

ST. LAWRENCE & ADIRONDACK

- 30-357 1(3) *4-4-0* Manchester, 1873⁽¹⁸⁹⁸⁾ - 15X22-66-64,000 New London Nov. 20:
 CV 170: StL & A 1(3): Rutland 298: 79
- 16-140 5 *4-4-0* Brooks, 1897(2772) - 18X26-64-200-126,500-22,380^{Ref} 1935
 StL & A 5: CV 249: Rutland 190: NYCL 1000: Rutland 80: 65: 1 BP
- 16-140 6 "MATTAWA" *4-6-0* Brooks, 1896(2668) - 18X26-63-190-140,000 -
 21,590 StL & A 6 "M": LS & MS 602: 544: 5019 BP
- 154-301 7 *4-4-0* Brooks, 1897(2774) - 18X26-64 StL & A 7:
 Rutland 250: 191: NYCL 1001: Rutland 81: 66 BP
- 16-140 9 *4-6-0* Sch., 1898(4933) - 20X28-61-200-161,000-31,210
 Rutland 252: 421: NYCL 2154: 2064: Rutland 64 BP
- 162-68 ST. LAWRENCE *2-4-6 T* Sch., 1892(3639) - As originally built
 14X22-63-78,700 BP
- 16-138 30-103
 & 106
 162-67 & 68 10 "NE-HA-SA-NE" *4-4-0* Sch., 1892(3639) - As rebuilt from above in 1896
 16X22-60- - 14,17- 57,300- 91,300
- 16-141 10 *4-4-2* Sch., 1901(6128) - 19X26-69-200-163,300-23,125
 StL & A 10: NYCL 2900: 2800: 3800: 800 BP
- 154-302 12 *4-4-0* Sch., 1886(2221) - 17X24-64 NYC 494: 267:
 489: 276: StL & A 12: 2(4)

ST. LOUIS, BROWNSVILLE & MEXICO

139-128	2	*4-4-0* BLW, 1904	STLB&M 2: 926	BP
34-257	25	*4-6-0* BLW, 1904 (24195) - 20x26-63-180-27.5-2128-122,500- 142,200-25,260	STLB&M 25: T&BV 56: B-R1 56 Ret. 1931 (1907) (1930) (1912)	BP
119-5	48	*4-6-0* BLW, 1910 (34888) -	STLB&M 48: STL&SF 484	BP
139-117	51	*0-6-0* SW-51* BLW, 1905-	STLB&M 51: 9580	BP
139-126	260	*4-6-0* BLW, 1907*	35: 260	1938
139-43	1023	*2-8-0* BLW, 1914* C-57	93: 1023	1953
139-43	1027	*2-8-0* BLW, 1914* C-57	92: 1027	1950
139-43	1028	*2-8-0* BLW, 1914* C-57	98: 1028	1950
139-66	1111	*2-8-2* MK-63* A-B, 1926		1937
139-67	1113	*2-8-2* MK-63* A-B, 1926	With tender booster	
139-66	1115	*2-8-2* MK-63* A-B, 1926		BP
139-68	1120	*2-8-2* MK-63* A-B, 1926		1936
139-178	1151	*4-6-2* Alco, 1927	I-GN 1151: STLB&M 1151 (1947)	1948
139-179	1153	*4-6-2* Alco, 1927	1153: 1153 (1947)	1947
139-180	1158	*4-6-2* Alco, 1927		BP
139-183	1158	*4-6-2* Alco, 1927		1939
139-181 & 184	1159	*4-6-2* Alco, 1927		1938-39 & 40
139-181	1160	*4-6-2* Alco, 1927		1940
139-180	1161	*4-6-2* Alco, 1927		1939
F-3	9314	*0-6-0*		
139-117	9580	*0-6-0* BLW, 1905	STLB&M 51: 9580 (1925)	1947
F-3	9762	*0-8-0*		

ST. LOUIS, IRON MOUNTAIN & SOUTHERN

139-15	144	*2-8-0*			BP
3-74	399	*4-4-0*	Grant, 1868		1890
139-19	400	*4-4-0*			
3-118	587	*4-4-0*	Rogers, 1898(5315)	STLIM#S 587: MP 2514	BP
139-17	610	*2-8-0*			c. 188
139-134	634	*4-6-0*	BLW, 1889	STLIM#S 634: MP 2706	BP
139-129	698	*4-4-0*	BLW, 1895	" 698: 8603	BP
139-90	1506	*2-10-2*	A-B, 1916	" 1506: 1706	1922
139-90	1507	*2-10-2*	A-B, 1916	" 1507: 1707	1916
139-137 46-35	1605	*4-6-0*	Brooks, 1901(3790)	" 1605: 17519	BP
139-136	1626	*4-6-2*	Brooks, 1902-20X26-69-200-193,000-25,620 (1905)	STLIM#S 1626: 6520: MP 6520	BP
139-139 46-29	1714	*4-6-0*	Brooks, 1901	STLIM#S 1714: MP 2321	BP
139-196	1805	*4-8-0*	Brooks, 1901-21X32-55-190-215,150-41,440		BP
139-41 136-148	1857	*2-8-0*	A-B, 1910	STLIM#S 1857: MP 507	BP
139-103	4000	*2-8-8-2*	BLW, 1912-26#40X32-55-200-84- 435,000-94,400	STLIM#S 4000: MP 4000	BP
132-20 139-205 132-18	5201	*4-8-2*	MT-63* A-S, 1913-28X38-63-170-296,000-50,350	STLIM#S MP 5201: 5201	BP
139-202	5202	*4-8-2*	MT-63* " " - A-S 5201	STLIM#S 5202: MP 5202	202 → 1914
139-159	6438	*4-6-2*	P-69* Alco, 1913-		BP

ST. LOUIS & SAN FRANCISCO RY 1876-1896

ST. LOUIS & SAN FRANCISCO RR 1896-1916

ST. LOUIS - SAN FRANCISCO RY 1916-PRESENT

119-29	1	*2-10-2* BLW, 1916 (44405) - 29X30-60-200-76,2-5125 - SH? - -411,300-71,480 STL-SF 1:4415(4-8-2) ⁽¹⁹⁴¹⁾ 1936
3-109	2	*0-6-0* BLW, 1881(5538) - SL&SF 2:1642:3642 BP
119-29	25	*2-10-2* BLW, 1917(45271) - As 1 Sc 1941 BP
3-108	31	*4-4-0* Hinkley, 1869 - SL&SF 31:34:38
3-111	32	*4-4-0* BLW, 1881 - A&P 39:SL&SF 32:246:2246 1890
119-5	44	*4-6-0* BLW, 1879(4820) - SL&SF 44:154:404 Sc. 1916 BP
119-6	55	*4-6-0* Rogers, 1880(2652) - SL&SF 55:165:415 Sc. 1916 BP
3-110	65	*4-4-0* Rogers, 1880(2622) - SL&SF 65:70:50 Sc. 1914 BP
3-109 119-4	68	*2-8-0* BLW, 1881 (5482) - Wt. 107,100 - SL&SF 68:268:702:2702 ^{Sc.} 1916 BP
119-4	73	*2-8-0* BLW, 1882 (5987) - SL&SF 73:273:707:2707 Sc. 1915 BP
119-68	73	*2-6-0* BLW, 1916(43278) - 18X24-51-180-20.7-1031-? - ? - 117,200 - 23,300 ⁽¹⁹²⁵⁾ Jonesboro, Lake City & Eastern ⁽¹⁹⁴⁵⁾ 33: Sc. 1946
119-49	75	*4-6-0* BLW, 1911(36168) - NW? : SI&E 193: JLC&E 37: STL-SF 75(1925) ⁽¹⁹⁴⁶⁾ Middle Tennessee 75: SI&E 1795: Gainesville & both ⁽¹⁹³⁹⁾ 1939
119-5	94	*4-6-0* Cooke, 1893(2266) - SL&SF 44:KCO&S 10: STL-SF 94 ^{Sc.} 1934
119-7	97	*4-4-0* Manchester, 1880(823) - KCF&G 29:KCF&M 29: SL&SF 97 ¹⁹²⁵
119-6	104	*4-4-0* BLW, 1886(8254) - SL&SF 104:154 Sc. 1916
40-46	141	*4-6-0* BLW, 1898(15850) - Vauclain comp. - 15&25X24-63-180-34.3- ⁽¹⁹²³⁾ SL&SF 141:541: rebuilt to 0-6-0 ³⁵⁴¹ BP
119-7	151	*4-4-0* Rogers, 1886(3727) - SL&SF 101:151 Sc. 1915 1910
3-110	158	*4-6-0* BLW, 1879 (4868) - SL&SF 48:158:408 Sold 1916
¹²⁹⁻⁵⁸ 119-45	182	*4-4-0* A-P, 1902(25309) - As rebuilt at Spring Shops, 1929-17X26-69- 200-26.7-13939-14146-99,400-152,400-18,500 ⁽¹⁹⁰⁷⁾ SLM&SE 23: SL&SF 182 1947
119-34	183	*4-4-0* A-P, 1902(25310) - As 182 - SLM&SE?: SL&SF ⁽¹⁹⁰⁷⁾ 183 1949
119-7	213	*4-4-0* A-D, 1902(26735) - KCF&M?: SL-SF 213 1929
119-8	228	*2-6-0* BLW, 1888(9364) - SL&SF 228:328 Sc. 1915
119-8	351	*2-6-0* BLW, 1894(13895) - SL&SF 251:351 Sc. c 1936 1935
3-82	411	*4-6-0* Rogers, 1880(2642) - SL&SF 51:161:411 Sc. 1913 1904
119-8	441	*4-6-0* BLW, 1893(13311) - SL&SF 191:441 1931
119-9	482	*4-6-0* BLW, 1910(34880) - SLB&M 41: SL-SF 482 1934
119-9	497	*4-6-0* Pittsburgh, 1890 (1186) - KCF&M 107: SL-SF 497 1924
119-10	523	*4-6-0* BLW, 1903(22883) - As rebuilt 1923
119-11	539	*4-6-0* BLW, 1898(15827) - As simplified 1916 from Vauclain comp. Rebuilt to 0-6-0 in 1925 ⁽¹⁹²⁵⁾ SL&SF 139:539:3539 1916
119-10	564	*4-6-0* A-C, 1902(26093) - 1931

ST. LOUIS - SAN FRANCISCO RY

119-10	584	*4-6-0 * Pittsburgh, 1902(2387) - KCFS&M 584: SL-SF 584	1935	()
119-11	595	*4-6-0 * A-D, 1903(27374) - Arkansas Valley & West.?: SL&SF 595	1937	
119-13	613	*4-6-0 * BLW, 1903(22735) -	1935	
119-12	627	*4-6-0 * BLW, 1904(23542) -		BP
119-14	641	*4-6-0 * BLW, 1903(23473) -		1939
119-15	664	*4-6-0 * BLW, 1904?(23693) -		1935
119-15	673	*4-6-0 * A-D, 1903(28704) -		1935
119-69	697	*4-6-0 * A-B, 1906(39924) - 21x28-63-200-47.7-2401 - ? - ? -		
		197,900 - 33,300		1946
119-14	701	*4-6-0 * A-D, 1903(28726) - Cross compound		1915
119-15	709	*4-6-0 * A-B, 1906(39931) - As 697		1947
119-68	724	*4-6-0 * A-B, 1906(39946) - As 697		1940
119-62	740	*4-6-0 * A-S, 1905(38133) - 21x28-63-200-47.7-2383.1 - 529.1 -		
		139,400 - 185,900 - 33,300 KCFS&M : SL-SF 740		1943
119-17	754	*4-6-0 * BLW, 1903(21836) - As rebuilt from Vaucrain comp.		1939
119-12	757	*4-6-0 * BLW, 1903(21891) - Vaucrain comp.		BP
119-13	778	*4-6-0 * BLW, 1903		BP
119-21	809	*2-8-0 * Dickson, 1900(1164) - 21x28-57-185-30.2-2352 - ? -		()
		- 158,000 - 34,070 SL&SF 519: 819		1939
119-20	819	*2-8-0 * A-P, 1902(25311) - 19½x28-57-200-42.5-2413 - ? -		
		- 147,500 - 31,750		1937
119-19	829	*2-8-0 * A-R, 1902(25331) - As 809		1938
119-22	960	*2-8-0 * A-D, 1902(26232) - 21x28-57-200-42.5-2413 - ? -		
		- 174,500 - 36,830 STL&SF 274: SL&SF 274: 960		1947
119-69	988	*2-8-0 * BLW, 1907(29843) - 21x28-55-200-47.9-2389.2 - 0 -		
		160,100 - 181,500 - 38,170		1946
119-26	1012	*4-6-2 * BLW, 1904(23752) -		BP
119-65	1013	*4-6-2 * BLW, 1904(23844) - As rebuilt - 21x26-69-200-43.3 - ? -		
		2112 - ? - 180 - 210,100 - 28,250		1944
119-77	1014	*4-6-2 * BLW, 1904(23903) - As rebuilt - As 1013		1950
119-26	1017	*4-6-2 * BLW, 1910(34156) - As rebuilt - 24x28-69-200-50.9 -		
		2801 - ? - ? - 225,500 - 39,700		1941
119-54&55	1031	*4-6-2 * BLW, 1910(34252) - As rebuilt - 24x28-73-200-50.9 -		
		2870 - ? - - 243,500 - 37,560		55 → 1939 54 → 1944
119-26	1034	*4-6-2 * BLW, 1910(34328) -		BP ()
71-69	1042	*4-6-2 * A-S, 1912(50555) -		
119-64	1043	*4-6-2 * A-S, 1912(50556) - 24x28-69-205-50.9-3692 - ? -		
		- 262,600 - 40,730		1944
119-50	1050	*4-6-2 * A-S, 1912(50563)		1937

ST LOUIS - SAN FRANCISCO RY

119-63	1053 *4-6-2* A-S, 1912(50566) - As rebuilt - 24x28-69-205-50.9-3743-? - ? - 296,750-40,730-49,130	1944
119-25	1059 *4-6-2* A-S, 1912(50572) - As rebuilt - 24x28-73-205-50.9-3743-? - - 290,500-38,500	1940
119-53	1062 *4-6-4* BLW, 1917(45464) as 4-6-2 - As rebuilt, 1937 - 26x28-74-225-82.5-3976-1235-189,400-360,960-47,800-55,400	1948
119-28 119-53 F-2	1064 *4-6-2* BLW, 1917(45466) - 4-6-2 - As rebuilt, 1937 - As 1062	1935 1940
119-27	1066 *4-6-4* BLW, 1917(45512) as 4-6-2 - As rebuilt, 1937 - As 1062	1937
119-28	1068 *4-6-2* BLW, 1917(45631) - Rebuilt to 4-6-4, 1940	BP
119-75	1069 *4-6-2* BLW, 1912(45701) - Rebuilt to 4-6-4, ?	BP
119-63	1102 *4-6-0* A-S, 1906(41457) - 21x26-69-200-47.1-2148-? - ? - 188,850-28,250	1950
119-39	1103 *4-6-0* A-S, 1906(41458) - As 1102	1942
119-47	1106 *4-6-0* A-S, 1906(41467) - As 1102	1944
119-23	1111 *4-6-0* A-S, 1907(42313) - As 1102	1947
119-73	1201 *2-8-0* BLW, 1907(30319) - 22x30-57-200-51.0-2919-? - ? - 198,000-43,300 CSNO&P ? : SL-SF 1201	1948
119-72	1236 *2-8-0* BLW, 1907(32039) - 22x30-57-200-51.0-2519-529.1-187,000-207,000-43,300	1950
119-61	1271 *2-8-0* BLW, 1910(34142) - 26x30-63-190-50.0-2541.3-577.9-219,300-241,900-51,990	1948
119-22	1279 *2-8-0* BLW, 1910(34226) - As 1271	1944 BP
119-52	1280 *2-8-0* BLW, 1910(34406) - 23x30-63-185-208,000-39,610	1937
119-20	1282 *2-8-0* A-B, 1910(48703) - As 1271	1939
119-44	1287 *2-8-0* A-B, 1910(48708) - As 1271	1947
119-71	1319 *2-8-0* A-S, 1912(51818) - 26x30-63-195-50.3-3055-? - ? - 245,000±-53,360	1944
119-60	1331 *2-8-0* A-S, 1912(51831) - As 1319	1949
119-65	1340 *2-8-0* A-S, 1912(51839) - As 1319	1944
119-65	1343 *2-8-0* A-S, 1912(51842) - As 1319	1944
119-65	1352 *2-8-2* A-S, 1912(51820) as #1321, 2-8-0 - As rebuilt, 1944 - 26x30-63-195-50.3-3248-835-225,600-322,600-53,360-61,360	1947
119-18	1354 *2-8-2* A-S, 1912(51815) as #1316, 2-8-0 - As rebuilt, 1945 - As 1352	1946
119-16	1406 *4-6-0* BLW, 1907(32394) - 23x26-69-200-47.7-2569.4-507.8-143,000-196,000-33,900	1937
119-16	1409 *4-6-0* BLW, 1907(32428) - As 1406	BP & 1943

ST. LOUIS - SAN FRANCISCO RY

119-79	1501 *4-8-2* BLW, 1923(56235) - 28x28-69-210-70.3-4480.7- 1146 - 233,700 - 342,200 - 56,800	1955
139-186 119-32	1503 *4-8-2* BLW, 1923(56267) - As 1501	Both -> 1940
119-37	1505 *4-8-2* BLW, 1923(56269) - As 1501	1937
8-100	1506 *4-8-2* BLW, 1923(56270) - As 1501	BP
119-32	1507 *4-8-2* BLW, 1923(56271) - As 1501	1940
119-37	1513 *4-8-2* BLW, 1923(56277) - As 1501	1938
71-65	1517 *4-8-2* BLW, 1925(58610) - As 1501	38 -> 1937
132-71-38 184-71-66	1522 *4-8-2* BLW, 1926(59134) - As 1501	66 -> 1946
132-183 119-70	1525 *4-8-2* BLW, 1926(59199) - 28x28-69-210-70.3-4432- 1527 *12-22-243,500-366,800-56,800	183 -> 1946 70 -> 1949
119-80	1527 *4-8-2* BLW, 1926(59201) - As 1501	1964
119-30	1625 *2-10-0* A-S - 24x28-52-180-64.6-2607.5- 579.0 - 185,000 - 210,000 - 47,500	70 -> 1940 76 -> 1948 76 -> 1950
119-70 & 76	1632 *2-10-0* BLW, 1918(48,522) - As 1625	1940
119-25	2006 *2-8-8-2* A-S, 1910(48734) - As 2001	1925
119-24	2001 *2-8-8-2* A-S, 1910(48652) - Also, 1910- 24 1/2 # 39x30-57-200-75- 418,000-83,000	1925
3-111	2234 *4-4-0* Manchester, 1870(195) - Missouri River, Fort Scott & Gulf B: KCF S & M 8?: STL & SF 234: 2234	1905
119-21	2732 *2-8-0* Rogers, 1884 - SL & SF 291: 732: 2732	Sl 1916 1912
119-54	3544 *0-6-0* BLW, 1898(15853) as a 4-6-0 - As rebuilt, 1923 19x26-51-180-24.9-1920-141,500-28,200 SL & SF 144: 544: 3544	54 -> 1939 (1923)
119-18	3545 *0-6-0* BLW, 1898(15854) as a 4-6-0 - As rebuilt, 1923 As 3544 SL & SF 145: 545: 3545	(1923) 1940
119-17	3674 *0-6-0* BLW, 1904(23601) - 20 1/2 x 26-51-185-33.0-1915- 148,700 - 33,700	BP
119-48	3677 *0-6-0* BLW, 1905(26943) - As 3674	1937
119-48	3692 *0-6-0* BLW, 1906(28358) -	1935
F-2 119-48	3717 *0-6-0* BLW, 1907(32150) -	1937
119-49	3732 *0-6-0* BLW, 1910(35820) - 20 1/2 x 26-51-185-33.0-1913- 154,500 - 33,700	1938
23-101	3740 *0-6-0* BLW, 1910(35405) - As 3732	BP
119-78	3749 *0-6-0* BLW, 1911(37235) - 20 1/2 x 26-51-185-33.0-1922- 155,200 - 33,700	
119-72	3802 *0-6-0* A-S, 1919(61343) - 21x28-58-190-33.2-1903- 475.0 - 163,500 - 39,100	1948
119-31	4011 *2-8-2* Lima, 1919(5823) - 26x30-63-200-66.7-3801.3- 882.0 - 222,600 - 303,000 - 54,700 - 62,900 PRR 410: SL-SF 4011	1939

ST. LOUIS - SAN FRANCISCO RY

119-42	4012 * 2-8-2 * Lima, 1919 (5834) - As 4011	PRR 421: SL-SF 4012	1944
119-74	4016 * 2-8-2 * Lima, 1919 (5813) - As 4011	PRR 400: SL-SF 4016	1950
119-31	4027 * 2-8-2 * Lima, 1919 (5852) - As 4011		1939
119-43	4031 * 2-8-2 * Lima, 1919 (5874) - As 4011		1944
119-Frontis #40	4107 * 2-8-2 * BLW, 1923 (56018) - 27X32-64-210-70.3-4061.4 - 993.0 - ? - 341,300 - 65,030		40 → 1946
119-66	4114 * 2-8-2 * BLW, 1923 (56086) - As 4107		1944
119-43	4122 * 2-8-2 * BLW, 1923 (56230) - As 4107		1947
119-40	4125 * 2-8-2 * BLW, 1923 (56233) - As 4107		1948
119-74	4126 * 2-8-2 * BLW, 1925 (56234) - As 4107		1941
119-33	4147 * 2-8-2 * BLW, 1925 (58599) - 27X32-64-210-70.3-4061.4 - 993.0 -		
119-40	4149 260,500 - 343,500 - 65,030 - 73,780		1948
119-40	4149 * 2-8-2 * BLW, 1925 (58601) - As 4107		1935
119-Frontis #34	4162 * 2-8-2 * BLW, 1926 (59193) - 27X32-64-210-70.3-4073.0 - 1126.0 - 258,400 - 341,400 - 65,030 - 73,780		1948
119-43	4164 * 2-8-2 * BLW, 1926 (59195) - As 4162		1948
119-47	4204 * 2-8-2 * BLW, 1930 (61283) - 27X32-64-225-80.3-4384 - 1920 - 274,600 - 375,790 - 68,500 - 73,100		1947
71-69	4207 * 2-8-2 * BLW, 1930 (61286) - As 4207		
23-213	4210 * 2-8-2 * BLW, 1930 (61289) - As 4207		BP
119-46	4211 * 2-8-2 * BLW, 1930 (61290) - As 4207		1948
119-47 132-107	4217 * 2-8-2 * BLW, 1930 (61331) - As 4207		
119-51	4300 * 4-8-2 * BLW, 1918 (49484) as #57, 2-10-2 - As rebuilt - 27X30-70- 250 - 76.2 - 4872-1834 - 277,680 - 406,580 - 66,400 - 74,850 ^{187 → c. 1940}		1946
119-66	4303 * 4-8-2 * BLW, 1918 (48579) as #49, 2-10-2 - As rebuilt - As 4300		1944
119-52	4308 * 4-8-2 * BLW, 1918 (48296) as #47, 2-10-2 - As rebuilt - As 4300		1944 1947
119-51 & 52	4310 * 4-8-2 * BLW, 1918 (48142) as #44, 2-10-2 - As rebuilt - As 4300		1948
119-56	4400 * 4-8-2 * BLW, 1918 (48023) as #42, 2-10-2 - As rebuilt - 29X32-70- 210-76.2-5122-1726-298,800-449,760-68,600-77,350		1940 1944
71-69	4402 * 4-8-2 * BLW, 1918 (48776) as #52, 2-10-2 - As rebuilt - As 4400		
119-58	4406 * 4-8-2 * BLW, 1917 (45080) as #18, 2-10-2 - " " - " "		1940
119-75	4410 * 4-8-2 * BLW, 1917 (46712) as #41, 2-10-2 - " " - " "		1949
119-58	4411 * 4-8-2 * BLW, 1917 (45448) as #28, 2-10-2 - " " - " "		1948
119-67	4414 * 4-8-2 * BLW, 1917 (45047) as #15, 2-10-2 - " " - " "		1944
119-67	4417 * 4-8-2 * BLW, 1917 (44904) as #12, 2-10-2 - " " - " "		1944
119-57	4419 * 4-8-2 * BLW, 1918 (48294) as #45, 2-10-2 - " " - " "		1948
119-58	4420 * 4-8-2 * BLW, 1917 (46109) as #38, 2-10-2 - " " - " "		1948
119-59 & 61	4500 * 4-8-4 * BLW, 1942 (64449) - 28X31-74-255-88.3-4746.5 - 1508-279,340-484,850-71,200-80,800		1943 1944

ST. LOUIS - SAN FRANCISCO RY

133-207
119-59

4502 *4-8-4* BLW, 1942(64451) - As 4500

207 → 1947
59 → 1948

8-183

4503 *4-8-4* BLW, 1942(64437) - 28x31-74-255-88,3-4766-

1508-280,340-474,070-71,200-80,800

BP

63-141

4504 *4-8-4* BLW, 1944(64438) - As 4503

71-68

4507 *4-8-4* BLW, 1944(64441) - As 4503

119-62

4511 *4-8-4* BLW, 1942(64445) - As 4503

1945

119-64

4518 *4-8-4* BLW, 1943(69734) - As 4503

1945

131-306

4501 *4-8-4* BLW, 1943(69734) - As 4503

ST LOUIS - SAN FRANCISCO

132-180 # 181	1502 * 4-8-2*BLW, 1923(56266) - As 1501	180 → 1942
132-178 #185	1515 * 4-8-2*BLW, 1925(58608) - As 1501	185 → 1932
132-185	1526 * 4-8-2*BLW, 1926(59199) - As 1501	1937
132-186	4307 * 4-8-2*BLW, 1918(49860) as 2-10-2 - As rebuilt 1936 at Springfield Shops - As 4300 StL-SF 60: 4307	c. 1940
132-189	4422 * 4-8-2*BLW, 1916(44626) as 2-10-2 - As rebuilt 1942 at Springfield Shops - As 4400 StL-SF 8: 4422	1943
132-187	16 * 2-10-2*BLW, 1916(45088) - As 1	St. 1941
133-206	4501 * 4-8-4*BLW, 1943(64450) - As 4500	
136-149	2003 * 2-8-8-2*Alco, 1910 - As 2001	
136-149	2007 * 2-8-8-0*Alco, 1910 - Forward unit rebuilt - In general as 2001	

ST. LOUIS SOUTHWESTERN

129-79	12	*2-6-0 * D-11 * BLW, 1915(42300) - 19x24-54-170 - 111,000 - 128,700 - 23,180 (1924) (1938) (1942) Blytheville, Leachville & Arkansas Southern 12: StLS-W 12: 412: Arkansas 412 Ret. 1957	1937
129-57	40	*4-4-0 * C2 * Rogers, 1900(5575) - 18x26-69-200-24.9-1785 - 93,000 - 138,000 - 20,760 (1948) StLS-W 40: 610 Sc. 1944	1940
129-56	41	*4-4-0 * C2 * Rogers, 1900(5576) - As 40 Sc. 1933	1904
129-57	46	*4-4-0 * C2 * Rogers, 1900(5596) - As 40 StLS-W 46: 611 Sc. 1942	1936
129-57	48	*4-4-0 * C2 * Pittsburgh, 1901(2254) - 18x26-69-200-92,000 - 139,000 - 20,760 Sc. 1940	1934
129-56	50	*4-4-0 * C2 * Pittsburgh, 1901(2256) - 18x26-69-200-82,500 - 128,725 - 20,760 Sc. 1933	BP
129-59	56	*4-4-0 * C2 * Rogers, 1903(5928) - 18x26-69-200-96,500 - 141,500 - 20,760 Sc. 1934	1933
129-59	60	*4-4-0 * D1 * BLW, 1906(29545) - 19x26-69-200-90,000 - 137,000 - 23,130 Sc. 1933	1914
129-58	62	*4-4-0 * D1 * BLW, 1906(29566) - As 60 Sc. 1933	BP
129-36	67	*2-6-0 * Grant, 1883(1576) - Gauge 3-0 - 15x20-43-52,000 - 63,500 Std. gauged 1895 (1886) (1891) (1901) Texas & St. Louis 67 "J.H. Draughan": StLA&T 67: StLS-W 67: Zwolle & Eastern 101(G)	1895
129-44	86	*0-6-0 * C4 * Rogers, 1903(5896) - 18x24-51-180-118,000 - 23,330 (1925) Dallas Term. Ry & Un. Depot Co. 1: StLS-W 86: Sold 1925	1920 43 → 1910 42 → 1919
129-42 & 43	90	*0-6-0 * C4 * Rogers, 1903(5890) - 18x24-51-180-100,000 - 23,330 Sold 1926	
129-41	94	*0-6-0 * C4 * Pittsburgh, 1901(2277) - 18x24-51-180-109,000 - 23,330 Sc. 1933	BP
129-42	96	*0-6-0 * C3 * Pine Bluff Shaps, 1898 - 18x24-51-160-100,000 - 20,740 Sold 1917 StLA&T 110: StLS-W 110 (1891) Sc. 1927	1902 1898
129-54	110	*4-4-0 * A1 * Dickson, 1887(561) - 16x24-62-145-15.6-1050-49,600-77,550-12,020 StLA&T 129: StLS-W (1891)	
129-48	129	*4-4-0 * B1 * NYLW, 1886(180) - 17x24-62-145-51,600-81,300-13,570 Sold 1911 (1891)	
129-54	132	*4-4-0 * B1 * NYLW, 1886(183) - As 129 StLA&T 132: StLS-W 132 Sc. 1914 (1891)	
129-53	136	*4-4-0 * B1 * NYLW, 1886(187) - As 129 StLA&T 136: StLS-W 136 Sc. 1913	1887
129-82	143	*4-6-0 * B3 * NYLW, 1886(194) - 17x24-56-150-78,000-113,000-15,510 (1890) (1914) (1917) StLA&T 143: StLS-W 143: Pine Bluff Arkansas River Ry 3: StLS-W 143 Sc. 1928	1927
129-52	148	*4-4-0 * B2 * NYL&M, 1863 to 6-0 gauge - Std. gauged at Galion, Oh., 1882 - As rebuilt, 1895 by Pine Bluff - 17x24-67-160-64,000-100,000-14,080 (1880) (1886) (1891) Atl. Gt. West. 38: NYP&O 38: StLA&T 148: StLS-W 148 Sc. 1927	c. 1905
129-50	150	*4-4-0 * (B2) * NJL&M, 1863 to 6-0 gauge - Std. gauged at Galion, Oh., 1882 - 17x24-63-135- (1880) (1886) (1891) 46,400-72,900-12,440 A&GW 43: NYP&O: StLA&T 150: StLS-W 150	1892
129-51	150	*4-4-0 * B2 * As above but after rebuild Pine Bluff - 17x24-67-160-64,000-100,000- (1880) (1886) (1891) 14,080 A&GW 43: NYP&O 43: StLA&T 150: StLS-W 150 Sc. 1923	1908
129-52	153	*4-4-0 * (B2) * Rogers, 1864(1139) to 6-0 gauge - Std. gauged at Galion, 1882 - (1880) (1886) (1891) 17x24-63-135-47,450-73,150-12,440 A&GW 63: NYP&O 63: StLA&T 153: StLS-W 153 Sold 1909	c. 1895
129-51	160	*4-4-0 * (B2) - Jersey City, 1865 to 6-0 gauge - Std. gauged at Galion, 1881 - 17x24-63-135-46,000 (1880) (1886) (1891) 72,000-12,440 A&GW 94: NYP&O 94: StLA&T 160: StLS-W 160 Sc. 1899	1899
129-68	180	*2-6-0 * C1 * Rhode Is., 1887(1866) - 18x24-57-165-81,550-97,350-18,650 (1891) (1934) StLA&T 180: StLS-W 180: Delta Valley & Southern 180	1905
129-69	196	*2-6-0 * C1 * Rhode Is., 1888(2107) - As 180 StLA&T 196: StLS-W 196 Sold 1925 (1891)	

ST. LOUIS SOUTHWESTERN

129-83	203	*4-6-0 * D2 * Richmond, 1898(2719) - 20x26-61-180-118,600-150,400-26,090	Sc. 1923	BP
129-85	210	*4-6-0 * E2 * Rogers, 1901(5637) - 20x26-61-175-138,000-176,000-25,360 (1940) STLS-W 210: 477	Sc. 1944	1939
129-84	217	*4-6-0 * E2 * Pittsburgh, 1901(2260) - 20x26-61-200-131,800-163,800-28,980	Sc. 1933	BP
129-85	224	*4-6-0 * E2 * Pittsburgh, 1901(2267) - 20x26-62-200-32.5-2369-146,000-182,500-25,260	Sc. 1946	1946
129-87	251	*4-6-0 * F1 * BLW, 1910(34749) - 22x28-62-185-32.7-2175-464-156,400-198,000-34,37		
129-87	254	*4-6-0 * F1 * BLW, 1910(34752) - As 251	Sc. 1953	1953
129-86	255	*4-6-0 * F1 * BLW, 1910(34753) - 21x28-61-200-147,000-187,000-33,860	Sc. 1945	BP
129-87	255	*4-6-0 * F1 * BLW, 1910(34753) - As 251	Sc. 1945	1934
129-71	306	*2-6-0 * D2 * Rogers, 1901(5691) - 19x26-61-175-138,000-159,000-22,890	Sc. 1944	1933
129-72	311	*2-6-0 * D2 * Rogers, 1902(5785) - 19x26-61-200-138,000-159,000-26,160	Sc. 1934	1933
129-71	326	*2-6-0 * D2 * Rogers, 1903(5915) - 19x26-61-175-28.8-1894-138,000-159,000-22,890	Sc. 1944	1933
129-70	329	*2-6-0 * D2 * Rogers, 1903(2921) - As 311	Sc. 1932	
129-74	331	*2-6-0 * D3 * BLW, 1906(29479) - 19x26-51-200-138,000-159,000-31,290	Sc. 1947	1931
129-66	333	*2-6-0 * D3 * BLW, 1906(29481) - As 331	STLS-W 333: Paris & Mt. Pleasant 333	Ret. 1955
129-13	336	*2-6-0 * D3 * BLW, 1909(33286) - As 331	Sold 1947	On display
129-74	340	*2-6-0 * D3 * BLW, 1909(33290) - As 331	Sc. 1946	1945
129-73	403	*2-6-0 * E3 * A-RL&M, 1905(37535) - 20x26-51-180-138,000-154,000-31,200 (1937) STLS-W 403: Reader RR 403	Ret. 1949	BP
129-76	404	*2-6-0 * E3 * A-RL&M, 1905(37536) - As 403	Sc. 1934	1910
46-103	412	*2-6-0 * D1 * BLW, 1915(42300) - 19x24-54-170-26-1610-111,000-128,700-23,180 (1929) (1938) (1946) Texas State 7: Blyth, Leach. & Ark. Sta. 12: STLS-W 12: 412: Arkansas RY 412	Ret. 1957	Sc. 1946
129-78	426	*2-6-0 * G1 * BLW, 1912(38305) - 23½x28-55-175-32.7-2243-500-177,000-206,000-41,820		1933
129-77	427	*2-6-0 * G1 * BLW, 1912(38306) - 22x28-55-200-168,000-190,000-41,890	Sc. 1946	BP
129-78	427	*2-6-0 * G1 * BLW, 1912(38306) - As 426	Sc. 1946	1937
129-76	450	*2-6-0 * E4 * BLW, 1909(33234) - 20x28-57-200-149,000-169,500-33,400	Sc. 1947	1947
129-76	453	*2-6-0 * E4 * BLW, 1909(33237) - As 450	Sc. 1949	1937
129-75	458	*2-6-0 * E4 * BLW, 1909(33283) - As 450		
129-76	500	*2-8-0 * G1 * BLW, 1906(29376) - 22x28-55-200-169,000-190,000-41,890 Rebuilt to 0-8-0, 1929		BP
129-45 & 47	500	*0-8-0 * G2 * BLW, 1906(29376) as 2-8-0 - As rebuilt, 1929 - 23½x28-55-190-32.7-2503-530-213,500	Sc. 1953	47 → 1952
129-97	502	*2-8-0 * G1 * BLW, 1906(29407) - 23½x28-55-175-178,000-201,000-41,820	Sc. 1953	1947
129-45	504	*0-8-0 * G2 * BLW, 1906(29440) as 2-8-0 - As rebuilt, 1928 - As 500	Sc. 1946	1933
129-97	505	*2-8-0 * G1 * BLW, 1906(29441) - As 502	Sc. 1945	1940
129-97	506	*2-8-0 * G1 * BLW, 1906(29447) - 22x28-55-200-175,000-196,000-41,890	Sc. 1937	1933
129-98	514	*2-8-0 * G2 * BLW, 1909(33186) - 22x30-55-200-180,800-204,000-44,880 (1947) (1951) STLS-W 514: SP de M 610: F del Pacifico 610	Ret. 1955	Sc. 1953
129-11	517	*2-8-0 * G2 * BLW, 1909(33221) - 23½x30-55-180-182,000-206,000-46,090		1953

ST. LOUIS SOUTHWESTERN

129-99	518	* 2-8-0 * BLW, 1909(33226) - As 517	Sc. 1946	1938
129-98	519	* 2-8-0 * BLW, 1909(33229) - 22x30-55-200-173,000-195,000-44,880	Sc. 1946	BF
129-99	520	* 2-8-0 * BLW, 1910(34805) - 23 1/2 x 30-55-180-186,000-210,000-46,090	Sc. 1955	1937
		STLS-W 520; SP de M 612(2); F del Pacifico 612		
129-45 & 46	524	* 0-8-0 * G2-BLW, 1910(34857) as 2-8-0 * As rebuilt 1928		
		23 1/2 x 30-55-190-213,500-48,650	Sc. 1952	45-193
129-113	548	* 2-8-0 * G2-A-R, 1911(49382) - 22x30-57-200-49,5-2800- -204,260-227,560-43,310	Sc. 1949	1945
		DT & I 116(2); STLS-W 548		
129-103	551	* 2-8-0 * K1 * BLW, 1912(38342) - 25x30-57-185-209,000-239,000-51,730-65,050	Sc. 1949	1938
129-End paper	557	* 2-8-0 * K1 * BLW, 1912(38395) - As 551	Sc. 1947	
129-94	559	* 2-8-0 * K1 * BLW, 1912(38435) - As 351	Sc. 1949	1948
129-104	577	* 2-8-0 * K1 * BLW, 1913(40214) - 25x30-57-185-209,000-239,000-51,730	Ret. 1955	1947
		STLS-W 577; F del Pacifico 680		
129-102	588	* 2-8-0 * K1 * BLW, 1917(44679) - 25x30-61-190-211,000-243,000-49,640	Sc. 1952	BP
129-105	588	* 2-8-0 * K1 * BLW, 1917(44679) - 25x30-61-190-52.5-2708-591-215,000-247,800-49,640	Sc. 1952	1938
129-64	600	* 4-4-2 * E1 * BLW, 1909(33335) - 21x26-70-185-105,800-195,000-25,760	Sc. 1934	1933
129-63	601	* 4-4-2 * E1 * BLW, 1909(33336) - 21x26-70-185-31.2-2093-496-105,800-195,000-		1933
		25,760 STLS-W 601; Cotton Plant-Fargo RY ?		1950
129-62	602	* 4-4-2 * E1 * BLW, 1909(33337) - As 601	Sc. 1948	
129-62	604	* 4-4-2 * E1 * BLW, 1909(33374) - 20x26-70-200-92,000-183,000-25,260	Sc. 1949	BF
129-63	604	* 4-4-2 * E1 * BLW, 1909(33374) - As 601	Sc. 1949	1938
129-64	605	* 4-4-2 * E1 * BLW, 1909(33375) - As 601	Sc. 1949	1948
129-88	650	* 4-6-0 * G0 * BLW, 1913(40204) - 22x28-69-190-164,680-207,200-31,270	Sc. 1952	1923
129-80 & 90	652	* 4-6-0 * G0 * BLW, 1913(40206) - 22x28-69-200-171,000-221,000-33,390	Sc. 1952	80-195
129-7 & 89	654	* 4-6-0 * G0 * BLW, 1913(40208) - As 652	Sc. 1952	89-1937
148-78				7-1950
129-89	659	* 4-6-0 * G0 * BLW, 1913(40253) - As 650	Sc. 1949	BF
129-90	667	* 4-6-0 * G0 * BLW, 1916(44248) - 22x28-69-200-49,6-2427-532-172,800-222,000-33,390	Sc. 1952	1947
129-89	665	* 4-6-0 * G0 * BLW, 1916(44246) - 22x28-69-190-172,000-200,700-31,720	Sc. 1952	1928
129-118	675	* 4-8-2 * L0 * A-S, 1924(65748) - 26x28-73-200-67.17-3835-998-210,500-313,000-		
		44,080 FEC 401; STLS-W 675	Sc. 1953	1936
129-114	676	* 4-8-2 * L0 * A-S, 1954(65756) - As 675	FEC 409; STLS-W 676	Sc. 1953
132-347				1950
129-120	677	* 4-8-2 * L0 * A-S, 1924(65758) - As 675	FEC 411; STLS-W 677	Sc. 1953
132-348				1949
129-120	678	* 4-8-2 * L0 * A-S, 1924(65760) - As 675	FEC 413; STLS-W 678	Sc. 1953
				1939
129-117	679	* 4-8-2 * L0 * A-S, 1924(65762) - As 675	FEC 416; STLS-W 679	Sc. 1952
				1939
129-125	681	* 4-8-2 * M1 * A-B, 1920(62147) - 26 1/2 x 28-74-220-63-4646-1196-253,400-		
		365,000-49,690 CRI&P 4007; STLS-W 681	Sc. 1953	1953
132-349				(1941) 349-1948
F-2 129-122	682	* 4-8-2 * M1 * A-B, 1923(64183) - As 681	Sc. 1953	CRI&P 4015; STLS-W 682
132-348				122-1942
129-124	684	* 4-8-2 * M1 * A-B, 1923(64638) - As 681	CRI&P 4023; STLS-W 684	Sc. 1953
				1949
129-125	685	* 4-8-2 * M1 * A-B, 1923(64643) - As 681	" 4028; "	Sc. 1953
				1951

ST LOUIS SOUTHWESTERN

129-125	686	*4-8-2 * MI * A-B, 1923(64446) - As 681	CRI&P 4031: StLS-W 686	Sc. 1953	1946	
129-5	753	*2-8-0 * K1 * BLW, 1920(53562) - 25x30-61-190-212,300-243,000 - 49,640	(1956) StLS-W 753: SP 2862	Sc. 1961	1949	
129-104	754	*2-8-0 * K1 * BLW, 1920(53620) - As 753	StLS-W 754: Fdel Pacifico 686	(1952) Ret. 1955	1948	
129-103	762	*2-8-0 * K1 * BLW, 1921(54378) - As 753	Sc. 1953		1922	
129-104	780	*2-8-0 * K1 * BLW, 1923(56592) - As 753	StLS-W 780: Fdel Pacifico 696	(1952) Ret. 1955	c. 1932	
129-113	781	*2-8-0 * K1 * BLW, 1923(56593) - As 753	StLS-W 781: SP 2867	Sc. 1961	133 → 1948	
129-126 & 133	800	*4-8-4 * L1 * BLW, 1930(61421) - 26x30-70-250-241,800-419,800-61,560	Sc. 1955		126 → 1951	
129-129	801	*4-8-4 * L1 * BLW, 1930(61422) - 26x30-70-250-88,3-4728-2060-242,500-422,500-61,560	(1953) StLS-W 801: SP 4479	(1953) StLS-W 801: SP 4479	Sc. 1955	1930
129-138	802	*4-8-4 * L1 * BLW, 1930(61439) - As 800	StLS-W 802: SP 4475	(1953) Sc. 1956	c. 1950	
129-130	803	*4-8-4 * L1 * BLW, 1930(61440) - As 800	Sc. 1955		194	
129-129	805	*4-8-4 * L1 * BLW, 1930(61442) - As 801	StLS-W 805: SP 4477	(1953) Sc. 1956	c. 1930	
129-132	806	*4-8-4 * L1 * BLW, 1930(61486) - As 801	Sc. 1953			
129-134	806	*4-8-4 * L1 * " " " - As 800	Sc. 1953		1953	
129-139	808	*4-8-4 * L1 * BLW, 1930(61488) - As 800	StLS-W 808: SP 4480	(1953) Sc. 1955	1953	
129-135	810	*4-8-4 * L1 * Pine Bluff Sh., 1937 - 26x30-70-250-248,000-425,500-61,560	Sc. 1953		1937 & 1949	
133-132 & 133	811	*4-8-4 * L1 * " " " " - As 810	Sc. 1955		1947 1937 & 1938	
129-136	812	*4-8-4 * L1 * Pine Bluff Sh., 1937 - As 810	Sc. 1955		1955	
129-6	813	*4-8-4 * L1 * Pine Bluff Sh., 1937 - 26x30-70-250-259,600-438,500-61,560	(1952) StLS-W 813: SP 4488	Sc. 1959		
129-138	815	*4-8-4 * L1 * Pine Bluff Sh., 1942 - As 810	StLS-W 815: SP 4485	(1953) Sc. 1956	1953	
129-138	818	*4-8-4 * L1 * Pine Bluff Sh., 1943 - As 810	StLS-W 818: SP 4487	(1953) Sc. 1956	1953	
129-136	819	*4-8-4 * L1 * Pine Bluff Sh., 1943 - As 810	Ret 1953			

SAN FRANCISCO & NORTH PACIFIC

2-106
55-30A

1 "SAN JOSE" * 4-4-0 * R. Norris, 1862 (1899) - 13x22-57 SF & San Jose
2 "S.J." : SF & NP 1 "S.J." : NWP 4 Ret. 1920 1897

2-111

2 "J.G. DOWNEY" * 4-4-0 * Union Iron Works 1870 (14) - 14x22-64
SF & NP 2 "J.G.D." : NWP 6 Sc. 1915 1902

3-160

3 "W.C. RALSTON" * 4-4-0 * Union Iron Works, 1870 (15) - 14x24-64
SF & NP 3 "W.C.R." : NWP 7 (2) Ret. 1920

2-108

4 "GEYSER" * 4-4-0 * Union Iron Works, 1873 (16) - 14x24-64 Sc. 1904 1900

55-78C

5 "SANTA ROSA" * 4-4-0 * Union Iron Works, 1873 (17) - 14x22-63
SF & NP 5 "S.R." : NWP 5 Sc. 1911

2-108

6 "CLOVERDALE" * 4-4-0 * Grant, 1878 - 16x24-63
SF & NP 6 "C." : NWP 11 Sc. 1912 1900

55-78B

7 "PETALUMA" * 4-4-0 * Grant 1878 - 16x24-63
SF & NP 7 "P." : NWP 12 Ret. 1906

55-78A

8 "SAN RAFAEL" * BLW, 1881 (5485) - 15x24-63
SF & NP 8 "S.R." : NWP 8 Ret. 1925

55-78F

10 "HEALDSBURG" * 4-4-0 * Grant 1883 (1665) - 16x24-59
SF & NP 10 "H." : NWP 10 Sc. 1937

55-78C

99 "COFFEE GRINDER" * 0-4-0 T * E. Jardim, 1887 - 6x10
SF & NP 99 "C.G." : NWP 99 Sold 1910

SCHWABER VALLEY

28-220 5 * * * * * 1715
SCOTT-LAMBERT LUMBER CO.

9-122 TTD * * * * * 1715

SEABOARD AIR-LINE SYSTEM 1890-1900

43-125	R&G 214 * 4-4-0 *	Baldwin 1881: S/N 5542 - 16X24-62-77,000 REG (1890) (1900)
	R&G 214: SA-L Sys 214: SAL 214	Sc. 1905
43-125	R&G 217 * 4-4-0 *	Baldwin 1884: S/N 7120 - 16X24-54-130-64,000- REG (1890) (1900) (1916)
	12,570 R&G 24: SA-L Sys 217: SAL 217(1): 125(2)	Ret. 1919
43-126	R&G 234 * 4-6-0 *	Baldwin, 1890: S/N 11116 - 19X24-56-112,500 (1890) (1900)
	Raleigh & Augusta Air-Line 250: SA-L Sys R&G 234: SAL 234:	Sold in 1912 to Raleigh & Charleston ?
43-127	CC 416 * 4-4-0 *	Manchester 1881: S/N 944 - 16X24-59-73,300 (1890) (1900)
	CC 26 "D.W. DATES": SA-L Sys CC 416: SAL 416	Sold 1909
43-127	CC 420 * 4-4-0 *	CC Shops 1888: S/N 3 - 16X24-63-140-86,000-11,605 (1896) (1900) (1911) (1916)
	CC 30: SA-L Sys CC 420: SAL 420(1): 505(2): 126(2)	Ret. 1919
43-126	CC 425 * 4-6-0 *	Richmond, 1897: S/N 2636 - 19X24-58-180-132,000- (1900) (1911) (1916) (1918)
	22,710 SA-L Sys CC 425: SAL 425(1): 508(2): 570(2): 1570	Ret. 1923 BP
43-126	526 * 4-4-0 *	Richmond, 1892: S/N 2237 - 18X24-63-140-98,000- (1900)
	14,690 SA-L Sys 526: SAL 526: 146	Ret. 1925 BP
43-124	539 * 4-6-0 *	Richmond, 1893: S/N 2368 - 19X24-63-170-120,000- (1900) (1917)
	19,870 SA-L Sys 539: SAL 539: 1539	Ret. 1922 BP
43-25 & 26	540 * 4-4-0 *	Richmond, 1895: S/N 2459 - 19X24-69-175-118,500- (1900) (1916)
	18,680 SA-L Sys 540: SAL 540(1): 170	Ret. 1933 26 -> 1890
43-128	542 * 4-4-0 *	Richmond, 1895: S/N 2461 - As 540 (1900) (1915)
	SA-L Sys 542: SAL 542(1): 172	Ret. 1923 BP
43-128	546 * 4-4-0 *	Richmond, 1895: S/N 2465 - As 540 (1900) (1916)
	SA-L Sys 546: SAL 546(1): 176	Ret. 1930 BP
43-124	551 * 4-6-0 *	Richmond, 1895: S/N 2470 - 19X24-58-180-132,000- (1900) (1917)
	22,860 SA-L Sys 551: SAL 551: 1551	Ret. 1922 BP
43-128	557 * 4-6-0 *	Pittsburgh, 1896: S/N 1627 - 19X24-58-180-131,150- (1900) (1917)
	22,860 SA-L Sys 557: SAL 557: 1557	Sc. 1925 BP

SEABOARD AIR LINE 1900-1967

43-141	35 * 4-6-0 * K	* Baldwin, 1910: S/N 34228 - 21X28-72-200- (1918)
	173,700-29,160 SAL 35: 654(2)	Ret. 1948 1916
43-140	38 * 4-6-0 * K	* Baldwin, 1910: S/N 34309 - As 35-SAL 38: 657(2) (1917) Sc. 1949
43-140	42 * 4-6-0 * K	* Baldwin, 1910: S/N 34350 - Modified - As 35- (1917) (1942)
	SAL 42: 661(2): Tavares & Gulf ?	Sold 1942
43-137	59 * 4-6-0 * L 2	* Baldwin, 1903: S/N 22766 - 20X28-67-200-165,090- (1916)
	28,420 SAL 59: 618(2)	Ret. 1930 BP

SEABOARD AIRLINE 1900-1967

43-140	75	* 4-6-0	* L 2	* Baldwin, 1906: S/N 29344 - As 59 - (1916) SAL 75: 635(2) Sc. 1934	
8-130 43-146 46-85	89	* 4-6-2	* P	* Baldwin, 1912: S/N 38767 - 23X28-72-195-214,400- (1917) (1929) 34,100 SAL 89: 13: 863 Sc. 1951	BP
43-146	91(2)	* 4-6-2	* P	* Richmond, 1913: S/N 54030 - 23X28-72-195-223,000- (1917) (1929) 34,100 SAL 91(2): 14: 864 Ret. 1948	BP
43-145	95	* 4-6-2	* P	* Richmond, 1911: S/N 50267 - As 89 - (1917) (1929) SAL 95: 4(2): 854 Ret. 1948	BP
43-145	98	* 4-6-2	* P	* Richmond, 1911: S/N 50270 - As 89 - (1917) (1929) SAL 98: 7(2): 857 Sc. 1946	BP
43-133	160	* 4-4-0	* EG	* Cooke, 1898: S/N 2416 - 18X26-69-185-122,800- (1900) (1915) 20,670 FC&P 74: SAL 355: 160 Ret. 1930	1919
43-133	173	* 4-4-0	* G	* Richmond, 1895: S/N 2462 - 19X24-69-175-118,500- (1900) (1916) 18,680 SA-L Sys 543: SAL 543: 173 Ret. 1930	1919
43-132	182	* 4-4-0	* G 1	* Rhode Is, 1900: S/N 3190 - 19X26-72-190-133,100- (1915) 21,050 SAL 603(1): 182 Ret. 1930	c. 1915
43-132	186	* 4-4-0	* G 2	* Baldwin, 1900: S/N 18021 - 19X26-72-190-118,200- (1916) 21,050 SAL 607(1): 186 Ret. 1930	c. 1924
43-132	191	* 4-4-0	* G 2	* Baldwin, 1900: S/N 18161 - As 186 - (1916) SAL 612(1): 191 Ret. 1933	1933
43-155	203	* 4-8-2	* M	* Richmond, 1914: S/N 54904 - 27x28-69-190-316,000- 47,780 Ret. 1948	
132-54 43-155	204	* 4-8-2	* M	* Richmond, 1914: S/N 54905 - As 203 - Sc. 1950 155 → 1939	
43-217	206	* 4-8-2	* M	* Richmond, 1914: S/N 54907 - As 203 - Sc. 1950	1948
43-224	207	* 4-8-2	* M	* Richmond, 1914: S/N 54908 - As 203 - Sc. 1950	1940
43-155 & 215	208	* 4-8-2	* M	* Richmond, 1914: S/N 54909 - As 203 - Sc. 1949 155 → 1939 215 → 1940	
43-155, 225 & 227	209	* 4-8-2	* M	* Richmond, 1914: S/N 54910 - As 203 - Sc. 1949 155 → 1939 217 → 1939	
43-217 & 221	213(2)	* 4-8-2	* M	* Sch., 1917: S/N 56633 - As 203 - Sc. 1950 221 → 1943	
43-216	214(2)	* 4-8-2	* M	* Sch., 1917: S/N 56634 - As 203 - Sc. 1949	1940
43-222	216(2)	* 4-8-2	* M 1	* Sch., 1922: S/N 63189 - 27X28-69-190-315,000- 47,780 - Sc. 1952	1946
43-212	219(2)	* 4-8-2	* M 1	* Sch., 1922: S/N 63192 - As 216(2) - Sc. 1952	1942
43-156	222(2)	* 4-8-2	* M 1	* Sch., 1922: S/N 63195 - As 216(2) - Sc. 1951	1949
43-156	223(2)	* 4-8-2	* M 1	* Sch., 1922: S/N 63196 - As 216(2) - Sc. 1950	1939
43-133	224(1)	* 4-4-0	* E	* Baldwin, 1887: S/N 8871 - 18X24-63-140-98,000- (1890) (1900) (1916) 14,690 REG 32: SA-L Sys REG 224: SAL 224(1): 136(2) Ret. 1919	
43-131	225	* 4-4-0	* E	* Baldwin, 1889: S/N 9731 - As 224(1) - REG 33 (1890) (1900) (1916) SA-L Sys REG 225: SAL 225: 137(2) Ret. 1919	1905
43-157	236	* 4-8-2	* M 2	* Baldwin, 1924: S/N 58075 - 27X28-72-200-320,500- 48,200 - Sc. 1952	1936

SEABOARD AIRLINE 1900-1967

132-56 43-157	240	* 4-8-2	* M 2	* Baldwin, 1924; S/N 58079 - Modified - As 236 - Sc. 1952	1937
43-159	241	* 4-8-2	* M 2	* Baldwin, 1924; S/N 58080 - As 236 - Sc. 1952	1947
43-198	244	* 4-8-2	* M 2	* Baldwin, 1924; S/N 58083 - Modernized - As 236 - Sc. 1953	1944
43-214 & 218 F-2	247	* 4-8-2	* M 2	* Baldwin, 1925; S/N 58724 - As 236 - Sc. 1953	1937
43-209	248	* 4-8-2	* M 2	* Baldwin, 1925; S/N 58725 - As 236 - Sc. 1952	
43-158 & 207	249	* 4-8-2	* M 2	* Baldwin, 1925; S/N 58726 - Modernized - As 236 - Sc. 1952	1952 158-194
8-129 43-154	250(2)	* 4-8-2	* M 2	* Baldwin, 1925; S/N 58727 - As 236 - Sc. 1952	BRs
132-60 43-212	252(2)	* 4-8-2	* M 2	* Baldwin, 1925; S/N 58748 - Modernized - As 236 - Sc. 1952	Sc. 60-194 1952 212-1949
43-158	254	* 4-8-2	* M 2	* Baldwin, 1925; S/N 58750 - Modernized - As 236 - Sc. 1952	1935
43-214 & 216	260	* 4-8-2	* M 2	* Baldwin, 1925; S/N 58764 - As 236 - Sc. 1952	1946
43-157	261	* 4-8-2	* M 2	* Baldwin, 1926; S/N 58992 - Modernized - As 236 - Sc. 1952	1950
43-158	262	* 4-8-2	* M 2	* Baldwin, 1926; S/N 58993 - Modernized - As 236 - Sc. 1952	1946
43-159 & 211	263	* 4-8-2	* M 2	* Baldwin, 1926; S/N 58994 - Modernized - As 236 - Sc. 1952	1952 159-1938 211-1944
43-199	264	* 4-8-2	* M 2	* Baldwin, 1926; S/N 58995 - Modernized - As 236 - Sc. 1953	1938
43-159	265	* 4-8-2	* M 2	* Baldwin, 1926; S/N 58996 - Modernized - As 236 - Sc. 1953	1947
43-159 & 213	266	* 4-8-2	* M 2	* Baldwin, 1926; S/N 59047 - Modernized - As 236 - Sc. 1952	1952 159-1944
43-210	268	* 4-8-2	* M 2	* Baldwin, 1926; S/N 59049 - As 236 - Sc. 1952	1939
43-218	270	* 4-8-2	* M 2	* Baldwin, 1926; S/N 59051 - Modernized - As 236 - Sc. 1952	1947
43-171	302(2)	* 2-8-2	* Q	* Richmond, 1914; S/N 54913 - 27X30-63-185- 282,000 - 54,590 - Sc. 1952	1940
43-171	315(2)	* 2-8-2	* Q	* Richmond, 1914; S/N 54926 - Modified - 26X30-63- 200 - 282,000 - 54,720 - Sc. 1952	1936 & 1948
43-237	318(2)	* 2-8-2	* Q	* Richmond, 1914; S/N 54929 - Modified - As 315(2) - Sc. 1950	
43-133	319(1)	* 4-4-0	* D 4	* Rogers, 1884; S/N 3498 - 17X24 - 56-76,550 (1889) (1900) FR&N 38; FC&P 38; SAL 319(1) Sold 1904	
43-172 & 237	319(2)	* 2-8-2	* Q 2	* Sch., 1922; S/N 63198 - Modified - 26X30-63-200- 283,000 - 54,720 - Sc. 1950	237-1946 172-1947
43-175	335(2)	* 2-8-2	* Q 3	* Sch., 1923; S/N 64930 - 26X30-63-200 - 300,000 - 54,720 - 65,220 - Sc. 1952	1947
43-225	345(2)	* 2-8-2	* Q 3	* Sch., 1923; S/N 64920 - As 335(2) - Sc. 1955	1947
43-176	349(2)	* 2-8-2	* Q 3	* Sch., 1923; S/N 64924 - As 335(2) - Sc. 1952	1948
43-174 & 244	357(2)	* 2-8-2	* Q 3	* Baldwin, 1924; S/N 58019 - As 335(2) - Sc. 1952	174-1939
43-240	358(2)	* 2-8-2	* Q 3	* Baldwin, 1924; S/N 58020 - As 335(2) - Sc. 1952	1940
43-239 & 242	370(2)	* 2-8-2	* Q 3	* Baldwin, 1924; S/N 58033 - As 335(2) - Sc. 1952	242-1947
43-239	371(2)	* 2-8-2	* Q 3	* Baldwin, 1924; S/N 58034 - As 335(2) - Sc. 1952	1950
43-242	372(2)	* 2-8-2	* Q 3	* Baldwin, 1924; S/N 58035 - As 335(2) - Sc. 1953	
43-243	373(2)	* 2-8-2	* Q 3	* Baldwin, 1924; S/N 58036 - As 335(2) - Sc. 1953	1950
43-176 & 245	398(2)	* 2-8-2	* Q 3	* Baldwin, 1925; S/N 58652 - As 335(2) - Sc. 1955	1946
43-175	402(3)	* 2-8-2	* Q 3	* Baldwin, 1925; S/N 58720 - As 335(2) - Sc. 1952	1937

SEABOARD AIR LINE 1900-1967

43-170 & 174	407(3) * 2-8-2 * Q3 * Baldwin, 1925; S/N 58753 - As 335(2) - Sc. 1953	170 → BP 174 → 1937
43-178	409(3) * 2-10-2 * B * Baldwin, 1918; S/N 48289 - 29x32 - 63 - 180 - 336,000 - (1925) 65,630 - SAL 409(3): 2409 Ret. 1948	BP
43-228	412(2) * 2-8-2 * Q3 * Baldwin, 1926; S/N 58968 - As 335(2) - Sc. 1952	1950
43-175 & 244	424(3) * 2-8-2 * Q3 * Baldwin, 1926; S/N 59033 - As 335(2) - Sc. 1952	1948
43-186	426(1) * 0-6-0 * L5 * Baldwin, 1912; S/N 38270 - 19x28 - 51 - 190 - 144,280 - (1917-18) 32,010 SAL 426(1): 1054 Sc. 1951	BP
43-174	426(2) * 2-8-2 * Q3 * Baldwin, 1926; S/N 59035 - As 335(2) - Sc. 1952	1938
43-245	430(2) * 2-8-2 * Q3 * Baldwin, 1926; S/N 59039 - As 335(2) - Sc. 1953	1943
43-238	439 * 2-8-2 * Q3 * Baldwin, 1926; S/N 59089 - As 335(2) - Sc. 1955	1939
43-243	443 * 2-8-2 * Q3 * Baldwin, 1926; S/N 59102 - As 335(2) - Sc. 1953	1950
43-176	449 * 2-8-2 * Q3 * Baldwin, 1926; S/N 59108 - As 335(2) - Sc. 1955	1948
43-176	450(2) * 2-8-2 * Q3 * Baldwin, 1926; S/N 59109 - As 335(2) - Sc. 1955	1936
43-172	483(2) * 2-8-2 * Q4 * Baldwin, 1912; S/N 37855 - 25½x30 - 64 - 200 - (1942) 266,840 - 51,820 Wabash 2427: SAL 483(2) - Sc. 1950	c. 1945
43-191	484(1) * 0-6-0 * F2 * Rhodols, 1900; S/N 3187 - 18x24 - 51 - 165 - 95,400 - (1915) (1918) 21,380 SAL 575(1): 484(1): 1020 Ret. 1930	c. 1915
43-172 & 240	487(3) * 2-8-2 * Q4 * Baldwin, 1912; S/N 37881 - As 483(2) (1942) Wabash 2440: SAL 487(3) Sc. 1950	1946
43-173	491(3) * 2-8-2 * Q1 * Sch., 1918; S/N 59539 - 26x30 - 63 - 200 - 292,000 - (1925) 54,720 SAL 391(1): 491(3) Sc. 1950	1948
43-173	494(2) * 2-8-2 * Q1 * Sch., 1918; S/N 59542 - As 491(3) SAL 394(1): 494(2) 1948 Sc. 1950 (1925)	
43-173	496(2) * 2-8-2 * Q1 * Sch., 1918; S/N 59544 - As 491(3) SAL 396(2): 496(2) 1939 (1925)	
43-177	499(1) * 2-10-2 * B1 * Baldwin, 1919; S/N 52224 - 27x32 - 57 - 200 - 352,000 - (1925) 69,570 SAL 499(1): 2499 Sc. 1952	BP
43-138	506(3) * 4-6-0 * F2 * Rhodols, 1890; S/N 2324 - 18x24 - 55 - 135 - 108,200 - (1894) 16,220 Sav. Americas & Montgomery 114 "J.W. WHEATLY": Ga. & Ala. 114: (1900) (1915) (1917) SAL 114(1): 506(3): 1506 Ret. 1920	c. 1915
43-166	508(5) * 2-10-0 * D * Richmond, 1918; S/N 58823 - 25x28 - 52 - 180 - (1918) (1921) 207,700 - 51,500 - Sold 1949 USA 1009: SAL 2009: 508(5): (1949) Gainesville Midland 204	1947
43-169	514(3) * 2-10-0 * D * Richmond, 1918; S/N 58851 - As 508(5) (1918) (1921) USA 1037: SAL 2037: 514(3) Sc. 1949	1948
136-195 43-181 & 182	515(3) * 2-8-8-2 * A * Richmond, 1918; S/N 58078 - 26½ & 42x32 - 63 - -88- 210-497,000 - 97,000c. - 117,300s - 5 (1920) SAL 515(3): B & O 7315, later rebuilt to 2-8-8-0	BPs
43-238	515(4) * 2-10-0 * D * Richmond, 1918; S/N 58852 - As 508(5) (1918) (1921) USA 1038: SAL 2038: 515(4) Sc. 1950	1939
43-166	517(3) * 2-10-0 * D * Richmond, 1918; S/N 58854 - As 508(5) USA 1040: SAL 2040 (1918): 517(3) (1921) Ret. 1948	1948

SEABOARD AIR LINE 1900-1967

43-188	518(1)	* 0-4-0	* C1	* Baldwin, 1891: S/N 12085 - 16x24-44-120-56,000- 14,240 Sold 1914 SA-LSys 518: SAL 518(1); RR 2 (1914) c.1914 (1900) Roanoke River
43-167	521(4)	* 2-10-0	* D1	* Baldwin, 1918: S/N 48190 - 25x28-52-180-207,700- 51,500 USA 1185: GF&A 300: SAL 521(4) Sc. 1949 1949 (1918) (1929)
43-167	526(2)	* 2-10-0	* D2	* Baldwin, 1924: S/N 57945 - 24x28-56-190-212,000- 46,510 GF&A 403: SAL 526(2) Sc. 1951 1939 (1929)
43-169	530(3)	* 2-10-0	* D3	* Baldwin, 1930: S/N 61230 - As 526(2) - Sold 1953 SAL 530(3): Gainesville Midland 208 1939 (1953)
43-166	533(3)	* 2-10-0	* D3	* Baldwin, 1930: S/N 61233 - As 526(2) - Sold SAL 533(3): Gainesville Midland 209 BP
43-167	534(3)	* 2-10-0	* D3	* Baldwin, 1930: S/N 61234 - As 526(2) - Sc. 1952 1949
43-168	537(3)	* 2-10-0	* D4	* Brooks, 1917: S/N 58693 - 25x28-52-180-207,700- 51,500 - Sold 1949 USA 1154: DT&I 303: SAL 537(3): MD&S 537 1949 (1935) (1949)
43-169	538(3)	* 2-10-0	* D4	* Brooks, 1917: S/N 58686 - As 537(3) USA 1147: DT&I 304: SAL 538(3) Ret. 1949 c.1939 (1935)
43-169	540(3)	* 2-10-0	* D4	* Brooks, 1918: S/N 58890 - As 537(3) USA 1076: DT&I 306: SAL 540(3) Sc. 1950 1940 (1935)
43-168	546(3)	* 2-10-0	* D4	* Brooks, 1918: S/N 58909 - As 537(3) USA 1095: DT&I 312: SAL 546(3) Sc. 1950 1939 (1935)
43-167	547(2)	* 2-10-0	* D5	* Baldwin, 1918: S/N 48466 - As 537(3) USA 1196: Southern 8030: Erie 2454: SAL 547(2) Sc. 1950 1949 (1918) (1943)
43-168	549(2)	* 2-10-0	* D5	* Brooks, 1918: S/N 58907 - As 537(3) USA 1093: Erie 2481: SAL 549(2) Sc. 1951 1949 (1918)
43-187	574(1)	* 0-6-0	* F2	* Rhodels, 1900: S/N 3186 - 18x24-51-165-95,400- 21,380 SAL 574(1): 483(1): 1019 Ret. 1928 BP (1915) (1917)
43-139	577	* 4-6-0	* I5	* Richmond, 1900: S/N 3052 - 19x26-60-190-135,500- 25,260 SAL 577: 1577 1916 (1918)
43-139	589	* 4-6-0	* I5	* Richmond, 1900: S/N 3064 - As 577- SAL 589: 1589 Ret. 1929 1916 (1918)
43-135	596	* 4-6-0	* I5	* Richmond, 1900: S/N 3071 - As 577 SAL 596: 1596 Ret. 1923 BP (1917)
43-134	604(1)	* 4-4-0	* G1	* Rhodels, 1900: S/N 3191 - 19x26-72-190-133,100- 21,050 SAL 604(1): 183 Ret. 1930 BP (1916)
43-141	605(2)	* 4-6-0	* L2	* Richmond, 1902: S/N 25475 - 20x28-67-200-152,500- 28,420 SAL 636(1): 605(2) Ret. 1937 1937 (1916)
43-134	606(1)	* 4-4-0	* G2	* Baldwin, 1900: S/N 18020 - 19x26-72-190-118,200- 21,050 SAL 606(1): 185 Ret. 1930 BP (1916)
43-136	632(1)	* 4-6-0	* L2	* Richmond, 1901: S/N 25471 - As 605(2) SAL 632(1): 601(2) Ret. 1938 BP (1916)

SEABOARD AIRLINE 1900-1967

43-140	632(2) * 4-6-0 * L 2 * Baldwin, 1906; S/N 29313 - Modernized - 20x28 - 67-200-165,090-28,420 SAL 72: 632(2) Ret. 1936 1937
43-219	633(1) * 4-6-0 * L 2 * Richmond, 1901; S/N 25472 - As 605(2) - SAL 633(1): 602(2) Ret. 1930
43-141	637(1) * 4-6-0 * L 2 * Richmond, 1901; S/N 25584 - As 605(2) SAL 637(1): 606(2) Ret. 1936 c. 1916
43-161	642(1) * 2-8-0 * L 3 * Pittsburgh, 1902; S/N 25477 - 20x28 - 57-200-145,200 - 33,460 - SAL 642(1): 971 Sc. 1936 BP
43-144	652(2) * 4-6-0 * L 2-S * Baldwin, 1910; S/N 34207 - Modernized - 19x28-67-200- 176,130 - 25,650 SAL 33: 652(2) Sc. 1950 1948
43-142	655(2) * 4-6-0 * K * Baldwin, 1910; S/N 34229 - Partially modernized - 21x28 - 72-200-173,700 - 29,160 SAL 36: 655(2) Sc. 1950
43-144	660(2) * 4-6-0 * L 4-S * Baldwin, 1910; S/N 34349 - Modernized - 19x28-60-200 - 172,000 - 28,640 SAL 41: 660(2) Sc. 1952 1939
43-144	663(2) * 4-6-0 * L 4-S * Baldwin, 1910; S/N 34366 - As 660(2) SAL 44: 663(2) Ret. 1950
43-138	674(2) * 4-6-0 * I 12 * Baldwin, 1911; S/N 37397 - 18x26 - 57-180-128,800 - 22,610 No. & So. Car. 5: Can. Atl. & West 5: SAL 674(2) Ret. 1936 1937
43-138	682(2) * 4-6-0 * I 13 * Baldwin, 1915; S/N 41866 - 19x26 - 62-185-139,200 - 23,810 CA&W 15: SAL 682(2) Ret. 1940 1934
43-161	702(1) * 2-8-0 * H * Baldwin, 1904; S/N 24427 - 21x30 - 57-200 - 178,940 - 39,460 SAL 702(1): 992 Sc. 1938 BP
43-143	704(2) * 4-6-0 * L 4 * Baldwin, 1903; S/N 22810 - 19x28 - 60-200 - 161,050 - 28,640 SAL 665: 704(2) Sc. 1945 c. 1939
43-143	718 * 4-6-0 * L 4 * Baldwin, 1903; S/N 23463 - As 704(2) SAL 675(1): 714 Ret. 1928
43-142	729 * 4-6-0 * L 4 * Richmond, 1906; S/N 40657 - As 704(2) - Ret. 1930 1916
43-143	746 * 4-6-0 * L 4 * Baldwin, 1906; S/N 29770 - As 704(2) - Ret. 1935 1937
43-142	757 * 4-6-0 * L 4 * Richmond, 1906; S/N 40783 - As 704(2) - Ret. 1929 BP
43-142	774 * 4-6-0 * L 4 * Richmond, 1907; S/N 43767 - As 704(2) - Ret. 1931 BP
43-143	789 * 4-6-0 * L 4 * Baldwin, 1905; S/N 26678 - As 704(2) SAL 692(1): 789 Sc. 1952 1937
F-2 43-148	801 * 4-6-2 * P 3 * Baldwin, 1912; S/N 38597 - As rebuilt from P1 - 22x28 - 69-200-227,920 - 33,390 Ret. 1950 c. 1939
43-147	802 * 4-6-2 * P 1 * Baldwin, 1912; S/N 38598 - 22x28 - 63-185 - 220,000 - 33,830 Sc. 1946 BP
43-148	802 * 4-6-2 * P 3 * Baldwin, 1912; S/N 38598 - As rebuilt from P1 - As 801 Sc. 1946 c. 1940
43-147	804 * 4-6-2 * P 1 * Baldwin, 1912; S/N 38600 - As 802 - Sc. 1950 1939

SEABOARD AIRLINE 1900-1967

43-149	810	* 4-6-2	* P1	* Baldwin, 1912; S/N 38667 - As 802 - Sc. 1949	c. 1939
43-149	814	* 4-6-2	* P3	* Baldwin, 1912; S/N 38723 - As 801 - Sc. 1950	1939
43-226	822	* 4-6-2	* P2	* Richmond, 1913; S/N 54007 - As rebuilt from P.1 - 23x28-69-195-230,600-35,580 - Sc. 1950	193
43-148	823	* 4-6-2	* P2	* Richmond, 1913; S/N 54008 - As 822 - Sc. 1951	1939
43-147	827	* 4-6-2	* P2	* Richmond, 1913; S/N 54012 - As 822 - Sc. 1951	1950
F-2	836	* 4-6-2	*	*	
43-148	838	* 4-6-2	* P1	* Richmond, 1913; S/N 54017 - As 802 - Sc. 1946	BP
43-211	842	* 4-6-2	* P2	* Richmond, 1913; S/N 54022 - As 822 - Sc. 1948	1946
43-220	843	* 4-6-2	* P2	* Richmond, 1913; S/N 54023 - As 822 - Sc. 1950	1940
43-149	854	* 4-6-2	* P	* Richmond, 1911; S/N 50267 - 23x28-72-195- (1917) (1929) 214,400 - 34,100 SAL 95: 4(2): 854 Ret. 1948	1948
43-209, 220 & 221	857	* 4-6-2	* P	* Richmond, 1911; S/N 50270 - As 854 - (1917) (1929) SAL 98: 7(2): 857 Sc. 1946	220 -> 1937 221 -> 1939
43-151	858	* 4-6-2	* P	* Richmond, 1911; S/N 50271 - As 854 - (1917) (1929) SAL 99: 8: 858 Sc. 1951	1936
43-151 & 213	859	* 4-6-2	* P	* Baldwin, 1912; S/N 38763 - As 854 - (1917) (1929) SAL 85: 9(2): 859 Ret. 1948	1936
43-150	860	* 4-6-2	* P	* Baldwin, 1912; S/N 38764 - As 854 - (1917) (1929) SAL 86: 10: 860 Sc. 1946	
43-218	861	* 4-6-2	* P	* Baldwin, 1912; S/N 38765 - As 854 - (1917) (1929) SAL 87: 11: 861 Sc. 1950	1947
43-151	863	* 4-6-2	* P	* Baldwin, 1912; S/N 38767 - As 854 - (1917) (1929) SAL 89: 13: 863 Sc. 1951	1937
43-152	865	* 4-6-2	* P	* Richmond, 1913; S/N 54031 - 23x28-72-195- (1917) (1929) 223,000 - 34,100 SAL 93(2): 15: 865 Sc. 1951	1943
43-150	867	* 4-6-2	* P	* Richmond, 1913; S/N 54033 - As 865 - (1918) (1929) SAL 101(2): 17(2): 867 Sc. 1950	1939
43-152 & 224	868	* 4-6-2	* P	* Richmond, 1913; S/N 54034 - As 865 - (1918) (1929) SAL 102(2): 18(2): 868 Sc. 1951	224 -> 1942 152 -> 1943
43-149, 150 & 199	869	* 4-6-2	* P	* Richmond, 1913; S/N 54035 - As 865 - (1917) (1929) SAL 103(2): 19(2): 868 Ret. 1948	199 -> 1938 149 & 150 -> 1939
43-153	871	* 4-6-2	* P4	* Baldwin, 1909; S/N 33383 - 23x28-68-200-201,700 - 37,030 Western Maryland 152: SAL 871 Sc. 1952	
43-153	872	* 4-6-2	* P4	* Baldwin, 1909; S/N 33385 - As 871 - Western Maryland 154: SAL 872 Sc. 1951	1948
43-152	873	* 4-6-2	* P4	* Baldwin, 1909; S/N 33386 - As 871 Western Maryland 155: SAL 873 Sc. 1950	
43-153 & 219	876	* 4-6-2	* P4	* Baldwin, 1911; S/N 36584 - As 871 Western Maryland 158: SAL 876 Sc. 1951	219 -> 1948 153 -> 1950

SEABOARD AIRLINE 1900-1967

43-162	900	* 2-8-0	* H1	* Baldwin, 1911; S/N 36119 - 23x30 - 56-195 - 217,000 - 46,970 - Sc. 1950	BP
43-162	901	* 2-8-0	* H1	* Baldwin, 1911; S/N 36120 - As 900 - Sc. 1949	1940
43-163	905	* 2-8-0	* H1	* Baldwin, 1911; S/N 36222 - As 900 - Sc. 1950	1939
43-162	911	* 2-8-0	* H1	* Baldwin, 1911; S/N 36995 - As 900 - Sc. 1945	c. 1940
43-164	921	* 2-8-0	*	* Baldwin, 1926; S/N 29359 - Modernized - 20x26 - 56-180 - 147,800 - 28,410 - GF&A 129; 201; SAL 921 Ret. 1946	1933
43-163	930	* 2-8-0	*	* Baldwin, 1920; S/N 53315 - 21x28 - 54-180 - 177,000 - 34,990 Char. Harber & Nor. 72; SAL 930 Ret. 1950	1948
43-163	932	* 2-8-0	*	* Baldwin, 1920; S/N 55317 - As 930 - Char. Har. & Nor. 74; SAL 932 Sc. 1951	1939
43-164	934	* 2-8-0	* H2	* Sch, 1911; S/N 49671 - 25x32 - 61-185 - 203,500 - 51,560 C&NW 1787; SAL 934 Ret. 1949	
43-164	971	* 2-8-0	* L3	* Richmond, 1902; S/N 25477 - 20x28 - 57-200 - 145,200 - 33,400 SAL 642(1); 971 Sc. 1936	
43-164	981	* 2-8-0	* L3	* Richmond, 1903; S/N 26824 - As 971 - Sold 1941 SAL 652(1); 981; Aberdeen & Parkfish 45; Atlantic & Western 11	1936
43-190	1001(3)	* 0-4-0 T	* ODD	* Baldwin, 1936; S/N 61903 - 16x24 - 48 - 180 - 108,000 - 19,580	BP
43-190	1002	* 0-4-0 T	* DUMMY	* Baldwin, 1912; S/N 38017 - 16x24 - 50 - 160 - 86,500 - 16,710 Ret. 1936	BP
43-191	1003	* 0-4-0 T	* ODD	* Baldwin, 1913; S/N 40131 - As 1002 - Sold 1949	1947
43-191	1005	* 0-4-0 T	*	* Baldwin, 1917; S/N 45532 - Gauge 3-0 North Bros. Steel Co. 13; SAL 1005 Sold 1933	
43-192	1036	* 0-6-0	* L5	* Baldwin, 1907; S/N 31672 - 19x28 - 51-190 - 144,280 - 32,010 SAL 408(1); 1036 Ret. 1946	1937
43-192	1043	* 0-6-0	* L5	* Baldwin, 1910; S/N 34369 - As 1036 - SAL 415(2); 1043 Ret. 1946	1937
43-193	1053	* 0-6-0	* L5	* Baldwin, 1911; S/N 38269 - As 1036 - SAL 425(2); 1053 Sc. 1951	c. 1939
43-192	1055	* 0-6-0	* L5	* Baldwin, 1913; S/N 40282 - As 1036 - SAL 427(1); 1055 Sc. 1951	1936
43-193	1090	* 0-6-0	* F5	* Cooke, 1918; S/N 60167 - 21x28 - 51-190 - 165,000 - 39,100 Sc. 1951	1947
43-193	1092	* 0-6-0	* F5	* Cooke, 1918; S/N 60169 - As 1090 - Sc. 1951	1947
43-195	1103	* 0-6-0	* F7	* Baldwin, 1927; S/N 59754 - 23x28 - 51-205 - 180,000 - 45,000 - Sc. 1953	1952
43-194	1104	* 0-6-0	* F7	* Baldwin, 1927; S/N 59755 - As 1103 - Sc. 1952	1948
43-194	1105	* 0-6-0	* F7	* Baldwin, 1927; S/N 59756 - As 1103 - Sc. 1952	1949

SEABOARD AIR LINE 1900-1967

1950	BP	1118	*0-6-0K7K " " (59821)- " " 1952
1938	"	1126	*0-6-0*F7K " " 1928(60345)- " " 1952
1948	"	1130	*0-6-0*F7K " " (60349)- " " 1948
43-189	43-189	1179	*0-8-0*F9K A-P, 1905(38006)- As rebuilt from 2-8-0 by
43-139	43-139	1562	*4-6-0*IH*Pittsburgh, 1896(1632)-19X24-58-180-131,150-22,860 SAL 562: 562: 1562 Ret, 1930
43-139	43-139	1589	*4-6-0*IE*Richmond, 1900(3064)-19X26-60-190-135,500-25,260 SAL 589: 1589 Ret, 1929
43-178	43-178	2403	*2-10-2*B*BLW, 1918(47946)- Modified - 27X32-63-190-336,000- 59,800 SAL 403(2): 2403 Sc, 1949
43-178	43-178	2404	*2-10-2*B*BLW, 1918(48072)- As 2403-SAL 404(2): 2404 1949 Sc, 1925
43-179	43-179	2409	*2-10-2*B*B " " (48289)- " " -SAL 409(3): 2409 1948 Sc, 1925
43-179	43-179	2488	*2-10-2*B*B " " 1919(52160)- Modified - 27X32-57-200- 352,000 - 69,570 SAL 488(2): 2488 Sc, 1953
43-180	43-180	2490	*2-10-2*B*B*BLW, 1919(52162)- As 2488 SAL 490(2): 2490 1952 Sc, 1925
43-180	43-180	2495	*2-10-2*B*B " " (52220)- As 2488 SAL 495(1): 2495 1952 Sc, 1925
43-180	43-180	2497	*2-10-2*B*B " " (52222)- " " SAL 497(1): 2497 1953 Sc, 1925
43-180	43-180	2499	*2-10-2*B*B " " (52224)- " " SAL 499(1): 2499 Sc, 1952
43-183, 1984, 235	43-183, 1984, 235	2501	*2-6-6-4*R1K*BLW, 1935(61830)- (4)22X30-69-230-330,000- 480,000-82,280 Sold 1947 SAL 2501: B&O 7701 Sc, 1925
43-184	43-184	2502	*2-6-6-4*R1K*BLW, 1935(61831)- As 2501 SAL 2502: B&O 7702 Sc, 1925
43-184	43-184	2503	*2-6-6-4*R1K " " (61832)- " " SAL 2503: B&O 7703 Sc, 1925
43-185	43-185	2504	*2-6-6-4*R1K " " (61833)- " " SAL 2504: B&O 7704 Sc, 1925
43-185	43-185	2505	*2-6-6-4*R2K " " 1937(62054)- " " SAL 2505: B&O 7705 Sc, 1925
43-185	43-185	2506	*2-6-6-4*R2K " " (62055)- " " SAL 2506: B&O 7706 Sc, 1925
43-236	43-236	2507	*2-6-6-4*R2K " " (62056)- " " SAL 2507: B&O 7707 Sc, 1925
43-183, 185	43-183, 185	2508	*2-6-6-4*R2K " " (62057)- " " SAL 2508: B&O 7708 Sc, 1925

SEABOARD AIR LINE 1900-1967

132-58	237	* 4-8-2	*M-2* BLW, 1924(58076)- As 236 - Sc. 1952
71-38	261	* 4-8-2	*M-2* BLW, 1926(58992)- Modified - Sc. 1952
71-43	355(2)	* 2-8-2	*Q-3* A-S, 1923(63182)- As 335(2)- Sc, 1953
63-37	818	* 4-6-2	*P-2*
132-54	200	* 4-8-2	*M* ^{A-R, 1914-} 27X28-69-190- 316,000-47,800
132-52	205	* 4-8-2	*M*A-R, 1914- As 200
132-55	210	* 4-8-2	*M*A-S, 1917- As 200
132-57	224	* 4-8-2	*M-1*A-S, 1922- 27X28-69-190- 315,000-47,800
132-59	243	* 4-8-2	*M-2*BLW, 1924- As 236

1938

BP

BP

1938 BP
1947

SILVERTON RR/RV

Gauge 3'-0"

77- Frontis.
67, 88 & 262
60-219
77-102

100 *2-8-0*BLW, 1880 (6057 Bo. 4932 ch. - 15x20-36-135-58,600-14,470
{ 283 Bo. (1887) 262-1910 67-1883
D&RG 42" ANGLE SAXON: SRR 100' OUREY" Sc. 1923 Frontis & 88-1891
269 *2 Tr, Shay * Lima, 1890 (269)-(3) 10x12-29 1/2 - 74,000-16,900
(1892)
SRR 269 "GUSTON": RGS 34(2) Sold 1899

SILVERTON GLADSTONE & NORTHERLY

Gauge 3'-0

F-1 77-137,
138, 140 & 142

32 *2-8-0*BLW, 1880 (5185) - 15x18-36-135-56,200-13,030
(1886) (1891) (1899)
"GOLD KING" D&RG 77" RINCONIDA": D&RGW (Utah) 77: RGS 32: SG&N 32: Sc. 1911

SILVERTON NORTHERN

Gauge 3'-0"

77-149,
258 & 316

1 *2-8-0*BLW, 1880 (5226) - 15x18-36-135-56,200-13,030
(1886) (1891) (1892)
D&RG 56 "LA PLATA": D&RGW (Utah) 79: RGS 34: Silvertown 101:
SN 1 Sc. 1924 258-1909 316-1916
3 *2-8-0*BLW, 1904 (24109) - 16x20-37-160-72,000-18,820
(1942) SN 3: USA 22 Sc. 1944 (1942) 1904 to 1943
4 *2-8-0*BLW, 1906 (27977) - As 3 SN 3: USA 23 Sc. 1944 1945
34 *2-8-0*BLW, 1904 (24130) - 16x20-37-160-88,100-18,820
(1915) (1942) SG&N 34 "GOLD PRINCE": SN 34: USA 24 Sc. 1951
348-1930 344 & 550 1944

77-189, 306,
340, 342, 344,
345, 348 & 351

77-351
74-344, 348 &
350

SINNEBAHONG VALLEY

104-05	1" F.H. GOODYEAR * 2-6-0 * BLW, 1885 (7678) - SV 1" F.H.G.: Buf. & Susq. 101; Lackawanna Lbr. Co. 3	(1873) (1885)	(1895)	BP
104-18	2(1) * 2-8-0 * Dickson, 1879 (228) - Boston, Housac Tunnel & West 5: SV 2(1): N70 & W 90	(1893)	(1887)	
104-82	2(3) * 2-8-0 * BLW, 1888 (9121) - SV 2(3): Buf. & Susq. 102	(1893)		BP
104-24	3(1) * 0-4-0 T *			
8-69	104-07	3(2) "EDW. T. JOHNSON" * 0-6-6-0 T * BLW, 1892 (12526) - Vauxlain comp. - SV 3(2) "E.T.J.": B&S 103	(1878)	69 -> BP 07 -> 1892
104-18	4(2) * 3 Tr. Shay * Lima, 1888 (206) - 130,000 - SV 4(2): Goodyear Lbr. Co. 4: Potato Creek RR 4			c. 1888
104-16	5(1) * 2 Tr. Shay * Lima, 1886 (157) - 80,000			
104-07, 08 & 23	6 * 3 Tr. Shay * Lima, 1887 (195) - 140,000 - (3) 14x14-36-170-27-145,000 - 30,000			07 -> BP
104-28	7 * 2 Tr. Shay * Lima, 1889 (224) - 80,000			
104-82	8 * 2 Tr. Shay * Lima, 1889 (236) - 80,000			BP

SOUTH CAROLINA

(39-52

59 * 2-2-0 * Richmond, 1871; S/N 1272 - Gauge comp. - Sc. 1932
(1871) (1871) BP

SOUTH CAROLINA RAILROAD CANAL CO.

5-112

"N. S. Ferry" * 4-4-0 Baldwin, 1859 BP

8-32

? * 4-4-0 Baldwin, 1871 (1871) BP

SOUTH CAROLINA WESTERN RAILROAD

43-10

7 * 4-4-0 Baldwin, 1874; S/N 4107 (1874) (1874) BP

SOUTHWESTERN RAILROAD

40-17

601 * 4-2-0 Baldwin BP

40-52

? * 2-8-0 Baldwin " " BP

SOUTHERN RY.

39-68

N 2 * 2-6-0 * Rhode Is., 1886; S/N 1542 - Gauge 3-0 -
(1899) Atlantic & Danville 2; Southern N 2 Sc. 1934 1932

39-69

N 5 * 4-6-0 * Baldwin, 1886; S/N 8038 - Gauge 3-0 -
(1899) Atlantic & Danville 5; Southern N 5 Sc. 1934 1917

39-69

N 6 * 4-6-0 * Baldwin, 1888; S/N 9140 - Gauge 3-0
(1899) Talladega & Coosa Valley 6; Atl. & Dan. 6; Sou. N 6 Sc. 1934 1917

39-96

3 * 2-8-0 * G * Rogers, 1890; S/N 4342 - 20x24-50 - Sold 1926
(1896) (1926) R & D 562; Sou. 3; Emmitsburg R.R., 6 1913

39-96

7 * 2-8-0 * G * Rhodels, 1890; S/N 2396 - 20x24-50
(1896) R & D 548; Sou. 7 Sc. 1950 1949

39-152

29 * 2-8-0 * G * Richmond, 1891; S/N 2116 - 20x24-50
(1896) Georgia Pacific 589; Sou. 29 Sc. 1934 1948

39-224

88 * 2-8-0 * G * Baldwin, 1889; S/N 10188 - 20x24-50
(1896) Georgia Pacific 580; Sou. 88 Sc. 1932 1932

39-96

105 * 2-8-0 * G * Baldwin, 1887; S/N 8866 - 20x24-50-150-24,480
(1896) ETV & G 417; Sou. 105 Ret. 1949 1948

39-97

107 * 2-8-0 * G * Baldwin, 1887; S/N 8869 - As 105 - Sold 1942
(1896) (1942) ETV & G 419; Sou. 107; Smoky Mountain RY. 107 ← 1932

39-97

185 * 2-8-0 * G-2 * Richmond, 1895; S/N 2471 - 20x26-50-150-26,520
(1903) Sou. 221; 185 Sc. 1938 1936

39-97

203 * 2-8-0 * G-3 * Baldwin, 1898; S/N 15808 - 21x26-51-165-141,000-
31,530 Carter Coal & Iron Co. 10; Dana Furnace Co. 10; V & SW 10;
(1916) Sou. 203 Ret. 1951 1938

39-97

205 * 2-8-0 * H-5 * Sch., 1903; S/N 29040 - 21x26-51-190-168,000-
(1916) 36,310 V & SW 60; Sou. 205 Sc. 1939 1933

39-223

222 * 2-8-0 * * Richmond, 1895; S/N 2472 - As 185 -
(1903) Sou. 222; 186; Virginia Blue Ridge RY 2 BP

SOUTHERN RY.

39-66	231	* 2-8-0	*	Brooks, 1896: S/N 2671 - As 185- (1903) Sou. 231: 195 Sc. 1938	BP
39-66	268(1)	* 2-8-0	*	Richmond, 1899: S/N 2912 - 21X28-60-200-34,990 (1903) Sou. 268(1): 281(2) Sc. 1939	BP
39-223	273(1)	* 2-8-0	*	Pittsburgh, 1899: S/N 2011 - 21X28-60-200-152,800- (1903) 34,990 Sou. 273(1): 286(2) Sc. 1936	BP
39-67	318(1)	* 4-6-0	*	Richmond, 1895: S/N 2481 - 20X24-66-175-21,640 (1903) Sou. 318(1): 957(2) Sc. 1934	BP
39-224	318(2)	* 2-8-0	* H-1	* Richmond, 1901: S/N 3129 - 21X28-60-200-34,990 (1903) Sou. 318(2): 405(1) Ret. 1939	1937
5-55 39-223	325(1)	* 4-6-0	*	Baldwin, 1897: S/N 15274 - 21X28-72-200-29,160 (1898) (1903) Sou. 325(1): 350(1): 1051(2) Sc. 1930	BP
39-66	332(1)	* 4-6-0	*	Sch., 1899: S/N 5217 - 20X26-70-200-25,260 (1903) Sou. 322(1): 1003(2) Sc. 1929	BP
39-66	380(2)	* 4-6-0	*	Baldwin, 1903: S/N 21442 - As 325(1) (1903) Sou. 380(2): 1081(1) Ret. 1947	BP
39-98	389(2)	* 2-8-0	* H-4	* Baldwin, 1907: S/N 32371 - 21X28-57-200-164,800- 36,830 Ret. 1952	1947
39-143	398(2)	* 2-8-0	* H-4	* Baldwin, 1907: S/N 32467 - As 389(2) Ret. 1949	1938
39-98	401(2)	* 2-8-0	* H-4	* Baldwin, 1907: S/N 32487 - As 389(2) Sold 1949	BP
39-98	525	* 2-8-0	* J	* Baldwin, 1903: S/N 22064 - 21X28-56-200-171,550- 37,490 Sc. 1939	1939
39-224	542(2)	* 2-8-0	* J	* Baldwin, 1903: S/N 22570 - As 525 - Ret. 1953	1936
39-98	551(2)	* 2-8-0	* I	* Pittsburgh, 1907: S/N 44464 - 21X28-63-200-190,480- 33,320 Sc. 1938	BP
39-158	585	* 2-8-0	* Ks	* Richmond, 1906: S/N 39302 - Ret. 1951	1938
39-99	586	* 2-8-0	* Ks-2	* Richmond, 1906: S/N 39303 - As rebuilt - 25X30-57- 175-214,000-46,700 Ret. 1950	1949
39-99	607(2)	* 2-8-0	* K	* Richmond, 1903: S/N 28423 - 22X30-56/57-200 Ret. 1949	BP
39-160	607(2)	* 2-8-0	* Ks	* Richmond, 1903: S/N 28423 - Modified - Ret. 1949	1938
39-153	608(2)	* 2-8-0	* Ks	* Richmond, 1903: S/N 28424 - Modified - Sc. 1952	1948
39-100	653(2)	* 2-8-0	* K	* Pittsburgh, 1904: S/N 28943 - As 607(2) - Ret. 1951	1940
39-99	701(2)	* 2-8-0	* Ks	* Richmond, 1904: S/N 29886 - Modified - Sc. 1952	1939
39-152	753(2)	* 2-8-0	* Ks	* Richmond, 1905: S/N 37644 - Modified - Sc. 1952	1940
39-225	789(2)	* 2-8-0	* Ks	* Baldwin, 1910: S/N 35480 - Modified - Sc. 1952	1947
39-225	801(2)	* 2-8-0	* Ks	* Baldwin, 1910: S/N 35587 - Modified - Ret. 1950	1948
39-225	818(2)	* 2-8-0	* Ks	* Baldwin, 1910: S/N 35862 - Modified - Sc. 1951	c. 1948
39-226	829(3)	* 2-8-0	* Ks	* Baldwin, 1906: S/N 28970 - Modified - Sc. 1952	1932
39-226	832(3)	* 2-8-0	* Ks	* Baldwin, 1906: S/N 28992 - Modified - Sc. 1952	1949

SOUTHERN RY.

39-100	871	* 2-8-0	* Ks-1	* Baldwin, 1906; S/N 29693 - As rebuilt - 24x30-57-190-214,000-46,700 - Ret. 1950	1948
39-160	880	* 2-8-0	* Ks	* Baldwin, 1910; S/N 35865 - Modified - Sc. 1952	
39-91	903(2)	* 4-6-0	* F-2	* Rogers, 1890; S/N 4327 - 19x24-66-170 - 126,500 - (1896) (1896) (1903) Ga. Pacific 811; Sou. 383(1); 884(1); 903(2) Sc. 1952	1946
39-89	921(2)	* 4-6-0	* F-8	* Baldwin, 1907; S/N 32454 - 19x24-68-170 - 130,550 - 18,410 Sc. 1933	BP
39-91	922(2)	* 4-6-0	* F-8	* Baldwin, 1907; S/N 32455 - As 921(2) - Sc. 1939	1937
39-91 & 130	947(2)	* 4-6-0	* F-1	* Baldwin, 1894; S/N 13944 - 20x24-66-175 - 21,640 (1896) (1903) R&D 826; Sou. 306(1); 947(2) Sc. 1949	130 → 1938 91 → 1948
39-90	949(2)	* 4-6-0	* F-1	* Baldwin, 1894; S/N 13946 - As 947(2) (1896) (1903) R&D 828; Sou. 308(1); 949(2) Sc. 1951	c. 1934
39-89	965(2)	* 4-6-0	* F-1	* Rogers, 1896; S/N 4266 - As 947(2) (1896) (1898) (1903) R&D 807; Sou. 379(1); 326(2); 965(2) Ret. 1939	1941
39-92	1017(2)	* 4-6-0	* F-11	* Baldwin, 1902; S/N 19892 - 20x26-70-200 - 25,260 (1903) Sou. 346(1); 1017(2) Sc. 1938	1937
39-92	1081	* 4-6-0	* F-12	* Baldwin, 1903; S/N 21442 - 21x28-72-200 - 29,160 (1903) Sou. 380(2); 1081 Ret. 1947	1946
39-92	1087	* 4-6-0	* Fs-14	* Baldwin, 1903; S/N 22365 - Modified, F-14 to Fs-14 - 21x28-68-200 - 166,100 - 30,870 Ret. 1946	1940
5-124	1088	* 4-6-0	* F-14	* Baldwin, 1903; S/N 22382 - 21x28-68-200 - 166,060 - 30,870 Sc. 1935	1908
39-92	1094	* 4-6-0	* F-14	* Baldwin, 1903; S/N 22449 - As 1088 - Ret. 1947	1946
39-151	1104(2)	* 4-6-0	* F-14	* Baldwin, 1903; S/N 22685 - As 1088 - Sc. 1938	
39-92	1105(2)	* 4-6-0	* F-14	* Baldwin, 1903; S/N 22901 - As 1088 - Sc. 1946	1935
39-227	1111(2)	* 4-6-0	* Fs-14	* Baldwin, 1904; S/N 23761 - As 1087 - Ret. 1946	1937
39-93	1113(2)	* 4-6-0	* F-16	* Baldwin, 1914; S/N 41754 - 19x26-62-200 - 147,900 - 25,740 Sc. 1934	BP
39-114	1200(2)	* 4-6-2	* P	* Baldwin, 1907; S/N 30496 - 22x28-220-72 1/2 - 35,200 - 1946 Ret. 217,575	Ret. 1946
39-149	1200(2)	* 4-6-2	* Ps-2	* Baldwin, 1907; S/N 30496 - As rebuilt - 24x28-72 1/2 - 195-232,000 - 36,870 Ret. 1946	1938
39-115	1205(2)	* 4-6-2	* Ps	* Baldwin, 1903; S/N 23272 - Modified - As 1200(2); P - Ret. 1947	Ret. 1947
39-227	1214	* 4-6-2	* Ps	* Richmond, 1904; S/N 29827 - Modified - As 1200(2); P Ret. 1951	1935
39-227	1221	* 4-6-2	* Ps	* Baldwin, 1904; S/N 24324 - Modified - As 1200(2); P Ret. 1947	Ret. 1947
39-226	1223	* 4-6-2	* Ps	* Baldwin, 1904; S/N 24368 - Modified - As 1200(2); P Ret. 1951	1937
39-151 & 236	1226	* 4-6-2	* Ps-2	* Richmond, 1905; S/N 37610 - Rebuilt - As 1200(2) Ret. 1951	1948
39-151	1231	* 4-6-2	* Ps-2	* Richmond, 1905; S/N 37615 - Rebuilt - As 1200(2) Sc. 1953	
71-6 39-115	1234	* 4-6-2	* Ps-2	* Richmond, 1905; S/N 37618 - Rebuilt - As 1200(2) Sc. 1953	1951
39-116	1238	* 4-6-2	* Ps-2	* Baldwin, 1906; S/N 27598 - Rebuilt - As 1200(2) Ret. 1948	

SOUTHERN RY.

39-228	1241	* 4-6-2	* Ps	* Baldwin, 1910; S/N 34650 - 22x28-72½-220 - 34,950 - Ret. 1939	1937
39-149	1255	* 4-6-2	* Ps-2	* Richmond, 1911; S/N 50201 - Rebuilt - As 1200(2) Sc. 1952	1938
39-228	1270	* 4-6-2	* Ps-2	* Baldwin, 1912; S/N 37745 - 24x28-72½-185 - 232,000 - 34,980 Sc. 1952	BP
39-116	1278	* 4-6-2	* P-5	* Baldwin, 1906; S/N 28380 - Rebuilt - 22x28-67-215 - 220,600 - 36,965 Ret. 1947	
39-116	1285	* 4-6-2	* P-1	* Baldwin, 1906; S/N 28310 - 22x28-63-200 - 216,850 - 36,570 Sc. 1938	BP
39-117	1298	* 4-6-2	* P-1	* Baldwin, 1906; S/N 27492 - As 1285 - Ret. 1947	1933
39-147	1307(3)	* 4-6-2	* Ps-2	* Baldwin, 1910; S/N 35420 - Rebuilt - As 1200(2) Ret. 1951	1950
39-117	1311(3)	* 4-6-2	* Ps	* Baldwin, 1910; S/N 35454 - As 1241 - Sc. 1940	1937
39-86	1331(2)	* 4-6-0	*	* R&DRR, 1884; S/N 4 - Sold 1911 R&D 28: 309: (1896) (1903) (1910) (1911) Sou. 609(1): 1331(2): 3331: D.B. Morrison Co. 11	1907
39-228	1339(3)	* 4-6-2	* Ps-2	* Baldwin, 1913; S/N 40769 - As 1200(2) - Ret. 1949	1936
39-165	1341(3)	* 4-6-2	* Ps-2	* Baldwin, 1913; S/N 40788 - As 1200(2) - Ret. 1949	1938
39-117	1349(3)	* 4-6-2	* Ps-2	* Baldwin, 1914; S/N 41356 - As 1200(2) - Ret. 1948	BP
39-137	1358(2)	* 4-6-2	* Ps-2	* Richmond, 1914; S/N 54700 - As 1200(2) - Ret. 1950	1938
39-117	1360(2)	* 4-6-2	* Ps	* Baldwin, 1910; S/N 34780 - As 1241 (1913) Ga. Sou. & Fla. 500; Sou. 1360(2) Ret. 1947	
39-150	1366(2)	* 4-6-2	* Ps-4	* Sch., 1924; S/N 66065 - 27x28-73-200-70.5-3689 - 184,000 - 304,000 - 47,530 Sc. 1953	
39-118	1369(2)	* 4-6-2	* Ps-4	* Sch., 1924; S/N 66068 - As 1366(2) Ret. 1953	1939
39-141	1370(2)	* 4-6-2	* Ps-4	* Sch., 1924; S/N 66069 - As 1366(2) Ret. 1952	1937
39-132	1371(2)	* 4-6-2	* Ps-4	* Sch., 1924; S/N 66070 - As 1366(2) Sc. 1952	1940
39-229	1372(2)	* 4-6-2	* Ps-4	* Sch., 1924; S/N 66071 - As 1366(2) Sc. 1953	193
39-133	1374(2)	* 4-6-2	* Ps-4	* Sch., 1924; S/N 66073 - As 1366(2) Sc. 1952	1937
39-118	1375(2)	* 4-6-2	* Ps-4	* Sch., 1923; S/N 64852 - As 1366(2) Ret. 1952	1938
39-230	1377(2)	* 4-6-2	* Ps-4	* Sch., 1923; S/N 64854 - As 1366(2) Sc. 1952	1948
39-119 & 239	1380(2)	* 4-6-2	* Ps-4	* Sch., 1923; S/N 64857 - As 1366(2) Sc. 1953	239 → c. 1940 119 → 1946
39-67	1388(1)	* 0-6-0	*	* Richmond, 1894; S/N 2438 - 19x24-50-160 - 102,000 - 23,560 Sou. 1388(1): 1549 Sc. 1923	BP
39-133	1388(3)	* 4-6-2	* Ps-4	* Sch., 1924; S/N 66060 - As 1366(2) Sc. 1952	1939
39-229 & 236	1391(3)	* 4-6-2	* Ps-4	* Sch., 1924; S/N 66063 - As 1366(2) Sc. 1952	236 → 1926 229 → 1946
39-67	1392(1)	* 0-6-0	*	* Rhoads, 1895; S/N 3035 - As 1388(1) Sc. 1926 (1903) Sou. 1392(1): 1553	BP
F-20 39-134	1394(3)	* 4-6-2	* Ps-4	* Richmond, 1926; S/N 66881 - As 1366(2) Sc. 1952	1940
39-134, 137 & 150	1395(3)	* 4-6-2	* Ps-4	* Richmond, 1926; S/N 66882 - As 1366(2) Sc. 1952	1938
39-119	1396(3)	* 4-6-2	* Ps-4	* Richmond, 1926; S/N 66883 - As 1366(2) Ret. 1952	BP

SOUTHERN RY.

39-148	1399(3) *	4-6-2	*Ps-4	*Richmond, 1926; S/N 66886 - As 1366(2) Ret. 1949	1940
39-229	1400(3) *	4-6-2	*Ps-4	*Richmond, 1926; S/N 66887 - As 1366(2) Ret. 1952	1933
39-118, 132 & 136	1401(3) *	4-6-2	*Ps-4	*Richmond, 1926; S/N 66888 - As 1366(2)	118 → 1933 132 → 1938 136 → 1938
39-136	1402(3) *	4-6-2	*Ps-4	*Richmond, 1926; S/N 66889 - As 1366(2) Sc. 1952	1938
39-229	1407(2) *	4-6-2	*Ps-4	*Baldwin, 1928; S/N 60463 - As 1366(2) Sc. 1952	BP
39-119 & 239	1407(2) *	4-6-2	*Ps-4	*Baldwin, 1928; S/N 60463 - As 1366(2) Sc. 1952	1939
46-171	1407(2) *	4-6-2	*Ps-4	*Baldwin, 1928; S/N 60463 - As 1366(2) Sc. 1952	1940
39-146	1408(2) *	4-6-2	*Ps-4	*Baldwin, 1928; S/N 60464 - As 1366(2) Sc. 1952	1940
39-118	1409(2) *	4-6-2	*Ps-4	*Baldwin, 1928; S/N 60465 - As 1366(2) Ret. 1952	BP
39-150	1455(3) *	4-8-2	*Ts	*Baldwin, 1917; S/N 44871 - 27X28-69-200-67-3655-942-209,800-314,800-50,300 - Ret. 1951	1938
39-126, 143 & 237	1462(2) *	4-8-2	*Ts	*Baldwin, 1917; S/N 45085 - As 1455(3) Sc. 1952	1941 1942 1948
148-97 39-125	1463(2) *	4-8-2	*Ts	*Baldwin, 1917; S/N 45086 - 27X28-69-190-67-3655-942-209,800-314,800-47,800 - Sc. 1953	BP
39-165	1464(2) *	4-8-2	*Ts	*Baldwin, 1917; S/N 45087 - As 1455(3) Ret. 1951	1937
39-126	1471 *	4-8-2	*Ts	*Baldwin, 1917; S/N 46001 - As 1455(3) Sc. 1951	1938
39-138	1478 *	4-8-2	*Ts-1	*Baldwin, 1919; S/N 51654 - 27X30-69-200-70,8-4130 - -224,500-327,000-53,900 - Sc. 1952	1938
39-149	1479 *	4-8-2	*Ts-1	*Baldwin, 1919; S/N 51704 - As 1478 - Sc. 1953	1938 1946
39-126 & 142	1481 *	4-8-2	*Ts-1	*Baldwin, 1919; S/N 51730 - As 1478 - Ret. 1952	1948
39-125 & 142	1482 *	4-8-2	*Ts-1	*Baldwin, 1919; S/N 51731 - As 1478 - Sc. 1952	125 → BP 142 → 1939
39-140	1485 *	4-8-2	*Ts-1	*Baldwin, 1919; S/N 51798 - As 1478 - Sc. 1952	1938
39-138	1491 *	4-8-2	*Ts-1	*Richmond, 1919; S/N 59801 - As 1478 - Sc. 1953	1938
39-141	1492 *	4-8-2	*Ts-1	*Richmond, 1919; S/N 59802 - As 1478 - Sc. 1953	1938
39-143	1499 *	4-8-2	*Ts-1	*Richmond, 1919; S/N 59809 - As 1478 - Sc. 1953	1938
39-5	1504 *	0-6-0	*	*Rogers, 1882; S/N 3075 - Sc. 1923 (1896) (1903) R&D 35; North Carolina 16; Sou. 1303(1); 1504	
39-71	1509 *	0-4-4 T	*A	*Baldwin, 1880 - As rebuilt to 0-4-4 T - 16X24-48-135-54,150-14,690 - Alabama & Chattanooga 21; Sou. 1315(1); 1509 Ret. 1950	1940
39-73	1516 *	0-4-2 T	*A-1	*Rogers, 1883; S/N 3347 as an 0-6-0 - Rebuilt to 0-4-2 T - 17X24-50-135-38,000-15,920 Gq. Pac. 47; Sou. 1324(1); 1516 - Sc. 1949	1940
39-231	1554 *	0-6-0 T	*A-3	*Richmond, 1895; S/N 2486 as an 0-6-0 - Rebuilt to 0-6-0 T - 19X24-50-160-103,000-28,570 Sou. 1393(1); 1554 Ret. 1943	
39-73	1573(2) *	0-6-0 T	*A-4	*Pittsburgh, 1906; S/N 39362 as 0-6-0 - Rebuilt to 0-6-0 T - 19X24-51-185-26,710 Ret. 1947	1940
39-74	1575(1) *	0-6-0	*A-4	*Pittsburgh, 1906; S/N 39364 - 19X24-51-185-131,200-26,710 - Ret. 1949	1937
39-231	1595 *	0-6-0 T	*A-4	*Baldwin, 1906; S/N 28624 as 0-6-0 - Rebuilt to 0-6-0 T - As 1573(2) Sc. 1952	
39-75	1605 *	0-6-0	*A-8	*Baldwin, 1904; S/N 24295 - 20X24-50-185-141,240-30,190 Ret. 1948	1947

SOUTHERN RY.

39-73	1621	* 0-6-0	* A-7	* Baldwin, 1906; S/N 28811 - 20x26-50-185- 145,000 - 32,710 - Ret. 1946	1939
39-230	1622	* 0-6-0	* A-7	* Baldwin, 1906; S/N 28832 - As 1621 - Sold 1952	1933
39-230	1642	* 0-6-0	* A-7	* Pittsburgh, 1906; S/N 37671 - As 1621 - Sc. 1952	1934
39-72	1697	* 0-6-0	* A-7	* Pittsburgh, 1904; S/N 30259 - As 1621 - Sc. 1952	1940
39-74	1710(2)	* 0-6-0	* A-7	* Baldwin, 1908; S/N 32958 - As 1621 - Ret. 1947	BP
39-76	1862(2)	* 0-8-0	* A-11	* Richmond, 1924; S/N 65691 - 25x28 - 51-190 - 214,000 - 55,420 - Sc. 1953	1939
39-76	1898(2)	* 0-8-0	* A-10	* Baldwin, 1914; S/N 41383 - 24x28 - 51-185 - 208,700 - 49,730 - Sc. 1953	BP
39-81	1905	* 4-4-2	* C	* Richmond, 1906; S/N 39318 - 20 1/2 x 26 - 79-200 - 190,000 - 23,510 - Sc. 1939	c. 1934
39-236	1906	* 4-4-2	* C	* Richmond, 1906; S/N 39319 - As 1905 - Sc. 1935	1932
39-81	1909	* 4-4-2	* C	* Richmond, 1906; S/N 39322 - As 1905 - Sc. 1939	1933
39-82	1911	* 4-4-2	* C	* Richmond, 1906; S/N 39324 - As 1905 - Sc. 1939	1923
39-82	1913	* 4-4-2	* C	* Richmond, 1906; S/N 39326 - As 1905 - Sc. 1934	1916
39-81 & 82	1914	* 4-4-2	* C	* Richmond, 1906; S/N 39327 - As 1905 - Ret. 1942	81 -> BP 82 -> 1944
39-78	2300	* 4-4-0	*	* Rhode Is., 1886 - Sc. 1912 (1900) Louisville, Evansville & St. Louis 8: Sou. 2300	1911
39-100	2504(2)	* 2-8-0	* Ks-3	* Richmond, 1926; S/N 66907 - 22x30 - 57-250 - 246,000 - 54,130 - Ret. 1952	1948
39-84	3002	* 2-6-0	* D	* Baldwin, 1896; S/N 15128 - 18x24 - 56-180 - 117,000 - (1903) (1906) 21,250 Sou. 703(1); 808(1); 3002 Sc. 1947	1938
39-85	3019	* 2-6-0	*	* Baldwin, 1885; S/N 7732 R & D 48: (1896) (1902) (1903) (1905) Va. Midland 438; Sou. 533(1); 771(1); 827(2); 3019 Sc. 1923	1916
39-84 & 119	3047	* 2-6-0	* D-4	* Rogers, 1889; S/N 4203 - 19x24 - 56-160 - 113,000 - 21,040 - (1896) (1902) (1903) (1905) R & D 470; Ga. Pac. 470; Sou. 561; 799(1); 855(2); 3047 Sc. 1947	129 -> 1938 84 -> 1939
39-86	3337	* 4-6-0	*	* Baldwin, 1882; S/N 5964 - R & D 13; 313: (1896) (1903) (1910) Sou. 613(1); 1337(2); 3337 Sc. 1914	1912
39-87	3408	* 4-6-0	* F-9	* Rhode Is., 1890; S/N 2519 - 18x24 - 54-160 - 101,910 - (1896) (1903) (1910) Sc. 19,580 South Carolina 23; So. Car. & Ga. 23; Sou. 694(1); 1408(1); 3408	1938 1935
39-85	3412	* 2-6-0	*	* Rhode Is., 1890; S/N 2523 SC & G 27: (1896) (1903) (1910) Sou. 698(1); 1412; 3412 Sc. 1924	1912
39-87	3419	* 4-6-0	*	* NYLW, 1883; S/N 20 - ETV & G 150; 357; Sou. 446(1); (1902) (1910) (1923) 905(1); 3419; Augusta Northern ?	1912
39-78, 130 & 232	3783	* 4-4-0	* B-6	* Rogers, 1882; S/N 3092 - 18x24 - 66-160 - 85,000 - (1896) (1903) (1908) 16,020 ETV & G 125; 163; Sou. 993; 1783; 3783 Ret. 1942	1938
39-80	3793	* 4-4-0	*	* Baldwin, 1886; S/N 8102 Ga. Midland & Gulf 102: (1896) (1903) (1907) Sou. 1004(1); 1794; 3794 Sold 1924	1916

SOUTHERN RY

39-151	3805 * 4-4-0 *	* NYLW, 1884; S/N 75 (1896) (1903) (1907)	Memphis & Charleston 53: 198: Sou, 1015(1): 1805: 3805 Sc. 1917	1914
39-79	3841 * 4-4-0 * B-8	* Baldwin, 1887; S/N 8719 - 18X24-62-160-90,000- (1896) (1903) (1907)	17,060 Ga. Pac. 45: 8: 772: Sou, 834(1): 1841(1): 3841 Ret. 1942	c. 1934
39-80	3845 * 4-4-0 * B-4	* Rogers, 1885; S/N 3531 - 18X24-66-160-88,900- (1896) (1903) (1907)	16,020 R&D 34: 608: Sou, 838(1): 1845(1): 3845 Sc. 1938	1937
39-80	3852 * 4-4-0 * B-9	* Sch., 1887; S/N 2247 - 18X24-62-145-91,500-15,450 (1896) (1903) (1907)	ETV&G 208: Sou, 846(1): 1852(1): 3852 Sc. 1938	c. 1934
39-79	3856 * 4-4-0 * B-9	* Sch., 1887; S/N 2251 - 18X24-62-160-91,500-17,060 (1896) (1903) (1907)	ETV&G 212: Sou, 850(1): 1856(1): 3856 Sc. 1937	1931
39-79	3858 * 4-4-0 * B-11	* Sch., 1889; S/N 2912 - 18X24-63-160-101,400-16,790 (1896) (1903) (1907)	ETV&G 214: Sou, 852(1): 1858(1): 3858 Sc. 1937	1931
39-80	3859 * 4-4-0 * B-10	* Sch., 1889; S/N 2913 - 18X24-62-145-101,400-15,210 (1896) (1903) (1907)	ETV&G 215: Sou, 853(1): 1859(1): 3859 Sc. 1939	1938
136-197 39-103	4001 * Four-Truck Shay *	* Lima, 1907; S/N 1875 - (3) 17X18-46-200-48.5 (1915)	336,000 - Sold 1915 Sou. 4001: C&O 15	BP
136-198 39-102 & 103	4002 * 2-6-8-0 * Ls	* Baldwin, 1911; S/N 36031 - 23 & 35 X 32 - 56-200-78 - 103 -> BP	332,700 - 363,550 - 80,500 Sc. 1935	102 -> 1934
8-85 39-104	4009 * 2-8-8-2 * Ls-1	* Baldwin, 1918; S/N 50000 - 25 & 39 X 30 - 56-210-83 - 432,000 - 84,350 Ret. 1949		BPs
39-157	4013 * 2-8-8-2 * Ls-1	* Baldwin, 1918; S/N 50786 - As 4009 - Ret. 1950		1949
136-200 39-156	4020 * 2-8-8-2 * Ls-1	* Baldwin, 1924; S/N 57901 - 25 & 39 X 30 - 56-210-82.8 - 4925 - 1350 - 390,000 - 450,000 - 84,400 Ret. 1951		1938
136-202 39-105	4021 * 2-8-8-2 * Ls-2	* Baldwin, 1926; S/N 59282 - As simplified - (4) 23 X 30 - 56-210-82.8 - 4925 - 1350 - - 448,000 - 96,000 - Sold 1952		
39-105	4022 * 2-8-8-2 * Ls-1	* Baldwin, 1926; S/N 59296 - As 4020 - Sc. 1953		194
39-104	4050 * 2-8-8-2 * Ls-2	* Baldwin, 1926; S/N 59528 - Experimental - (4) 23 X 30 - 56-210 - 469,000 - 96,000 Ret. 1952		BP
39-232	4051 * 2-8-8-2 * Ls-2	* Baldwin, 1928; S/N 60495 - (4) 23 X 30 - 56-210-82.8 - 4972 - 1420 - 409,000 - 469,000 - 96,000 Sc. 1952		1946
39-167 & 233 46-177	4052 * 2-8-8-2 * Ls-2	* Baldwin, 1928; S/N 60516 - As 4051 - Sold 1952		46-177 & 39-233 -> BP 39-167 -> 1938
39-105	4053 * 2-8-8-2 * Ls-2	* Baldwin, 1928; S/N 60517 - As 4051 - Sold 1952		1949
39-233	4054 * 2-8-8-2 * Ls-2	* Baldwin, 1928; S/N 60518 - As 4051 - Sold 1952		1938
39-167 & 232 39-157, 163 & 166	4055 * 2-8-8-2 * Ls-2	* Baldwin, 1928; S/N 60519 - As 4051 - Sc. 1952		167 -> 1938 232 -> 1947 166 -> 1937 163 -> 1938 157 -> 1946
39-105	4056 * 2-8-8-2 * Ls-2	* Baldwin, 1928; S/N 60520 - As 4051 - Ret. 1952		
39-105	4058 * 2-8-8-2 * Ls-2	* Baldwin, 1928; S/N 60522 - As 4051 - Ret. 1951		1938
F-1	4501 * 2-8-2 * Ms	* Baldwin, 1911; S/N 37085 - 27 X 30 - 63 - 200 - 272,900 - 59,010 - Sold 1948	Sou. 4501: Ky. & Tenn. 12: Sou. 4501	1972
39-168	4510 * 2-8-2 * Ms	* Baldwin, 1911; S/N 37094 - As 4501 - Ret. 1949		1938

SOUTHERN RY.

136-198

39-107

4537 * 2-8-2 * Ms-2 * Baldwin, 1912: S/N 38893 - As rebuilt with 2-8-0 tender tractor - Main engine 27X30-63-175-284,700-51,640
Tractor 18X24-50-175-176,000-23,130 Total TE 74,770 Tractor removed 1923

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39-163

4538 * 2-8-2 * Ms * Baldwin, 1912: S/N 38894 - As 4501 - Ret. 1949

1938

39-164

4544 * 2-8-2 * Ms * Baldwin, 1912: S/N 38900 - As 4501 - Sold 1952

1937

39-108

4552 * 2-8-2 * Ms * Baldwin, 1912: S/N 38947 - As 4501 - Ret. 1952

1951

39-155

4553 * 2-8-2 * Ms * Baldwin, 1913: S/N 38996 - As 4501 - Ret. 1949

1948

39-108

4577 * 2-8-2 * Ms * Baldwin, 1913: S/N 40796 - 27X30-63-175-272,900-51,625 Sold 1953

BP

39-160

4598 * 2-8-2 * Ms * Baldwin, 1914: S/N 41366 - As 4501 - Ret. 1951

1948

39-106

4604 * 2-8-2 * Ms * Richmond, 1914: S/N 54675 - As 4577 - Sc. 1939

BP

39-108

4635 * 2-8-2 * Ms * Richmond, 1914: S/N 54691 - As 4501 - Virginia & Southwestern 112: Sou. 4635 Ret. 1951

1947

39-108

4767 * 2-8-2 * Ms-1 * Richmond, 1923: S/N 64844 - 26X30-63-200-292,000-54,720 - Sold 1952

1939

39-154

4801 * 2-8-2 * Ms-4 * Richmond, 1923: S/N 64803 - 27X32-63-200-70.3-4285- - 239,500-326,000-59,900 Sc. 1952

1939

39-109

4808 * 2-8-2 * Ms-4 * Richmond, 1923: S/N 64810 - As 4801 - Sold 1952

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39-153

4818 * 2-8-2 * Ms-4 * Richmond, 1923: S/N 64820 - As 4801 - Sold 1952

1938

39-109

4820 * 2-8-2 * Ms-4 * Richmond, 1923: S/N 64822 - As 4801 - Sold 1952

1939

39-155

4838 * 2-8-2 * Ms-4 * Richmond, 1923: S/N 64840 - As 4801 - Sold 1952

1940

39-233

4842 * 2-8-2 * Ms-4 * Sch., 1924: S/N 66036 - As 4801 - Sold 1954

1937

39-233

4849 * 2-8-2 * Ms-4 * Sch., 1924: S/N 66043 - As 4801 - Sold 1952

1937

39-234

4857 * 2-8-2 * Ms-4 * Sch., 1924: S/N 66051 - As 4801 - Sold 1952

1936

39-154

4867 * 2-8-2 * Ms-4 * Rich., 1926: S/N 66862 - As 4801 - Sold 1952

1939

39-156

4870 * 2-8-2 * Ms-4 * Richmond, 1926: S/N 66865 - As 4801 - Sold 1952

1938

39-238

4874 * 2-8-2 * Ms-4 * Richmond, 1926: S/N 66869 - As 4801 - Sold 1952

1947

39-110

4875 * 2-8-2 * Ms-4 * Richmond, 1926: S/N 66870 - As 4801 - Sold 1953

1937

39-234

4887 * 2-8-2 * Ms-4 * Baldwin, 1928: S/N 60394 - As 4801 - Ret. 1952

1939

39-109

4913 * 2-8-2 * Ms-4 * Baldwin, 1928: S/N 60441 - As 4801 plus tender booster - Sold 1952

1937

39-109

4914 * 2-8-2 * Ms-4 * Baldwin, 1928: S/N 60442 - As 4801 plus tender booster Ret. 1952

BP

39-110

4997 * 2-8-2 * Ms-6 * Brooks, 1918: S/N 60027 as #5217(1), 2-10-2 - As rebuilt to 2-8-2 - 27X32-57-200-318,300-69,570 Sou. 5217(1): 4997 Sc. 1952

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39-110

4998 * 2-8-2 * Ms-5 * Brooks, 1918: S/N 60022 as 5212(1), 2-10-2 - As rebuilt to 2-8-2 - 27X32-63-210-329,500-66,100 Sou. 5212(1): 4998 Sc. 1952

1936

SOUTHERN RY.

39-123	5016	*2-10-2*	Ss*	BLW, 1917(45327)-28x32-57-190-88-5234-	-
				- 367,000-71,700	Sc 1938
					BP
F-1	5023	*2-10-2*	Ss*	BLW, 1917(45443)-28x32-57-200-88-5234-	-
				294,400-370,600-74,820	Ret. 1951
					c. 1948
39-123	5024	*2-10-2*	Ss*	BLW, 1917(45444)-As 5023	Ret. 1950
					1948
39-123	5035	*2-10-2*	Ss*	" " (46106)- " " " 1951	1949
39-164	5045	*2-10-2*	Ss*	" , 1918(48148)- " " " 1950	1948
39-168	5047	*2-10-2*	Ss*	" " (48299)- " " " 1951	1948
39-122	5069	*2-10-2*	Ss*	A-R, 1918(59072)-28x32-57-200-378,000-	
				74,820 ^{CNO # TP} Sou Sy. 6364(1): Sou 5069	Ret. 1949
					1938
23-173 39-124	5200	*2-10-2*	Ss-1*	A-B, 1918(60010)-27x32-57-200-76.3-4639-	
				- 276,000-352,000-69,400	Ret. 1951
					BPs
39-158	5208	*2-10-2*	Ss-1*	A-B, 1918(60018)-As 5200	Ret. 1949
					1937
39-124	5221	*2-10-2*	Ss-1*	" " (60031)- " " " 1951	1948
39-124	5225	*2-10-2*	Ss-1*	" " (60035)- " " Sold 1952	1948

SOUTHERN RY.

71-9	677(2) * 2-8-0	*Ks * BLW, 1904(24260) - Modified - As 607(2) - Sc. 1947	
63-39	837(3) * 2-8-0	*Ks * BLW, 1906(29024) - Modified - As 607(2) - Sc. 1952	
63-136	1398(3) * 4-6-2	*Ps-4 * A-R, 1926(66885) - As 1366(2) - Sc. 1952	
71-77	1406(2) * 4-6-2	*Ps-4 * BLW, 1928(60462) - As 1366(2) - Sc. 1952	
71-6	1480 * 4-8-2	*Ts-1 * BLW, 1919(51705) - As 1471 - Sc. 1952	
71-7	1653 * 0-6-0	*A-7 * BLW, 1904(24011) - As 1621 - Sc. 1953	
71-16	1705(2) * 0-6-0	*A-7 * BLW, 1908(32542) - As 1621 - Sc. 1952	
71-8	4866 * 2-8-2	*Ms-4 * A-R, 1926(66861) - As 4801 - Sc. 1952	
82-69	483(2) * 2-8-0	*J * BLW, 1903(23280) - 21x28-56-200 - 37,485	Sc. 1950
82-65	548(2) * 2-8-0	*J * BLW, 1903(22914) - As 483(2) - Sc. 1947	
132-96	1451(3) * 4-8-2	*Ts * BLW, 1917(44667) - 27x28-69-190-67-3655-942-209,800-314,800-47,800	Ret. 1951 1919
132-100	1453(3) * 4-8-2	*Ts * BLW, 1917(44812) - As 1455	Ret. 1951
132-98	1483 * 4-8-2	*Ts-1 * BLW, 1919(51732) - As 1478	Sc. 1952 1948
132-103	1493 * 4-8-2	*Ts-1 * A-R, 1919(59803) - As 1478	Sc. 1952 1929
136-200	4009 * 2-8-0-2	*Ls-1 * BLW, 1918(49488) - As 4009	Sc 1938
136-199	4561 * 2-8-2	*Ms-2 * BLW, 1913(39107) - 27x30-63-175-284,700-51,640	-54-
136-189	5046 * 2-10-2	*Ss * BLW, 1918(48298) - 28x32-57-200-88-367,000-74,820	Tender tractor 2-6-0 - 19x24-54-175-176,000-23,870 Total TE 75,510
150-219	727 * 2-8-0	*	Tender tractor 2-6-2 - 19x26-57-200-254,000-27,990 Total TE 102,810 1945

SOUTHERN RY SYSTEM

39-76	CNO&TP 6028	*0-8-0 * As-10 * Lima, 1917 (5384) - 24x28-51-185 - 210,500 - 49,730 CNO&TP 528: Sou. Sys. 6028 Sc. 1952 1951
39-77	CNO&TP 6031	*0-8-0 * As-11 * A-B, 1918 (60112) - 25x28-51-190 - 214,000 - 55,420 Sou. 1880(2): Sou. Sys. 6031 1947
39-101	CNO&TP 6187	*2-8-0 * Ks * A-R, 1906 (40115) - 22½x30-57-215 - 214,000 - 47,250 CNO&TP 707: Sou. Sys. 6187 Ret. 1947 1946
39-100	CNO&TP 6219	*2-8-0 * K * A-R, 1907 (42902) - 22x30-57-200 - 205,000 - 44,080 CNO&TP 739: Sou. Sys. 6219 Sc. 1950 1938
39-111	CNO&TP 6260	*2-8-2 * Ms * BLW, 1911 (37204) - 27x30-63-200 - 272,900 - 59,010 CNO&TP 910: Sou. Sys. 6260 Ret. 1952 1949
39-110	CNO&TP 6305	*2-8-2 * Ms-1 * A-R, 1922 (63553) - 26x30-63-200 - 66,7-3777 - - 218,500 - 288,000 - 54,720 Sc. 1952 1948
39-111	CNO&TP 6308	*2-8-2 * Ms-1 * A-R, 1922 (63556) - As 6305 Sc. 1952 1949
39-159	CNO&TP 6325	*2-8-2 * Ms-4 * A-R, 1926 (66839) - 27x32-63-200 - 70.3-4285 - - 239,500 - 326,000 - 59,900 Sold 1954
39-111	CNO&TP 6335	*2-8-2 * Ms-4 * A-R, 1926 (66849) - As 6325 Sc. 1953 1947
39-111	CNO&TP 6356(2)	*2-8-2 * Ms-4 * BLW, 1928 (60457) - As 6325 Sou. Sys. 16356: 6356(2) Sc. 1953 1948
39-123	CNO&TP 6369(1)	*2-10-2 * Ss * A-R, 1918 (59077) - 28x32-57-190 - 378,000 - 71,080 Sou. Sys. 6369(1): Sou. 5074 Ret. 1951 BP
39-104	CNO&TP 6399	*2-6-8-0 * Ls * BLW, 1909: 33867) - 23&35x32-56-200-78-5629.6 - 638 - 332,700 - 363,550 - 72,500 AGS 300: CNO&TP 300: Sou. Sys 6399 Sc. 1935 1934
39-121	CNO&TP 6455	*4-6-2 * Ps-2 * BLW, 1911 (36412) - 24x28-72½-195 - 232,000 - 36,870 CNO&TP 805: Sou. Sys. 6455 Ret. 1947 1947
39-120	CNO&TP 6465	*4-6-2 * Ps-2 * A-R, 1913 (53272) - As 6455 CNO&TP 815: Sou. Sys. 6465 Ret. 1951
39-145	CNO&TP 6475	*4-6-2 * Ps-4 * A-S, 1924 (66112) - 27x28-73-200 - 70.5 - 3689 - - 180,000 - 304,000 - 47,500 Sold 1952
39-120 71-5	CNO&TP 6476	*4-6-2 * Ps-4 * A-R, 1926 (66892) - As 6475 Sc. 1953 1947
39-120	CNO&TP 6478	*4-6-2 * Ps-4 * " " (66894) - " " " " 1946
39-120 & 147	CNO&TP 6480	*4-6-2 * Ps-4 * " " (66896) - " " " " 1952 147 → 1934 120 → 1935
39-238 & 71-11	CNO&TP 6482	*4-6-2 * Ps-4 * " " (66898) - " " " " 1953
39-140	CNO&TP 6493	*4-8-2 * Ts * BLW, 1917 (45242) - 27x28-69-200-67 - 3655-942-209,500-314,800-50,300 CNO&TP 853: Sou. Sys. 6493 Ret. 1951 (1917) 1938
39-127	CNO&TP 6494	*4-8-2 * Ts * BLW, 1917 (45243) - As 6493 CNO&TP 854: Sou. Sys. 6494 Sc. 1952 1940
39-127 & 145	CNO&TP 6496	*4-8-2 * Ts-1 * A-R, 1919 (59806) - 27x30-69-200-70.8 - 4130 - 224,500 - 327,000 - 53,900 Sou. 1496: Sou. Sys. 6496 Ret. 1951 (1917) 145 → 1934 127 → 1940

SOUTHERN RY SYSTEM

39-147	63-38	CY887P 6497	*4-8-2 * Ts-1 * A-R, 1919 (59807) - As 6496 - Sou. 1497: Sou. Sys. 6497 Ret. 1951	
39-74		AGS 6517	*0-6-0 * A-7 * A-R, 1907 (42913) - 20X26-50-185-145,000 - 32,710 AGS 117: Sou. Sys. 6517 Ret. 1949	1946
39-77		AGS 6533	*0-8-0 * As-10 * Lima, 1917 (5388) - 24X28-51-185-41.7-2442 - -210,500-49,730 AGS 103: Sou. Sys. 6533 Sc. 1953	1947
39-77		AGS 6536	*0-8-0 * As-11 * Lima, 1926 (7097) - 25X28-51-190-46.9-2783 - -214,000-53,500 Sc. 1953	1947
39-101		AGS 6585	*2-8-0 * Ks-1 * BLW, 1909 (33698) - As rebuilt - 24X30-57-190 - 214,000-46,700 AGS 210: Sou. Sys. 6585 Sc. 1953	1940
39-112		AGS 6600	*2-8-2 * Ms * BLW, 1913 (40746) - 27X30-63-200-272,900 - 59,010 AGS 301: Sou. Sys. 6600 Ret. 1949	1947
39-112		AGS 6617	*2-8-2 * Ms-1 * A-R, 1922 (63420) - 26X30-63-200-292,000 - 54,600 Sc. 1952	1946
39-112		AGS 6626	*2-8-2 * Ms-4 * A-R, 1926 (66856) - 27X32-63-200-326,000 - 59,600 Sold 1954	1946
39-112		AGS 6630	*2-8-2 * Ms-7 * BLW, 1911 (37242) - 28X30-63-190-329,700 60,900 Erie 3008: Sou. Sys. 6630 Ret. 1949	1946
39-113		AGS 6633	*2-8-2 * Ms-7 * BLW, 1912 (38988) - As 6630 - Erie 3089: Sou. Sys. 6633 Ret. 1949	1948
39-159		AGS 6634	*2-8-2 * Ms-7 * BLW, 1907 (39179) - As 6633 - Erie 3101: Sou. Sys. 6634 Ret. 1949	1948
39-121		AGS 6682	*4-6-2 * Ps-2 * BLW, 1909 (33803) - As rebuilt - 24X28-73½-195 - 232,000-36,870 AGS 255: Sou. Sys. 6682 Ret. 1949	1946
71-1		AGS 6686	*4-6-2 * Ps-4 * A-S, 1923 (64866) - 27X28-73-200-304,000 - 47,500 Ret. 1950	
39-121		AGS 6688	*4-6-2 * Ps-4 * A-R, 1926 (66899) - As 6686 - Ret. 1950	1946
39-119 & 234		AGS 6689	*4-6-2 * Ps-4 * " " (66900) - " " - Sold 1952	119 → BP 234 → 1946
71-3		AGS 6690	*4-6-2 * Ps-4 * " " (66901) - " " - Ret. 1953	
39-127		AGS 6694	*4-8-2 * Ts-1 * BLW, 1919 (51865) - 27X30-69-200-70.8-4130 - -224,500-327,000-53,900 Sou. 1489: Sou. Sys. 6694 1952	1947 Sold 99 → 194
132-99 39-126		AGS 6695	*4-8-2 * Ts * BLW, 1917 (45117) - 27X28-69-200-67-3655 - 942-209,800-314,800-50,300 AGS 280: Sou. Sys. 6690(1): 6695	1954 Sold
39-77		NOENE 6849	*0-8-0 * As-11 * A-B, 1918 (60128) - 25X28-55-190-46.9-2783 - 214,000-53,500 Sou. 1896(2): Sou. Sys. 6849 Sc. 1952	
39-88		NOENE 6879	*4-6-0 * E-21 * BLW, 1905 (27010) - 19X26-58-200-146,100 - 27,500 NOENE 256: Sou. Sys. 6879 Sc. 1940	1938
39-88		NOENE 6891	*4-6-0 * Es-23 * BLW, 1912 (37575) - As rebuilt - 21X28-58-200 - 181,400-36,190 NOENE 270: Sou. Sys. 6891 Ret. 1948	1946

SOUTHERN RY. SYSTEM

39-88	NO&NE 6892	*4-6-0 * E-22 * BLW, 1912(37586) - 21x28-58-200-176,400-36,190 NO&NE 271: Sou.Sys, 6892 Ret. 1947	1938
39-101	NO&NE 6898	*2-8-0 * Hs-6 * BLW, 1910(34906) - 21x30-57-200-184,000-39,500 Hodges Lowrey Const. Co. 671: NO&NE 278: Sou.Sys, 6898 Ret. 1949	1946
39-101	NO&NE 6915	*2-8-0 * Ks-1 * BLW, 1907(31602) - As rebuilt - 24x30-57-190- 214,000-46,700 CNO&TP 713: Sou.Sys, 6915: 6915(1923) Ret. 1950	1946
39-102	NO&NE 6923	*2-8-0 * Ks-4 * A-R, 1926(66914) - 24x30-57-190-216,500-46,700	1947
39-113	NO&NE 6940	*2-8-2 * Ms-3 * BLW, 1914(41577) - 22x28-57-200-209,500-40,420 NO&NE 100:500: Sou.Sys. 6910; 6940: Emory River ?	1938
39-235	NO&NE 6942	*2-8-2 * Ms-3 * BLW, 1914(41579) - As 6940 - NO&NE 102:502: Sou.Sys. 6912; 6942 Ret. 1946	1938
39-113	NO&NE 6943	*2-8-2 * Ms-3 * BLW, 1914(42743) - As 6940 NO&NE 503: Sou.Sys. 6913; 6943 Ret. 1946	1938
39-140	NO&NE 6976	*4-6-2 * Ps-3 * BLW, 1914(41581) - 22x28-68-200-209,500-32,600 NO&NE 296: Sou.Sys, 6976 Ret. 1947	1936
39-235	NO&NE 6977	*4-6-2 * Ps-3 * BLW, 1914(41582) - As 6976 NO&NE 297: Sou.Sys, 6977	1947
39-121	NO&NE 6979	*4-6-2 * Ps-3 * " " (41584) - " " " 299: " " 6979	1946
39-75	CB&CR 7040	*0-6-0 * A-2 * " " 1904(23678) - 18x24-49-180-96,000-24,280 CNO&TP 515(3): CB&CR 51: 1: Sou.Sys, 7040 Ret. 1946	1937
39-85	NOT 7084	*2-6-0 * * BLW, 1905(26965) - NOT 115: Sou.Sys. 7084: Evansville, Suburban & New Borough ?	1929
39-93	GS&F 8254	*4-6-0 * Fs-17 * BLW, 1914(41390) - 21x28-69-210-192,300-31,900 GS&F 179: Sou.Sys, 8254 Ret. 1948	1937
39-102	GS&F 8332	*2-8-0 * Ks * BLW, 1910(35423) - 22 1/2 x 30-57-215-46,000 GS&F 402: Sou.Sys, 8332 Sold 1952	1948
39-237	GS&F 8336	*2-8-0 * Ks * BLW, 1910(35444) - As 8336 - GS&F 406: Sou.Sys, 8336 Sold 1952	1949
39-102	GS&F 8341	*2-8-0 * Ks-1 * A-R, 1912(52326) - 24x30-57-190-214,000-46,700 GS&F 411: Sou.Sys, 8341 Ret. 1952	c. 1933
39-75&235	GS&F 8371	*0-6-0 * A-7 * BLW, 1910(35448) - 20x26-50-185-145,000-32,710 GS&F 201: Sou.Sys, 8371 Ret. 1949	235 -> 1932 75 -> 1948
39-235	St.JRT 8555	*0-6-0 * A-7 * BLW, 1909(33792) - As 8371 St.JRT 4: Sou.Sys, 8555 Sc. 1953	1936
39-74	St.JRT 8556	*0-6-0 * A-7 * Lima, 1912(1227) - As 8371 St.JRT 5: Sou.Sys, 8556 Sc. 1953	1948
39-113	CNO&TP 16350	*2-8-2 * Ms-4 * BLW, 1928(60450) - 27x32-63-200-326,000 59,600 Sou.Sys, 16350: 6350(2) Sc. 1953	BP

SOUTHERN RY SYSTEM

132-
7 101

(CNO&TP)
6490
(AT)

* 4-8-2 * To * BLW, 1917 (45116) - A56493 CNO&TP 850: Sou. Sys. 6490 Sec. 1952

1947

* 4-8-2 * To * BLW, 1917 (45116) - A56493 CNO&TP 850: Sou. Sys. 6490 Sec. 1952

SOUTHERN PACIFIC - ATLANTIC LINES

The Atlantic Lines were all finally grouped in the Texas & New Orleans T&NO - numbering system and this is used here as SP numbering. Some locos of the constituent lines are listed separately, even with Southern Pacific on the loco when so listed in Volume 33

33-333	8	* 0-4-0 * BLW, 1881 - MLET 28: T&NO 528: 8	Sc. 1921	1914	
33-334	13	* 0-4-4 T * BLW, 1879 - MLET 26: T&NO 526: 13	SP Maint. of Way 1198	Sc. 1927	1913
33-83	24	* 0-6-0 * S-4 * H&TC 56: 153: T&NO 24	Sc. 1937	1937	
33-89	26(2)	* 0-6-0 * S-19 * Sch., 1901 - A&SE 9: SA&AP ?	T&NO 26(2) - Sc. 1937	1937	
33-341	27	* 0-6-0 T * Cooke, 1883 as 0-6-0 - AS rebuilt - T&NO 16: 647: 27:	Shop Sw 120	Sc. 1941	
33-79	32	* 0-6-0 * S-2 *	Sc. by 1941	1914	
33-82	42	* 0-6-0 * S-3 * Sch., - T&NO 742: 765: 42:	Gulf Gypsum Co.?	1914	
33-83	56	* 0-6-0 * S-5 * BLW, 1901			
33-85	79	* 0-6-0 * S-7 * A-S, 1904	Sc. by 1952	1987	
33-82	94	* 0-6-0 * S-3 * Sch., - T&NO 46: 94	Sc. 1947	1947	
33-463	102	* 4-4-0 * Hinkley, 1879 - New York, Texas & Mexico	T&NO 102: Bowie Lumber Co.?		
33-86	105	* 0-6-0 * S-9 * BLW, 1912 - Sc. by 1935		1945	
3-87 33-54	111	* 4-4-0 * BLW, - MLET 24: 524: T&NO 111	Sc. by 1914	1905	
33-86	136	* 0-6-0 * S-10 * BLW, 1918	Sc. by 1953	1938	
33-87	146	* 0-6-0 * S-13 * BLW, 1921		1938	
33-466	147	* 4-4-0 * RI, 1884 - Texas Trunk 1: T&NO 567: 147 -	Sc. 1913		
33-56	149	* 4-4-0 * E-10 * Manchester, 1874 - GH&SA ?	T&NO 149		
33-463	150	* 4-4-0 * E-3 * Dickson, 1881 (232) - 16x24 - 6 1/4 - Sabine & East	Texas 3 "E.P. Hill": T&NO 688: 150	Sc. 1916	
33-57	162	* 4-4-0 * E-11 * BLW, - H&TC ?	T&NO 162	Sc. by 1962	1912
33-93	179	* 0-8-0 * SE-3 * Houston Shops, 1930 - T&NO 179: 354		1978	
33-90	184	* 0-8-0 * SE-3 * Houston Shops, 1930 - T&NO 184: 859	Sc. by 1958	BP	
33-74	193(2)	* 4-4-0 * E-37 * New York L.W., 1891 - SA&AP ?	T&NO 193(2)	1925	
33-74	196(2)	* 4-4-0 * E-37 * NYLW, 1891 - SA&AP ?	T&NO 196(2)	1925	
33-59	200(1)	* 4-4-0 * E-13 * Sch., 1882 - GH&SA 134: 634: T&NO 200(1)	Sc. by 1923		
33-59	202(2)	* 4-4-0 * E-15 * Pittsburgh, 1894: San Antonio & Gulf 1:	Gulf Shore 1: GH&SA 168: T&NO 202(2)	Sc. 1947	75 -> 1938
33-75 82-283	206(2)	* 4-4-0 * E-39 * BLW, 1924 - SA&AP ?	T&NO 206(2)	Sc. by 1928	
33-59	209	* 4-4-0 * E-14 * Rogers, 1881 - GH&SA 62: 662: T&NO 209	Sc. by 1928		
33-59	210	* 4-4-0 * E-12 * Rogers, 1881 - GH&SA 63: 663: T&NO 210	Sc. by 1923		
33-63	223(1)	* 4-4-0 * E-18 * BLW, 1887 - MLET 708: T&NO 223(1)		1916	
33-75	223(2)	* 4-4-0 * E-40 * BLW, 1922 - SA&AP ?	T&NO 223(2)	1936	

SOUTHERN PACIFIC - ATLANTIC LINES

33-76	224(2) * 4-4-0	*E-41 * BLW, 1921 - Dayton & Goose Creek 104: T&NO 192(2): 224(2) Sc. 1947	1938
33-64	232 * 4-4-0	*E-20 * Sch., 1892 - GH&SA 749: T&NO 232	(1901) Sc. by 1937 1918
33-63	238 * 4-4-0	*E-19 * Rogers, 1891 - Galveston, LaPorte & Northern ?: Galveston, Houston & Northern ?; T&NO 238	Sc. 1922 1916
33-466	239 * 4-4-0	*E-17 * BLW, 1896 - GLaP & H 5; T&NO 239	(1901) Sc. 1937 1917
33-64	255 * 4-4-0	*E-22 * Sch., - T&NO 855: 255	Sc. by 1939
33-422	262 * 4-4-0	*E-23 * - GH&SA 926: T&NO 262	(1901) Sc. 1937 1917
33-68	266 * 4-4-0	*E-23 * - SP 1436: T&NO 266	Sc. 1950 1937
33-67	272 * 4-4-0	*E-23 * - SP 1102: 1442: T&NO 272	(1901) (1902) Sc. 1926 1926
31-34	273 * 4-4-2	*A-1 * BLW, 1902 - Vauclain comp. - 15 & 25 X 28 - 84-200- 192,250 - 20,420 SP 3010: T&NO 273	(1903) Sc. 1904 1904
33-230	273 * 4-4-2	*A-1 * BLW, 1902 - As rebuilt, 1925 - 24 X 28 - 73-200- 224,400 - 26,080 - SP 3010: T&NO 273	(1903) Sc. by 1947 1925
33-231	274 * 4-4-2	*A-1 * BLW, 1902 - Vauclain comp. - As 273 SP 3011: T&NO 274	(1903) Sc. by 1947 1925
33-231	275 * 4-4-2	*A-1 * BLW, 1902 - Vauclain comp. - As 273 - SP 3012: T&NO 275 - Sc. by 1947	(1903) 1918
33-230	277 * 4-4-2	*A-1 * BLW, 1902 as Vauclain comp. - As rebuilt, 1925 - As 273 - SP 3014: T&NO 277 - Sc. by 1947	(1903) 1925
33-231	278 * 4-4-2	*A-1 * BLW, 1902 as Vauclain comp. - As rebuilt, 1915 - 20 X 28 - 77-200 - 24,730 - SP 3015: T&NO 278 - Sc. 1941	(1903) BF 1915
33-233	288 * 4-4-2	*A-2 * BLW, 1903 as Vauclain comp. - As rebuilt 20 X 28 - 79-200 - 204,030 - 24,100 - Sc. 1921	1914
33-235	292 * 4-4-2	*A-3 * BLW, 1904 - 20 X 28 - 81-200 - 196,000 - 23,510 Chicago & Alton 554: T&NO 292 - Sc. 1937	(1905) 1917
33-151	307 * 4-6-0	*T-24 * Cooke, - H&TC 107: 307: T&NO 307	Sc. by 1947 1938
33-151	344 * 4-6-0	*T-23 * BLW, 1897 - HE&WT 29: T&NO 344	Sc. 1931 1914
33-153	361(2) * 4-6-0	*T-25 * Sch., - GH&SA ? : T&NO 677: 361(2)	(1901) (1925) Sc. 1947 1938
33-148	364 * 4-6-0	*T-19 * Cooke, 1889 - H&TC ? : T&NO 364	(1901) (1925) Sc. 1917
33-153	364(2) * 4-6-0	*T-25 * Sch., - GH&SA ? : T&NO 680: 364(2)	(1901) (1925) Sc. 1947 1942
33-157	373 * 4-6-0	*T-30 * - NYC 2097: 2104: Burr's Ferry, Browncl & Chester 4: T&NO 373	(1925) Sc. 1916
33-161	376 * 4-6-0	*T-38 * BLW, 1901 - SA&AP 208: T&NO 376	(1925) Sc. 1952 1936
33-155	379 * 4-6-0	*T-27 * , 1897 - Sc. by 1949	1938
33-157	396 * 4-6-0	*T-29 * As rebuilt - GH&SA 708: T&NO 396: 696	Sc. by 1955 1916
33-110	400 * 2-6-0	*M-12 * NYLW, 1888 - SA&AP ? : T&NO 400	(1925) Sc. by 1929 1925
33-110	404 * 2-6-0	*M-13 * NYLW, 1890 - SA&AP ? : T&NO 404	(1925) Sc. 1937 1925
33-110	406 * 2-6-0	*M-14 * NYLW, - SA&AP ? : T&NO 406	(1925) Sc. by 1937 1935

SOUTHERN PACIFIC-ATLANTIC LINES

33-98	409	* 2-6-0	*M-3* BLW, 1893 - Ohio Southern 36: G L P & H 6: (1899) (1899) GREN 6: T&NO 409 Sc. 1932	1917
33-99	427	* 2-6-0	*M-4*	1937
33-99	446	* 2-6-0	*M-4*	1942
33-104	469	* 2-6-0	*M-8* BLW, 1902 as Vaucrain comp. - As simplified - Sc. 1929	
33-112	481	* 2-6-0	*M-20* BLW, 1919 - Dayton & Goose Creek ? : T&NO 481 (1925) Sc. 1953 1947	
33-111	486	* 2-6-0	*M-15* Rhode Is., 1890 - SA&AP ? : T&NO 486 (1929) Sc. by 1937	1928
33-111	491	* 2-6-0	*M-16* Pittsburgh, 1892 - SA&AP ? : T&NO 491 (1925) Sc. by 1937	1928
33-111	495	* 2-6-0	*M-17* BLW, 1905 - SA&AP 168: T&NO 495 (1949) SP de M 410 Sc. 1932	1938
33-112	498	* 2-6-0	*M-19* BLW, 1911 - SA&AP 172: T&NO 498; (1949) SP de M ? : Sold 1951 (1950)	1938
33-108	504	* 2-6-0	*M-10* BLW, 1912 - T&NO 504: 689: 464 Sc. by 1958	1937
33-113	527	* 2-6-0	*M-21* Houston Shop, 1927 - T&NO 527: SP de M 527: SP 1843: T&NO 527: 682: 488 Sc. by 1954	BP
33-105	555	* 2-6-0	*M-9*	1938
33-108	563	* 2-6-0	*M-11* BLW, 1909 - CRY&P ? : H&TC 563: T&NO 563: 1952 (1912) (1913) Sc. by 1952	1913
33-108	565	* 2-6-0	*M-11* BLW, 1909 - CRY&P ? : H&TC 565: T&NO 565 1952	1938
33-168	608	* 4-6-2	*P-5* BLW, 1912 - As rebuilt, 192? - 22x28-77-210 - 243,700 - 31,420 T&NO 908: 608	C. 1922
33-173	611	* 4-6-2	*P-6* A-B, 1913 - As rebuilt - 25x28-77-210 - 291,200 - 40,570 T&NO 921: 611	1938
33-172	614	* 4-6-2	*P-6* A-B, 1913 - As rebuilt - As 611 - T&NO 924: 614	1938
33-174	626	* 4-6-2	*P-9* BLW, 1923 - 25x30-73-210 - 307,300 - 45,850	1938
33-179	631	* 4-6-2	*P-13* BLW, 1928 - 25x30-73-210 - 313,800 - 45,850	1937
33-180	633	* 4-6-2	*P-13* BLW, 1928 - As 631	1928
33-179	651	* 4-6-2	*P-14* A-B, 1913 as P-6 - As rebuilt, Houston Shop, 1937: 25x28-77-210-307,300-40,570 SP 2456: T&NO 651 (1953) 1932	
8-147 37-65	700	* 4-8-4	*GS-1* BLW, 1930 - 27x30-73 1/2 - 250 - 90.4 - 48,566 - 2565-262,000-442,300-62,200-75,910 - T&NO 700: SP 4403(2): 4470 (1953) (1953)	BP
37-207	702	* 4-8-4	*GS-1* BLW, 1930 - As 700 - T&NO 702: SP 4405(2): 4472 (1953) (1953)	
33-302	703	* 4-8-4	*GS-1* BLW, 1930 - As 700 - T&NO 703: SP 4406(2): 4473 (1953) (1953)	
33-246	743	* 2-8-2	*MK-5* Algiers Sh., c. 1920 - 26x28-63-200 - 280,300 - 51,080	BP
33-246	748	* 2-8-2	*MK-5* Algiers Sh., c. 1920 - As 743	BP
33-82	777	* 0-6-0	*S-3* T&NO 777: 52	1900
33-190	800	* 2-8-0	*C-8* BLW, 1903 - Sc. by 1953	
33-193	841	* 2-8-0	*C-9* BLW, 1906 T&NO 841: 811 Sc. 1955	

SOUTHERN PACIFIC - ATLANTIC LINES

33-64	853	* 4-4-0	*E-22*Sch., 1895-	T&NO 853:253	Sc. by 1939	
33-467	854	* 4-4-0	*E-22*Sch., 1895-	T&NO 854:254	Sc. by 1939	BP
33-199	869	* 2-8-0	*C-20*Sch., 1921-	Chatamac Brewing Co. ?	: SA&AP 262:	(1922)
				T&NO 869	Sc. by 1955	
33-199	870	* 2-8-0	*C-21*Lima, 1909-	Southern Utah 100:	U.S. Smelting & Refining Co. 2060:	SA&AP 270:T&NO 870
						Sc. 1950
33-199	874	* 2-8-0	*C-22*Pittsburgh, 1900-	P&L E ?	: C I E L ?	
				SA&AP 233:	T&NO 874	
33-200	877	* 2-8-0	*C-23*BLW, 1913-	SA&AP ?	: T&NO 877	
33-200	891	* 2-8-0	*C-24*Lima, 1913-	SA&AP ?	: T&NO 891	
33-200	895	* 2-8-0	*C-25*A-5, 1913-	Texas Midland 200:	T&NO 895	
33-263	897	* 2-10-0	*D-1 *BLW, 1903-	EP & SW 26:	SA&AP 300:	T&NO 897
33-263	899	* 2-10-0	*D-1 *BLW, 1903-	EP & SW 28:	SA&AP 302:	T&NO 899
37-54	900	* 4-6-2	*P-5*BLW, 1912-	22x28-77-200-	49.5-2658-580-	
				14,500-22,100-29,920	T&NO 900:600	BP
33-449	904	* 4-6-2	*P-5*BLW, 1912-	As 900	T&NO 904:604	c. 1922
33-169	907	* 4-6-2	*P-5*BLW, 1912-	As 900	T&NO 907:607	1914
33-168 37-59	908	* 4-6-2	*P-5*BLW, 1912-	As 900	T&NO 908:608	BP
33-277	910	* 2-6-6-2	*MM-1*BLW, 1910-	21&33x30-57-200-	310,000-	
				64,880-GH&SA 950:	910 (1926)	Dismantled 1929 1929
33-262	916	* 2-10-2	*F-5*BLW, c. 1924-	29x32-63-200-	397,900-	
				72,620-SP 3750:	T&NO 916	1940
33-172	926	* 4-6-2	*P-6*A-B, 1913-	T&NO 926:616		c. 1918
Change 33-277	960	* 2-6-6-2	*MM-1*BLW, 1910-	As 910-GH&SA 960:	910 (1926)	1917
33-98	965	* 2-6-0	*			
33-259	973	* 2-10-2	*F-1*A-B, 1918-	27x32-63-200-	353,000-62,950	1945
33-259	983	* 2-10-2	*F-1*BLW, 1919-	27x32-63-200-	348,000-62,950	
				SP 3648:	T&NO 983	1945
62-192	989	* 2-10-2	*			

SOUTHERN PACIFIC-ATLANTIC LINES

129-42	46	*0-6-0*5-3* Sch. 1899	1946
{ 129-46	186	*5-8-0*5E-3* Houston Shops, 1930	1948
129-130	704	*4-8-4*GS-1*BLW, 1930 (61430) - 27x30-73-250-443,000-75,920	1945
133-114	709	*4-8-4*GS-1*BLW, 1930 - As 704 SP4403: T&NO 709: SP 447(11):	(1952) 4403 (1953)

SOUTHERN PACIFIC-MEXICAN LINES

The Mexican Lines were all finally grouped in the Sud Pacifico de Mexico - SP de M - numbering system and this is used here. There are probably mistakes due to lack of a roster

- | | | | |
|---------|---------------|----------|---|
| 33-348 | 10 | *4-4-0T* | As rebuilt from a 4-4-0 - Maricopa, Phoenix & Salt River Valley 5; AE 76; SP de M 10 ⁽¹⁹²⁷⁾ Sc, 1948 1938 |
| 33-469 | 370 | *4-6-0 | *T-3* Sch, ⁽¹⁹¹⁶⁾ 1891 - SP 1789 ⁽¹⁹⁰¹⁾ ; 2213 ⁽¹⁹²⁷⁾ ; H&WT 684; AE 370; SP de M 370 Sc, 1933 |
| 33-348 | 401 | *2-8-0 | *Sch, ⁽¹⁹⁰¹⁾ 1889 as 4-8-0 - As rebuilt - SP 368; 1932; 2801; CRY&P 210; 401; SP de M 401 ⁽¹⁹⁰¹⁾ 1928 |
| 33-221 | 404 | *4-8-0 | *TW-6* Sch, ⁽¹⁹⁰⁷⁾ - SP 2009; 2812; 2958; CRY&P 213; 404; SP de M 404 ⁽¹⁹⁴²⁾ 1928 |
| 33-204 | 454 | *2-8-0 | *BLW, 1924 - Mexican RR?; SP de M 454; 600 ⁽¹⁹⁴⁷⁾ Sc, 1951 |
| 33-107 | 505 | *2-6-0 | *M-9* CRY&P 505; SP de M 505; FC de Pacifico 505 ⁽¹⁹⁵¹⁾ 1942 |
| 33-191 | 604 | *2-8-0 | *C-9* A-B, 1908 |
| 33-240 | 852 | *4-4-2 | *A-5* BLW, 1911 - 20x28-81-210-202,500-24,680 SP de M 852; AE 870; SP 3072 ⁽¹⁹¹²⁾ Sc, 1935 ⁽¹⁹²⁴⁾ |
| 33-157 | 907 | *4-6-0 | *T-28* SP 2323; SP de M 907 Sold 1951 1938 |
| 33-348 | Shop SW, 1947 | *4-6-0T | *Sch, ⁽¹⁹⁴⁷⁾ 1881 as 4-6-0 - As rebuilt - SP of Arizona 47; SP 127; 1619; 2054; GVG&N 7; P&E 294; AE 294; SP de M 214; Shop SW 1947. |
| 129-108 | 611 | *2-8-0 | *BLW, 1909 (33220) - 23½x28-55-180-182,000-206,000-46,090 ⁽¹⁹⁴⁷⁾ STL S-W 516; SP de M 611; F de Pacifico 611 ⁽¹⁹⁵¹⁾ Ret. 1953 |

SOUTHERN PACIFIC - PACIFIC LINES

When the Southern Pacific started acquiring control of the various separate companies, each had its own numbering sequence. In 1891 the SP established a system-wide roster and all power acquired an SP number. For some the initials of the owning company appeared, usually on the tender, and finally that disappeared.

9-45
33-344, 345, 346
37-11

"C.P. HUNTING TON"

1 *4-2-4 T *DC&Co, 1863-11x15-54-39,000
CP 3 "C.P.H.": SP 1 "C.P.H." 344 → 1890
345 → 1899

9-95 33-342

Sacto. Shops
1(1) *4-4-2 T *R. Norris & Son, 1867 as 4-4-0 - As rebuilt at Sacto. Shops, 1882
CP 4 "STANISLAUS": SP 1003: Sacto. Sh. 1(1) Sc. 1906 1905

33-329

Sacto. Shops
1(2) *2-4-2 T *BLW, 1884 - Park & Ocean 8: SP 80: 1010: Sacto. Sh. 1(2)
M of W 568(1) Sc. 1929 (1906) (1933)

33-351

1(2) *2-8-0 *BLW, 1914 (41300) - Gauge 3'-0" - 17x20-40-180-94,000 -
22,110 - N-C-0 14: SP 1(2); Nevada County NG 9:
US Navy, Pearl Harbor ? 1931 (1928) (1933)

33-37

Portland Shops
3 *4-4-0 T *Rogers, 1868 (1594) as 4-4-0 - As rebuilt by SP, c. 1901 -
CP 104(1) "RAMBLER": Sac & Placerville 3: Northern Ry. 1021:
Oregonian 11: SP 1427: 1008: Port Sh. 3 Sc. 1915 1913

33-25
57-171

4 *4-4-0 *San Francisco & San Jose 4: SP 4: 111 Sc. 1898 (1890) (1891) (1901) (1905)

33-408

5 *0-4-2 T *BLW, 1887

33-356

5 *4-4-0 *BLW, 1882 (6089) - Gauge 3'-0" - 14x18-41-48,000
C&C 5 "BELLEVILLE": N&C 5: SP 5 Sc. 1932 (1908) (1912)

2-39

7 *4-4-0 *H. J. Booth & Co., 1865(2) - SF & SJ 7 "ATLANTIC": SP 7: 1231 1895 Sc. 1875 (1891) Sc

33-324

Oakland Shops
7 *0-4-0 T *BLW, 1880 as 0-4-2 T - As rebuilt c. 1902 - Market Street,
Park & Cliff 4: SP 22: Oak. Sh. 7: SP 1130: M of W 570 1929 (1889) (1905) (1915) (1916) Sc. 67

33-356

7 *4-4-0 *BLW, 1883 (6687) - Gauge 3'-0" - 14x18-41-48,000 -
C&C 7 "BENTON": N&C 7: SP 7 Sc. 1932 (1906) (1912)

31-97
33-353
37-84

8(2) *4-6-0 *BLW, 1907 (31445) - Gauge 3'-0" - 16x20-44 -
180x81,000-17,800 N-C-0 8(2): SP 8(2) Ret. 1954 353 → 1948 (1929)

82-214 & 215

33-353

9(2) *4-6-0 *BLW, 1909 (34035) - Gauge 3'-0" - 16x20-44-180-87,150 -
17,800 N-C-0 9: SP 9(2) Ret. 1960 1953 (1929)

33-408

10 *0-4-2 T *BLW, 1888

33-350 & 344

10 *4-4-0 *BLW, 1885 (7605) - Gauge 3'-0" - 15x18-48 - 52,000
SPC 17: N&C 10: SP 10 Sc. 1933 (1906) (1912) 350 → c. 1912
354 → 1931

33-355

11 *4-6-0 *BLW, 1881 (5649) as 2-6-0 - As rebuilt by SP, 1924 -
Gauge 3'-0" - 14x18-45-73,600 - SPC 11: N&C 11: SP 11 1934 1931 (1906) (1912) Sc.

33-355 & 359

12 *4-6-0 *BLW, 1881 (5650) as 2-6-0 - As rebuilt by SP, 1921 -
Gauge 3'-0" - 14½x18-45-73,600 - SPC 12: N&C 12: SP 12 1934 355 → 1928 (1906) (1912) Sc. 359 → 1928

33-355

14 *4-6-0 *BLW, 1886 (7939) - Gauge 3'-0" - 16x20-51-89,900 -
SPC 18: N&C 14: SP 14 Sc. 1951 (1906) (1912) 1938

SOUTHERN PACIFIC - PACIFIC LINES

33-357	15	* 4-6-0	* BLW, 1889 (9929) - Gauge 3'-0" - As 14 - SPC 22; N&C 15; SP 15 Sc. 1935	1931
33-357 & 359	16	* 4-6-0	* BLW, 1886 (7941) - Gauge 3'-0" - As 14 - SPC 19; N&C 16; SP 16 Sc. 1935	359 → c. 1928
27-174	17	* 4-4-0	* R. Harris & Son, 1860 - As rebuilt from 5'-0" gauge to 4'-8 1/2" in 1866 - 14x24-60 - 52,000 - Cal. Central 1 "HARRY WILSON"; Sacramento Valley 6 "ORONOCO"; SP 17	c. 1872
33-356	17	* 4-6-0	* BLW, 1887 (8487) - Gauge 3'-0" - As 14 - SPC 21; N&C 17; SP 17 Sc. 1952	
31-184 33-357 31-184, 196 & 197 33-358 37-355 82-218 & 219	17	* 4-6-0	* As above after some rebuilding - Gauge 3'-0"	1938
	18	* 4-6-0	* BLW, 1911 (37395) - Gauge 3'-0" - 16x20-44-180 - 87,150 - 17,800 - N-C-O 12; SP 18 - Ret. 1955	358 → 1937 184 → 1938
33-326	20	* 0-4-2T	* BLW, 1880 - Market Street Park & Cliff 2; Park & Ocean 2 Market St. 2; SP 20; LA Shops 5; SP 2443; LA Shops 219; Bay Shore Shops 219; Cayuceno Valley 2	c. 1900
33-324	22	* 0-4-2T	* BLW, 1880 - Market St. Park & Cliff 4; Park & Ocean 4 SP 22; Oakland Shops 7; SP 1130; MW 570 Sc. by 1929	c. 1900
33-358 37-84 76-183	22	* 4-6-0	* Sch., 1899 (5399) - Gauge 3'-0" - 16x20-45-180 - 89,400 - 17,410 - Flor. & Cr. Cr. 22 "VINDICATOR"; N-C-O 22; SP 22	188 → 194
2-38 33-25	24	* 4-4-0	* Sch., 1875 (980) - 16x24-63 - SP 24; 1233 Sc. 1902	1882
68-25	31	* 4-4-0	* Sch., 1875	1877
33-25	34	* 4-4-0	* - Los Ang. & Indep. 2; SP 34; 1105 Sc. 1894	
33-54	47	* 4-4-0	* Sch., 1878 - CP 231; SP 47; 1309 Sc. 1927	
33-48	49	* 4-4-0	* Sch., 1880 - SP 49; 1413 Sc. 1928	
33-46	51	* 4-4-0	* Sch., 1883 - SP 51; 74; 1431 Sc. by 1928	BP
5-151 33-223	68	* 4-8-0	* Cooke, 1883 (1426) - Sc. 1902	1889
33-218	77	* 4-8-0	* Cooke, 1883 - SP 73; 77; 1983; 2825 Sc. 1905	c. 1884
33-215	78	* 4-8-0	* Cooke, 1883 - SP 78; 1984; 2831; 2931 Sc. 1950	1889
33-402	80	* 2-4-2T	* BLW, 1884 - Park & Ocean 8; SP 80; 1010; Sacto. Shops 1(2); MW 568 Sc. 1929	c. 1887
1-188	115	* 4-4-0	*	
5-6 33-55	117	* 4-4-0	* Sch., 1880 (1210) - SP of Arizona 37; SP 117; 1331; Sandoquin & Eastern 1331 Sc. 1934	1890
33-143	132	* 4-6-0	* , 1881 - SP of Arizona 52; SP 132; 1624; 2059	c. 1889
33-337	MW 208	* 0-6-0T	* BLW, 1901 as 0-6-0 - As rebuilt 1939 SP 1079; MW 208	BP
33-131	213	* 4-6-0	* Sacto. Shops, 1888 - SP 213; 1777; 2187 Sc. 1927	1888
3-159 33-464	217	* 4-4-0	* Sacto. Shops, 1887 (42) - SP 217; 1414 Sc. 1911	1887
33-337	MW 217	* 0-6-0T	* A-B, 1908 as 0-6-0 - As rebuilt 1940 - SP 1295; MW 217	BP

SOUTHERN PACIFIC - PACIFIC LINES

33-325	MW 218	*0-4-0T *BLW, 1877 as 2-4-4T - As rebuilt, 1904 - Visalia R.R. 2: Shop SW 1264: 1089: Bakersfield Shops 4: SP 2442: MW 218	1917
33-326	LA Shops 219	*0-4-0T *BLW, 1880 as 0-4-2T - As rebuilt, 1905 - Market St., Park & Cliff 2: Park & Ocean 2: Market St. 2: SP 20: LA Shops 5: SP 2443: LA Shops 219: Bay St. Shops 219: CV 2	1917
33-338	MW 221	*0-6-0T *Rogers, 1881 as 4-6-0 * As rebuilt, 1916 - SP MW 31: SP 190: 1668: 1070: MW 221 Sc. 1940	1937
33-52	264	*4-4-0 *Sacto. Shops, 1888 - SP 264: 1491	BP
33-52	268	*4-4-0 *Sacto. Shops, 1888 - SP 268: 1423	BP
3-157	270	*4-4-0 *Sacto. Shops, 1888 - SP 270: 1425	1889
3-160	292	*4-6-0 *Rhode Is., 1888 (1963) - 18x24 - 57 SP 292: 1713: 2184 BP	1888
27-163	329	*4-6-0 *Rhode Is., 1888	1888
33-219	369	*4-8-0 *Sch., 1889 SP 369: 1953: 2803: GVG & N 5	BP
3-156	380	*4-4-0 *Sch., 1889	
57-176	384	*2-4-2T *	1886
33-338	MW 567	*0-6-0T *Sch., 1888 as 0-6-0 * As rebuilt, 1917 - SP 1027: MW 567 Sc. 1954	1937
33-323	MW 566	*0-6-2T *	
33-338	MW 567(2)	*0-6-0T *BLW, 1903 as 0-6-0 * As rebuilt, 1940 SP 1108: MW 567(2)	1940
33-339	MW 586(2)	*0-6-0T *BLW, 1903 as 0-6-0 * As rebuilt, 1946 - SP 1110: MW 586 → 1947 (1942)	1940
33-340	MW 569	*0-6-0T *Built as 0-6-0 * As rebuilt, 1947 - SP 1135: MW 569 1947	1947
33-419	Shop SW 571	*0-6-2T *Sacto. Shops, 1882 (14) as 2-6-2T * As rebuilt, 1916 CP 231: SP 1502: 1901: Shop SW 571 Sc. 1947	1938
33-339	MW 572	*0-6-0T *Built as 0-6-0 * As rebuilt, 1948 - SP 1191: MW 572 1948	1948
33-339	MW 578	*0-6-0T *Sch., 1888 as 0-6-0 * As rebuilt, 1919 SP 312: 1031: MW 578 Sc. 1939	1938
33-341	MW 619	*0-6-0T *Rhode Is., 1888 as 0-6-0 * As rebuilt, 1921 SP 301: 1020: MW 619 Sc. 1948	1948
33-340	MW 620	*0-6-0T *Sch., 1893 as 0-6-0 * As rebuilt, 1928 - SP 1041: MW 620	1941 1946
33-341	MW 966	*0-6-0T *Built as 0-6-0 * As rebuilt, 1927 - EP & SW 18: SP 1010(2): MW 966	1946
33-330	1002(1)	*0-4-0 *Mason, 1867 (245) as 4-4-0 * As rebuilt - 14x22-48- 52,000 - Cal. Pacific 1" Vallejo: SP 1114: 1002: Cal. West. 6: Sc. 1915 c. 1902	
33-88	1002(2)	*0-6-0 *S-16 *BLW, 1903 Sc. 1935	1931
33-343	1003	*4-4-2T *R. Norris & Son, 1867 as 4-4-0 * As rebuilt by Sacto. Shops, 1882 - CP 41 STANISLAUS: 1003: Sacto. Shops 1 Sc. 1906	1902

SOUTHERN PACIFIC - PACIFIC LINES

33-327	1004 *2-4-2T *	(1891) (1901) SP 172(1883):1157:1004	Sc. 1905	1904
33-89	1004(2) *0-6-0 *S-17*A-S,	1907	Sc. by 1936	1931
33-37	1008 *4-4-0T *Rogers, 1868	(1894) as 4-4-0 *As rebuilt, c. 1901 - (1877) (1889) (1890) CP 104 "RAMBLER": Sac. & Placer. 3: Northern RY 1021: Oregonian 11: (1891) (1901) (1905) SP 1427: 1008: Portland Shops 3. Sc. 1915		1902
33-325	1009 *0-4-0T *BLW, 1877	(1878) (1904) (1904) as 2-4-4T *As rebuilt, 1904 - (1905) (1915) (1916) Sc. Shop Sm. ? : SP 1204: 1009: Bakersfield Sh. 4: SP 2442: MN 218 1918		1904
33-338	1010 *2-4-2T *BLW, 1884	(1906) (1916) - Park & Ocean 8: SP 80: 1010: Sacto. Shops (2): MN 568 Sc. 1929		c. 1905
33-330	1011 *0-4-0 *BLW, 1883	(1891) (1905) O&C 43: SP 1011: Indep. & Monmouth ?		1903
33-336	1013(1) *0-6-0T *Danforth L&M 1867	(1891) - CP 27 "GLADIATOR": SP 1013	Sc. 1906	1904
33-88	1013(2) *0-6-0 *S-17*A-S,	1907	Sc. by 1936	1931
33-79	1014 *0-6-0 *Rhode Is., 1888	(1891) SP 295: 1014	Sc. by 1948	1907
33-79	1015 *0-6-0 *Rhode Is., 1888	(1891) SP 296: 1015	Sc. by 1948	1910
1-101	1021 *0-6-0 *Rhode Is., 1888	(1891) SP 302: 1021	Sc. by 1935	
33-362	1024 *2-6-0 *Porter, 1882	(1891) - Gauge 3'-0" - San Joaquin & Sierra Nevada 2: SP 1024	Sc. 1907	1903
37-26	1025 *0-6-0 *S-1 *Sch., 1888		Sc. by 1941	
33-362	1026 *4-4-0 *	(1891) - Gauge 3'-0" - Oregonian 8 "C.N. Scott": SP 1026		
33-78	1043 *0-6-0 *S-1 *Sch.,		Sc. by 1941	1926
33-80	1049 *0-6-0 *Rhode Is., 1868	(1891) (1895) (58) as 4-6-0 *As rebuilt by Sacto. Sh., 1895 CP 90 "GLADIATOR": SP 1551: 1049: Sc. 1906		1901
33-80	1061 *0-6-0 *Sch., 1875	(1891) (1898) (991) as 4-6-0 *As rebuilt by Sacto. Shops, 1898 CP 199: SP 1564: 1061	Sc. 1912	1902
33-81	1069 *0-6-0 *Rogers, 1881	(1891) (1899) as 4-6-0 *As rebuilt by Sacto. Sh., 1899 SP NM 29: SP 188: 166: 1069	Sc. 1913	1903
33-81	1076 *0-6-0 *S-3 *Rogers, 1881	(1885) (1891) (1902) as 4-6-0 *As rebuilt by Sacto. Shops, 1902 - SP NM 35: SP 194: 210: 1076	Sc. 1925	1917
33-83	1082 *0-6-0 *BLW, 1901		SP de M 1	1903
33-337	1097 *0-6-0T *BLW, 1902		as 0-6-0 *As rebuilt - SP 1097: MW 209 Sc. 1940	1935
160-320	1100(2) *0-6-0 *S-22 *A-B,	(1905) (1940) 1922 - So. San Fran. Belt ? : SP 1100(2)	Sc. 1951	194
33-84	1103 *0-6-0 *BLW, 1903		Sc. by 1938	1903
33-77	1105 *0-6-0 *	(1901)		
33-66	1113 *4-4-0 *Cooke,		SP 1113: 1453	1901
33-85	1113(2) *0-6-0 *S-7 *A-S,	1904		1936
33-24	1143 *4-4-0 *Sch., 1868	(1891) (513) - 15x22 - 56 - 60 100 CP 138 "Blue Bird": SP 1143	Sc. 1894	1891

SOUTHERN PACIFIC - PACIFIC LINES

(	33-85	1153	* 0-6-0	* S-8 *		Sc. by 1954	1947
	33-327	1157	* 2-4-2T *		(1883) (1891) (1911)	SP 72: 1157: 1004 Sc. 1905	1900
	28-320	1167	* 0-6-0	* S-8 * BLW			1930
	33-28	1200(2)	* 4-4-0	* McKay & Aldus, 1869 - 15x22-66 - 60,000	(1891) (1901) (1907)	CP 127 "Mercury": SP 1137: 1200(2): 1484: Carlton & Coast 2	1902
	33-28	1202(3)	* 4-4-0	BLW, 1887 - Santa Ana & Newport 4: SP 1202(3)	(1907)	1483 Sold 1907	1904
1-100	33-29	1203	* 4-4-0	* BLW, 1870 - O&C 4: SP 1173: 1203	(1891) (1901)	Sold 1905	29 -> 1904
	33-86	1205	* 0-6-0	* S-9 * BLW, 1912		Sc. by 1951	1948
	33-29	1207(2)	* 4-4-0	* Mason, 1868 (289) - 16x22-54 - 60,500 - Cal. Pac. 57" W.M. Mason	(1891) (1901) (1907)	SP 1185: 1207(2): 1485 Sold 1909	1906
	33-29	1210(2)	* 4-4-0	* Danforth L. & M., 1869 - 16x22-60 - 60,000 -	(1891) (1901) (1907)	CP 164 "ESMERALDA": SP 1179: 1210(2): 1486 Sold 1907	1905
	33-31	1211	* 4-4-0	* Mason, 1867 (250) - As rebuilt by CP, c. 1873 - 16x24-60 -	(c. 1874) (1891)	61,000 - Cal. Pac. 5" Yolo: CP 121(2): SP 1211 Sold 1906	1904
3-160	33-43	1212	* 4-4-0	* Globe L.W., 1865 - 16x24-60 - 63,500 - Oregon Central	(1891)	"UMPUA": CP 124 "U": SP 1212 Sold 1906	1903
(	33-30	1214(2)	* 4-4-0	* Booth & Co., 1865 (3) - 16x24-60 - 56,500 - CP 7 "A.A. SARGENT"	(1891) (1901)	SP 1190: 1214(2): 1487 Sold 1909	1905
	33-31	1215(2)	* 4-4-0	* Norris - Lancaster, 1864 - 16 1/2 x 24 - 66 - 67,800	(1869) (1891) (1901) (1907)	Western Pacific G "MARIPOSA": CP 31(2): SP 1193: 1215(2): 1488:	1905
				Stockton Terminal & Eastern? Ret. 1941			1905
	33-86	1215(3)	* 0-6-0	* S-10 * BLW, 1913			1949
	33-32	1223	* 4-4-0	* Rogers, 1869 (1654) - 16x24-60 - 67,700 -	(1891) (1907)	CP 156 "Success": SP 1223: 1494	1905
	33-32	1226(2)	* 4-4-0	* Danforth L. & M., 1868 - 16x24-60 - 66,400 - CP 80 "PHIL. SHERIDAN"	(1891) (2. 1899)	SP 1205: 1226(2): 1496 Sc. 1911	1905
	33-87	1230	* 0-6-0	* S-11 * Lima, 1915			1946
	33-33	1232	* 4-4-0	* BLW, 1872 - West Wisconsin 20: SP 20: 1232: 1497 1909	(1874) (1891) (1907)	Sc.	1906
	33-87	1239	* 0-6-0	* S-10 * BLW, 1918 - No. Cal. 4: SP 1240: 1500	(1891) (1907)		1936
	33-33	1240	* 4-4-0	* No. Cal. 4: SP 1240: 1500: Valley & Siletz?	(1891) (1907)		1905
1-119	3-161	1244	* 4-4-0	* BLW, 1870			
	33-34	1245	* 4-4-0	* BLW, 1871 - O&C 7: SP 1245	(1891)	Sc. 1906	1892
	1-100	1248	* 4-4-0	* , 1872 - O&C 10: SP 1248	(1891)		
	33-19	1249	* 4-4-0	*			
	2-151	1250	* 4-4-0	* BLW, 1872 (2934) - 16x24-63 - O&C 12: SP 1250: 1505	(1891) (1901)		1897
	1-101	1254	* 4-4-0	* BLW, 1879 - O&C 18: SP 1254	(1891)		
	33-87	1264	* 0-6-0	* S-12 * SP Shops			1937
	S	1269	* 0-6-0	*			

SOUTHERN PACIFIC - PACIFIC LINES

33-41 & 454	1272 * 4-4-0	* Sacto. Sh. 1873(1) - As rebuilt, 1889 - CP 55(2): (1891) (1901) (1910) SP 1272: 1516; Cent. Cal. Traction Co. ?	454 → c. 1895 41 → 1908
33-35	1273 * 4-4-0	* Sch., 1868(510) - 16 X 24 - 60 - 65,500 (1891) (1907) CP 61 "STORM": SP 1273: 1517 Sc. 1910	1906
33-23	1282 * 4-4-0	* Sacto. Sh. 1873(9) - 17 X 24 - 56 - 74,000 - (1891) (1907) CP 142(2): SP 1282: 1520 Sc. 1909	1907
33-45 37-22	1284 * 4-4-0	* Norris-Lancaster, 1864 - Rebuilt in 1870 to 4-6-0 and in 1878 to 4-4-0 - Western Pacific F "MERCED": (1891) (1907) CP 172 "M.": SP 1284: 1522 Sc. 1910	1893
33-39	1285 * 4-4-0	* Norris-Lancaster, 1864(13) - As rebuilt by Sacto. Sh., c. 1870 - West. Pac. H "SONOMA": CP 173 "S": SP 1285: 1523 (1870) (1891) (1907) Sc. 1909	1904
33-88	1289 * 0-6-0	* S-14 * Lima, 1924	1947
57-240	1297 * 4-4-0	*	1906
33-85	1297 * 0-6-0	* Arizona Eastern ? : SP 1297 (1924)	1947
1-100-33-73	1300(2) * 4-4-0	* Rogers, 1883 - Oregon Pacific 4: Corvallis & Eastern 1: (1915) SP 1300(2) Sc. 1923	1916
33-92	1300(3) * 0-8-0	* SE-1 * BLW, 1898 eis 2-8-2 T - As rebuilt, 1912 - New Mexico Coal Co. 101: Alamogordo & Sacramento Mt. 101: (1924) EP & NE 101: EP & SW 101: 201: 420: 4: SP 1300(3) Sc. 1934	1931
33-73	1301(2) * 4-4-0	* E-30 * Cooke, 1882 - Oregon Pacific 2: Corvallis & (1915) Eastern 2: SP 1301(2) Sc. 1917	1915
33-91	1307 * 0-8-0	* SE-4 * Sacto. Shops, 1930 - SP 1307: 1402: 4501 (1938) (1948)	
33-54	1309 * 4-4-0	* Sch., 1878 - CP 231: SP 47: 1309: Sc. by 1927 (1878) (1891)	1911
33-465	1310 * 4-4-0	* Sch., 1880 - SP of Arizona 8: SP 88: 1310: Interurban ? (1885) (1891) Haltom (1911)	
33-94	1312 * 0-8-0	* SE-4 * Sacto. Shops - SP 1312: 1407: 4506 (1938) (1948)	1936
33-54	1313 * 4-4-0	* Sch., 1879 - SP of Ariz. 2: SP 82: 1313: Pacific 208 (1907) (1885) (1891) San Juan (1903) (1891) (1907) Sc.	1903
33-56	1320(2) * 4-4-0	* E-10 * Sch., 1882(1557) - CP 104(2): SP 1277: 1320(2)	1925
F-2 33-56	1344 * 4-4-0	* SP NM 14: SP 173: 1344 Sc. 1920	1909
1-119 1-100	1355 * 4-4-0	* BLW, 1883 - O & C 22: SP 1355 Sc. by 1920	
33-58 50-16	1357 * 4-4-0	* BLW, 1883 - O & C 24: SP 1357 Sc. by 1920	16 → 1901 58 → 1911
1-100 33-58 1-100, 140 & 142	1358 * 4-4-0	* BLW, 1883 - O & C 35: SP 1358 Sc. 1925	1923
33-57	1361 * 4-4-0	* E-11 * BLW, 1883 - O & C 38: SP 1361 Sc. by 1920	140 → 1898 57 → 1916
33-43	1363 * 4-4-0	* Sacto. Shops 1886(27) - 17 X 26 - 68 - 88,500 (1891) CP 123(2): SP 1363	c. 1898
33-43 37-20	1364 * 4-4-0	* Sacto. Shops 1886(28) - As 1363 - CP 125(2): SP 1364 (1891)	
33-64	1366(2) * 4-4-0	* E-20 * Rhode Is., 1868 - CP 79 "APOLLO": SP 1204: (1901) (1907) 1225: 1366(2)	1914
33-47	1379 * 4-4-0	* Sch.	1905
33-47	1380 * 4-4-0	* E-2 * Sch.	1914

SOUTHERN PACIFIC - PACIFIC LINES

33-49	1385	* 4-4-0	* E-4 * Rogers, 1888 - SP 348: 1385 Sc. by 1928	(1891)	1916
33-49	1391	* 4-4-0	* E-4 * Rogers, 1888 - SP 354: 1391 Sc. by 1928	(1891)	1915
33-50	1395	* 4-4-0	* E-5 * Rogers, 1888 - SP 358: 1395 Sc. by 1934	(1891)	1916
33-50	1396	* 4-4-0	* E-5 * Rogers, 1888 - SP 359: 1396 Sc. by 1934	(1891)	1927
33-92	1400	* 0-8-0	* SE-2 * EP & SW ? : SP 1302;	(1927) (1942) (1947)	
33-51	1400	*	SP de M 30; 1400: SP 1400 Sc. by 1950		1946
33-51	1403	* 4-4-0	* Cooke, 1888		1903
33-51	1407	* 4-4-0	* Cooke, 1888		1910
33-94	1409	* 0-8-0	* SE-4 * Sacto. Shops, - SP 1314; 1409; 4508	(1938) (1948)	1948
33-48	1413	* 4-4-0	* Sch., 1880 SP 49; 1413 Sc. 1928	(1891)	1892
3-164 33-53	1421	* 4-4-0	* E-8 * Sacto. Shops, 1888 SP 266: 1421 Sc. 1926	(1891)	164 -> c. 1910 53 -> 1926
31-23	1423	* 4-4-0	* Sacto. Shops, 1888 SP 268: 1423	(1891)	1899
57-241	1424	* 4-4-0	* Sacto. Shops, 1888 SP 269: 1424	(1891)	1906
33-53	1425	* 4-4-0	* E-8 * Sacto. Shops, 1888 SP 270: 1425	(1891)	1915
33-46	1431	* 4-4-0	* Sch., 1883 SP 51: 74: 1431 Sc. by 1928	(1883) (1891)	1901
33-47	1432	* 4-4-0	* E-1 * Sch., 1883 SP 52: 75: 1432 Sc. by 1928	(1883) (1891)	c. 1926
33-467 37-27	1437	* 4-4-0	* Sch., 1899 SP 1437: T&NO 271	(1902)	BP
33-68	1438	* 4-4-0	* Sch. Sc. 1934		1903
33-467	1439	* 4-4-0	* Sch.		
57-246	1445	* 4-4-0	* Sch. SP 1105: 1445	(1901)	
33-98	1445	* 2-6-0	* Cooke, 1899		1899
1-188 33-65	1445	* 4-4-0	* Cooke, 1900 SP 1105: 1445: 1502(2) Sc. 1951	(1901) (1938)	c. 1909
33-66	1455	* 4-4-0	* E-23 * Cooke SP 1113: 1453	(1901)	1926
33-69	1462	* 4-4-0	* Rogers, 1887 - As rebuilt by UP, 1892 - UP 770: 840: SP 1462 Sc. by 1935	(1901)	1904
33-69	1463	* 4-4-0	* UP Omaha Shops, 1892 - UP 841: SP 1463 Sc. 1930	(1901)	1905
33-18	1465	* 4-4-0	*		
F-2	1467	* 4-4-0	* Rhode Is., 1889 Sc. 1935		1930
33-69	1468	* 4-4-0	* E-25 * Pittsburgh, 1888 - UP 671: SP 1468 - Sc. 1926	(1901)	1913
57-240	1470	* 4-4-0	*		1908
33-71	1473	* 4-4-0	* E-25 * New York L.W., 1888 - UP 661: SP 1473 - Sc. 1928	(1901)	1915
33-71	1474	* 4-4-0	* E-25 * Rhode Is., 1890 - UP 602: SP 1474 Sc. 1925	(1901)	1915
33-70	1476	* 4-4-0	* E-25 * BLW, 1887 - UP 740: SP 1476 Sc. 1925	(1901)	1921
33-71	1479	* 4-4-0	* New York L.W., 1888 - UP 775: SP 1479 Sc. 1925	(1901)	1904
33-31	1488	* 4-4-0	* Narris-Lancaster, 1864 - Western Pacific G "Mariposa": CP 31(2): SP 1193: 1215: 1488; Stockton Terminal & Eastern ?	(c. 1869) (1891) (1901) (1904)	1905
			In service to 1947		
33-33	1497	* 4-4-0	* BLW, 1872 - West Wisconsin 20: SP 20: 1232: 1497 Sc. 1909	(1891) (1901) (1874)	1908

SOUTHERN PACIFIC - PACIFIC LINES

33-61	1502(1) * 4-4-0	* BLW, 1871-0 & C 8: SP 1246; 1502(1); SW, 261 (1917) 1908	(1891) (1907) Brooklyn Show
33-65	1502(2) * 4-4-0	* E-23 * Cooke, 1900 - SP 1105; 1445; 1502(2) 1951	(1901) (1908) SC
33-117	1503 * 2-6-2T	* Sacto. Shops, 1882(15) - 16x24-48-100,000 - CP 232: SP 1503: 1902 Sold 1912	(1891) (1901)
F-2	1505 * 4-4-0 *		1912
33-60	1506 * 4-4-0	* BLW, 1873 O & C 15: SP 1251; 1506 Sc. 1909	(1891) (1907)
F-2 33-61	1509(2) * 4-4-0	* BLW, 1879 O & C 18: SP 1254; 1509(2) Sc. by 1921	(1891) (1907)
33-122	1509(1) * 4-6-0	* Mason, 1864(153) - 17x24-48-70,500 - CP 6 "CONNERS": SP 1509(1): 2000 Sc. 1908	(1891) (1901)
33-62	1510 * 4-4-0	* E-17 * BLW, 1879 - O & C 19: SP 1225; 1510 Sc. 1920	(1891) (1907)
33-45	1512 * 4-4-0	* Rogers, 1872(2058) - CP 3(2): SP 1263; 1512 Sc. 1910	(1891) (1907)
33-41	1516 * 4-4-0	* Sacto. Shops, 1873(1) - As rebuilt by Sacto. Shops 1889 - CP 55(2): SP 1272; 1516; Sold to Cal. Traction Co. 1910	(1891) (1907)
33-39	1523 * 4-4-0	* Norris-Lancaster, 1864(13) - Rebuilt by CP, c. 1870 - Western Pacific H "SONOMA": CP 173(S.); SP 1285; 1523 Sc. 1909	(1891) (1907)
33-468	1530 * 4-4-0	* E-27 * BLW, 1911 Sc. by 1936	
33-72	1534 * 4-4-0	* E-27 * BLW, 1911 Sc. by 1936	
33-149	1536(1) * 4-6-0	* McKay & Aldus, 1868 - CP 68 "PEOQUAN": SP 1536(1): 2001 Sc. 1933	(1891) (1907)
33-72	1536(2) * 4-4-0	* E-27 * BLW, 1911 Sc. by 1936	
1-119	1543 * 4-6-0	* Danforth L. & M., 1868 - 18x24-56-72,300 - CP 75 "GROWLER": SP 1543: 2009; 1012(0-6-0T)	(1891) (1907)
33-97 & 459	1601 * 2-6-0	* M-2 * BLW, 1882 - O & C 29: SP 1513; 1601: Sold to Silver Falls Lumber Co., 1923	(1891) (1901) 459 -> 1907 97 -> 1922
33-96	1610 * 2-6-0	* M-1 * BLW, 1883 - O & C 38: SP 1757; 1610 c. 1918	(1891) (1901)
1-99	1612 * 2-6-0	* BLW, 1883 - O & C 40: SP 1759; 1612 1910	(1891) (1901)
33-97	1613 * 2-6-0	* BLW, 1883 - O & C 41: SP 1760; 1613 c. 1908	(1891) (1901)
33-95 37-18	1614 * 2-6-0	* BLW, 1883 - O & C 42: SP 1761; 1614	(1891) (1901)
68-265 & 270	1629 * 2-6-0	* M-4 * Cooke, 1899 270 -> 1947	
33-99	1645 * 2-6-0	* M-4 *	1947
37-26	1652 * 4-6-0	* Cooke, 1899	
68-53	1686 * 4-6-0	* T-12 * Sch., 1887 - SP 228; 1686; 2116 Sc. 1904	(1913) (1924)
33-100	1713(2) * 2-6-0	* M-4 * GH & SA 973; TENO 433; AEP?: SP 1713(2) 1946	(1929)
33-100	1714 * 2-6-0	* M-4 * SP 1714: NWP 300 Sc. 1936	
33-104	1724 * 2-6-0	* BLW, 1901 - Vaucrain comp. 1905	
33-104	1724 * 2-6-0	* BLW, 1901 - As simplified	
33-101	1725 * 2-6-0	* M-6 * BLW, 1901 as Vaucrain comp. - As simplified 1946	
33-101	1731 * 2-6-0	* M-6 * BLW 95 " " " " 1940	
33-139	1733 * 4-6-0	* Rhode Is., 1888	

SOUTHERN PACIFIC - PACIFIC LINES

53-101	1731	* 2-6-0	* M-6	* Baldwin,	as Vauclain comp. - As simplified	1940
33-133	1733	* 4-6-0	*	* Rhodets, 1888		
33-101	1742	* 2-6-0	*	* Baldwin, 1901 -	Vauclain comp.	
33-101	1744	* 2-6-0	* M-6	* Baldwin, 1901 as	Vauclain comp. - As simplified	c.1915
33-133	1768	* 4-6-0	*	* Sacto. Shops, 1887; S/N 33 -	18x30-57-105,100	
				CP 241; SP 1768; 2197	Sc. 1926	c.1897
1-119	1773	* 4-6-0	*	* Sacto. Shops, 1888; S/N 51	CP 246; SP 1773; 2202	(1891) (1901)
32-468 & 469	1774	* 4-6-0	*	* Baldwin, 1902 -	Vauclain comp.	1906
1-101	1775	* 4-6-0	*	* Sacto. Shops, 1888; S/N 53 -	18x30-57-105,100	
				CP 248; SP 1775; 2204		
33-104	1780	* 2-6-0	* M-6	* Baldwin, 1902 as	Vauclain comp. - As simplified	1946
33-160	1786	* 4-6-0	*	* Sch, 1891 - Cross comp. -	SP 1786; 2211;	(1901)
				HE&WT 683; AE 369; SP 2211	Sc. 1930	1891?
33-129	1791	* 4-6-0	*	* Sch, 1892 - Cross comp.	SP 1791; 2218	(1901) (1951)
68-89 33-103	1793	* 2-6-0	*	* Baldwin, 1903 -	Vauclain comp. SP 1793; SP de M 422	c.1910
3-158	1799	* 4-6-0	*	* Cooke, 1893; S/N 2272	SP 1799; 2226	1896
33-103	1800	* 2-6-0	* M-6	* Baldwin,	as Vauclain comp. - As simplified	
				SP 1800; SP de M 538; SP 1800		1952
33-105	1804	* 2-6-0	* M-9	*	Sc. by 1957	1952
33-106	1806	* 2-6-0	* M-9	*		
57-245	1808	* 2-6-0	* M-9	*		c.1925
33-102	1823	* 2-6-0	* M-6	* Sacto. Shops, 1917	Sc. by 1958	1917
33-102	1825	* 2-6-0	* M-6	* Sacto. Shops, 1918	Sc. by 1958	BP
33-107	1828	* 2-6-0	* M-9	* Brooks, 1908	CRY&P ?; AE 567; SP 1828	(1901) (1924) Sc. by 1934 1940
33-125	1834	* 4-6-0	*	*	SP 1834; 2258	Sc. 1928 1896
33-109	1835	* 2-6-0	* M-11	* Baldwin, 1909	CRY&P ?; AE ?; SP 1835	(1912) (1924) Sc. by 1956 1935
33-113	1840	* 2-6-0	* M-21	* Houston Shops,	T&NO 523; SP de M 523;	
				SP 1840; T&NO 523; 679; 485	Sc. by 1954	1939
33-119	1900	* 2-6-2T	* S-1	* Sacto. Shops, 1881; S/N 13 -	16x24-51-145-103,800-	
				CP 230; SP 1501; 1900; Shop Sw. 577	Sc. 1936	1913
1-99	1901	* 2-6-2T	* S-1	* Sacto. Shops, 1882; S/N 14 -	As 1900	
				CP 231; SP 1502; 1901; MW 571		
33-115	1902	* 2-6-2T	*	* Sacto. Shops, 1882; S/N 15 -	As 1900	
				CP 232; SP 1503; 1902	Sold 1912	
33-118	1903(1)	* 2-6-2T	* S-1	* Sacto. Shops, 1882; S/N 16 -	As 1900	
				CP 233; SP 1504; 1903(1)	Sold 1914	1915
33-120	1903(2)	* 2-6-2	* PR-1	* Baldwin, 1902 -	23x28-70-170-200,500-30,580	
				EP&NE 23; EP&SW 137; SP de M 704; SP 1903(2)	Sc. 1934	
33-117	1904	* 2-6-2T	*	* Sacto. Shops, 1882; S/N 17 -	As 1900	
				CP 234; SP 1505(1891); 1904(1901)	Sold 1912	1906

SOUTHERN PACIFIC - PACIFIC LINES

33-120	1905(2)	* 2-6-2	* PR-2	* Baldwin, 1904 - 23x28-70-170-204, 660-30,580 (1925)	EP&NE 25; EP&SW 139; SP 1905(2)	1931
33-184	1916	* 2-8-0	*	* Sch., 1899 - Cross comp. SP 1916; 2603 (1901)	Sc. 1935	1900
33-184	1917	* 2-8-0	*	* Sch., 1899 - Cross comp. SP 1917; 2604 (1891) (1901)		1900
1-99 33-220	1959	* 4-8-0	*	* Sch., 1889 SP 375; 1959; 2808; CRY&P 107; 406; SP de M 406 (1891) (1901) (1907)	Sc. 1939	c. 1892
33-215	1982	* 4-8-0	*	* Cooke, 1882 SP 76; 1982; 2830; 2930 (1891) (1901) (1907)		1892
3-158 23-43	1984	* 4-8-0	*	* Cooke, 1883 SP 78; 1984; 2831; 2931 (1891) (1901) (1907)	Sc. 1950	1897
33-209 37-17	1986	* 4-8-0	*	* Sch., 1891 - Cross comp. - 20# 29x26-51-138,800 (1901) (1907)	SP 1986; 2832; 2932 209 → c. 1894 158 → 1897 (1901) (1907)	43 → BP 1897
33-207 37-26 1-102 & 154 33-149 & 150	2000	* 4-8-0	*	* Sch., 1892 - Cross comp. - SP 2000; 2847; 2947 (1891) (1901)		1893
	2001	* 4-6-0	* T-22	* McKay & Aldus, 1868 CP 68 "PEOQUOP"; (1891) (1901)	SP 1536; 2001 Sc. 1933	149 & 150 → 1916 (1891) (1901) Sc.
33-148	2004	* 4-6-0	* T-18	* Danforth L. & M., 1876; S/N 1020 CP 204; SP 1569; 2004 (1907)		1930 1922
33-206	2011(2)	* 4-8-0	*	* Sch., 1895 SP 2011; 2901 (1891) (1901)		c. 1896
33-147	2013	* 4-6-0	*	* Sch., 1875; S/N 984 CP 192; SP 1557; 2013 (1891)	Sc. 1914	1906
33-147	2020	* 4-6-0	*	* Sch., 1868; S/N 576 CP 57 "Bison"; SP 1533; (1907)		2020; Ocean Shore T
33-146	2025	* 4-6-0	* T-16	* Sch., 1875; S/N 986 CP 194; SP 1559; 2025 (1891) (1901)	Sc. 1921	1914
33-224	2027(2)	* 4-8-0	*	* Sch., 1898 - Cross comp. - SP 2027(2); 2917 (1891) (1901)		c. 1904
33-144	2030	* 4-6-0	* T-15	* Sch., 1876; S/N 1018 CP 217; SP 1582; 2030 Sold 1923 (1891) (1901)		1913
2-145	2031	* 4-6-0	*	* Sch., 1876; S/N 1020 CP 218; SP 1583; 2031 (1885)		1909
33-145	2038	* 4-6-0	*	* Sch., 1880 SP of Arizona 18; SP 93; (1891) (1901)	1601; 2038 Sc. 1906	
33-145	2041	* 4-6-0	* T-16	* Sch., 1880 SP of Arizona 21; SP 101; (1891) (1901)	1604; 2041 Sc. 1918	1913
31-170	2058	* 4-6-0	*	*		c. 1905
1-102	2085	* 4-6-0	*	*		
33-142	2086	* 4-6-0	*	* Sch., 1881 SP of NM 2; SP 161; 1653; (1901) (1908)	2086; CRY&P 205; SP de M 205? Sc. 1932	1910
32-801	2096	* 4-6-0	* T-14	* Rogers, 1881	Sc. by 1929	1913
33-142	2098	* 4-6-0	*	* Rogers, 1881	Sc. by 1929	1918
33-160 160-905 & 906	2102(2)	* 4-6-0	* T-36	* Manchester, 1902 EP&SW 114; SP 2102(2) (1924)	Sc. 1935	1931
33-160	2105(2)	* 4-6-0	* T-37	* Rhodels, 1903 EP&SW 125; SP 2105(2)	Sc. 1952	1937
33-141	2112	* 4-6-0	*	* Rogers, 1881		1909
33-141	2118	* 4-6-0	* T-12	* Sch., 1887 SP 230; 1688; 2118 (1891) (1901)		1916
33-141	2123	* 4-6-0	* T-12	* Sch., 1887 SP 235; 1693; 2123 (1891) (1901)		c. 1927
33-140	2132	* 4-6-0	*	* Cooke, 1888 SP 323; 1724; 2132 (1891) (1901)		1903
33-140	2133	* 4-6-0	* T-11	* Cooke, 1888 SP 324; 1725; 2133 (1891) (1901)		1926

SOUTHERN PACIFIC - PACIFIC LINES

1-154 33-138 & 211	2134	* 4-6-0	* T-10	* Rhode Is., 1888				138 → 1914 211 → 1915
33-139	2135	* 4-6-0	* T-10	* Rhode Is., 1888				1919
1-102	2138	* 4-6-0	*	* Rhode Is., 1888				
1-102 & 154 33-472	2141	* 4-6-0	*	* Rhode Is., 1888				472 → 1912
33-139	2142	* 4-6-0	*	* Rhode Is., 1888				1903
31-23	2151	* 4-6-0	*	* Rhode Is., 1888				1899
33-137	2161	* 4-6-0	* T-9	* Sch., 1888			Sc. 1949	1948
33-137	2167	* 4-6-0	* T-9	* Sch., 1888				c. 1915
31-118	2173	* 4-6-0	*	* Sch., 1888				1906
9-117	2174	* 4-6-0	*	* Sch., 1888			Sc. 1948	
33-136	2176	* 4-6-0	* T-8	* Sch., 1888			Sc. by 1936	c. 1928
33-136	2178	* 4-6-0	* T-8	* Sch., 1888			Sc. 1951	c. 1937
57-250	2179	* 4-6-0	*	*				
33-136	2185	* 4-6-0	* T-7	* Rhode Is., 1888	SP 293; 1714; 2185	(1891) (1901)	Sc. 1935	1931
33-462	2186	* 4-6-0	* T-7	* Rhode Is., 1888	SP 294; 1715; 2186	(1891) (1901)	Sc. 1925	1914
33-135	2187	* 4-6-0	* T-6	* Sacto. Shops, 1888	SP 213; 1777; 2187	(1891) (1901)	Sc. 1927	c. 1915
33-135	2188	* 4-6-0	*	* Sacto. Shops, 1888	SP 214; 1778; 2188	(1891) (1901)	Sc. 1912	c. 1903
1-102	2191	* 4-6-0	*	*				
1-101 33-457	2192	* 4-6-0	*	* Sacto. Shops, 1886; S/N 24	ACP 175(2); SP 1763; 2192	As rebuilt. (1891) (1901)		
53-114	2193	* 4-6-0	* T-6	* Sacto. Shops, 1886; S/N 25	CP 177(2); SP 1764; 2193	(1891) (1901)		114 → 1914
1-154	2197	* 4-6-0	*	* Sacto. Shops, 1887; S/N 33 - As rebuilt -	CP 241; SP 1768; 2197	(1891) (1901)		
1-101 33-132	2200	* 4-6-0	* T-6	* Sacto. Shops, 1887; S/N 36	ACP 244; SP 1771; 2200	As rebuilt. (1891) (1901)	Sc.	1924 1914
1-102	2203	* 4-6-0	*	* Sacto. Shops, 1888; S/N 52	CP 247; SP 1774; 2203	(1891) (1901)		
33-134	2204	* 4-6-0	* T-6	* Sacto. Shops, 1888; S/N 53	CP 248; SP 1775; 2204	(1891) (1901)		1911
33-121	2205	* 4-6-0	*	* Sacto. Shops, 1888; S/N 54	CP 249; SP 1776; 2205	(1891) (1901)		
33-133	2208	* 4-6-0	* T-6	* Sacto. Shops, 1885; S/N 23	CP 19(2); SP 1762; 2208	(1891) (1901)	Sc.	1923 c. 1916
33-130	2209	* 4-6-0	* T-5	* Sch., 1891 as cross comp. - As rebuilt	SP 1787; 2209	(1901)	Sc. 1927	1923
33-469	2212	* 4-6-0	* T-3	* Sch., 1891 as cross comp. - As rebuilt	SP 1788; 2212	(1901)	Sc. 1928	1927
33-129 & 130	2219	* 4-6-0	* T-3	* Sch., 1892 as cross comp. - As rebuilt	SP 1792; 2219	(1901)	Sc. by 1935	129 → c. 1913 130 → 1914
57-246 1-102	2221	* 4-6-0	*	* Cooke, 1893	SP 1794; 2221	(1901)		c. 1910
33-128	2223	* 4-6-0	* T-2	* Cooke, 1893	SP 1796; 2223	(1901)	Sc. 1926	128 → 1913
31-184 33-472	2227	* 4-6-0	*	* Cooke, 1893	SP 1800; 2227	(1901)	Sc. 1936	472 → c. 1901
1-188	2239	* 4-6-0	*					
33-127 1-189	2242	* 4-6-0	*					
33-126	2244	* 4-6-0	*		SP 1825; 2244	(1901)	Sc. 1934	1911

SOUTHERN PACIFIC - PACIFIC LINES

33-127	2246	* 4-6-0	* T-1	*	(1901) SP 1827: 2246	Sc. 1935	1934
33-127	2248	* 4-6-0	*	*		Sold 1960	1939
1-188	2251	* 4-6-0	*	*			
33-123 #124	2255	* 4-6-0	* T-1	*	(1901) SP 1841: 2255	Sc. 1934	1916
37-55					(1901) SP 1813: 2271		126 → 1914 125 → 1937
33-125 #126	2271	* 4-6-0	* T-1	*			
33-152	2274	* 4-6-0	* T-25	* Cooke, 1901		Sc. by 1937	152 → 1915
33-152	2276	* 4-6-0	*	* Cooke, 1901		Sc. by 1937	c. 1901
33-152	2280	* 4-6-0	* T-25	* Cooke, 1901		Sc. by 1937	1925
33-155	2282	* 4-6-0	*	* Baldwin, 1900	Sonora P.Y. 18; SP 2282	Sc. 1928	c. 1900 154 → 1918
33-154 #155	2283	* 4-6-0	* T-26	* Baldwin, 1903	as Vauclair comp. - As simplified -		155 → 1917
1-101	2291	* 4-6-0	*	* Baldwin, 1902 - Vauclair comp.		Sc. 1936	
33-154	2294	* 4-6-0	* T-26	* Baldwin, 1902	as Vauclair comp. - As simplified	Sc. by 1952	1948
33-154	2296	* 4-6-0	*	* Baldwin, 1902 - Vauclair comp. -		Sc. by 1952	c. 1902
33-470	2306	* 4-6-0	* T-23	* Baldwin, 1903		Sc. by 1955	c. 1924
33-151	2307	* 4-6-0	* T-23	* Baldwin, 1903		Sc. by 1955	1939
33-470	2308	* 4-6-0	*	* Baldwin, 1903		Sc. by 1953	1908
31-9	2313	* 4-6-0	*	*			
33-156	2321	* 4-6-0	* T-28	*	SP 2321: SP de M 906: SP 2321	(1942)	1949
33-156	2331	* 4-6-0	* T-28	*			1914
33-157	2334	* 4-6-0	* T-28	*		Sold 1951	1937
33-156	2346	* 4-6-0	* T-28	*			1913
33-158	2353	* 4-6-0	* T-31	* Brooks, 1912 - 22x28 - 63-200 - 32,1 - 2402 - 483 -			
					162,500 - 208,750 - 36,570	SP 2353: SD&AE 2353: SP 2353	Sc. by 1958 1958
33-448	2354	* 4-6-0	* T-31	* Brooks, 1912 - As 2353	SP 2354: SD&AE 2354: SP 2353		c. 1922
33-158	2354	* 4-6-0	* T-31	* Brooks, 1912 - As 2353		Sc. by 1958	1951
33-158	2360	* 4-6-0	* T-31	* Brooks, 1912 - As 2353		Sc. by 1958	1977
37-59	2362	* 4-6-0	* T-31	* Brooks, 1912 - As 2353		Sc. by 1958	BP
33-159	2364	* 4-6-0	* T-32	* Brooks, 1913 - 23x28 - 69 - 200 - 222,000 - 36,500		Sc. by 1958	1938
23-133	2368	* 4-6-0	* T-32	* Brooks, 1913 - As 2364		Sc. by 1958	BP
23-161	2371	* 4-6-0	* T-32	* Sacto. Shops, 1917 - As 2364		Sc. 1954	BP 1921
F-1	2371	* 4-6-0	* T-40	* Sacto. Shops, 1917 - As rebuilt, 1928 - 23x28 - 69 - 210 -			
					197,300 - 242,500 - 38,320	Sc. 1954	
33-159	2372	* 4-6-0	* T-32	* Sacto. Shops, 1918 - As 2364		Sc. by 1958	BP
33-159	2375	* 4-6-0	* T-32	* Sacto. Shops	As 2364	Sc. by 1958	1953
33-162	2385	* 4-6-0	* T-57	* Baldwin, 1906: S/N 29727 - As rebuilt by Los Angeles			
					Shops, 1918 Bullfrog Goldfield 14:12: SD&AE 20: SP 2385;		
					SD&AE ?	Sc. 1948	1946
33-162	2386	* 4-6-0	* T-58	* Baldwin, 1907: S/N 32251 - As rebuilt			
					Las Vegas #		
					Tonopah 10: SD&AE 26: SP 2386: SD&AE 26	Sc. 1951	1948

SOUTHERN PACIFIC - PACIFIC LINES

33-165	2400 * 4-6-2 * P-1 * A-S, 1904(30000) - Modified - 22x28-77-210 - 222,000 - 31,420	1947
37-69	2402 * 4-6-2 * P-1 * A-S, 1904(30002) - As built	
F-2	2405 * 4-6-2 * P-1 *	Sc. 1935 1930
33-165	2416 * 4-6-2 * P-1 * BLW, - Modernized - As 2400	1939
33-165	2422 * 4-6-2 * P-1 * BLW, - As built	1914
33-165 & 166	2422 * 4-6-2 * P-4 * BLW, - As rebuilt, 1924 - 23x28-77-210 - 265,100 - 34,340	166 → 1928 165 → 1938
33-164	2424 * 4-6-2 * P-1 * BLW, - As built	1913
33-166	2427 * 4-6-2 * P-1 * BLW, - As built	1921
33-167	2431 * 4-6-2 * P-3 * BLW, 1911 - 22x28-77-210 - 222,000 - 31,420	1948
33-167	2433 * 4-6-2 * P-3 * BLW, 1911 - As 2431	C. 1928
33-169 & 170	2448 * 4-6-2 * P-5 * BLW, 1912 - Modified - 22x28-77-210 - 220,900 - 31,420	169 → 1939 170 → 1941
33-170	2450 * 4-6-2 * P-5 * BLW, 1912 - As built	1915
68-319	2452 * 4-6-2 * P-5 * BLW, 1912 - As 2448	1950
33-171	2454 * 4-6-2 * P-6 * A-B, 1913 - As rebuilt - 25x28-77-200 - 287,000 - 38,640	1946
33-171	2458 * 4-6-2 * P-6 * A-B, 1913 - As built -	
37-53	2461 * 4-6-2 * P-8 * BLW, 1921 - 25x30-73-200-70.7-3352-867 - 180,000-297,800-43,660 Sc. by 1956	BP
33-174	2471 * 4-6-2 * P-8 * BLW, 1921 - Modified Sc. by 1956	1952
33-173	2477 * 4-6-2 * P-7 * Lima, 1917 - 25x28-73-200 - 276,000 - 40,750 - AE 702: SP ⁽¹⁹²²⁾ 2477	1956
57-262	2484 * 4-6-2 * P-10 * BLW, - 25x30-73-210-300,000-45,850	
33-175	2485 * 4-6-2 * P-10 * BLW, - as 2484 - With shroud	1941
33-175	2486 * 4-6-2 * P-10 * BLW, - As 2484 - With partial shroud	1955
33-174	2489 * 4-6-2 * P-10 * BLW, - As 2484 -	1938
33-188, 189 & 154	2500(2) * 2-8-0 * C-6 * BLW, 1891 - Cal. Northeastern ? : SP 2500(2) Sc. 1927	1914 1915
33-203	2500(3) * 2-8-0 * C-32 * BLW, 1906 - Nacozari 103: SP ⁽¹⁹²²⁾ 2500(3) Sc. 1948	1945
33-195	2501(2) * 2-8-0 * C-13 * Lima, 1906 - Salem, Falls City & Western 8: SP 2501(2) Sc. 1926	1919
33-194	2502(2) * 2-8-0 * C-11 * A-S, 1904 - Butte Co. ? : SP ⁽¹⁹¹⁶⁾ 2502(2) Sc. 1935	1934
33-183	2503(1) * 2-8-0 * C-1 * Sacto. Shops, - As rebuilt	1915
33-195	2503(2) * 2-8-0 * C-12 * BLW, 1902 - Butte County 1: SP 2503(2) Sc. 1936	1936
33-196	2504(2) * 2-8-0 * C-14 * BLW, 1899 - Alamo & Sacramento Mt. 104: EP & NE 186: SP ⁽¹⁹²⁴⁾ 2504(2) Sc. 1935	1932
33-196	2505(2) * 2-8-0 * C-15 * BLW, 1900 - EP & NE 52: EP & SW 181: SP ⁽¹⁹²⁴⁾ 2505(2) Sc. by 1950	1937

SOUTHERN PACIFIC - PACIFIC LINES

33-197	2511(2) * 2-8-0	*C-17* BLW, 1905 - Arizona & New Mexico 24: EP & SW 218: SP 2511(2) Sc. 1949	1947
33-182	2512 * 2-8-0	*C-1* Sacto. Shops, - As rebuilt	1914
33-191	2513 * 2-8-0	*C-9* BLW, 1906	
160-906 68-117	2552 * 2-8-0	*C-9* BLW	
33-191	2592 * 2-8-0	*C-9* BLW, 1907	
33-186	2601 * 2-8-0	*C-3* Sch., 1899 as cross-comp - As simplified - SP 1914: 2601	Sc. 1951 (1901)
33-185	2605 * 2-8-0	*Sch., 1899 as cross-comp. - SP 1918: 2605	(1905) C. 1911
33-185	2608 * 2-8-0	*C-3* Sch., 1900 as cross-comp. - As simplified - SP 1921: 2608	185-1957 (1901)
33-185	2613 * 2-8-0	*Sch., 1901 as cross-comp - As simplified	C. 1911
33-186	2617 * 2-8-0	*C-4* Sch., 1901 as cross-comp - As simplified	1939
33-187	2646 * 2-8-0	*C-5* BLW, as Vaucrain comp. - As simplified	1941
33-187	2653 * 2-8-0	*C-5* BLW, " " " - " "	1918
33-186	2659 * 2-8-0	*BLW, Vaucrain comp.	1902
31-10 33-459	2675 * 2-8-0	*C-5* BLW, as Vaucrain comp. - As simplified	1917
37-28	2683 * 2-8-0	*C-5* BLW, -22x30-57-200-54.5-3573- 177,000-201,000-43,300	
33-187	2685 * 2-8-0	*C-5* BLW, -As 2683	1931
F-2	2687 * 2-8-0	*C-5* BLW,	
33-189	2704 * 2-8-0	*BLW, 1904	1904
33-190	2706 * 2-8-0	*C-8* BLW, 1904	
68-317	2712 * 2-8-0	*C-8* BLW, 1904	
33-190	2715 * 2-8-0	*BLW, 1904	BP
33-190	2721 * 2-8-0	*C-8* BLW, 1904	
68-62	2729 * 2-8-0	*C-8* A-5, 1904	
33-192	2763 * 2-8-0	*C-9*	
31-206	2765 * 2-8-0	*C-9* BLW	
57-254	2781 * 2-8-0	*C-9* BLW	
33-191	2787 * 2-8-0	*C-9* BLW - SP 2787; SP de M 610: SP 2787	(1934) (1942)
33-397	2800(1) * 4-8-0	*Sacto. Shops, 1882(20) - CP 229(2): SP 1950: 2800(1); 2925	(1891) (1901) (1907) Sc. 1925
33-192	2800(2) * 2-8-0	*C-9* BLW, 1907	
33-219	2805(1) * 4-8-0	*Sch., 1889 - SP 372: 1956: 2805(1); G & N 4	(1891) (1901) C. 1903
33-192	2813 * 2-8-0	*C-9* BLW	
62-63	2814 * 2-8-0	*C-9*	1910
67-265	2817 * 2-8-0	*C-9* BLW	
31-24	2826 * 2-8-0	*BLW	1912
33-192	2830 * 2-8-0	*C-9* BLW	
33-193	2831 * 2-8-0	*C-10* BLW, 1911	1938
57-253	2834 * 2-8-0	*	

SOUTHERN PACIFIC + PACIFIC LINES

(1-154	2839 * 2-8-0 * C-10 * Sacto. Shops,	- SP 2839; SD&A 105	(1921)
68-94	2845 * 2-8-0 * C-10 * Sacto. Shops,		
33-193	2859 * 2-8-0 * C-9 * A-B, 1908 - CRY (EP 601: AL ?)	SP 2859	(1912) (1924)
33-194	2861 * 2-8-0 * C-11 * BLW	- STL S-W 751; SP 2861	Sc. 1961 1956
33-194	2864 * 2-8-0 * C-11 * BLW	- STL S-W 768; SP 2864	Sc. 1961 1956
33-206	2908 * 4-8-0 * TW-1 * Sch., 1895 -	SP 2018; 2908	(1907) 1995
33-206	2911 * 4-8-0 * TW-1 * Sch., 1895 -	SP 2021; 2911	(1907) 1921
31-16	2912 * 4-8-0 * TW-1 * Sch., 1895 -	SP 2022; 2912	(1907) 1909
33-2058 & 419	2914 * 4-8-0 * TW-8 * Sch., 1898	as cross-comp. - As simplified.	
		SP 2024; 2914 - Donated 1953	419 → 1951
33-224	2919 * 4-8-0 * TW-8 * Sch., 1898	as cross-comp. - As simplified	
		SP 2029; 2919	(1907) 1949
33-224	2922 * 4-8-0 * TW-8 * Sch., 1898	as cross-comp. - As simplified	
		SP 2032; 2922	(1907) 1948
33-221	2925 * 4-8-0 * TW-7 * Sacto. Shops	1882(26) - CP 229(2):	
		SP 1950; 2800; 2925	Sc. 1935 C. 1925
1-152	2926 * 4-8-0 * Cooke		
(33-213	2927 * 4-8-0 * TW-4 * Cooke, 1883 -	SP 69; 1979; 2827; 2927	(1891) (1901) (1907) 1918
32-314 & 37-24	2929 * 4-8-0 * TW-4 *		(1891) (1901) (1907) 1914
1-153 & 32-316	2931 * 4-8-0 * TW-4 * Cooke, 1883	SP 78; 1984; 2831; 2931	(1901) (1907) C. 1917
33-209	2932 * 4-8-0 * TW-3 * Sch., 1889 -	Cross-comp. - SP 1986; 2832; 2932	(1901) (1907) 1914
9-124	2933 * 4-8-0 * TW-3 * Sch., 1889	as cross-comp. - As simplified -	
		SP 1987; 2833; 2933	(1901) (1907)
68-458 & 460	2935 * 4-8-0 * TW-3 * Sch.,	- SP 1989; 2835; 2935	(1901) (1907) 209 → 1914
33-209			456 & 460 → 1946
33-212	2939 * 4-8-0 * TW-3 * Sch.,	- as cross-comp. - As simplified	
		SP 1993; 2839; 2939	(1901) (1907) 1949
37-24	2940 * 4-8-0 * Sch.,	- Cross-comp. - SP 1994; 2840; 2940	(1901) (1907) S → 1939
33-212	2941 * 4-8-0 * TW-3 - Sch.,	- SP 1995; 2841; 2941	Sc. 1936 1917
33-210 & 211	2943 * 4-8-0 * TW-3 - Sch.,	- Cross-comp. - SP 1997; 2843; 2943	(1901) (1907) 211 → 1915
33-213	2945 * 4-8-0 * TW-3 - Sch.,	- as cross-comp. - As simplified -	
		SP 367; 1951; 2845; 2945	Sc. 1949 1919
33-208	2949 * 4-8-0 * TW-2 * Sch., 1892 -	Cross-comp. SP 2002; 2849; 2949	(1901) (1907) C. 1914
33-396	2950 * 4-8-0 * TW-2 * Sch., 1892	as cross-comp. - As simplified -	
		SP 2003; 2850; 2950	(1901) (1907) C. 1925
33-207	2951 * 4-8-0 * TW-2 * Sch., 1892 -	Cross-comp. - SP 2004; 2851; 2951	(1901) (1907) 1918
1-99 & 33-208	2952 * 4-8-0 * TW-2 * Sch., 1892	as cross-comp. - As simplified -	
		SP 2005; 2852; 2952	(1901) (1907) Sc. 1952 1950
33-219	2954 * 4-8-0 * TW-6 * Sch., 1889 -	SP 370; 1954; 2803; 2954	(1891) (1901) (1907) 1934
33-227	3000(i) * 4-4-2 * BLW, 1902 -	Vauclair comp. - 15 1/2 & 25 x 28 - 84 - 200 -	
		192, 250 - 20, 420	

SOUTHERN PACIFIC-PACIFIC LINES

33-241	3000(2) *	4-4-2	*A-6 * Sacto. Shops, 1927 - Rebuilt from 3058, Cl. A-3 - 22x28-81-210-243,900-29,860 Sc. by 1953	1935
33-242	3001(1) *	4-4-2	*BLW, 1902 - Vauclain comp. - As 3000(1) - Sc. 1923	c. 1904
33-241	3001(2) *	4-4-2	*A-6 * Sacto. Shops, 1927 - Rebuilt from 3063, Cl. A-3 - As 3000(2) Sc. by 1952	1947
33-228	3003(1) *	4-4-2	*BLW, 1902 - Vauclain comp. - As 3000(1)	1904
68-315	3003(2) *	4-4-2	*A-6 * BLW, 1907 as A-3 * As rebuilt at LA Shops, 1928 from 3059 - As 3000(2) SP 3059: 3003(2) (1928)	1946
33-229	3004 *	4-4-2	*A-1 * BLW, 1902 - Vauclain comp. - As 3000(1)	1917
33-229	3008 *	4-4-2	*BLW, 1902 - Vauclain comp. - As 3000(1)	
33-229	3014 *	4-4-2	*BLW, 1902 - " " - " "	1903
33-232	3016 *	4-4-2	*BLW, 1903 - Vauclain comp. - 15x25x28-79-200- 200,030-21,710 Sc. by 1919	c. 1904
33-232	3017 *	4-4-2	*BLW, 1903 - Vauclain comp. - As 3016	c. 1904
33-233	3020 *	4-4-2	*A-2 * BLW, 1903 - " " - " "	1917
33-236	3025 *	4-4-2	*A-3 * A-5, 1904 - Shown rebuilt with booster	1952
33-235	3040 *	4-4-2	*A-3 * BLW, 1906 - 20x28-81-200-49.5-2655- 105,000-196,000-23,500	c. 1912
33-234 37-56	3041 *	4-4-2	*A-3 * BLW, 1906 - As rebuilt, 1920 - 20x28-73-210- 197,700-27,390	c. 1925
37-59	3048 *	4-4-2	*A-3 * BLW, 1906 - As 3040	BP
33-234	3050 *	4-4-2	*A-3 * BLW, 1906 - As rebuilt - 20x28-81-210- 199,800-24,680	c. 1923
33-236	3057 *	4-4-2	*A-3 * BLW, c. 1907 - As rebuilt with booster -	1934
33-217 & 237	3067 *	4-4-2	*A-3 * A-B, 1908 - CRY & P 801; SP 3067 (1912)	237 → 1918 217 → 1921
1-93	3068 *	4-4-2	*A-3 * A-B, 1908 - CRY & P 802; SP 3068 (A12)	(1913)
33-238	3070 *	4-4-2	*A-3 * A-B, 1908 - Sonora, 850; SP de M 850; SP 3070 (1913)	238 → 1911
33-238 37-54	3071 *	4-4-2	*A-3 * A-B, 1908 - Sonora 851; SP de M 851; SP 3071 (1913)	54 → 1921 1937
33-240	3072 *	4-4-2	*A-5 * BLW, 1911 - 20x28-81-210-202,500-24,680 SP de M 852; AE 870; SP 3072 (1912) (1924)	Sc. 1935
33-176	3104 *	4-6-2	*P-11 * BLW, 1907 - 24x26-68-180-239,500-33,700 EP & SW 144; SP 3104; Sc. by 1950 (1924)	1935
33-176	3107 *	4-6-2	*P-11 * BLW, 1907 - As 3104 - EP & SW 147; SP 3107 (1924)	Sc. by 1950 c. 1929
33-178	3120 *	4-6-2	*P-12 * A-B, 1917 - 26x28-73-205-309,100-45,180 EP & SW 160; SP 3120 (1924)	Sc. by 1952 1950
33-177	3121 *	4-6-2	*P-12 * A-B, 1917 - As 3120 - EP & SW 161; SP 3121 (1924)	Sc. by 1952 1935
33-177 68-77	3127 *	4-6-2	*P-12 * A-B, 1917 - As 3120 - EP & SW 167; SP 3127 (1924)	Sc. by 1952 177 → 1938 77 → 1935
33-411	3203 *	2-8-2	*MK-2 * BLW, 1911 - 24x30-57-180-265,000-46,380	1952
68-271	3205 *	2-8-2	*MK-2 * BLW, 1911 - As 3203	

SOUTHERN PACIFIC - PACIFIC LINES

33-244	3206	* 2-8-2	* BLW, 1911 - As 3203	c. 1912
33-245	3214	* 2-8-2	* MK-2 * BLW, 1911 - As 3203 - Modified - (1934) SP 3214; SP de M 851; (1921) SP 3214	1946
33-245	3216	* 2-8-2	* MK-4 * BLW, 1913 - Modified - 24x30-57-180 - 265,000 - 46,380	1952
33-245	3222	* 2-8-2	* MK-4 * BLW, 1913 - As 3216	1946
33-249	3227	* 2-8-2	* MK-4 * BLW, 1913 - As 3216	1955
33-245	3240(2)	* 2-8-2	* MK-4 * BLW, 1913 - As 3216 - AE 905; (c. 1917) SP 3240(2)	1947
33-248	3250	* 2-8-2	* MK-6 * Lima, 1914 - As rebuilt - 26x28-63-210 - 280,700 - 53,630	1925
33-248	3256	* 2-8-2	* MK-6 * Lima, 1914 - As 3250	1935
33-248	3260	* 2-8-2	* MK-6 * Lima, 1915 - As 3250	1937
33-249	3265	* 2-8-2	* MK-6 * Lima, 1915 - As 3250	1951
33-473	3269	* 2-8-2	* MK-6 * Lima, c. 1915 - Modified - As 3250	1923
33-473	3270	* 2-8-2	* MK-5 * BLW, 1914 - 26x28-63-210 - 299,700 - 53,630	1923
33-247	3271	* 2-8-2	* MK-5 * BLW, 1913 q.s. MK-4 - As rebuilt - As 3270 (c. 1917) SP 3236 - 3271	1936
33-247	3277	* 2-8-2	* MK-5 * Lima, 1917 - As 3270 - AL 907; (c. 1917) SP 3277	1935
33-252	3295	* 2-8-2	* MK-10 * A-B, 1923 - 24x28-51-180 - 262,800 - 48,380 Minarets & Western 102; (1935) SP 3295	c. 1953 1948
33-264	3297	* 2-8-2	* MK-11 * A-B, 1914 - 22x28-51-200 - 223,840 - 45,170 Chi. & Ill. Mid. 521; Newakum Valley?; (1943) SP 3297	(1943) 1948
33-252	3298	* 2-8-2	* MK-11 * A-B, 1914 - As 3297 - C&IM 522; NV 1; (1943) SP 3298	1948
33-250	3303	* 2-8-2	* MK-7 * A-S, - 29x30-63-175 - 323,000 - 59,570 (1924) EP & SW 366; SP 3303	1953
33-250	3305	* 2-8-2	* MK-7 * A-S, - As 3303 - EP & SW 368; (1924) SP 3305	1940
33-250	3311	* 2-8-2	* MK-8 * A-S, 1918 - 27x30-63-205 - 323,000 - 60,490 (1924) EP & SW 374; SP 3311	1937
33-251	3315	* 2-8-2	* MK-9 * A-S, 1920 - 27x30-63-205 - 335,300 - 60,490 (1924) EP & SW 378; SP 3315	1952
33-251	3318	* 2-8-2	* MK-9 * A-S, 1920 - As 3315 EP & SW 381; (1924) SP 3318	1947
33-251	3322	* 2-8-2	* MK-9 * A-S, 1920 - As 3315 EP & SW 385; (1924) SP 3322	1946
33-198 62-80	3400	* 2-8-0	* C-18 * BLW, 1901 - EP & NE 151; (1924) EP & SW 251; SP 3400	80 -> 1947
33-321 62-80	3401	* 2-8-0	* C-18 * BLW, 1901 - EP & NE 152; (1924) EP & SW 252; SP 3401	1940
33-204	3406	* 2-8-0	* C-18 * BLW, 1903 - EP & NE 157; (1924) EP & SW 257; SP 3406	1958
68-117	3408	* 2-8-0	* C-18 * BLW, - EP & NE 159; (1924) EP & SW 259; SP 3408	
33-198	3424	* 2-8-0	* C-19 * BLW, 1904	
33-198	3426	* 2-8-0	* C-19 * BLW, 1904	
33-201	3444	* 2-8-0	* C-26 * BLW, 1906 - EP & SW 64; (1924) 284; SP 3444 SP de M ?; SP 3444 Sold 1951	1942

SOUTHERN PACIFIC - PACIFIC LINES

33-201	3446	*2-8-0	*C-27	*BLW, 1907-EP&SW 66: SP 3446 ⁽¹⁹²⁴⁾ :	1942
				SP de M ? : SP 3446 Sold 1951	
33-202	3451	*2-8-0	*C-26	*A-S, 1907-EP&SW 209:291: SP 3451 ⁽¹⁹²⁴⁾ :	1942
				SP de M ? : SP 3451 Sold 1951	
33-202	3459	*2-8-0	*C-28	*A-S, 1907-EP&SW 217:299: SP 3459 ⁽¹⁹²⁴⁾ :	1942
				SP de M ? : SP 3459 Sold 1951	
62-79	3460	*2-8-0	*C-28	*A-S, 1907-EP&SW 218:300: SP 3460 ⁽¹⁹²⁴⁾ :	C. 1927
				SP de M ? : SP 3460	
33-202	3463	*2-8-0	*C-28	*A-S, 1907-EP&SW 221:303: SP 3463 ⁽¹⁹²⁴⁾ :	1942
				SP de M ? : SP 3463	
33-254	3500	*2-8-4	*B-1	*Lima, 1928 - ex B&M ⁽¹⁹⁴⁵⁾ ?	1949
33-255 62-64	3504	*2-8-4	*B-1	*Lima, 1928 - As modified - ex B&M ⁽¹⁹⁴⁵⁾ ?	64 → 1946 255 → 1950
33-256	3505	*2-8-4	*B-1	*Lima, 1928 - ex B&M ⁽¹⁹⁴⁵⁾ ?	255 → 1945
33-253 8255	3508	*2-8-4	*B-1	*Lima, 1928 - ex B&M ⁽¹⁹⁴⁵⁾ ?	
33-258	3603	*2-10-2	*F-1	*A-B, 1917 - 27x32-63-200-353,000-62,950 ⁽¹⁹²³⁾	1911
				SP 3603: T&NO 989	
33-474 37-33	3606	*2-10-2	*F-1	*A-B, 1917 - As 3603 - SP 3606: T&NO 992 ⁽¹⁹²³⁾	1918
33-474	3607	*2-10-2	*F-1	*A-B, 1917 - As 3603 - SP 3607: T&NO 993 ⁽¹⁹²³⁾	1918
33-258 68-119	3620	*2-10-2	*F-1	*BLW, 1919 - 27x32-63-200-348,000-62,950	1946
33-258	3625	*2-10-2	*F-1	*BLW, 1919 - As 3620	1948
37-40	3631	*2-10-2	*F-1	*BLW, 1919 - As 3620	1919
33-258	3643	*2-10-2	*F-1	*BLW, 1919 - As 3620	1948
33-259	3652	*2-10-2	*F-1	*A-S, 1922 - As 3620 - AE 1001: SP 3652 ⁽¹⁹²¹⁾	1947
33-259	3662	*2-10-2	*F-3	*BLW, 1921 - 29x32-63-200-390,200-72,620 ¹⁹²⁷	
8-97 37-35	3668	*2-10-2	*F-4	*BLW, 1921 - 29½x32-63-200-82.5-5103-1329-306,000-397,900-75,150	BP
33-261	3670	*2-10-2	*F-4	*BLW, 1921 - As 3668	1948
37-41	3672	*2-10-2	*F-4	*BLW, 1921 - As 3668	
33-261	3680	*2-10-2	*F-4	*BLW, 1921 - As 3668	1953
33-261	3701	*2-10-2	*F-4	*BLW, 1921 - As 3668	1948
37-41	3717	*2-10-2	*F-4	*BLW, 1921 - As 3668	BP
33-261	3719	*2-10-2	*F-5	*BLW, 1923 - 29½x32-63-200-397,900-75,150 SP 3719: T&NO 900	
33-262	3765	*2-10-2	*F-5	*BLW, 1925 - As 3719	1955
33-372	3767	*2-10-2	*F-5	*BLW, 1925 - As 3719	1948
33-262	3769	*2-10-2	*F-5	*BLW, 1925 - Shown equipped with Caprott Valve gear, later removed - SP 3769: T&NO 928: SP 3769 ⁽¹⁹⁵³⁾ 1935	
33-286	3800	*2-8-8-4	*AC-9	*Lima, 1939 - (4) 24x32-63-250-689,900-124,540 - Sc. 1953 ¹⁴⁶	BP

SOUTHERN PACIFIC - PACIFIC LINES

33-286	3801	*2-8-8-4	*AC-9	*Lima, 1939	- As 3800		1945	
33-287	3802	*2-8-8-4	*AC-9	*Lima, 1939	- As 3800		1954	
33-285, 286, 288	3808	*2-8-8-4	*AC-9	*Lima, 1939	- As 3800	286 → 1951 288 → 1953		
33-453	3811	*2-8-8-4	*AC-9	*Lima, 1939	- As 3800		1940	
33-276	3900	*2-6-6-4	*AM-2	*BLW, 1911	as 2-6-6-2 - As rebuilt c. 1929			
136-388		(4)	22x28	-63-210	-424,200	-76,800	-SP 4200; 3900 Sc. by 1948	1945
33-276	3930	*2-6-6-2	*MM-3	*A-S, 1920	-23x37x32-57-220	-447,000	-88,000	
				Verde Tunnel & Smelter RR 500; SP 3930				1949
31-34 33-264								
37-29 46-73	4000	*2-8-8-2	*MC-1	*BLW, 1909	-26x40x30-57-200	-437,000	-85,040	
								1914
33-267	4000	*2-8-8-2	*MC-1	*BLW, 1909	- Modified - As above			1914
33-26 37-29	4001	*2-8-8-2	*MC-1	*BLW, 1909	- As 4000			1909
33-267	4001	*2-8-8-2	*MC-1	*BLW, 1909	- Modified - As 4000			1914
136-58 23-131								
21-10 33-268	4004	*2-8-8-2	*MC-2	*BLW, 1909	-26x40x30-57-200	-437,000	-85,040	
								1910
33-268	4006	*2-8-8-2	*MC-2	*BLW, 1909	- As 4004			1910
136-78								
33-269	4008	*2-8-8-2	*AC-1	*BLW, 1909	as MC-2 - As rebuilt			
				(4)	22x30-57-210	-481,200	-90,940	1947
37-32	4018	*2-8-8-2	*AC-2	*BLW, 1911	as MC-4 - As rebuilt - (4)	22x30-57-210	-68,4-4904-2150-437,000-481,200-90,940	
33-269	4024	*2-8-8-2	*AC-2	*BLW, 1911	as MC-4 - As rebuilt - As 4018			1947
33-269 37-46	4028	*2-8-8-2	*AC-2	*BLW, 1911	as MC-4 - As rebuilt and equipped with unsuccessful tender booster - As 4018 - Total TE = 105,190			c. 1929
33-270	4029	*2-8-8-2	*MC-6	*BLW, 1913	-26x40x30-57-200	-68,4-5626-400,900-435,800-85,040		c. 1919
8-80	4034	*2-8-8-2	*MC-6	*BLW, 1913	- As 4029			
33-270	4038	*2-8-8-2	*MC-6	*BLW, 1913	- As 4029			c. 1920
33-270	4038	*2-8-8-2	*AC-3	*BLW, 1913	as MC-6 - As rebuilt - (4)	22x30-57-210	-481,200-90,940	1947
33-272	4041	*2-8-8-2	*AC-3	*BLW, 1913	as MC-6 - As rebuilt - As 4038			BP 1927
8-72 37-33	4043	*2-8-8-2	*MC-6	*BLW, 1913	- As 4029			BP
33-271	4045	*2-8-8-2	*MC-6	*BLW, 1913	- As 4029			c. 1920
33-271	4045	*2-8-8-2	*AC-3	*BLW, 1913	as MC-6 - As rebuilt - As 4038			1944
33-272	4048	*2-8-8-2	*AC-3	*BLW, 1913	as MC-6 - As rebuilt - As 4038			Sc 1940
33-278 450								
37-46 47	4100	*2-8-8-4	*AC-4	*BLW, 1928	- (4) 24x32-63-235	-614,600	-113,000	
16-177								
46-8 72-53	4102	*2-8-8-4	*AC-4	*BLW, 1928	- As 4100			BPs
37-50	4103	*2-8-8-4	*AC-4	*BLW, 1928	- As 4100			
33-278	4109	*2-8-8-4	*AC-4	*BLW, 1928	- As 4100			
37-48	4110	*2-8-8-4	*AC-5	*BLW, 1929	- (4) 24x32-63-235	-622,600	-117,000	
33-278	4111	*2-8-8-4	*AC-5	*BLW, 1929	- As 4110			1939
8-145	4114	*2-8-8-4	*AC-5	*BLW, 1929	- As 4110			BP

SOUTHERN PACIFIC - PACIFIC LINES

279 -> 1938
156 -> 1946

33-279 68-156
37-Fronts
136-83
37-48

4119 *2-8-8-4*AC-5*BLW, 1929-As 4110
4120 *2-8-8-4*AC-5* " " - " "
4133 *2-8-8-4*AC-6*BLW, 1930-(4) 24x32-63-250-139-6505-2988-
517,000-639,500-124,300

33-279

4136 *2-8-8-4*AC-6*BLW, 1930-As 4133 1954

33-279

4138 *2-8-8-4*AC-6* " " - " " 1949

37-73

4152 *2-8-8-4*AC-7*BLW, 1937-(4) 24x32-63-250-639,800-124,300⁻¹³⁹⁻

33-280

4154 *2-8-8-4*AC-7*BLW, 1937-As 4152 1948

33-9

4165 *2-8-8-4*AC-7* " " - " " 1950

33-283

4185 *2-8-8-4*AC-8*BLW, 1939-(4) 24x32-63-250-657,900-124,300⁻¹³⁹⁻

33-282

4193 *2-8-8-4*AC-8* " " - As 4185 1939

37-79

4194 *2-8-8-4*AC-8* " " - " " "

1-189

4200(2) *2-8-8-4*AC-8* " " - " " "

33-275 37-47

4202(1) *2-6-6-4*MM-2*BLW, 1911 as 2-6-6-2-As rebuilt - 25x38x28-
63-200-70-4117-320,100-384,800-65,900-SP 4202: 3902⁽¹⁹³⁸⁾

31-36

4204(2) *2-8-8-4*AC-8*BLW, 1939-As 4185

31-37 33-274

4206(1) *2-6-6-2*MM-2*BLW, 1911-As 4207(1) ?-SP 4206(1): 3906⁽¹⁹³⁸⁾ 1911

136-76
33-275

4208(1) *2-6-6-4*MM-2*BLW, 1911 as 2-6-6-2-As rebuilt - As 4202(1)
SP 4208(1): 3908⁽¹⁹³⁸⁾ c.1918

33-274

4209(1) *2-6-6-4*AM-2*BLW, 1911 as 2-6-6-2-As rebuilt - (4) 22x28-63-
210-424,200-76,800 SP 4209(1): 3909⁽¹⁹³⁸⁾ c.1930

33-270

4209(2) *2-8-8-4*AC-10*BLW, 1942-(4) 24x32-63-250-657,900-124,340⁻¹³⁹⁻ 1950

8-190 33-280

4211(2) *2-8-8-4*AC-10* " " - As 4209(2) 1950
190 -> BP
280 -> 1955

33-285

4216 *2-8-8-4*AC-10* " " - " " 1950

33-284

4222 *2-8-8-4*AC-10* " " - " " 1947

136-389
68-77

4232 *2-8-8-4*
4236 *2-8-8-4*AC-10* " " - " " 1952

33-281

4247 *2-8-8-4*AC-11*BLW, 1942-(4) 24x32-63-250-657,900-^{124,340} 1956

33-282

4248 *2-8-8-4*AC-11* " " - As 4247 1956

63-162

4250 *2-8-8-4*AC-11* " " - " " 1950

68-75

4251 *2-8-8-4*AC-11* " " - " " 1950

37-83

4252 *2-8-8-4*AC-11* " " - " " "

33-284

4272 *2-8-8-4*AC-11* " " - " " "

136-84
33-458

4285 *4-8-8-2*AC-12*BLW, 1944-(4) 24x32-63-250-657,900^{-139- 124,340} 1958

33-284

4293 *4-8-8-2*AC-12* " " - As 4285 1955

132-242
23-197 37-63

4300 *4-8-2*MT-1*A-S, 1923-28x30-73-210-368,000

57,510-67,220 BP.

33-290 37-62

4301 *4-8-2*MT-1*A-S, 1923-As 4300 1940

37-62

4304 *4-8-2*MT-1* " " - " " "

37-63

4307 *4-8-2*MT-1* " " - " " "

SOUTHERN PACIFIC - PACIFIC LINES

(132-244 33-290	4309 * 4-8-2 * MT-1 * A-S, 1923 - As 4300	244 → 1939
33-290	4315 * 4-8-2 * MT-1 * A-S, -As 4300 - Semi-streamlined	1951
132-243 33-291	4319 * 4-8-2 * MT-1 * " , - " " - " " "	243 → 1938 291 → 1949
37-62	4324 * 4-8-2 * MT-1 * A-S, 1924 - " "	
68-74	4326 * 4-8-2 * MT-1 * " " - " "	
33-291	4333 * 4-8-2 * MT-3 * Sacto. Shops, 1925-26 * 28x30-73-210-368,000-57,510-67,220 As built & as semi-streamlined	
33-293	4348 * 4-8-2 * MT-4 * Sacto. Shops, -As 4333 - Not stream, 1946	1948, 1946 & 1948
33-292 & 293 63-165	4352 * 4-8-2 * MT-4 * Sacto. Shops, -As 4333 - As bilt. & as semi-st.	
37-61	4362 * 4-8-2 * MT-4 * " " - " " "	
33-294	4363 * 4-8-2 * MT-4 * " " , - " " - Semi-streamlined 1950	
132-256 33-296	4371 * 4-8-2 * MT-5 * Sacto. Shops, 1936 - 28x30-73-210-368,000-57,510-67,220	1948
33-295	4372 * 4-8-2 * MT-5 * Sacto. Shops, -As 4371 - as streamlined	As built and 1948 1954
33-295	4376 * 4-8-2 * MT-5 * " " - " " - Semi-streamlined	1948
33-380	4385 * 4-8-2 * MT-2 * A-B, 1924 - 23x30-73-225-99,000-61,620 EP&SW 410: SP 4385	1940
(33-297 62-84	132-246 4386 * 4-8-2 * MT-2 * A-B, 1924 - As 4385 - EP&SW 411: SP 4386	246 → 1947 (1924) 297 → 1937 84 → 1940
33-299	4388 * 4-8-2 * MT-2 * " " , " - " " - " 413: " 4388	1940
33-298 63-84	4389 * 4-8-2 * MT-2 * " " , " - " " - " 414: " 4389	1948
132-246 & 247 33-299 & 300	4390 * 4-8-2 * MT-2 * " " , " - " " - " 415: " 4390	246 → 1939 247 → 1949 (1924) 1948 1949
33-303 133-115 68-81	4401 * 4-8-4 * GS-1 * BLW, 1930 - 27x30-73-250-442,300-75,910	63,660 1954
33-303	4403 * 4-8-4 * GS-1 * " " - As 4401 SP 4403: 709: 4471: 4403	
37-65	4404 * 4-8-4 * GS-1 * " " - " " "	1934
33-304 & 305	4409 * 4-8-4 * GS-1 * " " - " " - SP 4409: T&NO 707: SP 4409	1937 & 1939 (1941) (1953)
133-116 F-2 33-306	4410 * 4-8-4 * GS-2 * Lima, 1936 - 27x30-73-250-448,400-63,660-75,950	116 → 1951 306 → 1937
33-307	4413 * 4-8-4 * GS-2 * " " - As 4410 - Streamlining skin removed	1951
57-256	4417 * 4-8-4 * GS-3 * Lima, 1937 - 26x32-80-280-462,000-64,360-76,650	
33-309 37-75	4424 * 4-8-4 * GS-3 * " " - As 4417 - With & without skirt	309 → 1932
133-117 33-308 & 309	4429 * 4-8-4 * GS-3 * " " - " " "	
33-310 & 318 63-87	4430 * 4-8-4 * GS-4 * Lima, 1941 - 26x32-80-300-475,000-68,950-1949	306 → 1940 78,650 1945
68-77	4433 * 4-8-4 * GS-4 * " " - As 4430	1952
62-65 68-83	4434 * 4-8-4 * GS-4 * " " - " " "	1946
63-82	4435 * 4-8-4 * GS-4 * " " - " " "	
F-2	4436 * 4-8-4 * GS-4 * " " - " " "	
33-311 46-205	4439 * 4-8-4 * GS-4 * " " - " " "	205 → 1950
37-81 68-76	4441 * 4-8-4 * GS-4 * " " - " " "	76 → 1952
37-77	4442 * 4-8-4 * GS-4 * " " - " " "	

SOUTHERN PACIFIC - PACIFIC LINES

455 → 1950 311 → 1952

33-311 & 455	4444 * 4-8-4 * GS-4 * Lima, 1941 - As 4430 - With & without skirt	
68-82	4448 * 4-8-4 * GS-4 * " " - " "	1950
F-2	4449 * 4-8-4 * GS-4 * " " - " "	
37-80	4451 * 4-8-4 * GS-4 * " " - " "	
23-259	4454 * 4-8-4 * GS-4 * " " - " "	BP
133-119	4458 * 4-8-4 * GS-4 * " " - " "	119 → 1957
63-84	4459 * 4-8-4 * GS-5 * Lima, 1942 - 26x32-80-300 - 483,200 -	
133-119	68,950 - 78,650	1946
33-311		1952
33-315	4463 * 4-8-4 * GS-6 * Lima, 1943 - 27x30-73-260 - 468,400 - 66,210	
133-122	4464 * 4-8-4 * GS-6 * " " - As 4463	315 → 1946
33-313 & 315	4466 * 4-8-4 * GS-6 * " " - " "	1952
33-314	4467 * 4-8-4 * GS-6 * " " - " "	BP
33-312	4470 * 4-8-4 * GS-1 * BLW, 1930 - 27x30-73-250 - 443,000 -	
33-304	63,660 - 75,920 T&NO 700; SP 4403(2); 4470	1953
33-312	4478 * 4-8-4 * GS-7 * BLW, 1930 - 26x30-70-250 - 419,800 - 61,560	
	St. L S-W 807; SP 4478 Sc. by 1955	1953
33-317	4485 * 4-8-4 * GS-8 * StLS-W Pine Bluff Shops, 1942 - 26x30-70-250 -	
	438,500 - 61,560 StLS-W 815 : SP 4485 Sc. by 1955	1955
33-316	4488 * 4-8-4 * GS-8 * StLS-W Pine Bluff Shops, 1942 - As 4485 -	
	StLS-W 813: SP 4488 Sc. 1957	1956
33-94	4501 * 0-8-0 * SE-4 * Sacto. Shops, - SP 1307: 1408; 4501	1936
33-93	4510 * 0-8-0 * SE-3 * Houston Shops, 1930 - T&NO?: SP 4510	1953
22-223 33-220	5000 * 4-10-2 * SP-1 * A-S, 1925 - (1) 25x28 & (2) 25x32 - 63½ - 225 -	
	5000-5015 442,000 - 83,500 - 95,700	223 → BP 320 → 1936
33-319	5004 * 4-10-2 * SP-1 * A-S, 1925 - As 5000	1925
68-82	5008 * 4-10-2 * SP-1 * A-S, 1 " - " "	1946
37-45	5012 * 4-10-2 * SP-1 * " " - " "	
37-42	5018 * 4-10-2 * SP-2 * A-S, 1926 - 5016 - 5038	
33-321	5022 * 4-10-2 * SP-2 * " "	1953
F-1	5024 * 4-10-2 * SP-2 * " "	
37-43	5028 * 4-10-2 * SP-2 * " "	
33-321	5040 * 4-10-2 * SP-3 * A-S, 1927 5039 - 5048	1935
68-93	5043 * 4-10-2 * SP-3 * " "	
33-322	5046 * 4-10-2 * SP-3 * " "	1937
33-322	5048 * 4-10-2 * SP-3 * " "	1940

SOUTHERN PACIFIC - PACIFIC LINES

127-64	1136	*0-6-0							1907
129-106	2863	*2-8-0 * C-11 * BLW, 1920(53621) - 25x30-61-190-212,300-243,000-49,640	(1952)	S+LS-W 755; SP 2863	Sc. 1960				1956
129-107	2865	*2-8-0 * C-12 * BLW, 1923(56515) - 25x30-61-200-213,745-243,775-52,250	(1952)	S+LS-W 773; SP 2865	Sc. 1960				1956
129-106	2866	*2-8-0 * C-12 * BLW, 1923(56589) - As 2865	(1956)	S+LS-W 777; SP 2866	Sc. 1961				1956
129-107	2868	*2-8-0 * C-12 * BLW, 1923(56595) - As 2865	(1956)	S+LS-W 783; SP 2868	Sc. 1961				1956
129-141	4475	*4-8-4 * * BLW, 1930(61439) - 26x30-70-250-883-4728-2060-419,800-419,800-61,560	(1953)	S+LS-W 802; SP 4475	Sc. 1956				1954
129-141	4476	*4-8-4 * * BLW, 1930(61431) - As 4475	(1953)	S+LS-W 804; SP 4476	Sc. 1957				1955
129-140	4486	*4-8-4 * * Pine Bluff Shops, 1943 - 26x30-70-250-259,600-438,500-61,560	(1953)	S+LS-W 817; SP 4486	Sc. 1957				1953
129-141	4488	*4-8-4 * * Pine Bluff Shops, 1937 - As 4486	(1956)	S+LS-W 813; SP 4488	Sc. 1959				1956
129-137	4480	*4-8-4 * * BLW, 1930(61488) - As 4475	(1953)	S+LS-W 808; SP 4480	Sc. 1955				1955
132-242	4300	*4-8-2 * MT-1 * A-S, 1923							1947
132-245	4320	*4-8-2 * MT-1 * A-S, 1924? - As 4300	1925-						1948
132-249	4337	*4-8-2 * MT-3 * Sac. Shops, 26 - 28x30-73-210-368,000-57,510							1950
132-250	4341	*4-8-2 * MT-3 * Sac. Shops, " - As 4337							1937
132-248	4342	*4-8-2 * MT-3 * Sac. Shops, " - As 4337	1928-						c.1932
132-253	4350	*4-8-2 * MT-4 * Sac. Shops, 29 - 28x30-73-210-368,000-57,510							1950
132-252	4353	*4-8-2 * MT-4 * Sac. Shops, " - As 4350							1937
132-255	4367	*4-8-2 * MT-5 * Sac. Shops, 1929 - 28x30-73-210-368,000-57,510	1929-						BP
132-257	4375	*4-8-2 * MT-5 * Sac. Shops, 30 - As 2367	1929-						1947
133-118	4420	*4-8-4 * G5-3 * Lima, 1937 - As 4417							
133-118	4450	*4-8-4 * G5-4 * Lima, 1941 - As 4430							1942
133-121	4469	*4-8-4 * G5-6 * Lima, 1943 - As 4463							
133-123	4487	*4-8-4 * G5-8 * S+LS-W Pine Bluff Shops, 1942 - As 4485	(1953)	S+LS-W 818; SP 4487	Sc. 1956				1956
136-85	3804	*2-8-8-4 * AC-9 * Lima, 1939 - As 3800							
136-84	3809	*2-8-8-4 * AC-9 * Lima, 1939 - As 3800							1953
136-79	3906	*2-6-6-4 * AM-2 * BLW, 1911 as 2-6-6-2 - As rebuilt c.1929 - As 3900							
136-80	3907	*2-6-6-4 * AM-2 * BLW, 1911 as 2-6-6-2 - " " " - As 3900							
136-85	3931	*2-6-6-2 * MM-3 * A-S, 1920 - As 3930 - Verde Tunnel & Smelter RR 501; SP 3931	(1943)						
136-73	4000	*2-8-8-2 * MC-1 * BLW, 1909 - See sheet 19							c.1928
136-78	4000	*2-8-8-2 * AC-1 * BLW, 1909 - As rebuilt, 1927-37 - (4) 22x30-57-210-68-481,000-90,000							
136-74	4007	*2-8-8-2 * MC-2 * BLW, 1909 - As 4004							
136-80	4010	*2-8-8-2 * AC-1 * BLW, 1909 - As rebuilt, 1927-37 - (4) 22x30-57-210-68-481,000-90,000-105,000							

SOUTHERN PACIFIC - PACIFIC LINES

86,000

136-74	4023 * 2-8-8-2 * MC-4 * BLW, 1911 - 26#40 X 30 - 57-200-68 - 433,000 -	86,000
136-79	4024 * 2-8-8-2 * AC-2 * BLW, 1911 - Astoribelt - As 4018	1948
136-77	4048 * 2-8-8-2 * MC-6 * BLW, 1913 - 26#40 X 30 - 57-200-68 - 436,000 - 86,000	86,000
136-81	4101 * 2-8-8-4 * AC-4 * BLW, 1928 - As 4100	
136-81	4104 * 2-8-8-4 * AC-4 * BLW, 1928 - As 4100	
136-86	4151 * 2-8-8-4 * AC-7 * BLW, 1937 - As 4152	
136-82	4183 * 2-8-8-4 * AC-8 * BLW, 1939 - As 4185	1941
136-75	4207(1) * 2-6-6-2 * MM-2 * BLW, 1911 - 25#38 X 28 - 63-200-70 - 385,000 -	67,000 1912
136-87	4208(1) * 2-6-6-4 * AM-2 * BLW, 1911 - As rebuilt - (4) 22 X 28 - 63-210-70 - 424,000 -	77,000
136-83	4225 * 2-8-8-4 * AC-10 * BLW, 1942 - As 4209(2)	
136-86	4242 * 2-8-8-4 * AC-10 * BLW, 1942 - As 4209(1)	
136-83	4294 * 2-8-8-4 * AC-12 * BLW, 1944 - As 4285	
160-907	2106(2) * 4-6-0 * T-37 -	
160-824	4344 * 4-8-2 *	1946
160-811	4358 * 4-8-2 *	1945
160-811	4412 * 4-8-4 *	1945
160-822	4438 * 4-8-4 *	
5	2103 * 4-6-0 *	1946

SOUTH PACIFIC COAST

Gauge 3-0

2-109 57-110, 113 & 199	1	*4-4-0 * BLW, 1875 (3715) - 10x16-42-35,000 SPC 1: Santa Clara Valley "JEFFERSON CITY" Sold 1883	113 & 199 → 1883
2-109 57-108 & 274	3	*4-4-0 * BLW, 1876 (3971) - 12x16-42-44,300 SPC 3: Colusa & Lake 4 (1910)	
57-141	4	*4-4-0 * BLW, 1877 (4214) - 12x18-43-45,500	Sc. 1901
57-274	5	*4-4-0 * BLW, 1877 (4222) - As 4 SPC 5: Lake Tahoe Ry & Trspt Co 5 (1906)	Sc. 1926
57-165 & 239	6	*4-4-0 * BLW, 1877 (4223) - As 4 SPC 6: San Bernardino & Redlands 6: SP 6 (1906) (1917)	Sc. 1926 239 → 1906
2-114 57-59, 110 & 201	8	*4-4-0 * BLW, 1877 (4225) - 12x18-42-45,600	Sc. 1898 59 → 1878 114 → 1881
57-216	9	*4-4-0 * BLW, 1880 (4956) - 14x18-43-50,400	Sold 1908
2-114 57-215	12	*2-6-0 * BLW, 1881 (5650) - 14x18-44-49,900 SPC 12: Nev. & Cal. 12: SP 12 (1906) (1912)	Sold 1934
2-114 3-181 57-149, 153 206, 217 & 275	13	*2-8-0 * BLW, 1882 (6157) - 15x18-36-57,100 Nev. & Cal. 13: Lake Tahoe Ry & Trspt Co 13: SP 13 (1906) (1915) (1927)	SPC 13: Sc. 1927
57-275	15	*4-4-0 * BLW, 1884 (7236) - 14x18-50-51,700 SPC 15: North Shore 19: NWP 86 (1907) (1907)	Sold 1926
33-361 57-109, 206 & 207	16	*4-4-0 * BLW, 1895 (7604) - 15x18-48-52,000 SPC 16: Nev. & Cal. 9: SP 9 (1906) (1912)	Sc. 1933 361 → 1898
57-208 & 212	18	*4-6-0 * BLW, 1886 (7939) - 16x20-48-74,000 SPC 18: Nev. & Cal. 14; SP 14 (1906) (1912)	
57-164 & 173	19	*4-6-0 * BLW, 1886 (7941) - As 18 SPC 19: Nev. & Cal. 16; SP 16 (1907) (1912)	Sc. 1935
57-82, 201 & 275	20	*4-6-0 * BLW, 1887 (8486) - As 18 SPC 20: NWP 21; 144: 94 (1908)	Sc. 1935 241 → 1908
57-61, 62 & 209	21	*4-6-0 * BLW, 1887 (8487) - As 18 SPC 21: Nev. & Cal. 17; SP 17 (1907) (1912)	Sc. 1952 62 → 1895
57-198	22	*4-6-0 * BLW, 1889 (9929) - As 18 SPC 22: Nev. & Cal. 15; SP 15 (1907) (1912)	Sc. 1935
19-137 47-193 57-237	25	*2-6-0 * New York LW, 1883 (22) - 16x20-45-65,600 Cincinnati Northern 9: Tol. Cip. & St. L 49: NYLW (1883) (1883) Williamette Valley 3: SPC 25: Mitchell Mining Co. ? (1886) (1897) (1907) Nevada County Narrow Gauge 6 Ret. 1921, Sc. 1936	Portland & 1907

SPOKANE, PORTLAND & SEATTLE

(90-116	4	* 0-6-0	*A-1 *A-M, 1907(44743)-	Sc. 1950	1940
1-138 90-113	150	* 4-6-0	*D-2 *BLW, 1911(36480)-	Sc. 1950	1950
90-114	154	* 4-6-0	*D-4 *Cooke, 1898(2376)- Astoria & Columbia River 17:	SP&S 154 Sc. 1945	1939
90-34	156	* 4-6-0	*D-5 *BLW, 1904(23931)-	S&T 12: SP&S 156	Sc. 1938 1912
90-112	157	* 4-6-0	*D-3 *Sch. 1898(4703)-	NP 251: SP&S 157	Sc. 1937
90-116	160	* 4-6-0	*D-7 *BLW, 1910(34899)-	GN 1074: SP&S 160	(1925) Sc. 1940s 1935
90-125	301	* 2-8-0	*N-4 *BLW, 1899(10445)-	NP 59: SP&S 301	Cascade Tr. 301
90-120	327	* 2-8-0	*N-6 *A-S, 1901(25882)-	NP 1251: SP&S 327	Sc. 1948 1947
90-120	338	* 2-8-0	*N-7 *A-S, 1903(27351)-	NP 1284: SP&S 338	Sc. 1945 1938
1-141	356	* 2-8-0	*N-2 *BLW, 1907(32464)-	GN 1260: SP&S 356	Sc. 1954
90-121	358	* 2-8-0	*N-2 *BLW, 1907(32425)-	GN 1258: SP&S 358	Sc. 1953 1950
90-121	367	* 2-8-0	*N-2 *BLW, 1908(32243)-	GN 1240: SP&S 367	Sc. 1954 1950
90-124	456	* 2-6-2	*F-1 *BLW, 1907(30582)-	GN 1587: SP&S 456	Sc. 1949 1947
90-124	461	* 2-6-2	*F-1 *BLW, 1907(30580)-	GN 1595: SP&S 461	Sc. 1948 1947
87-132 90-69	502	* 2-8-2	*O-1 *BLW, 1913(39098)-	GN 3029: SP&S 502	Sc. 1952 69→1950
90-117	506	* 2-8-2	*O-1 *BLW, 1913(39092)-	GN 3023: SP&S 506	Sc. 1950 1950
(90-118	530	* 2-8-2	*O-3 *A-B, 1917(57957)-	NP 1765: SP&S 530	Sc. 1954 118→1953
87-183	533	* 2-8-2	*O-3 *A-B, 1913(52893)-	NP 1744: SP&S 533	Sc. 1954
90-64	534	* 2-8-2	*O-3 *A-B, 1913(52896)-	NP 1747: SP&S 534	Sc. 1954 1950
90-118	539	* 2-8-2	*O-3 *A-B, 1917(57954)-	NP 1762: SP&S 539	Sc. 1953
90-127	603	* 4-4-2	*C-1 *BLW, 1909(33231)		
51-43	604	* 4-4-2	*C-1 *BLW, 1909(33232)		BP
90-127	605	* 4-4-2	*C-1 *BLW, 1909(33233)	Sc. 1949	1947
90-126	606	* 4-4-2	*C-1 *BLW, 1909(33273)	Sc. 1948	c. 1914
90-123	607	* 4-4-2	*C-1 *BLW, 1909(33274)	Sc. 1948	
90-40	621	* 4-6-2	*H-1 *BLW, 1910(35098) as 4-6-0, rebuilt to		
90-123	624		4-6-2 - GN 1050: SP&S 107: 621	(1921) (1927) Sc. 1953	1927
90-128	624	* 4-6-2	*H-1 *BLW, 1910(35059) as 4-6-0, rebuilt to 4-6-2		
			GN 1047: SP&S 104: 624	(1918) (1930) Sc. 1952	1940
90-128	625	* 4-6-2	*H-1 *BLW, 1910(35100) as 4-6-0, rebuilt to 4-6-2		
			GN 1052(2): SP&S 109: 625	(1922) (1910) (1930) Sc. 1953	1948
90-52, 62, 132 & 135	700	* 4-8-4	*E-1 *BLW, 1938(62171)-	28x31-77-260-485,500-69,800	
87-127	702	* 4-8-4	*E-1 *BLW, 1938(62173)-	As 700	
(90-127	900	* 4-6-6-4	*Z-6 *A-S, 1937(68990)-	(H) 23x32-69-250-624,500-	
			104,500	SP&S 900: GN 4000: SP&S 900	(1939) (1949) 71→BP
90-52 & 59	902	* 4-6-6-4	*Z-6 *A-S, 1937(68992)-	As 900	52→1955
87-119	904	* 4-6-6-4	*Z-6 *A-S, 1937(68994)-	As 900	
			SP&S 904: GN 4001: SP&S 904	(1939) (1949)	

SPOKANE, PORTLAND & SEATTLE

129 → 1953

90-54,59 & 129

910 *4-6-6-4 *Z-8 *A-S, 1944 (71333) - (4) 23X32-70-260-106,890



136-52
90-56, 129 & 131

911 *4-6-6-4 *Z-8 *A-S, 1944 (71334) - A5 910

131 → 1944

133-12

701 *4-8-4 *E-1 *BLW, 1938 (62172) - A5 700

1951

136-51 & 52

903 *4-6-6-4 * *A-S, 1937 (68993) - A5 900

SUMPTER VALLEY

Gauge 3'-0"

88-22 #104	1(1)	* 2-6-0	* Brooks, 1881 (530) - 14x18-42-45,800 - Utah & Northern 3 (1885) (1889) (1892) (1906) (1912) (1919) 88: OSL&UN 88: SV 1(1): 5: Eureka - Nevada 5: 9 22 → 1897
88-9, 16 & 19	2(1)	* 2-6-0	* Brooks, 1881 () - As 1(1) - U&N?: OSL&UN?: SV 2(1): 7 Sc, 1930 19 → 1894 16 → 1898
88-104	3(2)	* 2-8-0	* BLW, 1888 (9519) - 16x20-38-82,080 - N-C-O 4: Tonopah RR 3: SV 3(2) Ret. 1930
88-43 & 104	4(2)	* 2-6-0	* BLW, 1904 (24689) - 16x22-44-82,000 - Tonopah RR 4 SV 4(2) 43 → 1907
88-24 & 31	5	* 2-6-0	* Brooks, 1881 (530) - ex 1(1), see above 24 → 1908
88-15 & 37	7(1)	* 2-8-0	* BLW, 1880 (5164) - 15x18-36-54,000 - D&RG 74 (Utah) (1886) (1891) (1899) "HERNANDO": D&RGW 74: RGW 74: RGS 30: RGW 04: SV 7: 10 Ret. 1924, Sc. 1936 37 → c. 190
88-14	8(1)	* 2-8-0	* BLW, 1881 (5930) - 15x18-36-54,000 - Connerton Valley 13 Sc. c. 1914 (1898) (1905) "CARROLLTON": Utah Central?: RGW 02: SV 8(1): 11(2) c. 1901
88-27 & 105	8(2)	* 2-6-0	* Brooks, 1881 - 14x18-42-47,000 OSL&UN?: SV 8(2) Sc. in 1920s 27 → 1911
88-105	9	* 2-6-0	* Brooks, 1881 - 14x18-42-47,000 - OSL&UN?: SV 9 Sc. betw. 1925-1930
88-47	10(1)	* 2-8-0	* BLW, 1880 (5164) - 15x18-36-54,000 - ex #7(1) See above 7(1)
27-152 88-35	11(1)	* 2-6-0	* BLW, 1878 (4429) - 12x18-40-39,000 - Utah Northern 7: (c. 1902) (1906) 11: OSL&UN 11: SV 11(1): 12(2) Sc. 1942 35 → 1904
88-26	12(1)	* 2-6-0	* Brooks, - 14x18-42-45,800 UN?: OSL&UN?: SV 12(1)
88-105	14(2)	* 2-8-0	* BLW, 1906 (28806) - 16x22-36-94,880 - Eureka & Palisade 8: SV 14(2) Ret. 1931
60-258 88-44	15(2)	* 2-8-0	* BLW, 1890 (11075) - 16x20-37-78,580 - Alberta Ry & Col G 7 Eureka & Palisade?: SV 15(2) Ret. 1921
88- Frontis, 76, 77 & 79	16	* 2-8-2	* BLW, 1915 (42073) - 17x22-42-141,910 Ret. 1944, sold 1945
80-76	17	* 2-8-2	* BLW, 1915 (42074) - As 16 Ret. 1944, sold 1945 1915
88-106	18	* 2-8-2	* BLW, 1916 (42815) - As 16 Ret. 1948, sold 1945 1916
88-106	20	* 2-8-2	* A-S, 1920 (61980) - 19x20-44-202,000 - SV 101(2): 20: White Pass & Yukon 80
88-94 & 106	50	* 4-6-0	* BLW, 1916 (42865) - 16x20-42-113,990 - Ret. 1941 1945
88-107	101(1)	* 2-T Shay	* Lima, 1907 (1884) - (3) 8x10-29-48,000 SV 101(1): Oregon Lbr. Co. 101 Sc. 1941
88-107	101(2)	* 2-8-2	* A-S, 1920 (61980) - 19x20-44-202,000 SV 101(2): 20: White Pass & Yukon 80

SUMTER VALLEY

88-86,100 & 107	250	*2-6-6-2	*BLW, 1926(59261) - (4) 15x22-42-210 - 185,000 42,075 - Uintah 50; SV 250: Int. RY. C.A. 250
88-84 & 93	251	*2-6-6-2	*BLW, 1928(60470) - (4) 15x22-42-210 - 190,000 - 42,075 Uintah 51; SV 251: Int. RY. C.A. 251
88-17	285	*4-4-0	*BLW, 1880(4982) - 12x16-44-37,500 - Utah Western? "JONATHAN": Utah & Nevada 3: OSL & UN 285(2): SV 285: 4(1): 15(1): Eureka - Nevada 15 1890

SUSQUEHANNA & NEW YORK

142-78	102 * 0-4-0 T * BLW, 1879 (4767) - 16x22-46	S&NY 102: Elk Tann. Co. ?
142-25	103 * 2-8-0 *	ex PRR Sc. 1912
142-36 & 44	106 * 4-4-0 * Bought 1903	ex PRR Class A-1 Sc. 1922 (1905)
142-78	107 * 2-6-0 * Dickson, 1888 (630) - 18x24-57	D&H 157: S&NY 107 Sc. 1922
142-80	109 * 2-6-0 * A-S, 1902 (25050) as 2-6-6 T * A rebuilt - 20x24-63	(1912)
102-69	NYC 1421: S&NY 109: Wichita Falls & Southern ?	(1913)
142-23 & 80	109 * 3 Tr. Shay * Lima, 1903 (792) - Elk Tanning Co. ? : S&NY 109: Cent. Pa. Lbr. Co. 67	(1913)
102-72	110 * 3 Tr. Shay * Lima, 1903 (765) - 120,000	S&NY 110: CPL Co. 67 c. 1911
142-78	112 * 2-8-0 * BLW, 1906 (27270) - 21x24-46	S&NY 112: CPL Co 69 1900
142-4 & 82	113 * 4-4-0 * BLW, 1907 (32130) - 18x26-62	Sc. 1934
142-53, 57 & 81	114 * 2-8-0 * BLW, 1907 (32123) - 22x30-57	53 → 1907
142-63 & 81	115 * 2-8-0 * BLW, 1913 - 22x28-51	81 → BP
142-60 & 81	116 * 2-8-0 * BLW, 1916 (44835) - 23x28-51	81 → BP
142-63 & 81	117 * 2-6-0 * Sch., 1900 (5490) - 20x28-56	NYC 1748: S&NY 117 (1926)
142-82	118 * 2-8-0 * A-S, 1903 (27137) - 23x30-51	NYC 2699: S&NY 118 (1926)
91-233	119 * 4-6-0 * BLW, 1921 (55031) - 21x26-66	Huntington & Broad Top (1934) (1942)
142-59, 64 & 92	Mountain 35: S&NY 119: Clarion River 119	59 → 1937

SACRAMENTO & PLACERVILLE

2780

2 *4-4-0*

1870

SACRAMENTO VALLEY

2-10 27-11

1(?) "PIONEER" *4-4-0* Globe L.W., Boston, Mass., 1849 - 15X20-71-
(1855) (1867) (1870)
C.K. Garrison "ELEPHANT": SV 4 "C.K.G.": 4 "PIONEER": 1(2)

2-98 27-10

3" L.L. ROBINSON *4-4-0* New Jersey L.W., 1855 - 16X20-66 C.K. Garrison
(1855) (1857) (1899)
"L.L.R.": SV 3 "L.L.R.": S & C 2: Folsom Water Power Co.

SAGINAW LOGGING CO.

Saginaw Logging Co 4: White River Lbr. Co 7 (1947)

50-231

4 *2-6-6-2T* BLW, 1925 - 17 1/2 X 24 - 44 - 200 - 26 - 220,000 - 38,000

SAGINAW & MANISTEE LUMBER CO.

136-339
8-68

1 *2-6-6-2* BLW, 1944 as 2-6-6-2T.

ST. AUGUSTINE COUNTY LUMBER CO.

122-191

108 *2-6-2* BLW, 1920 (52820) SAC L Co 108: Angelina & Neches
River 108: Reader 108

BP

ST. CLAIR TUNNEL CO.

8-39E57

598 *0-10-0T* BLW, 1891 - 22X28-50-186,800

BP

ST. CROIX & PENOBSCOT

5-22

"G.M. PORTER" *0-4-0* , 1858

ST. JOHNSBURY & LAKE CHAMPLAIN

F-1

"SWANTON" *4-4-0* Portland, 1871-

1887

82-268

17 *4-6-0*

82-269

40 *2-8-0*

ST. JOSEPH & GRAND ISLAND

5-154

26 *4-6-0* Rogers

ST. LAWRENCE & ADIRONDACK

16-139

1 *3-4-0* Sch., 1891 - 16X21-51-130-64,800-13,210

BP

30-357

1(2) *4-4-0* Manchester, 1872 (445) - 15X22-66-66,000 CV 170;
New London Northern 20: CV 195: SL&A 1(2): Rolland 233(cv): 79

16-139

5 *4-4-0* Sch., 1892 Inspection loco.

16-110

5 *4-4-0* Brooks, 1871 - 18X26-61-200-126,500-22,320

BP

16-140

6 "MATTAWA" *4-6-0* Brooks, 1876 - 18X26-63-190-140,000-21,590 BP

16-140

9 *4-6-0* Sch., 1878 - 20X28-61-200-161,000-31,210

BP

30-105E100

10 "NE WA-SA NE" *4-4-0* Sch., 1876 Inspection loco

BP

16-141

10 *4-4-2* Sch., 1901 - 17X26-69-200-163,000-23,120

NYCL
SL&A 10: NYC & HR 2900: 2800: 2800: NYC 800

BP

16-139

32 *1-6-0* Sch., 1872

BP

ST. LOUIS, BROWNSVILLE & MEXICO

31-257

25 *4-6-0* BLW, 1904 (24195) - 20X26-63-180-27,5-2128 122,500
(1907) (1930)
142,200-25,260 SLB&M 25; T&BV 36: B-RI 56: R-1901

BP

119-5

43 *4-6-0* BLW, 1910 (34888) - SLB&M 48: SLEST 484

BP

ST. LOUIS COAL RR

11-78	8	*2-6-0*	Dickson, 1882 (342)	- 19x24-56 1/4	BP
3-98	10	*4-6-0*	New York L.W., 1884 (98)		

ST. LOUIS, EL RENO & WESTERN

122-208	3	*4-6-0*			1905
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ST. LOUIS, HANNIBAL & KEOKUK

3-97	8	*4-4-0*	Sch., 1885 (1932)		BP
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ST. LOUIS & IRON MOUNTAIN

139-14 66- 139-15 5-132	17	*4-2-0*	Grant; 1868	Gauge 5-0 "BESSIE"	BP
66-	40	*4-6-0*	Grant, c. 1870		BP
66-	43	*0-6-0T*	Grant, c. 1870		BP
66-	51	*0-4-0*	Grant, c. 1870		BP

32" H.G. MARQUAND *4-4-0* Grant, 1874 (1278) - 17x24-63-
SL&LM 32" H.G.M.: SLIM&S 32: 232: 378: MP 8707 BP

ST. LOUIS, IRON MOUNTAIN & SOUTHERN

3-74	399	*4-4-0*	Grant, 1868		1890
3-118	587	*4-4-0*	Rogers, 1898 (5315)	SLIM&S 587; MP 2514	BP
46-85 139-196 76-29	1626	*4-6-2*	Brooks, 1902	28x26-69-200-193,000-25,620	BP
	1805	*4-8-0*	Brooks, 1901	21x32-55-190-215,150-41,440	BP

ST. LOUIS, ROCKY MOUNTAIN & PACIFIC

62-133	2	*4-6-0*			
62-132	101	*2-8-0*	BLW		BP
62-134	102	*2-8-0*	BLW		

ST. LOUIS & SOUTHEASTERN

14-27	25	"NEPTUNE"	*2-4-4T* Rogers, 1873 (2326)	- Roblt later to 0-4-0 SL&SE 25"N.: L&N 825: 1054: 2054	
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ST. LOUIS SOUTHWESTERN

46-103	412	*2-6-0*	DIX BLW, 1915	19x24-54-170-23,130	
F-2	682	*4-8-2*		CRIP 4828: SL&W 682	
62-61	801	*4-8-4*			
33-217	810	*4-8-4*		26x30-70-250-138,500-61,560	1938
46-229	815	*4-8-4*	IX SL&W Shops, 1942	A-810 SL&W 815: SP 4485	

ST. LOUIS, VANDALIA & TERRE HAUTE

8-14	15	*0-4-0*	BLW, 1870		BP
8-11	22	*4-4-0*	BLW, 1870		BP
3-80	41	*4-4-0*			1874

ST. MARIES LUMBER Co.

6-87	2	*2Tr. Shay*	Lima, c. 1920		BP
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ST. MARYS & SOUTHWESTERN

109-03

5 *3 Tr. Shay * Lima, 1894

BP

ST. PAUL & DULUTH

3-27

2 *4-4-0*

1883

5-170

45 *4-4-0* Brooks, 1887

BP

ST. PAUL, MINNEAPOLIS & MANITOBA

3-14

23 *4-4-0*

1883

~~3-16~~

48 *4-4-0* Brooks

~~131-47~~
~~129~~

155 *4-4-0*

3-16

324 *2-6-0* Rogers, 1887

BP

ST. PAUL & PACIFIC

~~131-31~~
~~131-29~~

3-10

1" Wm. Crooks *4-4-0* New Jersey L.W., 1861

~~10-1864~~
29-1871

~~4-92~~

1" Wm. Crooks *4-4-0*

As restored for exhibition

~~131-93~~

3-12

16" KERKHOVEN *4-4-0* Danforth, 1869-16x24-63

SP & P 16" K.; GN 240 Sc. 1916

5-126

"C.N. PARKER" *4-4-0* Pittsburgh, 1870

3-19

38" G.W. TURNER *4-4-0* Rogers, 1878

BP

ST. REGIS PAPER Co.

50-243

91 *3 Tr. * Heisler

1953

SALDERN LOGGING Co.

50-23 & 64

1 *0-6-0* Porter

23-1901

50-194 & 195

2 *2 Tr. * Climax, 1899

195-1900

SALEM, FALL CITY & WESTERN

2-147

2 *4-4-0* Taunton, 1885

33-195

8 *2-8-0* Lima, 1906

SFC & WB: SP (1926) 250 (2)

c. 1911

SALINAS RY

40-69

1 *0-4-2 Dummy * BLW,

- Vauchain comp

BP

SALT LAKE & LOS ANGELES

F-1 2-94

2 *4-4-0* Rhoads,

SALT LAKE & OGDEN

2-93

15 *4-4-0*

C. 1898

SALT LAKE, SEVIER VALLEY & PLOCHE Gauge 3-0

1-171 31-98

2" KATE CONNOR *2-6-0* Brooks, 1873 (167) - 11x16-38

SLSV & P 2" K.C.: Eureka & Palisade "EUREKA": Nev. CENT. 1

1873

SALT LAKE VALLEY & FORT DOUGLAS Gauge 3-0

60-252
88-108

226 *2 Tr. Shay * Lima, 1888 (226) - SLV & FD 226: UC 226:

Oregon Lbr. Co. (1893) Sold 1920

BP

SALMON CREEK LUMBER Co.

108-41

2 *2 Tr. Shay * Lima, 1893 (429) - 36,000 - Collins & Watson 2: SCL Co 2

108-45

3 *2 Tr. * Heisler, 1899 (1029) - 40,000 - " " 3: " 3

Sc. 1941
Sc. 1912

SALMON CREEK LUMBER CO.

108-40	3(2)	*2 Tr. *Heisler, 1921(1257)-84,000	Sc. 1941	BP
108-35 & 40	4	*2 Tr. *Heisler, 1900(1047)-74,000	Collins & Watson 4: SCL Co 4	Sc. 1941
108-37	6	*0-4-4T *BLW, 1892(12559)-Vauclain comp.	Chi. & So. Side Elev. ?	
108-18		SCL Co 6: 10	Sc. 1941	
108-18	7	*2 Tr. Shay *Lima, 1907(1890)-40,000	Sc. 1941	BP
108-41	8	*0-4-4T *Rhode Is., 1880(864)-NY Elev. ?	SLCCo 8	Sc. 1941

SAN ANTONIO & ARAUQUAS PASS

5-150	3	"A. BELKNAP" *2-4-4T *BLW, 1885(7690)-12x26-49-54,000		BP
3-92	23	*4-4-0 *BLW, 1887(8745)-SA & AP 23:35		

SAN BERNARDINO & REDLANDS

2-116	1	*0-4-2 Dummy *BLW	Gauge 3-0	
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SAN DIEGO & ARIZONA

32-500	27	*4-6-0 *BLW, 1907(32360)-21x26-63-178,400	Los Vegas & Tonopah 11: SD & A 27	Ret. 1950
33-203	2838	*2-8-0 *A-S, 1914	SD & A 102: 2838: 102: SD & AE 102	1918

SAN DIEGO & ARIZONA EASTERN

33-203	102	*2-8-0 *A-S, 1914	SD & A 102: 2838: 102: SD & AE 102	1947
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SAN DIEGO, CUYAMACA & EASTERN

73-68	1	*4-4-0 *Brooks, 1892(1544)-18x24-63-150-16,04-1396-61,600-95,600-15,740	SDC & T 1: Los Angeles & San Gabriel Valley 2: Cal. Sou. 19: Sou. Cal. 8: AT & F 0164	Sold 1907
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SAN DIEGO & PACIFIC BEACH

2-105	1	*0-4-0 Dummy *		c. 1888
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SAN DIEGO & SOUTH EASTERN

2-111	11	*2-6-0 *Porter, 1892(1375)	Cuyamaca 1: SD & SE 11	c. 1901
2-117	15	*4-4-0 *Rhode Is., 1881	Cal. Sou. 1: Cuyamaca 3: SD & SE 15	1914

SAN DOMINGO IMPROVEMENT CO.

8-59	"CIBAO"	*0-6-0 *BLW, 1895-Vauclain comp, with rack rail	8 & 13x18 (std.) & 11x18 (rack drive)	BP
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SANDUSKY, MANSFIELD & NORWALK

13-48	"INDEPENDENCE"	*4-4-0 *		
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SANDY CREEK RR

111: 100-2	2	*2 Tr. *Heisler		
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SAN ELLERO & VALLOMBROSA

40-47	?	*2-4-0T *BLW,	-Vauclain comp. with rack rail	BP
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SAN FRANCISCO & ALAMEDA

2-102 27-44	1"	J.G. KELLOGG *4-4-0 *SF & ARR, 1864-11x22-60-42,700	SF & A 1 "J.G.K.": CP 176 "J.G.K.": Stockton & Copperopolis 2	1866
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SAN FRANCISCO & ALAMEDA

2-69 "F.D. A. THERTON" * 4-4-0 * Grant, 1868 - 12X22-60 SF&A "E.D.A." :
 CP 177 "F.D.A." : Wrecked 1869; Rebuilt to CP 177(2) ⁽¹⁸⁷³⁾ 1868

SAN FRANCISCO & NORTHWESTERN

55-126K 3 * 2-6-0 * BLW, 1887 (3776) - 13X22-39 ⁽¹⁹⁰⁷⁾ C.
 Eel River & Eureka 3 "DEFENDER" : SF&NW 3; NWP 151; 351 Sc. V. 16 1904

SAN FRANCISCO & OAKLAND

2-103 21-44 1 "LIBERTY" * 4-4-4 T * SF&O, 1863 - 11X22-54 - 42,000
 SF&O 1 "L." : CP 178 "L." : Stockton & Coppersopolis 3

SAN FRANCISCO & SAN JOAQUIN VALLEY

2-77 9-128 1 "CLAUS SPRECKELS" * 4-6-0 * BLW, 1895
 SF&SVV 1 "CS." : AT&SF 309; Modesto & Empire Traction Co. ? 77-1895

2-78 50 * 4-4-0 * BLW 1896

SAN FRANCISCO & SAN JOSE

2-101 5 "SAN MATEO" * 4-4-0 * Cooke, 1864 - 14X22-60 SF&SJ 5 "CHAS. McLAUGHLIN"
 5 "S.M." : SP 5:112 Sc. 1886

2-102 6 "CALIFORNIA" * 4-4-0 * H.J. Booth & Co., 1865 - 16X24-62

SAN JOAQUIN & EASTERN

33-55 1331 * 4-4-0 * Sch., 1880 (1210) - SP of Arizona 37: SP 117: 1331 ^{(1885) (1891)}
⁽¹⁹²⁰⁾ SJ&L 1331 Sc. 1934 1933

SAN JOSE & ALUM ROCK

40-40 2 * 2-4-2 T Dummy * BLW, - Vaucrain comp. BP

SAN LUIS CENTRAL

54-70 1 * 2-6-0 *

SAN LUIS OBISPO & SANTA MARIA VALLEY Gauge 3-0

68-16 1 "AVILA" * 2-4-2 T * BLW, 1875 (3771) - 10X16-36-125 - 40,000 - 44,720 ⁽¹⁸⁸²⁾ ⁽¹⁸⁸³⁾
 SLO & SMV 1 "A." : Pac. Coast RY 1: Columbia & Puget Sound 5 (2)
 Converted to 0-6-0 by C&PS BP

SAN LUIS VALLEY SOUTHERN

54-70 82-318 104 * 2-8-0 *

SAN PEDRO, LOS ANGELES & SALT LAKE

32-629 26 * 4-6-0 *

32-632 52 * 4-6-0 *

32-717 53 * 4-6-0 *

2-53 32-630 56 * 4-6-0 * 1901

10-271 412 * 4-6-2 * BLW, - 22X28-77-49,5-225,295 BP

32-682 3708 * 4-6-2 * BP

32-682 3805 * 2-10-2 * BP

SAN PETE VALLEY

2-97 60-253 50 * 2-8-0 * BLW, 1896 SPV 50: DERG 680(1); 287(2) ⁽¹⁹⁰⁸⁾ ⁽¹⁹²⁴⁾

SANTA BARBARA TRAM & RR Co.

Mexico

48-97 2 *0-6-0T* Porter, 1901 (2279) - Gauge 2-6 - 10x14-28-32,000

SANTA CRUZ RR

Gauge 3-0

57-138 "BETSEY JANE" * 0-4-0 *

2-107 57-140 "JUPITER" * 4-4-0 *

SANTA CRUZ & FELTON

Gauge 3-0

57-145 & 147 1" SANTA CRUZ * 0-6-0 * Porter-Bell, 1875 (218) - 10x14-38-30,000

57-147 & 150 2" FELTON * 0-6-0 * Porter-Bell

SANTA CRUZ LUMBER Co.

57-179 2 *2 Tr. Shay * Lima

SANTA FE CENTRAL

73-99 107 *4-4-0* Pittsburgh, 1888 (990) - 19x26-58-150-24-7-1644-

95,450-117,150-20,600 Atl. & Pac. 73: Santa Fe Pacific 73:

AT & SF 373: White Pine Lbr. Co. 107: SFC 107

1947

SANTA FE NORTHWESTERN

67-171 101 *2-6-2*

62-171 106 *4-6-0* Pittsburgh

62-171 107 *4-6-0* Cooke

SANTA FE PACIFIC

62-33 124 *4-6-0* BLW, 1892 (13396) - 19x24-61-160-24.7-1550-

93,000-124,450-19,300 Atl. & Pac. 124: SFP 124: AT & SF 283 Sc. 1931

SANTA FE, RATON & EASTERN

62-137 101 *4-6-0*

1918

SANTIAGO DE CUBA

Cuba

8-55 1" VIGILANTE * 0-4-0T * BLW, 1885 - Inspection car

BP

SAN VICENTE LUMBER Co.

15-120 1 *2 Tr. Shay * Lima

SAO SEBASTIAO

41-34 120-47 2 *2-4-2T* BLW, c. 1876 Gauge 3-0?

BPs

SARANAC & LAKE PLACID

28-166 1 *4-4-0*

28-166 3 *4-4-0*

SARATOGA, Mt. McGREGOR & LAKE GEORGE

28-182 & 184 1 *0-4-2T*

SARATOGA & ENCAMPMENT

2-63 101 *4-6-0* BLW, 1884 - Ga. RR & Banking Co. 145:

Central of Georgia 1309: S&E 101

1908

SARATOGA & SCHENECTADY

F-2 28-90 "DAVY CROCKETT" *4-2-0* R. STEPHENSON & Co., 1833 (Eng.) - 9x14-53-60,-12,000-1,100 Sc. prior to 1854

D

SATSOP RR

1-157
6-124

1 *0-4-2T* Porter, 1885 As restored 6-124

SAUCONTRON CO.

8-9

"JACOB RIEGEL" *0-4-0T* BLW, 1869

BP

SAVANNAH, AMERICUS & MONTGOMERY

43-81

101 *2-6-0* BLW, 1889 (9889) - SA&M 101 "OKMULGEE" *
(1896) (1900)
GA. & ALA, 101: SAL 101

BP

SAVANNAH & ATLANTIC

132-369
74-318

447 *4-8-2* A-S, 1923 (64736) - 27x28-69-200-208,000-317,000-
(1945)
50,300 NYO&W 406: SEA 447
448 *4-8-2* A-S, 1923 - As 447 NYO&W 404: SEA 448 (1945) 1947

SAVANNAH, FLORIDA & WESTERN

F-2 46-27

110 *4-6-0* Rhode Is. 1900-19x28-73-180-21,190

BP

5-123

603 *4-4-0* BLW, 1883 (7090) - 16x24-67

Jacksonville, Tampa & Key West 3: SF&W 603: ACL 502

SAVANNAH, SKIDWAY & SEABOARD

8-15

"WHITE BLUFF" *2-4-2T* BLW, 1871

BP

SCHAFER LOGGING CO.

6-103

23 *2-8-2* Alco

SCHONARIE VALLEY

28-225

5 *4-4-0* DL&W Kingston Sh., 1873

Sc. 1923

1915

SCIOTO VALLEY

F-2

1 *4-4-0*

SCUTT-LAMERT LUMBER CO.

9-122

770 *2Tr.* Climax, 1892 (475)

SEABOARD & ROANOKE

43-19

3(2) "RESCUE" *4-4-0* Taunton, 1879 (713) - 16x24-57-75,000
(SER) (1890) (1900)
S&R 3(2) "R": SA-L Sys. 3: SAL 3 Sold 1903

BP

43-18

4(3) "CHAMPION" *4-4-0* 12x26-60

BP

43-19

22 "AJAX" *0-4-0* Taunton, 1883 (889) - 16x24-44-65,000
(SER) (1890) (1900)
S&R 22 "A": SA-L Sys. 22 "A": SAL 22 Sold 1902

BP

SEATTLE CAR MANUFACTURING CO.

50-94

101 *2Tr.* Climax

BP

SEATTLE COAL & TRANSPORTATION Co. Gauge 3-0

58-132

2 "GEO. C. BODE" *0-6-0T* BLW, 1874 (3603) - 9x12-30 SC&T 2 "G.C.B."
(1878)
Seattle & Walla Walla 3 "G.C.B." ← Rebuilt to 2-6-2T for Columbia
(1880)
& Puget Sound 3 "G.C.B."

BP

SEATTLE, LAKE SHORE & EASTERN

1-44

2 "D. H. GILMAN" *4-4-0*

2-132

7 "S. V. WHITE" *2-8-0* Rhode Is.

BP

3-161

8 *2-8-0* Richmond, 1895 (2496) - SLS&E 8: Seattle &
International 8: NP 47

BP

SEATTLE & NORTHERN

2-132 58-133 2 *4-4-0* New York L.W., 1890 (627) - 17x24-62-140-78,000-13,310 S&N 2: Seattle & Montana ? : GN 139 (2) c.1898

SEATTLE & WALLA WALLA Gauge 3-0

2-154 58-126 60-261 2 *4-4-0* National L.W., 1877⁽¹⁸⁸⁰⁾ - 9x16-36-26,000 S&WW 2: Columbia & Puget Sound 2 "Al-Ki" Ret. 1897

SEWELL VALLEY

20-62 9 *2-8-2* Lima, 1922 (6241) - 22x28-51-190-248,500-42,910 SX 9: C&O 2920 : C&IM 525 BP

SHANK, I.L. & Co.

110-51 ? *C.I.A. Gilbert * Dunkirk Eng. Co. - 24,000 Gauge 3-0

SHARPSVILLE & OAKLAND

5-139 "OAKLAND" *2-6-0* BLW, 1870

SHEFFIELD & TIONESTA

108-67 4 *4-4-0* C&N W RY Sc. 1941 c. 1906
108-74 5 *2-6-0* Porter, 1902 (2575) Sc. 1941 c. 1915
108-72 6 *2-6-0* Porter, 1903 (2785) Sc. 1943? c. 1933
108-76 & 77 11 *4-4-0* BLW, 1915 (42260) Sc. 1943? 77 to c. 1935
108-77 & 78 12 *4-6-0* Pittsburgh, 1889 (1030) Sc. 1941

SHIELDS & GROSS

107-57 1 *2 Tr. * Heisler, 1901? - 40,000 Gauge 3-0

SHELTON & SOUTHWESTERN

2-132 2 *2-6-0*

SHEVLIN - HIXSON Co.

6-103 50-226 5 *2-8-2*

SIAM STATE RYs

8-99 ? *2-8-2* BLW, 1922 - 17x24-43.6 -118,600 BP

SIERRA RR

F-1 3 *4-6-0* 1949
82-30 34 * ? *

SIERRA NEVADA WOOD & LUMBER Co. Gauge 3-0 except as noted

6-20 31-446 & 452 1 *0-4-0 T* Porter, 1881 (430) - 8x16
6-20 31-446 & 452 2 *0-4-0* Porter, 1889 (1026) - 10x16
6-20 31-447 3 *2-4-0* BLW, 1875 (3689) - Std. gauge - 14x22-48 1/4 - 130-65,000-9,880 V & T 21" J.W. BOWKER": SNW & L 3 (1892) 20 to 1898
27-84 4 *2-2-4 T* Vulcan Iron Works, of S.F., 1865 - Std. gauge - 7x14 - 42-64,900 Napa Valley "CALISTOGA": Vaca Valley (1889) "VACAVILLE": Vaca Valley & Clear Lake 1: Cal. Pacific "FLEA": CP 229: San Joaquin Coal Mining Co. ? : SNW & L 4 Sc. 1921
6-20 31-447 & 452 4 (2) "W.S. HOBART" *2-6-2* BLW, 1901 (18665) - 13x22-44-160-76,000-11,490

SIERRA NEVADA WOOD & LUMBER Co.

6-20
31-450

5 *4-4-0* BLW, 1875 (3763) - 11x16-42-125-45,000-4,900
Eureka & Palisade 4: SNW & L 5 Sold 1938
(1896) 20 → 1898
450 → 1931

31-445, 446 & 453

6 *2-6-0* BLW, 1906 (27923) - 14x20-42-165-65,000-13,090

SIERRA VALLEYS

Gauge 3-0

31-386 & 387

1" PLUMAS *2-6-0* Porter, 1880 (375) - 12x16-35 1/2 - 36,000
Oregon RY 2 "DALLAS": Oregonian RR 6: SV 1 "P"
(1895)

31-386 & 393

2 *2-6-0* Porter, 1880 (376) - As 1 Oregon RY 3 "Scio":
Oregonian RR 7: SV 2
(1895)

31-390 & 391

3 *2-6-0* Porter, 1880 (374) - As 1 Oregonian RR 5: SV 3
(1899)

SILVER FALLS TIMBER Co.

50-97

1 *2 Tr.* Climax

50-88 & 139
50-227 & 242
85-114

2 *2 Tr. Shay * Lima

101 *2-8-2* BLW, 1913 (39394) - 20 1/2 x 28 - 48-170 - 176,000 - 33,340
SFT Co 101: McCloud River 16(2)
(1939) 242 → 1936

50-223

102 *2-8-2*

New

50-214

103 *2-6-2T* BLW

SILVER LAKE RY & LUMBER Co.

42-29

3 *2-6-2T* BLW - 13 1/2 x 18 - 37-175-12.5-654-58,600-81,650-13,190
BF

SILVER PEAK

31-297

1 *4-6-0* Cooke, 1891 (2076) - 19 1/2 x 24 - 51-170 - 131,200 - 25,860
OSL 642: Silver Peak 1: OSL 642: UP 1529
(1906) (1909)

31-297

2 *4-4-0* BLW, 1887 (8372) - 18x26-63-150-105,700-17,050
OSL 301: Silver Peak 2 Sc. 1922 1922

SILVERTON LUMBER Co.

50-22

1 *4-4-0*

SIMPSON LOGGING Co.

6-76 50-81

5" TOLLIE *2 Tr.* Heisler

42-45

9 *2-8-2* BLW - 18x24-44-160-19.5-1629-106,900-132,400-24,030
18 & 28 x 24-44-200-32-243,600-43,800
BF

50-237

13 *2-6-6-2T* BLW, 1926 - Peninsular RY 13: Simpson Log. Co. 13(1938):

SIOUX CITY & PACIFIC

15-43

9 *4-4-0* B* Manchester, 1873
c, 1902

SIX COMPANIES INC.

32-744

2732 *2-8-2* BLW, 1913 (39961) - 26x28-63-200-285,000-51,080 OSL 1214: UP 2514:
(1923) (1932) (1936)
2732: SCI 2732: UP 2732 Sc. 1947

32-747
& 752

4002 *3 Tr. Shay * Lima, 1915 (2655) - (3) 14 1/2 x 15 - 36-200 - 180,000

32-747

6036 *2-8-0* BLW, 1905 (24942) - 22x30-57-200-43,316 SPLA & SL 627:
3627: UP 6036: SCI 6036 Sc. 1937
(1921) (1932)

SKAGIT RIVER

1-161

6 *2-6-2*

SKAMOKAWA TIMBER Co.

50-18 1 *0-4-4T*

SLAGHT, C.C. LUMBER Co.

103-38 1 *2 Tr. Shay * Lima, 1906 (175A) - 100,000 Ranceverte & Lewisburg RR 2: CPL Co 63: CCSL Co 1

103-39 3 *3 Tr. Shay * Lima, 1902 (699) - 140,000 Leetonia RR 3: 201: CPL Co 72; CCSL Co 3

SLATE RUN RR

Gauge 3-0

103-67 & 70 1 *2 Tr. Shay * Lima, 1886 (147) - 50,000

103-70 & 75 2 *2 Tr. Shay * Lima, 1890 (316) - 70,000

103-63 & 71 3 *3 Tr. Shay * Lima, 1904 (919) - 70,000

103-71 51 *0-4-0* Std. gauge Rented NYC 51

SMITH, GLOVER & DUNCAN

136-341
100-93 110-84 81 *2 Tr. Horiz, Cyl. * Climax, 1891 (81) - 11x12-28-150-11- 56,000 - 7,000 BP

SMITH - POWER LOGGING Co.

50-47 1 *2 Tr. Shay * Lima

2-176 2 *2 Tr. Shay * Lima

50-33 7 *2 Tr. Shay * Lima

6-45 50-104 8 *3 Tr. * Heisler

5-152 50-222 101 *2-6-2* BLW, (38271) BP

SMITH, W.T. LUMBER Co.

42-13 7 *2-6-0* BLW, - 16x24-44-160-16.5-1087-73,000 - 86,700 - 18,990 BP

SMOKY MOUNTAIN

82-Front. 200 *2-8-0*

SNAKE RIVER VALLEY

1-39 200 *2-8-0* Brooks

SONES, C.W. LUMBER Co.

Gauge 3-0

113A-077 1 *Cl. A * Climax, 1900 (1922) 1902

102-40 3 *Cl. B * Climax, 1903 (453) - 60,000 CWSL Co 3: CPL Co 3 (1922)

102-40 4 *Cl. B * Climax, 1905 (596) - 84,000 " 4: " (1922) 24

102-28 113A-08 5 *Cl. B * Climax, 1906 (630) - 84,000 " 5: " (1922) 21

SONORA, F.C. DE

Mexico

2-75 10" YAQUI *4-4-0* Rogers, 1881

2-76 68-283 13" ARIZONA *4-4-0* Rhode Is., 1881 - 16x24-59-125-11,060 F.C. de Sonora 13"A": Sud Pacifico de Mexico 64 1903

69-23 18 *4-6-0* BLW, c.1901 - 19x26-63-250-117,330 - 31,660

SORENSEN LOGGING Co.

1-182 50-206 3 *2 Tr. * Climax

SOROCABANA RY

8-95 214 *2-8-2* BLW, 1921 - 19x20-41 3/4 - 127,000 BP

SOUTH AFRICAN RYs Gauge 3-6

- 8-128 860 *4-6-2*BLW, 1925-22x26-60-192,650 BP
- 8-128 1934 *4-8-2*BLW -22½x26-51-203,100 BP
- 8-127 2060 *4-8-2*BLW -23x28-57-227,000 BP
- 8-87 ? *4-8-2*BLW, 1920-22½x26-51-205,100 BP

SOUTH BRANCH RR

- 151-9
106-40 4 *3Tr. Shay* Lima, 1898 (553)-180,000

SOUTH CAROLINA & GEORGIA

- 39-25 59 *2-8-0*Richmond, 1897 (2679)- Cross comp. - SC&G 59;
Southern 214(1): 118 Sc. 1932 BP

SOUTH CAROLINA RAILROAD & CANAL Co.

- 5-116 "JAMES S. CORRY" *4-6-0*BLW, 1859 BP
- 8-32 ? *4-4-0*BLW, 1845-13¾x18-60-30,000 BE

SOUTH CAROLINA WESTERN EXTENSION

- 43-90 7 *4-4-0*BLW, 1914 (41074) - 18x24-62-180-117,600-19,190
SCWE 7: Car., Atl. & West. 12: SAL 166 Ret, 1936 BP

SOUTHEASTERN RR OF RUSSIA

- 40-10 601 *4-6-0*BLW Vauclain comp. BP
- 40-52 ? *2-8-0*BLW " " BP

SOUTHERN CALIFORNIA

- F-2 2-76
73-87 54 *4-6-0*Manchester, 1887 (1314)-19x26-58-150-18,7-1555-
85,000-115,000-20,600 AT&SF 550: SC 54:
AT&SF 770: 322 Sc. 1922 1897
- 3-165 56 *4-6-0*

SOUTHERN CENTRAL

- 91-115 25"OWEGO" *4-4-0*Taunton, 1870 BP
- 91-119 65"OWASCO" *2-6-0*Rogers, 1878 SC 65"O": LV 478 BP

SOUTHERN INDIANA

- 122-220 39 *4-6-0*BLW, 1903 (23118) - 19x26-53-180-142,000-27,095 Sc. 1934
SI 39: 319 (1909): CTH & SE 319 (1910): CM&STP 2374 (1922) BP

SOUTHERN IRON & EQUIPMENT Co.

- 9-109 667 *2-8-0*BLW, 1883 (6713) - West. N.Y & Penna. 42:
PRR 6282: SI & E 667

- F-1 542 *4-4-0* Mason, 1880 (641) 1907

SOUTHERN PACIFIC OF ARIZONA

- 2-36 37-23 1 *4-4-0*Sch., 1879 - SPA 1: SP 811: 1312 Sc. 1918 1881
- 2-68 8 *4-4-0*Sch., 1880-17x24-63
- 2-68 68-35 10 *4-4-0*Sch., 1880-17x24-63
- 68-53 11 *4-4-0*Sch., 1880-17x24-63
- 68-59 15 *4-4-0*Sch., 1880-17x24-63

SOUTHERN PACIFIC OF NEW MEXICO

- 68-62 18 *4-4-0*
- 2-41 19 *4-4-0* Sch., 1881-17x24-60-73,700 SPNM 19: SP 178: 1349 Sc. 1900
- 2-40 38 *4-4-0* BP

SOUTHERN PINE LUMBER CO.

- 42-41 11 *2-6-2* BLW, -17x24-44-170-18,2-1552-92,400-120,800-22,780 BP

SOUTH GEORGIA

- 39-263 6(2) *4-6-0* BLW, 1928 (60613) - Kisaquoguilas Valley 6: SG 6(2) (1928) 1948
- 39-261 7 *4-6-0* BLW, 1898 (15987)- BP
- 82-16 10 *2-6-0*
- 39-263 101 *4-6-0* BLW, 1910 (34905) 1937
- 39-263 102 *4-6-0* BLW, 1910 (35196) SC&WC 102: SG 102 1989
- 39-263 103 *4-6-0* BLW, 1911 (36373) 1932

SOUTH GEORGIA & WEST COAST

- 39-262 102 *4-6-0* BLW, 1910 (35196) SG&WC 102: SG 102 BP

SOUTH JERSEY

- 127-71 & 169 5-72 8-75 10 *4-4-0* BLW, 1897 (15379) Holman Patents BPs

SOUTH MANCHURIA RYs

- 8-89 ? *4-6-2* BLW, 1920 - 24x26-69-190,000 BP

SOUTH & NORTH ALABAMA

- 14-89 1058 *2-8-0* H-23A *A-RL&M, 1905 - 21x28-57-190-183,400-34,990 S & NA 1058: L & N 1058 c. 1910

SOUTH RIVER LUMBER CO.

Gauge 3-6

- 101-56 & 59 1 *Cl. B* Climax, 1896 (1904) - 50,000 Linden Hall Lbr. Co. 2: White Deer Valley RR 3: SRL Co. 1 Sc. 1943 56 -> 1942
- 101-55 2 *Cl. B* Climax, 1899 (201) - 60,000 Laurelton Lbr. Co. 3: Whitman Steele Lbr. Co. 3: SRL Co 2 Sc. 1930s
- 101-53 3 *Cl. B* Climax, 1906 (742) - 60,000 WD & LRY 1: SRL Co. 3 (1917) Sold 1941
- 101-54 4 *Cl. B* Climax, 1896 (155) - 50,000 LLCo 2: W-S LCo 2: W-S LCo 2: SRL Co 4 Sc. by 1945
- 101-54 5 *Cl. B* Climax, (1305) - 50,000 Sc. 1943

SOUTH SIDE RAILROAD OF LONG ISLAND

- 84-32 "A.J. BERGEN" *4-4-0* DC & Co, 1870 - SSRRLI "A.J.B.": LI 17
- 84-33 "ISLIP" *4-4-0* Brooks, 1873 - SSRRLI "I": LI 14
- 84-33 "J.B. JOHNSON" *Grant, 1868 - SSRRLI "J.B.J.": LI 41 1870

SOUTH SIDE RAPID TRANSIT

- 5-167 1 *0-4-4T* BLW, 1892 (2535) BP
- 8-71 46 *0-4-4T* BLW, 1893 BP

SOUTH VANDALIA & STATE LINE

7123-63

1 *2Tr. Shay * Lima

SPAULDING LOGGING Co.

50-90

5 *2Tr. Shay * Lima, 1907

SPAULDING MIAMI LUMBER Co.

50-88

7 *2Tr. Shay * Lima

SPOKANE FALLS & NORTHERN

1-133

3 *2-6-0 * BLW, 1889 (10036)

18x24-55-140-77,000-90,000-16,820

SF&N 3: GN 480(2) (1908) Sc. 1926

1-133

7 *4-4-0 * BLW, 1893 (13803)

18x24-63-140-56,100-94,100-14,690 Sc. 1926
Nelson & Fort Sheppard 7 (1895): GN 231(2) (1908)

1902

SPOKANE INTERNATIONAL

56-147

25 *2-8-0 * A-RL&M, 1906

1949

2-136 56-147

101 *4-6-0 * A-RL&M, 1907 (42948) SI 1:101

56-145

124 *2-8-0

1949

SPOKANE & PALOUSE

2-135

3 *4-4-0 *

1887

STACY MINING Co.

9-104

1 *0-4-0 T * Pittsburgh, 1881 (457)

STAMFORD & NORTHWESTERN

34-247

10 *4-4-0 * C-2H * Cooke, 1885 (1649) - 17x24-62-145-16.8-1031.7-
48,650-79,200-13,800 FW&DC 9: S&NW 10 Sc. 1916 1912
(1909)

STAR LOGGING & LUMBER Co.

3-174 50-21

4 *2-6-0 T * BLW, (10683) - Gauge 3-6

Williamette Bridge Co. 4: SL & L Co 4: Yeon & Pelton?

STATE BELT RR OF CALIFORNIA

8-139

11 *0-6-0 * BLW, 1927 - 20x24-51-147,700

BP

STATE LINE & SULLIVAN

91-60

2" NORTH MOUNTAIN" *4-6-0 * Rhode Is., 1877

BP

STATEN ISLAND RY

13-57

1 *4-4-0 *

STATEN ISLAND RAPID TRANSIT

13-57

6 *4-4-0 * F * BLW, 1892 - 16x24-60-160-81,000-13,900 Sc. 1912

13-54

8 *0-4-4 T *

BP

13-55 75-291

28 *2-8-0 * EK * Cooke, 1906 - 20x28-50-180-116,000-34,270 Sc. 1945

13-55

30 *0-6-0 * D * Alco, 1908 - 19x28-52-180-161,080-29,740 Ret. by 1916

13-55

32 *4-4-0 * F * Alco, 1910 - 16x24-60-200-116,300-17,410 Ret. by 1928

13-57

45 *4-4-0 * G * Dickson, 1900 - 17x22-60-140-80,000-12,610 Ret. by 1908

STATE TRANSCASIAN RY

40-49

? *0-4-2 T * BLW

Vauclain comp

BP

40-67

? *0-6-2 T * BLW

" "

BP

STODDARD LUMBER Co.

- 88-103 3 *2 Tr. *Heisler, 1917 (1360) - SL Co 3:5 Sc. 1947
- 88-65 & 110 4 *3 Tr. *Heisler, 1922 (1460) - Sc. 1947
- 88-111 5 *2 Tr. *Heisler, 1917 (1360) - SL Co 3:5 Sc. 1947

BP
 110 → BP 1947
 65 → 1941
 1947

STONY BROOK LUMBER Co.

- 102-60 1 *2 Tr. Shay *Lima, 1911 (2437) - 100,000

STONY CLOVE & CATSKILL MOUNTAIN Gauge 3-0

- 26-198 1 (2) "STONY CLOVE" *2-6-0 *Dickson, 1880 (358) - 15x18-36 1/2 - 56,000
 SC & CM 1 (2) "S.C."; U & D 2'; Chateaugay Sc. 1903 1886
- 26-40 2" GRETCHEN" *2-6-0 *Dickson, 1882 (337) - Probably Chateaugay 6,
 rented for a short time c. 1882

STRASBURG RR

- 49-43 74-329 4 *0-4-0 *BLW, 1902 - 16x24-50-200-104,800 - 20,890
 P & R 1187: Wickwire Spencer Steel Co 4; Strasburg 4

STRAUSE LUMBER Co.

- 100-85 3 *2 Tr. Shay *Lima, 1911 (2464) - Gauge 3-0

STRONG PATENT

- 22-152 1 *4-4-2 *Hinkley, 1887

SUFFOLK & CAROLINA

Gauge 3-6

- 44-14 5 *4-4-0 *
- 44-14 10 *4-4-0 *BLW

1898
 BP

SUGAR RUN RR

- 106-89 10 *3 Tr. Shay *Lima, 1891 (360) - 130,000

SUMPTER LUMBER Co.

- 42-37 5 *2-6-2 *BLW, - 15x24-44-180-141-1074-69,050 -
 92,650 - 18,780

BP

SUNSET LOGGING Co.

- 2-181 50-93 8 *2 Tr. Shay *Lima

SUPERIOR LOG & SPARCO.

- 50-56 1 *2-6-0 *BLW, c. 1893

c. 1922

SUR, FC DEL

Colombia

- 8-97 ? *2-6-6-2 T *BLW, 1921

BP

SUSQUEHANNA CHEMICAL Co.

- 106-34 2 *2 Tr. Shay *Lima, 1913 (2709)
- 106-34 3 *3 Tr. Shay *Lima, 1932 (3173) - 140,000

SUSQUEHANNA COAL Co.

- 8-50 "NYDIA" *2-2-4 T *BLW, 1889 - Inspection car

BP

SUSQUEHANNA & EAGLES MERE RR

Gauge 3-0 (1917)

- 102-38 3 *Cl. B *Climax, 1903 (433) - 60,000 S & EM 3: CPL Co 23
- 102-35 6 *Cl. B *Climax, 1908 (852) - 84,000 " 6: " " 25 (1917)
- 102-38 7 *Cl. B *Climax, 1910 (1015) - 96,000 " 7: " " 20 (1917) 1910

SUSQUEHANNA & NEW YORK

- 102-69 109 * 3 Tr. Shay * Lima, 1903 (1912) - 160,000 Elk Tanning Co. ? : S&NY 119 : CPL Co 65 (1913)
- 102-72 110 * 3 Tr. Shay * Lima, 1903 (1915) - 120,000 S&NY 110 : CPL Co 67 (1913) c.1911
- 91-233 119 * 4-6-0 * DLW, 1921 (55031) - Huntington & Broad Top Mountain ? : S&NY 119 : Clarion River 119 (1942)

SUSSEX RR

- 99-361 2" Gov. HAINES * 4-4-0 * RK&G, 1848 (143) - 14x18-72 - 36,000 Paterson & Ramapo "New York": Sussex 2"G.H.": "A.S. HEWITT" 1879 Sc. BD
- 99-46 3 * 4-4-0 * Cooke, 1865 Sc. by 1899 1895
- 99-362 6" Old SUSSEX * 4-4-0 * Cooke, 1872 (776) - 17x24-63-145 - 56,000 - 82,000 - 13,570 Sussex 6"S.": DL&W 145 (1899) Sc. 1910
- 99-362 8" NEWTON * 4-4-0 * Cooke, 1880 (1094) - 18x24-64-130 - 57,000 - 84,000 - 13,430 Sussex 8"N.": DL&W 449 (1899) Sc. 1905
- 99-363 9 * 2-6-0 * Cooke, 1881 - 17x24-51-130 - 56,000 - 78,000 - 15,030 Sussex 9" Mt. Holly": DL&W 122 (1899) Sc. 1903

SWAYNE LUMBER Co.

31-97 ? * 0-6-0 T *

SWIFT - HUNTER LUMBER Co.

F-2 90 * 2-8-0 * BLW 1940

SYCAMORE & CORTLAND

15-17 1" SYCAMORE * 4-4-0 * , 1859 Sc. 1888 1871

SYKES & CAELISCH

105-15 & 16 1 * 2 Tr. chain drive, vertical boiler * Wm. L. Sykes, 1886

SYLVANIA CENTRAL

82-35 103 * 4-6-0 * , 1905

SYRACUSE & BOWMANVILLE

99-240 3 * 4-4-0 * NYLW, 1888 (328) - 16x24-57-135 - 61,000 - 85,200 - 12,370 S&B 3 : DL&W (Oswego Div) 3 : DL&W 5 (1892) (1899) Sc. 1902 c. 1889

SUCRERIE DU CUPIM

148-39 4 * 2-4-0 * BLW BP

SANDY HOOK PROVING GROUND

148-40 5 * 2-4-0 * BLW BP

SOUTHERN ALUMINUM Co.

148-55 1 * 2-4-2 T * BLW BP

SOUTH MANCHESTER

148-57 4 * 2-4-4 T * BLW BP

ST. LOUIS & HANNIBAL

148-70 18 * 2-6-0 * BLW BP

SAROCABANA RY

148-75 97 *4-6-0* BLW BP
SOUTHEASTERN

148-87 113 *0-8-0* BLW BP
SMOKY MOUNTAIN

150-19 100 *4-4-0* 1932

150-13 & 22 102 *2-8-2* Lima, 1913(1327) - 17X22-43 Tennessee & North Carolina
5: 102: Smoky Mountain 102: Sc. c. 1943 22 -> 1937 13 -> 1942

150-15, 24 & 25 107 *2-8-0* BLW, 1887(3829) - 20X24-50 - 160-129,000-26,110 - PP
ETV & G 419: Southern 107: Smoky Mt 107 24 -> 1943 16 -> 1940 27 -> 1947-48

150-16, 24 & 27 110 *4-6-2* BLW, 1911(37303) - 16X22-47 - Little River 110: SM 110
150-17, 18, 20, 30, 31 & 40 206 *2-6-0* BLW, 1910(34964) - Genessee & Wyoming 4: SLEE 1498: Brooklyn Cooperage Co. 16: BR & L?; 5M 206 20 -> 1938 31 -> 1941 40 -> 1944 18 & 30 -> 1948

ST. LAWRENCE & ADIRONDACK

154-301 7 *4-4-0* Brooks, 1877(29711) 18X26 64 SIL & A 7: Rolland 250
191: NYCL 1001: Rolland 81: 66

16-138 154-301 & 302 10" NB-HA-SA-NE" X 4-4-0 Sch., 1896(41401) Inspection loco. - 11X22-63
30-105 & 106 162-69 S.L. & A 10"N." - NYC & HR 19: Rolland 100: NYCL 33: Rolland 99 BP

151-302 12 *4-4-0* Sch., 1886(2221) 17X24 64 NYC 494: 267: 489.
276: SIL & A 12(N): 264

ST. PAUL & PACIFIC

3-10 9-92 51-5 131-29 & 31 1" WILLIAM CROOKS *4-4-0 * Smith & Jackson, 1861 - 12X22-63-110 -
35,950-55,400 - 4,700 Minnesota & Pacific 1: St. P & P 10 -> 1864
1" W.C.: STPM & M 1: GN 1 Ret. 1897 On display 29 -> 1871

157-43 5" ANORA *4-4-0* Danforth L&M, 1866 - 16X22-60-68,500
Rebuilt with 49" drivers 1891 - STP & P 5"A": 5"C.V. Culver":
STPM & M 5: GN 5: 4(N) Sold 1902

131-33 16" KERKHOVEN *4-4-0* Danforth L&M, 1870 - 16X24-63-140 - 41,850 -
66,000 - 11,610 - STP & P 16"K": STPM & M 16: GN 16: 240 1916

5-126 19" C.N. PARKER, JR. *4-4-0* 4-4-0* Pittsburgh, 1870 (77) - 16X24-63 -
140-43,700-63,100-11,600 STP & P 19"C.N.P., Jr.": STPM & M 19:
GN 19: 242 Sc. 1923 10-4-5 * H 18-8-11 BP

3-13 157-45 38" G.W. TURNER *4-4-0* Rogers, 1878(2492) - 16X24-55-140 - 41,600 -
66,170 - 13,290 STP & P 38"G.W.T.": STPM & M 38: GN 38 Sc. 1896 BP

SOUTH DAKOTA CENTRAL

157-103 18 *2-8-2* A-B, 1915(55444) - 20X28-52-180 - 128,000 - 178,000 -
32,950 SDC 18: Watertown & Sioux Falls 18: GN 3149 1947 BP

SANDY RIVER & RANGELEY LAKES Gauge 2'0"

F-2 4 *0-4-4-T*
 MWR-58-1 9-112 STEVENS Henry & Co. Gauge 3-0
 4 "ASA H."
 4 CURTIS" *2-6-0* Brooks, 1886 (1125) - HS & Co 4" A.H.C." :
 Stevens Lumber Co. 4; Mitchell & McClure 2; TAA & NM ?; Ann Arbor 102

ST. CROIX TIMBER CO.

128-139 1 *2-6-2* BLW, 1912 (39005) - St. C.T Co 1; Mellen Lbr. Co. 7;
 Roddis Lbr. & Veneer Co. 7(2); Dells & Northeastern 10 1912

SOUTHERN IRON & EQUIPMENT Co. Gauge 3-0

129-20 699 *2-6-0* Cooke, 1884 (1565) - 14X18-40-150-48,000-52,000-11,240 Kansas & Gulf
 (1890) (1909)
 Short Line R.R. 5; Tyler Car & Lbr. Co. ?; Hilgard Lbr. Co. 1; Southern I&E 699;
 J.A. Bell Lbr. Co. 3

STEPHENVILLE NORTH & SOUTH TEXAS

129-23 51 *4-6-0* PRR (Altana) - 17X22-52-145-60,000-80,000-15,070 Sc. 1912 1908

ST LOUIS, ARKANSAS & TEXAS Gauge 4-8 1/2

129-32 7 *4-4-0* Porter, 1879 (337) - 12X16-44-25,500-36,500 Std. ga. 1886
 (1886) (1886)
 T&SL 7 "J.P. Douglas" : SLA&T 7 : Gulf & Ship Island ?

129-40 76 *2-6-0* Rhode Is., 1884 (1455) - As std. gauged 1887 - 15X20-48-55,000-66,000
 (1884) (1891)
 T&SL 76 "R.S. Brookings" : SLA&T 76 : SLS-W 76 Sold 1900
 A1

129-53 100 *4-4-0* Dickson, 1886 (551) - 16X24-62-145-49,600-74,550-12,020
 (1891)
 SLA&T 100; SLS-W 100 Sc. 1909 1886

129-68 186 *2-6-0* C1 * Rhode Is., 1887 (1869) - 18X24-57-165-81,550-97,350-18,650
 (1891)
 SLA&T 186; SLS-W 186 Sold 1934 1889

ST PAUL, MINNEAPOLIS & MANITOBA

131-189 32 *2-6-0*

131-38 192 *0-4-0*

SCRANTON MINING Co.

131-62 78 *0-6-0* 1944

ST LOUIS, IRON MOUNTAIN & SOUTHERN

132-18 5202 *4-8-2* MT 53XA S, 1913 28X28 63 176 276,000 50,350 SILIMAS 5202; MP 5202 (1917) c. 1915

132-20 5201 *4-8-2* MT 53XA S, 1913 As 5202 BP

SIERRA RR

F-3 4 *4-4-0* ex Virginia & Truckee

ST LOUIS, BRONNSVILLE & MEXICO

F-3 9314 *0-6-0*

F-3 9762 *0-8-0*

ST LOUIS, IRON MOUNTAIN & SOUTHERN

136-148 4000 *2-8-8-2* DLW, 1912 - 26 & 40 X 32 - 55 - 200 - 84 - 435,000 - 95,000
 (1917)
 SILIMAS 4000; Missouri Pacific 4000 BP

ST. CROIX LAND & LUMBER Co.

136-337 126 *2 Trk Shay * Lima, 1884 - (3) 8X10-28 First two-truck/three-cylinder

ST. PAUL & TACOMA LUMBER Co.

136-338 7 *2-6-6-2T*BLW, 1923 - 17#26X24-44-200-26-208,000-38,000

SAGINAW & MANISTEE LUMBER Co.

6-68 136-339 4 *2-6-6-2*BLW, 1923 as 2-6-6-2T - Converted to 2-6-6-2 in S&M LCo shops.
 17#26X24-44-200-26 - 38,000 Hammond Lbr. Co. (1) 4 :
 Hammond & Little River (1931) 4 : Consolidated Tbr. Co. (1934) 4 : Sag. & Man. Tbr. Co. (1944) 4 :
 Southwest Lbr. Mills (1953) 4

SIERRA RR

136-340 38 *2-6-6-2*BLW, 1934 - 20#31X28-51-225-57-296,000-60,000
 Weyerhaeuser Tbr. Co. 4 : Sierra (1952) 38 : Rayonier (1955) 38 Preserved

SOUTHWEST LUMBER MILLS

136-341 4 *2-6-6-2*BLW, 1923 See Saginaw & Manistee Lbr. Co. above
 136-343 12 *2-6-6-2T*BLW, 1923 -- Shown with tender added by SW Lbr Mills --
 17#26X24-44-200-26-211,000-38,000 Hammond Lbr. Co. (1) 12 : Hammond &
 Little River (1931) 12 : Hammond Redwood Co. (1936) 12 : Hammond Lbr. Co. (2) 12 : Arcata &
 Mad River (1951) 12 : Southwest Lbr. Mills (1956) 12 : Southwest Forest Industries (1960) 12 Preserved

SUGAR LOAF RR

136-343 "AMERICAN" *0-6-0*BLW, c.1940

SPRING HARBOR & BOYNE FALLS

136-344 "META" *2 Trk. Henderson - Michigan Iron Works, Cadillac, Mich.

SHAY, EPHRIAM LUMBER Co

136-339 ? *2 Trk Shay, one truck powered * Shay, 1877

SMITH, L.J. CONSTRUCTION Co.

139-34 202 *2-8-0*BLW, 1905 LJS Co 202: MP 162 (c.1910)

SUGAR LAND RY

139-125 6 *4-6-0*BLW, 1910 (43183) SL 6: MP 213

139-125 213 *4-6-0* " " " " " " 1947

SAN ANTONIO SOUTHERN

139-42 1009 *2-8-0*C-51*BLW, 1920 SAS 4: 1009 1948

SAN BENITO & RIO GRANDE VALLEY

139-128 953 *4-4-0*BLW, 1905 SBERGV 3: S+LB&M 12: SBERGV 953 c.1945

ST. LOUIS, CHICAGO & ST. PAUL

143-73 14 *0-6-0* Brooks, 1891 (1996) - 18X24-44-130-102,000-19,830
 (1900)
 S+LC&STP 14: CP&STL 1 Sc. 1925 BP

143-67 16 *4-4-0* Cooke, 1893 (2260) - 17X24-56-135-98,000-14,260
 (1900) (c.1910)
 S+LC&STP 16: CP&STL 116: 23 Sc. 1925

SPRINGFIELD & SOUTHWESTERN

143-94 33 *2-6-0*BLW, 1899 (7026) - 20X28-57-168,800
 (1934) (1941)
 C&A 307: Alton 2403: Chi, Spr & STL 33: S&SW 33 Sc. 1946 c.1943

SHENANDOAH VALLEY

146-130 5 *4-4-0*

ST. PAUL, MINNEAPOLIS & MANITOBA

- 3-14.
131-2 23 *4-4-0* BLW, 1871(2639) - 15X24-63-? - 43,000-68,800-?
S+P&P 23: S+PM&M 23: GN 23: 246 Sc. 1900 1883
- 3-16 48 *4-4-0* BLW, 1879(4849) - 16X24-63-140 - 44,550-70,000-
11,600 S+P&P 48: S+PM&M 48: GN 48: 250(2) Sc. 1926
- 157-33 51 *0-4-0* Brooks, 1879(354) - 14X22-49-125 - 49,000 - 9,350
S+PM&M 51: 3: GN 3 Sc. 1901 BP
- 157-35 98 *0-6-0* Rogers, 1887(3740) - 18X24-49-140 - 86,450 - 18,880
S+PM&M 98: Minnesota Western 1(2): GN 36(2) Sc. 1920
- 1-129
131-41 155 *4-4-0* Brooks, 1882(748) - 17X24-63-130 - 52,500 - 83,200 - 12,170
S+PM&M 155: GN 155 Sc. 1918
- 131-38 192 *0-4-0* Brooks, 1881(762) - 15X22-49-140 - 53,900 - 13,110
S+PM&M 192: GN 192: 25(2) Sc. 1901
- 3-16
157-61 324(1) *2-6-0* Rogers, 1887(3807) - 19X24-55-140 - 87,290 - 105,040 -
18,740 S+PM&M 324(1): Minnesota Central 6: GN 324 Sc. 1924 BPs

SUSQUEHANNA CONNECTING

- 158-102 103 *4-4-0* Rogers, 1883(3448) as built - Rebuilt 1898 at Stroudsburg Shops -
18X24-62- - 73,000 - 110,000 -
NYS&W 32: Sus. Con. 103: NYS&W 28 (Class D) 1898

SYDNEY & LOUISBURG

- D 86 *0-8-0* Alco, 1925 - D&TSL 110: Syd. & Louis. 86 1955

SAN LUIS SOUTHERN

- 159-57 105 *2-8-0*

SALT RIVER VALLEY WATER USERS ASSOC.

- 160-692 1? *2-4-2T* Alco, 1915 - Ex Magma Arizona 1

SOUTH JERSEY

- 167-70 1 *4-4-0* Possibly ex - West Jersey & Seashore 1897
- 167-66 7 *4-4-0* BLW, 1894 - 18X22-68 1/2 - 160 - 69,000 - 14,950
South Jersey 7: Seacoast RR 7: ACRR 1033: P&R 15 Sc. 1915

SHENANDOAH VALLEY

- 146-136 5 *4-4-0* BLW, 1880(5126) - 16X24-62 - - 64,900
Shenandoah Valley 5: N&WRR 513 Sold 51&E in 1900
- 148-57 46 *2-8-0* BLW, 1883(7096) - 20X24-50 - - 109,300
SV 46: N&WRR 553: to 0-8-0#553: N&WRY 130 Sc. 1916 BP

TEXAS & PACIFIC

124-108	2(2) * 4-4-0 * A-1 * Danforth, 1900 - 15X22	1911
124-108	10(2) * 0-6-0 * B-5 * T&P, 1907 - 17X24 - 52 - 150 - 78,000 - 17,300	1907
124-32	20 * 4-4-0 * A * BLW, 1873(3344) - 16X24 - 57	D
124-109	25 * 4-4-0 * A-1 * [unclear]	D
3-96 124-110	34 * 4-4-0 * A-1 * Pittsburgh, 1876(357) - 16X24 - 61	1893
124-110	40 * 0-6-0 * T * B-3 * Pittsburgh, 1876(358) - 15X24 - 48 - 120 - 68,000 - 11,500	
124-23	55 * 4-4-0 * A-2 * Sch., 1880(1259) - 16X24 - 60 ³ / ₄	BP
5-118 124-111	76 * 4-6-0 * D-2 * Pittsburgh, 1880(415) - 17X24 - 57	BP
3-96	78 * 4-6-0 * D-2 * Pittsburgh, 1880(417) - 17X24 - 57	
124-111	109 * 4-4-0 * A-3 * Sch., 1881(1395) - 17X24 - 63 - 145 - 15.5 - 1050 - 51,000 - 81,000 - 13,600 Mo Pac 620; T&P 109	
124-46	112 * 4-4-0 * A-3 * Sch., 1881(1403) - As 109 Mo Pac 623; T&P 112	
3-95 124-112	116 * 4-4-0 * A-3 * T&P, 1897(66) - 17X24 - 63 - 150 - 44,500 - 8,000 14,000	95 → 1898
124-112	148 * 2-6-0 * C-1 * Rogers, 1883(3233) - 19X22 - 52 - 145 - 70,000 - 88,000 - 19,200 Mo Pac 652; T&P 148	
124-114	161 * 4-6-0 * D-3 * Brooks, 1886(1094) - 18X24 - 57 - 150 - 70,000 - 95,000 - 15,500	BP
124-114	164 * 4-6-0 * D-3 * Brooks, 1886(1131) - As 161	BP
124-115	173 * 4-6-0 * D-4 * New York L.W., 1886(207) - 18X24 - 57 - 150 - 73,000 - 97,000 - 17,400	1731
124-116	185 * 0-6-0 * B-5 * New York L.W., 1887(290) - 17X24 - 52 - 145 - 78,000 - 16,800	c. 1890
124-116	187 * 4-4-0 * A-4 * New York L.W., 1887(276) - 18X24 - 63 - 150 - 60,500 - 95,000 - 15,700	1894
124-57	206 * 4-6-0 * D-5 * BLW, 1889(10216) - 19X24 - 50 - 150 - 90,500 - 121,000 - 21,500	
124-118	209 * 4-6-0 * D-5 * BLW, 1889(10220) - As rebuilt ^(c. 1904) - 19X24 - 57 - 150 - 90,500 - 121,000 - 19,400 T&P 209; GH 209	1942
124-118	215 * 4-6-0 * D-5 * BLW, 1890(11347) - As rebuilt - As 209 Sc. 1931	
124-119	224 * 4-6-0 * D-6 * BLW, 1892(12821) - 19X24 - 63 - 165 - 91,500 - 131,500 - 19,300	BP
124-119	243 * 4-6-0 * D-7 * Rogers, 1898(5327) - 19X26 - 67 - 190 - 118,000 - 153,000 - 22,600	
124-122	246 * 4-6-0 * D-8 * Rogers, 1898(5283) - As rebuilt ⁽¹⁹⁰²⁾ - 19X24 - 63 - 190 - 95,000 - 125,000 - 22,200	1927
124-122	256 * 4-6-0 * D-8 * Rogers, 1899(5435) - As rebuilt ⁽¹⁹⁰²⁾ - As 246	1931
124-123	275 * 4-6-0 * D-9 ¹ / ₂ * Cooke, 1901(2678) - 20X26 - 67 - 200 - 36.0 - 1711 - 370 - 158,000 - 127,500 - 160,500 - 26,390	1932
124-124	298 * 4-6-0 * D-9 * A-C, 1902(25958) - As 275	BP
124-125	312 * 4-6-0 * D-9 * A-C, 1902(26138) - As 275	1940
124-89	316 * 4-6-0 * D-9 * A-C, 1902(26142) - As 275 T&P 316; P&M+P 316	D
124-128	317 * 0-6-0 * B-6 * A-C, 1902(26273) - 20X26 - 52 - 175 - 130,000 - 30,400	BP
124-129	319 * 0-6-0 * B-6 * A-C, 1902(26275) - As 317	BP
124-130	328 * 4-6-0 * D-9 * A-C, 1908(28484) - As 275	
124-131, 134 & 210	332 * 4-6-0 * D-9 ¹ / ₂ * A-C, 1908(28488) - 20X26 - 67 - 200 - 36.0 - 1711 - 370 - 127,500 - 160,500 - 26,390	210 → 1924 194 → 1948

TEXAS & PACIFIC

D-9 1/2-s

124-133	334 * 4-6-0 * A-C, 1903 (28490) - As 332	1934
124-135	340 * 4-4-2 * E-1-s * T&P RY, 1906 (91) - 22X28-75-185-45.0-2470-772-123,990-213,990-28,410	D
124-136	358 * 4-6-0 * D-9 1/2-s * A-RL&M, 1906 (41497) - As 332	1935
124-VIII, 136 & 137	359 * 4-6-0 * D-9 1/2-s * T&P RY, 1907 (92) - As 332	
124-139	359 * 4-6-0 * D-9 1/2 * T&P RY, 1907 (92) - 20X26-67-210-125,000-162,000-	26,500
124-140	360 * 4-6-0 * D-9 1/2-s * T&P RY, 1907 (93) - As 332	1941
124-141	375 * 4-6-0 * D-10 * A-C, 1907 (44490) - 22X28-63-210-160,000-200,000-28,400	BP
124-142	395 * 4-6-0 * D-10-s * A-C, 1907 (44510) - 24X28-63-185-48.25-2482-525-163,000-211,660-40,260	1935
F-1 124-142	396 * 4-6-0 * D-10-s * A-C, 1907 (44511) - As 395	1941
34-227	400 * 2-8-2 * E-4A1 * BLW, 1915 (42125) - 27X30-64-200-54.2-3688-834-213,000-274,000-58,090 FW&DC 410: T&P 400	(1958) Ret. 1963 1958
124-144	407 * 2-8-0 * F-1-s * BLW, 1912 (38070) - 24X30-57-180-182,800-210,000-46,380	1934
124-145	410 * 2-8-0 * F-1-s * BLW, 1912 (38073) - As 407	1949
124-145, 148 & 149	414 * 4-6-0 * D-11-s * BLW, 1912 (37904) - 21X28-67-200-152,300-196,800-31,330	145 -> 1933 149 -> 1940 146 -> 1942
124-150	416 * 4-6-0 * D-11-s * BLW, 1912 (37906) - As 414	1936 & 1943
124-151	420 * 4-6-0 * D-11 * BLW, 1912 (37910) - As 414	1913 BP
23-103 46-141	450 * 0-6-0 * B-7 * BLW, 1916 (42759) - 21X28-57-185-158,700-34,070	
124-152	456 * 0-6-0 * B-7 * BLW, 1916 (42765) - As 450	1949
124-153	461 * 0-6-0 * B-8 * A-P, 1919 (60465) - 21X28-51-190-165,000-39,100	BP
124-154	464 * 0-6-0 * B-8 * A-P, 1919 (60468) - As 461	1949
124-154	471 * 0-6-0 * B-8-A * A-C, 1923 (64049) - 21X28-51-190-165,000-39,100	1937
124-155	482 * 0-8-0 * C-2 * BLW, 1925 (58829) - 22X28-52-250-53.4-2515-574-230,870-54,500-69,500	BP
124-155	490 * 0-8-0 * C-2-A * BLW, 1927 (60062) - 22X28-52-250-230,870-54,500-69,500	1950
124-156	493 * 0-8-0 * C-2 * BLW, 1927 (60060) - As 482	
124-157	502 * 2-10-2 * G-1 * BLW, 1916 (43074) - 28X32-63-200-260,500-323,500-67,700	1931
124-157	508 * 2-10-2 * G-1-A * BLW, 1917 (45445) - 28X32-63-185-265,000-328,500-62,620	1937
124-161	524 * 2-10-2 * G-1-B * BLW, 1919 (51747) - As rebuilt to burn lignite coal - 28X32-63-200-870-383-882-264,550-339,300-67,700-79,500	(1924) 1924
124-164	540 * 2-10-2 * G-1-c * A-B, 1919 (61412) - 28X32-63-200-267,500-332,000-67,700	BP

TEXAS & PACIFIC

Number	Description	Year	Notes
124-164	600 * 4-6-2 * BLW, 1919 (51574) - 26 X 28 - 73-200 - 173,360 - 275,080 - 44,200 T&P 600: 700	1919	BP
23-217	600 * 2-10-4 * I-1 * Lima, 1925 (6569) - 29 X 32-63-255 - 300,000 - 448,000 - 84,600 - 97,900	1925	BP
124-168	606 * 2-10-4 * I-1 * Lima, 1925 (6965) - As rebuilt	1925	1948
124-168	608 * 2-10-4 * I-1 * Lima, 1925 (6967) - As rebuilt	1925	1951
124-83 & 84	610 * 2-10-4 * I-1-A * Lima, 1927 (7237) - 29 X 32-63-255 - 300,000 - 448,000 - 84,600 - 97,900	1927	BP
124-229	610 * 2-10-4 * I-1-A * Lima, 1927 (7237) - As rebuilt	1927	1976
124-169	611 * 2-10-4 * I-1-A * Lima, 1927 (7238) - As rebuilt	1927	1948
124-170	622 * 2-10-4 * I-1-A * Lima, 1927 (7249) - As rebuilt	1927	1948
124-171	627 * 2-10-4 * I-1-B * Lima, 1928 (7299) - 29 X 32-63-255 - 303,000 - 452,000 - 84,600 - 97,900	1928	BP
124-170	637 * 2-10-4 * I-1-B * Lima, 1928 (7309) - As 627	1928	BP
124-81	638 * 2-10-4 * I-1-B * Lima, 1928 (7310) - As 627	1928	1949
124-171	640 * 2-10-4 * I-1-c * Lima, 1928 (7314) - 29 X 32-63-255 - 303,000 - 450,220 - 84,600 - 97,900	1928	BP
124-211	642 * 4-4-0 *		C. 1882
124-172	649 * 2-10-4 * I-1-c * Lima, 1928 (7323) - As 640	1928	1951
124-172	650 * 2-10-4 * I-1-c * Lima, 1928 (7324) - As 640	1928	1947
124-174	653 * 2-10-4 * I-1-c * Lima, 1928 (7327) - As 640	1928	BP
124-179	660 * 2-10-4 * I-1-D * Lima, 1929 (7433) - 29 X 32-63-255 - 307,000 - 457,500 - 84,600 - 97,900	1929	BP
124-181	660 * 2-10-4 * I-1-D * As above but on test run. No water heater	1929	1930
124-180	662 * 2-10-4 * I-1-D * Lima, 1929 (7435) - As 660	1929	1948
124-182	664 * 2-10-4 * I-1-D * Lima, 1929 (7437) - As 660	1929	
124-186	700 * 4-6-2 * P-1 * BLW, 1919 (51574) - As 600 T&P 600: 700	1919	1936
124-185 & 189	700 * 4-6-2 * P-1-R * " " " - As rebuilt " " "	1919	185 → 1942
124-186 & 190	703 * 4-6-2 * P-1 * BLW, 1919 (51633) - As 600 T&P 600: 703	1919	(1925) 186 → 1936 190 → 1937
124-191	704 * 4-6-2 * P-1 * BLW, 1919 (51666) - As 600 T&P 604: 704	1919	(1925)
124-192	707 * 4-6-2 * P-1-A * A-B, 1919 (61286) - 26 X 28 - 73-200 - 182,000 - 281,000 - 44,200 As rebuilt	1919	1950
124-194	708 * 4-6-2 * P-1-A * A-B, 1919 (61287) - As 707	1919	1932
124-194	710 * 4-6-2 * P-1-A * A-B, 1919 (61289) - As rebuilt	1919	1952
124-195	713 * 4-6-2 * P-1-A * A-B, 1919 (61292) - As 707	1919	BP
124-196	717 * 4-6-2 * P-1-B * A-R, 1923 (64060) - 20 X 28 - 73-200 - 182,000 - 281,000 - 44,200	1923	1937
124-196	720 * 4-6-2 * P-1-B * A-R, 1923 (64063) - As 717	1923	BP

TEXAS & PACIFIC

124-198	800 * 2-8-2 * H-2 * BLW, 1919(52043) - 26X30-63-200-220,000- 290,000 - 54,500	1946
124-199	805 * 2-8-2 * H-2 * BLW, 1919(52072) - As 800	1950
124-200	807 * 2-8-2 * H-2 * BLW, 1919(52097) - As 800	1949
124-201	810 * 2-8-2 * H-2 * BLW, 1919(52144) - As 800	1949
132-275 124-202	900 * 4-8-2 * A-S, 1925(66444) - 27X30-73-210-245,500- 360,500 - 52,500 - 62,700	275 → 1932 1950 276 → 1948 1948
132-276 124-202	901 * 4-8-2 * A-S, 1925(66445) - As 900	1948
124-203	903 * 4-8-2 * A-S, 1925(66447) - As 900	D
132-279 62-192	906 * 4-8-2 * BLW, 1928(60552) - 27X30-73-210-250,000- 365,000 - 54,500 - 64,700	Check BP&TF 279 → 194
132-280 63-150	908 * 4-8-2 * M-2 * BLW, 1928(60554) - As 906	280 → 193
B-143 124-208	909 * 4-8-2 * M-2 * BLW, 1928(60555) - As 906	BP
132-281	907 * 4-8-2 * M-2 * BLW, 1928(60553) - As 906	1949
136-89	632 * 2-10-4 * I-1b * Lima, 1928(7311) - 29X32-63-255-303,000- 452,000 + - 84,600 - 108,200 ← Double booster	1942
139-99	533 * 2-10-2 * G-1c * A-B, 1919(61405) - 28X32-63-200-267,500-332,000-67,700	

TIONESTA VALLEY RR/RV

Gauge 3-0

107-12	1	*4-4-0* Brooks, 1882(641)	Sc. 1935	
107-31	2	*2-6-0* Brooks, 1883(835)	Sc. 1937	
113A-1420				
107-19	4(1)	*4-4-0* Wyoming Loco. Works, 1882(116) Warren & Farmington 6: TV 4(1): Ed. Campbell		
107-36	4(2)	*0-6-0* BLW, 1891 - Std. gauge - Sus. & N.Y. 101: Elk Tanning Co. 4: TV 4(2)		
107-35, 47 & 99-14	5	*4-4-0* Wyoming Loco. Works, 1882(120) Warren & Farmington 5: TV 5		
107-38	6	*2-6-0* Brooks, 1898(2981)	Sc. 1937	
107: 99-13	7	*2-6-0* Brooks, 1900(3562)	Sc. 1937	1900
107-31	8	*4-4-0* Pittsburgh, 1883(708) Balt. & Lehigh 6: TV 8		
107-29 & 33	9	*2-6-0* Brooks, 1901(3956)		
107-30 & 46	10	*2-6-0* A-B, 1904(29560)		
109: 99-8				
107-37	11	*Cl. B* Climax, 1907 - 60,000		
107-35	12	*Cl. B* Climax, 1907 - 60,000		
107-41	15	*2 Tr. * Heisler, 1904(1076) - CPL Co. 54: TV 15		
107-32 & 41	16	*2 Tr. * Heisler, 1920(1409) - 80,000		
107-44	17	*2 Tr. * Heisler, 1916(1322) - 100,000 Later std. gauged		
107: 99-12	18	*2 Tr. * Heisler, 1916(1323) - 100,000		
107-41 & 45	19	*2 Tr. * Heisler, 1916(1388) - 80,000 TV 19: Clawson Chem. Co, 19	(1942)	BP
107-43	20	*2-6-0* A-B?, 1904(29516) - Std. gauge Susq. & N.Y. 108: TV 20		
107-47	22	*Cl. B* Climax, 1910(1015) - 104,000 CPL Co. 20: TV 22		
107-47	24	*Cl. B* Climax, 1905(596) - 80,000 CPL Co. 24: TV 24		

TOLEDO & OHIO CENTRAL

16-321	22	*0-6-0* Brooks, 1893-18x24-50-165-99,000-21,810		BP
16-319	50	*2-6-0* Brooks, 1899-	Sc. 1909	BP
16-319	56	*4-4-0* Brooks, 1890-17x24-66-145-91,000-12,950		BP
16-221	60	*4-6-0* Brooks, 1892-18x24-56-170-112,000-20,060		BP
16-317	79	*0-6-0*		
16-320	119	*4-4-0* Brooks, 1901-18x26-72-180-128,000-17,900		BP
16-323	322	*2-8-0* Rogers, 1903-20x26-54-180-155,200-29,470		BP
16-321	333	*2-8-0* A-B, 1905-20x26-54-180-155,200-29,470	Sc. 1932	BP
16-320	375	*4-6-0*		
16-322	419	*0-6-0*		
16-322	425	*0-6-0* A-B, 1905-19x26-51-180-118,700-28,160		BP
16-320	466	*4-4-0* A-B, 1906-18x26-66-180-138,500-19,530		BP
16-318	468	*4-4-0* A-B, 1890-17x24-66-155-91,000-13,850		
16-319	469	*4-4-0*		
16-322	9527	*0-6-0* A-B, 1907-20x26-50-180-131,750-31,820		
16-325	9540	*0-8-0* U-1c* A-S, 1913-25x30-58-180-239,500-49,460		BP
MWR 31-4	9588	*2-6-2* J-40* A-B, 1903	LS#MS 685: 4685: T&OC 9576: 9588	1927
MWR 58-17	9628	*2-8-0* Rogers, 1903-20x26-54-180-156,200-29,470	(1936) T&OC 323: 9623	
16-323	9628	*2-8-0* Rogers, 1903-20x26-54-180-156,200-29,470	(1936) T&OC 323: 9623	
16-324	9661	*2-8-0* G-46c* A-S, 1912	T&OC 9661: NYC 1121	

TOLEDO, ST. LOUIS & KANSAS CITY

3-99 19-145	1(1)	*2-4-0* Porter, Bell & Co, 1879(316) - Gauge 3-0 - 10x16 - 36,000 Frankfort & State Line 1: Tol., Cin., & St. L. 1: Tol., St. L. & Kan. City 1 (1884) (1886) (1891)	1887
19-148	1(2)	*0-6-0* South Chicago Dock Co ? ; TStL&KC 1(2) Sc. 1898	
19-147	12(2)	*4-4-0* Rhode Is., 1887(1803) - 17x24 - 68-150 - 17.32 - 13,000 TStL&KC 12(2): TStL&W 26 Sc. 1902	1887
19-149	16	*2-6-0* Hinkley, 1883(1599) - Gauge 3-0 - 52,000 Conv. to std. gauge, c. 1889 (1884) (c. 1887) TC&StL 82: TStL&KC 16: 104 Sc. by 1898	c. 1889
19-153	20(2)	*4-4-0* Rhode Is., 1887(1811) - 17x24 - 62-150 - 17.32 - 17,260 TStL&KC 20(2): TStL&W 34 Sc. 1906	1892
19-150	38	*4-6-0* Rhode Is., 1889(2149) - 18x24 - 55-160 - 18.54 - 19,230 TStL&KC 38: TStL&W 73 Sold 1905	1893
19-154	47	*4-6-0* Rhode Is., 1890(2196) - As 38 TStL&KC 47: TStL&W 82: (c. 1907) (1901) Cin., Bluffton & Chi. ?	
19-149	91	*0-6-0* Brooks, 1883(906) as 2-6-0, gauge 3-0 - Conv. to 0-6-0, std. gauge in 1889 - 15x18 - 37 TC&StL 91: TStL&KC 91 Sc. by 1898 (1884)	

TOLEDO, ST. LOUIS & WESTERN

19-169	37	*4-4-0*D-8a* Rhode Is, 1887 (1814) - 17X24-63-150-17.32- 93,000-14,040 Tol, S+L & KC. 23: TSH&W 37 ⁽¹⁹⁰¹⁾ Sc. 1922	-57,600-	c. 1921
19-156	43	*4-6-0*E-3* BLW, 1901 (18978) - 18X24-63-180-27.6- 18,880 TSH&W 43: NYC&STL 743 ⁽¹⁹²⁴⁾ Sc. 1929	-99,000-132,400-	BP
MWR 19-156 31-6	45	*4-4-2*C*A-B, 1904 (29271) - 19X26-73-200-42.5- 21,860 TSH&W 45: NYC&STL 745 ⁽¹⁹²⁴⁾ Sc. 1933	-88,000-150,000-	BP
19-436	105	*4-6-0*E-1* Rhode Is, 1893 (2847) - 17X24-57-160-18.96- 109,950-20,670 TSH&KC 72: TSH&W 105 ⁽¹⁹⁰¹⁾ Sold 1922	-83,450-	1922
19-165	124	*2-6-0*F-6* BLW, 1901 (19037) - 19½X26-63-180-29.9- 24,010 TSH&W 124: NYC&STL 124 ⁽¹⁹²⁴⁾ Sc. 1929	-116,300-133,380-	1916
19-439	133	*2-8-0*F-1*A-S, 1904 (28615) - 20X26-56-200-41.7- 145,000-31,570 TSH&W 133: NYC&STL 833 ⁽¹⁹²⁴⁾ Sc. 1931	-128,000-	BP
19-437	155	*4-6-0*E-4*A-B, 1904 (30343) - 19½X30-63-200-30.75- 164,000-30,780 TSH&W 155: NYC&STL 155 ⁽¹⁹²⁴⁾ Sc. 1933	-129,000-	BP
19-165	180	*2-8-0*F-2*A-B, 1905 (38961) - 21X28-57-200-47.25- 192,000-36,830 TSH&W 180: NYC&STL 880 ⁽¹⁹²⁴⁾ Sc. 1933	-171,000-	BP
19-440	190	*2-8-0*H-7* BLW, 1913 (40866) - 21X28-57-200-46.2- 191,350-36,830 TSH&W 190: NYC&STL 890 ⁽¹⁹²⁴⁾ Sc. 1952	-168,500-	BP

TONOPAH RR

31-253	1(1)	* 2-6-0 * BLW, 1904 (23763) - Gauge 3-0 - Diverted to Hawaii Tonopah 1(1); Kaluhui 5 "MAUNOLOU"	
88-104	1(2)	* 2-6-0 * BLW, 1901 (19211) - Gauge 3-0 - 16X20-44-81,290 - Diverted to TRR Chateaugay RY 16; TRR 1(2); Sumpter Valley 1(2) - Ret. 1934	
31-Frontis.	3	* 2-8-0 * BLW, 1888 (9519) - Gauge 3-0 - 16X20-38-135-82,000 - 15,460 Nev. & Cal. 4: N-C-0 4; Tonopah 3; Sumpter Valley 3(2) - Ret. 1930	
31-253	4	* 2-6-0 * BLW, 1904 (24689) - Gauge 3-0 - 16X22-44-82,000 TRR 4; Sumpter Valley 4(2)	
31-275 & 281	5	* 4-6-0 * BLW, 1905 (25234) - Std. gauge - 21X28-63 TRR 5; Tonopah & Goldfield 11 - Ret. 1917	
31-279	6	* 4-6-0 * BLW, 1905 (25235) - Std. gauge - As 5 TRR 6; T&G 12 Ret. 1923 c. 1905	
31-280	9	* 2-8-0 * BLW, 1905 (25183) - 24X28-55-185,000 - TRR 9; T&G 53 Ret. 1940 1905	
31-275	10	* 0-6-0 * BLW, 1905 (25124) - Std. gauge - 20X26-51-135,000 TRR 10; T&G 1; Ludlow & Southern 1	

TONOPAH & GOLDFIELD

31-274	10	* 4-6-0 * BLW, 1905 (25269) - 21X28-63 - Goldfield RR 1; T&G 10 Ret. 1926 1907	
31-279	11	* 4-6-0 * BLW, 1905 (25234) - 21X28-63 Tonopah RR 5; T&G 11 Ret. 1917	
31-274	50	* 2-8-0 * BLW, 1905 (25233) - 22X28-55-185,000 GRR 2; T&G 50 Sc. 1948	
82-223	52	* 2-8-0 * BLW, 1905 (25169) - As 50 - TRR 8; T&G 52 Sc. 1948	
31-278	53	* 2-8-0 * BLW, 1905 (25183) - As 50 - TRR 9; T&G 53 Ret. 1940	
31-278	56	* 2-8-0 * BLW, 1907 (31690) - As 50 - Sc. 1948	
31-275	102	* 2-8-0 * BLW, 1907 (30734) - 24X28-63-180-203,000 - 39,170 T&G 103; Red River Lbr. Co. 102; Fruit Growers Supply Co. 102	

TANOPAH & TIDEWATER

32-577
73-93

1 *4-6-0* BLW, 1894 (1441a) - 19x24-63-180-180-1548-95,000-124,690-18
21,040 Wisc. & Mich. 8(1): AT&SF 856; 641: 260: T&T 17 Sc. 1941

32-573

1 *4-6-0* As above, but partly rebuilt

2-117 32-577

4 *2-6-0* BLW, 1906 (29312) - 19x24-50-180-112,000-23,790
T&T 4: Santa Maria Valley 2: 12 Sc. 1937

570, 573,
32-576 & 578

6 *2-8-0* BLW, 1907(31419) - 20x24-50-180-142,000-29,380
T&T 6: Pacific Portland Cement Co. 6

32-564

7 *2-8-0* BLW, 1907(31750) - 22x28-55-180-183,800-37,700
T&T 7: T&G 53(2) Sc. 1948

F-2 2-116

8 *2-8-0* BLW, 1907(31791) - As 7 - T&T 8: Kaiser Steel Co. ?
Rebuilt by Kaiser to 0-8-0

516, 576,
32-578 & 579

9 *4-6-0* BLW, 1907(32292) - 19x26-63-180-146,500-22,790
T&T 9: Morrison-Knudson Co. 9 Sc. 1946

32-552

10 *4-6-0* BLW, 1907(32293) - As 9 T&T 10: M-K Co 10 Sc. 1946

TANOPAH & GOLDFIELD

10 *4-6-0* BLW, 1907(32294) - 19x26-63-180-146,500-22,790
11 *4-6-0* BLW, 1907(32295) - 19x26-63-180-146,500-22,790
20 *2-8-0* BLW, 1907(32296) - 20x24-50-180-142,000-29,380
22 *2-8-0* BLW, 1907(32297) - 20x24-50-180-142,000-29,380
23 *2-8-0* BLW, 1907(32298) - 20x24-50-180-142,000-29,380
24 *2-8-0* BLW, 1907(32299) - 20x24-50-180-142,000-29,380
25 *2-8-0* BLW, 1907(32300) - 20x24-50-180-142,000-29,380
105 *2-8-0* BLW, 1907(32301) - 20x24-50-180-142,000-29,380

TACUBAYA, FC DE

(Mexico)

8-49
48-165

"SUSANA" *4-4-0* BLW, 1897(15241) - Gauge 2-0 - 6x10 - 23-12,000

49 → BP

TALLULAH FALLS

39-244

71 *4-4-0* Pittsburgh, -17x24-56-145-81,400-12,200

39-245 82-34

73 *4-6-0* BLW, 1904(23848) - 17x24-56-175-105,500-18,400 TF 3:73 1938

245 → BP
244 → 1938

39-244 & 245

75 *2-8-0* BLW, 1913(39188) - 20x24-50-200-131,000-32,640

39-245

76 *2-8-0* Pittsburgh, 1899(1939) - 20x26-50-180-140,000-31,820 Traded 1943 1938

39-246

77 *4-6-0* BLW, 1909(33630) - 18x26-57-180-128,450-23,000

Augusta Southern 85: Ga. & Fla, 175: TF 77

1938
1939

39-246

79 *4-6-0* BLW, 1912(37994) - Lancaster & Chester 31: Laurenburg Southern 658

TF 79

TAMPA & GULF COAST

43-93

17 *4-6-0* BLW, 1914(41469) - 19x26-63-185-156,000-23,430

T & GC 17: SAL 693

Ret. 1936

BP

TAVARES & GULF

43-122

100 *2-6-2* BLW, 1916(42916)

1938

TECOPA

32-595

1 *2-6-2 T* BLW, 1909(34089) - 17x24-44-140,000 Sc. 1942

TENNESSEE RR

~~82-80~~

~~36 *2-8-2*~~

~~117-222~~

~~41 *2-8-2* A-B, 1912(51643) - 28x30 63 185 - 58,710~~

~~CI & L 514: Tennessee 41~~

TENNESSEE ALABAMA & GEORGIA

117-226

402 *2-8-2* A-S, 1929(68047) - 27x32-63-220-345,500-69,240

CI & L 576: TA & G 402

TENNESSEE CENTRAL

~~136-203~~

~~38-89~~

~~1396 *2-6-6-2* BLW, 1914-22635x32-56 - 225-72-412,000-75,800-91,000 N&W 1916, 1916 (1944) > TC~~

TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS

F-2

115 *0-6-0*

23-129

130 *0-6-0* Alco, 1913-22½x30-51-180- -2507-455-197,500-45,560 BP

23-163

146 *0-6-0* Alco, 1916-22½x30-51-180- - - -202,000-45,560 BP

TEXARKANA & FORT SMITH

3-114

5 *4-4-0*

TEXAS MIDLAND

33-76

99 *4-4-0* Sch., 1897

TM 99: T & NO 260(2) Sc. 1936

TEXAS, OKLAHOMA & EASTERN

122-234

360 *4-6-0* TO & E 360: Dierks Forests, Inc. 360

1943

TEXAS PACIFIC - MISSOURI PACIFIC TERMINAL RR OF NEW ORLEANS

34-259

1 *0-6-0* A-R, 1907(42928) - 19x26-51-180-135,000-28,160 T & BV 75: TP-MP TRR 1 (1917) 1948

34-259

2 *0-6-0* A-R, 1907(42929) - A s 1 T & BV 76: TP-MP TRR 2: Bisso Coal & Towing 2 (1917) 1948

TEXAS EST. LOUIS

Gauge 3-0

- 129-33 3-92 3 "M.C. HUMPHREY" * 2-6-0 * Brooks, 1880 (375) - 12x18-40-33,100-38,000 Sc. 1886 BP
- 129-33 3-93 5 "J.W. PARAMORE" * 4-4-0 * Brooks, 1879 (345) - 12x16-42-22,500-34,000 T # St. L 5 "J.W.P.": Connetton Valley & Straitsville 17(2) (1880) BP
- 129-37 3-93 46 "THOS. E. TUTT" * 4-4-0 * Grant, 1882 - T & St L 46 "T.B.T.": St. LA & T 46: St. Ls-W 46: La. & Ark. ? (1882) (1890) (1898) BP
- 129-36 3-93 51 "A.W. SOPER" * 4-4-0 * Grant, 1882 - As 46 - Std. ga 10/87 T # St. L 51 "A.W.S.": St. LA & T 51 (1884): St. Ls-W 51 (1891): Sold 1899
- 3-94 56 "O.B. FILLEY" * 2-6-0 * Grant, 1882 - T & St L 56 "O.B.F.": St. LA & T 56: St. Ls-W 56 (1891) Sold 1900
- 129-39 3-94 84 "O.G. MURRAY" * 2-6-0 * Rhoads, 1884 (1463) - T & St L 84 "O.G.M.": St. LA & T 84: St. Ls-W 84 (1884) (1890) (1890) Sold 1901 1884

TEXAS STATE

- 122-221 7 * 2-6-0 * BLW, 1915 TS 7: Arkansas RR 412 BP

TEZIUTLAN COPPER CO. (Mexico)

- 48-97 3 * 2 Tr. Shay * Lima, 1911 (2449) - (3) 10x12-29 1/2 1968
- 48-99 5 * 2-8-0 * BLW Shown renovated by ST&E Co, 1916

THOMAS IRON Co.

- 8-47 "E.A. THOMAS" * 2-6-0 * BLW, 1867 BP

THOMPSON BROTHERS LUMBER Co.

- 42-36 10 * 2-6-2 * BLW, -15x20-41-180-14.0-1000-63,300-87,600-16,790 BP

THREE FORKS LUMBER Co.

- 113-78 2 * 2 Tr. Shay * Lima, 1907 (1845) - (3) 10x10

THUNDER LAKE LUMBER Co.

Gauge 3-0

- 34-30 7 * 2-8-0 * BLW, 1880 (4919) - 15x18-37-150-13.8-816.1-53,750-61,750-13,960 (1885) (1889) (1899) (1902) (1905) 1932
- DSP&P 51: 191: DL&G 191: C&S 31: Washburn & Northwestern 7: TLL Co 7

THURSTON COUNTY RY

- 42-46 4 * 2-8-2 * BLW, -18x24-44-180-25.5-2108-113,400-141,000-27,040 BP

TIDEWATER

- 25-179 13 * 4-4-0 * EA * BLW, 1906 (29666) - 18x26-67-200-107,500-150,500-21,370 (1907) (1925) BP
- Tidewater 13: Virginian 102: 296 Sc. 1937

TIKU HO RY

(Japan)

- 40-70 9 * 2-6-0 * BLW, Vauclair comp BP

TIMBERLAND DEVELOPMENT Co.

- 110-86 7 * Cl. B, 3 Tr. * Climax, 1927 - 16 1/2 x 18 - 39-200-38 - 214,000 - 44,000 BP

TIMKEN ROLLER BEARING Co.

- 23-235 1111 * 4-8-4 * A-S, 1930 - 27x30-73-235 or 250-88.3-5120-2127-244,000 or 264,000
- 42-179 87-157 133-110 417,500 - 59,900 or 63,700 - 7,900 or 76,500 Timken 1111: NP. 2626 BP

TIONESTA VALLEY CHEMICAL Co.

- 108-62 2 * Cl. B * Climax, 1898? - Watson Lands Lbn Co. 2: TVCCo 2

TOLEDO, CINCINNATI & ST LOUIS

Gauge 3-0

- 19-125 1 * 2-4-0 * Porter, Bell & Co, 1879 (316) - 10x16-36,000 Frankfort & State Line (1882) (1882) BP
- . TC & St L 1: Tol., St. L. & Kan. City 1
- 19-136 9 * 4-4-0 * Pittsburgh, 1878 (351) - 9x16-42 1/2 - 28,000 Delphos, Bluffton (1879) (1882) BP
- & Frankfort 1: Toledo, Delphos & Burlington 9: TC & St L 9: Toledo, St. Louis & Kansas City 9 (1886): Returned to Clark, Post & Martin, owners, in 1889 c. 1884

TOLEDO, CINCINNATI & ST. LOUIS (cont'd)

19-139 90 *2-6-0* Brooks, 1883(905) - 15x18-37-47,500 TC&StL 90: Cincinnati & Eastern 7

TOLEDO, COLUMBUS & CINCINNATI

16-333 1 *4-4-0* Brooks, 1889

TOLEDO, DELAWARE & BURLINGTON

Gauge 3-0

19-135 32 *2-6-0* Brooks, 1879(358) - 12x18-36-36,000 Dayton & Southeastern 5:
(1881) (1882) (1884)

TD&B 32: Tol., Cin. & StL 32: Dayton & Trenton 32 (1882)

19-132 39 *4-4-0* Mt. Savage, 1882 TD&B 39: TC&StL 39

TOLEDO, PEORIA & WESTERN

193-176 63-91 81 *4-8-4* H-10* A-S, 1937 - 23 1/2 x 30-69-250-361,000-51,000
133-177 85 *4-8-4* H-10* A-S, 1937 - A-S 81 1949

TOLEDO RY & TERMINAL CO.

19-405 8 *0-6-0* BLW, 1904(23626) - 18x24-51-180-19,2- -109,700-23,330
(1915) (1924)

TRY&TC 8: TStL&W 15: NYC&StL 715

TOLEDO & ST. LOUIS

Gauge 3-0

66 67-43 46 *4-4-0* Grant, 1882 "Thos. E. Turr"

TOLEDO, WABASH & WESTERN

19-90 9" Black Wolf *4-4-0* Rogers, 1856(639) - 16x22-60-54,000 Lake Erie, Wabash & StL 9:
(1856) (1858) (1863) (1877) (1879) (1885)

TW&W(1) 9: Tol. & Wab. 9: TW&W(2) 9: Wabash RY 9: Wab., St. L. & Pac. 9: 1009:

Ret. by 1887

F-2 116? *4-4-0*

96-52 147 *4-4-0* Mason, 1866(236) - 15x24-68-57,500 TW&W(2) 54? "Tolono": 147:

(1877) (1879) (1885) (1887)
Wabash RY 147: Wab., St. L. & Pac. 147: 1147: Wabash 147 Ret. by 1888 1867

TOMBSTONE & SOUTHERN

68-456 1 *0-4-0T*

TONAWANDA RR

16-21 "BATAVIA" *4-2-0* Rogers, 1838

TORONTO, HAMILTON & BUFFALO

56-146 15 *4-6-2*

56-145 201 *2-8-4* A-MW, 1928

56-146 501 *4-6-4* NYC 5311; TH&B 501

T.P.L. Co.

6-90 32 *0-6-0* Porter, - stored steam

TREASURY MOUNTAIN

52-204&208 1 *2 Tr. Shay & Lima, 1909(2052) - Sc. 1948

204 -> 1910
208 -> c. 1931

TREMONT & GULF

82-100 15 *4-6-0*

TREVIER & TURRELL LUMBER Co.

102-46 2 *Cl.B* Climax, 1893 - 50,000 - Sold 1906

102-46 3 *Cl.B* Climax, 1895-96 - 50,000 - Gone by 1910

102-47 4 *2 Tr.* Heisler, 1901(1051) - 74,000 - Sold 1914

— OVER —

TREVIER & TURRELL LUMBER Co. (Cont.)

102-47 5 *3 Tr. Shay * Lima, 1902 (694) - c. 135,000 Sold 1914
102-76 6 *Cl. B * Climax, c. 1906 - c. 85,000

TRINITY & BRAZOS VALLEY

34-249 1 *4-4-0 * Pittsburgh, 1886 (818) - 18x24 - 63-135 - 17.0 - 1149 - 55,800 - 90,000 - 14,190
Pittsburgh, Fairport & Painesville 10: Pitts. & West, 269: Sou. I & E Co., 216: T & BV 1 1903
Sc. 1923 (1903)
34-250 2 *4-4-0 * Pittsburgh, 1885 (760 or 765) - As 1 * P & W 263 or 265: Sou. I & E Co., 215
T & BV 2 Sc. 1929 1903 1920
34-253 31 *4-6-0 * C-3D * A-S, 1903 (2741) - 18x26 - 67-175 - 17.7 - 1876 - 102,500 -
136,600 - 18,700 FW & DC 111: T & BV 31; Burl. - RI 31 Sc. 1935 1909
34-254 41 *2-8-0 * B-4Q1 * BLW, 1907 (31474) - 20x28 - 57-200 - 181,300 - 33,400
T & BV 41: Burl. - R.I. 41 Sc. 1935 BP

TRONA RY.

32-803 & 806 1 *2-8-0 * BLW, 1914 (41159) - 22x30 - 57-200 - 208,000 - 43,310 803 -> 1914
32-803 & 806 2 *2-8-0 * BLW, 1914 (41158) - As 1 803 -> 1914
32-804 & 806 2701 *2-8-2 * A-S, 1915 (54395) - 26x28 - 63-200 - 224,000 - 51,080 SPLA & SL 3701:
LA & SL 3701: Six Companies 2701: Trona 2701 (1932) (1936)

TROY & BOSTON

5-165 30-79 "GEN. WOOL" * 4-4-0 * Sch.
30-81 "WALDOMSAC" * 4-4-0 *

TUCSON, CORNELIA & GILA REND

68-403 & 404 51 *2-6-0 * 403 -> 1935
404 -> 1946

TWIN BUTTES

68-305 2 *4-6-0 *

TWIN FALLS LOGGING Co.

42-49 101 *2-8-2 * BLW, - 20 1/2 x 28 - 48 - 170 - 41.3 - 3157 - 138,500 - 174,650 - 35,420 BP

TENNESSEE CENTRAL

127-16 726 *2-8-2 * A-B, 1913 as 2-8-0 As rebuilt NYC 5920: 1930: TC 726 (2-8-0) (2-8-2) (1937)
127-17 728 *2-8-2 * NYC 1644: TC 728 (1938) 1940

TENNESSEE, ALABAMA & GEORGIA

127-15 302 *2-8-2 * NYC 6014: TA & G 302 (1936) 1948
127-15 306 *2-8-2 * NYC 1204: TA & G 306 (1938)

TEXAS & ST. LOUIS

Gauge 3-0

129-32 1 "Gov. HUBBARD" * 2-6-0 * National L.W., 1871 - 11x16 - 36-100 - 36,000 - 4570
Tyler Tap 1 "G.H.": T & StL 1 "G.H.": StLA & T 1 Sold 1887 Painting (1886)
129-32 7 "J.F. Douglas" * 4-4-0 * Porter, 1879 (338) - 12x16 - 44 - 25,500 - 36,500 Std. ga. 1886
T & StL 7 "J.F.D.": StLA & T 7: Gulf & Ship Island? (1884) (1886) BP
129-35 30 "JOHN HALLIDAY" * 2-8-0 * Grant, 1882 (144) - 15x20 - 36-150 - 57,600 - 65,000 - 16,540 Std. ga. 1887
T & StL 30 "J.H.": StLA & T 30: StL S-W 30 Sold 1900 Drawing (1884) (1891)

TEXAS & ST. LOUIS

Gauge 3-0

129-38 64 "WM.H. WALTERS" * 2-6-0 * Grant, 1882 - 14x20-43 - 51,500-61,500
T & SL 64 "W.H.W.": SLA & T 64 Sold 1891 BP

129-39 82 "JOHN KRAUSS" * 2-6-0 * Rhodels, 1884 (146) - 15x20-43 - 55,000 - 66,000
T & SL 82 "J.K.": SLA & T 82 Sc. 1890 BP

TENNESSEE CENTRAL

132-306250 551 * 4-8-2 * A-B, 1926 - 24x28-63-215 - 275,000 - 46,000 1937

132-308 551 * 4-8-2 * A-B, 1926 - As 551 1937

TEMISKAMING & NORTHERN ONTARIO

133-163 1103 * 4-8-4 * Canadian, 1937 - 22 1/2 x 35 - 69 - 275 - 371,320 - 54,530 - 64,950 TENO 1103: Ontario Northland 110

TEMISCOUATA RY

135-50 7 * 4-6-0 * F-1-c * Montreal, 1911 (49908) - 18x24-51-160 - 20,740
Temis. 7: CN 1015(2) Sc. 1954

135-50 9 * 4-6-0 * F-1-c * Montreal, 1909 (46206) - As 7
Temis. 9: CN 1017(2): 1167(2) Sc. 1958

TOLEDO, WABASH & WESTERN

136-141 "HERO" * 0-4-6 T * Mason, 1874 - 15x22-49 - 140 - 92,000 - 12,000
TW & W "HERO": Wabash 187

TORONTO, GREY & BRUCE

136-382 7 * 0-6-6-0 Fairlie * Avondale, Eng., 1871 - Gauge 3-6 - (4) 11 1/2 x 18 - 39-145 -
20 - 50,000 - 12,000 Sc. 1881

TENNESSEE & NORTH CAROLINA

~~150-35 F 3~~
~~156-407 80 * 3 Trk. Shay * Lima, 1912 (3) 12x15-36 - 140,000 35-1947~~

TEMISCOUATA RY

T 11 * 4-4-0 * (CAN)

T 6 * 4-6-0 * Montreal, 1911 (50132) - 18x24-51-160 - 20,740
Temiscouata 6: CN 1014(2) Sc. 1956

TALLASSEE POWER Co.

150-277 1 * 0-4-0 T * 1909

TENNESSEE & NORTH CAROLINA (Newport Division)

150-21 2 * 2-6-2 * Lima, 1906 (1036) - 16x20-46 T&NC 2: S1&E 989: Bond -
Foley Lbr. Co. 2: S1&E 1972: Carolina & Northeastern 2: S1&E 2206: Alcoa RR?
Sc. C. 1943

150-21 5 * 2-6-2 * Lima, 1913 (1327) - 17x22-43 T&NC 5: 102: Smoky Mt 102 BP

150-35 100 * 4-4-0 * BLW, 1883 - PRR 232: T&NC 100 1936

150-36 101 * 4-4-0 * BLW, -18x24 T&NC 101: S1&E 1081: Wilmington, Brunswick
150-39 102 * 2-6-2 * ex 3 see above
& Southern 101

TENNESSEE & NORTH CAROLINA (No. Carolina Division)

150-36 8 * 2-6-2 * 1947

150-35 80 * 3 Trk. Shay * Lima 1947

T 150-37 105 * 2-6-2 * Lima, 1912 - (3) 12x15-36 - 140,000 Bath -> 1947

6

TENNESSEE RR

- 150-200 22(2) * 2-8-0 * BLW, 1902(19959) - 20X24-53-180-122,000-28,245
CNO & TP 664; Southern 6148; Tenn RR 22(2) Sc. 1941 1938
- 150-200 29 * 2-8-0 * Pittsburgh, 1898(1808) - 20X26-50 - P&LE 129: 9308:
PMcK&Y 32: Western Allegheny 32: SI&E 1777; Tenn RR 30 1923
- 150-200 30 * 2-8-0 * Lima, 1913(1235) - 20X24-50 - Gainesville & Northwestern 101:
201: SI&E 1810: Tenn RR 30 1924
- 150-201 32 * 2-8-0 * BLW, 1910(35212) - 24X30-60 - West. Mary. 705: Tenn RR 32 1941
- 150-201 33 * 2-8-0 * A-B, 1905(38041) - 19 1/2 X 28-57 - Detroit Southern 106:
DT&I 88: 93: BR&L ?; Tenn RR 33 Sc. 1950
- 150-201 34 * 2-8-0 * A-B, 1905(38038) - 19 1/2 X 28-57 - DT&I 90: BR&L ? :
Tenn RR 34: Alcoa ? Sc. 1952
- 150-202 35 * 2-8-0 * A-B, 1905(38043) - 19 1/2 X 28-57 - DT&I ? : BR&L ? :
Tenn RR 35: Alcoa ? Sc. 1952 1934
- 82-80 150-202 36 * 2-8-2 * BLW, 1914(41742) - 24X30-57 - AB&A 105: AB&C 214:
GC&L ? : Tenn RR 36 Sc. 1957 202 -> 1954
- 150-202 37 * 2-10-2 * A-S, 1914(54890) - 28X30-57 - CI&L 601: TRR 37 1954
- 150-203 38 * 2-8-0 * A-P, 1911(49945) - 22X30-57 - B&LE 326: TRR 38:
E.C. Coleman ? Sc. 1957
- 150-203 39 * 2-10-2 * A-S, 1914(54889) - 28X30-57 - CI&L 600: TRR 39 Sc. 1957
- 150-187 150-205 40 * 2-8-2 * A-B, 1912(50709) - 28X30-63 - CI&L 509: TRR 40 1952
- 117-222 150-205 41 * 2-8-2 * A-B, 1912(51662) - 28X30-63-185 - -58,710
CI&L 514: TRR 41 205 -> 1953

TENNESSEE RY

- 150-199 21 * 4-6-0 * BLW, 1889(10098) - 19X24-56 1/2 - WNY&P 115: PRR 6217:
6257: SI&E 526: Tenn RY 21 Sc. 1929 1907
- 150-199 22 * 2-8-0 * BLW, 1899(17120) - 19X24-51 - WNY&P 177: PRR 6303:
SI&E 712: Tenn RY 22: SI&E 926: Tenn. Cent. 32: 332 1910

TENNESSEE CENTRAL

- 150-167 6 * 4-4-0 * Grant, 1882(1455) - 17X24-63 - Nash. & Knox 6: TC 6:
Southern 1742: 3742: TC 6: 106 Sc. 1924 1910
- 150-153 333 * 2-8-0 * A-S, 1914(54632) - 20X26-51 TC 33: 333 Sc. 1948 1940
- 150-155 502 * 4-6-0 * A-RI, 1902(25140) - 20X26-63 TC 202: IC 248: TC 202: 502
1937
- 132-306 #307 551 * 4-8-2 * A-B, 1926(66572) - 24X28-63-215-275,000-46,000 1940
- 132-308 554 * 4-8-2 * A-B, 1926(66575) - A=551 1937
- 127-16 726 * 2-8-2 * A-S, 1905(30952) as 2-8-0 - As rebuilt by A-B, 1913
25X32-63 LS&MS 5920: NYC 4122: 1430: TC 726
- 127-15 728 * 2-8-2 * A-B, 1907(41843) as 2-8-0 - As rebuilt by A-B, 1914
25X32-63 C.C. & St. L 6717: NYC 1644: TC 728
- 38-89 136-203 1396 * 2-6-6-2 * BLW, 1914(41528) - 22 & 35X32-56-225-72-412,000-
75,830 c. - 91,000 s. N&W 1396: TC 1396

TENNESSEE COAL IRON & RR Co.

150-241 1 "SEWANEE" * 4-4-0 * Danforth & Cooke, 1855-15x24-40

TENNESSEE COPPER Co.

150-277 4 * 0-6-0 *

TENNESSEE, KENTUCKY & NORTHERN

150-162 134 * 4-6-0 * Rogers, 1888(3929)-18x24-56 NC&StL 34: 134:
TK&N 134: Cin.-Nash. Sou. ⁽¹⁹²⁶⁾ ?

150-162 143 * 4-6-0 * Rogers, 1889(4160)-18x24-56 NC&StL 88: 143:
TK&N 143: Cin.-Nash. Sou. ⁽¹⁹²⁴⁾ ?

TENNESSEE & SEQUATCHIE VALLEY

150-217 2 * 0-4-0 T * 3-0 gauge

TENNESSEE VALLEY AUTHORITY

150-40 23 * 0-6-0 * BLW, 1907(29865) - M&O 23: TVA 23

TIDEWATER & WESTERN 3-0 gauge

150-224 4 * 2-8-0 * BLW, 1901(19610) - 15x20-37 - Holston Valley 4: Farmville &
Powhattan 4(2): T&W 4: ⁽¹⁹⁰⁵⁾ SI&E ⁽¹⁹¹⁷⁾ 1406: West Va. Midland ⁽¹⁹¹⁹⁾ 11

THAYER, T.W. Lbr. Co. 3-0 gauge

150-229 4 * 2 Trk, Shay * Lima, 1907

150-230 329 * 2 Trk, Shay * Lima, (325)

TOLEDO PEORIA & WESTERN

T 84 * 4-8-4 * * Alco, 1937

1938

UINTAH RY.

GAUGE 3'-0"

65-25 #138	1	*2 Tr. Shay * Lima, 1904 (888) - (3) 10x12-29 ^{1/2} -74,000-15,625	Sc. 1928
65-26	2	*2 Tr. Shay * " " (939) - (3) 11x12-32-100,000-18,750	Sc. 1935
65-216	3	*2 Tr. Shay * " 1905 (1513) - (3) 11x12-32-180-23-100,000-20,000	Sc. 1933
65-216	4	*2 Tr. Shay * " " (1575) - (3) 11x12-32-180-21-94,000-20,000	Waldorf Mining & Milling Co. 2: Argentine Central 2: Uintah 4 Sc. 1928 c. 1910
65-88	4	*2 Tr. Shay * As above with partial rebuilding	(1910) 1913
65-89	5	*2 Tr. Shay * Lima, 1906 (1674) - As 4	Argentine Central 3: Uintah 5 Sc. 1939
65-168 & 216	5	*2 Tr. Shay * As above but reboilered	216 → 1929 168 → 1936
65-125 & 217	6	*2 Tr. Shay * Lima, 1920 (3054) - (3) 11x12-33-108,000-21,885	Sc. c. 1938
65-170 & 217	7	*2 Tr. Shay * Uintah RY, 1933 - (3) 11x12-33-118,000-21,885	Sc. 1939 170 → BP
65-25	10	*2-8-0 * BLW, 1904 (24271) - 14x18-36-160-13,7-800-59,200-67,100-13,300	Sc. c. 1938 c. 1905
65-219	11(1)	*2-8-0 * BLW, 1880 (5011) - 15x18-36-130-56,000-12,450	Sc. 1911 c. 1904
65-26	11(1)	*2-8-0 * As above but partly rebuilt	Sc. 1927 c. 1910
65-101 65-125 168 & 219 76-184	11(2)	*2-8-0 * BLW, 1911 (36093) - 14x18-36-160-59,200-67,100-13,300	Sc. 1927 1914
65-50 & 219	12	*2-8-0 * " 1896 (14771) - 16x20-37-150-62,500-70,800-17,700	Sc. 1937 165 & 219 → 1937
65-51, 89 & 221	20	*0-6-2 T * BLW, 1905 (25896) - 13x18-34-180-9.25-509-60,570-68,670-13,700	Sc. 1939 219 → BP
65-100 & 221	21	*0-6-2 T * BLW, 1905 (25953) - As 20	
65-126 & 223	30	*2-8-2 * " 1911 (36908) - 19x22-40-180-32-2336-120,000-149,000-30,300	Sc. 1939 221 → BP
2-95 65-162 & 223	40	*2-8-2 * " 1913 (40953) - 17x22-42-180-23-1897-86,400-119,400-23,160	New York & Bermudez 10:20: Uintah 40 Sc. 1939 2232 1938
65-50 & 155 34-317 65-162 & 223	50	*2-6-6-2 T * BLW, 1926 (59261) - (4) 15x22-42-210-194,500-236,300-42,075	Sc. 1947 250: International Rys. of Cent. America 250 Ret. 1964 BPs
65-50 & 155 34-317 65-162 & 223	50	*2-6-6-2 T * As above - Shows changes by Uintah	50 → 1939
65-50 & 155 34-317 65-162 & 223	51	*2-6-6-2 T * BLW, 1928 (60470) - (4) 15x22-42-210-202,000-246,000-42,075	Sc. 1947 251: I Rys CA 251 Ret. c. 1963 BPs

ULSTER & DELAWARE

NARROW GAUGE 3'-0"

26-98, 99 & 104	1	*2-6-0* Dickson, 1886 (530) - 15x18-36 $\frac{1}{2}$ - 56,000 - Stony Clove & Catskill Mountain 2 "HUNTER": Catskill Mt. 2 "H.": U&D 1: Chateaugay 2(2) 1903 187-1894 1895	Sc. 1903	187-1894 1895
26-198	2	*2-6-0* Dickson, 1882 (358) - As 1 - Stony Clove & Catskill Mt. 1 "Stony Clove U&D 2: Chateaugay 8 Sc. 1903 1895	Sc. 1903	1895
26-100 & 199	5	*2-6-0* Brooks, 1883 (936) - 15x18-37-55,000 - Kaaterskill 2 "DERRICK VAN BRUMMEL": U&D 5 199-1899		199-1899

STANDARD GAUGE

16-155 26-184	1(2)	*4-6-0* Brooks, 1892 (2091) - 18x24-56-104,800 U&D 1(2): 17(2): Atlanta & St. Andrews Bay 110 (1898) (1907) (1899) Sc. 105-1879		105-1879
26-105 & 187	1(3)	*4-4-0* Dickson, 1885 (519) - 18x24-62 $\frac{1}{2}$ - 96,500 U&D 14: 1(3) (1898) 1903 187-1902		187-1902
26-172 & 187	2(2)	*4-4-0* Brooks, 1889 (1539) - 18x24-61 - 86,300 U&D 16(2): 2(2) 187-1924		187-1924
9-115 26-59	3(2)	*4-4-0* " 1887 (1234) - 18x24-61 Ret. 1907 (1910) U&D 3(2): Salisbury & Albert 5 BPs		BPs
26-96 & 105	3(2)	*4-4-0* As above Ret. 1907 (1889) (1910) 105-1899		105-1899
26-18, 111 & 187	4(2)	*4-4-0* Brooks, 1887 (1235) - As 3(2) U&D 16: 4(2): S&A G (1898) 187-1889		187-1889
26-105 & 187	5(2)	*4-6-0* Brooks, 1894 (2425) - 18x24-61 - 98,000 U&D 5(2): 18 Sc. 1932 187-1900		187-1900
26-188	8(2)	*2-6-0* " 1889 (1538) - 19x24-56 - U&D 8(2): 16(3) Sc. 1907 BP 188-1896		188-1896
26-112 & 188	9(2)	*4-4-0* Sch., 1896 (4408) - 19x24-62 Sc. 1911 112-1900		112-1900
26-59 & 188	10	*4-4-0* Dickson, 1883 (424) - 17x24-62 Sc. 1903		
26-188	11	*4-4-0* Brooks, 1884 (1014) - 18x24-60 $\frac{1}{2}$ " " 1900		1900
26-189	12(2)	*4-4-0* Sch., 1897 (4522) - 19x24-66 - 129,200 Sc. 1932 1915		1915
16-154 26-189	13	*0-6-0* Brooks, 1885 (1063) - 17x24-44 - 95,200 " " (1898) BP		BP
26-189	14(2)	*0-6-0* " 1890 (1701) - 20x24-50 - 118,700 U&D 17: 14(2) Sc. 1932 (1899) (1910)		Sc. 1932
26-94	16	*4-4-0* " 1887 (1235) - 18x24-61 U&D 16: 4(2): S&A G Ret. 1907		Ret. 1907
26-95, 186 & 189	16(2)	*4-4-0* " 1889 (1539) - 18x24-61 - 165 - - 1200 - 56,300 - (1898) 189-1890		189-1890
26-128	16(3)	*2-6-0* Brooks, 1889 (1538) - 19x24-56 - 107,900 U&D 8(2): 16(3) Sc. 1907 (1899) Sc. 1932		Sc. 1907
26-191	17	*0-6-0* " 1890 (1701) - 20x24-50 - 118,700 U&D 17: 14(2) 1932 BP (1898) Sc. 1932		1932 BP
26-130 26-108 & 135	18	*4-6-0* " 1894 (2425) - 18x24-62 - 98,000 U&D 5(2): 18 1932 1912 (1898) Sc. 1932		1932 1912
	19	*4-6-0* Sch., 1899 (5106) - 19x26-60 - 141,000 (1932) (1936) U&D 19: NYC 19: 800 Sc. 1946 108-1899		108-1899
16-156 26-193	20	*4-4-0* Sch., 1896 (4409) - Inspection loco. - 14x22-62-170 - 80,900 - 10,050 Sc. 1932		Sc. 1932

WILSTER & DELAWARE

16-157 26-90 & 190	21	*4-6-0 * Sch., 1899 (5107) - 19x26-60-200- <small>(1932) (1936) (1948)</small> -2496-	107,000-141,000-26,590 U&D 21: NYC 21: 801: 1216 Sc. 1949 90→1902	157 → BP 190 → D
26-102 & 130	22	*4-6-0 * Sch., 1899 (5108) - As 21 U&D 22: NYC 22: 802 Sc. 1948 <small>(1932) (1936) (1948)</small>	107,000-141,000-26,590 U&D 21: NYC 21: 801: 1216 Sc. 1949 90→1902	130 → c. 1899 102 → 1900
26-109	23	*4-6-0 * " 1901 (6070) - " " U&D 23: NYC 23: 803: 1218 Sc. 1949		
26-164	24	*4-6-0 * A-S, 1902 (25799) - " " Sc. 1932 <small>(1932) (1936)</small>		1915
26-143	25	*4-6-0 * " " (25800) - " " U&D 25: NYC 25: 804 Sc. 1948 <small>(1932) (1936) (1948)</small>		1914
26-107 & 191	26	*4-6-0 * " " (25801) - " " U&D 26: NYC 26: 805: 1220 Sc. 1949		107 → 1902
26-113 & 191	27	*4-6-0 * " 1904 (29450) - 19x26-60-148,300 <small>(1932) (1936) (1948)</small>	U&D 27: NYC 27: 806: 1221 Sc. 1949	191 → 1925
26-192	30	*4-6-0 * A-S, 1906 (39952) - 20x26-63-200- - 2417-125,000-164,000 - <small>(1932) (1936) (1948)</small>	28,520 U&D 30: NYC 30: 808: 1222 Sc. 1949 <small>(1932)</small>	D 130 → c. 1906 193 → 1915
26-130, 131 & 193	31	*4-6-0 * A-S, 1906 (39953) - As 30 U&D 31: NYC 31 Sc. 1933 <small>(1932) (1936) (1948)</small>		
26-102	33	*4-6-0 * " " (39955) - " " U&D 33: NYC 33: 810: 1223 Sc. 1949 <small>(1932) (1936) (1948)</small>		
26-171	35	*4-6-0 * " " (39957) - " " U&D 35: NYC 35: 812: 1225 " " 1906 <small>(1932) (1936) (1948)</small>		
26-132	37	*4-6-0 * " 1907 (43062) - 21x26-63- - 176,500 <small>(1932) (1936) (1948)</small>	U&D 37: NYC 37: 814: 1227 Sc. 1949	1915
26-138	38	*4-6-0 * A-S, 1907 (43063) - 20x26-63- - 164,000 <small>(1932) (1936) (1948)</small>	U&D 38: NYC 38: 815: 1228 Sc. 1949	

UNION PACIFIC

All locomotives of railroads controlled by the UP were renumbered on July 1, 1885. Some 4-4-0 types were renumbered in 1888 and there were number changes on many 4-4-0s between 1888 and 1895. Another renumbering occurred in 1915.

F-2 27-90	1	4-4-0	DC & Co, 1864 - As rebuilt - 14x22-60-54,500 UP 1 "MAJ. GEN. SHERMAN": Omaha & Republican Valley (1880) ?
27-93 66?	PONY No. 2	0-4-0T	Grant, 1868 (535) - 15x24-50 UP Pony No. 2: 1394 Ret. 1890 66 → BP
27-107	PONY No. 3	0-4-0T	Grant, 1868 (575) - 14x24-50 UP Pony No. 3: 1396 Ret. 1889
27-92	5	4-4-0	Norris-Lancaster, 1865 - 16x24-60-73,700 UP 5 "VICE ADM. FARRAGUT": OSL 24 (1882)
27-119 & 144	PONY No. 5	4-4-0T	Sch., 1869 (535) - 16x24-56-62,600 Ret. prior to 1885 (1885)
27-100	8	4-4-0	Sch., 1866 (418) - 16x24-60-62,250 UP 8 "IDAHO": 575
22-156	9	4-4-2	BLW, 1903 - 20x28-81-200-49.5-2649-105,000-194,000-23,500 BP
118-44	10	4-4-2	UP 10: 3309 (1885)
2-44	22	4-4-0	Sch., 1867 (436) - 16x24-60-68,600 - UP 22: 577 Ret. 1903 c 1868 (1885)
27-98 3-Jacket 66-274	23	4-4-0	Sch., 1867 (440) - As 22 UP 23: 578 Ret. 1897 (1885)
27-106	26	4-4-0	Sch., 1867 (457) - As 22 UP 26: 581 Sold 1899 (1885)
34-70	29	4-4-0	Rogers, 1867 (1469) - 16x24-60-150-70,680-13,060 Col. Cent., Julesburg Div. 8: 563: UP D&G 563: 23: C&S 108 c 1880 (1882) (1885) (1890) (1896) (1899)
3-63 27-176	45	4-4-0	Grant, 1867 - 17x24-61-68,600 UP 45: OSL 6 (1885) BP
27-109	48	4-4-0	Grant, 1867 - As 45 UP 48: 597 Ret. 1898
27-97	52	4-4-0	Moore & Richardson, - 18x24-55-79,450 - Bought second-hand, 1867 (1885) UP 52: 908 Ret. 1898
2-46 27-97	53	4-4-0	R. Norris & Son, - 15x22-56-59,500 - Bought second-hand, 1867 (1885) (1886) UP 53: 302: rebuilt to 826 (1902) (1903) (1916) (1921)
136-116	59	3 Trk. Shay	Lima, - New East Tintic 11: OSL 11: SPLA & SL 59: LA & SL 59: UP 59 (1916) (1921)
136-115	61	3 Trk. Shay	Lima, 1907 - SPLA & SL 61: LA & SL 61: UP 61: Ore.-Amer. Lbr. Co. ? (1916) (1921) (1948)
27-114	63	4-4-0	Sch., 1868 (501) - 16x24-60-68,600 UP 63: 513 Ret. 1898 (1879)
27-114	65	4-4-0	Sch., 1868 (503) - As 63 UP 65: Utah Southern 8 (1885)
2-56 27-115	66	4-4-0	Sch., 1868 (508) - As 63 UP 66: 515 Ret. 1898 (1885)
27-88	67	4-4-0	Sch., 1868 (509) - As 63 UP 67: 516 Ret. 1899 (1885)
27-106 & 118	71	4-4-0	Rogers, 1868 (1507) - 16x24-54-68,600 UP 71: 340 Ret. 1892 (1885) 118 → 1828 106 → c 1869
27-105	74	4-4-0	Rogers, 1868 (1509) - 17x24-66-76,100 UP 74: 658: 490 Ret. 1905 (1885)
27-105	75	4-4-0	Rogers, 1868 (1510) - As 74 UP 75: 659: 491 Ret. 1905 (1885)
27-134	76	4-4-0	Rogers, 1868 (1511) - As 74 UP 76: 660: 492 Sold 1901 1868 (1885)
27-148	77	4-4-0	Rogers, 1868 (1512) - As 74 UP 77: 661: 493 Ret. 1899 BP (1885)
27-3	80	4-4-0	Hinkley & Williams, 1868 - 16x24-56-65,800 UP 80: 802 Ret. 1899 c 1869 (1885)
3-61 27-179	82	4-4-0	Hinkley & Williams, 1868 - As 80 UP 82: 330 Sold 1903 (1885)
27-117 & 179	86	4-4-0	Danforth L & M, 1868 - 17x24-56-73,600 UP 86: 505 Ret. 1899 (1885)

UNION PACIFIC

27-109	87	4-4-0	Danforth L&M, 1868 - As 86 UP 87: 800 ⁽¹⁸⁸⁵⁾ Ret. 1899	
27-179 ³⁻⁶³ 34-88	90	4-6-0	BLW, 1868 (1710) - 18x22-54-79,450 UP 90: 911 ⁽¹⁸⁸⁵⁾ Ret. 1899	BP 46 → 1947 27 → 1950
118-27 & 46	105	2-8-0		1948
118-27	113	2-8-0		
27-106 & 129	116	4-4-0	Rogers, 1868 (1556) - 16x24-54-68,400 UP 116: 803 ⁽¹⁸⁸⁵⁾ Ret. 1899	129 → 1869
2-54 27-49	117	4-4-0	Rogers, 1868 (1357) - As 116 UP 117: 342 ⁽¹⁸⁸⁵⁾ Ret. 1899	49 → 1869
2-55 & 56	119	4-4-0	Rogers, 1868 (1564) - As 116 UP 119: 343 ⁽¹⁸⁸⁵⁾ Ret. 1903	All → 1869
27-120 & 131	120	4-4-0	Rogers, 1868 (1565) - As 116 UP 120: 344: 480 ⁽¹⁸⁸⁵⁾ Sold 1903	1869
27-125 & 136	121	4-4-0	Sch., 1868 (523) - 16x24-54-68,600 UP 121: 517 ⁽¹⁸⁸⁵⁾ Sold 1901	c. 1875
27-137	121	4-4-0	Sch., 1868 (523) - 16x24-54-68,600 UP 121: 517 ⁽¹⁸⁸⁵⁾ Sold 1901	
27-145	130	4-4-0	Taunton, 1868 (451) - 16x24-51-62,600 UP 130: 334 ⁽¹⁸⁸⁵⁾ Ret. 1890	
27-181	131	4-4-0	Rogers, 1868 (1495) - 16x24-60-69,700 UP 131: 394 ⁽¹⁸⁸⁵⁾ Ret. 1902	
27-123	143	4-4-0	Sch., 1869 (546) - As 121 UP 143: 335 ⁽¹⁸⁸⁵⁾ Ret. 1900	
27-148	151	4-4-0	Taunton, 1875 (659) - 18x24-66-70,300 UP 151: 809 ⁽¹⁸⁸⁵⁾ Sold 1901	BP
27-182	155	4-4-0	Taunton, 1875 (668) - As 151 UP 155: 813 ⁽¹⁸⁸⁵⁾ Ret. 1900	1875+
3-65 27-146	177	4-6-0	Taunton, 1878 (685) - 18x24-60-77,100 UP 177: 936: 1205 ⁽¹⁸⁸⁵⁾ Ret. 1923	BP
23-141	199	4-6-2	Lima, 1914 - 25x28-77-200-273,500 - 38,640 ⁽¹⁸⁸⁵⁾ Sold	BP
3-65 27-147	202	4-6-0	Danforth L&M, 1880 (1114) - 18x24-55-85,950 UP 202: 1005 ⁽¹⁸⁸⁵⁾ Sold 1902	BP
27-150	224	2-8-0	BLW, 1881 (5657) - 20x24-50-102,200 UP 224: 1258 ⁽¹⁸⁸⁵⁾ Sold 1901	1881
27-182 ³⁻⁶³ 34-89	235	4-6-0	Taunton, 1881 (776) - 18x24-54-86,350 UP 235: OSL 11 ⁽¹⁸⁸²⁾	182 → BP
118-46	238	2-8-0		1945
3-64 27-150	268	2-8-0	Taunton, 1883 (883) - 20x24-50-104,180 UP 268: 1284 ⁽¹⁸⁸⁵⁾ Sold 1901	BP
118-46	332	2-8-0		1954
118-39	400	2-8-0		1954
118-28 & 56	407	2-8-0		28 → 1954
118-23, 47 & 58	414	2-8-0		47 → 1955
114-61	415	4-4-0		c. 1885
118-37	418	2-8-0		1950
118-24	428	2-8-0		1958
118-22	430	2-8-0		1956
118-28	433	2-8-0		1954
118-26	460	2-8-0		1955
118-56	481	2-8-0		1956
118-56	485	2-8-0		1947
118-22	489	2-8-0		
118-21	494	2-8-0		
2-139	549	4-4-0	BLW, 1883 ORY & N 73: UP 549: ORR & N 73: UP 1108	
3-66 27-176	553	4-4-0	Danforth L&M, 1866 - As rebuilt - 16x24-63-75,300 ⁽¹⁸⁸⁵⁾ UP 10 "DENVER": 553 Ret. 1902	
118-47 & 59	561	2-8-0		47 → 1954

UNION PACIFIC

27-181	566	4-4-0	Rogers, 1868 (1496) - As rebuilt - 16X24-60 UP132: 566 ⁽¹⁸⁸⁵⁾ Sold 1903
3-67	567	4-4-0	Taunton, 1867 (414) - As rebuilt - 17X24-63-76,500 UP41: 567 ⁽¹⁸⁸⁵⁾ Ret. 1899 c.1899
27-182	573	4-4-0	Taunton, 1870 (503) - 17X24-60-70,680 UP165: 573 ⁽¹⁸⁸⁵⁾ Sold 1901
5-156	118-15	574	Sch., 1866 (411) - As rebuilt - 16X24-63 UP 7" OMAHA: 574 ⁽¹⁸⁸⁵⁾ Sc. 1896 Both 1894
34-68	585	4-4-0	Sch., 1878 (1106) - 17X24-64-150-75,200-13,820 Col. Cent. 7: UP 585: ⁽¹⁸⁸⁵⁾ (1890) (1896) (1899) Sold 1900 c.1885
118-47	603	2-8-0	
27-151	611	4-4-0	Sch., 1889
27-148	654	4-4-0	Hinkley & Williams, 1869 - 17X24-68-76,030 UP 156: 654: 486 ⁽¹⁸⁸⁵⁾ Sold 1902
3-172	699	4-4-0	New York, 1888 c. 1889
126-1	711	4-4-0	
3-67	719	4-4-0	Brooks, 1886 1888
118-37	733	2-8-0	
23-137	745	2-8-2	Lima, 1914 - 26X28-63-200-282,000-51,075 BP
118-47	748	2-8-0	
3-65	69-20	768	4-4-0 Rogers, 1887 - 17X24-60-170-97,000-16,600 BP
118-38	768	2-8-0	
34-207	785	4-4-0	Brooks, 1888 - 18X26-64-150-99,000-16,780 BP
88-99	800	4-8-4	FEF-1 - A-S, 1937 - 24 1/2 X 32-77-300-465,000-63,800
133-155	802	4-8-4	FEF-1 - A-S, 1937 - As 800 1940
118-48	808	4-8-4	FEF-1 - A-S, 1937 - As 800 1946
72-55	813	4-8-4	
3-64	815	4-4-0	Taunton, 1875 (664) - As rebuilt, 1886 - 18X24-66 ⁽¹⁸⁸⁵⁾ UP 166: 815: 934 Ret. 1923 c. 1900
133-156	820	4-8-4	FEF-2* A-S, 1939 - 25X32-80-300-483,000-63,800 1940
118-32 & 48	826	4-8-4	FEF-2* A-S, 1939 - As 820 32 -> Drawing 43 -> 1955
133-157	826	4-8-4	FEF-2* A-S, 1939 - As 820
118-27 & 48	830	4-8-4	FEF-2* A-S, 1939 - As 820 1954
133-159	831	4-8-4	FEF-2* A-S, 1939 - As 820
63-153 & 273	832	4-8-4	FEF-2* A-S, 1939 - As 820
118-18	833	4-8-4	FEF-2* A-S, 1939 - As 820 1949
118-1	835	4-8-4	FEF-3* A-S, 1944 - 25X32-80-300-483,000-63,800
82-678	836	4-8-4	FEF-3* A-S, 1944 - As 835 1948
133-158	837	4-8-4	FEF-3* A-S, 1944 - As 835 1957
118-19	842	4-8-4	FEF-3* A-S, 1944 - As 835 1956
118-62	844	4-8-4	FEF-3* A-S, 1944 - As 835 1960
34-88	918	4-6-0	BLW, 1868 (1774) - As rebuilt, 1870 - 18X24-54-79,450 ⁽¹⁸⁸⁵⁾ UP 112: 918 Sold 1900
27-143	934	4-6-0	Taunton, 1878 (683) - 18X24-60-77,100 UP 175: 934 ⁽¹⁸⁸⁵⁾ Ret. 1915 48 -> c. 1920
118-48	934	4-6-0	Taunton, 1878 (683) - 18X24-60-77,100 UP 175: 934 ⁽¹⁸⁸⁵⁾ Ret. 1915 48 -> c. 1920
27-152	943	4-4-0	Omaha Shops, 1893 Sc. 1935

UNION PACIFIC

27-152	947	4-4-0	Omaha Shops, 1891	Ret. 1936	
27-146	34-89	985	4-6-0	Taunton, 1881(783)-18X24-54-86,350 UP 238:985	Ret. 1915
118-15	1010	4-6-0			1899
3-188	1012	4-6-0	Donforth L&M, 1880-18X24-55-83,110	UP 209:1012	c. 1890
3-62	1106	0-6-0	BLW, 1890-17X24-51		1895
3-62	1111	0-6-0	BLW, 1890-17X24-51		1895
F-2	118-48	1243	4-6-0	Cooke L&M, 1882(1370)-20X24-50-103,550	UP 145(2):1270
5-144	1270	2-8-0	Cooke L&M, 1882(1370)-20X24-50-103,550	UP 145(2):1270	48-c. 1924 Sold 1900
3-62	1289	2-8-0	Taunton, 1883(888)-20X24-50-	UP 273:1289	Sold 1900 1895
5-164	1300	4-6-0			
8-39	1301	2-8-0	BLW, 1886		BP
3-189	1610	2-8-0	Cooke, - 22X28-51		1902
3-189	1621	2-8-0	BLW, 1900-Vauclain comp.		1902
40-72	1623	2-8-0	BLW - " "		BP
5-144	1625	2-8-0	BLW - " "	- 15 1/2" X 26 X 30	c. 1902
5-144	1635	2-8-0	BLW, 1900 - " "	- As 1625	c. 1902
1-37	1711	4-6-0			
1-40	1725	4-6-0			
3-64	1807	4-6-0	New York, 1890-20X24-69		
40-36	1820	4-6-0	BLW, - Vauclain comp.		BP
3-69	1848	4-6-0	BLW, 1900-		c. 1907
5-155	1851	4-6-0	BLW, 1900-Vauclain comp.		1905
118-16	1938	2-8-2			1938
118-49	1948	2-8-2			1948
136-114	2000	2-8-8-2	BLW, 1909-26" X 40 X 30-57-200-68-439,000-86,000	UP 2000:3600:OSL 3700	
118-49	2013	2-8-2			1948
118-49	2124	2-8-2			1947
1-37	2162	2-8-2			
118-42	2206	2-8-2			1956
118-49	2238	2-8-2			1938
118-36	2256	2-8-2			1954
118-36	2309	2-8-2			1953
118-50	2312	2-8-2			1941
118-30	2314	2-8-2			1941
118-50	2484	2-8-2			1955
63-196	2498	2-8-2			
87-128	2504	2-8-2			
118-36	2510	2-8-2			1954

UNION PACIFIC

118-21850	2557	2-8-2		50 → 1954
118-31	2558	2-8-2		1954
63-163	2703	2-8-2		
63-55	2711	2-8-2		
118-40	2809	4-6-2		C. 1932
118-50	2819	4-6-2		1943
63-144	2860	4-6-2		
118-51	2870	4-6-2		1946
F-2	2871	4-6-2		
118-51	2905	4-6-2		1941
118-9	2906	4-6-2	Shrouded	BP 1937
F-2	3129	4-6-2		
118-51	3224	4-6-2		1946
32-677	3413	4-6-2		
32-679	3418	4-6-2		
88-98	3523	2-8-8-0	Alco, 1920 - Co. Shops rebuild - (4) 23X30-59-218-88-511,000-100,000 UP 3623: 3523	
88-98	3525	2-8-8-0	Alco, 1920 - Co. Shops rebuild - As 3523 UP 3625: 3525	
F-1	3530	2-8-8-0	Alco, 1920 - " " " - " " UP 3630: 3530	
F-1	3532	2-8-8-0	Alco, 1920 - " " " - " " UP 3632: 3532	
136-122	3543	2-8-8-0	Alco, 1923 - " " " - " " UP 3643: 3543	
136-120	3545	2-8-8-0	Alco, 1924 - " " " - " " UP 3645: 3545	
63-224	3559	2-8-8-0	Alco, 1924 - " " " - " " UP 3659: 3559	
136-123 & 400	3568	2-8-8-0	Alco, 1923 - " " " , 1925 " " O-WRR&N 3804: UP 3568	(1944)
136-125	3573	2-8-8-2	A-S, 1924 - (4) 23X32-57-215-112.2-491,000-565,000-108,550 (1945) C&O 1549: UP 3573	
136-126	3591	2-8-8-2	BLW, 1926 - (4) 23X32-57-215-112.2-493,910-572,330-108,550 (1945) C&O 1585: UP 3591	
F-2	3594	2-8-8-2	BLW, 1926 - As 3591 C&O 1571: UP 3594	(1945)
136-117	3600	2-8-8-0	Alco, 1918 - 26 & 41 X 32-57-210-88-487,000-103,000 UP 3600: 3500	
1-37	3629	2-8-8-0	Alco, 1920 - 26 & 41 X 32-57-210-88-494,000-103,000 UP 3629: 3529	
136-398	3646	2-8-8-0	Alco, 1924 - As 3629 UP 3646: 3546	
136-119	3661	2-8-8-0	Alco, 1924 - As 3629 UP 3661: 3561	
136-117	3664	2-8-8-0	Alco, 1924 - Co. Shops rebuild - As 3523 UP 3664: 3564	
136-127	3670	2-8-8-2	A-S, 1919 - 25 & 39 X 32-57-270-96-485,000-539,000-114,150 (1945) N&W 2030: UP 3670	
38-90	3671	2-8-8-2	A-S, 1919 - As 3670 N&W 2020: UP 3671	(1945)

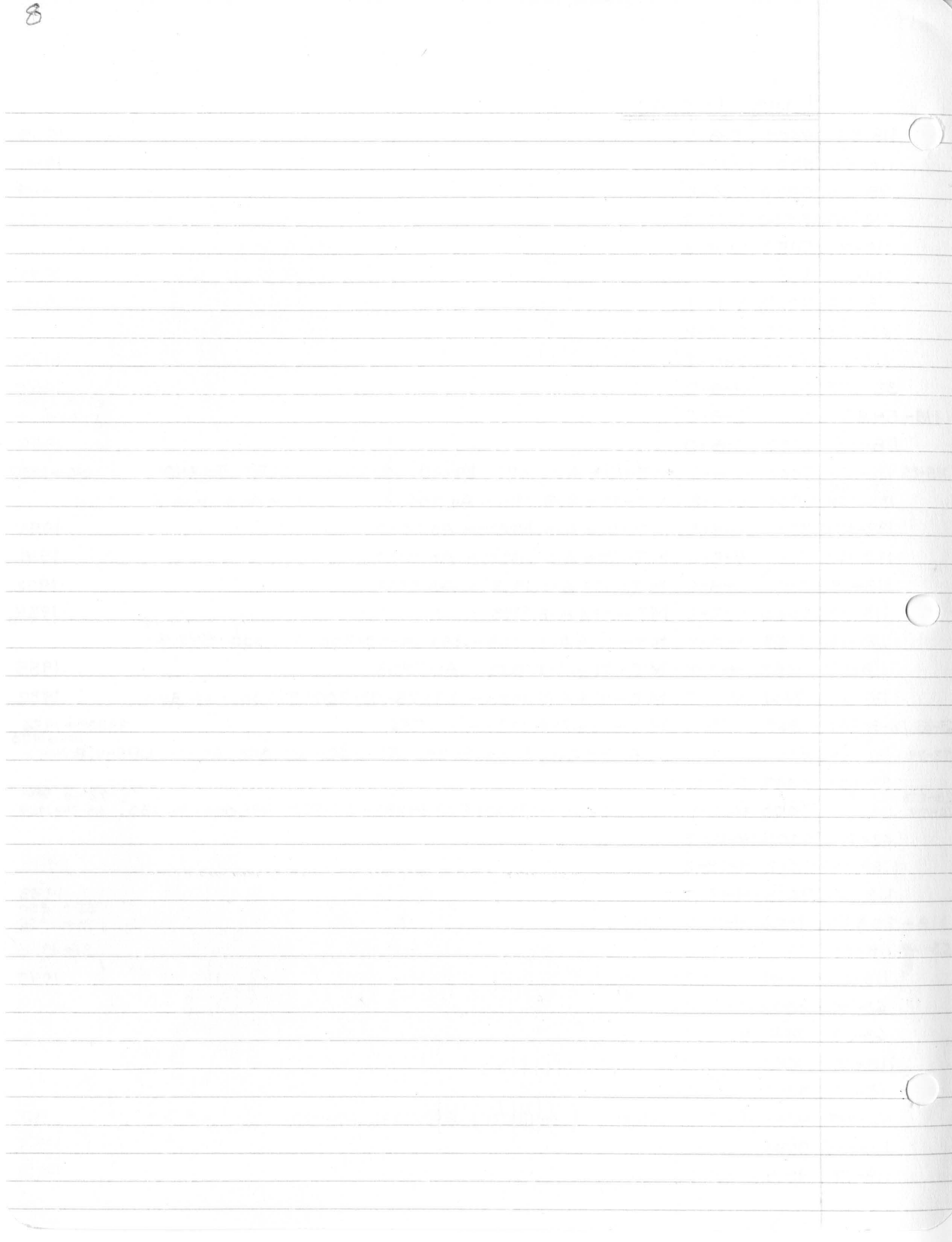
UNION PACIFIC

136-125	3672	2-8-8-2	A-S, 1919 - As 3670	N&W 2025: UP 3672	(1945)	
118-51	3701	4-6-6-4	A-S, 1936 - (4) 22x32 - 69-255-108-566,000-97,000	UP 3901: 3801: 3701: 3701	(1942) (1950) (1951) 1954	
118-52	3702	4-6-6-4	A-S, 1936 - As 3701	UP 3902: 3802: 3702: 3802	(1942) (1950) (1951) 1949	
136-126	3708	4-6-6-4	A-S, 1943 - (4) 21x32 - 69-280-132-627,000-97,000	UP 3975: 3708	(1942) (1950) (1951) (1952)	
136-137	3710	4-6-6-4	A-S, 1936 - As 3701	UP 3910: 3810: 3710: 3810	(1942) (1950) (1951) (1952)	
118-43	3715	4-6-6-4	A-S, 1943 - As 3708	UP 3982: 3715	(1942) (1950) (1951) 1954	
118-52	3801	4-6-6-4	A-S, 1936 - As 3701	UP 3901: 3801: 3701: 3801	(1942) (1950) (1951) 1957	
118-5	3804	4-6-6-4	A-S, 1936 - As 3701	UP 3904: 3804: 3704: 3804	(1942) (1950) (1951) 1956	
118-30 & 40	3832	4-6-6-4	A-S, 1937 - (4) 22x32 - 69-255-108-584,000-97,000	UP 3932: 3832	(1942) (1950) (1951) (1952) 1950	
118-41	3835	4-6-6-4	A-S, 1937 - (4) 22x32 - 69-255-108-582,000-97,000	UP 3935: 3835	(1942) (1950) (1951) (1952) 1955	
136-121	3836	4-6-6-4	A-S, 1937 - As 3835	UP 3936: 3836	(1942) (1950) (1951) (1952)	
136-401	3838	4-6-6-4	A-S, 1937 - As 3835	UP 3938: 3838	(1942) (1950) (1951) (1952)	
136-118	3900	4-6-6-4	A-S, 1936 - (4) 22x32 - 69-255-108-566,000-97,000	UP 3980: 3800	(1942) (1950) (1951) (1952)	
136-119	3935(2)	4-6-6-4	A-S, 1944 - (4) 21x32 - 69-280-132-627,000-97,000		(1942) (1950) (1951) (1952)	
F-1	3938	4-6-6-4	A-S, 1937 - (4) 22x32 - 69-255-108-582,000-97,000	UP 3938: 3838	(1942) (1950) (1951) (1952)	
118-35	3941	4-6-6-4	A-S, 1944 - As 3935(2)		(1942) (1950) (1951) (1952) 1956	
118-52	3953	4-6-6-4	A-S, 1942 - (4) 21x32 - 69-280-132-627,000-97,000	1955	(1942) (1950) (1951) (1952)	
132-122	3960	4-6-6-4	A-S, 1942 - As 3953		(1942) (1950) (1951) (1952)	
63-275	3965	4-6-6-4	A-S, 1942 - As 3953		(1942) (1950) (1951) (1952)	
136-123	3976	4-6-6-4	A-S, 1943 - As 3953	UP 3976: 3709	(1942) (1950) (1951) (1952)	
136-118	3977	4-6-6-4	A-S, 1943 - As 3953	UP 3977: 3710: 9000079: 3977	(1942) (1950) (1951) (1952) U964)	
32-653	3981	4-6-6-4	A-S, 1943 - As 3953	UP 3981: 3714	(1942) (1950) (1951) (1952) 1947	
118-34	136-124	3992	4-6-6-4	A-S, 1943 - As 3953	34 → 1957	
118-33	3999	4-6-6-4	A-S, 1943 - As 3953		Drawing	
46-221	118-52	4000	4-8-8-4	A-S, 1941 - (4) 23 ³ / ₄ x32 - 68-300-150.3 - 5755-2043 - 540,000-762,000-135,375	52 → 1950	
8-175	23-267	72-30	4002	4-8-8-4	A-S, 1941 - As 4000	BP
136-120	4005	4-8-8-4	A-S, 1941 - As 4000			
72-27	4012	4-8-8-4	A-S, 1941 - As 4000			
F-3	136-402	4014	4-8-8-4	A-S, 1941 - As 4000		
63-274	136-122	4014	4-8-8-4	A-S, 1941 - As 4000		
136-90	4015	4-8-8-4	A-S, 1941 - As 4000			
63-197	4016	4-8-8-4	A-S, 1941 - As 4000			
136-121	4018	4-8-8-4	A-S, 1941 - As 4000			
72-28	4019	4-8-8-4	A-S, 1941 - As 4000			
136-124	4021	4-8-8-4	A-S, 1944 - As 4000			
136-125	4023	4-8-8-4	A-S, 1944 - As 4000			
118-53	4444	0-6-0			1955	
118-53	4500	0-8-0			1945	

UNION PACIFIC

(	118-53	4600	0-6-0			1955
	118-53	5021	2-10-2			1949
	118-25	5036	2-10-2			1949
	118-16	5050	2-10-2			1953
	118-29	5052	2-10-2			
	118-17	5057	2-10-2			1953
	118-26	5069	2-10-2			1947
	63-164	5093	2-10-2			
	118-54	5095	2-10-2			1953
	32-675	5519	4-8-2			1940
	118-54 & 57	6237	2-8-0			54 → 1954 57 → Exhibit
	118-54	6332	2-8-0			1957
118-26	132-156	7000	4-8-2	MT-73* A-B, 1922-29x28-73-200-350,250-54,840		156 → 1937
	132-159					
	132-158	7002	4-8-2	MT-73* A-B, 1922- As 7000	159 → As shrouded	
	132-157	7021	4-8-2	MT-73* A-B, 1922/23- As 7000		1951
	132-160	7029	4-8-2	MT-73* A-B, 1922/23- As 7000		1941
	118-19	7033	4-8-2	MT-73* A-B, 1923 - As 7000		1952
(	118-54	7033	4-8-2	MT-73* A-B, 1923 - As 7000		1954
	118-42	7853	4-8-2	MT-73* A-B, 1923-29x28-73-200-340,000-54,840		
	118-55	7857	4-8-2	MT-73* A-B, 1923 - As 7853		1955
	132-154	7861	4-8-2	MT-73* A-B, 1923-29x28-73-200-345,000-54,840		1932
63-55	118-38 & 39	7862	4-8-2	MT-73* A-B, 1923 - As 7861		38 & 39 → 1956
	F-1					154 → 1970
72-39	133-154	8444	4-8-4	FEF-3* A-S, 1944-25x32-80-300-483,000-63,800	UP 844: 8444	
	32-682	8807	2-10-2			
23-273	63-52					223 → BP
72-29	118-29	9000	4-12-2	Alco, 1926 - (1) 25x31 & (2) 24x32-67-220-495,000-96,650?		118-29 → 1954
	63-152	9005	4-12-2			
	118-31	9012	4-12-2			1953
	118-35	9013	4-12-2			1953
	118-20 & 55	9026	4-12-2			55 → 1950 20 → 1955
63-149	118-31	9028	4-12-2			31 → 1954
	118-25	9042	4-12-2			1949
	63-145	9043	4-12-2			
	63-23	9044	4-12-2			
	118-21	9055	4-12-2			
(	63-144	9079	4-12-2			
	46-147	9085	4-12-2	Alco, - (1) 27x31 & (2) 27x32-67-220-	-96,650?	BP
	118-55	9505	4-12-2			1955
	118-17	9514	4-12-2			1953

8



UNION PACIFIC

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3985*4-6-6-4*

UNION PACIFIC MALLETS

2000-2002	2-8-8-2	BLW, 1909	5-8-8	Reno 3600-3602	in 1915
3500-3564	2-8-8-0	Alco, 1918-1924		ex 3600-3664	in 1936-1944
3565 & 3566	2-8-8-0			ex OSL 3704 & 3705	in 1942
3567-3569	2-8-8-0			ex O-W RR & N 3803-3805	in 1944
3570	2-8-8-2			ex C&O 1540	in 1945
3571	"	"	"	1541	
3572	"	"	"	1542	
3573	"	"	"	1549	
3574	"	"	"	1551	
3575	"	"	"	1557	
3576	"	"	"	1559	
3577	"	"	"	1561	
3578	"	"	"	1562	
3579	"	"	"	1563	
3580	"	"	"	1543	
3581	"	"	"	1544	
3582	"	"	"	1545	
3583	"	"	"	1547	
3584	"	"	"	1548	
3585	"	"	"	1550	
3586	"	"	"	1554	
3587	"	"	"	1555	
3588	"	"	"	1556	
3589	"	"	"	1574	
3590	"	"	"	1581	
3591	"	"	"	1585	
3592	"	"	"	1589	
3593	"	"	"	1575	
3594	"	"	"	1571	
3595	"	"	"	1579	
3596	"	"	"	1577	
3597	"	"	"	1582	
3598	"	"	"	1586	
3599	"	"	"	1587	
3600-3602	2-8-8-2	ex 2000-2002	to	OSL 3700-3702	in 1917
3600-3614	2-8-8-0	Alco, 1918	to	3500-3514	in 1936-44
3615-3633	"	" 1920	to	3515-3533	" "
3634-3638	"	" 1922	to	3534-3538	" "
3639-3643	"	" 1923	to	3539-3543	" "
3644	"	ex OSL 3703, 1924	to	3544	" 1942
3645-3664	"	Alco, 1924	to	3545-3564	" 1936-1944
3670	2-8-8-2			ex N&W 2030	in 1945
3671	"			" " 2020	" "

UNION PACIFIC MALLET

3672	2-8-8-2		ex NEW 2025 in 1945
3673	"	"	" 2041 "
3674	"	"	" 2013 "
3700	4-6-6-4		ex 3930 in 1952
3701	"	"	" 3931 "
3702	"	"	" 3932 "
3703	"	"	" 3934 "
3704	"	"	" 3937 "
3705		"	" 3938 "
3706		"	" 3943 "
3707		"	" 3944 "
3708		"	" 3975 "
3709		"	" 3976 "
3710		"	" 3977 "
3711		"	" 3978 "
3712			3979
3713			3980
3714			3981
3715			3982
3716			3983
3717			" 3984 " "
3800 - 3814	4-6-6-4	A-S, 1936	ex 3900-3914 in 1942
3815 - 3934	"	" , 1937	ex 3915-3934 " "
3835 - 3839	"	" , 1937	ex 3935-3939 " "
3900 - 3914	"	" , 1936	Remo 3800-3814 " "
3915 - 3934	"	" , 1937	" 3815-3834 " "
3935 - 3939	"	" , 1937	" 3835-3839 " "
3950 - 3969	"	" , 1942	
3975 - 3999	"	" , 1943	
3930 ⁽²⁾ - 3939(2)	"	" , 1944	
3940 - 3949	"	" , 1944	
3950 - 3969	"	" , 1942	
3975 - 3999	"	" , 1943	
4000 - 4019	4-8-8-4	" , 1941	
4020 - 4024	"	" , 1944	

UNITED STATES MILITARY R.R.

4-2 & 124
 4-94
 4-21 & 65
 4-58
 4-35 & 55
 149-79
 4-36
 4-158
 4-54 & 74
 4-140
 4-85
 4-9, 44, 52 & 84
 13-40
 4-124
 4-100
 4-134
 F-2 4-149
 4-132
 4-178
 4-136 & 156
 F-2 4-151
 4-50
 4-183
 4-40
 4-124
 F-2
 4-80
 4-2, 3 & 104
 4-104
 4-14
 4-46 & 59
 4-177
 4-14

3 "LT. GEN. GRANT" * 4-4-0 * RWAG, 1852(326) - 15 1/4 X 22-66 - CRRLJ "DELAWARE":
 USMRR 3 "L.G.G.": B&O 280 Ret. by 1881 2 -> 1864

10 "UNION" * 4-4-0 * BLW, 1862(1061) - USMRR 10 "U": B&O 284 Ret. by 1883

16 "GOVERNOR NYE" * 4-4-0 * R. Norris & Son, 1863(1033) - USMRR 16 "GAL.": B&O 290 Ret. by 1874

32 "E.M. STANTON" * 4-6-0 * R. Norris & Son, 1862 - 18 X 22-48-59,850 -
 USMRR "HERCULES": 32 "E.M.S.": B&O 539 Ret. by 1884

36 "GEO. A. PARKER" * 4-4-0 * BLW, 1862 - 16 X 24 - 60 - USMRR 36 "GAP.": B&O 282: 602 by 1874
 37 "FIRE FLY" * 4-4-0 * R. Norris & Son, 1862 - 16 X 24 - 52 USMRR 37 "FF.": B&O 538 1884

39 * 4-4-0 * Mason, 1864(150) - Gauge 5-0

44 "W. H. WHITON" * 4-4-0 * Mason, 1862(113) - 16 X 22 - 60 - 59,000
 (1884)
 USMRR "W.H.W.": B&O 268: 68 Ret. by 1887

56 * 4-4-0 *

68 "C. VIBBARD" * 4-4-0 * BLW, 1862(1097) - 16 X 24 - 56 -
 USMRR 68 "C.V.": B&O 283 Ret. by 1884

72 "GENL. HAUPT" * 4-4-0 * Mason, 1863(124) - 16 X 22 - 60 - USMRR 72 "G.H.":
 (1884)
 72 "GENL. J.C. ROBINSON": B&O 270: 61 Ret. by 1897 44 -> 1863

72 "GENL. J.C. ROBINSON" * 4-4-0 * Mason, 1863(124) - As above

88 "COL. A. BECKWITH" * 4-4-0 * R. Norris & Son, 1863 - 16 X 24 - 60
 (1884)
 USMRR 88 "C.A.B.": B&O 281: 52 Ret. by 1897 1864

116 * 4-4-0 * Rogers, 1864 - 16 X 22 - 52 - 60,000 Gauge 5-0 1864

133 * 4-4-0 * DC & Co, 1864 - 16 X 24 - 61 - 58,000 " " 1864

137 * 4-4-0 * " " " " " "

150 * 4-4-0 * New Jersey L.W., 1864

156 * 4-4-0 * BLW, 1864(1240) - 14 X 24 - 56 - " " 1864

162 * 4-4-0 * " " - 16 X 22 - 60 " " 1864

"CLARKE" * 4-4-0 * Mason, 1859(85)

"COL. HOLABIRD" * 4-4-0 * NOO & GW Shops, 1865 - Gauge 5-6

"DOYER" * 4-4-0 * Hinkley & Drury, 1856

"E. J. M. HALE" * 4-4-0 * Amoskeag, 1856(203) - Manchester & Lawrence "E. J. M. H.":
 USMRR "E. J. M. H.": "COL. WEBSTER": North Carolina "NAT BOYDEN"

"ENERGY" * 4-4-0 * Rogers, 1862 - 16 X 24 - 54 BD

"FRED LEACH" * 4-4-0 * New Jersey L.W., 1862 - 16 X 24 - 56 1863

"GENL. DIX" * 4-4-0 * BLW, 1862(1095) - 16 X 24 - 60 2 -> 1864

"GENL. McCLELLAN" * 4-4-0 * New Jersey L.W., 1862

"HUMMING BIRD" * 4-4-0 * BLW, 1855(633) - 16 X 22 - 60
 Phila. & Read. ? : USMRR "H.B."

"J. H. DEVEREUX" * 4-4-0 * New Jersey L.W., 1863

"LAFOURCHE" * 4-4-0 * Taunton, 1859 - 16 X 22 - 60 - 40,000

"LION" * 4-4-0 * New Jersey L.W., 1862

UNITED STATES MILITARY R.R.

- 4-102 "PRESIDENT" * 4-4-0 * Eastwick & Harrison 1864
- 4-87 "RAPIDAN" * 4-6-0 * Virginia Loco. & Car Works, 1856 - 16X20-50-55,000
- 4-95 "SCOUT" * 4-4-0 * Jersey City L.W.
- 4-90 "STUART GWYNN" * 4-4-0 * Taunton, 1863(297) - 16X24-60-56,000 BP
- 4-62 "W.W. WRIGHT" * 4-6-0 * Rogers, 1863

UINTAH RY.

Gauge 3'-0"

65-25 # 138	1	* 2-Truck Shay	* Lima, 1904(888)-(3) 10x12-29 1/2 - 74,000 - 15,625 - Sc. 1928	
65-26	2	* 2-Truck Shay	* Lima, 1904(939)-(3) 11x12-32 - 100,000 - 18,750 - Sc. 1935	
65-216	3	* 2-Truck Shay	* Lima, 1905(1513)-(3) 11x12-32 - 100,000 - 18,750 - Sc. 1933	
65-216	4	* 2-Truck Shay	* Lima, 1905(1575)-(3) 11x12-32 - 100,000 - 18,750 - Sc. 1928	
			Waldorf Mining & Milling Co. 2: Argentine Central 2: Uintah 4	c. 1910
65-88	4	* 2-Truck Shay	* As above but with some rebuilding	1913
65-89	5	* 2-Truck Shay	* Lima, 1906(1674) - (3) 11x12-32 - 100,000 - 18,750	
			Argentine Central 3: Uintah 5	Sc. 1939
65-168 & 216	5	* 2-Truck Shay	* As above but reboilered	216 -> 1929 168 -> 1936
65-125 & 217	6	* 2-Truck Shay	* Lima, 1920(3054) - (3) 11x12-32 - 108,000 - 21,885 - Sc. 1927	
			Uintah 6: Feather River Lumber Co. 3(2)	Sc. c. 1938
65-170 & 217	7	* 2-Truck Shay	* Uintah Ry., 1933 - (3) 11x12-32 - 118,000 - 21,885	Sc. 1939
			170 -> BP	
65-25	10	* 2-8-0	* BLW, 1904(2427) - 14x18-36-160-13.7-800 - 59,200 -	
			67,100 - 13,300 - Sc. 1927	Sc. c. 1938
			Uintah 10: Eureka-Nevada 10(2)	c. 1905
65-219	11(1)	* 2-8-0	* BLW, 1880(5011) - 15x18-36-130-56,000 - 12,450 - Sc. 1911	
			D&RG 35 "Tomichi": Uintah 11(1)	c. 1904
65-26	11(1)	* 2-8-0	* As above but some rebuilding	Sc. 1927
				c. 1910
65-101 76-184	11(2)	* 2-8-0	* BLW, 1911(36093) - 14x18-36-160-59,200-67,100-13,300	1914
65-125, 168 & 219	12	* 2-8-0	* BLW, 1896(14771) - 16x20-37-150-62,500-70,800-17,700	
			So. 1937 Florence & Cripple Creek 10 "Independence": Cripple Creek &	
			Colorado Springs 36: Uintah 12: Eureka-Nevada 12(2)	165 & 219 -> 1937
65-50 & 219	20	* 0-6-2T	* BLW, 1905(25896) - 13x18-34-180-9.25-509-60,570 -	
			68,670 - 13,700 - Sc. 1939	219 -> BP
65-51, 89 & 221	21	* 0-6-2T	* BLW, 1905(25,953) - As 20	
65-100 & 221	30	* 2-8-2	* BLW, 1911(36908) - 19x22-40-180-32-2336-120,000 -	
			149,000 - 30,300 - Sc. 1939	221 -> BP
65-126 & 223	40	* 2-8-2	* BLW, 1913(40953) - 17x22-42-180-23-1897 - superh. ? -	
			86,400 - 119,400 - 23,160 - Sc. 1939	New York & Bermudez 10: 20: Uintah 40
				1938
2-95 65-162 & 223	50	* 2-6-6-2T	* BLW, 1926(5926) - (4) 15x22-42-210-194,500-226,300 -	
			42,075 - So. 1940	Sc. 1940
			Uintah 50: Sumpter Valley 250: International Rys.	
			of Central America 250	Ret. 1964
65-50 65-155 34-317	50	* 2-6-6-2T	* As above - Shows changes by Uintah	50 -> 1939
65-162 & 223	51	* 2-6-6-2T	* BLW, 1928(60476) - (4) 15x22-42-210-202,000-246,000 -	
			42,075 - Sold 1940	Sc. 1940
			Uintah 51: SV 251: I.Rys. CA 251	Ret. c. 1963
				BP's

UMATILLA CENTRAL

F-2 1-40	54	* 4-4-0	*	1907
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UNIDOS DE YUCATAN, F.C.

Gauge 3'-0"

48-53	47	* 4-6-0	* BLW, 1916(44497) - 15x20-44-180-57,000-73,000 -	
			13,900	UdeY 47: 272

UNIDOS DE YUCUTAN

Gauge 3'-0"

48-54	66	* 4-4-0	* BLW, 1916 (42915) - 13X18-46-160-33,000-51,000- 9,000 UdeY 66: 251 ⁽¹⁹⁶³⁾
48-56	72	* 4-6-0	* BLW, 1925 (58,444) - 15X20-44-180-60,000-74,000- 13,900 UdeY 72: 274 ⁽¹⁹⁶³⁾ BF
48-58	73	* 4-6-0	* BLW, 1925 (58,445) - As 72 - Ret. 1960
48-56	76	* 2-6-0	* BLW, 1928 (60,598) - 13X18-40-160-47,000-57,000- 10,320 UdeY 76: 260 ⁽¹⁹⁶³⁾
48-58	80	* 4-4-0	* BLW, 1946 (72206) - 13X20-46-160-37,000-63,000- 9,000 - Ret. 1960
8-2 & 5	81	* 4-4-0	* BLW, 1946 (72207) - As 80 - Ret. 1960 BF

UNION R.R.

23-241	46-195	303	* 0-10-2	* BLW, 1936 () - 28X32-61-260-85.2-4808- 1389- - 404,360-90,900-108,050 BF
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UNION PACIFIC, DENVER & GULF

NARROW GAUGE 3'-0"

⁷⁸⁻²⁸³ 3-138	61-101	7	* 2-6-0	* Cooke, 1884 (1558) - 14X18-40-150-12.7-764.2-55,300- 61,300-11,250 Col. Cent. 14: 107: UPD&G 107: 7: C&S 12 Sc. 1923 c. 1896 ^{(1885) (1890) (1896) (1899) 283-1894 c. 1896}
61-163	8	* 2-6-0	* Cooke, 1884 (1559) - As 7 CC 15: 108: UPD&G 108: 8: C&S 13 Sc. 1923 c. 1897 ^{(1885) (1890) (1896) (1899)}	
⁷⁸⁻²⁸¹ 34-61	61-156	9	* 2-8-0	* BLW, 1896 (15142) - 15½X20-37-180-80,500-19,870 UPD&G 9: C&S 71 Ret. 1941 ⁽¹⁸⁹⁹⁾ 281-1898 1897
F-3 114-119 34-46	59	* 2-6-0	* Brooks, 1880 (404) - 15X18-36-150-46,960 - 14,340 CC 9: 151: UPD&G 151: 59 Sold 1899 ^{(1885) (1890) (1896)} 114-1895 F-3 c. 1895	
⁷⁸⁻³⁰ 61-100	107	* 2-6-0	* Cooke, 1884 (1558) - As 7 CC 14: 107: UPD&G 107: 7: C&S 12 Sc. 1923 c. 1897 ^{(1885) (1890) (1896) (1899)} 30-1893 c. 1897	
¹¹⁴⁻¹³¹ 34-45 ⁷⁸⁻¹²⁸	108	* 2-6-0	* Cooke, 1884 (1559) - As 7 CC 15: 108: UPD&G 108: 8: C&S 13 Sc. 1923 c. 1896 ^{(1885) (1890) (1896) (1899)} 128-1897 c. 1896	
34-46	64-99	150	* 2-6-0	* Brooks, 1880 (403) - As 59 CC 8: 150: UPD&G 150: 5: C&S 15 Sold 1901 1893 ^{(1885) (1890) (1896) (1899)}
34-37	153	✓	* 2-6-0	* Brooks, 1880 (465) - 15X18-38-150-53,600-13,535 CC 11: 153: UPD&G 153: 2: C&S 2 Sold by 1902 1896 ^{(1885) (1890) (1896) (1899)}
34-37	154	✓	* 2-6-0	* Brooks, 1881 (547) - As 153 - CC 12: 154: CC 12: 154: UPD&G 154: 4: Kent Lumber & Brick Co. 2: & Southwestern! 1896 ^{(1885) (1890) (1896) (1899)} Kentwood, Greensburg

STANDARD GAUGE

34-69	18	* 4-4-0	* Taunton, 1869 (462) - As rebuilt 1881 - 17X24-62-150- 74,500-14,260 UP 160: Col. Cent. 5: 568: UPD&G 568: 18: C&S 104 Ret. 1902 1897 ^{(1878) (1885) (1890)}
34-111	87	* 2-8-0	* BLW, 1889 (10364) - 20X24-51-165-25.5-19574-110,000- 124,400-26,400 DT&FW 204: UPD&G 1316 (1890): 87 (1896): C&S 406 (1899): T&BV 12 (1906) Sc. 1923 1898 ⁽¹⁸⁹⁰⁾

UNION PACIFIC, DENVER & GULF

34-114	107	* 2-8-0	* BLW, 1897 (15612) - 20x26-51-180-141,800-31,200 UPD&G 107: C&S 426 Sc. 1929	BP
34-67	537	* 4-4-0	* Rogers, 1881 (2873) - 17x24-63-150-76,000-14,040 D&NO 4: DT&G 4: 64: UPD&G 537: 20: C&S 106 Sc. 1901	
3-137	585	* 4-4-0	* Sch., 1878 (1106) - 17x24-64-150-75,200-13,820 CC 7: 585: UPD&G 585: 17: C&S 103 Sold 1900	c. 1885
34-80	1115	* 0-6-0	* BLW, 1890 (11417) - 17x24-51-150-88,000-17,340 UPD&G 1115: 115: C&S 506: 204 Sc. 1909	1897
34-79	1117	* 0-6-0	* Rhodels, 1888 (1958) - 17x24-51-150-14,0-1152.7-82,800-17,340 Cal. & Tex. R.Y. Const. Co. 27: DT&FW 125: UPD&G 1117: 111: C&S 502: 200 Sc. 1908	c. 1895
34-112	1320	* 2-8-0	* BLW, 1889 (10435) - 20x24-51-165-25.5-1957.4-110,000-122,000-26,400 DT&FW 208: UPD&G 1320: 91: C&S 410: T&BV 16(1) Ret. 1923	1895

UNION PACIFIC, EASTERN DIVISION

3-70	"Seminole"	4-4-0	* Rogers, 1867	BP
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UNION RAILROAD TRANSPORTATION & STOCK YARDS

23-19	8	* 0-4-0	* BLW, 1879	BP
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UNITED RAILROADS OF NEW JERSEY

12-34	47	* 4-4-0	*	c. 1865
12-40	?	* 4-4-0	*	

UNITED RAILWAYS OF HAVANA (Cuba)

8-90	503	* 2-8-0	* BLW, 1920 - 21x28-56-169,200	BP
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UNITED STATES (Alaska R.R.)

1-125	152	* 4-6-0	*	
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UNITED STATES ARMY

8-190	1702	* 2-8-0	* BLW, - 19x26-57-161,000	BP
67-131	2628	* 2-8-0	*	
8-78	?	* 2-8-0	* BLW, 1917 - 21x28-57-166,400	BP
8-181	?	* 2-8-2	* BLW, 1942 - 21x28-60-200,000	BP

UNITED STATES ARMY SIGNAL CORPS

50-177	1	* 2-Truck	* Heisler * Heisler, 1918	BP
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UNITED STATES BUREAU OF RECLAMATION

68-431	1	* 2-6-0	* Porter, 1911	
68-428	4	* 2-8-0	* BLW	

UNITED STATES POTASH CO.

62-46	3	* 2-8-0	* Gauge 3'-0" Arizona Copper Co. 30: Morenci Southern 6: USPCo 3	
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UNITED VERDE & PACIFIC

5-151 2 * 2-6-0 * BLW, 1894 (14026) - Gauge 3'-0" - Vauclain comp. BP

UTAH CENTRAL

2-42, 82 & 84
27-138

1 * 4-4-0 * Hinkley & Williams, 1866 - 14X22-60-60,000 -
UP 21: 15: UC 1 (1869)

42 → 187

2-82 5 * 4-4-0 *

2-80 6 * 4-4-0 *

32-628 10 * 4-4-0 *

c. 1885

2-83 16 * 4-4-0 *

c. 1875

2-84 14 * 2-6-0 *

c. 1885

UTAH NORTHERN

Gauge 3'-0"

2-86 3 * 4-6-0 * Grant

BP

1-171 87 * 2-6-0 * Brooks

1884

UTAH & NORTHERN

Gauge 3'-0"

88-34 2-93

11 * 2-6-0 * BLW, 1878 (4429) - 12X18-46-39,000 - Utah, Nor. 7: U & N 11:
C&N 11: Sum. Vol. 11(1) (c. 1902): 12(2) (1906) - Sc. 1942 c. 1885

2-87 85 * 2-6-0 *

2-90 100 * 2-6-0 *

c. 1885

64-177 261 * 2-8-0 * Rhodels, 1886 (1599) - 16X18-37-61,900 -
U & N 261: DL & G 261: C & S 58 Sc. 1939 c. 1890

2-90 265 * 2-8-0 * Rhodels, 1886 (1597) - As 261 -
U & N 265: DL & G 265: C & S 62 Sc. 1927 BP

3-188 759 * 4-4-0 * Grant, 1870 - 16X18-63-150- 1888

UTAH SOUTHERN

2-85 2 * 4-4-0 * Grant, 1867 - 17X24-61-68,600 UP 49: US 2 (1873)

3-167 5 * 4-4-0 * Sch., 1880 c. 1880

UTAH WESTERN

Gauge 3'-0"

3-146 32-628 2 * 2-6-0 * "Edward Hunter"

UTICA & BLACK RIVER

5-90 16-135 "T.S. Faxon" * 4-4-0 * Breese & Kneeland, 1853

5-89 16-137 11 "W.E. Hopkins" * 4-4-0 *

16-137 27 "John Grouse" * 4-4-0 * 17X24-64-140-87,900-12,900 c. 1885

UTICA & SCHENECTADY

9-37 7 * 4-2-0 * BLW, 1836 (37) - 12X18-54-100-24,120-4,080

U & S 7: Mich. Cent. "ALERT": G & CU "PIONEER": C & N W "PIONEER" D

16-24 "Lightning" * 6-2-0 * Norris-Sch., 1849 - 16X22-84-40,000 - 670+
40,000 BL

UNADILLA VALLEY

- 82-247 4 * 2-6-2 *
- 82-248 6 * 4-6-0 *

UTICA, ITHICA & ELIXIRA

- 136-248 91-122 "SHOOFLY" * 0-4-4 T * Mason, 1873 BP
- 91-125 4" HORSEHEADS" * 4-4-0 * Portland, 1871 BP
- 91-126 8" LEVIATHAN" * 0-6-6 T * Mason, 1875 BP

UNITED LUMBER CO.

- 112-60 58 * 4-6-0 * Pittsburgh, URSINA & NORTH FORK RY

- 112-66 1 * 4-4-0 *
- 112-61 86 * 4-6-0 *

UTAH RR

- 136-129 200 * 2-8-8-0 * BLW, 1918 - 26 & 41 X 32-57-210-88-476,000-97,000 Sc. 1952
- 136-129 202 * 2-8-8-0 * BLW, 1918 - A5 200 " "

UTAH COPPER CO.

- 136-297 100 * 0-8-8-0 * Alcoa, 1911 - 26 & 41 X 28-51-210-100-457,000-102,000
 Bingham & Garfield 100; Utah Copper Co. 100; Kennecott Copper Corp. 100
(1920-22) (1943)
- 136-298 101 * 0-8-8-0 * Alcoa, 1911 - A5 100 B&G 101; UC Co. 101; KC Corp. 101
(1920-22) (1943)
- 136-298 104 * 0-8-8-0 * Alcoa, 1917 - A5 100 " 104; " " 104; " " 104
(1920-22) (1943)
- 136-297 105 * 0-8-8-0 * Alcoa 1917 - A5 100- " 105; " " 105; " " 105
(1920-22) (1943)

UNITED STATES PLYWOOD CORP.

- 136-344 11 * 2-6-6-2 * BLW, 1926 as 2-6-6-2 T * As altered by Kosmos Timber Co.
 18 & 28 X 24 - 44-200-32-246,000? - 43,000 Ostrander RY & Timber Co. 7:
(1940) (1950) (1953)
 Weyerhaeuser Timber Co 5; Kosmos Timber Co. 11; US Plywood Co. 11 On exhibition