of the Alberta Ry. & Coal Co. from his locomotive registers and also from Prof. S.R. Wood as to locomotives that might have been recorded for the G.F.&C.

One of our correspondents had sometime ago told us that one of these n.g. engines had been in the shops of G.N. at Hilyard, Wash. - - - R.W.C.

AFTER RECEIVING ABOVE WE HAVE ADDITIONAL ON THE ABOVE:

We have received the following from C.W. Hauck with reference to the Great Falls & Canada. The locomotives are of course listed in the locomotive registers of the Baldwin Locomotive Works as they are in MWRRRer, from subscribers. We have never seen the Colorado Rail Annual article referred to. We also learn that some of the roster material had previously been published in the east but we have not seen it. Understand the locomotives were purchased as shown in the registers and were then relettered. Perhaps when the photos we have are published will help clear some items. However MWRRRer does not intend to publish any continuous history of the roads as they become involved with other adjacent railroads acquired by the C.P.R. We understand the remains of that old time mogul was still entangled in brush and tall grass not too many years ago.

Quote:

" Both Copeland's and Lambert's (who I do not know) data does not seem to offer anything new, being largely a listing of existing Baldwin data plus some other notes from sources such as our own COLORADO RAIL ANNUAL articles. But they both reflect a basic misconception: the first ten locos, #1-10, were NWC&N lettered; the next is eight, #1-8 were lettered Great Falls & Canada; the next six, #11-16, were lettered AR&C. All roads were under common ownership. After the CPR took over and standard gauged the line to Dunmore, several locomotives were sold off and all the NWC&N-AR&C-GF&C engines were renumbered into one common roster. The sellings and renumberings are very difficult to track down and substantiate. I wish I could accomplish it.

The idea that three 2-8-0's went to the Utah Central was promulgated by Bob LeMassena in Denver and as far as I know has not been further substantiated. #3 did go to the UC, but not as #1; became RGW 3 - 03 - D&RG 555 - 305 D&RGW.

Re the two Brooks, ex-Kc, that Copeland lists: not as he has it. WP&Y #65 was ex-Columbia & Western (which was the Trail Creek Tramway) #3, but which of the many UP system Brooks moguls it was (mostly Utah & Northern) has not been established as far as I know. Where the C&W got it is not known, but it may have been from the AR&C system and one or both of these Brooks may have been NWC&N 9 and/or 10.

There is no data on the GF&C in GN files because they did not buy the railroad company, only the tracks, and then only after they had been rebuilt (extensively) to standard gauge.

Again, to straighten out your roster on an initial basis, give the NWC&N 10 engines, #1-10 (9 & 10 probably moguls); make AR&C #1-8; kick out AR&C #9 & 10 (at this stage of the roster); and give AR&C two mor moguls (Kingstons) for a total of six, #11-16."

Unquote-C.W.H.

In a February note J. Lambert tells us that 15 and 16 were moguls, CLC nos. 391-392 of August 1890, same as above.

Also that 20, 21, 22, were also moguls Kingston CLC nos. 566, 567, 568, Oct. 1902, Std. gauge to C.P.R. 3090, 3091, 3092.

These are the same as those in R&LHS Bulletin on the C.P.R., 18x24-51, of which 3090, 3092, were scrapped in 1933, while 3091 was sold to Canmore Coal Co. in 1930.

Also recorded in the R&LHS publication is that A. Ry. & Irrig. Co. #2, an 0-6-0 by Baldwin, no c.no. given but was recd. by C.P.R. in 1911 and scrapped in 1915, numbered CPR 6799, recorded as "not C.P.R. standard type".

This of interest, - that C.R.P. #3512 a 2-8-0 was lost in 1947 off a barge into Slocan Lake, B.C. It was a Baldwin of 1907. From the C.P.R. Bulletin.-R. W. C.

INLAND EMPIRE

Additional readings on railroads and promoters of Montana, Idaho and Washington can be found in "Inland Empire. D.C. Corbin and Spokane" by John Fahey, published in 1965 by the University of Washington Press. Also "Intermountain Railroads. Standard and Narrow Gauge." by Merrill D. Beal, published in 1962 by Caxton Printers. Also "Railway Edition. The Lethbridge News" originally published in September 1890, for which the latter we thank Ted McQuinn.

Also reference can be made to the various volumes of Poors Manual of Railroads for the various continuous years and a continuing study if so desired. As we have reported, have made no attempt to go beyond the narrow gauge as later on the Can. Pac. having taken over naturally there would be standard gauge locomotives assigned to such parts of the railroads involved that had been rebuilt to standard gauge. Also n.g. locomotives of the Crows Nest Pass r.r.s. which the C.P.R. took over at about this time should appear on the r.r.s mentioned in MWRRer #81 as temporary replacements before rebuilding to standard gauge.

We perhaps will be able to have some illustrations of some nice looking locomotives in a near future issue.

We have not quoted or listed any figures on the millions of acres of land and/or of the coal land which were involved in the building of these roads which are shown in the various issues of Poors Manual of Railroads which are available for your perusal at the reference department of your local or neighborhood city library. And which became the genesis of the opening of western Canada.

Anyone who wants to make a further study of the Great Falls & Canada and the Alberta Rys. & IRRIG. Co. and its related activities may do so by following up the story in various volumes of Poors Manual of Railroads for the various years. The same is true of later developments where the Kootenay Ry. & Nav. Co. becomes involved and all the small railroads promoted in northeastern Washington state and into Canada, most of them narrow gauge, involving British Columbia as well as Alberta. One interesting one we have in mind is the small Kaslo & Slocan Ry. and many such. Some will carry on into the 1920's. A book about the area, "Inland Empire. D.C. Corbin and Spokane" published in 1965 can start you off on a hunt. Also "Intermountain Railroads, Standard and Narrow Gauge", the one above published in Seattle and the second in Caldwell, Idaho in 1962.

We also had a roster of the G.F.&C. and A.R.&C Co. from Robert Graham and some details from Robert Graham and some details from the late S.R. Wood.

C O R R E C T I O N

LIMA 1328 12-13 0-6-0 #1

Christmas Island Phosphate

--Not C&WI - 212 2-6-0

Geo. M. Sittig

DID YOU KNOW THAT: P.R.R.

The PRR Ft. Wayne yards were completely dieselized in 1954. The only steamer around in that era was a 2-8-2, the 137, which in November, 1954, was used in some work train service on the Ft. Wayne Division, particularly on the main line west. Also in main line service generally there have been diesels for about a year and a half. Some K-4's and J-1's were still around in 1952 and N-2sa were still around in 1951-1952. Time flies.

THE FIRST TWO BOOSTER LOCOMOTIVES ON THE CHICAGO AND NORTH WESTERN

Engs. 2564 and 2570 both 2-8-2 type, were the first booster equipped locomotives on the road, which were tested in iron ore service on the Peninsula Div. of the C&NW in the 1920's at Escanaba, Mich., ore yards.

Those renumbered Pacifics of the Chicago & North Western, class E, were the 1600, 1601, 1602, became nos. 670, 671, 672. Tom Mohr. Nov. 1958.

C&NW renumbering of R - 1 Class (4-6-0) and one 2-8-0 and one 4-4-2 were no doubt last of their class. MWRrer No. 13, Sept.-October, 1958.

The above reprinted from previous issues.

ESCANABA, IRON MOUNTAIN & WESTERN RY.

The Escanaba, Iron Mountain & Western, owned by the Chicago & North Western in the upper peninsula of Michigan iron ore territory, is no more, torn up completely in 1969-1970. It stretched from Antoine at the east edge of Iron Mountain, to Escanaba on Green Bay (Bay de Noc), to the C&NW iron ore docks there. It was organized and built by the Schleisinger family of the Milwaukee area, in the early '90's but seems like it was picked up by the C&NW almost at once, as a serious competitor. Its east end was in a new yard which handled iron ore direct to docks 4 and later no. 5 for the haul on the Great Lakes. At that earlier date the Chapin Mine at Iron Mountain was the largest mine in the area.

There was a blast furnace at Schleisingerville, Wis. (near Milwaukee) that sometimes received its iron ore by all-rail. The town is now known as Slinger. The Chapin Mine must have been an interest in the road also as in August, 1899 the National Steel Co. bought the 9 steel steamers of the Mining Co.

In July, 1959 the rumor was afloat that the E.I.M.&W. was to be pulled up but was not. The ruling grades were all down-hill to Escanaba, - the empties moved west to I.Mtn. area by the original C&NW mains and the loaded trains easterly by the EIM&W. The EIM&W had no m.p. of its own but we have an idea that the C&NW "S" class was to be the engines for this road. Old time engineers told me (one of them Stanley Tyrell) that he ran trains with this class ten-wheelers.

Those tall ore docks at Escanaba waterfront are all gone now, and the new iron ore facilities have been in operation a year or more using belt conveyors.

The Milwaukee Rd. has for some years had operations over the C&NW with their own m.p. from their line in I. Mtn. area to Escanaba since they gave up their trackage rights over the Escanaba & Lake Superior and that short line is now a Hanna Mining Co. facility. The ore docks of the Milw. Rd. were torn down some years ago.

The moves both west and east are now on the main line of the C&NW via Powers from both the Iron Mountain and Crystal Falls area mines. - - - R.W.C.

WASHINGTON-SOUTHERN RY.

A short history of the Washington Southern Ry. appeared in the MWRrer No. 65 (Nov. & Dec., 1967).

A locomotive roster of steam appeared in MWRrer No. 74 (May-June 1969). This road is an integral part of the Richmond, Fredericksburg & Potomac, having been merged into the R.F.&P. in 1920.

We have prints of engs. 69, 59 and 55, showing "Richmond-Washington Line" on the tenders, and are listed in the R.F.&P. locomotive roster of the day as being for the Washington Southern Ry.*

Entitled "A Brief History of the Richmond, Fredericksburg & Potomac" by John B. Mordcaj published in 1940 traces the history of the road from its earliest beginnings and formation in the early part of the 19th Century.

Locomotive rosters of the road are afloat in the east carrying several changes in the locomotives bearing the road no. over the many years, several different having borne the same no.

*That were Marked as such. *****

NEW BOOKS

"Commuter Railroads", by Patrick C. Dorin, Seattle 1970. Some 192 pages, 8 1/2 x 11. Many illustrations, index. Described best as A Pictorial Review of the most Travelled Trains. Diesels take up most of the book, steam pictures almost non-existent. Present status of many of these passenger trains, presently unknown.

"Ghost Railroads of Indiana", by Elmer G. Sulzer, Indianapolis 1970. 267 pages, 8 1/2 x 11, illustrated, index, end maps. Seemingly hurriedly done as much is omitted, no rosters, of F. Ft.W&W. although they were available, missed several railroads still in operation in 1969, 1970. More to follow on omitted material.

"Rip Van Winkle Railroads", by William F. Helmer, Berkeley, Calif., 1970, 146 pages, 8 1/2 x 11, narrow gauge stuff in the Catskills. We like it.

"Uintah Railway. The Gilsonite Route", by Henry F. Bender, Jr. Berkeley, Calif. 1970. A big book about a very short, short railroad, more like a catalog of the products of the owning company with its history. We didn't know this road was mixed with the Barber Asphalt Co. An old time builder of streets in days gone by.

A historical volume on "Commuter Railroads of Yesteryear" would really be something, when steam was it, as well as early electric railroads. The Commuter rail book is first of all diesel but there are some steam operations shown. Diesel trains are look-alikes, the steam trains are now history but would really provide some wonderful scenes before the automobile fouled up both the air and city streets.

What roads would or could be represented in Commuter Railroads of Yesteryear? Some you probably had never heard of that operated in the steam days. Chicago & Northern Pacific, Wisconsin Central Lines (the locomotives were so marked), those I.C. Forneys, Atlantics, the experimental Reading (not marked Reading) on the I.C., that O-6-0 they tried out, the Rock Island Forneys, the C&EI Forneys, Chicago & Western Indiana, C.M.&St.P., Wabash nice looking 4-4-0's, C&NW same and the small class L Pacifics, etc., and perhaps one of those single driver engines used on the Pere Marquette. This for Chicago only. The Pennsy. Atlantics that were housed at Valparaiso.

The book on the "Ghost Railroads of Indiana" omits from the list of operating short lines in Indiana the Anderson & Lapel, the Ft. Wayne Union R.R. and the Indian Hill & Iron Range R.R. in Lake County, which latter road had some nice looking steam, such as former Baltimore & Ohio Chicago Terminal R.R. engines.

Omitted from the book are the steam rosters of the Findlay, Ft. Wayne & Western, and although it is true the road was abandoned as the Cincinnati, Findlay & Ft. Wayne Ry., we do not believe the road was operated very long under this name for it was abandoned during the 1st World War and torn up promptly by an ex FFW&W 4-4-0 under C.H.&D. "tutelage" which had acquired the road with the CF&FTW name. The FFW&W had 5 locomotives (all 4-4-0) of its own of which we have photos of 3 of them. The road was known as the "Tangent Line". We learned in some later years that the B.&O. regretted abandoning the road as it was an established entrance into Ft. Wayne which B.&O. did not have. The same is true when the Indiana Service Corp. abandoned its north line from Garrett to Ft. Wayne when the B&O if it had acquired the line would have had an established entrance into Ft. Wayne. This was told to us personally by B&O personnel in the freight solicitation departments of the road. The alley to the rear of Eckhart St. on the south side of Ft. Wayne was especially left wide enough to be the right-of-way (proposed) for the American Midland R.R. (predecessor of the Findlay road) as told to me by the late Frank Jamey, the first engineer of the Findlay railroad. Instead it came in as the FFW&W and in the city west of Anthony Blvd. alongside the Wabash R.R. using the Wabash station in Ft. Wayne. The story about this railroad was carried in MWRer no 31 of Sept.-Oct. 1961 with some of its tribulations. - - - R.W.C., Editor.

*Organized to take over the road for the B&O. The ex FFW&W had been relettered.

The tracks of the old Findlay would not have held a ten-wheeler.

"Jack" W. Curtin was agent for the FFW&W, local agent for the Wabash, (the r.r. used the Wabash for about a mile to the station, crossing the Pennsy. PFW&C on Wabash tracks, in Fort Wayne. Mr. Curtin was afterward traffic mgr. for the Ft. Wayne Corrugated Paper Co., after which he moved to Florida, where he passed away some years ago. We had had several interviews with him in later years, while still at the paper co.

THE EEL RIVER LINE

Very few people realize that the original line of the Wabash was from Toledo to St. Louis via Ft. Wayne. When the Eel River line (D.E.R.&I.) was acquired and the Wabash line into Detroit was built as the Detroit, Butler & St. Louis. The Eel River locomotives were built Rhode Island L/W. Not at Pittsburgh as has recently been stated.

The D.B.&StL. had locomotives built at Manchester in the 80's. MWRrer has covered this operation in older issues. We have a photograph of D.E.R.&I. 4-4-0 #17 which probably came from the Detroit, Hillsdale & Indiana. (N.F.I.) We had the photo years ago from an old time engineer of the road. One time the Eel River road had a roundhouse at Auburn Jctn., Indiana at the B&O crossing.

After the Wabash lost the Eel River road to the Pennsy. in a series of financial moves the Pennsy. operated many trains over the line out of Detroit via Columbia City or through Logansport. They had operated some N-2sa 2-10-2's over the line with long coal trains, besides of course other classes on the Ft. Wayne Div. smaller than the N-2sa Class. One of the Arnold family was an engineer on the line, on the N-2sa class and we have talked to Mr. Arnold, marvelling at the speed these engines travelled over the line.

The Wabash of course built its own line between Butler and Ft. Wayne when it lost the Eel River rd. All of this history has previously been covered in the MWRrer.

CHICAGO ATTICA & SOUTHERN

Omitted also is the operation of the C.A.&S. over the Pere Marquette (trackage rights) to just north of the Wellsboro-Union Mills (where the P.M. line into Indiana crossed both the B&O and Grand Trunk Western), - actually the north end of the C.A.&S. operations. We have personally visited this yard on the P.M. where CA&S freight engines were awaiting their turn to go south. This operation has been previously covered in MWRrer.

ARTICULATED LOCOMOTIVES

"Articulated Locomotives", by Lionel Wiener, dated 1930, reprinted in the U.S. in 1970, 5-3/4x9; with an introduction and epilogue by Robert A. LeMassena. Some 632 pages, many illustrations, diagrams, and tables.

Very good. The author has classified Mallets, Shays, Garratts, by their driving gears, has brought out some very interesting reading, a different concept. The early efforts of 19th Century locomotive designers and builders, to build a better locomotive of that day, many of course being failures, others successful. Carried into the 20th Century but because of the date of the author's writing, does not reach the demise of the steam locomotive in the U.S. (but not in some countries). However many diagrams, tables in the metric system with comparisons in feet and inches, makes a very interesting reference work. The introduction and epilogue by our U.S. friend are much too short to be of much value. Errors of spelling of U.S. places and a few railroads, were not corrected in the reprinting. New book in the U.S.

- - - RWC

(continued from P. 2)

So far we cannot locate where the R.&L.H.S. Bulletin has taken notice of his passing. MWRrer no. 78 of Jan. Feb. 1970, published its notice of his passing as well as of others.

Otto C. Perry of Denver, an old time member of the R. & L. H. S. for many, many years, passed away in December, 1970. In early years he took many photos of the steam locomotive and was always glad to tell of his finding something worth while.

Who remembers Walter A. Lucas, the "shark" of Erie R.R. locomotive history and author of several books, who passed away a few years ago but who had left the R&LHS membership some years before he passed away. We had visited him some years before his passing but still had corresponded with us. - - - R.W.C.

We personally have been endeavoring to interest these younger chaps in railroad history something of their history and operations and motive power. The diesel locomotive is causing a good deal of trouble because the railroads are changing them so often and in rebuilding of them that no one can keep up. One could always recognize a steam locomotive where ever it appeared but the fans today argue continuously as to the diesel they saw and what it was last year. There's money in changing them or rebuilding. I don't believe rail men themselves know what's going on. Ask them. They must rely on others to advise them.

THE FOLLOWING FROM "IRON HORSE NEWS" OF FEBRUARY 1971, Golden Colo.

The destruction of 12 bound sets of employees time-tables of the Santa Fe (and much else) is reported to have occurred not long ago in Chicago, when on the advice of a professional historian from Kansas, these were discarded as valueless items.

This vandalism sponsored by someone utterly unqualified to judge railroad history items is outrageous and another example of the ignorance and lack of competence by some professionals in the history field. In the past, two large institutions in the past decade have fired such ignoramuses who have destroyed irreplaceable and valuable items, on a grand scale too. ----- Unquote.

We could also comment. Some recent books are in the same wrong category and it seems reviews are handled by some boosting such books without realizing their contents are much lacking in proper records, only generalities.

We think of a book on the Chicago, Milwaukee & St. Paul some years ago. No need to go to it for actual history. "Ghost Railroads of Kentucky" mislabels some of their illustrations and leave other railroads out. Same about "Ghost Railroads of Indiana", do not complete their rail articles, too much of a hurry. One of the two small size Santa Fe books (not about locomotives) published some years ago, one does have something of interest, the other if one is looking for some facts finds only generalities. We could name others. The railroad and locomotive book par excellence is Rehor's book on the NKP. No, we don't owe him a thing, - he doesn't even write us. Even that new Erie book has skipped a lot of material that is around, - covers the east mostly. We could say a lot more. And more power to the chaps who are now reviewing books in the Ry. & Loco. Hist. Soc. Bulletin. They should review some of the Bulletin articles as well.

MINERAL RANGE R.R.

As originally constituted this railroad which later extended its lines south, and became a part of the Duluth, South Shore & Atlantic, in 1881 only reached from Hancock to Calumet, Michigan, 12½ miles north of what is now the Portage Canal or Waterway. It was of 3-ft. gauge, had been chartered in Nov., 1871, and opened in Sept. 1873. Its rail was of 35 lb. and 50 lb. at that early date, had 4 locomotives, 4 passenger cars, 13 box cars, and 22 platform or now known as flat cars.

It was originally the Mineral Range & L'Anse, name changed to Mineral Range in 1872.

We will list the board of directors in 1881 as some readers may recognize some names. Charles E. Holland, James A. Close, Peter Ruppert, Jacob Baer, William Condon, J. H. Chandler, M.L. Cardell, A.S. Kendall, all of Hancock, Mich., and Jay A. Hubbell, Richard M. Hoar, J.P. Devereux, all of Houghton. Officers were from the above listing, with the addition of C.A. Wright, Treas. and Secy. W.H. Carr was passenger and freight agent, John McKay was roadmaster, and George F. Coon was master mechanic. Its principal office was at Hancock. These names may be of more than passing interest in Michigan's copper country.

In some 10 years the road extended from Houghton to Red Jacket, and from Franklin Station to Quincy Mine, some 5 additional miles of line. Between Hancock and Houghton a 3rd rail had to be laid down to fit standard gauge cars. There were now 7 locomotives, and a large increase in freight equipment. - - - C.A. Wright was now manager.

Rebuilt to standard gauge about 1901 along with the Hancock & Calumet --- now in control by DSS&A.

Mineral Range Locomotives

3-Ft. Gauge

Road No.	Name	Year	Builder	Date	Number	Dimensions
1	"Portage Lake"	2-6-0	BLW	Jan. 1873	#3092	11x16 - 36
2	"J.C. Sharpless"	"	"	10/1873	3484	12x16 - 40
3	"Kee-Wee-Naw"	2-6-0	BLW	6/1875	3741	12x16 - 40
4	(No Name)	"	"	8/1880	5219	14x16 - 38
5	?	?	?			
6	"Houghton"	4-6-0	BLW	11/1889	10420	16x20 - 46
7	"Superior"	2-8-0	"	2/1891	11628	" - 37
8		2-6-0	"	5/1892	12677	9 1/2 x 16 x 22 - 44 &

#6 to Hines Lbr. Co.
 7 to Natalbony Lbr. Co.
 8 to Clarkson Sawmill to Missouri Southern #6

There was a Franklin Mining Co. #2 Baldwin 0-4-2 of Oct. 1880
 C.No. 5315 - 9x14 - 30 -- 3 ft. gauge. Was this #5.

Mineral Range

(Std. Gauge)

160	0-6-0	Rogers	1902	#5695	Sold for Scrap	1933
161	"	"	"	5696	" " "	"
<u>19x26 - 51 - 127000</u>						
162	"	Brooks	1910	48370 to DSS&A	2nd #50	
163	"	"	1910	48371 to "	" #51	
<u>22x30 - 55 - 193000</u>						
190	2-8-0	Rogers	1902	#5697	Sold for Scrap	1933
191	"	"	"	5698	" " "	"
192	"	"	"	5699	" " "	"
193	"	"	"	5700	" " "	"
<u>23x32 - 55 - 206000</u>						
194	"	Brooks	1910	#48364	to C&HCC & 2nd #2	"Hecla"
195	"	"	"	48365	" DSS&A #712	
196	"	"	"	48366	" " 713	
197	"	"	"	48367	" " 714	
198	"	"	"	48368	" " 715	
199	"	"	"	48369	" C&HCC 2nd #1	"Calumet"
<u>24x30 - 55 - 220000</u>						
300	2-8-0	Brooks	1916	#55959	to DSS&A #716	
301	"	"	"	55960	" " 717	

 We are hoping to perhaps put out a Wabash Cannonball Issue very soon.

It must take precedence over some other ideas.

Also to add to the C.I.&Western material
