

DELAWARE & HUDSON

1899-1953

28-108274

SARATOGA # 4-4-0 * BLN, 1875 (3754) - As rebuilt by D&H, 1904 to an inspection loco. - 17x24-63-165-67,600-100,600-15,440 -
C&CV 4; D&HC 148; 397; D&H 397; "SARATOGA" - Sc. 1939 274 → 1913

29-2

3 * 0-6-0 * B * Dickson, 1880 (267) as an 0-6-0 T - As rebuilt by D&H, 1898 (GI # 44) - 17x22-47-150-85,000-17,250 - D&CCo 163 "AJAX"; D&H 3 1925 1920

28-447

21 * 0-6-0 * B-1b * Dickson, 1884 (510) as an 0-6-0 T - As rebuilt by D&H, 1899 (GI 32) - 17x22-47-160-104,000-18,400 D&HCCo 215; 21; D&H 21 1929

74-108

22 * 0-6-0 * B-1b * D&H, 1900 (0 34) - As 21 - Sc. 1929 1926

29-3

24 * 0-6-0 * B-4 * D&H, 1902 (0 40) - 19x24-51-180-137,850-25,990 Sc. 1945 1916

29-4

33 * 0-6-0 * B-4a * A-D, 1903 (27534) 19x24-51-180-139,850-25,990 Sc. 1942 1916

74-108

42 * 0-6-0 * B-4a * A-D, 1903 (27543) - As 33 Sc. 1947 1946

28-448

44 * 0-6-0 * B-4a * A-D, 1904 (28903) - As 33 Sc. 1945

29-5

47 * 0-6-0 * B-4a * A-D, 1904 (28906) - As 33 Sc. 1945 1939

28-128

75 * 2-6-0 * C-1i * Dickson, 1889 (693) - 18x24-57-150-94,300-108,300-17,390 D&HCCo 288; D&H 75; QM&S ? 1900

29-6

81 * 0-8-0 * B-5 * Sch., 1899 (5089) as a 2-8-0 - As rebuilt by D&H, 1924 (Col.) - 22x28-51-200-196,750-45,170 D&H 348; 341; 1000; 81 Sc. 1951 1947

74-108

82 * 0-8-0 * B-5 * Sch., 1899 (5090) as a 2-8-0 - As rebuilt by D&H, 1921 (Col.) - As 81 - D&H 349; 342; 1001; 82 - Sc. 1951

28-444

84 * 0-8-0 * B-5 * Sch., 1899 (5092) as a 2-8-0 - As rebuilt by D&H, 1924 (Col.) - As 81 - D&H 351; 344; 1003; 84 - Sc. 1949

29-7

86 * 0-8-0 * B-5 * Sch., 1899 (5088) as a 2-8-0 - As rebuilt by D&H, 1925 (Col.) - As 81 - D&H 347; 340; 1005; 86 - Sc. 1951 1948

29-8

93 * 0-8-0 * B-6 * A-S, 1906 (39804) as a 2-8-0 - As rebuilt by D&H, 1925 (Col.) - 21½x30-57-215-208,000-44,460 - D&H 871; 95 Sc. 1953 1949

28-444

94 * 0-8-0 * B-6 * A-S, 1905 (30717) as a 2-8-0 - As rebuilt by D&H, 1925 (Col.) - As 93 - D&H 185; 806; 94 - Sc. 1951

74-109

97 * 0-8-0 * B-6 * A-S, 1902 (25127) as a 2-8-0 - As rebuilt by D&H, 1925 (Col.) - As 93 - D&H 250; 798; 97 - Sc. 1953 1950

29-9

74-109 98 * 0-8-0 * B-6 * A-D, 1903 (27515) as a 2-8-0 - As rebuilt by D&H, 1925 (Col.) - As 93 - D&H 222; 843; 98 - Sc. 1949 1948

29-10

101 * 2-6-0 * C-1i * Dickson, 1890 (795) - As 75 - D&HCCo 313; 101; D&H 101 Sc. 1929 1900

28-194

102 * 2-6-0 * C-1j * Dickson, 1880 (241) - 18x24-57-155-94,100-107,400-17,970 D&HCCo 102; D&H 102; 256; 139 Gone 1916

28-204

117 * 2-6-0 * C-2 * Rogers, 1890 (4228) - 19x24-57-200-126,500-143,500-25,840 D&HCCo 299; D&H 299; 268; 117 Sc. 1939

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29-11	118	*2-6-0 *C-2	*Rogers, 1890(4234)-19x24-57-210-126,500-143,500-27,130 D&HCCo 301: D&H 301:269:118 Sc. 1935	1914
74-111	122	*2-6-0 *G-1m	*Dickson, 1867(27) as a 4-4-0 - As rebuilt by D&H, 1897 (0.5, 30)-18x24-57-165-95,900-112,600-19,130 A&S 14: D&HCCo. 241: 273: D&H 122 - Sc 1926	1920
29-13	156	*0-8-0 *B-7	*A-S, 1908(47424) as a 2-8-0 - As rebuilt by D&H, 1922 (Col.)-25x30-57-225-265,000-65,450 D&H 1039: 56 Sc 1953	1949
74-109	157	*0-8-0 *B-7	*A-S, 1907(43279) as a 2-8-0 - As rebuilt by D&H, 1922 (Col.) - As 156 - D&H 1022: 157 Sc. 1953	
28-432	159	*0-8-0 *B-7	*A-S, 1908(44725) as a 2-8-0 - As rebuilt by D&H, 1928 (Col.) - As 156 - D&H 1040: 159 Sc. 1953	
28-352	300	*4-8-4 *K	*A-S, 1943(69975)-24 1/2 x 32-75-285-270,000-470,000-62,040 Sc. 1953	
28-VI #394 29-15 74-124	300	*4-8-4 *K	*As above	BP V → 1947 VI → 1952
28-374	301	*4-8-4 *K	*A-S, 1943(69976) - As 300 - Sc. 1952	
29-16	302	*4-8-4 *K	*A-S, 1943(69977) - As 300 - Sc. 1953	1951
28-428	303	*4-8-4 *K	*A-S, 1943(69978) - As 300 - Sc. 1953	
28-392 #412 29-17	305	*4-8-4 *K	*A-S, 1943(70133) - As 300 - Sc. 1953	17 → 1946 22 → 1950
28-306 #398 29-18	306	*4-8-4 *K	*A-S, 1943(70134) - As 300 - Sc. 1953	18 → 1951
28-399 #400 28-400 29-19	307	*4-8-4 *K	*A-S, 1943(70135) - As 300 - Sc. 1953	
29-20	308	*4-8-4 *K	*A-S, 1943(70136) - As 300 - Sc. 1953	19 → 1947
29-21	309	*4-8-4 *K	*A-S, 1943(70137) - As 300 - Sc. 1952	1948
28-352 29-22	311	*4-8-4 *K	*A-S, 1943(70139) - As 300 - Sc. 1953	1946
29-22	312	*4-8-4 *K	*A-S, 1943(70140) - As 300 - Sc. 1953	22 → 1950
133-219 28-403	313	*4-8-4 *K	*A-S, 1943(70141) - As 300 - Sc. 1953	219 → 1950
28-444	349	*2-8-0 *E-4	*Sch., 1899(5090)-22x28-50-180-157,500-176,000-41,470 - D&H 349: 342: 1001: 82	BP
28-295 28-168 29-23 74-116	373	*4-4-0 *	*	
	376	*4-4-0 *G-4b	*Dickson, 1884(482) - As rebuilt by D&H, 1896 (G.I. A. 376) 19x24-69-165-79,000-112,200-17,610 - Gone 1917 D&HCCo 210: D&H 610: 376	23 & 116 → 1914
28-290	393	*4-4-0 *G-4c	*Dickson, 1895(929)-19x24-69-170-80,600-117,000-17,080 - D&HCCo 341: D&H 341: 393 - Gone 1917	
28-292	422	*4-4-0 *G-3	*D&C, 1876 - As rebuilt by D&HCCo, 1898 (0.43) 18x24-69-165-79,400-116,900-15,810 D&HCCo 237: D&H 237: 422	
28-291	433	*4-4-0 *G-4e	*D&H, 1900(C, A 433)-19x24-69-175-90,300-129,100-18,680	
127-68 28-	442	*4-4-0 *G-5	*A-S, 1909(27545) - As rebuilt by D&H - 20 1/2 x 24-69-200-100,600-157,700-24,850 - Sc. 1940	68 → 1906 BP

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(28-228 74-117	445	* 4-4-0	* G-5	* A-S, 1903(27548)	- 20x24-69-190-93,500 -	
					145,500-22,470- Sc. 1948 - Double cab	
29-24 74-117	446	* 4-4-0	* G-5	* A-S, 1903(27549)	- As rebuilt by D & H	
					As 442 Sc. 1950	1948
29-25	449	* 4-4-0	* G-5	* A-S, 1904(28848)	- As rebuilt by D & H	
					As 442 Sc. 1948	1947
74-117	450	* 4-4-0	* G-5	* A-S, 1904(28849)	- Double cab - As 443 - Sc. 1944	
74-116 & 117	453	* 4-4-0	* G-5	* A-S, 1904(28852)	- Double cab - As 443 - Sc. 1944	1941
28-282	455	* 4-4-0	* G-5	* A-S, 1904(28854)	- As 445 - Sc. 1935	
29-26	457	* 4-4-0	* G-5	* A-S, 1904(28856)	- As rebuilt by D & H -	
					As 442 - Sc. 1940	1939
28-278	500	* 4-6-0	* D-3	* A-S, 1903(27651)	- 21x26-72-200-131,500 -	
					175,000-27,070- Sc. 1952	1908
29-27 74-91, 93 & 118	500(2)	* 4-6-0	* D-3	* A-S, 1903(27651)	- As rebuilt by D & H - 22x26	
					72-200-156,800-204,800-29,710- Sc. 1952	1947
29-28	503	* 4-6-0	* D-3	* A-S, 1903(27654)	- As partly rebuilt by D & H	
					Sc. 1946	1928
28-274	504	* 4-6-0	*	*		
(28-294	506	* 4-6-0	* D-3	* D & H, 1904(G.I. A 506)	- 21x26-72-200-131,500 -	
					175,000-27,070- Sc. 1951	1925
28-420	506	* 4-6-0	* D-3	* Built as above - As rebuilt - As 500(2)	Sc. 1951	1949
28-227	521	* 4-6-0	* D-3a	* A-S, 1904(28907)	- 21x26-69-200-131,500 -	
					175,000-28,250 D & H 504:521 Sc. 1940	
74-119	522	* 4-6-0	* D-3a	* A-S, 1904(28908)	- As rebuilt - 22x26-69-225-	
					160,000-208,000-34,880- Sc. 1951	
28-213	523	* 4-6-0	* D-3a	* A-S, 1904(28909)	- As 521 D & H 506:523	Sc. 1951
28-203	536	* 4-6-0	* D-3b	* D & H, 1905(G.I. A 536)	- 21x26-63-200-130,000	
					173,000-30,940- Sc. 1952	1906
28-395 29-29 74-118 & 119	536	* 4-6-0	* D-3b	* D & H, 1905(G.I. A 536)	- As rebuilt by D & H -	
					22x26-63-215-160,000-208,000-36,500- Sc. 1952	29-1946
28-227 29-30 74-118	537	* 4-6-0	* D-3b	* D & H, 1905(G.I. A 537)	- As 536(1) - Sc. 1935	
	548	* 4-6-0	* D-3b	* A-S, 1907(42297)	- 21x26-63-200-134,600 -	
					186,500-30,940- Sc. 1932	1940
28-292 29-31	549	* 4-6-0	* D-3b	* A-S, 1907(42298)	- As rebuilt by D & H -	
					22x26-63-200-143,200-198,500-33,960- Sc. 1950	292-1929 31-1949
28-277	550	* 4-6-0	* D-3b	* A-S, 1907(42299)	- As 548 - Sc. 1930	1908
28-325	556	* 4-6-0	* D-3b	* A-S, 1907(42305)	- As 548 - Sc. 1951	1927
28-311, 325 & 357 29-32	556	* 4-6-0	* D-3b	* As above - As rebuilt by D & H, 1927 (Co.)		
					As 536 - Sc. 1951	311 & 325 - 1951 357 & 32 - 1947
29-33 74-93	558	* 4-6-0	* D-3	* A-S, 1907(42307)	- As rebuilt by D & H	
					As 500 - Sc. 1952	1949

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29-34 74-118	559 * 4-6-0 * D-3 * A-S, 1907(42308) - As rebuilt by D&H As 500 - Sc. 1949	1948
28-397 29-35	560 * 4-6-0 * D-3 * A-MN, 1907(43703) - As rebuilt by D&H 22X26-72-225-156,800-204,800-33,430 QM&S 201: ND 201: D&H 560 - Sc. 1952	35 → 1947
23-133	599 * 4-6-0 * D-3b * A-S, 1911(49661) - 23X26-63-170 - 147,500 - 199,000 - 31,550	BP
29-36	600 * 4-6-2 * P * A-S, 1914(54798) - As rebuilt by D&H - 24X28-69- 225-192,500-295,000-44,760 - Sc. 1952	1939
28-431 29-37 74-124	601 * 4-6-2 * P * A-S, 1914(54799) - As rebuilt by D&H As 600 - Sc. 1953	37 → 1947
28-290	602(1) * 4-6-2 * P * A-S, 1914(54800) - 24X28-69-205-191,000 - 293,500-40,730 - Sc. 1953	c. 1915
29-38	602(2) * 4-6-2 * P * As above - As rebuilt by D&H - As 600	1947
28-304	603 * 4-6-2 * P * A-S, 1914(54801) - As 602(1) - Sc. 1952	
28-326 & 405	604 * 4-6-2 * P * A-S, 1914(54802) - As rebuilt by D&H 24X28-73-225-192,500-295,000-42,250	326 → BP
29-39	605 * 4-6-2 * P * A-S, 1914(54803) - As rebuilt by D&H As 604 - Sc. 1953	1936
28-387 29-40	606 * 4-6-2 * P * A-S, 1914(54804) - As rebuilt by D&H As 604 - Sc. 1953	40 → 1944
29-41	607(1) * 4-6-2 * P * A-S, 1914(54805) - As 602(2) - Sc. 1952	1937
28-303	607(2) * 4-6-2 * P * As above - As rebuilt by D&H - As 604 - Sc. 1952	
23-145 28-319	608 * 4-6-2 * P * A-S, 1914(54806) - As 602(1) - Sc. 1953	BPs
28-329, 381 & 404 74-123	609 * 4-6-2 * P * A-S, 1914(54807) - As rebuilt by D&H (Col.) As 604 - Sc. 1953	329 → BP 1924
28-336 29-42 74-122	651 * 4-6-2 * P-1 * D&H, 1930 (Col. 802) - 22X28-73-275 - 191,000 - 300,000 - 43,390 - Sc. 1953	336 → BP 42 → 1939
28-335, 387 & 395 46-173 74-120	652 * 4-6-2 * P-1 * D&H, 1929 (Col. 801) - 22X28-73-260 - 185,300 - 283,300 - 41,030 - Sc. 1953	335 → BP
28-339 & 405 29-43 74-122	653 * 4-6-2 * P-1 * D&H - A-S, 1931 - As partly rebuilt by D&H (Col.), 1934 - 22X32-73-325 - 191,000 - 296,500 - 58,610	1934
29-44	703 * 2-8-0 * E-1 * Dickson, 1881(279) as a 2-6-0 - As rebuilt by D&H (O) 33), 1899 - 20X26-56-170 - 130,000 - 150,100 - 26,840 - Sc. 1927 D&H Co 157 "DOMINIE SAMPSON": D&H 286:703	1915
28-452	715 * 2-8-0 * E-2 * Sch., 1899(5081) - 21X26-56-180 - 133,000 - 153,000 - 31,330 - D&H 356:303:715 - Sc. 1947	c. 1945
28-409 29-45	740 * 2-8-0 * E-2a * Dickson, 1900(1130) - 21X26-56-180 - 187,500 - 156,000 - 31,330 - D&H 328:740 - Sc. 1949	1947

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- (29-46 755 * 2-8-0 *E-2a *Sch., 1900(5377)-As 740-D&H 290:755 - Sc. 1946 1934
- 29-47 756 * 2-8-0 *E-2a *Sch., 1900(5378)-As 740-D&H 291:756 - Sc. 1936 1921
- 28-256 774 * 2-8-0 *E-2b *Dickson, 1902(1310)-21x26-56-180-145,000-166,000-31,330-D&H 265:774 - Gone 1936 1912
- 74-111 784 * 2-8-0 *E-2b *Dickson, 1901(1254)-21x26-57-180-145,000-166,000-31,280-D&H 275:784 - Sc. 1950
- 29-48 805 * 2-8-0 *E-48 *A-D, 1903(27516)-As rebuilt by D&H, 1926-23x30-57-200-184,650-209,050-47,330-D&H 223:844:805:NYO&W 701 (1906) (1926) (1927) 1947
- 74-112 817 * 2-8-0 *E-3a *A-S, 1905(30728)-21x30-57-200-170,000-193,000-39,460-D&H 196:817:910 - Sc. 1947 (1906) (1926) 1922
- 29-49 819 * 2-8-0 *E-48 *A-S, 1906(39799)-As rebuilt by D&H - As 805-D&H 866:819 Sc. 1951 (1926) 1948
- 74-112 824 * 2-8-0 *E-3a *A-S, 1904(28828)-21x30-57-190-170,000-193,000-37,490 D&H 203:824:880 Gone by 1943 (1906) (1926)
- 29-50 829 * 2-8-0 *E-48 *A-S, 1904(28833)-As rebuilt by D&H - As 805-D&H 208:829 Sc. 1946 (1906) (1926) 1946
- 28-278&305 837 * 2-8-0 *E-3a *A-S, 1904(28841)-As 824-D&H 216:837:810 (1906) (1926)
- (28-308 884 * 2-8-0 *E-3a *A-S, 1906(40547)-21x30-57-200-178,000-201,000-39,460-D&H 884:921 - Sc. 1951 (1926)
- 28-326 901(1) * 2-8-0 *E-3a *A-S, 1906(40564)-As 884
- 28-327 901(2) * 2-8-0 *E-42 * As above - As rebuilt by D&H, 1923 - 21x30-57-210-200,500-224,500-41,430-Sc. 1946 1925
- 29-51 921 * 2-8-0 *E-51 *A-S, 1906(50547)-As rebuilt by D&H, 1926-23x30-57-210-204,600-228,600-49,700-D&H 884:921 Sc. 1951 (1926) 1946
- 28-322 29-52 925 * 2-8-0 *E-51 *A-S, 1906(50548)-As rebuilt by D&H, 1906-As 921 - Sc. 1950 (1926) 322 -> 1926 52 -> 1947
- 28-298 927 * 2-8-0 *E-51 *A-S, 1905(30721)-As rebuilt by D&H, 1926-As 921 - D&H 189:810:927 - Sc. 1951 (1906) (1926)
- 29-53 930 * 2-8-0 *E-51 *A-S, 1906(40554)-As rebuilt by D&H - As 921 D&H 891:930 Sc. 1953 1951
- 28-311 29-51 942 * 2-8-0 *E-51 *A-S, 1904(28842 F) and A-S, 1906(51549 B)-As rebuilt by D&H, 1927 - As 921 - D&H 838 F & 886 B: 942 1952-54 -> 1947 (1927) Sc. 311 -> 1928
- 74-112 944 * 2-8-0 *E-51 *A-S, 1904(28846)-As totally rebuilt, 1927-23x30-57-210-204,600-228,600-49,700 D&H 221:842:944 Sc. 1951 (1906) (1927)
- (29-55 950 * 2-8-0 *E-51 *A-D, 1906(39792) F and A-S, 1902(25120) B -As rebuilt by D&H, 1927 - As 921 - D&H 859 F & 796 B: 950 1951 1940 (1927) Sc.
- 28-310 954 * 2-8-0 *E-51 *A-D, 1906(39802) F and A-S, 1902(25125) B -As rebuilt by D&H, 1928 - As 921 - D&H 869 F & (253:801:883(2) B: Sc. 1952 (1928) 954

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29-56	999 * 2-8-0 * E-51 * A-5, 1911 (49665) - 23x30-57-175-185,500- 211,000-41,420 - Sc. 1947	1911
28-278	999 * 2-8-0 * E-51 * As above - Some rebuilding - 23x30-57-200- 185,500-211,000-47,330 - Sc. 1947	
28-321	1011 * 2-8-0 * E-5 * A-5, 1906 (40570) - 23x30-57-210-217,450- 246,500-49,700 - Sc. 1945	
28-378 & 422	1030 * 2-8-0 * E-5 * A-5, 1908 (44715) - As rebuilt by D&H - 25x30- 57-200-231,800-261,900-55,920 - Sc. 1953	
74-113	1034 * 2-8-0 * E-5 * A-5, 1908 (44719) - As rebuilt by D&H - As 1030 - Sc. 1951	1947
29-57	1036 * 2-8-0 * E-5 * A-5, 1908 (44721) - As rebuilt by D&H - As 1030 - Sc. 1951	1936
29-58	1052 * 2-8-0 * E-5 * A-5, 1908 (44737) - As rebuilt by D&H - As 1030 - Sc. 1951	1947
23-103	1054 * 2-8-0 * E-5 * A-5, 1908 (44739) - 23x30-57-210-99,85- 222,000-250,000-49,700 - Sc. 1950	BP
29-59	1054 * 2-8-0 * E-5 * As above - As rebuilt by D&H As 1030 - Sc. 1950	1947
29-60	1062 * 2-8-0 * E-5 * A-5, 1912 (51091) - As rebuilt by D&H - As 1030 - Sc. 1951	1947
29-61	1065 * 2-8-0 * E-5 * A-5, 1912 (51094) - As rebuilt by D&H - As 1030 - Sc. 1951	1947
28-321	1076 * 2-8-0 * E-5 * A-5, 1918 (53303) - As rebuilt by D&H - As 1030 - Sc. 1951	
28-322	1088 * 2-8-0 * E-5 * A-5, 1914 (54814) - As rebuilt by D&H - As 1030 - Sc. 1953	
28-333	1111 * 2-8-0 * E-5a * D&H (Col.), 1926 - 25x32-63-250-270,000- 298,000-67,460 - Sc. 1953	BP
28-423 29-62 74-114	1111(2) * 2-8-0 * E-5a * As above - As partly rebuilt - 25x32-63- 265-270,000-298,000-71,510 - Sc. 1953	62 & 114 → 1951
28-322	1112 * 2-8-0 * E-5a * D&H (Col.), 1927 - 24½x32-63-275- 272,000-301,500-71,270 - Sc. 1953	BP
28-323	1114 * 2-8-0 * E-5a * D&H (Col.), 1927 - 24x32-63-300-270,600- 300,400-71,610 - Sc. 1953	BP
29-63	1114 * 2-8-0 * E-5a * As above - Some changes - Sc. 1953	1951
74-114 23-165 28-319	1121 * 2-8-0 * E-5a * D&H (Col.), 1930 - As modified, 265# - As 1111(2) - Sc. 1952	
29-64	1200 * 2-8-0 * E-6a * A-5, 1916 (55555) - 27x32-63-200-99,8- 267,000-293,600-62,950 - Sc. 1953	BPs
29-64	1201 * 2-8-0 * E-6a * A-5, 1918 (59895) - 27x32-63-215-99,8- 265,500-296,000-67,670 - Sc. 1953	1946

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(29-65	1202 * 2-8-0 * E-6a * A-S, 1918(59896) - As 1201 - Sc. 1951	1947
29-66 74-92	1203 * 2-8-0 * E-6a * A-S, 1918(59897) - As 1201 - Sc. 1952	1949
74-113	1205 * 2-8-0 * E-6a * A-S, 1918(59899) - As 1201 - Sc. 1953	
28-314	1206 * 2-8-0 * E-6a * A-S, 1918(59900) - As 1201 - Sc. 1952	1938
74-113	1207 * 2-8-0 * E-6a * A-S, 1918(59901) - As 1201 - Sc. 1953	
28-289 74-92	1208 * 2-8-0 * E-6a * A-S, 1918(59902) - As 1201 - Sc. 1953	
28-308 29-67	1212 * 2-8-0 * E-6a * A-S, 1918(59906) - As 1201 - Sc. 1953	67 → 1947
29-68 49-138 74-5	1215 * 2-8-0 * E-6a * A-S, 1918(59909) - As 1201 - Sc. 1953	1948
	1216 * 2-8-0 * E-6a * A-S, 1918(59910) - 27x32-63-215-104.5 - 3410-683-265,500-296,000-67,670	1948
28-297, 321 & 458 28-344	1218 * 2-8-0 * E-6a * A-S, 1918(59912) - As 1216 - Sc. 1953	BPS
29-69 74-94	1219 * 2-8-0 * E-6a * A-S, 1918(59913) - As rebuilt by D&H, 1937 - 27x32-63-225-265,500-296,000-70,820 - Sc. 1953	344 → BP 69 → 1948
F-2 28-329 29-70	1400 * 2-8-0 * E-7 * A-S, 1924(62765) - Cross-comp. - 23½ x 41x30 - 57-350-298,500-348,000-71,600 c. - 85,800 s. - 19,700 booster #42	1924
F-2 28-330 29-71	1401 * 2-8-0 * E-7 * A-S, 1927(67059) - Cross-comp. - 22¼ x 38½ x 30 - 57-400-295,000-336,500-71,600 c. - 85,800 s. - 19,700 booster #42	1942 71 → 1930
(28-332 29-72 29-73 28-340 & 341 29-73 74-115	1402 * 2-8-0 * E-7 * A-S, 1930(68222) - Cross-comp. - 20½ x 35x32-63-500-300,000-356,000-71,600 c. - 85,800 s. - 19,700 booster #42	1930
	1403 * 4-8-0 * E-7 * A-S, 1933(68606) - Triple expansion - (1) 20 & (1) 27 & (2) 33 x 32-63-500-313,000-382,000-76,200 c. - 91,500 s. - 18,000 booster - Sc. 1942	341 → 1933 73 → 1935
28-349	1500(2) * 4-6-6-4 * J * A-S, 1940(69297) - (4) 20½ x 32-69-285-108-5389-1681-406,500-597,000-94,430 - Sc. 1953	BP
29-74	1501(2) * 4-6-6-4 * J * A-S, 1940(69298) - As 1500 - Sc. 1953	1947
74-104	1503 * 4-6-6-4 * J * A-S, 1940(69300) - As 1500 - Sc. 1953	
28-390	1504 * 4-6-6-4 * J * A-S, 1940(69301) - As 1500 - Sc. 1953	
29-75	1507 * 4-6-6-4 * J * A-S, 1940(69304) - As 1500 - Sc. 1953	1947
29-76	1509 * 4-6-6-4 * J * A-S, 1940(69306) - As 1500 - Sc. 1953	1945
74-105	1512 * 4-6-6-4 * J * A-S, 1940(69309) - As 1500 - Sc. 1953	
29-77	1513 * 4-6-6-4 * J * A-S, 1940(69310) - As 1500 - Sc. 1953	1948
28-391 74-107	1516 * 4-6-6-4 * J * A-S, 1940(69313) - As 1500 - Sc. 1953	
74-106	1517 * 4-6-6-4 * J * A-S, 1940(69314) - As 1500 - Sc. 1952	
29-78 F-2	1518 * 4-6-6-4 * J * A-S, 1940(69315) - As 1500 - Sc. 1953	1947
74-104	1519 * 4-6-6-4 * J * A-S, 1940(69316) - As 1500 - Sc. 1953	F-2 → 1945
28-392	1520 * 4-6-6-4 * J * A-S, 1942(70006) - (4) 20½ x 32-69-285-406,500-600,000-94,430 - Sc. 1953	-108-
74-100 & 102 28-407 29-79 136-241	1521 * 4-6-6-4 * J * A-S, 1942(70007) - As 1520 - Sc. 1953	100 → 1948
	1522 * 4-6-6-4 * J * A-S, 1942(70008) - As 1520 - Sc. 1953	79 → 1949

DELAWARE & HUDSON

1899-1953

28-346 29-80	1523	*4-6-6-4*	J	*A-S, 1942(70009)-As 1520-Sc, 1953	376→1950 80→1951
29-81 74-24 74-95	1524	*4-6-6-4*	J	*A-S, 1942(70010)-As 1520-Sc, 1953	81→1947
28-411	1525	*4-6-6-4*	J	*A-S, 1942(70011)-As 1520-Sc, 1953	
74-97	1526	*4-6-6-4*	J	*A-S, 1942(70012)-As 1520-Sc, 1953	
74-22 & 103	1527	*4-6-6-4*	J	*A-S, 1942(70013)-As 1520-Sc, 1953	
29-82 63-109	1528	*4-6-6-4*	J	*A-S, 1942(70014)-As 1520-Sc, 1953	
28-245 29-83	1529	*4-6-6-4*	J	*A-S, 1942(70015)-As 1520-Sc, 1952	82→1948
28-414 & 424 28-393 & 429	1530	*4-6-6-4*	J	*A-S, 1942(70016)-As 1520-Sc, 1953	83→1948
74-26 28-427 29-84	1532	*4-6-6-4*	J	*A-S, 1942(70018)-As 1520-Sc, 1953	
28-424	1533	*4-6-6-4*	J	*A-S, 1942(70019)-As 1520-Sc, 1952	
F-2	1534	*4-6-6-4*	J	*A-S, 1942(70020)-As 1520-Sc, 1953	84→1947
F-2 28-392 29-85	1536	*4-6-6-4*	J	*A-S, 1946(74667)-(4) 20½x32-69-285-409,500-604,500-94,430-Sc, 1953	
28-319	1537	*4-6-6-4*	J	*A-S, 1946(74668)-As 1536-Sc, 1952	1950
136-241 29-86	1538	*4-6-6-4*	J	*A-S, 1946(74669)-As 1536-	85→1948
29-87	1600	*0-8-8-0*	H	*A-S, 1910(46916)-26 & 41x28-51-220-100-445,000-100,000-Sc, 1952	BP
29-88	1601	*0-8-8-0*	H	*A-S, 1910(46917)-As rebuilt by D&H, 1930s 26 & 40x30-57-245-469,400-109,200-Sc, 1951	1948
28-319 29-89 74-110	1605	*0-8-8-0*	H	*A-S, 1910(46921)-As rebuilt by D&H, 1930s-As 1601-Sc, 1952	1951
29-90	1608	*0-8-8-0*	H	*A-S, 1911(49653)-As rebuilt by D&H, 1930s-As 1601-Sc, 1951	1948
136-240 29-91	1610	*0-8-8-0*	H	*A-S, 1912(50925)-As rebuilt by D&H, 1930s-As 1601-Sc, 1951	319→BP 89-1956
29-90	1611	*0-8-8-0*	H	*A-S, 1912(50926)-As rebuilt by D&H, 1930s-As 1601-Sc, 1951	1951
136-240 29-91	1612	*0-8-8-0*	H	*A-S, 1912(50927)-As 1600-Sc, 1951	1921
136-240	1500(1)	*2-6-6-0*	H-1	*A-S, 1910(47113)-20½ & 33x30-55-235-330,300-350,900-78,850 West Side Belt 1000: P&WY 20: D&H 1500 Sc, 1935 (1917) (1917)	

DELAWARE & HUDSON CANAL CO. To 1899

28-32	"STOURBRIDGE LION" *O-4-O	Foster & Rastrick, Stourbridge, Eng., 1828	Gauge 4'-3" 49" - 14,000	D
28-38 & 342	"STOURBRIDGE LION" *	Working replica to std. gauge by D&H	Gauge 4'-3" Sc. 1899	
28-38	1 "MAJOR SYKES" *O-6-O	W. Cook & Co., 1860 - As rebuilt from O-4-O, 1872		
28-40	3 "HONESDALE" *O-4-OT	W. Cook & Co., 1861 - Gauge 4'-3" - Ret. 1899		
11-4 28-43	4 "LACKAWANNA" *O-6-O	Dickson, 1862(O) - Gauge 4'-3" - 12x18-42 - Sc. 1899		
28-40	5 "ISSAC N. SEYMOUR" *4-4-O	NJ L&M Co., 1866 - Gauge 4'-3" - Sold 1879		BP
28-113	13 *4-4-O *			
28-58	13 ^{Coal Dept.} "PORTO RICO" *O-6-OT	Dickson, 1899 (1021) - Gauge 2'-6" - 10x16-28		
28-67	41 "RUTLAND" *4-6-O	Sch., 1872 (791) - 18x24-54 - 96,500 - R&S 41 "R"	D&HCCo 41 "R"; 136:234 Gone 1903	1872
28-192	45 "MARS" *2-6-O	Dickson, 1883 (402) - 18x24-55 ³ / ₄		C. 1899
28-87	53 *4-4-O *			1875
28-55	57 *2-6-O	Dickson,		1880
28-175	61 *2-6-O	Dickson, 1886 (506) - 18x24-55 ³ / ₄		
28-65	70 *2-6-O	Dickson,		1880
28-176	80 *2-6-O	Dickson, 1888 (638) - 18x24-56 ³ / ₄		
28-86	97 *2-6-O	Dickson, 1876 (175) - 18x24-56 "R.A. HENRY"		
28-188	107 *2-6-O	Dickson, 1880 (261) - 18x24-55 ³ / ₄		1896
28-154 29-12	126 *4-4-O	Sch., 1867 (435) - 15x24-60 - 64,500 "I.V. BAKER"	R&S 31 "I.V.B."; D&HCCo 126 "I.V.B."; 379 Gone by 1917	
28-134, 145 & 156	130 *4-4-O	Sch., 1868 (504) - 15x24-66 - 64,950 R&S 35 "G.H. CRAMER"	D&HCCo 130: 435: Poughkeepsie & Eastern 6	1875
28-66	136 *4-4-O	Above partially rebuilt		1875
28-136	138 *4-4-O	Sch., 1872 (796) - As partially rebuilt - 16x24-60 - 78,700	R&S 43 "MONTREAL": D&HCCo 138: 420: D&H 420 ^{Gonaby} 1902 C. 1882	
28-176	143 *4-4-O	Dickson, 1873 (147) - 17x24-61		C. 1885
28-104	151 *4-4-O	BLW		
28-175	161 *O-6-OT	Dickson, 1880 (265) - 17x22-45 ¹ / ₂	D&HCCo 161 "THUNDERER": D&H 161	
11-58	163 "AJAX" *O-6-OT	Dickson, 1880 (267) - 17x22-45 ¹ / ₂ - Rebuilt at Greenwood Shops, 1898 (44)	D&HCCo 163 "A": D&H 163 Sc. 1925	BP
28-175 34-252	177 *2-6-O	Dickson, 1882 (319) - As partly rebuilt	D&HCCo 177 "C.N. KENDRICK": D&H 177	
11-72	201 *2-6-O	Dickson, 1883 (422) - 18x24-55 ³ / ₄ - "GUILDERLAND"		BP
28-66	203 *4-4-O	Dickson, 1876		1876
28-132	210 *4-4-O	Dickson, 1884 (482) - 19x24-68	D&HCCo 210: D&H 210: 376	1885
66-113	247 *4-4-O	Dickson, 1867 (38) - 16x24-61 A&S 70: 21:		

DELAWARE & HUDSON CANAL Co.

247 (cont.)

D&HC Co 247:426

1871

28-174

274 * 2-6-0 * Dickson

1889

28-174

300 * 4-2-4T * Sch., 1889 - Inspection loco, "TRANSIT" Sc, 1933

BP

28-180

313 * 2-6-0 * C-1i * Dickson, 1890 (795) - 18X24-56 3/4 - 150-94,300 - 108,300-17,470 D&HC Co 313: D&H 313:101 Sc, 1929

28-191

397 * 4-4-0 * BLW, 1875 (3754) Cooperstown & Charlotte Valley 4: D&HC Co 148:397; D&H 397: SARA TOGA^{Inspection}

83-81

323 * 2-6-0 * Dickson, 1891 (830) - 18X24-63-150-107,700-123,000-15,990 D&HC 323: D&H 323:58 Sc, 1925

149-12

? "E.P. PRENTICE" * 4-4-0 * Norris & Co, - 15X22-60-56,000 (1876) Albany & Susquehanna 3 "E.P.P."; D&HC ? "E.P.P."

DELAWARE, LACKAWANNA & WESTERN - MAIN LINE 1853 - JUNE 1899

- 6'-0" gauge to May 27, 1876
- 99-152 & 312 ML 1 "SPITFIRE" * 0-4-0 * Braithwaite (Eng), 1838 - 10 1/2 x 16 - 42 - 18,000
 (1851) (1853)
 P & R "SPITFIRE": Lack. & West. S.: ML 1 S. Sold 1859 152 → 1885
- 99-153 ML 3 WYOMING * 4-4-0 * RK & G, 1851 (281) - 16 x 20 - 66 L & W WYOMING:
 (1853) (1869) (1894)
 ML 3 W.: O & S 7 W.: DL & W 143 Litho
- 99-330 ML 3 JOHN BRISBIN * 4-4-0 * Taunton, 1857 (233) - 17 x 22 - 60 -
 (1876) (1892) (1894)
 ML 66 FAIRFIELD: ML 66 J.B.: 3 J.B.: DL & W 420 c. 1880
- 99-182 & 324 ML 4 G. BOGART * 4-4-0 * RK & G, 1851 (282) - To CB, 1889 - 18 1/2 x 24 -
 69-140 - 73,000 - 106,000 - 14,170 ML 4 MONTROSE:
 (1861) (1887) (1894)
 4 CONSTITUTION: 4 G.B. BOGART: DL & W 467 Sc. 1911 182 → 1898
- 99-339 ML 5 B.H. THORP * 4-4-0 * Cooke, 1870 - 17 x 24 - 63 - 130 - 60,000 -
 83,500 - 12,170 Oil City & Allegheny 5: ML 89 B.H.T.:
 (1899)
 ML 5 B.H.T.: DL & W 144 Sc. 1902
- 99-181 ML 7 WM. DODGE * 4-4-0 * Cooke, - 17 x 24 - 63 Ohio & Mississippi ? -
 (1871) (1877)
 ML 7 MOOSIC: 7 IRATRIPP: 7 WM. DODGE Sc. 1898
- 99-153 ML 9 CAPOUSE * 4-6-0 * RK & G, 1851 (278) - 18 x 20 - 77 - c. 60,000
 (1853)
 Lack. & West. CAPOUSE: ML 9 C. Sc. 1869 Litho
- 99-331 ML 9 W.F. HALSTEAD * 4-4-0 * BLW, 1876 (3895) - To CB, 1898 -
 18 1/2 x 24 - 69 - 160 - 76,900 - 110,000 - 16,190 ML 135 W.F.H.:
 (1892) (1894)
 ML 9 W.F.H.: DL & W 458 Sc. 1920 1898
- 99-314 ML 11 ANTHRACITE * 2-6-0 * DC & Co, 1854 - 17 x 24 - 50
 Scrapped or rebuilt to second ML 11 Litho BP
- 99-314 ML 11(2) ANTHRACITE * 4-6-0 * Cooke, 1877 - 18 x 24 - 57 - To CB, 1894
 (1892) (1894)
 ML 11: ML 94: DL & W 241 Wrecked 1902
- 99-316 ML 14 TOBYHANNA * 0-6-0 * NJLW, 1854 - 17 x 24 - 48 Rebuilt to 4-6-0
 (1892) (1894) (soon)
 and to CB, 1892 ML 14 T.: ML 127 T: DL & W 249 Sc. 1914 Litho BP
- 99-328 ML 15 * 4-6-0 W - Scranton Sh., 1893 - 20 x 24 - 63 - 160 - 112,700 -
 (1894)
 139,700 - 27,560 ML 15: DL & W 692 Sc. 1926 BP
- 99-313 ML 16 CARBON * 0-8-0 * Winans, 1854 - 18 x 20 - 51 - 70,000 1878 Sc. Litho BP
- 99-325 ML 16 CARBON * 2-6-0 * Dickson, 1879 (198) - 18 x 24 - 58 - 133 - 77,500 -
 (1892) (1894)
 91,000 - 15,160 ML 16 C.: ML 144 C.: DL & W 347 Sc. 1902
- 74-148
 99-328 ML 16 * 4-6-0 W * BLW, 1892 (13114) - Vauclair comp. - 14 & 24 x 24 -
 (1894) Sc.
 63 - - 115,100 - 141,800 - - ML 16: DL & W 693 1924 BP
- 99-163 ML 17 LEHIGH * 0-6-0 * NJLW, 1855 - 18 x 24 - 48 - 68,100 - To CB, 1894
 (1892) (1894)
 ML 17 L.: ML 147: DL & W 238 Sc. 1911 Litho BP
- 99-328 ML 17 * 4-6-0 W * Cooke, 1893 (2250) - Cross-comp. - 21 & 30 x 26 -
 63 1/2 - 180 - 120,000 - 153,000 - - Sumpled 1906 Rebuilt 1913-1914
 (1894)
 ML 17: DL & W 699 Sc. 1925
- 99-318 ML 23 KITTATINNY * 0-6-0 * RK & G, 1855 (608) - 18 x 22 - 48 - 61,400
 Sc. 1873 Litho

DELAWARE, LACKAWANNA & WESTERN - MAIN LINE 1853 - JUNE 1899

- 99-332 ML 23 KITTATINNY * 2-6-0 * Dickson, 1870 (51) - 18x24-57
 Del. & Hud. 23 : ML 23 K. : Lack. & Bloomsburg 23 : DL&W 402 Sc. 1913
(1875) (1898) (1886)
- 99-333 ML 38 JOHN BRISBIN * 4-6-0 * Dickson, 1863 (41) - 18x24-51
 ML 38 J.B. : ML 38 OAKLAND : DL&W 370 Sc. 1899
(1876) (1899)
- 99-334 ML 41 NAY AUG * 2-8-0 * Danforth, 1879 (1087) - 20x24-52
 To CB, 1886 ML 41 N.A. : DL&W 704 Sc. 1916 BP
(1899)
- 99-334 ML 41 NAY AUG * 2-8-0 * Danforth, 1879 (1087) - To CB, 1886 - 20x24-52
 140-112,000-128,300-21,970 ML 41 N.A. : DL&W 704 1916 1890
(1899) Sc.
- 99-335 ML 48 FRED H. GIBBENS * 2-6-0 * BLW, 1876 (3916) - 18x24-57-130-
 76,700-90,600-15,075 ML 48 F.H.G. : DL&W 371 Sc. 1901
(1899)
- 99-335 ML 50 R.G. ROLSTON * 2-6-0 * BLW, 1876 (3922) - To CB, 1895 - 18x24-
 57-150-92,800-106,000-17,400 ML 50 R.G.R. : DL&W 233 1912 1890
(1899) Sc.
- 99-317 ML 52 WATER GAP * 0-6-0 * DC&Co, 1856 - 17x22-47-130-75,000-14,950
 ML 52 W.G. : DL&W 45 : 40 Sc. 1902
(1899) (1902)
- 99-317 ML 54 WIND GAP * 0-6-0 T * DC&Co, 1856 - 17x22-47-125-80,000-14,370
 ML 54 W.G. : DL&W 47 Sold Lack. Ir. & St. Co
(1899) (1900)
- 99-323 ML 56 JAMES BROWN * 4-6-0 W * DC&Co, 1859 - To CB, 1886 - 18x24-57-
 130-93,400-112,000-15,070 ML 56 J.B. : DL&W 268 1898
Sc. 1909 (1899)
- 99-320 ML 57 SOUTHPORT * 4-4-0 * DC&Co, 1857 (143) - 17x22-66 - ML 57 S. :
 ML 57 W.E. DODGE : ML 57 SAM SLOAN : M&E 29 : ML 57 :
 DL&W 435
(1865) (1876) (1889) (1900) (1901) (1902)
- 99-320 ML 57 SAM SLOAN * 4-4-0 * DC&Co, 1857 (143) - As conv. to std gauge
 and rebuilt, 1876 18x24-64½-160-69,200-102,000-16,400
 Numbering as above Rebuilt BP
- 99-319 ML 58 INVESTIGATOR * 4-6-0 * DC&Co, 1857 - 17x24-46
 ML 58 I. : DL&W 391 Sc. 1899 Litho BP
(1877)
- 99-319 ML 59 DECISION * 4-6-0 * DC&Co, 1857 - As rebuilt - 18x24-52
 ML 58 D : DL&W 169 Sc. 1899
(1877)
- 99-279 ML 60 COL. SCRANTON * 4-4-0 * DC&Co, 1857 - To CB, 1890 - 18½x24-
 69-140-71,600-100,000-14,170 ML 60 C.S. : ML 1 C.S. :
 DL&W 466 Sc. 1911 c. 1891
(1879) (1892)
- 99-322 ML 69 JOHN I. BLAIR * 4-6-0 * DC&Co, 1860 * 17x24-54 Early photo
- 99-322 ML 69 JOHN I. BLAIR - 4-6-0 * DC&Co, 1860 - To CB, 1893 - 18x24-57-
 150-93,400-112,000-17,390 ML 69 J.I.B. : DL&W 246 1914 c. 1895
(1899) Sc.
- 99-336 ML 72 MONTROSE * 0-6-0 T * DC&Co, 1861 - 17x22-47-125-80,000-
 14,370 ML 72 UNION : ML 72 M. : DL&W 53 : 17 Sc. 1905
(1861) (1899) (1902)
- 5-36 ML 85 A. LINCOLN * 4-6-0 * DC&Co, 1865 (236) - 18x24-51
 ML 85 A.L. : ML 85 A.J. ODELL : Buff. Div 122 : DL&W 365
 Sc. 1901 1865
(1865) (1890) (1899)

DELAWARE, LACKAWANNA & WESTERN - MAIN LINE 1853 - JUNE 1899

- 99-338 ML 88 MOSES TAYLOR * 4-4-0 * DC & Co, 1865 - 18X24-68
 ML 88 M.T. : M&E ⁽¹⁸⁸⁹⁾ 26 : DL&W ⁽¹⁸⁹⁹⁾ 472 Sc. 1909 BP
- 99-338 ML 88 * 4-4-0 W * Scranton Sh., 1889 - 18X24-69-140-76,400-107,500-13,410
 ML 88 : ML 2 : DL&W ⁽¹⁸⁹²⁾ 465 Sc. 1911 BF
- 99-315 ML 94 ANTHRACITE * 4-6-0 * DC & Co, 1877 - To CB, 1894, as rebuilt -
 18X24-57-140-93,400-112,000-16,230 ML 11 A. : ML 94 A. :
 DL&W ⁽¹⁸⁹²⁾ 241 Wrecked 1902
- 99-337 ML 100 ELIZABETHPORT * 0-4-0 T * DC & Co, 1867 - 15X22-47 -
 ML 100 E. : Utica Div 13 E. : ML 20 : Coal Dept. 22 : DL&W ⁽¹⁸⁷⁵⁾ 22 Sc. 1912 ⁽¹⁸⁸⁵⁾ ⁽¹⁸⁹⁶⁾ ⁽¹⁹⁰⁸⁾
- 99-339 ML 102 W. DAWSON * 4-6-0 * Scranton Sh., 1869 - 18X24-57 - ML 102 W.D. :
 ML 102 New York : DL&W ⁽¹⁸⁷⁶⁾ 350 To CB, 1880/1 Sc. 1902 BD ⁽¹⁸⁹⁹⁾
- 99-276 ML 102 * 4-6-0 * Scranton Sh., 1869 - To CB, 1880/1 - 18X24-57-130-71,000-
 90,000-15,070 See numbering above
- 99-340 ML 103 ISAAC BELL * 4-6-0 * DC & Co, 1868 - 18X24-57-130-71,000-86,700-
 15,070 ML 103 I.B. : DL&W ⁽¹⁸⁷⁹⁾ 386 Sc. 1901 c. 1895
- 99-340 ML 112 G.N.B. CUSHING * DC & Co, 1870 - 18X24-57 ML 112 GBWC : 357
 DL&W ⁽¹⁸⁹⁹⁾ 357 : South Buffalo RR ? BP ⁽¹⁹⁰⁰⁾
- 99-316 ML 127 TOBYHANNA * 4-6-0 * NJLW, 1854 - Rebuilt to 4-6-0 and to
 CB, 1892 - 18X24-57-140-93,400-112,000-16,230
 ML 14 T. : ML 127 T. : DL&W ⁽¹⁸⁹²⁾ 249 Sc. 1914 c. 1899 ⁽¹⁸⁹⁹⁾
- 99-325 ML 130 GOLIATH * 2-8-0 * BLW, 1876 (3911) - 20X24-52 - To CB, 1889
 ML 130 G. : DL&W ⁽¹⁸⁹⁹⁾ 734 Sc. 1901 BP
- 74-143 ML 134 WALTER DAWSON * 4-4-0 * BLW, 1876 (3892) - 18X24-69
 To CB, 1896 ML 134 W.D. : ML 8 W.D. : DL&W ⁽¹⁸⁹²⁾ 920 Sc. 1915 1887 ⁽¹⁸⁹⁹⁾
- 99-326 ML 139 ARCHIMEDES * 2-8-0 W * Cooke, 1880 (1144) - 20X24-
 52-130-95,200-107,500-20,400 ML 139 A. : DL&W ⁽¹⁸⁹⁹⁾ 731 Sc. 1908 BF
- 99-342 ML 145 * 2-6-0 * Scranton Sh., 1882 - 19X24-58-130-84,700-
 98,500-16,510 ML 145 : DL&W ⁽¹⁸⁹⁹⁾ 668 Sc. 1909
- 99-326 ML 154 * 2-6-0 W * Dickson, 1889 (702) - 19X24-58-140-100,000-
 115,000-17,780 ML 154 : DL&W ⁽¹⁸⁹⁹⁾ 628 Sc. 1920
- 99-343 ML 158 * 4-4-0 * Dickson, 1882 (332) - 19X24-69 1/2 - 140-71,300 -
 92,800-14,830 Buff. Div. 15 : ML 158 : ML 182 : DL&W ⁽¹⁸⁸³⁾ 954 Sc. 1903 ⁽¹⁸⁹²⁾ ⁽¹⁸⁹⁹⁾
- 99-344 ML 165 * 4-4-0 * Dickson, 1882 (396) - 19X24-63 1/2 - 71,300 -
 92,800 - Buff. Div. 77 : ML 165 : ML 183 : SB & NY 5 :
 DL&W ⁽¹⁸⁹⁹⁾ 913 Sc. 1911 c. 1889 ⁽¹⁸⁸⁶⁾ ⁽¹⁸⁹²⁾ ⁽¹⁸⁹⁹⁾
- 99-344 ML 173 * 0-6-0 T * Cooke, 1883 (1515) as 2-6-0 T - Rebuilt to 0-6-0 T -
 17X22-48-125-82,000-14,070 ML 173 : DL&W ⁽¹⁸⁹⁹⁾ 36 Sc. 1902
- 99-346 ML 175 * 2-8-0 * Dickson, 1884 (463) - 20X24-52-140-100,000 -
 114,000-21,970 ML 175 : Buff. Div. 112 : DL&W ⁽¹⁸⁹⁸⁾ 722 Sc. 1909 1884 ⁽¹⁸⁹⁹⁾

DELAWARE, LACKAWANNA & WESTERN - MAIN LINE 1853 - JUNE 1899

- 99-201 ML 180 *2-6-0* Cooke, 1884(1586) - 19x24-58-130-84,000-98,000-
(1892) (1898) (1899)
 16,510 ML 180: ML 134: Buff. Div. 87: DL&W GG Sold 1906 1891
- 99-345 ML 181 *4-4-0 W* Dickson, 1882(331) - Shown as rebuilt in 1894 - 19½x24-
(1892) (1899) (1883)
 69-160-84,400-118,500-17,990 Buff. Div. 14: ML 157:
 ML 181: DL&W 924 Sc. 1926 1894
- 99-327 ML 184 *4-4-0* Dickson, 1884(478) - 19x24-69-140-68,100-95,000-
(1899) (1905) (1907)
 14,940 ML 184: DL&W 951: 486: Va. Caro. & Coast RR
- 99-327 ML 188 *^{Wm. S. Sloan}2-4-0 W* Cooke, 1887(1768) - 19x24-69-140-79,800-
(1899) (1910)
 11,500-14,940 ML 188 W.S.S.: DL&W 942: 492 Sc. 1916
- 99-347 ML 191 *2-8-0 W* Cooke, 1888(1781) - 20x24-52-130-109,100-126,500-
(1898)
 20,400 ML 191: DL&W 712 Sc. 1915
- 99-347 ML 200 *2-8-0 W* Cooke, 1888(1881) - As 191 ML 200: DL&W 721 (1899) Sc. 1924
- 99-190 ML 242 *4-4-0 W* Kingston Sh., 1890 - 19½x24-69-140-84,600-122,000-
(1899)
 15,740 ML 242: DL&W 936 Sc. 1910
- 99-186 ML 243 *4-4-0 W* Kingston Sh., 1891 - 19½x24-69-145-84,600-122,000-
(1899)
 16,300 ML 243: DL&W 929 Sc. 1920 1 → 1897
- 99-348 ML 246 *4-4-0 W* Kingston Sh., 1893 - 19½x24-69-150-84,600-122,000-
(1899)
 16,860 ML 246: DL&W 926 Sc. 1920
- 99-349 ML COMET *4-2-2 T* Scranton Sh., 1871 - Inspection loco. - 12x22-64-
(1899) (1902)
 130-27,700-39,500-5,470 ML COMET: DL&W 99: B Sc. 1906

DELAWARE, LACKAWANNA & WESTERN - BUFFALO DIV. 1880 - JUNE 1889

- 99-256 Buff. Div. 9⁽¹⁸⁸²⁾ 4-4-0 * Cooke, 1882 (1235) - 19x24-69⁽¹⁸⁹⁹⁾ 1/2 - 140 - 65,000 - 89,700 -
14,830 Buff. Div. 9: DL&W 923 Sc. 1910
- 99-352 NYLE & W 10 * 4-4-0 * Cooke, 1882 (1236) - As 9 - To CB, 1896
NYLE & W 10; Buff Div 10: DL&W 917⁽¹⁸⁹⁹⁾ Sc. 1927 BF
- 99-352 Buff Div 10 * 4-4-0 * Cooke, 1882 (1236) - As CB - 19x24-69-165 -
85,100 - 121,600 - 17,610 - Numbers as above Sc. 1927 1896 ±
- 99-256 Buff Div 11 * 4-4-0 * Dickson, 1882 (328) - 19x24-69⁽¹⁸⁹⁹⁾ 1/2 - 140 - 71,300 - 92,800 -
14,830 To CB, 1898 Buff Div 11: DL&W 902: Delaware Valley
⁽¹⁹²⁶⁾ RR? (Sold) 1883 ±
- 99-353 Buff Div 15 * 4-4-0 * Dickson, 1882 (330) - As BD 11 - BD 15: M&E 116:
⁽¹⁸⁸³⁾ BD 15: DL&W 958: 492: Sc. 1909 1883
- 99-356 Buff Div 26 * 2-6-0 * Dickson, 1882 (327) - 18x24-58-140 - 81,200 -
93,000 - 15,950 Buff Div 33: ML 173: Buff Div 26:
⁽¹⁸⁹⁹⁾ DL&W 287⁽¹⁹⁰⁵⁾ Sold to Fitzhugh - Luthor Co
- 99-262 Buff Div 62 * 2-6-0 * Cooke, 1883 (1441) - As Buff Div 26
⁽¹⁸⁹⁹⁾ Buff Div 62: DL&W 323: 346 Sold to W.M. Greenwood⁽¹⁹⁰⁶⁾
- 99-351 Buff Div 67 * 4-4-0 W * Cooke, 1883 (1402) - To CB, 1896 - 19x24-69 -
165 - 85,100 - 121,600 - 17,610 Buff Div 67: DL&W 909 Sc. 1924⁽¹⁸⁹⁹⁾
- 99-358 Buff Div 69 * 2-6-0 T * Cooke, 1883 (1474) - 17x22-48-130 - 74,400 -
85,500 - 14,640 Buff Div 69: ML 148: Buff Div 78:
⁽¹⁸⁹⁹⁾ DL&W 43: Sc. 1903 1883 ±
- 99-262 Buff Div 71 * 4-4-0 * Dickson, 1882 (390) - As rebuilt - 19x24-69-160 -
71,300 - 92,800 - 17,080 Buff Div 71: DL&W 901:
⁽¹⁹⁰⁵⁾ 477: Sc. 1911⁽¹⁸⁹⁹⁾
- 99-353 Buff Div 72 * 4-4-0 * Dickson, 1882 (391) - As rebuilt, 1893 - 19x24-73 -
160 - 71,300 - 92,800 - 16,140 Buff Div 72: DL&W 963:
⁽¹⁹⁰⁴⁾ 498 Sc. 1910⁽¹⁸⁹⁹⁾
- 99-350 Buff Div 73 * 4-4-0 * Dickson, 1882 (392) - 19x24-63 1/2 - - 71,300 -
92,800 - Drivers later raised to 69" - Buff Div 73:
⁽¹⁸⁹⁹⁾ DL&W 959: 493⁽¹⁹⁰⁴⁾ Sc. 1906
- 99-358 Buff Div 78 * 2-6-0 T * Cooke, 1883 (1474) - 17x22-48-130 - 74,400 -
85,500 - 14,640 Buff Div 69: ML 148: Buff Div 78:
⁽¹⁸⁹⁸⁾ DL&W 43: Sc. 1903 C. 1895⁽¹⁸⁸⁶⁾
- 99-359 Buff Div 112 * 2-8-0 W * Dickson, 1889 (715) - 20x24-52-140 - 96,000 - 110,000 -
21,970 Buff Div 112: ML 176: DL&W 710 Sc. 1915⁽¹⁸⁹⁸⁾
- 99-13 Buff Div 123 * 4-4-0 W * Buff Shops, 1891 - Rebuilt to CB, 1896 - 19x24-69 -
165 - 76,900 - 114,700 - 17,610 Buff Div 123: DL&W 919 Sc. 1927 c. 1898⁽¹⁸⁹⁹⁾
- 99-354 Buff Div 134 * 4-4-0 * Buff Shops, 1892 - 19x24-73-160 - 74,000 -
98,000 - 16,140 Buff Div, 134: DL&W 965: 495 Sc. 1911⁽¹⁸⁹⁹⁾ ⁽¹⁹⁰⁴⁾

DELAWARE, LACKAWANNA & WESTERN - CAYUGA DIV. 1843 - JUNE 1899

Cayuga & Susquehanna RR 1843 - Apr. 21, 1855

Cayuga Div - Apr. 21, 1855 - June 1899

6'-0" gauge 1849-1876

99-398 Cayuga & Susque. 11 OLD PUFF *4-2-0* Walter McQueen, 1840 - 9x16-48 -
(1841) (1851) Rd

14,000 Ithica & Omega O.P.: C&S I.O.P.: Lack. & Western PIONEER 185

99-214 & 216 Cayuga Div 2 COL. WELLS *4-4-0* DC & Co, 1855 - 15x22-63-130 - 39,900 -
(1873)

60,500 - 8,680 Lack & Bloom 6 CW: Bloom Div 6 CW:
(1873) (1899)

Cayuga Div 2 CW: DL&W 109 Sc. 1899 216 → c 1880
214 → 1898

99-401 Cayuga Div 3 SHAWNEE *4-4-0* DC & Co, 1855 - As 2 C.W. L & B 3 S.:
(1873) (1878) (1899)

Bloom Div 3 S.: Cay Div 3 S.: DL&W 108 Sc. 1901 c. 1895

99-400 Cayuga Div 7 GENESSEE *4-6-0* RK & G, 1852 (329) - 17x24-56-130 - 75,000 -
(1876) (1899)

84,000 - 13,690 Main Line 7 G.: Cayuga Div 7 G.: DL&W 390

Sc. 1901 c. 1875

DELAWARE LACKAWANNA & WESTERN - L&B RR 1852 - JUNE 1899

Lackawanna & Bloomburg RR 1852 - JUNE 16, 1873

Bloom Div June 16, 1873 - June 1899

Built to std. gauge, some three rail track

5-193
99-194 L&B 2 CHAS. GRAHAM * 4-4-0 * Kingston Sh., 1871 - 16x22-61 1/2 - 135 -
43,500 - 68,000 - 10,510 L&B 2 C.G.: Bloom Div 2 C.G.: 202 C.G.:
DL&W 101 Wrecked 1905 BP

99-365 L&B 8 WYOMING * 4-4-0 * Norris & Son, 1857 - 16x24-62 - - 50,400 -
74,500 - - L&B 8 W.: Bloom Div 8 W.: 208 W.: Sc. 1888 BD

99-365 L&B 9 NORTHUMBERLAND * 4-4-0 * Norris & Son, 1857 - As rebuilt after boiler
explosion - 16x24-62 - - 50,400 - 74,500 - -
L&B N.: Bloom Div 9 N.: 209 N.: Sc. 1890

99-367 L&B Div 15 LUZERNE * 2-6-2 * Kingston Sh., 1878 - 18x24-52 1/2 - - 117,200 -
93,200 - 93,200 - - L&B 15 L.: 222 : DL&W 168 Sc. 1902

99-366 L&B Div 18 * 0-8-0 * BLW, 1863 (1172) - 20x22-44 1/2 - - 72,000 - -
Schuylkill Haven & Lehigh River RR?: L&B 18 T.B.: Bloom Div 18:
27 Sc. 1885

99-367 L&B 22 MOSES TAYLOR * 2-6-0 * Dickson, 1869 (44) - 18x24-54 - -
69,000 - 79,000 - - L&B 22 M.T.: Bloom Div 22 M.T.: 220: 186

99-192 & 275 L&B Div 202 CHAS. GRAHAM * 4-4-0 W * Kingston Sh., 1871 - To CB, 1887 -
16x22-63-135-55,300-82,000-10,260 L&B 2 C.G.: Bloom Div
2 C.G.: 202 C.G.: DL&W 101: 135 Wrecked Nov. 1905

99-368 L&B Div 205 SCRANTON * Scranton Sh., 1873 - 16x24-63-130 -
48,500 - 73,000 - 10,780 L&B 12 S.: 205 S.:
DL&W 105: Sold to Schoharie Valley 5

99-193 & 369 L&B Div 207 MONTOUR * 4-4-0 * Kingston Sh., 1892 - 18x24-67-150 -
70,000 - 98,000 - 14,800 L&B 207 M.: DL&W 480:
Sold 1908 to Pittsburgh, Binghamton & Eastern; resold 1909 to Gulf,
Texas & Western 369 -> BP

99-372 L&B Div 214 JAMES ARCHBALD * 4-6-0 * Dickson, 1865 (7) - To CB, 1888 -
17x22-57-130 - 73,400 - 93,200 - 12,330 L&B 20 JA: 214 JA:
DL&W 214 Sc. 1902

99-373 L&B 223 BERWICK * 2-6-0 W * Kingston Sh., 1880 - 19x24-52-135 -
91,550 - 99,350 L&B 3 B.: 223: DL&W 512 Sc. 1908

DELAWARE, LACKAWANNA & WESTERN - MORRIS & ESSEX DIV. 1835 - JUNE 1899

MORRIS & ESSEX R.R. 1835 - JAN 1, 1869

MORRIS & ESSEX DIV JAN 1, 1869 - JUNE 1899

4'-10" gauge 1835-1866

6'-0" third rail Washington, Beonton & Hoboken 1870 - May 27, 1876

- | | | | | |
|------------------|------------|---|--|---|
| 99-281 | M&E RR 1 | ORANGE * 4-2-0 * Seth Boyden, 1837-8 1/4 x 26-53-12,000 | Sc. 1865 | BP |
| 99-286 | M&E RR 1 | ORANGE * 4-2-0 * " " " - As rebuilt, 1842 | Sc. 1865 | 1842 |
| 99-92 | M&E DIV 1 | ORANGE * 2-6-0 * DC & Co, 1866 - 18 x 24-54-140-67,750 -
? - 17,140 | (1869) (1899)
M&E RR 1: M&E DIV 1: DL&W 262 | Sc. 1910 |
| 99-30 | M&E RR 2 | ESSEX * 4-2-0 * Seth Boyden, 1838 - As 1" O.
M&E RR 2 E.: Iron RR? (Ohio) | (1851) | Litho. |
| 99-282 | M&E RR 3 | SPEEDWELL * 4-2-0 * BLW, 1838 (106) - 10 1/2 x 16-54-18,000 | Sold 1846 | Litho |
| 99-284 | M&E RR 3 | DOVER * 4-2-2 * BLW, 1841 (146) - 10 x 16-54-20,000 | (1851) | Litho |
| | | M&E RR 3 D.: M&E RR 2 D. | Sc. 1866 | |
| 99-285 | M&E RR 4 | SUSSEX * 4-4-0 * RK & G 1846 (82) - 13 1/2 x 20-54-36,000 | (1851) | Litho |
| | | M&E RR 4 S.: 3 S. | Sold 1860 | |
| 99-299 | M&E DIV 5 | WARREN * 2-6-0 * DC & Co, 1866 - As rebuilt, 1885 - 18 x 24-54-130-82,000-96,000-15,910 | (1899) | M&E RR 5 W.: M&E DIV 5 W.:
DL & W 271 Sold to Stanley, Merrill & Philips R.Y in 1904 c. 1887 |
| 99-76 & 293 | M&E RR 11 | MONTROSE * 4-4-0 * RK & G, 1868 (1514) - 16 x 22-60-180-59,000-83,000-10,370 | (1869) (1899) | M&E RR 11 M.: M&E DIV 11 M.:
DL & W 136 Sc. 1903 1868 |
| 99-305 | M&E DIV 14 | * 0-6-0 T * Kingsland Sh., 1883 - 17 x 22-47-125-82,000-14,370 | (1899) | M&E DIV 14: DL & W 30 Sold 1900 (Drivers) |
| 74-144
99-291 | M&E DIV 16 | STANHOPE * 4-4-0 * NJLW, 1864 - 16 x 22-60-55,500 | (1869) | M&E RR 16 S.: M&E DIV 16 S. Sc. 1892 |
| 99-117 | M&E DIV 21 | WATSESSING * 4-4-0 * DC & Co, 1865 - 16 x 22-60-150-58,000-89,000-11,970 | (1869) (1899) | M&E RR 21 W.: M&E DIV 21 W.:
DL & W 129 Sc. 1904 c. 1888 |
| 99-293 | M&E DIV 23 | EASTON * 4-4-0 * DC & Co, 1864 - 15 x 22-60-55,000 | (1869) | M&E RR 23 E.: M&E DIV 23 E. Sc. 1882 |
| 99-135 | M&E DIV 24 | MADISON * 4-4-0 * Kingsland Sh., 1880 - 18 x 23-63-140-69,000-85,000-14,690 | (1899) | M&E DIV 24 M.: DL & W 445 Sc. 1907 (Drivers) |
| 99-68 | M&E RR 27 | WATERLOO * 4-4-0 * Portland, 1864 - 16 x 24-60-61,440 | (1866) (1869) | USMRR?: Milw. & St. Paul?: M&E RR 27 W.: M&E DIV 27 W. Sc. 1894 |
| 99-120 | M&E DIV 36 | PEQUANNOCK * 4-4-0 * DC & Co, 1865 - 16 x 22-64-140-80,000-10,470 | (1869) (1899) | M&E RR 36 P.: M&E DIV 36 P.: DL & W 113 Sc. 1902 |
| 99-293 | M&E DIV 38 | RINGWOOD * 4-4-0 * DC & Co, 1866 - As 36 | (1869) (1899) | M&E RR 38 R.:
M&E DIV 38 R.: DL & W 115 Sc. 1902 |
| 99-302 | M&E DIV 41 | * 2-6-0 W * Cooke, 1887 (1778) - 19 x 24-57-140-98,000-114,000-18,090 | (1899) | M&E DIV. 41: DL & W 659 (1899) Sc. 1912 |

DELAWARE, LACKAWANNA & WESTERN - MORRIS & ESSEX DIV 1855 - JUNE 1899

- 99-67 M&E RR 44 ELLA * 0-6-0 T * DC & Co, 1867 - 17x22-46-120-64,200-14,100
M&E RR 44 E.: M&E Div 44 E.: DL&W 6: 2 Sc. 1928 c. 1868
- 99-291 M&E DIV 45 MAY * 0-6-0 T * DC & Co, 1867 - As rebuilt, 1884 - 17x22-51-125-82,000 M&E RR 45 M.: M&E Div 45 M.: DL&W 25 Sc. 1907
- 99-290 M&E RR 51 JENNIE * 0-4-0 * Rhode Is., 1867 (45) - 14x22-48-52,000
M&E RR 51 J.: M&E Div 51 J. Sc. 1892 c. 1868
- 99-306 M&E DIV 51 * 4-4-0 * Kingsland Sh., 1891 - 19x24-69-160-75,000-104,000-17,080 M&E Div 51: DL&W 931 Sc. 1911 c. 1892
- 99-68 M&E RR 52 CHESTER * 2-6-0 * Rogers, 1868 (1515) - 18x24-51-130-68,000-86,000-16,850 M&E RR 52 C.: M&E Div 52 C. DL&W 161 Sc. 1904 c. 1869
- 99-68 M&E RR 53 BROADWAY * 2-6-0 * Rogers, 1868 (1516) - As 52
M&E RR 53 B.: M&E Div 53 B.: DL&W 163 Sold 1904 c. 1869
- 99-294 M&E DIV 56 DYNAMIS * 2-8-0 * BLW, 1867 (1676) - 20x24-49-125-75,000-91,000-20,820 M&E RR 56 D.: M&E Div 56 D.: DL&W 740: 736 Sc. 1901
- 99-307 M&E DIV 61 * 2-8-0 * Cooke, 1898 (2412) - 19x26-57-170-122,000-138,000-23,790 M&E Div 61: DL&W 685 Sc. 1925 BP
- 99-116 M&E DIV 64 A. REASONER * 4-4-0 * Kingsland Sh., 1878 - 18x24-63-140-58,000-85,000-14,690 M&E Div 64 A.R.: DL&W 447 Del. Val. RR 1
- 99-295 M&E DIV 65 PORT ORAM * 4-4-0 * Port Oram Fdry. Co, 1868 - 16x24-54-56,000 M&E RR 65 P.O.: M&E Div 65 P.O. Sc. 1887
- 99-298 M&E DIV 68 WATCHUNG * 2-6-0 * DC & Co, 1869 - 18x24-57-67,750
M&E Div 68 W.: DL&W 266 Sc. 1902
- 99-140 M&E DIV 75 SECAUCUS * 4-4-0 * DC & Co, 1869 - 17x24-60-160-59,000-15,720 M&E Div 75 S.: DL&W 126: Obs. Eng A Sc. 1892 1896
- 99-296 M&E DIV 78 JOE SCRANTON * 0-4-0 * DC & Co, 1870 - 14x20-48-53,000
M&E Div 78: DL&W 137: Sc. 1903
- 99-301 M&E DIV 79 * 2-6-0 * Kingsland Sh., 1898 - 19x24-63-170-114,000-130,000-19,870 M&E Div 79: DL&W 515 Sc. 1920 c. 1898
- 99- Dust Jkt & 134 M&E DIV 81 * 4-4-0 * Cooke, 1870 - As rebuilt, 1889 - 17x24-60-140-58,000-83,000-13,760 M&E Div 81 PAPAKATING: DL&W 131 Sc. 1906 134 -> 1899
- 99-123 M&E DIV 85 SAMSLOAN * 4-4-0 * Sch., 1867 (460) - 16x24-57-130-43,000-68,000-11,910 US&SV 2 D.B. Goodwin: Utica Div 2 D.B.G.: M&E Div 85 D.E.B.: 85 SAMSLOAN: DL&W 137: Sc. 1903
- 99-297 M&E DIV 86 * 4-4-0 * As rebuilt, 1896 - 18x24-64-160-70,000-101,000-16,400 Ohio & Mississippi ? : M&E Div 86 HARRISON: DL&W 436 Sc. 1911 1896
- 99-295 M&E DIV 90 CHAS. E. CARRYL * 4-4-0 * Cooke, 1871 (730) - 16x24-60-135-56,000-78,000-11,750 M&E Div 90 C.E.C.: DL&W 135 Sc. 1902 1872

DELAWARE, LACKAWANNA & WESTERN - MORRIS & ESSEX DIV 1885 - JUNE 1889

99-308

M&E Div 93 * 2-6-0 * Dickson, 1870(57) - 18x24-54-⁽¹⁸⁷¹⁾ - 69,000 - 79,000
Lack & Bloom 25 Percy R. Pine: Utica Div 16 P.R.R.: M&E Div 93 P.R.R.
DL&W 256 Sc. 1909

99-111

M&E Div 100 CENTENNIAL * 4-4-0 * Dickson, 1876(183) - 17x24-66-140-⁽¹⁸⁷⁴⁾ - 64,000 - 87,000 - 12,510 - M&L Div 100 C.: DL&W 128 Sc. 1909

99-295

M&E Div 109 CHAS. DANFORTH * 4-4-0 * Cooke, 1875(1011) - 17x24-60-140-⁽¹⁸⁷⁹⁾ - 58,000 - 83,000 - 13,760 M&E Div 109 C.D.: DL&W 133 Sc. 1909

99-300

M&E Div 121 * 2-6-0T * Cooke, 1883(1490) - 17x22-50-130-75,000-86,000-⁽¹⁸⁷⁷⁾ - 14,030 M&E Div, 121: DL&W 33: 174 Sc. 1910

99-299

M&E Div 123 * 2-6-0 * Dickson, 1883(450) - 19x24-57-140-84,000-98,000-⁽¹⁸⁹⁹⁾ - 18,090 M&E Div 123: DL&W 666 Sold 1906

99-93

M&E Div 126 * 4-4-0 * Dickson, 1884(458) - 18x24-68 Dest. by boiler expl. 1895

99-303

M&E Div 128 * 2-6-0T * Cooke, 1884(1543) - 17x22-50-130-75,000 -⁽¹⁸⁹⁷⁾ - 86,000 - 14,050 M&E Div 128: DL&W 27 Sold 1906

99-302

M&E Div 144 * 2-6-0W * 19x24-58-140-98,000-114,000-17,780
M&E Div 144: DL&W 621 Sc. 1915

99-309

M&E Div 148 * 2-6-0W * Dickson, 1891(837) - 17x24-51-130-84,000-⁽¹⁸⁹⁹⁾ - 97,000 - 15,030 M&E Div 148: DL&W 15: 5 Sc. 1912

99-6

M&E Div 150 * 4-4-0 * Dickson, 1891(832) - 19x24-69-150-78,000-105,000
16,010 - M&E Div 150: DL&W 932 Sc. 1911

99-310

M&E Div 160 * 4-4-0 * Cooke, 1893(2256) - 18 1/2 x 24-64-150-79,000-108,000-⁽¹⁸⁹⁹⁾ - 16,360 M&E Div 160: DL&W 534 Wrecked Mar. 1906 BP

99-304

M&E Div 162 * 4-6-0W * Cooke, 1893(2258) - 20x24-63-160-112,000-⁽¹⁸⁹⁹⁾ - 140,000 - 20,720 M&E Div 162: DL&W 691 Sc. 1925 c. 1894

99-310

M&E Div 163 * 4-4-0W * Dickson, 1896(938) - 19x24-69-160-87,000-⁽¹⁸⁹⁹⁾ - 126,000 - 17,080 M&E Div: DL&W 914 Boiler blew up, 1902 BP

99-310

M&E Div 166 * 4-4-0W * Dickson, 1898(1012) - As 163
M&E Div 166: DL&W 972: 957 Sc. 1929 BP

DELAWARE, LACKAWANNA & WESTERN - OSWEGO & SYRACUSE DIV 1839 - JUNE 1899

Oswego & Syracuse RR 1839 - Feb. 13, 1869

O&S Div Feb. 13, 1869 - June 1899

6'-0" gauge (3rd rail) 1869-1876

- 99-395 O&S Div 6*0-6-0*RK&G, 1866(1383) as a 4-4-0 - As rebuilt to 0-6-0 by Syracuse Shop, 1895 - 17X22-48-135-83,400-15,200 O&S 65
(1869) (1899)
 GILBERT MOLLINSON: O&S Div 6 G.M.: DL&W 8 Sc. 1909 c. 1898
- 99-396 O&S Div 8 MORGAN BRYAN *4-4-0* Sch., 1870(618) - 16X24-63-135-43,000-68,000-11,190 Utica Div 8 RICHLAND SPRINGS:
(1894)
 O&S Div 8 M.B.; O&S Div 8 JAMES BUCHANAN: DL&W 147 Sc. 1902
- 99-397 O&S Div 9*2-6-0*Dickson, 1870(63) - As rebuilt to CB, 1898 - 18X24-58-145-94,200-109,000-16,520 DL&W ML 122. GEO. F. THOMPSON
(1872) (1874) (1899)
 Utica Div 17 G.F.T.: O&S Div 9 G.F.T.; DL&W 413 Sc. 1911 1898
(1870)
- 99-397 O&S Div 15*4-4-0*Oil City & Allegheny 3: O&S Div 10 L.L. KENYON:
(1874) (1875)
 Utica Div 5 L.L.K.: O&S Div 15: Sc. 1899
- 99-236 O&S Div 18*4-6-0*NDLW, 1856 as 0-6-0 - Rebuilt to 4-6-0 - 18X24-56- DL&W ML 49 Success: O&S Div 18 S. Sc. after 1890 c. 1890

DELAWARE, LACKAWANNA & WESTERN - SYRACUSE DIV 1857-JUNE 1899

Syracuse, Binghamton & New York RR 1857-June 21, 1869.
 Syr Div Jan. 21, 1869-June 1899 Lettered SB&NY
 6'-0" gauge 1857-May 27, 1876

Loco tenders carried SB&NY, no DL&W until June 1899

99-385 SB&NY 3 LISLE * 4-4-0 * Hinkley, 1853 (490) - 15X20-48 SB&NY 12 LISLE:
(1869) (1893) (1899) (1902) (1905)
 3 LISLE: Syr Div 3 L.: rebuilt to 0-6-0; DL&W 67: 49: 40
(1906)
 172: Sc. 1912 B. Litho

99-387 SB&NY 4 * 0-6-0 * Hinkley, 1854 (543) as 4-4-0 - As rebuilt to 0-6-0, 1888
(1867) (1888) (1897)
 17X22-48-135-77,500-15,200 SB&NY 4 BROOME, 4-4-0:
 Syr Div 4 BROOME: Syr Div 4 (no name): DL&W 19 Sc. 1909

99-391 SB&NY 5 * 0-4-0 * Hinkley, 1853 (488) as 4-4-0 * As rebuilt to 0-4-0, 1896
(1869) (1876)
 15X20-48-40,000- SB&NY RR 1 HOMER:
 Syr Div 1 HOMER: 5 HOMER: 5 (0-4-0) Sc. 1892

99-391 SB&NY 5 W.F. HALLSTEAD * 4-4-0 W * Syracuse Sh, 1892-19 1/2 X 24-69-
(1892)
 145-80,800-111,500-16,300 Syr Div 5 W.F. HALLSTEAD:
 M 187 W.F.H.: DL&W 925 Sc. 1913 1892

99-221 SB&NY 5 * Dickson, 1882 (396) - 19X24-63 1/2 - 160-71,300-92,800-
(1882) (1892) (1892) (1899)
 Buff Div 77: ML 165: ML 183: SB&NY 5: DL&W 913 Sc. 1911 1897

99-390 SB&NY 6 SAM SLOAN * 4-4-0 * Syr. Sh, 1879-18X24-69-145-69,500-
(1879)
 98,000-13,890 SB&NY 6 S.S.: DL&W 468 Sc. 1910 1897

99-389 SB&NY 7 * 4-4-0 * Kingston, Shops, 1876-16X24-63-
(1877) (1897)
 -79,000-
 Bloom Div 26 PAYNE PETTIBONE: SB&NY 7 P.B.: DL&W 2 Sc. 1899 c. 1895

99-386 SB&NY 8 * 2-6-0 * BLW, 1876 (3908) - 18X24-57-130-71,000-86,700-
(1878) (1898)
 15,070 ML 25 JAMES BUCHANAN: SB&NY 8 J.B.:
 DL&W: 389 Sc. 1899 1895

99-387 SB&NY 9 * 2-6-0 * BLW, 1876 (3906) - 18X24-58 ML 17 R.F. MIX:
(1878) (1899)
 SB&NY 9 CORTLAND: DL&W 201 Sc. 1916 1893

99-388 SB&NY 9 * 2-6-0 W-BLW, 1876 (3906) - As rebuilt, 1899 - 18X24-57-
 145-91,500-110,000-16,810 As above c. 1899

99-226 & 388 SB&NY 10 A.H. SCHWARTZ * 4-4-0 * Syracuse Sh, 1879 - As rebuilt, 1896 -
 18X24-69-185-75,200-100,800-13,890 SB&NY 10 BINGHAMPTON:
(1899) (1899)
 10 W.K. NIVEN: 10 A.H.S.: DL&W 463 Sc. 1910 226 -> 1873
 388 -> 1896

99-392 SB&NY 13 * 2-6-0 W * DC & Co, 1867 - As rebuilt to CB, 1892 - 19X24-58-145-
(1899)
 77,500-114,900-18,400 SB&NY 13 McCLELLAN: DL&W 525

99-226 SB&NY 15 * 4-4-0 * DL&M, 1871 (726) - 17X24-69-145-72,500-92,500-
(1899)
 12,390 ML 126 "E.F. HOLDEN: SB&NY 15 E.F.H.: DL&W 149
 Sc. 1908 1897

DELAWARE, LACKAWANNA & WESTERN - SYRACUSE DIVISION 1857 - JUNE 1899

- 99-224 SB&NY 16 P.ELMONDORF SLOAN * 4-4-0 * Danforth, 1871 (1871) - As 15
 ML 127; SB&NY 16: DL&W 146⁽¹⁸⁷¹⁾ Sc. 1902 c. 1878
- 99-392 SB&NY 16 P.ELMONDORF SLOAN * As above 1894
- 99-393 SB&NY 17 * 0-6-0 * Syracuse Sh., 1894 - 18X24-58-93,500
 SB&NY 17: DL&W 65⁽¹⁸⁹⁷⁾ Sc. 1911 1896
- 99-222 SB&NY 18 MARATHON * Syracuse Sh., 1880 - To CB, 1897 - 18X24-69-
 SB&NY 18 M.: DL&W 456⁽¹⁸⁸⁹⁾ Sc. 1914 c. 1885
- 99-225 & 393 SB&NY 18 G.M.HALLSTEAD * 4-4-0 W * As rebuilt, 1897 - 18X24-69-45-
 69,000 - 92,600 SB&NY 18 MARATHON: 18 G.M.H.:
 DL&W 456⁽¹⁸⁹⁹⁾ Sc. 1914 1897
- 99-227 SB&NY 20 SUSQUEHANNA * 4-4-0 W * As rebuilt to CB, 1898 -
 18½ X 24-63-135-74,700 - 113,900 - 14,960
 SB&NY 20 S.: DL&W 427⁽¹⁸⁹⁹⁾ Sc. 1912 1899

DELAWARE, LACKAWANNA & WESTERN - UTICA DIV 1865 - JUNE 1899

Utica, Chenango & Susquehanna Valley RR 1865 Apr. 9, 1870

Utica Div Apr. 9, 1870 - June 1899

6'-0" gauge May 1874 to 1876

- 99-377 Utica Div 1*4-4-0* Sch., 1867(459) - 16X24-63-130 - 43,500 - 68,000 - 10,780
UC&SV I LEWIS LAWRENCE: Utica Div I L.L. Sc. 1899
- 99-379 UC&SV 2 D.B. GOODWIN*4-4-0* Sch., 1867(460) - As 1 UC&SV 2 D.B.G.:
M&E Div 85 D.E.G.: 85 SAM SLOAN: DL&W 137 Sc. 1903 pre 1874
- 99-377 Utica Div 2(2)*2-6-0 W New Jersey LW, 1856 as 0-6-0* Rebuilt to 2-6-0 in 1880
and to CB, 1894 - 18X24-57-145 - 94,400 - 108,600 - 16,800
DL&W ML 47 INDUSTRY: Utica Div 2 I.: 2 SAM SLOAN:
DL&W 242 Sc. 1910 c. 1896
- 99-378 Utica Div 4*4-4-0* Cooke, 1864 - 18X24-69 - Oil City & Allegheny 2:
O&S Div 9 JOHN DUNN: Utica Div 4 J.D.: DL&W 459 Sc. 1912 c. 1888
- 99-378 Utica Div 4*4-4-0* As above except equipped with steam brakes c. 1890
- 99-379 Utica Div 5*2-6-0 W* Dickson, 1870(55) - As rebuilt to CB, 1891 - 18X24-57-
145 - 99,700 - 111,000 - 16,810 Albany & Susquehanna 25" BINGHAMPTON
D&H 78 B: Utica Div 5 B: DL&W 254 Sc. 1910
- 99-375 Utica Div 10*4-4-0* Rogers, 1870 - 17X24-63 - - 58,000 - 74,000 -
Ohio & Mississippi?: Utica Div 10 RICHFIELD: DL&W 429 Sc. 1912
- 99-376 Utica Div 10*4-4-0 W* Rogers, 1870 - As rebuilt to CB, 1896 - 18X24-63-145 -
76,500 - 108,500 - 15,200 Numbering as above
- 99-252 Utica Div 11*4-4-0 W* Rogers, 1870 - As rebuilt to CB, 1893 - 18X24-69-145 -
76,800 - 107,000 - 13,890 Ohio & Mississippi?: Utica Div 11 THOMAS
C. Dow: DL&W 460 Sc. 1916 c. 1898
- 99-374 Utica Div 12 "PLYMOUTH" *4-4-0* N.J. LW, 1855 - 18X24 ML 20 P.:
Utica Div 12 P.: 12 W.G. OAKMAN: DL&W 469 Sc. 1902 c. 1872
- 99-247 Utica Div 12 W.G. OAKMAN *4-4-0* As above c. 1880
- 99-374 Utica Div 12*4-4-0* N.J. LW, 1855 - As rebuilt - 18X24-69-135 - 62,500 -
90,000 - 12,930 ML 20 P: Utica Div 12 P.: 12 W.G.O.: DL&W 469 c. 1899
- 99-381 Utica Div 16*4-4-0 W* Cooke, 1871 - As rebuilt to CB, 1898 - 18X24-63-
145 - 75,000 - 107,000 - 15,210 - Ohio & Mississippi RR?
M&E Div 93 JEFFERSON: Utica Div 16 J.: DL&W 428 Sc. 1914 c. 1898
- 99-380 Utica Div 21*2-6-0* Cooke, 1882(1242) - 18X24-58-130-8) 200 - 93,000 -
14,810 Buff Div 41: ML 147: Utica Div 21: DL&W 276 Sc. 1901
- 99-382 Utica Div 24*2-6-0 W* Utica Sh., 1889 - 19X24-58-140 - 100,000 - 115,000 -
17,780 Utica Div 24: ML 238: DL&W 652 Sc. 1911 c. 1898
- 99-384 Utica Div 25 A.C. SALISBURY *4-4-0* Utica Sh., 1891 - 18X24-69-135 - 78,200 -
108,000 - 12,930 Utica Div 25 A.C.S.: DL&W 462 Sc. 1911
- 99-383 Utica Div 27*4-4-0 W* Utica Sh., 1892 - 18X24-69-145 - 80,000 - 112,000 -
13,890 Utica Div 27: DL&W 461(1899) Sc. 1911

DELAWARE LACKAWANNA & WESTERN - JUNE 1899 TO 1960

- 169-640 A *4-4-0* DC&Co, 1869-17X24-64 $\frac{1}{2}$ -160-59,000-100,300-14,625
DL&W (M&E Div) 75" SECAUCUS": DL&W 126: A Sc. 1924 Insp. loco
- 169-639 C *4-4-0* RK&G, 1855 (625) - As rebuilt to Inspection loco 1885 12X22-64-
135-39,000-57,000-5,680 DL&W (O&S Div) 4" F.T. CARRINGTON: DL&W 98:
C Sc. 1908 c. 1903
- 477 1 *0-4-0T* Utica Shops, 1881-15X22-48-120-62,000-10,520
DL&W (Utica Div) 9: DL&W 1 Sc. 1926 1918
- 155-325 1 *4-4-0* 4-4-0* BLW, 1872 (2352) - 17X24-62- -52,000-75,000
Balt. & Pat. 11: 311: Phila, Wash & Balt 21: Erie & Cent NY 1: DL&W 1 Sc. 1913
- 169-477 2 *0-6-0T* DC&Co, 1867-17X22-51-120-82,000-11,970
DL&W (M&E Div) 44" ELLA": DL&W 6: 2 Sc. 1928 c. 1918
- 476 3 *2-6-0* 2-6-0* Cooke, 1894 (2221) - 17X24-51-130-89,000-103,000-
14,140 DL&W (M&E Div) 16: DL&W 12: 3
- 475 4 *4-4-0* DC&Co, 1870-17X22-47- -57,700-74,000
DL&W (Cay & Susq) 4: DL&W 46: 4 Orig. 6-0 gauge
- 627 4 *0-4-0T* A-RL&W, 1913 (53119) - 16X24-46-165-89,000-18,750
Sold 1942 1939
- 476 6 *0-6-0* Kingston, 1896 as 2-6-0 - As rebuilt to 0-6-0, 1913-
19X24-58-160-106,000-20,315 DL&W (L&B) 221:
DL&W 605: 6 (to 0-6-0) Sc. 1923
- 478 7 *0-6-0T* DC&Co, 1869-17X22-51-130-64,200-13,775
As rebuilt, 1898 DL&W (M&E Div) 74" GRACE": DL&W 7 Sc. 1909 c. 1903
- 74-133
169-627 7 *0-4-0T* BLW, 1922 (55346) - 16X24-44-190-97,150-
22,550 Sc. 1949 627 → BP
133 → 1949
- 74-133
169-627 9 *2-6-0T* Cooke, 1884 (1542) - 17X22-51-130-75,000-86,000-
13,775 DL&W (M&E Div) 127: 26: 9 Sc. 1926 133 → 1924
- 169-478 11 *0-6-0* DC&Co, 1872 (816) - 17X22-48-140-90,600-15,760
L&B 25: DL&W (L&B Div) 25: 211: DL&W 11 Sc. 1910
- 476 11 *0-6-0* Utica Shops, 1889 as 2-6-0 - Converted to 0-6-0, 1912-
19X24-58-145-118,000-18,410 DL&W 24: 636: 11 Sc. 1916 1912
- 640 11 *2-2-4* A-S, 1908 (45605) - Steam Inspection Car Sc. 1926
- 440 12 *0-6-0* Kingston Shops, 1898 as 2-6-0 - As rebuilt to 0-6-0,
1912 - 19X24-58-160-118,800-20,315 DL&W (L&B Div) 216:
DL&W 604: 12 Sc. 1915
- 169-
511 18 *0-6-0* RK&G, 1858 (810) - as a 4-4-0 - Rebuilt to 0-6-0
in 1889 by Syracuse Shop - 17X22-48-135-77,000-15,200
Oswego & Syracuse 5" GEORGE SKINNER": DL&W (O&S Div) 5" G.S.
2" G.S.: 2, 0-6-0: DL&W 18 Sc. 1909

DELAWARE, LACKAWANNA & WESTERN - JUNE 1899 TO 1960

169-477	22 * 0-4-0 T * DC & Co, 1867 - 15x22-41 DL&W (Main Line) (1875) 100 "ELIZABETHPORT": DL&W (Utica Div) 13 "ELIZ.": (1885) (1896) (1908) Sc. DL&W (ML) 20: DL&W (Coal Dept.) 22: DL&W 22 1912 1917 Sc. 1932
623	30 * 0-6-0 * A-S, 1908 (45553) - 19x24-51-170-131,700-24,460
74-134	31 * 0-6-0 * (45554) - As 30 Sc. 1941
169-512	33 * 2-6-0 T * Cooke, 1883 (1490) - 17x22-50-130-75,000- 86,000-14,050 DL&W (M&E Div) 121: DL&W 33: (1899) (1907) Sc. 1910 c. 1900 174
621	34 * 0-6-0 * A-D, 1907 (42752) - As 30 Sc. 1929 1912
479	40 * 0-6-0 * Hinkley, 1853 as a 4-4-0, rebuilt to 0-6-0, 1893 18x24-52-135-98,500-17,160 SB&NY 12 "LISLE": 3 "LISLE": DL&W (SB&NY Div) 3 "L": DL&W 67: 49: 40: 172 Sc. 1912 c. 1905 (1869) (1899) (1902) (1905) (1906)
477	43 * 2-6-0 T * Cooke, 1883 (1474) - 17x22-48-130-74,400-85,500- 14,640 DL&W (Bflo Div) 69: DL&W (ML) 148: DL&W (Bflo Div) 78: (1886) (1886) DL&W 43 Sc. 1903
623	47 * 0-6-0 * A-C, 1906 (30538) - 19x24-51-170-131,700-24,460 1935 Sc. 1936
624	65 * 0-6-0 * A-C, 1902 (25261) - As 47 1923
440	72 * 0-6-0 * Dickson, 1901 (1192) - As 47 DL&W 72: 15 (1911) (1911) (Doubletful)
622	81 * 0-6-0 * " " (1226) - As 47 DL&W 81: 24 Sc. 1926 c. 1907 -46.3-1741- Sc. 1940
626	82 * 0-6-0 * A-S, 1911 (50005) - 19x24-51-170-134,500-24,460 1930
625 74-133	85 * 0-6-0 * A-C, 1903 (27261) - 19x24-51-170-129,220-24,460 Sc. 1940
169-627	120 * 0-6-0 T * A-S, 1908 (45342) - As rebuilt from 0-6-0 to 0-6-0 T 19x24-51-170-155,675-24,460 Sc. 1953
169-626	122 * 0-6-0 * A-S, 1908 (45544) - As 85 Sc. 1934
624	124 * 0-6-0 * A-S, 1908 (45546) - As 85 Sc. 1952
479	125 * 4-4-0 * DC & Co, 1865 - 17x24-64 1/2 - 160-58,000-85,000- 14,625 M&E 20: DL&W (M&E Div) 20: DL&W 125: (1863) (1899) (1908) Sc. 1911 147
155-191	130 * 4-4-0 * Dickson, 1875 (163) - 17x24-64 1/2 - 135-62,000-87,000- 12,340 DL&W (M&E Div) 108 "R.C. ROUSTON": DL&W 130 1909 c. 1901 (1899) Sc. Sc. 1938
169-635	134 * 0-6-0 * A-S, 1909 (46160) - 19x24-51-170-132,500-24,460 c. 193
155-223	146 * 4-4-0 * Cooke, 1875 (1012) - 17x24-64 1/2 - 140-58,000-85,000-12,800 This looks doubtful, was unable to make the succession c. 1906
169-475	149 * 4-4-0 * Kingston Shop, 1871 - Rebuilt to CB, 1885 - 16x22-63-135- 55,300-82,000-10,260 Lack & Bloom 1 "Lack & Bloom. 1 "Susq." DL&W (L&B Div) 1 "Susq": 201: DL&W 102: 136: 149 Sc. 1910 1910 (1873) (1886) (1899) (1905) (1909)
514	148 * 4-4-0 * Cooke, - Rebuilt 1896 - 17x24-64 1/2 - 150- 64,000-93,000-13,710 Miss. & Ohio ? : DL&W (M&E Div) 94 "TOTAWA": DL&W 127: 148 (1899) (1908) Sc. 1911

DELAWARE LOCKAWANNA & WESTERN - JUNE 1899 TO 1960

169- 628 74-134 169-628	151 * 0-8-0 * A-D, 1906 (39837) - 22x28-57-200-201,000-40,420	Sc. 1937	1900
169-631 74-134	152 * 0-8-0 * A-D, 1906 (39838) - As 151 C-6, -58-2331-470-	Sc. 1937 Sc. 1945	628 → 1937 1921
169-630 -481	156 * 0-8-0 * Scranton Shops, 1913 - 22x28-57-200-208,000-40,420	Sc. 1946	1935
636 514	159 * 0-8-0 * " " " - As 156	Sc. 1946	1935
480	162 * 0-8-0 * Lima, 1912 (1220) - 22x28-57-200-199,000-40,420	Sc. 1946	1935
	171 * 0-6-0 T * DC & Co, 1855 - 17x22-48-125 - 80,000 - 14,070 DL&W (ML) 22 "SUPERINTENDENT": DL&W 50: 39: 171	Sc. 1908	1906
	171 * 0-8-0 * Scranton Shops, 1914 - As 156	Sc. 1946	1935
	178 * 0-6-0 * Dickson, 1870 (48) as 2-6-0 - As rebuilt from 2-6-0 in 1896 DL&W (ML) 34 "POCONO": SPENY 11 "APULIA": DL&W 63: 45: 32: 178 18x24-52-135-98,500-17,160	Sc. 1911	
	179 * 2-6-0 * Dickson, 1868 (35) - 18x24-51-135-85,000-98,000-17,500 DL&W (M&E Div) 70 "B.G. CLARKE": DL&W 62: 44: 29: 179: 7	Sc. 1919	Was rebuilt to 0-6-0 in 1914, ran to 7
629	184 * 0-8-0 * A-S, 1910 (47978) - 27x30-57-185-229,000-60,300 DL&W 184: 198	Sc. 1937	Sc. 1915
630 74-134 169-629	184 * 0-8-0 * Scranton Shops, 1916 - 22x28-58-200-208,000-39,720	Sc. 1946	1918
155-264	198 * 0-8-0 * A-S, 1910 (47978) - As 184 (1) 201 * 2-6-0 * BLW, 1876 (3906) - As rebt. to CB, 1899 - 18x24-57-145- 91,500-110,000-16,810 DL&W (ML) 19 "REMIX": DL&W (SPENY) 9 "CORTLAND": DL&W 201	Sc. 1937	1935
169-474	201 * 2-6-0 * BLW, 1876 (3909) - As rebuilt to CB, 1898 - 18x24-57-145- 96,300-114,000-16,810 DL&W (ML) 47 "ROBT. MCKENNA": DL&W 202	Sc. 1914	
632	203 * 0-8-0 * A-S, 1913 (53162) as 4-6-2 - Rebt in 1929 to 0-8-0, 203 27x30-58-210-258,000-67,300	Sc. 1950	1935
483	205 * 2-6-0 * DC & Co, 1865 - Rebuilt to CB, 1898 - 18x24-57-150- 93,400-112,000-17,390 DL&W (ML) 84 "GEORGE BLISS": DL&W 205	Sc. 1920	
155-212	206 * 4-6-0 * DC & Co, 1856 as 0-6-0 - Rebt to 4-6-0, 1876 and to CB, 1898 18x24-57-150-96,400-115,500-17,390 DL&W (ML) 43 "BLACK HAWK": IRA TRIPP: DL&W 206	Sc. 1914	
189	215 * 4-6-0 * Dickson, 1864 (8) - To CB, 1897 - 18x24-57-150-92,800- 113,300-17,390 DL&W (ML) 77 "R.R. GRAVES": DL&W 215	Sc. 1914	1907
155-338 169-515	217 * 4-6-0 * Dickson, 1867 (23) - To CB, 1897 - 18x24-57-150-93,400- 112,000-17,390 DL&W (ML) 97 "GEN'L. BURNSIDE": DL&W 217	Sc. 1915	
99-202	219 * 4-6-0 * Dickson, 1853 (2) - To CB, 1896 - 18x24-57-150-96,000- 114,000-17,390 DL&W (ML) 46 "CHARLES MARSHALL": DL&W 219	Sc. 1911	1900
169-482	222 * 2-6-0 * Dickson, 1870 (61) - To CB, 1896 - As 219 DL&W (ML) 120: DL&W 222	Sc. 1914	1909

DELAWARE LACKAWANNA & WESTERN - JUNE 1899 TO 1960.

169-637	226 * 0-8-0 * A-S, 1916 (55922) as 4-6-2, #1174 - As rebuilt by Scranton Sh in 1932 - 27X30-58-210 - 265,500 - 67,300 DL&W 1174: 226 ⁽¹⁹³²⁾ Sc. 1950
483	227 * 2-6-0 * Dickson, 1869 (41) - 18X24-57-140 - 86,000 - 100,000 - 16,230 DL&W (M&E Div) 72 "BERGEN": DL&W 227 ⁽¹⁸⁹⁹⁾ Sc 1911 1911
633	233 * 0-8-0 * A-S, 1922 (63610) as 4-6-2, #1183 - As rebuilt by Scranton Sh in 1933 - As 226 DL&W 1183: 233 ⁽¹⁹³³⁾ Sc. 1952 1934
483	238 * 4-6-0 * NJLW, 1855 - To CB, 1894 - 18X24-57-150 - 93,400 - 112,000 17,390 DL&W (ML) 17 "LEHIGH" 0-6-0: to 4-6-0: DL&W (ML) 147 "LEHIGH" DL&W 238 ⁽¹⁸⁹⁹⁾ Sc. 1911 1910
484	240 * 2-6-0 * Dickson, 1872 (110) - To CB, 1894 - 18X24-57-150 - 92,800 - 106,800 - 17,390 DL&W (M&E Div) 99 "LAWRENCE TURNURE": DL&W (ML) 25 "L.T.": DL&W 240 ⁽¹⁸⁹⁹⁾ Sc. 1914
634	242 0-8-0 * A-S, 1912 (51368) as 2-8-2, #1214 - As rebuilt by Scranton Shops in 1934 - As 226 DL&W 1214: 242 ⁽¹⁹³⁴⁾ Sc. 1950 1938
485	250 * 2-6-0 * DC&Co, 1866 - 18X24-57-140 - 82,000 - 96,000 - 16,230 M&E 2 "DOVER": DL&W (M&E Div) 2: DL&W 250 ⁽¹⁸⁶⁸⁾ Sc. 1902 1900 ⁽¹⁸⁹⁹⁾
74-135	255 * 0-8-0 * A-S, 1912 (51359) as 2-8-2, #1205 - As rebuilt by Scranton Shops in 1935 - As 226 Sc. 1950
169-482	256 * 2-6-0 * Dickson, 1874 (150) - To CB, 1900 - 18X24-57-130 - 93,400 - 112,000 - 15,070 - DL&W (ML) 13 "LACKAWANNA": 109 "L": DL&W 392: DL&W 256 ⁽¹⁹¹⁰⁾ Sc. 1920 ⁽¹⁸⁹⁹⁾
517	267 * 4-6-0 * DC&Co, 1870 - To CB, 1886 - 18X24-57-140 - 93,400 - 112,000 - 16,230 DL&W (ML) 111 "W.F. HALLSTEAD": 111 "SUSQUEHANNA": DL&W 267 Sc. 1908 ⁽¹⁸⁷⁶⁾
155-285	269 * 2-6-0 * Dickson, 1873 (137) - 18X24-57-140 - 85,900 - 100,600 - 16,230 DL&W (O&S Div) 16 "NORWICH": DL&W 269 ⁽¹⁸⁹⁹⁾ Sc. 1902 1901
169-485	274 * 2-6-0 * Cooke, 1882 (1240) - 18X24-57-135 - 84,000 - 98,000 - 15,650 DL&W (M&E Div) 112: DL&W 274: Boyne City, Gaylord & Alpena ⁽¹⁸⁹⁹⁾ Sc. 1935 ⁽¹⁹⁰⁷⁾ 1899
580	307 * 2-8-0 * BLW, 1904 (24151) - 21X26-57-200 - 166,000 - 186,000 - 34,200 1911
486	320 * 2-6-0 * Cooke, 1883 (1438) - 18X24-57-140 - 81,200 - 93,000 - 16,230 DL&W (R&F Div) 59: DL&W 320: 347 ⁽¹⁸⁹⁹⁾ Sc. 1906 ⁽¹⁹⁰⁵⁾ C. 1903
580	324 * 2-8-0 * ARLEM, 1906 (39817) - As 307 Sc. 1932 1924
581	338 * 2-8-0 * A-RL&M, 1908 (43799) - As 307 Sc. 1935 1934
581	341 * 2-8-0 * A-RL&M, 1908 (43802) - As 307 Sc. 1935 1934
74-132	353 * 2-8-0 * A-S, 1910 (47956) - 21X26-57-200 - 169,500 - 190,000 - 34,200 Sc. 1952
169-584	365 * 2-8-0 * A-S, 1910 (47968) - As 353 Sc. 1950 C. 1935
74-138	370 * 2-8-0 * A-S, 1910 (47973) - As 353 Sc. 1951 584 -> 1918
169-584	370 * 2-8-0 * A-S, 1910 (47973) - As 353 Sc. 1940 51,400 1935
169-586	386 * 2-8-0 * A-S, 1911 (49984) - 26X30-57-200 - 213,000 - 239,000
585	389 * 2-8-0 * A-S, 1911 (49987) - As 386 Sc. 1937 1911

DELAWARE, LACKAWANNA & WESTERN - JUNE 1899 TO 1960

169-585
486
74-148
169-488
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71-144
169-490
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155-340
155-342
169-489
155-223
169-487
155-291
155-322
169-489
489
155-326

390*2-8-0*A-S, 1911(49988)-As 386 Sc.1937 c.1920

397*2-6-0*Jersey City L.W., 1866 - 18X24-57-125-71,000-84,000-14,490
(1868) Sc.1901 (1899)
Morris & Essex 46" SYNGACK : DL&W(M&E Div) 46" S" : DL&W 397 1899

403*4-6-0*DC&Co, 1853 as 0-6-0, rebuilt to 4-6-0, 1855-1870 - 18X24-59-
140-93,400-112,000-16,230 DL&W(ML) "WYALUSING" :
(1855) (1870) (1899)
DL&W(C&S Div) 7" WYALUSING : DL&W(ML) 44"W" : DL&E 403 Sc.1912 1909

404*4-6-0*DC&Co, 1865 - To CB, 1899 - 18 1/2 X 24 - 57-160-93,400 -
Sc.1920 " (1899)
112,000 - 19,600 DL&W(ML) 78" CHARLES DANFORTH ; DL&W 404 c.1901

408*4-6-0*RK&G 327(1852) - To CB, 1898 - 18 1/2 X 24 - 57-170-98,800 -
(1892) Sc.1923 (1899) C=1912
121,500 - 20,820 DL&W(ML) 6" NIAGARA : 60"N" : DL&W 408 c.1917

426*4-4-0*Cooke, 1870 - 18X24-63-150-75,000-107,000-15,740
(1870)
Oil City & Allegheny RR 4 : DL&W(O&S Div) 11" JAMES FRAZER :
(1874) (1899)
DL&W(UC&SV Div) 6" J.S. : DL&W 426 To CB, 1896 Sc.1912 1911

413*2-6-0*Dickson, 1870(63) - To CB, 1898 - 18X24-58-145-94,200 -
(1872) (1874) (1899)
109,000 - 16,524 DL&W(ML) 122" GEO. F. THOMPSON : DL&W(UC&SV Div)
17" G.F.T. : DL&W(O&S Div) 9" G.F.T. : DL&W 413 Sc.1911 1911

429*4-4-0*Rogers, 1870 - To CB, 1896 - 18X24-63-145-76,500-108,500
(1870) (1871)
15,210 Ohio & Mississippi RR? : DL&W(UC&SV RR) 10" RICHFIELD :
(1872) C?
DL&W 429 Sc.1912 1912

430*4-4-0*Scranton Shops, 1870 - To CB, 1898 - 18X24-63-145-75,000 -
(1877)
107,000-15,210 DL&W(UC&SV RR) 14" H. FISH : DL&W 430 Sc.1912 1902

431*4-4-0*Utica Shops, 1892 - 18X24-63-145-79,200-111,000-15,210
(1899)
DL&W(UC&SV RR) 26 : DL&W 431 Sc.1914 342+1902
489+1910

435*4-4-0*DC&Co, 1857(143) - 18X24-64 1/2 - 160-69,000-102,000-16,400
(1865) (1870)
DL&W(ML) 57" SOUTHPORT : 57" W.E. DODGE : 57" SAM SLOAN :
(1887) (1889) (1899)
DL&W(M&E Div) 29 : DL&W(ML) 57 : DL&W 435 Sc.1912 c.1900

439*4-4-0*Cooke, 1883(1374) - 18X24-64 1/2 - 140-57,000-84,000-14,350
(1899)
DL&W(M&E Div) 118 : DL&W 439 Sc.1909

456*4-4-0*Syracuse Shops, 1880 - To CB, 1897 - 18X24-69-145-
69,000-92,600-13,890 DL&W(SB&NY) 18" MARATHON :
DL&W 456 Sc.1914 1899

458*4-4-0*BLW, 1876(3895) - To CB, 1898 - 18 1/2 X 24 - 69-160 -
(1892) (1899)
76,900-110,000-16,190 DL&W(ML) 135" W.F. HALLSTEAD :
DL&W(ML) 9" W.F.H. : DL&W 458 Sc.1920

462*4-4-0*Utica Shops, 1891 - 18X24-69-135-78,200-108,000-12,930
(1899)
DL&W(Utica Div) 25" A.C. SALISBURY : DL&W 462 Sc.1911 1911

464*4-4-0*Utica Shops, 1885 - 18X24-69-135-72,600-98,500-12,930
(1899)
DL&W(Utica Div.) 22 : DL&W 464 Sc.1909

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169-487	468 *4-4-0 *Syracuse Shops, 1879-18X24-69-145-69,500-98,000- 13,890 DL&W (SB&NY Div) 6" SAMSLOAN: DL&W 468 Sc. 1910 c. 1909
169-520	483 *4-4-0 *Cooke, 1884(1592)-19X24-69-140-66,000-94,000- 14,940 DL&W (M&E Div) 134: DL&W 948: 483 Sc. 1909
155-189	484 *4-4-0 *Cooke, 1893(2254)-19X24-64½-150-79,000-108,000-17,130 DL&W (M&E Div) 23: DL&W 532: 484 Sc. 1911 1907
169-490	488 *4-4-0 *Cooke, 1892(2231)-As 484 DL&W (M&E Div) 159: DL&W 540: 488 Sc. 1917
169-521	492 *4-4-0 *Cooke, 1887(1768)-19X24-69-140-79,800-111,500-14,940 DL&W (ML) 188" Wm. S. SLOAN": DL&W 942: 492 Sc. 1916
490	495 *4-4-0 *Buffalo Shops, 1892-19X24-73-160-71,300-92,800-16,140 DL&W (B&B Div) 134: DL&W 965: 495 Sc. 1911 1911
590	503 *2-6-0 *A-R L&M, 1906(39852)-21X26-57-200-153,000-176,000- 34,200 Sc. 1930 Sc. 1936 1912
590	506 *2-6-0 *A-R L&M, 1906(39855)-As 503 Sc. 1937 1933
522	513 *2-6-0 *Kingston Sh, 1889-19X24-52-135-92,200-105,000-19,120 DL&W (L&B Div) 217: 501: 510-512 Sc. 1913 1912
155-341	518 *2-6-0 *Dickson, 1891(841)-19X24-63-140-106,700-120,700-16,370 DL&W (ML) 28: 13: DL&W 518 Sc. 1925 1899
169-492	518 *2-6-0 *Dickson, 1891(841)-As above " c. 1916
155-327	518 *2-6-0 *Dickson, 1891(841)-As above " c. 1921
169-492	520 *2-6-0 *Dickson, 1891(843)-19X24-63-150-101,000-115,000-17,530 DL&W (M&E Div) 154: DL&W 520 Sc. 1928 1904
-493	520 *2-6-0 *Dickson, 1891(843)-As above Sc. 11 1915
-493	520 *2-6-0 *Dickson, 1891(843)-As above " 1928
-522	522 *2-6-0 *Kingsland Shops, 1899-19X24-63-170-114,000-130,000-19,870 DL&W (M&E Div) 522: DL&W 522 Sc. 1920 1915
155-339	534 *2-6-0 *A-S, 1911(50008)-20½X26-63-200-152,500-173,500-29,480 Sc. 1947 589 → 1932 339 → 1935
169-588	536 *2-6-0 *A-S, 1911(50010)-As 534 Sc. 1943 1915
155-207 & 215	537 *2-6-0 *A-S, 1911(50011)-As 534 Sc. 1943 215 → 1912 207 → 1917
155-223	540 *4-4-0 *Cooke, 1892(2231)-19X24-64½-150-79,000-108,000-17,130 DL&W (M&E Div) 159: DL&W 540: 488 Sc. 1917 Sc. 1943 c. 1906
328	544 *2-6-0 *A-S, 1909(46148)-20½X26-63-200-150,500-171,500-29,480 1940
31	545 *2-6-0 *A-S, 1909(46149)-As 544 Sc. 1946 1913
74-136	548 *2-6-0 *A-S, 1909(46152)-As 544 Sc. 1930 Sc. 1929
169-589	552 *2-6-0 *A-S, 1903(27228)-20½X26-63-200-140,000-161,000-29,480 1917
590	561 *2-6-0 *BLW, 1904(24204)-As 552 Sc. 1928 1911
74-137	565 *2-6-0 *A-S, 1903(45528)-As 552 To Dansville & Mt. Morris 1936 1936+

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169-589	568 * 2-6-0 * A-S, 1908 (45531) - As 552	Sc. 1942	1934
588	571 * 2-6-0 * A-S, 1903 (27284) - 20 1/2 X 26-63-200 - 144,000 - 165,000 - 29,480	Sc. 1922	1932
586	578 * 2-6-0 * A-S, 1903 (27291) - As 571	Sc. 1929	
588	580 * 2-6-0 * A-S, 1903 (27298) - As 571	Sc. 1927	1918
74-136 169-587	589 * 2-6-0 * A-RL & M, 1906 (39848) - As 571	Sc. 1929	c. 1906
169-523	605 * 2-6-0 * Kingston Sh., 1896 - 19 X 24 - 58 - 160 - 92,000 - 106,000 - 20,320 DL & W (L & B Div) 221: DL & W 605: G (0-6-0)	Sc. 1923	
494	611 * 2-6-0 * Dickson, 1892 (872) - 19 X 24 - 58 - 140 - 100,000 - 115,000 - 17,780 DL & W (B & B Div) 132: DL & W (ML) 172: DL & W 611	Sc. 1926	1915 & 1916
495	641 * 2-6-0 * Cooke L & M, 1887 (1776) - 19 X 24 - 58 - 135 - 98,000 - 114,000 - 17,140 DL & W (B & B Div) 89: DL & W (ML) 159: DL & W 641	Sc. 1919	1917
495	657 * 2-6-0 * Cooke L & M, 1887 (1775) - As 641 DL & W (B & B Div) 88: DL & W (ML) 45 DL & W 657	Sc. 1916	1916
496	669 * 2-6-0 * Scranton Sh., 1882 - 19 X 24 - 58 - 130 - 93,400 - 112,000 - 16,510 DL & W (ML) 146: DL & W 669	Sc. 1909	
496	685 * 2-6-0 * Cooke L & M, 1898 (2412) - 19 X 26 - 58 - 170 - 122,000 - 138,000 - 23,380 DL & W (M & E) 61: DL & W 685	Sc. 1925	c. 1904
524	688 * 4-6-0 * Cooke L & M, 1898 - 19 X 26 - 54 - - 109,000 - 130,000 - Banger & Portland B: DL & W 688: Wharton & Northern 23	Sc. 1925	1917
74-148	690 * 4-6-0 * Cooke L & M, 1893 (2257) - 20 X 24 - 63 - 160 - 112,000 - 140,000 - 20,720 DL & W (M & E Div) 161: DL & W 690	Sc. 1925	1917
169-499	691 * 4-6-0 * Cooke L & M, 1893 (2258) - As 690 DL & W (M & E Div) 162: DL & W 691	Sc. 1925	1921
497	692 * 4-6-0 * Scranton Sh., 1893 - 20 X 24 - 63 - 160 - 112,700 - 139,700 - 20,720 DL & W (ML) 15: DL & W 692	Sc. 1926	c. 1920
497	693 * 4-6-0 * BLW, 1892 (13114) - As simplified - 20 X 24 - 63 - 170 - 115,100 - 141,800 - 22,020 DL & W (ML) 16: DL & W 693	Sc. 1924	1916
472	695 * 4-6-0 * Kingston Sh., 1894 - 20 X 24 - 68 1/2 - 165 - 120,300 - 147,600 - 19,660 DL & W (ML) 247: DL & W 695	Sc. 1925	1914
155-184	697 * 4-6-0 * Scranton Sh., 1898 - 20 X 26 - 69 1/2 - 165 - 112,000 - 140,000 - 20,990 DL & W (ML) 7: DL & W 697	Sc. 1926	c. 1909
169-498	699 * 4-6-0 * Cooke L & M, 1893 (2250) - Cross-comp. - 21 1/2 X 26 - 63 1/2 - 180 - 120,000 - 153,000 - - DL & W (ML) 17: DL & W 699	Sc. 1925	c. 1900
498	699 * 4-6-0 * Cooke L & M, 1893 (2250) - As simplified - 21 X 26 cyls. As above 1900		
499	699 * 4-6-0 * " " " " - New cab, etc.		c. 1910-11
499	699 * 4-6-0 * " " " " - New boiler, etc	Sc. 1925	1918
501	705 * 2-8-0 * BLW, 1876 (3898) - 20 X 24 - 52 - 140 - 109,100 - 126,500 - 21,970 DL & W (ML) 100 "AJAX": DL & W 705	Sc. 1926	1916
500	708 * 2-8-0 * Dickson, 1889 (717) - CB - As 705 DL & W (ML) 248: 158: DL & W 708	Sc. 1924	1904

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169-501	718 *2-8-0 *Cooke, 1888(1878) - CB - 20X24-52-130-169,100- 128,500 - 20,400 DL&W (ML) 197: DL&W 718 ⁽¹⁸⁹⁹⁾ Sc. 1924
500	722 *2-8-0 *Dickson, 1884(463) - 20X24-52-140-102,450-116,650-21,970 DL&W (ML) 175: DL&W (BF/6 Div) 112: DL&W 722 ⁽¹⁸⁹⁸⁾ Sc. 1909 1909 ⁽¹⁸⁹⁸⁾
502	727 *2-8-0 *Cooke, 1880(1140) - Orig. CB - 20X24-52-130 - 88,600 - 10,600 - 20,400 DL&W (ML) 101 "VULCAN": DL&W 727 ⁽¹⁸⁹⁹⁾ Sc. 1908
74-139 169-583	729 *2-8-0 *A-S, 1909(47130) - 21X26-57-200 - 169,500 + 190,000 - 34,200 Rebuilt 1918-20 Sc. 1951 Sc. 1901 583 → 1914
155-336 & 337	731 *2-8-0 *A-S, 1909(47132) - As 729 Rebuilt 1918-20 Sc. 1950 c. 1942
74-138	735 *2-8-0 *A-S, 1909(4613C) - As 729 Refigure " " Sc. 1953
155-132	736 *2-8-0 *A-S, 1909(46137) - As 729 " " " Sc. 1952 1950
169-502	737 *2-8-0 *BLW, 1872/6 (2840) - T&C B, 1893 - 19X24-52-140 - 88,600 - 102,600 - 19,830 NY&OS 48 or 53: SB&N 11 "APULIA": DL&W (ML) 34 "POCONO": DL&W 745: 737: 715 ⁽¹⁸⁹⁹⁾ Sc. 1921 1904 ⁽¹⁹⁰¹⁾ ⁽¹⁹⁰⁹⁾
582	748 *2-8-0 *Sch., 1901(5985) - 21X26-55-200 - 157,500 - 178,000 - 35,440 DL&W 748: Wharton & Northern RR 31 ⁽¹⁹²⁸⁾
582	751 *2-8-0 *Sch., 1901(5988) - As 748 Sc. 1932 1931
612	767 *2-8-0 *Dickson, 1901(1264) - 21X26-57-200 - 157,500 - 178,000 - 34,200 Rebuilt Sc. 1935 1920
155-295	768 *2-8-0 *Dickson, 1901(1265) - As 767 Sc. 1929 c. 1920
169-582	769 *2-8-0 *Dickson, 1901(1266) - As 767 Sc. 1926 BP
155-244	790 *2-8-0 *A-S, 1908(45520) - As 767 Rebt 1918-20 Sc. 1952
169-584	799 *2-8-0 *A-S, 1909(46142) - As 767 " " " Sc. 1953 1932
155-245 74-139	799 *2-8-0 * " " " - " " After WWII
169-576	803 *4-8-0 *Brooks, 1899(3306) - 20X32-54-185 - 158,000 - 200,000 - 37,270 as rebuilt Sc. 1923 576 → 1920 121 → 1921
155-256	807 *4-8-0 *Brooks, 1899(3310) - 21X32-54-200 - 158,000 - 200,000 44,400 Later rebuilt Sc. 1923 1900
23-69	808 *4-8-0 *Brooks, 1899(3311) - As 807 BF
169-614	819 *4-8-0 *Dickson, 1900(1095) - As rebuilt - 20X32-55-170 - 158,000 - 200,000 - 33,630 Sc. 1923 1921
578	824 *2-8-0 *Dickson, 1900(1113) - Pressure dropped - 21X32-55-185 - 177,000 - 200,000 - 40,440 Sc. 1923 1920
578	840 *2-8-0 *Brooks, 1900(3482) - 21X32-57-195 - 177,000 - 200,000 - 41,040 Above as part, rebt Sc. 1923 1912
577	841 *2-8-0 *Brooks, 1900(3483) - 21X32-55-200 - 177,000 - 200,000 - 43,620 Sc. 1923 c. 1901
503	854 *2-8-0 *Scranton Sh., 1899 - 22X30-57-200 - 175,500 - 197,650 - 43,300 Pressure inc., etc. Sc. 1923 1920
579	861 *2-8-0 *Sch., 1901(5806) - 21X26-57-200 - 166,000 - 186,000 - 34,200 Sc. 1929

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155-290	862 * 2-8-0 * Sch., 1901 (5307) - As 861	Sc. 1935	c. 1906
169-580	878 * 2-8-0 * Dickson, 1901 (1232) - As 861	Sc. 1927	1917
579	881 * 2-8-0 * Dickson, 1901 (1235) - As 861	Sc. 1927	1913
615	892 * 2-8-0 * Sch., 1902 (6192) - As 861	Sc. 1934	193
464	888 * 2-8-0 * Scranton Sh., 1899 - 22x30-57-185 - 175,500 - 197,650 - 40,060 DL&W 854: ⁽¹⁹⁰¹⁾ 888	Sc. 1923	88
504	901 * 4-4-0 * Dickson, 1882 (390) - 19x24-69-160-72,500-95,000-17,080 ⁽¹⁸⁹⁹⁾ (1905) DL&W (Bflo. Div) 71: DL&W 901; 477	Sc. 1911	1899
504	901 (2) * 4-4-0 * Scranton, 1899 - 19 1/2 x 24 - 69 - 160 - 80,000 - 112,000 - 17,990 ⁽¹⁸⁹⁹⁾ (1899) (1904) (1905) DL&W (O&S) 15: DL&W 960: 953: 901	Sc. 1927	
505	902 * 4-4-0 * Dickson, 1882 (328) - To CB, 1898 - 19x24-69-165 - 86,760 - 120,760 - 17,610 ⁽¹⁸⁹⁹⁾ (1926) DL&W (Bflo. Div) 11: DL&W 902: Del. Valley RR 902	Sc. c. 1931	
155-1	909 * 4-4-0 * Cooke, 1883 (1402) - To CB, 1896 - 19x24-69-165 - 85,100 - 121,600 - 17,610	Sc. 1924	1909
169-378	911 * 4-4-0 * Dickson, 1882 (397) - To CB, 1897 - 19 1/2 x 24 - 69 - 160 - 80,000 - 116,200 - 17,990 ⁽¹⁸⁸⁶⁾ (1892) (1899) DL&W (Bflo. Div) 78: DL&W (ML) 148: 180: DL&W 911	Sc. 1928	1903
525	912 * 4-4-0 * Dickson, 1896 (937) - 19x24-69-160 - 87,000 - 126,000 - 17,080 ⁽¹⁸⁹⁹⁾ DL&W (M&E Div) 91: DL&W 912	Sc. 1927	1926
155-323 169-509	913 * 4-4-0 * Dickson, 1882 (396) - 19x24-69-160 - 75,300 - 102,500 - 17,080 ⁽¹⁸⁸⁶⁾ (1892) (1892) (1899) DL&W (Bflo. Div) 77: DL&W (ML) 165: 183: SB&NY 5: DL&W 913	Sc. 1911	⁵⁰⁷ 1911
506	914 * 4-4-0 * Kingsland Sh., 1900 - 19 1/2 x 24 - 69 - 170 - 87,000 - 126,000 - 19,110 ⁽¹⁹⁰⁴⁾ (1905) DL&W 962: 954: 914	Sc. 1927	1907
155-93	916 * 4-4-0 * Cooke, 1882 (1233) - To CB, 1896 - 19x24-69-165 - 85,100 - 121,600 - 17,610 ⁽¹⁸⁹⁹⁾ DL&W (Bflo. Div) 7: DL&W 916	Sc. 1926	1904
169-506	917 * 4-4-0 * Cooke, 1882 (1236) - To CB, 1896 - As 916 ⁽¹⁸⁹⁹⁾ DL&W (Bflo. Div) 10: DL&W 917	Sc. 1927	1899
506	917 * 4-4-0 * As above		c. 1920
155-774	921 * 4-4-0 * Dickson, 1895 (925) - 19x24-69-150 - 79,000 - 108,000 - 16,010 ⁽¹⁸⁸⁹⁾ DL&W (M&E Div) 22: DL&W 921	Sc. 1911	
508	921 * 4-4-0 * Scranton Sh., 1900 - 19 1/2 x 24 - 69 - 165 - 87,300 - 127,300 - 18,550 ⁽¹⁹⁰⁴⁾ (1905) (1911) DL&W 963: 935: 937: 921	Sc. 1927	1924
508	924 * 4-4-0 * Dickson, 1882 (331) - To CB, 1894 - 19 1/2 x 24 - 69 - 160 - 84,400 - 118,500 - 17,990 ⁽¹⁸⁹⁹⁾ (1883) (1892) (1899) DL&W (Bflo. Div) 14: DL&W (ML) 157: 181: DL&W 924		
505	925 * 4-4-0 * Syracuse Sh., 1892 - 19 1/2 x 24 - 69 - 145 - 80,800 - 111,500 - 16,300 ⁽¹⁸⁹²⁾ (1899) DL&W (SB&NY) 5: DL&W (ML) 187: DL&W 925	Sc. 1913	c. 1903
155-326	926 * 4-4-0 * Kingston Sh., 1893 - 19 1/2 x 24 - 69 - 150 - 84,600 - 122,000 - 16,860 ⁽¹⁸⁹⁹⁾ DL&W (ML) 246: DL&W 926	Sc. 1920	c. 1910
169-526	931 * 4-4-0 * Kingston Sh., 1889 - 19 1/2 x 24 - 69 - 140 - 77,600 - 110,000 - 15,740 ⁽¹⁸⁹⁹⁾ (1911) DL&W (ML) 240: DL&W 938: 931	Sc. 1921	c. 1912

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169-507	935 * 4-4-0 * Dickson, 1891(835) - 19X24-69-150-78,000 - 105,000 - 16,010 DL&W (M&E Div) 153: DL&W 935: 723 Sc. 1911 1907 <small>(1899) (1911)</small>
529 155- Frontis 169-532	936 * 4-4-0 * A-S, 1911(49980) - 20X26-69-185-107,600-159,000-23,700 c.1911 938 * 4-4-0 * A-S, 1911(49982) - As 936 Sc. 1931 Frontis → 1915 532 → 1915
507	943 * 4-4-0 * Cooke, 1887(1769) - 19X24-69-140-79,800-111,500-14,940 DL&W (ML) 189 "G.W. HALSTEAD": DL&W 943: 499 Sc. 1914 <small>(1899) (1910)</small>
469	952 * 4-4-0 * Dickson, 1884(479) - 19X24-69-140-68,100-95,000-14,940 DL&W (ML) 185: DL&W 952: 487 Sold to Va. Carolina & Coast in 1906 Restored <small>(1899) (1905)</small> Sc. 1930 1939 1925
531	954 * 4-4-0 * A-S, 1905(30557) - 20X26-69-185-100,000-150,000-23,700
510	955 * 4-4-0 * Cooke, 1882(1232) - 19X24-69-140-65,000-89,700-14,940 DL&W (B&B Div) 6: DL&W 955: 489 Sc. 1909 1905? <small>(1899) (1904)</small> Sc. 1929
530	955 * 4-4-0 * A-S, 1905(30558) - 20X26-69-185-100,000-150,000-23,700
531	955 * 4-4-0 * A-S, 1905(30558) - As extensively rebuilt - As above 1923
509	956 * 4-4-0 * Dickson, 1898(101) - 20X26-63-170-80,0-1728- 90200-129,800-23,850 DL&W (M&E Div) 165: DL&W 971: Sc. 1929 1917 <small>(1899)</small> 956
534	961 * 4-4-0 * BLW, 1904(23955) - As extensively rebuilt - 21X26-69-185- 109,500-167,700-26,130 Sc. 1942 1938
155-182	963 * 4-4-0 * BLW, 1904(23966) - 20X26-69-185-100,000-159,000- 23,700 Sc. 1931
169-528	964 * 4-4-0 * BLW, 1904(23981) - As built and as 963 Sc. 1946 c. 1910
155-334	964 * 4-4-0 * BLW, 1904(23981) - As partly rebuilt - 21X26-69-185- 26,130 Sc. 1946 1934
74-146	965 * 4-4-0 * BLW, 1904(23986) - As 963 Sc. 1929 c. 1915
169-570	968 * 4-4-0 * BLW, 1904(24020) - As 963 Sc. 1935 1931
155-184 & 365	970 * 4-4-0 * BLW, 1904(24075) - As 963 Sc. 1944 184 → 1908 365 → 1910
155-336	970 * 4-4-0 * BLW, 1904(24075) - 21X26-69-185 Sc. 1944 1934
74-147	970 * 4-4-0 * BLW, 1904(24075) - As extensively rebuilt - As 961 194
169-394	974 * 4-4-0 * Sch., 1901(5793) - 20X26-69-185-93,000-140,000- 23,700 Sc. 1930 1905 88
169-527 & 528	975 * 4-4-0 * Sch., 1901(5794) - As 974 Sc. 1929 528 → 1910 527 → 1930
74-146 74-164	978 * 4-4-0 * Sch., 1901(5797) - Partial rebuild - 21X26-69-185-26,130 1924
169-571	978 * 4-4-0 * Sch., 1901(5797) - As extensively rebuilt - As 961 Sc. 1948 571 → 1938
169-467	981 * 4-4-0 * Sch., 1901(6122) - 20X26-69-185-93,000-140,000-23,700 1901 Sc. 1944 1935
533	981 * 4-4-0 * Sch., 1901(6122) - Partial rebuild - 21X26-69-185-26,130
74-146	981 * 4-4-0 * Sch., 1901(6122) - Comp. rebuild - As 961 Sc. 1944 c. 1938
155-368	987 * 4-4-0 * Sch., 1902(6170) - Superheated & piston valve of chest 1921 G-3b 87,61 1189-340-109,500-165,706 Sc. 1940
313	987 * 4-4-0 * Sch., 1902(6170) - Bak v.g. & 21X26 cyl - 21X26-69-185-26,130 1921
169-534	988 * 4-4-0 * Sch., 1902(6171) - As 974 Sc. 1946 1915

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169-534
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74-147
155-318 169-535
169-535
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74-149
169-544
155-198
169-541
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155-151
169-542
74-149
169-543
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74-149
155-115
149
343
169-545
547
546
547

988	*4-4-0*	Sch., 1902(6171) - As 974	Sc. 1946 Sc. 1946	c. 1922
988	*4-4-0*	" " " - New cyl. & Baker vlg. - 21x26-69-185-26,130	Sc. 1946	1930
988	*4-4-0*	" " " - Comp. rebuild - 21x26-69-185-109,500- 167,700-26,130	Sc. 1946	1938
988	*4-4-0*	Sch., 1902(6171) - As above	Sc. 1946	1945
999	*4-4-0*	A-S, 1903(27260) - 20x26-69-185-100,000-150,000- 23,700	Sc. 1931	1903
1002	*4-6-0*	Brooks, 1900(3464) - Pillaid valve gear - 20x28-69-210-137,000- 179,000-28,970	Sc. 1931	1915
1003	*4-6-0*	Brooks, 1900(3465) - Slide valve cyl - As 1002	Sc. 1931	1911
1004	*4-6-0*	Brooks, 1900(3466) - As 1002 - Orig. cylinders	Sc. 1931	c. 1914
1004	*4-6-0*	" " " - As rebuilt - 20 1/2 x 28-69-210- 30,440	Sc. 1931	1930
1008	*4-6-0*	A-S, 1905(38693) - New cyl, etc - 23x26-69-200- 154,000-20,000-33,890	Sold 1942	Sold 1917
1008	*4-6-0*	A-S, 1905(38693) - New cyl, valve gear - As above		1920
1008	*4-6-0*	" " " - Back cab	" "	544-1937
1009	*4-6-0*	A-S, 1905(38694) - Back cab - As 1008	Sc. 1942	
1010	*4-6-0*	A-S, 1905(38695) - 22 1/2 x 26-69-215-154,000-201,000- 34,860	Sc. 1942	1905
1011	*4-6-0*	A-S, 1905(38696) - As 1010	Sc. 1942	c. 1914
1011	*4-6-0*	" " " - As 1008	Sc. 1942	1935
1011	*4-6-0*	" " " - Back cab	Sc. 1942	1939
1012	*4-6-0*	A-S, 1905(38697) - As 1010	Sc. 1938	c. 1908
1014	*4-6-0*	A-RL&M, 1906(39813) - 22 1/2 x 26-69-215-154,000-84.7- 201,000-34,860 All original	Sc. 1942	1914
1014	*4-6-0*	As above - Complete rebuild - 23x26-69-200-33,890	Sc. 1942	c. 1938
1016	*4-6-0*	A-RL&M, 1906(39815) - As 1014	Sc. 1942	c. 1922
1016	*4-6-0*	" " " - New cyl. & valve gear	Sc. 1942	
1016	*4-6-0*	" " " -	Sc. 1942	1936
1016	*4-6-0*	" " " - Given back cab		1935
1017	*4-6-0*	A-RL&K, 1907(42755) - 22 1/2 x 26-69-215-34,860	Sc. 1932	1912
1021	*4-6-0*	A-RL&M, 1907(42759) - As 1017	Sc. 1932	c. 1914
1023	*4-6-0*	A-RL&M, 1907(42761) - As 1017 (As built)	Sc. 1932	
1025	*4-6-0*	A-S, 1908(45507) - Rebuilt with back cab - 23x26-69-200- 169,500-214,000-33,890	Sc. 1942	1938
1026	*4-6-0*	A-S, 1908(45508) - As 1025	Sc. 1937	1917
1034	*4-6-0*	A-S, 1910(47950) - As 1025	Sc. 1937	1914

DELAWARE, LACKAWANNA & WESTERN - JUNE 1899 TO 1960

169-386	1035 * ⁴⁻⁶⁻⁰ A-S, 1910(47951) - 23x26-69-200 - 170,000 - 218,000 - 33,890 - 1938	Sc. 1936	
549	1036 * ⁴⁻⁶⁻⁰ A-S, 1910(47952) - 22½x26-69-215 - 170,000 - 218,000 - 34,860 - Sc. 1936		1913
548	1051 *4-6-0 *A-RL&M, 1907(42768) - 22½x26-69-215 - 157,000 - 208,000 - 32,950	Sc. 1936	1908
155-367			
74-148 169-549	1051 *4-6-0 *A-RL&M, 1907(42763) - 23x26-69-200 - 157,000 - 208,000 - 33,890	Sc. 1936	367 → 1938 549 → 1931
169-551	1101 * ⁸⁻²¹ 4-6-2 *N-1 *A-S, 1912(51348) - 25x28-73-200 - 94.5 - 3844 - 179,500 - 284,000 - 40,750	Sc. 1942	1937
-550	1103 *4-6-2 *N-1 *A-S, 1912(51250) - As 1101	Sc. 1942	1912
74-150	1103 *4-6-2 *N-1 * " " " " " " " " " " " "		Later photo
23-141	1106 *4-6-2 *N-1 *A-S, 1912(51353) - As 1101	Sc. 1946	BP
169-551	1109 *4-6-2 * *A-S, 1913(53144) - 25x28-73-200 - 185,500 - 288,000 - 40,750	Sc. 1942	c. 1925
155-284	1112 *4-6-2 * *A-S, 1914(54637) - 25x28-73-200 - 186,500 - 290,000 - 40,750	Sc. 1948	1937
195	1113 *4-6-2 * *A-S, 1914(54638) - As 1112	Sc. 1946	1939
74-153			552 → 1938
169-552	1114 *4-6-2 * *A-S, 1914(54639) - As 1112	Sc. 1947	153 → 1941
74-150			
155-301	1115 *4-6-2 *A-S, 1922(63248) - 25x28-79-210 - 191,000 - 301,000 - 39,430	Streamlined 1936 Sc. 1951	301 → 1937
74-155			
169-558	1116 *4-6-2 *A-S, 1922(63249) - As 1115 -	Sc. 1953	558 → 1935
155-163	1117 *4-6-2 *A-S, 1922(63250) - As 1115 -	Streamlined 1936 Sc. 1950	
-348	1118 *4-6-2 *A-S, 1922(63251) - As 1115 -	Sc. 1953	1950
169-557			1922
169-557	1119 *4-6-2 *A-S, 1922(63252) - As 1115 - 557, Oil Burner 1947	Sc. 1953	1950
74-154	1120 *4-6-2 *A-S, 1920(61790) - As 1115 -	Sc. 1953	
74-130-131&150			556 → 1937 ± 131 → 1946
169-556	1123 *4-6-2 *A-S, 1920(61792) - As 1115 -	Streamlined 1937 Sc. 1951	130 → 1951
74-154			
155-132	1124 *4-6-2 *A-S, 1920(61794) - 25x28-79-210 - 192,500 - 302,000 - 39,430	Sc. 1950	154 → 1946
169-559	1125 *4-6-2 *A-S, 1920(61795) - As 1124	Sc. 1953	
155-198	1126 *4-6-2 *A-S, 1917(57053) - 25x28-79-210 - 189,500 - 300,000 - 39,430	Sc. 1950	1949
169-573	1127 *4-6-2 *A-S, 1917(57054) - As 1126	Sc. 1950	BP
155-346	1129 *4-6-2 *A-S, 1917(57056) - As 1126	Sc. 1951	1938
169-555	1130 *4-6-2 *A-S, 1917(57057) - As 1126	Sc. 1953	c. 1918 1933
553	1131 *4-6-2 *A-S, 1915(55131) - 27x28-73-200 - 197,500 - 307,000 - 47,500	Sc. 1953	1931
74-150	1132 *4-6-2 *A-S, 1915(55127) - 27x28-73-200 - 197,300 - 305,500 - 47,500	Sc. 1953	1949
155-165	1133 *4-6-2 *A-S, 1915(55128) - As 1132	Sc. 1953	1937
169-554	1134 *4-6-2 *A-S, 1915(55129) - As 1132	Sc. 1953	1936

DELAWARE, LACKAWANNA & WESTERN - JUNE 1899 TO 1960

169-552 155-202 169-391 & 554	1135 *4-6-2* A-S, 1916 (55130) - ^{27X28-73-210-91-3691-808-} 197,300-305,500-49,900	Sc. 1953	1915
	1135 *4-6-2* " " " - As modified - 27X28-73-210-91-3691-808-197,300-305,500-49,900	Sc. 1953	391 → 1948 202 → 1953
74-127	1136 *4-6-2* A-S, 1923 (64283) - 25X28-79-210-191,000-301,000-39,430	Sc. 1948	
169-573	1136 *4-6-2* " " " - As above - As streamlined, 1937	Sc. 1948	1937
155-292 74-151	1138 *4-6-2* A-S, 1923 (64285) - As 1136	Sc. 1950	1937
169-558 74-164 169-567	1140 *4-6-2* A-S, 1923 (64287) - As 1136	Sc. 1953	558 → 1923
155-Dust Cov. & 202	1151 *4-6-4* A-S, 1937 (68910) - 26X30-80-225-81.5-3854-1123-198,000-375,000-48,480	Sc. 1951	202 → 1951
155-167 74-163	1152 *4-6-4* A-S, 1937 (68911) - As 1151	Sc. 1952	167 → 1938 163 → 1951
74-163	1153 *4-6-4* A-S, 1937 (68912) - As 1151	Sc. 1951	
169-592	1154 *4-6-2* A-S, 1913 (53161) - Freight Pacific - 25X28-69-200-186,500-286,000-43,120	Sc. 1950	1913
23-251 74-163	1154 *4-6-4* A-S, 1937 (68913) - As 1151	Sc. 1951	251 → BP
46-97	1156 *4-6-2* A-S, 1913 (53163) - Freight Pacific - As 1154 - Rebuilt to 0-8-0, rono 206	Sc. 1952	BP
169-594	1162 *4-6-2* Lima, 1914 (1385) - Freight Pacific - 25X28-69-200-291,000-43,120	Sc. 1951	1914
169-616	1171 *4-6-2* Lima, 1914 (1394) - Freight Pacific - 25X28-69-200-297,600-43,120	Sc. 1948	1918
169-593	1175 *4-6-2* A-S, 1916 (55923) - Freight Pacific - 25X28-70-200-295,000-42,500	Sc. 1955	
594	1184 *4-6-2* A-B, 1924 (65398) - Freight Pacific - 25X28-70-200-297,500-42,500	Sc. 1955	1932
74-152 155-346	1189 *4-6-2* A-B, 1924 (65403) - Freight Pacific - As 1184		346 → 1937 152 → 1938
74-151	1193 *4-6-2* A-B, 1924 (65407) - Freight Pacific - As 1184		BP
169-616	1201 *2-8-2* A-S, 1912 (51355) - 28X30-63-180-236,500-312,000-56,230	Sc. 1950	1912
575	1203 *2-8-2* A-S, 1912 (51357) - As 1201	Sc. 1955	C. 1914
595	1207 *2-8-2* A-S, 1912 (51361) - 28X30-63-190-236,500-312,000-60,300	Sc. 1951	1933
597	1212 *2-8-2* A-S, 1912 (51366) - As 1207	Sc. 1950	1913
591	1221 *2-8-2* A-S, 1913 (53151) - 28X30-63-190-237,000-312,500-60,300	Sc. 1955	1915

DELAWARE, LACKAWANNA & WESTERN - JUNE 1899 TO 1960

155-248	1233 * 2-8-2 * A-S, 1916 (55932) - 28X30-63-200 - 254,500 - 321,000 - 63,500	Sc. 1953	1951
74-140 169-596	1234 * 2-8-2 * A-S, 1916 (55933) - As 1233	Sc. 1951	596 - 1916
155-249	1243 * 2-8-2 * A-S, 1918 (60245) - As 1233	Sc. 1953	195
169-596 74-142 169-617	1247 * 2-8-2 * A-S, 1918 (60249) - As 1233	Sc. 1947	1933
	1253 * 2-8-2 * A-S, 1920 (61828) - 28X30-63-200 - 253,500 - 328,000 - 63,500	Sc. 1952	617 -> 1949
169-597	1255 * 2-8-2 * A-S, 1920 (61830) - As 1253	Sc. 1951	1921
598	1258 * 2-8-2 * A-S, 1920 (61833) - As 1253	Sc. 1952	
598 132-264 169-560	1261 * 2-8-2 * A-S, 1920 (61836) - As 1253	Sc. 1952	
	1401 * 4-8-2 * A-S, 1924 (65418) - 28X30-69-200 - 80,4 - 4979 - 1292 - 257,500 - 376,000 - 57,950	Sold, 1943 DL&W 1401: ACL RR	1924
132-264 74-156 155-344	1401 * 4-8-2 * A-S, 1924 (65418) - 28X30-69-210 - 60,850	As above (1943)	1934
	1402 * 4-8-2 * A-S, 1924 (65419) - As 1401	Sold to ACL RR (1943)	264 -> 1925 344 -> 1935
155-166 74-156	1403 * 4-8-2 * A-S, 1924 (65420) - As 1401	Sold to ACL RR (1943)	c. 1935
132-263 132-263 169-561	1404 * 4-8-2 * A-S, 1924 (65421) - As 1401	Sold to ACL RR (1943)	263 -> 1924
	1405 * 4-8-2 * A-S, 1924 (65422) - As 1401	Sold to ACL RR	561 -> 1924
132-266	1450 * 4-8-2 * A-B, 1925 (66163) - (3) 25X28-73-210 - 256,000 - 382,000 - 6,100 - Later rebuilt to 2 cyl. 28X32 and BP to 220"	Sc. 1946	1925
169-562 & 563 74-156 169-562 132-266 169-563	1451 * 4-8-2 * A-B, 1925 (66164) - As 1450 all the way	Sc. 1946	562 -> 1925
	1452 * 4-8-2 * A-B, 1925 (66428) - As 1450 all the way	Sc. 1946	562 -> 1925
	1454 * 4-8-2 * A-B, 1925 (66430) - As rebuilt - 28X32 - 73-220 - 256,000 - 382,000 - 64,260	Sc. 1946	563 -> 1925 266 -> 1925
23-231	1501 * 4-8-4 * A-B, 1927 (67526) - 27X32-77-250 - 88.2 - 5/98 - 1324 - 269,000 - 421,000 - 64,500	Sc. 1949	
133-21 169-564 & 574	1501 * 4-8-4 * A-B, 1927 (67526) -	Sc. 1949	BF 524 -> 1925 21 & 574 -> 1934 106 -> 1937 342 -> 1940 566 -> 1942 160 -> 1948
155-166 & 347 74-160 169-566	1502 * 4-8-4 * A-B, 1927 (67527) - As 1501	Sc. 1949	
	1503 * 4-8-4 * A-B, 1927 (67528) - As 1501	Sc. 1949	
74-161 155-368 169-565 74-135 169-605	1504 * 4-8-4 * A-B, 1927 (67529) - As 1501	Sc. 1949	161 -> 1930
	1505 * 4-8-4 * A-B, 1927 (67530) - As 150	Sc. 1949	368 -> 1930
	1603 * 4-8-4 * A-S, 1929 (67801) - 28X32-70-235 - 262,000 - 418,000 - 71,600	Sc. 1951	605 -> 1925
74-145	1605 * 4-8-4 * A-S, 1929 (67803) - As 1603	Sc. 1951	1947
160	1606 * 4-8-4 * A-S, 1929 (67804) - As 1603	Sc. 1951	
161	1608 * 4-8-4 * A-S, 1929 (67806) - As 1603	Sc. 1951	
133-22	1610 * 4-8-4 * A-S, 1929 (67808) - As 1603	Sc. 1951	
169-605 & 606	1614 * 4-8-4 * A-S, 1929 (67812) - As 1603	Sc. 1951	606 -> 1934 605 -> 1940
74-126, 139 & 142	1616 * 4-8-4 * A-S, 1929 (67814) - As 1603	Sc. 1951	162 -> 1940
155-239	1617 * 4-8-4 * A-S, 1929 (67815) - As 1603	Sc. 1951	

DELAWARE, LACKAWANNA & WESTERN - JUNE 1899 TO 1960

74-128	1622 * 4-8-4 * A-S, 1932(68624) - 28X32-70-235 - 271,000-429,000 71,600	Sc. 1951	
155-231 169-607 74-145	1623 * 4-8-4 * A-S, 1932(68625) - As 1622	Sc. 1951	231 → 1953 607 → 1936 145 → 1947
133-20 155-234	1628 * 4-8-4 * A-S, 1932(68630) - As 1622	Sc. 1951	234 → 1948
23-257	1631 * 4-8-4 * A-S, 1934(68661) - 28X32-74-250 - 274,000-447,000- 72,000 - 88.2 - 5488 - 2180 -	Sc. 1952	BP
74-159 155-177	1635 * 4-8-4 * A-S, 1934(68665) - As 1631	Sc. 1953	
169-607	1636 * 4-8-4 * A-S, 1934(68666) - As 1631	Sc. 1951	607 → 1936 177 → 1950
133-24	1637 * 4-8-4 * A-S, 1934(68667) - As 1631	Sc. 1953	1950
74-162 74-60	1640 * 4-8-4 * A-S, 1934(68670) - As 1631	Sc. 1953	
133-25 169-609	1641 * 4-8-4 * A-S, 1934(68671) - As 1631	Sc. 1953	609 → 1938
169-608	1643 * 4-8-4 * A-S, 1934(68673) - As 1631	Sc. 1953	1951
133-23	1646 * 4-8-4 * A-S, 1934(68676) - As 1631	Sc. 1952	
169-619	1650 * 4-8-4 * A-S, 1934(68680) - As 1231	Sc. 1951	1948
74-140	2116 * 2-8-2 * A-S, 1922(63596) - 28X32-63-200-70,4-4414- 1266 - 271,500 - 356,500 - 67,700 - 79,200	Sc. 1950	
142 169-600	2117 * 2-8-2 * A-S, 1922(63597) - As 2116	Sc. 1949	
	2119 * 2-8-2 * A-S, 1922(63599) - As 2116	Sc. 1947	
169-599	2126 * 2-8-2 * A-S, 1923(64039) - As 2116	Sc. 1947	1923
74-141	2133 * 2-8-2 * A-S, 1923(64046) - As 2116	Sc. 1946	
233	2136 * 2-8-2 * A-S, 1923(64065) - As 2116	Sc. 1950	
155-280	2137 * 2-8-2 * A-S, 1923(64066) - As 2116 DL & W 2137; Chicago & Illinois Midland 561	Sold 1945 (1945)	1938
169-600	2140 * 2-8-2 * A-S, 1923(64069) - As 2116	Sc. 1947	1927
155-255	2149 * 2-8-2 * A-B, 1924(65416) - 28X32-63-200-276,500- 362,500 - 67,700 DL & W 2149; Alton & Southern 27	Sold 1945 (1945)	1933
74-146 169-601	2150 * 2-8-2 * A-B, 1924(65417) - As 2149 25X28 inside	Sc. 1950	601 → 1934
23-221	2203 * 4-8-2 * A-S, 1926(66956) - 25X32 outside - 63-200-80-5010- 1292 - 274,000 - 394,000 - 77,600 - 88,800	Sc. 1947	BP
132-267 169-602	2204 * 4-8-2 * A-S, 1926(66957) - As 2203	Sc. 1948	602 → 1926
74-158	2209 * 4-8-2 * A-S, 1926(66962) - As 2203	Sc. 1947	
132-269	2212 * 4-8-2 * A-S, 1926(66965) - As 2203	Sc. 1947	
169-603	2213 * 4-8-2 * A-S, 1926(66966) - As 2203	Sc. 1947	
74-157	2215 * 4-8-2 * A-S, 1926(66968) - As 2203	Sc. 1947	
155-282	2218 * 4-8-2 * A-S, 1926(66971) - As 2203	Sc. 1946	1939
74-158	2221 * 4-8-2 * A-S, 1926(66974) - As 2203	Sc. 1947	
169-604 74-157	2225 * 4-8-2 * A-S, 1926(66978) - As 2203 25X28 inside	Sc. 1947	1935
132-268	2227 * 4-8-2 * A-S, 1927(67517) - 25X32 outside - 63-200-276,000- 397,000 - 77,600 - 88,800	Sc. 1950	

DELAWARE LOGKAWANNA & WESTERN - JUNE 1899 TO 1960

155-257	2230 * 4-8-2 * A-S, 1927 (67520) - A5 2227	Sc. 1950	1932
169-603	2233 * 4-8-2 * A-S, 1927 (67523) - A5 2227	Sc. 1948	1931

DELAWARE, LACKAWANNA & WESTERN - JUNE 1899 to 1960

155-341 427 *4-4-0* Syracuse Sh., 1881 - To CB, 1898 - 18X24-63-135 -
74,700 - 113,900 - 14,160 ⁽¹⁸⁹⁹⁾ Syr. Bmg. & NY 20" SUSQUEHANNA":
DL&W 427 Sc. 1912 1900

155-329 207 *2-6-0* Dickson, 1871 (92) - To CB, 1898 - 18X24-57-145 - ⁽¹⁸⁷²⁾
96,800 - 110,000 - 16,810 ⁽¹⁸⁹⁹⁾ DL&W (ML) 131" UTICA": DL&W (SB&NY) 17" UTICA
DL&W (UCE SV) 28" UTICA": DL&W 207 ⁽¹⁸⁹⁹⁾ Sc. 1917 C. 1905

DENVER LEADVILLE & GUNNISON Gauge 3:0"

64-260 114-103 136-92	57	*2-6-6 T * Mason, 1880 (618) - ^{14x16-37-150-12.5-650.3-} _{(1885) (1889) (1899)} 39,000 - 75,000 - 10,810	DSP&P 24 "BUENA VISTA": 57: DL&G 57: C&S 1	Sold 1902 c. 1898
COG-109	109	*2-6-0 * Cooke, 1884 (1550) - ^{14 1/2 x 18-40-58,300 (Dr.)} _{(1885) (1889) (1899)}	DSP&P 39: 109: DL&G 109: C&S 4	Sc. 1934 1888
114-121	110	*2-6-0 * Cooke, 1884 (1551) - ^{14 1/2 x 18-40-58,300 (Dr.)} _{(1885) (1889) (1899)}	DSP&P 40: 110: DL&G 110: C&S 5	Sc. 1939 1890:
61-161	111	*2-6-0 * Cooke, 1884 (1552) - ^{14 1/2 x 18-40-58,300 (Dr.)} _{(1885) (1889) (1899)}	DSP&P 69: 111: DL&G 111: C&S 6	Sc. 1939
115-71	112	*2-6-0 * Cooke, 1884 (1553) - ^{14 1/2 x 18-40-58,300 (Dr.)} _{(1885) (1889) (1899)}	DSP&P 70: 112: DL&G 112: C&S 7	Sc. 1929 1889
78-262	113	*2-6-0 * Cooke, 1884 (1554) - ^{14 1/2 x 18-40-58,300 (Dr.)} _{(1885) (1889) (1899)}	DSP&P 71: 113: DL&G 113: C&S 8	Sc. 1939
64-178	115	*2-6-0 * Cooke, 1884 (1556) - ^{14 1/2 x 18-40-58,300 (Dr.)} _{(1885) (1889) (1899)}	DSP&P 73: 115: DL&G 115: C&S 10	Sc. 1934
114-326	162	*2-6-0 * Brooks, 1882 (755) - ^{15 x 18-38-46,900 (Dr.)} _{(1885) (1889) (1899)}	DSP&P 35 "DILLON": 162: DL&G 162: C&S 22	Sc. 1927 1891
64-100	190	*2-8-0 * BLW, 1880 (4917) - ^{15 x 18-37-56,000 (Dr.)} _{(1885) (1889) (1899)}	DSP&P 50: 190: DL&G 190: C&S 30	Ret. 1921
114-121	194	*2-8-0 * BLW, 1880 (4950) - ^{15 x 18-37-56,000 (Dr.)} _{(1885) (1889) (1899)}	DSP&P 54: 194: DL&G 194: C&S 33	Sold 1902 1892
34-14 115-346	197	*2-8-0 * BLW, 1880 (4957) - ^{15 x 18-37-150-13.8-816,067} _{(1885) (1889) (1899)} 53,750 - 61,750 - 13,900	DSP&P 57: 197: DL&G 197: C&S 36: Manistee & Luther 3	Ret. c. 1914 1899 189
64-79 115-329	199	*2-8-0 * Cooke, 1883 (1479) - ^{15 x 18-36-62,900 (Dr.)} _{(1885) (1889) (1899)}	DSP&P 42: 199: DL&G 199: C&S 38	Sc. 1916 1896
78-477	204	*2-8-0 * Cooke, 1883 (1484) - ^{15 x 18-36-62,900 (Dr.)} _{(1885) (1889) (1899)}	DSP&P 47: 204: DL&G 204: C&S 43	Ret. 1921 1893
78-317	206	*2-8-0 * Cooke, 1883 (1486) - ^{15 x 18-36-62,900 (Dr.)} _{(1885) (1889) (1899)}	DSP&P 49: 206: DL&G 206: C&S 45: Halleck & Howard #5 (1918)	Sc. 1927C. 1897
114-123	214	*2-8-0 * Cooke, 1883 (1500) - ^{15 x 18-36-62,900 (Dr.)} _{(1885) (1889) (1899)}	DSP&P 65: 214: DL&G 214: C&S 53	Sc. 1918 1895
115-115	269	*2-8-0 * BLW, 1890 (11353) - ^{16 x 20-37-66,000 (Dr.)} ₍₁₈₈₉₎	DL&G 269: C&S 66	Sc. 1923 1899
115-357	270	*2-8-0 * BLW, 1890 (11333) - ^{16 x 20-37-66,000 (Dr.)} ₍₁₈₈₉₎	DL&G 270: C&S 67	Sc. 1927 c. 1893
115-123 /	271	*2-8-0 * BLW, 1890 (11352) - ^{16 x 20-37-66,000 (Dr.)} ₍₁₈₈₉₎	DL&G 271: C&S 68	Sc. 1939 1889
136-92	240	*2-8-6 T * Mason, 1880 (623) - ^{15 x 20-36-150? - 55,340 (Dr.)} _{(1885) (1889)}	DSP&P 25 "ALPINE": 240: DL&G 240	Gone by 1894

DENVER NORTH-WESTERN & PACIFIC

60-235	20	*0-6-0 ²⁸ *A-S, 1903(29038) - 19X26-51-180-132,000-28,160 DN-W&P 20; D&SL 20 ⁽¹⁹¹³⁾ Sc. 1939
60-235	101	*2-8-0*42*A-S, 1904(29204) - 22X28-57-210-209,500-42,420 DN-W&P 101; D&SL 101 ⁽¹⁹¹³⁾ Sc. 1937
60-231	109	*2-8-0*44*A-S, 1908(45577) - 22X28-55-210-219,000-43,980 DN-W&P 109; D&SL 109 ⁽¹⁹¹³⁾ Sc. 1943
153-61	112	*2-8-0*44*A-S, 1910(48148) - As 109 DN-W&P 112; D&SL 109 ⁽¹⁹¹³⁾ ; D&RGW 1032 ⁽¹⁹⁴⁷⁾ never applied Sc. 1948 BP
34-319 60-236	200	*0-6-6-0*76*A-S, 1908(45604) - 21 ⁷² &33 ¹ / ₂ X32-225-328,000-76,400 DN-W&P 200; D&SL 200 ⁽¹⁹¹³⁾ ; D&RGW 3360 ⁽¹⁹⁴⁷⁾ Sc. 1949 236 → BF
136-94	201	*0-6-6-0*76*A-S, 1909(46560) - As 200 DN-W&P 201; D&SL 201 ⁽¹⁹¹³⁾ ; D&RGW 3361 ⁽¹⁹⁴⁷⁾ Sc. 1952 PBP
136-94	207	*0-6-6-0*76*A-S, 1910(48233) - As 200 DN-W&P 207; D&SL 207 ⁽¹⁹¹³⁾ ; D&RGW 3367 ⁽¹⁹⁴⁷⁾ Sc. 1950 BP
54-254	300	*4-6-0*30*A-S, 1904(29203) - 20X28-63-200-186,000-30,220 DN-W&P 300; D&SL 300 ⁽¹⁹¹³⁾ Sc. 1947 1910
54-266	303	*4-6-0*34*A-S, 1910(48147) - 20X28-63-225-165,000-34,150 DN-W&P 303; D&SL 303 ⁽¹⁹¹³⁾ ; D&RGW 796 ⁽¹⁹⁴⁷⁾ never applied Sc. 1948
60-237	391	*4-4-0*19*Pittsburgh, 1899(1952) - 18X24-60-175-108,000-19,280 Chesapeake Beach 4; DN-W&P 391 ⁽¹⁹⁰³⁾ ; D&SL 391 ⁽¹⁹¹³⁾ Sc. 1937

DENVER & RIOGRANDE AND DENVER & RIOGRANDE WESTERN
NARROW GAUGE

20,500

3-122
 60-16 153-7
 3-123
 60-17 153-8

1" MONTEZUMA * 2-4-0 * 25 * BLW, 1871 (2459) - 9x16-40-130-25,000-3,580 - Sc. 1888 BP

3" SHOU-WA-NO * 2-6-0 * 35 * BLW, 1871 (2476) - 11x16-36-130-35,000-5,940 -
 Reblt. to 0-6-0 T, Cl. 39 (1884) Sold 1888 BP

60-296 4" CORTEZ * 2-4-0 * 25 * BLW, 1871 (2566) - As 1 - Sc. 1888

152-5 5" OURAY * 2-6-0 * 35 * BLW, 1871 (2568) - As 3 - D&RG 5" O.: Little Book Cliff 1 (1889)

153-63 6 * 2-4-0 * 25 * BLW, 1871 (2613) - As 1 - D&RG 6" UTE: Denver, Longmont & Northwestern? : Denver RR & Coal Co? : Colorado Eastern G (1881-84) (1886-88) (1888-1915) 1900

60-18 11" CUCARAS * 2-6-0 * 35 * BLW, 1873 (3021) - As 3 - D&RG 11" C.: DL&N?: rebuilt to 0-6-0 T, Cl. 39: Sold 1888 (1885)

153-16 12" LAS ANIMAS * 2-6-0 * 35 * BLW, 1873 (3165) - As 3 - D&RG 12" LA.: rebuilt to 0-6-0 T, Cl. 39: Sold 1899 (1884)

60-20 13" SANTA CLARA * 2-6-0 * 40 * BLW, 1876 (3806) - As 3 - Sc. 1889

60-21 17" GREENHORN * 4-4-0 * 37 * BLW, 1876 (3869) - 11x16-44-130-37,000-4,750
 Sold 1888

60-25 77-75 22 * 2-8-0 * 60 * BLW, 1877 (4076) - 15x20-36-130-60,000-13,800
 D&RG 22: 228 (1874) Sc. 1926

76-32 31 * 2-8-0 * 56 * BLW, 1878 (4384) - 15x18-36-130-56,000-12,450
 Rebuilt to 0-8-0 Sc. 1917

60-73 32 * 2-8-0 * 56 * BLW, 1878 (4385) - As 31 Sc. 1908

3-126 73-115 33" SILVER CLIFF * 2-8-0 * 56 * BLW, 1879 (4504) - As 31 Sc. 1908

114-324 46 * 2-8-0 * 56 * BLW, 1880 (4981) - As 31
 D&RG 46: New Mexico Lbr. Co. 2 (2) (1903)

F-2 115-397 51 * 2-8-0 * 56 * BLW, 1880 (4990) - As 31 Sc. or sold 1908

76-24 153-16 52 * 2-8-0 * 56 * BLW, 1880 (5002) - As 31 Sc. 1908

60-37 54 * 2-8-0 * 56 * BLW, 1880 (5008) - As 31 Sc. 1908

60-77 57 * 2-8-0 * 56 * BLW, 1880 (5021) - As 31 Sc. 1908

76-37 63 * 2-8-0 * 56 * BLW, 1880 (5051) - As 31 Sc. 1908

60-118 64 * 0-8-0 * 56 * BLW, 1880 (5069) - 15x18-36-130- -12,450
 Rebuilt from 2-8-0 Sc. 1916

60-36 & 248 115-380 66 * 2-8-0 * 56 * BLW, 1880 (5098) - As 31 Sc. 1908 36 & 380 -> 1881 248 -> 1900

60-49 73 * 2-8-0 * 56 * BLW, 1880 (5138) - As 31 D&RG 73 "SNEFFELS": 1884
 D&RG (Utah) 73: RGW 73: RGS 29: Detroit Copper Mining Co? : Morenci Southern 2 (1886) (1891) (1900)

60-36 83 * 2-8-0 * 56 * BLW, 1881 (5423) - As 31 Sc. 1916

76-22 84 * 2-8-0 * 56 * BLW, 1880 (5156) - As 31 Off roster 1893

3-124 87 * 4-4-0 * 42 * BLW, 1880 (5053) - 12x18-45-130-40,000-6,380
 D&RG 87: Sanford & St. Petersburg 11: Flint River L&E? (1894)

3-126 88" PTARMIGAN * 4-4-0 * 42 * BLW, 1880 (5198) - As 87 D&RG 88" P.: Carmen Island Salt Co (1892): FC Torres a Prietas : Union Mexicano

D&RG AND D&RGW

NARROW GAUGE

COG 160	92 "MOGOLLON" * 4-4-0 * 42 * BLW, 1880 (5118) - As 87 - D&RG 92 "M": Sanford & St. Petersburg (1894) 12: AGL 801: 1801: Sanford Mfg. Co. ? (1911) (1912)	
60-32	93 * 4-4-0 * 42 * BLW, 1880 (5319) - As 87 - D&RG 93: Rio Grande Southern 36: Arkansas Lbr. Co. ? (1891)	1881
3-125	94 * 4-4-0 * 42 * BLW, 1880 (5139) - As 87 - Ret. 1903	
3-127 153-16	95 * 4-4-0 * 42 * BLW, 1880 (5140) - As 87 - D&RG 95: Sanford & St. Petersburg (1894) 5: Atlantic Coast Line 800: Georgia C & L Works 41 to std. gauge; (1908) Lutz & Vincent 99 (1911)	
54-24	99 "KOKOMO" * 4-4-0 * 42 * BLW, 1881 (5423) - As 87 - D&RG 99 "K": Sanford & St. Petersburg (1894) ? : Flint River Lbr. ? (1898)	
3-129 60-66	100 * 4-4-0 * 42 * BLW, 1881 (5436) - As 87 - Sc. 1908	
3-127 153-17	101 "MOUNTAINEER" * 0-4-4-0 T * ? * Vulcan Fdry Co., England - (4) 10 X 18 - 39 - 120-62,000-9,280 D&RG 13 "RENO": 101 "M": 1001 Sc. 1888 (c. 1876) (c. 1881)	
3-127 153-		
81-626	102 * 0-6-0 T * 48 * BLW, 1881 (5681) - 14 X 16 - 36 - 130 - 48,000 - 9,640 Sold 1893	
81-110 153-21	105 * 0-6-0 T * 48 * BLW, 1881 (5737) - As 102 D&RG 105: Rio Grande Southern (1891) 14: Yellow Pine Lbr. Co. 4	
60-46	107 * 4-4-0 * 42 1/2 * BLW, 1883 (6631) - 12 X 18 - 45 - 130 - 44,150 - 6,380 Sc. 1898	
3-128 153-17	108 * 4-4-0 * 42 1/2 * BLW, 1883 (6632) - As 107 D&RG 108: D&RGW (Utah) 108 (1886)	
153-17	152 * 2-6-0 * 45 * BLW, 1881 (5675) - 14 X 20 - 45 - 130 - 52,000 - 9,560 Sc. 1899	
60-44	162 * 4-6-0 * 45 1/2 * BLW, 1882 (5969) - 14 X 20 - 45 - 140 - 53,400 - 10,500 Sc. 1916	
3-129 153-17	163 * 4-6-0 * 45 1/2 * BLW, 1882 (5970) - As 162 Sc. 1916 c. 1890	
126-74 153-29	169 * 4-6-0 * T-12 * BLW, 1883 (7028) - 14 X 20 - 45 - 155 - 56,550 - 11,590 1924 At Alamosa, Col.	
60-32	172 * 4-6-0 * T-12 * BLW, 1884 (7220) - As 169 Sc. 1926 c. 1884	
76-78	173 * 4-6-0 * T-12 * BLW, 1884 (7221) - As 169 Sc. 1926 c. 1884	
60-47	177 * 4-6-0 * T-12 * BLW, 1884 (7306) - As 169 Sc. 1926	
66	202 * 2-8-0 * C-16 * Grant, 1881 (1364) - 15 X 20 - 36 - 155 - 60,000 - 16,540 Sc. 1926	
81-17	203 * 2-8-0 * C-16 * Grant, 1881 (1365) - As 202 D&RG 203 "NAVAJO": New Mexico Lbr. Co. 4: Montezuma Lbr. Co. ? (1926) Sc. 1940 c. 1890	
54-63	206 * 2-8-0 * C-16 * Grant, 1881 (1368) - As 202 Sc. 1936	
60-58	213 * 2-8-0 * C-16 * Grant, 1881 (1375) - As 202 Sc. 1926	
60-58	218 * 2-8-0 * C-16 * Grant, 1881 (1380) - As 202 Sc. 1934	
60-152 153-21	223 * 2-8-0 * C-16 * Grant, 1881 (1436) - As 202 2 → c. 1935 152 → 1940	
66	223 * 2-8-0 * C-16 * " " " " " " On display in Salt Lake City	
60-40	226 * 2-8-0 * C-16 * Grant, 1882 (1439) - As 202 Sc. 1936	
54-83 66	227 * 2-8-0 * C-16 * Grant, 1882 (1440) - As 202 D&RG 227: New Mexico Lbr. Co. ? (1926): Montezuma Lbr. Co. ? Sc. 1940 1908	
153-21	228 * 2-8-0 * 60 (C-16) * BLW, 1877 (4076) - 15 X 20 - 36 - 130 - 60,000 - 13,800 D&RG 22: 228 (1894) Sc. 1926 1899	
81-201	240 * 2-8-0 * C-16 * BLW, 1881 (5655) - As 202 - Sc. 1926 1917	

D&RG AND D&RGW

NARROW GAUGE

60-44
115-207
54-185
76-24
60-185 153-93
File D 54-30
81-409 153-21
54-243
File D
115-387
60-133
76-182
76-182
60-146
54-190 60-180
76-185 153-25
76-183
77-319 81-396
76-183
60-173 115-387
54-29
54-81
64-252 81-413
153-25
52-72
52-73 54-242
60-168 115-392
52-75
54-6
60-130
153-25
60-33
54-160
153-25

262	*2-8-0 * C-16 * BLW, 1882(5996) - As 202	Sc. 1926	207 → 1890
263	*2-8-0 * C-16 * BLW, 1882(5995) - As 202	Sc. 1929	c. 1900
266	*2-8-0 * C-16 * BLW, 1882(6000) - As 202	Sc. 1926	1894
268	*2-8-0 * C-16 * BLW, 1882(6002) - As 202	Ret. 1955 At Gunnison	185 → 1955
271	*2-8-0 * C-16 * BLW, 1882(6012) - As 202	Sold 1941 Sc. 1947	D → 1947 1947
273	*2-8-0 * C-16 * BLW, 1882(6014) - As 202	Sc. 1926	
276	*2-8-0 * C-16 * BLW, 1882(6037) - As 202	Sc. 1926	
278	*2-8-0 * C-16 * BLW, 1882(6030) - As 202	Ret. 1953 At Montrose	1935
306	*2-8-0 * C-17 * BLW, 1895(14487) - 16x20 - 37 - 145 - 71,100 - 17,085 Utah Central 1: RGW 1: D&RG 554: 306 Nar. " 1918	Sc. 1935	1933
315	*2-8-0 * C-18 * BLW, 1895(14352) - 16x20 - 38 - 160 - 72,000 - 18,325 Florence & Cripple Creek 3" ELKTON: D&RG 425: 315	Sc. 1946	1933
316	*2-8-0 * C-18 * BLW, 1897(15246) - As 315 - F&CC 11" STRONG": D&RG 426: 316	Sc. 1946	1935
317	*2-8-0 * C-18 * BLW, 1895(14513) - As 315 - F&CC 5" FLORENCE": D&RG 427: 317	Sc. 1948	
318	*2-8-0 * C-18 * BLW, 1896(14769) - As 315 - F&CC 8" GOLDFIELD": D&RG 428: 318	Sold 1954 At Col. RR Mus	25 → 1939 1909 1944
319	*2-8-0 * C-18 * BLW, 1896(14770) - As 315 - F&CC 9" ALTA VISTA": D&RG 429: 319	Sc. 1951	183 → 1948 396 → 1949
320	*2-8-0 * C-18 * BLW, 1896(14768) - As 315 - F&CC 7" W.S. STRATTON": Cripple Creek & Colorado SPRINGS 35: D&RG 424: 320	Sc. 1938	
340	*2-8-0 * C-19 * BLW, 1881(5571) - 16x20 - 37 - 160 - 74,260 - 18,820 D&RG 400 "GREEN RIVER": 340:	Sold 1952	387 → 1939 173 → 1951
341	*2-8-0 * C-19 * BLW, 1881(5603) - As 340 D&RG 402 "SHOSHONE": 800: 401(2): 341	Sc. 1939	1935
345	*2-8-0 * C-19 * BLW, 1881(5572) - As 340 D&RG 401 "GRAND RIVER": 803: 405(2): 345	Sc. 1951	
346	*2-8-0 * C-19 * BLW, 1881(5712) - As 340 D&RG 406 "CUMBRES": 346 Sold 1947 At Col. RR Museum	Sc. 1950	252 → As original & rebuilt 413 → 1947 & 1948
360	*2-8-0 * C-21 * BLW, 1900(17872) - 17x20 - 38 7/8 - 160 - 95,650 - 20,220 Crystal River 101: D&RG 430: 360	Sc. 1950	1940
361	*2-8-0 * C-21 * BLW, 1900(17717) - As 360 D&RG 431: 361	Sc. 1951	392 → 1938 73 → 1940 168 & 242 → 1949
375	*2-8-0 * C-25 * BLW, 1903(21757) - 18x20 - 38 - 170 - 117,400 - 24,640 Crystal River 103: D&RG 432: 375	Sc. 1949	75 & 130 → 1924 25 → c. 1945
402	*2-8-0 * C-19 * BLW, 1881(5603) - 16x20 - 37 - 160 - 74,260 - 18,820 D&RG 402 "SHOSHONE": 800: 401(2): 341	Sc. 1939	
404	*2-8-0 * C-19 * BLW, 1881(5630) - As 402 D&RG 404 "SEVIER": 404 (1924)	Sc. 1939	

D&RG AND D&RGW

NARROW GAUGE

COG-119
 81-601
 62-97
 81-145 153-25
 60-53
 60-130
 60-128
 60-77 153-95
 81-252, 465, 510
 \$555 115-389
 153-26
 81-357
 60-294
 60-81
 81-396
 81-605
 81-216,
 219, 236 & 460
 60-136 81-481
 54-55 60-140
 \$222 81-457 & 560
 60-134 & 152
 62-106
 54-50 & 80
 60-176 62-99
 D
 54-216 153-26
 54-220
 54-76 & 221
 62-106 & 108 82-171
 54-183 & 184
 115-392
 54-53
 D
 54-83
 153-26
 60-144 & 337
 54-220 60-140

410 *2-8-0*C-19*BLW, 1881(5755)-As 402 D&RG 410 "TREASURY MOUNTAIN": 801: 411(2): 342 Sc. 1938 1881
 (1888) (1900) (1924)
 409 *2-8-0*C-19*BLW, 1881(5731)-As 402 D&RG 409 "RED BUTTES": Rio Grande Southern 41: Sold 1951 1892
 (1916)
 417 *2-8-0*C-17*BLW, 1887(8563)-16X20-36 3/4-145-70,300-17,170 D&RG 417: 300 Sc. 1936 145-1908
 (1924) 251-1905
 419 *2-8-0*C-17*BLW, 1887(8625)-As 417 D&RG 419: 304 Sc. 1934 (1924)
 424 *2-8-0*C-18*BLW, 1896(14768)-16X20-38-160-72,000-18,325 Florence & Cripple Creek 7" W.S. STRATTON: Cripple Creek & Colorado Springs 35: D&RG 424: 320 Sc. 1938 1920
 (1920) (1924)
 431 *2-8-0*C-21*BLW, 1900(17717)-17X20-38 7/8-160-95,650-20,220 Crystal River 102: D&RG 431: 361 Sc. 1951
 (1916) (1924)
 450 *2-8-2*K-27*BLW, 1903(21677)-Vauclain compound - 13 & 22 X 22 40-200-30.17-2148.8-136,650? - ? - Simpld 1907-09 Sc. 1939
 452 *2-8-2*K-27*BLW, 1903(21803)-Simpld from Vauclain compound - 17X22-40-200-136,650-27,020 Sc. 1954 465 & 510 -> 1947 252 & 555 -> 195 389 -> 1940
 454 *2-8-2*K-27*BLW, 1903(21832)-As 452 Sc. 1953 1951
 Sc. 1953 (1939)
 455 *2-8-2*K-27*BLW, 1903(21845)-As 452 D&RG 455: RGS 455 Sc. 1953
 456 *2-8-2*K-27*BLW, 1903(21854)-As 452 Sc. 1952
 457 *2-8-2*K-27*BLW, 1903(21894)-As 452 Sc. 1939 1935
 (1941)
 459 *2-8-2*K-27*BLW, 1903(21936)-As 452 D&RG 459: N de M 401: std. gauged 1949: 2251 Sc. 1957 (1949) 1937
 (1950) Sc.
 461 *2-8-2*K-27*BLW, 1903(21729)-As 452 D&RG 461: RGS 461 1953 1946
 462 *2-8-2*K-27*BLW, 1903(21781)-As 452 Sc. 1950 216 & 219 -> 1948
 463 *2-8-2*K-27*BLW, 1903(21788)-As 452 Sold 1955 481 -> 1946
 464 *2-8-2*K-27*BLW, 1903(21796)-As 452 Ret 1962 560 -> 1948 140 -> 196 457 -> 1945 560 -> 1951
 470 *2-8-2*K-28*A-S, 1923(64981)-18X22-44-200-156,000-27,540 D&RG 470: White Pass & Yukon 250 Sc. 1946 152 -> 1941
 (1942) Sc.
 471 *2-8-2*K-28*A-S, 1923(64982)-As 470 D&RG 471: WP&Y 251 1946 193
 (1942) Sc.
 473 *2-8-2*K-28*A-S, 1923(64984)-As 470 In service 99 -> 1948 176 -> c. 195 80 -> 1939
 (1942) Sc.
 474 *2-8-2*K-28*A-S, 1923(64985)-As 470 D&RG 474: WP&Y 253 Sc. 1946
 Sc. 1946 (1942) 26 -> 193
 475 *2-8-2*K-28*A-S, 1923(64986)-As 470 D&RG 475: WP&Y 254 216 -> 194 (1942) Sc.
 477 *2-8-2*K-28*A-S, 1923(64988)-As 470 D&RG 477: WP&Y 255 1946 193
 106 -> 1938
 478 *2-8-2*K-28*A-S, 1923(64989)-As 470 In service 221 -> 1941 76 -> 1949
 (1942) Sc.
 479 *2-8-2*K-28*A-S, 1923(64990)-As 470 D&RG 479: WP&Y 256
 183 -> 1938 184 -> 1939 392 -> 1940
 480 *2-8-2*K-36*BLW, 1925(58558)-20X24-44-195-187,100-36,160
 481 *2-8-2*K-36*BLW, 1925(58559)-As 480 26 -> 1959
 482 *2-8-2*K-36*BLW, 1925(58541)-As 480 D&RGW 482: Cumbres & Toltec Scenic? (1970)

D&RG AND D&RGW

NARROW GAUGE

54-333	483	*2-8-2*K-36*BLW, 1925(58584) - As 480	D&RGW 483: C&TS?	(1970)
60-177 72-136	484	*2-8-2*K-36*BLW, 1925(58585) - As 480	D&RGW 484: C&TS?	(1970) 177 → 1951
54-31	485	*2-8-2*K-36*BLW, 1925(58586) - As 480	Sc. 1955	
60-188 72-135	486	*2-8-2*K-36*BLW, 1925(58587) - As 480	Ret. 1962	On display 135 → 1958
54-329	487	*2-8-2*K-36*BLW, 1925(58588) - As 480	D&RGW 487: C&TS?	(1970)
54-318 82-169	488	*2-8-2*K-36*BLW, 1925(58589) - As 480	D&RGW 488: C&TS?	(1970)
62-100	489	*2-8-2*K-36*BLW, 1925(58590) - As 480	D&RGW 489: C&TS?	c. 1945
54-54 & 334	492	*2-8-2*K-37*BLW, 1902(20749) as std. gauge - As rebuilt to n.g. 1928 - 20 x 24 -		(1924) (1928) (1970)
		441-200-187, 250-37, 100	D&RG 1121: 1021: 492: C&TS?	
60-143 153-26	494	*2-8-2*K-37*BLW, 1902(20748) as std. gauge - As rebuilt to n.g. 1928 - As 492		(1924) (1928) (1970) 143 → 1948
		D&RG 1120: 1020: 494: C&TS?		26 → 1959
54-309	495	*2-8-2*K-37*BLW, 1902(20522) as std. gauge - As rebuilt to n.g. 1928		(1924) (1928) (1970)
		As 492	D&RG 1104: 1004: 495: C&TS?	
D	497	*2-8-2*K-37*BLW, 1902(20521) as std. gauge - As rebuilt to n.g. 1930		(1924) (1930)
		As 492	D&RG 1103: 1003: 497: C&TS?	Stored
D	498	*2-8-2*K-37*BLW, 1902(20640) as std. gauge - As rebuilt to n.g. 1930		(1924) (1930)
		As 492	D&RG 1109: 1009: 498: C&TS?	Stored
D	499	*2-8-2*K-37*BLW, 1902(20753) as std. gauge - As rebuilt to n.g. 1930		(1924) (1930)
		As 492	D&RG 1125: 1025: 499: C&TS?	Stored
60-19	13 "MOUNTAINEER"	*O-4-4-OT* Vulcan Foundry Co. England - (A) 10 x 18 -		1873 (1876) (1881) Sc.
		39-120-62,000-9,280	D&RG 13"M": 101"M": 1001"M" 1888 BF	
78-459	343	*2-8-0*C-19*BLW, 1881(5604) - 16x20-37-160-74,260-18,950		(1924) Sc. 1941 1937s
114-387		D&RG 403: 343		

D&RG AND D&RGW

STANDARD GAUGE

153-47	01	*2-8-OT* * BLW, 1900 (18205) as C-41, 2-8-0-As rebuilt to 2-8-OT, 1937 183,790? : 40,530 D&RG 905: 955: 01 Sc. 1946	22X28-54-190-
60-119 136-96	5	*3Trk. Shay* Y-33 * Lima, 1906 (1801)-(3) 14 1/2 X 15-40-200,000-32,730 Copper Belt 5; D&RG 5 Sc. 1936	C. 1934
153-39	10	*0-8-OT* S-19 * BLW, 1881 (5850) originally C1.75, 2-8-0 - 16X20-36-135-64,900-16,320 D&RG 412: 550; 800: 10 Sc. 1927	C. 1925
153-42	57	*0-6-0* S-33 * BLW, 1907 (30697)-20X26-51-190-150,000-32,930 D&RG 838: 57 Sold 1943	
153-46	60	*0-6-0* S-33 * A-S, 1909 (46508)-20X26-51-180-150,000-31,200 D&RGW 841: 60 Sc. 1944	1936
153-36	157	*4-6-0* 46 * BLW, 1881 (5949)-14X20-45-135-55,600-10,140 D&RG 157: 505 "UNCLE SAM" Sc. 1906	BP
153-36	414	*2-8-0* 75 * BLW, 1881 (5857)-16X20-36-135-69,000-16,320 D&RG 414: 552: rebuilt to 0-8-OT prior to 1900: 802: Sc. prior to 1924	BP
60-47 153-36	501	"MANITOU" *4-6-0* 76 * BLW, 1883 (6534)-16X24-56-135-78,300-12,605 Sc. 1916	
54-41	502	*4-6-0* 76 * BLW, 1887 (8636)-As 501 Sc. 1916	
60-39	503	*4-6-0* 104 * NYLW, 1890 (568)-17X24-55-155-104,200-15,460 Rio Grande Western 51: D&RG 503 Sc. 1916	
54-41	505	"UNCLE SAM" *4-6-0* 46 * BLW, 1881 (5949)-See 157 D&RG 157: 505 "UNCLE SAM" Sc. 1906	
54-177 60-264	507	*4-6-0* T-18 * BLW, 1887 (8877)-18X24-55-160-109,000-19,230 Sc. 1924 177 -> c. 1916	
23-29 60-54	508	"BUENA VISTA" *4-6-0* T-18 * BLW, 1887 (8883)-As 507 D&RG 508 "B.V.": 511 1924 BP	
153-36	510	*4-6-0* T-18 * BLW, 1888 (9108)-As 507 Sc. 1924	
54-167 60-75	522	*4-6-0* T-18 * BLW, 1890 (11192)-As 507 Sc. 1920	1906
54-176	524	*4-6-0* T-18 * BLW, 1890 (11187)-As 507 D&RG 524: 506 Sc. 1924	C. 1900
54-159	527	*4-6-0* T-18 * BLW, 1890 (11201)-As 507 Sc. 1924	1893
52-36	532	*4-6-0* T-18 * BLW, 1891 (11717)-As 507 D&RG 532: Crystal River & San Juan 1 Sc. 1924	1899
60-65	533	*4-6-0* T-18 * BLW, 1891 (11723)-As 507 D&RG 533: 507 Sc. 1926	
54-215	534	*4-6-0* T-18 * BLW, 1891 (11731)-As 507 D&RG 534: 513 Sc. 1924	1900
54-215	536	*4-6-0* T-18 * BLW, 1891 (11718)-As 507 Sc. 1924	1900
60-68	554	*0-8-OT* S-19 * BLW, 1891 (5928) as 2-8-0, rebuilt to 0-8-OT prior to 1900 16X20-36-135X64,900-16,320 D&RG 416: 554: 804 Sc. 1915	
153-42	578	*2-6-OT* * BLW, 1896 (11293) as 2-6-0, as rebuilt to 2-6-OT, 1928 18X24-47-140-102,750? - 19690 D&RG 806: 828: 578: rebuilt to 2-6-OT: Sc. 1936	
60-173	605	*2-8-0* C-26 * BLW, 1889 (10280)-20X24-51-160-120,100-25,600 RGW 116: D&RG 635: 605 Sold 1951	1951
114-66	619	*2-8-0* C-28 * BLW, 1891 (12037)-20X24-46-140-113,200-24,830 D&RG 619: 659 Sc. 1934	1905

D&RG AND D&RGW

STANDARD GAUGE

60-54	628	*2-8-0*	C-28*	BLW, 1891(12087)-As 619	Sc. 1916		
60-65	653	*2-8-0*	C-28*	BLW, 1891(11908)-As 619	D&RG 613: 653	Sc. 1939	1939
60-303	662	*2-8-0*	C-28*	BLW, 1891(12050)-As 619	D&RG 622: 662	Sc. 1936	1927
153-39	681	*2-8-0*	C-28*	BLW, 1888(8950)-As 619	D&RG 555: 581: 681	Sc. 1945	1938
8-106 60-65	700	*4-6-0*	T-26*	BLW, 1896(14989)-20x26-63-185-149,065-25,960	D&RG 700: 540	Sc. 1924	
54-21, 59&226	701	*4-6-0*	T-26*	BLW, 1896(14990)-As 700	D&RG 701: 541	Sc. 1924	226→1900
60-67	702	*4-6-0*	T-26*	Burnham Shops, 1897-As 700	D&RG 702: 542	Sc. 1926	21→1896 59→1908
153-39	705	*4-6-0*	T-26*	BLW, 1898(15693)-As 700	D&RG 705: 585	Sc. 1924	
54-21	709	*4-6-0*	T-26*	BLW, 1898(16181)-As 700	D&RG 709: 539	Sc. 1926	1900
153-42	723	*4-6-0*	T-28*	Brooks, 1899(3199)-21x26-63-210-160,000-32,490		Sc. 1926	
60-71	730	*4-6-0*	T-28*	Brooks, 1899(3344)-As 723		Sc. 1934	
60-113	741	*4-6-0*	T-24*	Sch., 1901(5723) as rebuilt from compound in 1906	RGW 81: D&RG 741: 531	Sc. 1927	
60-121	750	*4-6-0*	T-31*	BLW, 1902(2038) as Vauclain comp. - As simplified in 1909	D&RG 1001: 750	Sc. 1936	1935
54-58	759	*4-6-0*	T-31*	BLW, 1902(2043) - All as 750	D&RG 1010: 759	Sc. 1926	
60-138	760	*4-6-0*	T-31*	A-S, 1908(45667) - As rebuilt with 63" drivers, 1924	D&RG 763: 760	Sc. 1945	
54-98 60-118	774	*4-6-0*	T-29*	A-B, 1908(45687) - 21x26-67-200-184,000-29,090		Sc. 1929	1910
54-180	782	*4-6-0*	T-29*	A-B, 1909(46418) - As 774		Sc. 1941	1929
153-42	784	*4-6-0*	T-29*	A-B, 1909(46420) - As 774		Sc. 1952	1949
54-186	789	*4-6-0*	T-29*	A-B, 1909(46425) - As 774		Sc. 1947	
60-164 153-60	795	*4-6-0*		A-S, 1907(41616) - 20x28-57-200-189,000-33,405	D&S L 302: D&RGW 795	Sc. 1948	1948
60-142	800	*0-8-0*	T-19*	BLW, 1881(5850) as 2-8-0 - Rebuilt to 0-8-0T prior to 1900 - 16x20-36-135-64,900-16,320	D&RG 412: 550:		
54-45 60-164	800	*4-6-2*	P-44*	BLW, 1913(39149) - 26x26-67-190-261,080-42,370	D&RG 1006: 800	Sc. 1952	45→1935 164→c.1948
60-55	801	*2-8-0*		BLW, 1881(5755) as narrow gauge #410 - To sta gauge 801, 1888 - To narrow gauge 411, 1900	D&RG 410: 801: 411: 342	Sc. 1938	
54-186, 319&354	801	*4-6-2*	P-44*	BLW, 1913(39144) - 20x26-67-200-261,080-44,595	D&RG 1001: 801	Sc. 1953	186→1940
54-235	802	*4-6-2*	P-44*	BLW, 1913(39145) - As 800	D&RG 1002: 802	Sc. 1949	1924
54-78	803	*4-6-2*	P-44*	BLW, 1913(39146) - As 800	D&RG 1003: 803	Sc. 1950	
60-178 153-50	804	*4-6-2*	P-44*	BLW, 1913(39147) - As 801	D&RG 1004: 804	Sc. 1953	50→1941 178→c.1950
60-107	805	*0-6-0*	S-23*	Sch., 1900(5629) - 19x24-51-160-96,000-23,100	RGW 21: D&RG 805: 20	Sc. 1928	

D&RG AND D&RGW

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54-52	813	*2-6-0 * G-20 * BLW, 1891(11447) - 18X24-47-102,750-19,680 Sc. 1916	(1917)
54-63	823	*2-6-0 * G-20 * BLW, 1891(11623) - As 813 D&RG 823: Denver & Intermountain 2	
54-52	824	*2-6-0 * G-20 * BLW, 1891(11624) - As 813 Sc. 1916	1900
60-80	831	*0-6-0 * S-33 * BLW, 1906(29410) - 20X26-51-190-150,000-32,930 D&RG 831: 50 Sold 1943	(1924) 1922
60-114	838	*0-6-0 * S-33 * BLW, 1907(30697) - As 831 D&RG 838: 57	(1924)
60-120	843	*0-6-0 * S-33 * A-S, 1909(46510) - 20X26-51-180-150,000-31,200 D&RG 843: 62 Sc. 1952	(1924)
153-46	900	*2-8-0 * C-38 * Rich., 1900(3006) - 22X28-56-185-183,000-38,050 RGW 300: D&RG 960: 900 Sc. 1936	1934
153-63 60-71	904	*2-8-0 * C-41 * BLW, 1900(18204) - 22X28-54-190-183,790-40,530 D&RG 904: 954 Sc. 1936	1900
60-127 153-46	915	*2-8-0 * C-39 * BLW, 1912(38837) - 21X26-59-190-172,600-36,310 Spring Canon Coal Co. 1: D&RG 958: 915 Sc. 1937	1931
153-47	916	*2-8-0 * C-39 * BLW, 1905(26006) - 22X28-56-190-185,600-39,080 Sc. 1936	1906
153-47	933	*2-8-0 * C-40 * BLW, 1901(18779) - As rebuilt from Vauclain comp - 21X30-56-200-199,000-40,160 RGW 703: D&RG 993: 933 Sc. 1945	1936
60-114	934	*2-8-0 * C-40 * BLW, 1901(18780) - As rebuilt from Vauclain comp. - As 933 RGW 704: D&RG 994: 934 Sc. 1945	
60-114	940	*2-8-0 * C-40 * Rich., 1901(3184) as a cross-comp., simplified 1907 - 21X30-57-200-199,000-39,460 RGW 600: D&RG 980: 940 Sc. 1936	1935
153-46	943	*2-6-0 * G-28 * BLW, 1898(15581) - 20X26-61-190-140,600-27,535 RGW 203: D&RG 943; Wyoming RY ?	1917
153-47	964	*2-8-0 * C-41 * BLW, 1900(18283) - As 904 D&RG 914: 964 Sc. 1939	(1924)
60-110	970	*2-8-0 * C-42 * Rich., 1900(3002) - 22X28-51-185-179,600-41,785 RGW 400: D&RG 970 Sc. 1936	1936
54-224 60-76	1001	*4-6-0 * C-40 * BLW, 1902(20381) * Vauclain comp. - 15 1/2 * 26X26-63-200-176,200-28,500 D&RG 1001: 750	1906
60-127 126-74	1001	*4-6-2 * P-44 * BLW, 1913(39144) - 26X26-67-185-261,080-41,200 D&RG 1001: 801	74 -> c. 1920
54-164 153-47	1007	*4-6-0 * T-31 * BLW, 1902(20412) - Vauclain comp. - 15 1/2 * 26X26-63-200-178,600-29,600 D&RG 1007: 756 Sc. 1926	47 -> BP
54-227 60-146 153-50	1009	*4-6-0 * T-31 * BLW, 1902(20430) - Vauclain comp. - As 1007 D&RG 1009: 758	1906
	1013	*0-8-0 * C-41 * BLW, 1902(20668) as Vauclain comp. - Simplified and conv. to 0-8-0, 1937 - 21X30-55-200-40,890 D&RG 1113: 1013 146 -> 1932	
54-238 126-72	1017	*2-8-0 * C-41 * BLW, 1902(20698) as Vauclain comp. - Simplified - 21X30-55-200-182,000-40,890 D&RG 1117: 1017 Sc. 1937	72 -> 1928
60-161	1031	*2-8-0 * * A-S, 1908(45579) - 22X28-55-210-219,000-43,980 D&SL 111: D&RGW 1031 Sc. 1951	
54-317	1052	*2-6-6-2 * L-52 * A-S, 1910(46719) - 20 1/2 * 33X32-57-200-340,000-62,030 D&RG 1052: 3302 Sc. 1952	BP

D&RG AND D&RGW

STANDARD GAUGE

60-122
136-97 153-55
60-124 136-98
60-77
60-119
54-166, 168 & 170
60-81 153-50
60-296
60-193
54-53 & 248
60-148
54-313 60-281
60-190
54-185
54-47, 249 & 320
60-192
54-313
54-338 60-243
153-50
35-163
54-284
54-345
60-124
60-301
54-260
60-165 153-60
153-60
60-130
126-77 153-50
54-60, 321 & 330
60-292
54-304
132-169 153-51
54-320
132-170

1055 * 2-6-6-2 * L-62 * A-S, 1910 (46722) - As 1052 D&RG 1055: 3305 1915
1057 * 2-6-6-2 * L-62 * A-S, 1910 (46724) - As 1052 " 1057: 3307 1946 BP
1075 * 2-8-8-2 * L-96 * A-S, 1913 (52053) - 26 & 40 X 32 - 57-200-80-458,000-
95,000 D&RG 1075: 3415 Sc. 1947 BP
1123 * 2-8-0 * C-41 * BLW, 1902 (20751) - Vauclain comp. - 17 & 28 X 28 - 55-
200-183,920-43,200 D&RG 1123: 1023: 1023: 496 narrow gauge
1127 * 2-8-0 * C-41 * BLW, 1902 (20830) as Vauclain comp. - As simplified 1908 -
21 X 30 - 55 - 200 - 182,000 - 40,890 D&RG 1127: 1027 Sc. 1945 1908
1136 * 2-8-0 * C-48 * A-S, 1906 (39018) - 24 X 28 - 57 - 200 - 220,400 - 48,100 1956
1141 * 2-8-0 * C-48 * A-S, 1906 (39328) - 23 X 28 - 57 - 190 - 216,000 - 41,970 BP
1146 * 2-8-0 * C-48 * A-S, 1906 (39333) - As 1136 Sc. 1955
1151 * 2-8-0 * C-48 * A-S, 1908 (44947) - As 1136 Sc. 1956 1956
1161 * 2-8-0 * C-48 * A-S, 1908 (44929) - As 1136 Sc. 1956 148 & 248 -> 1934
1162 * 2-8-0 * C-48 * A-S, 1908 (44930) - As 1136 Sc. 1949 c. 1943
1163 * 2-8-0 * C-48 * A-S, 1908 (44931) - As 1136 Sc. 1956 1956
1173 * 2-8-0 * C-48 * A-S, 1908 (44941) - As 1136 Sc. 1956 c. 1935
1177 * 2-8-0 * C-48 * A-S, 1908 (44945) - As 1136 Sc. 1956 c. 1935
1185 * 2-8-0 * C-48 * A-S, 1906 (40130) - As 1136 RGW 1185: D&RG 1185: 1956
1193 * 2-8-0 * C-48 * A-S, 1906 (40525) - As 1136 RGW 1193: D&RG 1193
1200 * 2-8-2 * K-59 * BLW, 1912 (38772) - 27 X 30 - 63 - 200 - 276,000 - 59,000 Sc. 1954
1203 * 2-8-2 * K-59 * BLW, 1912 (38775) - As 1200 Sc. 1948
1205 * 2-8-2 * K-59 * BLW, 1912 (38777) - As 1200 Sc. 1955 1948
1207 * 2-8-2 * K-59 * BLW, 1912 (38779) - As 1200 Sc. 1956
1210 * 2-8-2 * K-59 * BLW, 1912 (38870) - As 1200 Sc. 1949 1939
1211 * 2-8-2 * K-59 * BLW, 1912 (38871) - As 1200 Sc. 1948
1222 * 2-8-2 * K-63 * Lima, 1915 (5102) - 26 X 30 - 55 - 200 - 295,000 - 62,700 Sc. 1954
D&SL 402: D&RGW 1222 Sc. 1954
1224 * 2-8-2 * K-63 * Lima, 1915 (5104) - As 1222 D&SL 404: D&RGW 1224 1956 1947
1225 * 2-8-2 * K-63 * Lima, 1915 (5105) - As 1222 D&SL 405: D&RGW 1225 165 & 194
1229 * 2-8-2 * K-63 * A-S, 1916 (55985) - As 1222 D&SL 409: D&RGW 1229 Sc. 1956
1254 * 2-10-2 * F-81 * A-B, 1916 (56624) - 31 X 32 - 63 - 195 - 428,500 - 80,910
DL&W 1254: 1404 Sc. 1954
1401 * 2-10-2 * F-81 * A-B, 1916 (56621) - As 1254 D&RG 1251: 1401 Sc. 1955
1403 * 2-10-2 * F-81 * A-B, 1916 (56623) - As 1254 D&RG 1253: 1403 1955 321 -> 194
1501 * 4-8-2 * M-67 * A-B, 1922 (63307) - 28 X 30 - 63 - 210 - 377,000 -
66,640 Sc. 1954
1502 * 4-8-2 * M-67 * A-B, 1922 (63308) - As 1501 Sc. 1952 169 -> 1945
1503 * 4-8-2 * M-67 * A-B, 1922 (63309) - As 1501 Sc. 1952 1939
1504 * 4-8-2 * M-67 * A-B, 1922 (63310) - As 1501 Sc. 1954 c. 1935

D&RG AND D&RGW

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(126-73	1507 * 4-8-2 * M-67 * A-B, 1922 (63313) - As 1501	Sc. 1952	1927
132-168	1508 * 4-8-2 * M-67 * A-B, 1922 (63314) - As 1501	Sc. 1952	1946
60-137	1510 * 4-8-2 * M-67 * A-B, 1922 (63316) - As 1501	Sc. 1955	1922
60-138	1511 * 4-8-2 * M-78 * A-B, 1923 (64288) - 28X30-63-210-384,200 - 66,640 - 78,970	Sc. 1932	
132-172	1512 * 4-8-2 * M-78 * A-B, 1923 (64289) - As 1511	Sc. 1955	1950
54-303 & 305	1517 * 4-8-2 * M-78 * A-B, 1923 (64294) - As 1511	Sc. 1953	305 -> 1941
D 153-93	1518 * 4-8-2 * M-78 * A-B, 1923 (64295) - As 1511	Sc. 1954	
54-304 153-51	1519 * 4-8-2 * M-78 * A-B, 1923 (64296) - As 1511	Sc. 1955	
54-302 60-283	1520 * 4-8-2 * M-78 * A-B, 1923 (64297) - As 1511	Sc. 1952	
54-73 153-51	1523 * 4-8-2 * M-67 * A-B, 1923 (64689) - 28X30-63-210-378,600 - 66,640	Sc. 1952	
132-173	1527 * 4-8-2 * M-67 * A-B, 1923 (64693) - As 1523	Sc. 1955	1941
153-94	1530 * 4-8-2 * M-67 * A-B, 1923 (64696) - As 1523	Sc. 1950	1941
132-175	1550 * 4-8-2 * M-69 * N&W Roanoke Shops, 1926 (241) - 28X30-63-215 - 401,900 - 68,800 N&W 206: D&RGW 1550: W&LE 6807: NYC & STL 6807	(1945) (1948) Sc. 1952	1941
51-153 38-88	1552 * 4-8-2 * M-69 * N&W Roanoke Shops, 1926 (243) - As 1550 N&W 208: D&RGW 1552: W&LE 6809: NYC & STL 849	(1945) (1948) (1951) Sc. 1952	
60-158	1553 * 4-8-2 * M-69 * N&W Roanoke Shops, 1926 (244) - As 1550 N&W 209: D&RGW 1553: W&LE 6810	(1945) (1948) Sc. 1952	
54-73 & 303	1600 * 4-8-2 * M-75 * BLW, 1926 (59240) - (3) 25X30-67-210-419,310 - 74,830	Sc. 1949	303 -> 1942 73 -> 1948
132-166	1601 * 4-8-2 * M-75 * BLW, 1926 (59241) - As 1600	Sc. 1941	1937
23-221 132-174	1604 * 4-8-2 * M-75 * BLW, 1926 (59244) - As 1600	Sc. 1948	221 -> BP 174 -> 1936
60-141	1605 * 4-8-2 * M-75 * BLW, 1926 (59293) - As 1600	Sc. 1949	
8-32	1606 * 4-8-2 * M-75 * BLW, 1926 (59294) - As 1600	Sc. 1949	BP
54-303 153-54	1607 * 4-8-2 * M-75 * BLW, 1926 (59295) - As 1600	Sc. 1949	
132-174	1608 * 4-8-2 * M-75 * BLW, 1926 (59336) - As 1600	Sc. 1948	1938
132-176	1609 * 4-8-2 * M-75 * BLW, 1926 (59337) - As 1600	Sc. 1948	1941
54-337 133-80	1701 * 4-8-4 * M-64 * BLW, 1929 (60713) - 27X30-70-240-418,150 - 63,700	Sc. 1956	337 -> 1937 80 -> 1941
54-336 63-49	1702 * 4-8-4 * M-64 * BLW, 1929 (60714) - As 1701	Sc. 1954	336 -> 1937
54-346 60-179	1704 * 4-8-4 * M-64 * BLW, 1929 (60716) - As 1701	Sc. 1955	
133 - Endpiece D	1705 * 4-8-4 * M-64 * BLW, 1929 (60717) - As 1701	Sc. 1954	D -> 1930
54-339	1708 * 4-8-4 * M-64 * BLW, 1929 (60720) - As 1701	Sc. 1950	
60-190	1709 * 4-8-4 * M-64 * BLW, 1929 (60721) - As 1701	Sc. 1956	
60-143	1710 * 4-8-4 * M-64 * BLW, 1929 (60920) - As 1701	Sc. 1955	84 -> 1940 81 & 143 85 -> 1949 1950
133-81, 84 & 85	1712 * 4-8-4 * M-64 * BLW, 1929 (60922) - As 1701	Sc. 1955	
D	1800 * 4-8-4 * M-68 * BLW, 1937 (62130) - 26X30-73-285-470,000 - 67,300	Sc. 1954	

D&RG AND D&RGW

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133-82	1801	*4-8-4*M-68*BLW, 1937(62131)-As 1800	Sc. 1953	1946
54-308E 356	1802	*4-8-4*M-68*BLW, 1937(62132)-As 1800	Sc. 1953	
60-148	1803	*4-8-4*M-68*BLW, 1937(62133)-As 1800	Sc. 1952	
8-125 46-209				165E 209 → BPs
54-347 60-172	1804	*4-8-4*M-68*BLW, 1937(62134)-As 1800	Sc. 1954	347 → 1942
54-317 136-99	3300	*2-6-6-2*L-62*A-S, 1910(46717)-20 1/2 #33 X 32-57-200-54-340,000-		
		62,030 D&RG 1050: 3300	Sc. 1950	99 → 1944
136-100	3304	*2-6-6-2*L-62*A-S, 1910(46721)-As 3300	Sc. 1947	1939
38-89				
60-157 136-102	3351	*2-6-6-2*L-76*A-S, 1916(56460)-22 #35 X 32-57-225-427,000-		
		75,830 c. - 91,000 s. N&W 1457; D&RGW 3351	Sc. 1950	102 → 1948
60-166 136-107	3363	*2-6-6-0*L-76*A-S, 1910(48151) as 0-6-6-0 - Modified by D&SL Shops to 2-6-6-		
		21 #33 1/2 X 32-55-225-72-362,000-76,400 DN-W&P 203; D&SL 203:		
		D&RGW 3363	Sc. 1949	1948s
136-106	3371	*2-6-6-0*L-76*A-S, 1916(55986) as 0-6-6-0 - Modified by D&SL Shops to 2-6-6-0		
		As 3363 DN-W&P 212; D&SL 212; D&RGW 3371	Sc. 1951	1947
60-179 136-390	3375	*2-6-6-0*L-76*A-S, 1916(56296) as 0-6-6-0 - Modified by D&SL Shops to 2-6-6-0		
		As 3363 DN-W&P 216; D&SL 216; D&RGW 3375	Sc. 1951	
54-316 126-75	3400	*2-8-8-2*L-96*A-S, 1913(52038)-26 #40 X 32-57-200-458,000-95,000		
		D&RG 1060: 3400	Sc. 1952	75 → 1927
60-176E 183 391	3400	*2-8-8-2*L As above - As rebuilt, engine wt, 482,500	Sc. 1952	391 → c. 1950
D 54-294E 295				176E 183 → 1952
153-55	3404	*2-8-8-2*L-96*A-S, 1913(52042)-As 3400 (orig.) D&RG 1064: 3404 295 → 1939 194		(1924) D → 1936 55
136-100	3405	*2-8-8-2*L-96*A-S, 1913(52043)-As 3400 (orig.) D&RG 1065: 3405	Sc. 1951	1947
136-101	3408	*2-8-8-2*L-96*A-S, 1913(52046)-As 3400 (orig.) D&RG 1068: 3408	Sc. 1951	1948
54-294E 295	3410	*2-8-8-2*L-96*A-S, 1913(52048)-As 3400 (orig.) D&RG 1070: 3410	Sc. 1950	1939
54-316	3413	*2-8-8-2*L-96*A-S, 1913(52051)-As 3400 (orig.) D&RG 1073: 3413	Sc. 1950	
136-98	3500	*2-8-8-2*L-107*A-R, 1923(64298)-25 #39 X 32-57-240-534,000-		
		107,370	Sc. 1951	1951
60-136 136-99	3506	*2-8-8-2*L-107*A-R, 1923(64304)-As 3500	Sc. 1950	136 → 1923
54-289 153-56	3507	*2-8-8-2*L-107*A-R, 1923(64305)-As 3500	Sc. 1947	99 → 1941
38-39 153-56	3551	*2-8-8-2*L-109*BLW, 1919(51937)-25 #39 X 32-56-240-526,000-		
		109,290 N&W 1722; D&RGW 3551	Sc. 1949	
60-183 136-392	3552	*2-8-8-2*L-109*BLW, 1919(52317)-As 3551	NEW 1724; D&RGW 3552	(1945)
136-104	3553	*2-8-8-2*L-109*BLW, 1919(52469)-As 3551	NEW 1728; D&RGW 3553	(1945)
54-61E 395	3554	*2-8-8-2*L-109*BLW, 1919(52676)-As 3551	NEW 1729; D&RGW 3554	(1945)
136-105	3557	*2-8-8-2*L-109*BLW, 1919(52351)-As 3551	NEW 1727; D&RGW 3557	(1945)
60-158	3558	*2-8-8-2*L-109*NEW Roanoke Shops, 1924(230)-As 3551		
		NEW 1706; D&RGW 3558	Sc. 1949	
147-180	3559	*2-8-8-2*L-109*NEW Roanoke Shops, 1924(233)-As 3551		
		NEW 1709; D&RGW 3559	Sc. 1947	1946
60-244	3600	*2-8-8-2*L-131*A-B, 1927(67320)-26 X 32-63-240-649,000-131,800		
			Sc. 1955	1934

D&RG AND D&RGW

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(46-157	3603 * 2-8-8-2 * L-131 * A-B, 1927(67323) - As 3600	Sc. 1955	BP
60-301 63-53 60-142	3604 * 2-8-8-2 * L-131 * A-B, 1927(67324) - As 3600	Sc. 1956	
126-75 136-101	3606 * 2-8-8-2 * L-131 * A-B, 1927(67326) - As 3600	Sc. 1956	75 → 192 142 → c. 1930 101 → 193
54-314	3607 * 2-8-8-2 * L-131 * A-B, 1927(67327) - As 3600	Sc. 1956	
60-189 153-56	3609 * 2-8-8-2 * L-131 * A-B, 1927(67329) - As 3600	Sc. 1956	
54-322 60-415	3610 * 2-8-8-2 * L-132 * A-S, 1930(68328) ⁽⁴⁾ - 26 X 32 - 63 - 240 - 137 - 665,000 - 131,800	Sc. 1956	
136-375	3611 * 2-8-8-2 * L-132 * A-S, 1930(68329) - As 3610	Sc. 1956	
54-321 60-298 54-212	3613 * 2-8-8-2 * L-132 * A-S, 1930(68331) - As 3610	Sc. 1956	298 → 1950 212 → 1941
60-159 & 182	3614 * 2-8-8-2 * L-132 * A-S, 1930(68332) - As 3610	Sc. 1955	159 → 1945 182 → 1944
54-188 & 272	3615 * 2-8-8-2 * L-132 * A-S, 1930(68333) - As 3610	Sc. 1956	272 → 1940
136-102	3616 * 2-8-8-2 * L-132 * A-S, 1930(68334) - As 3610	Sc. 1956	
D 54-71	3617 * 2-8-8-2 * L-132 * A-S, 1930(68335) - As 3610	Sc. 1955	1949s
153-56	3618 * 2-8-8-2 * L-132 * A-S, 1930(68336) - As 3610	Sc. 1955	
54-324 60-86	3703 * 4-6-6-4 * L-105 * BLW, 1938(62142) - (4) 23 X 32 - 70 - 255 - 620,000 104,830	Sc. 1955	324 → 1938
60-150	3705 * 4-6-6-4 * L-105 * BLW, 1938(62144) - As 3703	Sc. 1951	
(23-263 153-58	3706 * 4-6-6-4 * L-105 * BLW, 1938(62145) - As 3703	Sc. 1951	BP 291 → 1941
54-291 & 321	3707 * 4-6-6-4 * L-105 * BLW, 1938(62146) - As 3703	Sc. 1951	58 → 1947
D 54-293 & 340	3708 * 4-6-6-4 * L-105 * BLW, 1938(62147) - As 3703	Sc. 1956	293 → 1949
60-184 136-103 & 293	3710 * 4-6-6-4 * L-105 * BLW, 1942(64178) - (4) 23 X 32 - 70 - 255 - 641,700 - 104,830	Sc. 1955	340 → 1951 184 → 1954 181 → 1952
8-167 34-320	3712 * 4-6-6-4 * L-105 * BLW, 1942(64180) - As 3710	Sc. 1956	BP s
136-103 153-58	3713 * 4-6-6-4 * L-105 * BLW, 1942(64181) - As 3710	Sc. 1954	1947s
60-155 136-104	3714 * 4-6-6-4 * L-105 * BLW, 1942(64182) - As 3710	Sc. 1951	1947s
136-105	3800 * 4-6-6-4 * L-97 * A-S, 1943(70163) - (4) 21 X 32 - 69 - 280 - 627,000 97,350 Sold 1947	D&RGW 3800: Clinchfield 670	Sc. c. 1963 1946
136-106	3802 * 4-6-6-4 * L-97 * A-S, 1943(70165) - As 3800 Sold 1947 D&RGW 3802: Clinchfield 672	Sc. c. 1963	1946
60-160	3805 * 4-6-6-4 * L-97 * A-S, 1943(70168) - As 3800 Sold 1947 D&RGW 3805: Clinchfield 675	Sc. c. 1963	
60-132	575 * 2-6-0 T * BLW, 1891(11561) as 2-6-0 - Rebuilt to 2-6-0 T 18 X 24 - 47 - 140 -	(1917) (1924)	- 19690 D&RG 821: 575 Sc. 1928

DENVER & SALT LAKE

54-268	118 *2-8-0*44*A-S, 1910(48245) - 22x28-55-210-219,000-43,980 DN-W&P 118: D&SL 118: D&RGW 1034 Sc. 1955 1947
54-256 126-73	119 *2-8-0*44*A-S, 1910(48246) - As 118 DN-W&P 118: D&SL 119: D&RGW 1035 Sc. 1955 73-1927
54-260 136-108	203 *2-6-6-0*76*A-S, 1910(48151) - as 0-6-6-0 - Truck added 1914 21 & 33 1/2 x 32-55-225-72-362,000-76,400 DN-W&P 203: D&SL 203: D&RGW 3364 Sc. 1947 108->1938 260->1939
136-108	204 *2-6-6-0*76*A-S, 1910(48230) - as 0-6-6-0 - Truck added 1914 - As 203 DN-W&P 204: D&SL 203: D&RGW 3364 Sc. 1949
136-110	210 *2-6-6-0*76*A-S, 1913(53292) *As 203 Sc. 1924
D 60-240	212 *2-6-6-0*76*A-S, 1916(55986) - As 203 D&SL 212: D&RGW 3371 Sc. 1951
136-109	215 *2-6-6-0*76*A-S, 1916(55989) - As 203 D&SL 215: D&RGW 3374 Sc. 1949
54-251 60-242 153-61	216 *2-6-6-0*76*A-S, 1916(56296) - As 203 D&SL 216: D&RGW 3375 Sc. 1951 612 1939
54-266	300 *4-6-0*30*A-S, 1904(29203) - 20x28-63-200-186,000-30,220 DN-W&P 300: D&SL 300 Sc. 1945
60-245	302 *4-6-0*33*A-S, 1907(41616) - 20x28-57-200-189,000-33,405 DN-W&P 302: D&SL 302: D&RGW 795
54-267 82-295	303 *4-6-0*34*A-S, 1910(48147) - 20x28-63-225-165,000-34,150 DN-W&P 303: D&SL 303: D&RGW 796 never applied Sc. 1948 267->1945
80-130	390 *4-4-0*19*Pittsburgh, 1899(1950) - 18x24-60-175-108,000-19,280 Chesapeake Beach 3(2): DN-W&P 390: D&SL 390 Sc. 1937 1937
80-130	391 *4-4-0*19*Pittsburgh, 1899(1952) - As 390 CB 4: DN-W&P 391: D&SL 391 Sc. 1937 1937
60-241	403 *2-8-2*63*Lima, 1915(5102) - 26x30-55-200-295,000-62,700 D&SL 403: D&RGW 1223 Sc. 1948
54-253	406 *2-8-2*63*Lima, 1915(5106) - As 403 D&SL 406: D&RGW 1226 Sc. 1952
60-242	408 *2-8-2*63*A-S, 1916(55984) - As 403 D&SL 408: D&RGW 1228 Sc. 1952
54-253	409 *2-8-2*63*A-S, 1916(55985) - As 403 D&SL 409: D&RGW 1229 Sc. 1952

DENVER, SOUTH PARK & PACIFIC

Gauge 3'-0"

(114-141	2" PLATTE CANYON * 4-4-0 * Dawson & Bailey, 1874 (1885) - 13x18-44-41,450 (Dr.) Kansas Central ? : DSP&P 2" P.C. : 283 : DL&G 283 Sc. c. 1890? Front truck added - 75,000 - 9,940
114-407	3" ORO CITY * 2-6-6 T * Mason, 1878 (591) (1885) - 13x16-37-43,850 (Dr.) DSP&P 3" O.C. : 40 : DL&G 40 Sc. 1890 -160-13- 75,000 407 → D
136-113 114-390	4" SAN JUAN * 2-6-6 T * Mason, 1878 (597) (1885) - 13x16-37-43,850 (Dr.) - 9,940 DSP&P 4" S.J. : 41 : Sc. 1889 BP
64-36	5" LEADVILLE * 2-6-6 T * Mason, 1878 (589) (1885) - 12x16-34-42,000 (Dr.) As rebuilt from 0-6-6 T - Kansas Central 4 : DSP&P 5" L. : DSP&P 291 : DL&G 291 Sc. 1889
78-136	6" TEN MILE * 2-6-6 T * Mason, 1879 (599) (1885) - 13x16-37-43,850 (Dr.) DSP&P 6" T. : 42 : DL&G 42 Sc. 1890
114-143	10" GRANITE * 2-6-6 T * Mason, 1879 (607) (1885) - 13x16-37-43,850 (Dr.) DSP&P 10" G. : 45 : DL&G 45 Sc. 1890 1879
114-103	13" RUBY * 2-6-6 T * Mason, 1879 (610) (1885) - 13x16-37-43,850 (Dr.) DSP&P 13" R. : 48 : DL&G 48 Sc. 1890 c. 1884
FD 114-106	15" BRECKENRIDGE * 2-6-6 T * Mason, 1879 (612) (1885) - 13x16-37-45,000 (Dr.) DSP&P 15" B. : 51 : DL&G 51 On U&N in 1887, gone by 1894 BP
(78-178	22" CRESTED BUTTE * 2-6-6 T * Mason, 1879 (616) (1885) - 13x16-37-45,000 (Dr.) DSP&P 22" C.B. : 55 : DL&G 55 Used on U&N, gone by 1894 1880
136-110 78-455 114-406	28" DENVER * 2-8-6 T * Mason, 1880 (632) (1885) - 15x20-36-55,340 (Dr.) DSP&P 28" D. : 243 : DL&G 243 Gone by 1894 120-22-72,000-12,750 110,455 → BP 406 → D
64-84	30" MORRISON * 2-6-0 * Brooks, 1882 (714) (1885) - 15x18-38-46,900 - 60,000 DSP&P 30" M. : 157 : DL&G 157 ; UP 61 ; Little Book Cliff ?
78-172 114-392 115-287	35" DILLON * 2-6-0 * Brooks, 1882 (755) (1885) - 15x18-38-46,960 - 60,000 DSP&P 35" D. : 162 : DL&G 162 : C&S 22 Sc. 1927 392 → BP 172 & 287 → 1882
115-316	39 * 2-6-0 * Cooke, 1884 (1550) (1885) - 14x18-40-60,000 DSP&P 39 : 109 : DL&G 109 ; C&S 4 Sc. 1934
114-225	40 * 2-6-6 T * Mason, 1878 (591) (1885) - 13x16-37-43,850 (Dr.) DSP&P 3" ORO CITY : 40 : DL&G 40 Sc. 1890
114-163 186 & 189	42 * 2-6-6 T * Mason, 1879 (599) (1885) - 13x16-37-43,850 (Dr.) DSP&P 6" TEN MILE : 42 : DL&G 42 Sc. 1890 1886
114-388	43 * 2-6-6 T * Mason, 1879 (600) (1885) - 13x16-37-43,850 (Dr.) DSP&P 7" GUNNISON : 43 : DL&G 43 Sc. 1890
114-63	44 * 2-6-6 T * Mason, 1879 (601) (1885) - 13x16-37-43,850 (Dr.) DSP&P 8" LAKE CITY : 44 : DL&G 44 Sc. 1889 1887
114-167	46 * 2-6-6 T * Mason, 1879 (608) (1885) - 13x16-37-43,850 (Dr.) DSP&P 11" OURAY : 46 : DL&G 46 Sc. 1890 1885
64-55	48 * 2-6-6 T * Mason, 1879 (610) (1885) - 13x16-37-43,850 (Dr.) DSP&P 13" RUBY : 48 : DL&G 48 Sc. 1890

DENVER, SOUTH PARK & PACIFIC

115-347	51	*2-8-0 * BLW, 1880 (4919) - 15x18-37-56,000-61,750 (1885) (1889) (1899) Washburne & Northwestern T. (1902): Robbins R.R. (1922)	
		DSP&P 51: 191: DL&G 191: C&S 31: 7 (1905): Rhineland Log Museum: Col. R.F. Mus (1973)	
114-107 & 386	55	*2-6-6 T * Mason, 1879 (616) - 13x16-37-45,000 (Dr.) (1885) (1889) (1899)	
		DSP&P 22 "CRESTED BUTTE": 55: DL&G 55 Used on U&N, gone by 1894	
114-391	63	*2-8-0 * Cooke, 1883 (1498) - 15x18-36-145-66,000-13,050 (1885) (1889) (1899)	
		DSP&P 63: 212: DL&G 212: C&S 51 Sc. 1920 BP	
78-265 & 477	70	*2-6-0 * Cooke, 1884 (1553) - 14 1/2 x 18 - 40-58,300 (Dr.) (1885) (1889) (1899)	
		DSP&P 70: 112: DL&G 112: C&S 7 Sc. 1929 1884	
114-393 & 408	71	*2-6-0 * Cooke, 1884 (1554) - 14 1/2 x 18 - 40-58,300 (Dr.) (1885) (1889) (1899)	
		DSP&P 71: 113: DL&G 113: C&S 8 Sc. 1939 393 -> BP 408 -> D	
F.D. 114-176, 158 & 168	112	*2-6-0 * Cooke, 1884 (1553) - 14 1/2 x 18 - 40-58,300 (Dr.) (1885) (1889) (1899)	
		DSP&P 70: 112: DL&G 112: C&S 7 Sc. 1929 1884-1888	
78-258	115	*2-6-0 * Cooke, 1884 (1556) - 14 1/2 x 18 - 40-58,300 (Dr.) (1885) (1889) (1899)	
		DSP&P 73: 115: DL&G 115: C&S 10 Sc. 1934	
78-92	141	*2-6-0 * Dawson & Bailey, 1875 - 14x22-46-52,200 (Dr.) (1879) (1885)	
		Cairo & St. Louis 23: DSP&P 18: 141 Sc. 1889 c. 1888	
F.D.	157	*2-6-0 * Brooks, 1882 (714) - 15x18-38-46,960 (Dr.) (1885) (1889) (1897)	
		DSP&P 30 "MORRISON": 157: DL&G 157: UP 61: Little Rock & Cliff RR?	
159-12 78-88	160	*2-6-0 * Brooks, 1882 (742) - 15x18-38-46,960 (Dr.) (1885) (1889) (1899)	
		DSP&P 33 "WEBSTER": 160: DL&G 160: UP 63: C&S 3 Sold by 1902	
115-88	195	*2-8-0 * BLW, 1880 (4951) - 15x18-37-56,000 (Dr.) (1885) (1889) (1899)	
		DSP&P 55: 195: DL&G 195: C&S 34: Monistee & Luther T Ret. 1914 (1899)	
115-339	199	*2-8-0 * Cooke, 1883 (1479) - 15x18-36-62,900 (Dr.) (1885) (1889) (1899)	
		DSP&P 42: 199: DL&G 199: C&S 38 Sc. 1916 c. 1888	
64-76	200	*2-8-0 * Cooke, 1883 (1480) - 15x18-36-62,900 (Dr.) (1885) (1889) (1899)	
		DSP&P 43: 200: DL&G 200: C&S 39: Halleck & Howard T Lib. Co. Sc. 1927 c. 1888	
78-262	213	*2-8-0 * Cooke, 1883 (1499) - 15x18-36-62,900 (Dr.) (1885) (1889) (1899)	
		DSP&P 64: 213: DL&G 213: C&S 52 Sc. 1918	
64-63 & 84	217	*2-8-0 * Cooke, 1883 (1503) - 15x18-36-62,900 (Dr.) (1885) (1889) (1899)	
		DSP&P 68: 217: DL&G 217: C&S 56 Sc. 1914 63 -> 1886	
115-295 136-112	191	*0-6-6 T * Mason, 1878 (591) - 13x16-37-160-13-70,000-9,940 (1885) (1889)	
		DSP&P 3 "O.C.": 40: DL&G 40 Sc. 1890 Both -> 1883	
F-D	191	*2-8-0 * BLW, 1880 (4917) - 15x18-37-150-61,750-13,900 (1885) (1889) (1899)	
		DSP&P 51: 191: DL&G 192: C&S 31: Washburn & Northwestern T. (1902) (1905) (1905-1902): Col. R.F. Mus 191 (1900)	

DULUTH & IRON RANGE

5-128
35-278210

1 * 4-4-0 * BLW, 1884(7258) - 17x24-63-145 - 83,900-13,600 - Ret. 1911 (6 & 12)
D&IR 1: Deer Park RR 2 1884

35-29 2 * 4-4-0 * BLW, 1884(7259) - As 1 - Ret. 1911 c. 1888

35-248209 3 * 2-6-0 * BLW, 1883(6649) - 16x24-52-150 - 75,000-15,075 -
Ret. 1899 As restored for exhibition 1923

35-288210 4 * 0-4-0 * BLW, 1884(7252) - 16x24-51-140-69,000 - 14,300
Ret. 1912 - Sold to Section 30 Mining Co. 28 → 1884

8-36
35-210 7 * 2-8-0 * BLW, 1883(6937) - 20x24-51-150 - 110,000 - 24,000
D&IR 7: 37: 137 - Sc. 1933 36 → BP

35-20 8 * 2-8-0 * BLW, 1884(7347) - As 7 - D&IR 8: 38: 138 - Sc. 1933 1884

35-210 14 * 0-4-0 T * BLW, 1887(8646) as 0-4-0 - As rebuilt sc. 1916 1913

35-328210 24 * 4-4-0 * BLW, 1888(9277) - 18x24-63-150-96,600 - 15,700 c. 1888

35-210 27 * 0-6-0 * Sch., 1889(2838) - 18x24-51-155-94,400 - 20,090 -
D&IR 27: DM&IR 127 - Sc. 1940

35-88 149 * 0-8-0 * G * BLW, 1888(9273) - 20x24-51-150 - 110,000 - 24,000
D&IR 22: 49: 149 - Sc. 1933 1910

35-41 51 * 2-8-0 * Sch., 1892(3739) - 20x24-51-155 - 117,000 - 24,600
D&IR 51: DM&IR 151 - Sc. 1938 1895

35-103 53 * 2-8-0 * H * Sch., 1892(3741) - As 51 - D&IR 53: DM&IR 153 sc. 1933 1919

35-211 60 * 4-8-0 * Sch., 1893(4041) - 22x26-54-190 - 174,800 - 37,600 sc. 1928 BP

5-129 35-37 66 * 4-8-0 * Sch., 1893(4047) - As 60 - Sc. 1927 c. 1900

35-37 67 * 4-8-0 * Sch., 1893(4048) - As 60 - Sc. 1928

35-38 71 * 4-8-0 * Sch., 1895(4828) - 22x26-54-190 - 176,400 - 37,600
D&IR 71: 171 - Sc. 1933 sc. 1928 c. 1900

35-83 74 * 4-8-0 * BLW, 1896(14717) - 22x26-54-190 - 176,200 - 37,600 BP

35-211 83 * 4-8-0 * BLW, 1899(16750) - 22x26-54-190 - 180,000 - 37,600 sc. 1926

35-211 92 * 2-8-0 * BLW, 1905(25467) - 22x28-54-200 - 193,400 - 42,550
D&IR 92: DM&IR 192 - Sc. 1958

35-211 101 * 4-6-0 * Sch., 1900(5408) - 19x26-58-190 - 150,800 - 26,125 -
D&IR 101: 1101 - Sc. 1931 BP

35-66 102 * 4-6-0 * Sch., 1900(5409) - As 101 - Sc. 1929 c. 1901

35-211 110 * 4-6-2 * A * BLW, 1913(39864) - 22x28-69-200 - 219,000 -
33,400 - D&IR 110: DM&IR 110 - Sc. 1954

35-211 208 * 2-8-0 * K * BLW, 1906(30323) - 22x28-54-200 - 196,050 -
42,550 - D&IR 208: DM&IR 1208 - Sc. 1958 BP

35-212 302 * 2-8-2 * N * BLW, 1913(39916) - 27x30-58-185 - 287,600 -
59,250 - D&IR 302: DM&IR 1302 - Sc. 1962 BP

35-212 304 * 2-8-2 * N * Limq, 1913(1311) - As 302 * D&IR 304: DM&IR 1304 BP

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35-85	305	*2-8-2	*N *Lima, 1913(1312)-As 302- D&IR 305:	1913
			DM&IR 1305- Sc. 1959	
35-212	306	*2-8-2	*N 1 *BLW, 1916(43303)-As rebuilt- D&IR 306:	
			DM&IR 1306- Sc. 1958	
35-212	307	*2-8-2	*N 1 *BLW, 1916(43304)- 27X30-58-185-294,000- 59,250	BP
			D&IR 307: DM&IR 1307- Sc. 1959	
35-212	309	*2-8-2	*N 2 *BLW, 1923(56507)- 27X30-58-185- 321,400- 59,250	
			D&IR 309: DM&IR 1309- Sc. 1959	
35-102	310	*2-8-2	*N 2 *BLW, 1923(56508)- As 309-	
			D&IR 310: DM&IR 1310- Sc. 1959	

DULUTH, MISSABE & IRON RANGE

(35-176	21	* 4-6-0	* F * Pittsburgh, 1898(1840)-19x26-56-160-123,000-23,000-	DM&N 21: DM&IR 21 Sc. 1948	1947
35-133	87	* 0-8-0	* S 5 * BLW, 1917(45705)-24x28-51-200-216,000-53,575-	DM&N 87: DM&IR 87 - Sc. 1958	
35-163	201	* 2-8-8-2	* M * BLW, 1910(35166)-26 & 40 x 32-57- ⁻⁸⁴⁻ 200-448,100-	91,060 DM&N 201: DM&IR 201 Sc. 1953	c. 1953
35-167	211	* 2-8-8-2	* M 2s * BLW, 1917(45793)-As rebuilt, 1931-(4) 24 x 32-57-	200-494,450-110,000-DM&N 211: DM&IR 211 Sc. 1957	1955
8-174 & 175 35-122 & 168	136-285 221	* 2-8-8-4	* M 3- BLW, 1941(62527)-(4) 26 x 32-63-240- ⁻¹²⁵⁻ 560,260-	695,040-140,090- Sc. 1963	174 & 175 → BP 168 → 1960
136-408 35-216	222	* 2-8-8-4	* M 3 * BLW, 1941(62528)-As 221 - Sc. 1962		BP
35-126	224	* 2-8-8-4	* M 3 * BLW, 1941(62530)-As 221 - Sc. 1962		
35-124 60-299	136-285 225	* 2-8-8-4	* M 3 * BLW, 1941(62531)-As 221 - Donated 1963		1942
35-128	227	* 2-8-8-4	* M 3 * BLW, 1941(62533)-As 221 - Stored		
35-6	230	* 2-8-8-4	* M 4 * BLW, 1943(64709)-(4) 26 x 32-63-240-699,700-	140,090 - Sc. 1962	
136-409 35-216	231	* 2-8-8-4	* M 4 * BLW, 1943(64710)-As 230 - Sc. 1962		BP
(35-152	235	* 2-8-8-4	* M 4 * BLW, 1943(64714)-As 230 - Sc. 1962		
35-114 & 123	236	* 2-8-8-4	* M 4 * BLW, 1943(64715)-As 230 - Sc. 1962		
35-179	514	* 2-10-2	* E 1 * A-B, 1919(60083)-27x32-57-200-352,000-	69,600 - Sc. 1962	1962
35-216	604	* 0-10-2	* S 7 * BLW, 1936(21910)-28x32-61-260-422,000-	90,900 - Union 304: DM&IR ⁽¹⁹⁴⁹⁾ 604 Sc. 1963	
35-162 & 166	607	* 0-10-2	* S 7 * BLW, 1937(62060)-As 604-URR 307: DM&IR ⁽¹⁹⁴⁹⁾ 607		1949 Sc.
35-165	706	* 2-10-4	* E 4 * A-S, 1937(68897)-31x32-64-250-520,000-	96,700 B&LE 627: DM&IR ⁽¹⁹⁵¹⁾ 706 Sc. 1961	
35-164	708	* 2-10-4	* E 4 * A-S, 1937(68899)-As 706	B&LE 629: DM&IR ⁽¹⁹⁵¹⁾ 708 Sc. 1961	
35-165 & 216	714	* 2-10-4	* E 7 * BLW, 1943(64721)-31x32-64-250-523,600-	96,700 B&LE 641: DM&IR ⁽¹⁹⁵¹⁾ 714 Sc. 1961	
35-155, 156 & 157	1107	* 4-6-2	* A * BLW, 1913(3986)-22x28-69-200-219,000-33,400	D&IR 107: DM&IR 1107 - Sc. 1955	
35-130, 170 & 216	1303	* 2-8-2	* N * BLW, 1913(39917)-27x30-58-185-287,600-	59,250 D&IR 303: DM&IR 1303 Sc. 1959	216 → 1959
(35-154	1310	* 2-8-2	* N 2 * BLW, 1923(56508)-27x30-58-185-321,400-	59,250 D&IR 310: DM&IR 1310 Sc. 1959	
35-216	1317	* 2-8-2	* N 4 * Alco, 1923(64747)-28x30-63-200-333,000-	63,470 E&E 751: DM&IR ⁽¹⁹⁴⁸⁾ 1317 Sc. 1959	

DULUTH, MISSABE & IRON RANGE

35-166	1321	* 2-8-2	* N 4 * Alco, 1923(64751) - As 1317-EJ&E 755; DM&IR 1321	Sc. 1959	(1948)	
35-151	1336	* 2-8-2	* N 6 * BLW, 1930(61378) - 28x30-63-200-333,460-63,470 EJ&E 773; DM&IR 1336	Sc. 1959	(1948)	1953
136-283	202	* 2-8-8-2	* M * BLW, 1910(35167) - As modified - As 201		(1948)	1949
			DM&N 202; DM&IR 202	Sc. 1953		
136-286	204	* 2-8-8-2	* M * BLW, 1910(35169) - As modified - As 201		(1948)	
			DM&N 204; DM&IR 204	Sc. 1950		
136-283	207	* 2-8-8-2	* MS * BLW, 1910(35172) - Simplified - (4) 24x32-57-200-84-494,500-110,000		(1930)	1956
			DM&N 207; DM&IR 207	Sc. 1953	(1948)	
136-284	208	* 2-8-8-2	* M15 * BLW, 1916(43530) - Simplified - As 207		(1931)	
			DM&N 208; DM&IR 208	Sc. 1954	(1948)	
136-284	210	* 2-8-8-2	* M25 * BLW, 1917(45769) - Simplified - As 207		(1929)	
			DM&N 210; DM&IR 210	Sc. 1957	(1948)	1955

DULUTH, MISSABE & NORTHERN

(35- 42-213	2	* 4-4-0	* Pittsburgh, 1893(1410) - 17x22 - 62-175 - 88,900 - 15,210 - DIMEN 2: Cazenovia Sou. ? 1893
35-213	7	* 4-6-0	* Pittsburgh, 1893(1387) - 19x26 - 56-160 - 123,000 - 23,000 DIMEN 7: Ind, Ill. & Iowa 41 BP
35-58	9	* 4-6-0	* Pittsburgh, 1893(1389) - As 7 DIMEN 9: Ind, Ill. & Iowa 42 (1901)
35-50	15	* 4-6-0	* Pittsburgh, 1893(1462) - As 7 - Sc. 1933 1893
35-59	16	* 4-6-0	* Pittsburgh, 1893(1463) - As 7 - Sc. 1937 1896
35-74	30	* 4-6-0	* Pittsburgh, 1900(2095) - As 7 - Sc. 1939 c. 1900
35-215	56	* 0-6-0	* Pittsburgh, 1900(2122) - 19x26 - 50-180 - 120,450 - 28,720 DIMEN 56: Minn., Dak. & West. 8 BP
35-215	61	* 0-8-0	* S 3 * BLW, 1907(30586) - 21x28 - 51-200 - 164,000 41,160 - DIMEN 61: Oliver I.M. Co, 803 BP
35-117	82	* 0-8-0	* S 2 * A-S, 1910(47927) - 21x28 - 51-220 - 207,900 - 45,850 - DIMEN 82: DM&IR 82 - Sc. 1948
35-215	84	* 0-8-0	* S 2 * A-S, 1910(47929) - As 82 - DIMEN 84: DM&IR 84 - Sc. 1949 BP
(35-215	86	* 0-8-0	* S 5 * BLW, 1917(45704) - 24x28 - 51-200 - 216,000 - 53,580 - DIMEN 86: DM&IR 86 - Sc. 1954 BP
23-211 ⁸⁻¹³⁹ 35-215	90	* 0-10-0	* S 6 * BLW, 1928(60213) - 28x30 - 57-245 - 352,250 - 77,600 - 92,100 - DIMEN 90: DM&IR 90 - Sc. 1955 BP
35-214 72-138	100	* 4-6-0	* F 1 * BLW, 1906(27719) - 20x26 - 67-200 - 166,200 - 26,400 - Sc. 1933 BP
35-84	205	* 2-8-8-2	* M * BLW, 1910(35170) - 26 & 40x32 - 57-200 - 84 - 448,000 - 91,000 - DIMEN 205: DM&IR 205 - Sc. 1950 (1938)
35-214	207	* 2-8-8-2	* M * BLW, 1910(35172) - As 205 DIMEN 207: DM&IR 207 - Sc. 1953 (1938)
35-214	207	* 2-8-8-2	* Ms * BLW, 1910(35172) - As simplified - (4) 24x32 - 57 - 200 - 494,500 - 110,000 - DIMEN 207: DM&IR 207 - Sc. 1953 1930 -124,000 (1938)
35-214	208	* 2-8-8-2	* M 1 * BLW, 1916(43530) - 26 & 40x32 - 57-200 - 84 - 470,000 - 91,000 - DIMEN 208: DM&IR 208 - Sc. 1954 BP (1938)
35-214	210	* 2-8-8-2	* M 2 * BLW, 1917(45769) - 26 & 40x32 - 57 - 57 - 84 - 470,000 - 91,000 - DIMEN 210: DM&IR 210 - Sc. 1957 (1938)
35-113	210	* 2-8-8-2	* M 2s * BLW, 1917(45769) - As simplified, 1929 - (4) 24x32 - 57-200 - 494,450 - 110,000 - DIMEN 210: DM&IR 210 - Sc. 1957 c. 1929 -124,000 (1938)
35-218 213	300	* 2-8-0	* Pittsburgh, 1894(1525) - 22x28 - 50-160 - 160,000 - 36,800 - DIMEN 300: Duluth & North western 22 213 -> BP (1927)
35-76	305	* 2-8-0	* A-D, 1902(26343) - 22x28 - 56-180 - 180,000 - 36,900 - Sc. 1933 1904

DULUTH, MISSABE & NORTHERN

- 35-213 306 * 2-8-0 * A-D, 1902 (26344) - As 305 -
DM&N 306: DM&IR 306 - Sc. 1948 BP
- 35-213 311 * 2-8-0 * A-C, 1903 (27067) - As 305 - Sc. 1933 BP
- 35-82 & 213 315 * 2-8-0 * A-P, 1904 (28899) - ⁽¹⁹¹⁹⁾As 305 - DM&N 315:
Oliver I.M.Co. 515 213 → BP
- 35-100 316 * 2-8-0 * A-P, 1904 (28900) - ⁽¹⁹¹⁹⁾As 305 - DM&N 316:
Oliver I.M.Co. 516
- 35-213 327 * 2-8-0 * A-P, 1905 (31334) - 22x28-56-190-185,500-
39,080 - DM&N 327: DM&IR 327 - Sc. 1955 BP
₍₁₉₁₉₎
- 35-118 328 * 2-8-0 * A-P, 1905 (31335) - As 327 - DM&N 328; OIMC 528
₍₁₉₁₉₎
- 35-83 332 * 2-8-0 * A-P, 1906 (39587) - As 327 - DM&N 332:
DM&IR 332: Dul. & NW 28 ⁽¹⁹⁵⁵⁾ c. 1910
- 35-214 402 * 4-6-2 * P * BLW, 1913 (39879) - 25x28-69-180-245,700-
38,800 - DM&N 402: DM&IR 402 - Sc. 1958 BP
- 35-214 500 * 2-10-2 * E * BLW, 1916 (43409) - 28x32-60-200-346,600-
71,200 - DM&N 500: DM&IR 500 - Sc. 1962 BP
- 35-100 505 * 2-10-2 * E * BLW, 1916 (43502) - As 500 -
DM&N 505: DM&IR 505 - Sc. 1962
- 35-103 509 * 2-10-2 * E | * A-B, 1919 (60078) - 27x32-57-200-352,000-
69,600 - DM&N 509: DM&IR 509 - Sc. 1962
- 136-287 203 * 2-8-8-2 * M * BLW, 1910 (35168) - As 205 ⁽¹⁹³⁸⁾ DM&N 205: DM&IR 203 Sc. 1950
₁₄₈₋₁₀₈
- 136-287 208 * 2-8-8-2 * MIS * BLW, 1916 (43530) - ⁽¹⁹³¹⁾Simplified - As 207
₍₁₉₃₈₎ DM&N 208: DM&IR 208 Sc. 1954 108 → BP

DULUTH, SOUTH SHORE & ATLANTIC

56-128	3	* 0-4-0	* Taunton, 1873		1910
3-25	4	* 0-4-0	* New Jersey L.W., 1862		
56-127	53	* 2-6-0	* BLW, 1884	Marquette & Western 53: DSS&A 53	C. 1887
56-130	90	* 0-8-0	* BLW, 1907		
56-130	92	* 2-8-0	* Alco, 1924		1954
56-129	100	* 4-4-0	* BLW, 1888	Sc. 1931	1927
3-25	404	* 2-6-0	* BLW, 1884(7189) -	Marquette & Isphaming Construction Co. 54:	
56-131	552	* 4-6-2	*	DSS&A 404	1948
56-132	555	* 4-6-2	*		
56-130	556	* 4-6-2	* Alco, 1924		1948
56-130	702	* 2-8-0	*		1947
127-19 56-130	1051	* 2-8-2	*	NYC 1232: DSS&A 1051 ⁽¹⁹³⁷⁾	130 → 1948

DALLAS & OAK CLIFF

8-34 4 * 2-4-4T * BLW, 1889

BP

DANVILLE & MT MORRIS

F-1 304 * 4-6-0 *

1956

DANVILLE & WESTERN

39-240 & 241 20 * 4-6-0 * BLW, 1905 (26574) - 19x26-56-200-140,000-27,500

240 -> BP
241 -> 1938

39-241 21 * 2-8-0 * BLW, 1905 (26530) - 20x26-50-200-156,000-35,360

BP

82-64 22 * 4-6-0 * A-R, 1907 (42324) - 19x26-56-200-140,000-27,500

39-241 23 * 4-6-0 * A-R, 1907 (42325) - As 20

1940

39-242 24 * 2-8-0 * BLW, 1913 (40095) - As 21

BP & 1939

39-242 25 * 2-8-0 * A-RI, 1903 (27505) - 20x24-52-180-130,200-28,200
CNO&TP 694; Sou. Sys. 6177; D&W 25

1936

DARDANELLE & SOUTHERN

122-156 MWR 58-7 2 * 4-6-0 * NYLW, 1887 (260) - 109; Buffalo, New York & Phila. 72; Western NY & Pa 72; PRR 6245; D.O.S. 2. (1907) RR 6245: 2

DARDANELLE & RUSSELLVILLE

122-166 34-71 8 * 4-4-0 * Cooke, 1888 - 17x24-61-150-81,000-14,500 Denver, Texas & Ft. Worth 9; (1888) (1890) 106 -> c 1928
114: D&R 8 7 -> 1938
82-95 11 * 2-6-0 * A-S, 1901 (25088) - 114: D&R 8; N.Y. & T 444: 402, 991: 1205; Rockdale, Sandou & Southern? : D&R 11 Sc. 1985 1946

DARLINGTON CANNEL COAL RR

35-26 "Economy" * 0-6-0 * BLW, 1852 (466) - As rebuilt, 1859 - 14x18-44-34,000

DAVIES - JOHNSON LUMBER Co

31-338 26 * 2-6-0 * BLW, 1908 (32646) - 18x24-48-180-124,000-24,790
(1924)
Ocean Shore G: Sierra RY 26: D-JL Co 26.

1938

DAY LUMBER Co

42-42 2 * 2-6-2 * BLW, - 18x24-44-160-26.1-1802-103,000-133,000-24,030 BP

DAYTON, SHERIDAN & GRAND PONDE

1-103 "PIONEER" * 2-4-0 * National L.W., 1878 - Gauge 3'-0" 31-21,200

1878

DAYTON, SUTRO & CARSON VALLEY

31-212 "Joe Douglas" * 0-4-2 T * Porter, 1882 (513) - Gauge 3'-0" - 8x12

DEADWOOD CENTRAL

Gauge 3'-0"

7-46 & 63 "DEADWOOD" * 0-6-0 T * H.K. Porter, 1889 (1008) - 12x15 - 34,000

63 -> 1889

7-64 1(2) * 0-6-0 * Above as rebuilt DC 1: B&MR 500

1899

7-67 "RUBY BASIN" * 2-8-0 T * BLW, 1891 (11633) - 14x20-35-140-12.3-52,700-62,900-13,330
DC 3 "R.B.": B&MR 498; CB&Q 535 Sc. 1910

BP

DEAL LUMBER Co

9-121 4 * 2-6-0 * Brooks, 1891 (1982) - Smithsonian & Dunlap 2: DL Co. 4

DEATH VALLEY

Gauge 3'-0"

32-621 1 * 2-8-0 * BLW, 1914 (41473) - 18x20-42-120,000

BP

32-621 2 * 2-8-0 * BLW, 1916 (42064) - As 1

DEEP CREEK

31-337 2 * 2-8-0 *BLW, 1890 (11251) - 20X24-47-150 - 115,000 - 26,220
(1917)
 DERG 5970; DC 2 Sc. 1937

1938

DEEP RIVER LOGGING Co.

50-34 5 * 2-T Shay * Lima

15# 23X22 - 48-200 - 28 - 142,000 - 28,000

G-135 50-230 7 * 2-4-4-2 *BLW, 1909 (33466) - Little River 126; Cal. River Batt Line "Shankum" (1910); Carlisle Lbr. Co. 7 (1926); DEL Co. 7 (1943); Sold for preservation 1955

50-220 65 * 2-6-2 *Alco

DEEPWATER

25-14 1 * 0-6-0 *PRR, 1873(182) - 15X22-44-125 - 64,700 - 11,950
(1903)
 PRR 791; Deepwater 1 Sc. 1907

25-29 11 * 4-4-0 *EA*BLW, 1906(28558) - 18X26-67-200 - 107,500 - 150,500 -
(1907) (1925)
 21,370 Deepwater 11; Vgn. 100: 294 Sc. 1937 C. 1907

168-162
 25-182 30 * 2-8-2 *MA*BLW, 1905(26625) - 22X28-51-200 - 174,700 - 217,300 -
(1907)
 45,170 Deepwater 30; Vgn. 400 Sc. 1933 BP

DE KALB & WESTERN

82-109 504 * 4-6-0 *

DELAWARE & EASTERN

26-146 "F.F. SEARINGS" * 4-4-0 *Cooke, 1884(1591) - 19X24-68 - 94,000 DL&W (M&E DIV) 133:
(1911)
 DL&W 947; 482; 482; D&E "F.F.S."; D&E 5 Ret. 1929 1905

26-148 "S.A. FAIRCHILD" * 2-6-0 *Dickson, 1881(312) - 18X24-57 - 97,570 DL&W, Buf. Div. 24:
(1899) (1906)
 DL&W 285; D&E 3 "S.A.F." Sc. 1914

26-150 "H.M. GEORGE" * 4-4-0 *Dickson, 1884(481) - 18X24-68 - 92,400 DL&W 950: 183: 186:
(1905) (1911)
 485; D&E 4 "H.M.G."; D&E 6 Ret. 1930

26-144 "RUS. MURRAY" * 4-4-0 *Dickson, 1882(395) - 19X24-63 - 92,400 DL&W 969:
(1905)
 NYL&W 76; DL&W 499; D&E 5 "R.M." Sc. 1912

DELAWARE & NORTHERN

26-152 1 * 4-4-0 *BLW, 1902(20736) - As rebuilt by BLW, 1911 - 18X24-64 - 113,000
(1911)
 Southern Indiana 16; D&N 1 Sc. 1942 1915

26-152 & 204 3 * 4-4-0 *BLW, 1902(20737) - As rebuilt by BLW, 1911 - As 1
(1911)
 Southern Indiana 17; D&N 3 Sc. 1942 152 → 1915
 204 → 1941

26-151 4 * 4-4-0 *Dickson, 1884(476) - 18X24-68 - 92,800 DL&W 949: 124: 181: 484:
(1905) (1911)
 D&E 2 "R.B. WILLIAMS"; D&N 4 Ret. 1922 1915

26-154 7 * 4-6-0 *Brooks, 1900(3556) - 18X24-63 - 125,000 -
(1923)
 BR&P 166; D&N 7 Sc. 1942

26-154 10 * 2-6-0 *Lima, 1910(1108) - 19X26-56 - 138,000
(1930)
 Emporia Mfg. Co. 10; D&N 10 Sc. 1942

DELAWARE, SUSQUEHANNA & SCHUYLKILL

74-272 91-89 17 * 4-4-0 *BLW, 1893 1902

8-97 19 * 2-6-0 *BLW, 1894 BP

DENKMAN LUMBER Co.

FD 6 * 4-6-0 * BLW 1942

DENVER BOULDER & WESTERN Gauge 3'-0"

34-64 30 * 2-8-0 * Brooks, 1898(2950) - 16x20-37-180-19.4-1280.7-84,730-95,520-
(1909) (1921) (1948)
21,170 Col. & Northwestern 30-DB&W 30: C&S 74: RGS 74 C. 1920

DENVER CIRCLE

81-598 4 * 4-6-0 * New York L.W., 1884 BP

DENVER, MEMPHIS & ATLANTIC

3-186 "CHATAUGUA" * 4-4-0 * Brooks, 1886 - DM&A 4"C.: MP 986: 8723

DENVER PACIFIC

14-54 3-137 24 * 4-4-0 * "WALTER S. CHESSMAN"

DENVER & RIO GRANDE WESTERN (Utah) 1881-1889 Gauge 3'-0"

54-94 74 * 2-8-0 * BLW, 1888 - D&RG 74: D&RGW 74: RGW 74: RGS 30 589 → 1886
(1886) (1889) (1891) 1890

60-87 81-589 77 * 2-8-0 * BLW, 1880 - D&RG 77: D&RGW 77: RGW 77: RGS 32
(1884) (1889) (1891)

DENVER & SWANSEA

5-65 "Gov. GILPIN" * 0-4-0T * BLW, 1884 - Dummy BP

DENVER, TEXAS & FT WORTH

34-81 26 * 2-6-0 * Rogers, 1888(3933) - DT&FW 26: (1888) (1890) (1896)
(1899) (1906) DT&FW 26: 162: UPD&G 1228: 46
C&S 513: 211(2) Sc. 1913 BP

DESAGUE DEL VALLE DE Mexico, F.C. Gauge 3'-0" (Mexico)

48-66 102 * 4-6-0 * BLW

DES MOINES & MINNESOTA Gauge 3'-0"

15-120 3 * 2-6-0 * Danforth LEM, 1874 "JAMES CALLAHAN" BP

DETROIT & LIMA NORTHERN

8-57 100 * 2-4-4T * BLW, 1898 - Vaucrain comp. BP

DETROIT & MACKINAC

82-303 F-3 ? * 4-4-0 *
8 * 0-6-0 *

DETROIT & MILWAUKEE

5-103 "PONTIAC" * 0-4-0T * BLW, 1865 BP

DETROIT, SAGINAW & BAY CITY

11-62 16-295 15 * 0-6-0 * Dickson, 1880(263) - 15x22-50 1/2 BP

DETROIT TOLEDO & IRONTON

19-345 308 * 2-10-0 * Alco, 1918 - US 1081: DT&I 308

F-1 700 * 2-8-4 * Lima, 1939 - 25x30-63-250-63,250 BP

46-219 704 * 2-8-4 * Lima, 1939 - As 706 BP

23-243 800 * 2-8-2 * Lima, 1940 - 23x30-63-260-396,500-55,670 BP

DETROIT & TOLEDO SHORE LINE

19-407 7 * 2-6-0 * BLW, 1907(31954) - 20x26-63-200-33.4 -
138,180-161,980-28,060 DTSL 7: NYC&StL 826 (1924) Sc. 1933 BP

DIAMOND & CALDOR

Gauge 3'-0"

6-130 4 *2-T Shay *Lima

DIAMOND MATCH Co.

50-111 104 *^{3-T}Williamette *Williamette, 1927

BP

DISMAL SWAMP R.R.

Gauge 3'-6"

44-165 1(2) * 2-8-0 *BLW, 1912 (38972)

(1912)
Greenleaf-Hollister Lumber Co, 1: DSR 1(2)

1936

44-165 3 * 2-6-0 *BLW, 1901 (21040)

1937

44-166 6 * 2-6-0 *Yulcan I.W., Wilkes-Barre, Pa., 1909

BP

1937

DOLBEER & CARSON LUMBER Co.

6-87 "GYPSY" *0-4-0 T *

50-211 3 * 2-6-2 *

DOMINGO, F.C.

40-85 "CIBAO" *0-6-0 T *BLW, -Vauclain comp.

BP

DOMINICA, F.C.

40-31 "QUISQUEYA" *⁷2-6-0 *BLW, -Vauclain comp.

BP

DOMINICAN REPUBLIC RYS.

Gauge 1'-10 1/2"

8-129 10 * 2-6-0 *BLW, - 8x14-30-28,000

BP

DOMINION ATLANTIC

56-142 18 * 4-4-0 *BLW, -Vauclain comp.

1900

8-103 ²³"REGINA" * 4-4-0 *BLW,

1896

56-143 1020 * 4-6-0 *

CP 2795: 1020: DA 1020

1956

56-142 2627 * 4-6-2 *CP 1912

CP 1227: 2627: DA 2627

1956

DOM PEDRO SEGUNDO

(Brazil)

8-45 * 2-6-0 *BLW, 1863- 18 1/2 x 22- 50 1/2- 63,000

BP

8-55 * 2-10-0 *BLW, 1885- 22 x 26- 45- 141,000

BP

DOVER & SOUTHBOUND

44-162 6 * 2-6-0 *

c. 1936

44-163 7 * 0-4-2 *BLW, 1906 (27950)- 9x14- 33- 160- 8.2- 238.5- 21,200- 24,200- 467

BP

44-163 8 * 2-6-0 *BLW, 1911 (37270)-

BP

44-163 9 * 2-6-0 *BLW, 1920 (52985)

BP

DURHAM & SOUTHERN

44-164 105 * 4-6-0 *BLW, 1906

BP

44-164 200 * 2-10-0 *BLW, 1930 (61350)

BP

44-164 202 * 2-10-0 *BLW, 1933 (61749)

BP

38-92 1140 * 4-8-0 *BLW, 1910 - 24 x 30- 56- 200- 222,000- 262,000-

52,460 NEW 1140: DES 1140

DULUTH, MISSISSIPPI RIVER & NORTHERN

98 157-63 9 *4-6-0* Brooks, 1898 (2968) - 18x24-63-180-97,800-122,500-18,880
DMR & N 9: EM 231: 991: GN 991 Sold 1902 BP

DAHOGA & HIGHLAND RR

109-57 1 * 2 Trk * Heisler, 1899 (1040) - 74,000 BP
109-56 58 * 2 Trk * Heisler, 1898 - 74,000
DALRYMPLE, E.P.

101-36 "Pot" * 2 Trk * Climax, 1900 (254) - 70,000

DAMAHER, C.D. PINE Co.

Gauge 3-0

89-26 6 *0-4-0T* Porter, 1899 (2049) - 7x12-16,000 Issaquah Coal
Co. ? : El Dorado Lbr. Co. 6: CDDP Co 6: M-C Lbr Co 6 (1911) (1918)

DAMASCUS LUMBER Co.

Gauge 3-0

150-229 1 * 2 Trk * Climax

DARDANELLE & RUSSELLVILLE

122-165 7 *0-4-4T*

122-169 9 *2-6-0*

122-171 10 *2-6-0* 1907

DAVIS, J.B.

Gauge 3-0

113-59 1 * C.I.B * Climax, - 60,000

DAY LUMBER Co.

110:99-7 7 * C.I.B * Climax, 1916 - 160,000 BP

DAYTON POWER & LIGHT Co.

136-355 3 * 2 Trk. Shay * Lima, 1937 - (3) 13x15-40-200-25-169,000-33,000 1937

DEERING SOUTHWESTERN

129-25 8 *4-6-0* BLW, 1920 (54082) - 16x24-51-170-71,000-101,000-
17,400 DSW 8: STL S-W 8 * T Sc. 1933 (1929)

129-26 9 *4-6-0* Sch., 1886 (1232) - 17x24-63-150-16,34-1330.9-
62,800-101,800-17,040 Chicago & Alton 191: Missouri
Midland 48: MK&T 48(2): 320: DSW 9: STL S-W (never numbered) Sc. 1933 (1900) (1901) (1912) (1924) (1929)

DELS & NORTHEASTERN

128-142 10 *2-6-2* BLW, 1912 (39005)

128-142 102 *2-6-2* BLW, 1916 (43339) - West Lbr Co. 102: D&NE 102 1940

DENTS RUN RR

109-97 2 * 2 Trk * Heisler, 1925 (1522) - 90,000?

109-97 329 * C.I.B * Climax, 1902 (329) - 60,000

DENVER & SANTA FE

COG-345 3 *0-4-4T* c. 1888

DENVER, UTAH & PACIFIC

COG-228 ? *2-6-0* Gauge 3-0 1880

DE QUEEN & EASTERN

122-227 208 *2-6-2* BLW, 1918 (47437)

122-227 351 *4-6-0*

122-226 200 *2-6-2* BLW, 1905

BP
1934
1943
BP

DIAMOND & CALDOR 3-0 gauge

110-79 1-10 *3 Trk. Shay * Lima - (3) 11x12-120,000 BP

DICK CONSTRUCTION Co., Inc.

110:99-9
136-359 144 *2 Trk. Meyer-Kitson * Vulcan Iron Works, Wilkes-Barre, Pa.
(4) 13x16-38-200-116,000-28,000 DC Co. 144: Lehigh
(1935)
Valley Coal Co. 127 99-9 → BP

DIERKS FORESTS, INC.

122-228 207 *2-6-2* 1953
122-228 226 *2-8-2* 1959
122-231 227 *2-8-2* 1966
122-229 360 *4-6-0*

DIERKS LUMBER & COAL Co.

122-231 226 *2-8-2* BLW BP

DONIPHAN, KENSETT & SEARCY

122-234 6 *2-6-0*
122-235 7 *4-6-0*

DONOVAN - CORKERY LOGGING Co.

136-329 5 *3 Trk. * Climax

DULUTH, WINNIPEG & PACIFIC

135-14 1981 *2-8-0* 1952
135-84 2457 *2-8-0* N-2-a * A-B, 1916-17 (56747) - 24x32-63-200-49740 1955
135-93 3000 *2-8-2*

DUBOIS, JOHN

111-04 1 *0-4-2 T* Porter, 1883 (554) - 18,000
111-19 2 *0-4-2 T* BLW, 1889 (10362) - 26,000

DUNCAN, JOHN LUMBER Co.

101-36 "Pot" *Cl.A* Climax, 1889 - 24,000 3-0 gauge

DUNCAN LUMBER Co.

112-56 1 *Cl.A* Climax, 1907 (798) - 36,000 3-0 gauge

DETROIT & TOLEDO SHORELINE

D 8 *2-6-0* BLW, 1907 (31955) - 20x26-63-200-33,4-138,180-
(161,980 - 28,200 D&TSL 8: NYC & S&L 827 Ret, 1933
D 11 *4-4-0* Alco, 1912 Sold 1929
D 17 *2-8-0* BLW, 1913 Ret, 1939 1936
D 22 *2-8-2* BLW, 1924 Ret, 1952 1947
D 25 *2-8-2* BLW, 1928 D&TSL 25: Sydney & Louisville 104 Ret, 1952 1947
D 32 *2-8-2* Lima, 1937 D&TSL 32: S&L 105 Ret, 1953 1946
D 110 *0-8-0* Alco, 1925 D&TSL 110: S&L 86 Ret, 1953 1936
D 114 *0-8-0* Alco, 1927 Ret, 1952 1947
D 116 *0-6-0* Alco, 1922 D&TSS 116: Port Huron &
Detroit 40 (1930) 1936

DURANGO & SILVERTON -- TOURIST RR

D 481 *2-8-2* Gauge 3'-0" 152-513

" * 10 "

" * 24 "

" * 25 "

DEL. LACK & WEST COAL MINING DEPT

155-273

5 * 04-0 T * Narrow Gauge

* S-8-S * 184

D

"

10 * " *

"

24 * " *

"

27 * " *

EAST CAROLINA RY

83-149	6	*4-6-0 * Sch., 1892 (3880) - 19x24-64 Adir. & St. Law, Bl; NYC & HR 1000: EC 6	(1919) Sc.	1937	1932
83-80	7	*2-6-0 * Dickson, 1881 (316) - 18x24-55 $\frac{3}{4}$ - 135-92,800-16,000 D&H Canal Co 41 "RATTLE": D&H 223; EC 7		Sold 1912	
83-84	9	*4-4-0 * Hinkley, 1879 - 16x24 Bost. & Low, "RELIANCE": B&M 346; EC 9	(1903)	Sc. 1930	c. 1903
83-160	10	*4-6-0 * Richmond, 1901 (3306) - 19x26-68 RF&P 39; EC 10	(1923)	Sc. 1937	c. 1923
83-139 & 170	12	*4-6-0 * BLW, 1912 (38969) - 18x26-56 $\frac{1}{2}$ - 185-132,000-23,570 EC 12: Atlantic & No. Car. 12; Atl. & East Car. 12	(1937)		134 -> BF 170 -> 1932
83-32	21	*4-4-0 * Manchester, 1873 (550) - 14x24 Wilm. & Weldon 2; ACL 105; EC 21	(W&W)	(1899) Sc.	190
83-32	97	*4-4-0 * Manchester, 1873 (552) - 14x24-56 Wilm. & Weldon 9; ACL 107: ACL 419; EC 97	(1901)	Sc. 1902	190
83-132	312	*4-6-0 * BLW, 1898 (5953) - 19x26-64 Petersburg RR 267; ACL 312: EC 312: Virginia & Carolina Southern 312	(1935)	(1938)	
83-175	970	*4-6-0 * BLW, 1907 (30789) - 20x26-64 ACL 970; EC 970	(1938)		195
83-183	1031	*4-6-0 * BLW, 1913 (39884) - 20x26-64 ACL 1031; EC 1031; V&CS 1031	(1955)		195

EAST TENNESSEE & WESTERN NORTH CAROLINA

3'-0" gauge

"CRANBERRY"

150-85	2	* 2-6-0 * BLW, 1381 (5746) - 14 X 18 - 39 - 48,000 ET & WNC 2 "C": Hilton Lbr. Co, 14	(1910)	
150-86	7	* 0-8-0 * A-B, 1906 (39951) - 17 X 20 - 44 - 110,000		Sc, 1939
150-86	8(2)	* 4-6-0 * BLW, 1911 (37327) - 15 X 22 - 45 - Twin Mt. & Potomac 2: Rapidan 2: ET & WNC 8(2)		Sc, 1939 1935
150-89, 94 & 96	10	* 4-6-0 * BLW, 1916 (42766) - 15 X 22 - 45 ET & WNC 10: WP & Y 10	Sc, 1945 (1942)	89 → 1938
150-96	9	* 4-6-0 * BLW, 1911 (36440) - 15 X 22 - 45 Linville River 9: ET & WNC 9		Sc, 1951
150-95 & 100	11	* 4-6-0 * BLW, 1916 (42862) - 15 X 22 - 45 - 114,000		Sc, 1951
150-98 & 101	12	* 4-6-0 * BLW, 1917 (45069) - 15 X 22 - 45		Ret. 1950
150-101	14	* 4-6-0 * BLW, 1919 (52406) - 15 X 22 - 45 ET & WNC 14: WP & Y 14	(1942) Sc.	100 → 1937 95 → 1940 101 → 1937 98 → 1938

Std. gauge

150-114	204	* 2-8-0 *	Ala., Tenn. & Nor. 240: ET & WNC 204	1946
150-115	205	* 0-6-0 *	RF & P 13: ET & WNC 205: Cadiz RR 205: Coal Co. 205	Crabtree 1944
150-116	206	* 2-6-0 * Brooks, 1900 (3693) - A5 rebuilt	20 1/2 x 28 - 53 1/2 - 215 - 167,200 - 42,500 IC 556: 3715: ET & WNC 206	Sc, 1956 1948
150-117	207	* 2-8-0 *	24 x 30 - 57 - 190 - 214,000 - 46,700	1965
150-117	208	* 2-8-0 * BLW, 1904 (24729) -	Southern 722: ET & WNC 208: Sou. 722	1962
150-119	828	* 2-8-0 * BLW, 1899 - 21 X 30 - 56 - 200 - 32,6 - 2415 - 147,300 - 165,500 - 40,165	N & W 828: ET & WNC 828	

EL PASO & SOUTH WESTERN

33-20	1	*4-4-0* Breese, Kneeland & Co, 1857 Milw. & Mississippi 40" SPRING GREEN"; Milw. & Prairie du Chien 40"; Milw. & St. P III; CM & St. P III; Arizona & South Eastern 1"; (1861) (1868) (1874) (1889) EP&SW 1 Ret. 1903 As restored and on exhibition 1951
68-216	18	*4-6-0*
68-232	41	*4-6-2*
33-201		
62-90 68-225	65	*2-8-0* BLW, 1906
62-90	111	*4-6-0* BLW New Mexico Ry & Coal Co. 3: EP&NE 3; EP&SW 111
62-91	136	*2-6-2* BLW - As rebuilt EP&NE 22; EP&SW 136 1913
62-90	182	*2-8-0* BLW EP&NE 53; EP&SW 182
33-197	183	*2-8-0* BLW, 1900 EP&NE 54; EP&SW 183; SP 2507(x) Sc. by 1950 c. 1916 (1924)
62-75	186	*2-8-0* AESM 104; EP&SW 186
62-90	266	*2-8-0* BLW EP&NE 166; EP&SW 266
33-299	412	*4-8-2* A-B, 1924-28x30-73-226-391,000-61,620 EP&SW 412; SP 4387 1953 BF (1924) Sc. by (1917) (1920)
136-68	99	*4 Trk. Shay* Lima, N&W 56; EP&SW 99; Red River Lbr Co. ?

EMPORIUM LUMBER Co.

105-18	2	* 2 Tr. * Struthers-Wells, 1887	Sc. 1950
151-59			
105-25	3	* 0-6-0T * BLW, 1883 (6264) - 66,000	ex CRRNJ 19
151-57			
105-96	5	* Cl. B * Climax, 1905 (650) - 100,000	
105-29	6	* Cl. B * Climax, 1907 (810) - 100,000	
151-64			
105-28	8	* 0-4-4T * BLW, 1892 (2599) -	ex Chicago & South Side 19 Vauclain comp
105-32	10	* 3 Tr. Shay * Lima, 1902 (678) - 150,000	
113A-1413	31	* 0-4-0T *	
109-40	37	* 3 Tr. Shay * Lima, 1903 (750) - 140,000	EL Co 7; 37
151-56			
105-28	39	* 3 Tr. Shay * Lima, 1905 (1548) - 150,000	EL Co 9; 39
151-87			(1910)
105-26	43	* 0-6-0 * Brooks, 1883 (946) - BR&P 102; EL Co, 43; EF Co, 43	
151-79	2	* 2-6-0 * A-S, 1913 (53845)	Sold 1949 Sc. 1951
151-82	33	* 0-6-2T? * BLW, 1883 (6264) - 16X22-38	
151-81	40	* 3 Tr. Shay * Lima, 1902 (678)	
151-79	68	* 2-6-0 * Sch., 1892 (3910) - 19X24-64	Sold 1949 Sc. 1951

ERIE RY 1861-1878

Gauge 6'-0

10-42	8	* 4-4-0	* "J.O. Prescott"			
10-31	13	* 4-4-0	* Swinburne, Smith & Co, 1848(2) - As partly rebuilt - 17x20-60-51,700	(1861)		
					Sc. by 1870	
10-49	26	* 4-4-0	* Brooks, 1869 - 17x22-60-73,600		"Jay Gould"	
10-33	34	* 4-4-0T	* R.K.&G, 1849 (167) as 4-6-0 - Rebt. 1867 - 17x20-54-73,100		NY#E 34 "YATES";	
	135				ERY 34	1870
10-37	"Ros. C. McNeil"	* 4-4-0	* N.J.L.&M, 1852 - 16x20-60-50,980	-12.13 - 724.5-	NY#E 135 "R.C. McN."; ERY 135 "R.C. McN."	(1861)
10-36 & 39	144 164	* 4-4-0	* D.C. & Co, 1853 - 16x20-60-54,075		NY#E 144: ERY 144	(1861) 36 → 1867
10-47	"Geo. G. Barnard"	* 4-4-0	* Dunkirk Sh., 1868 - 17x22-66-74,300			
10-218	204	* 4-4-0	* R.K.&G, 1854 (512) - As rebt. J.C. Sh., 1871 - 18x20-66-69,500			
					NY#E 204: ERY 204	
10-39	234	* 4-6-0	* Rogers, 1864?			BP
10-78	254	* 2-6-0	* D.C. & Co, 1865 - 18x22-48-71,050			BP
10-80	300	* 2-6-0	* N.J.L.W, 1865 - 18x24-54-78,000			
10-38	326	* 4-4-0	* Rogers, 1866 (1347) - 18x22-66-73,000			BP
10-45	367	* 4-4-0	* D.L.&M, 1869 - 18x22-60-73,800			
10-44	4100	* 4-4-0	* Brooks, 1870 (114) - 18x22-66-74,000			BP
95-1	426	* 4-4-0	* Swinburn, 1851 - 16x22-66-62,600			
			Buffalo, New York & Erie 26: ERY 426 Ret. by 1873	(1870)		1873
10-219	432	* 4-4-0	* Brooks, 1870 - 17x22-60-75,000	(26)		1876
10-48	499	* 0-4-6T	* Mason, 1874 (528) - 15x22-49-140-16-95,000 - 12,000			
					ERY 499: NYL E & W 499: 2 Ret. 1891	BP
10-58	502	* 0-6-0T	* Brooks, 1873 (210) - 15x22-41-68,000			
Next					ERY 502: 417: NYL E & W 417: 5: ERR 531: 541: 109: 562	
95-70	510	* 2-8-0	* X * Susq. Sh., 1877 - 19x24-56-180-145,600-26,310			
					ERY 510: NYL E & W 510: ERR 1010: 1063: 1194: 1099:	
					NY 5 & W 106	BP
10-33	34	"YATES"	* 4-6-0 - R.K.&G, 1849 (167) - 18x20-60-65,000		Drawing as built	

ERIE RY. 1861-1878

ERIE R.R. 1895-1960

5-73 10-226	1	* 4-4-0	* Grant, 1884, 6'g. - As rebuilt to std. g. & an inspection loco. by Mead. Sh., 1923 (1895) (1897) (1935) 18x22-62-160-94,000-15,600 NYLE & W 175: ERR 347: 316: Insp 1: (1913) Converted to 4-4-0 std. 1 Sold 1923 1923
10-226	1	* 4-4-0	* Grant, 1884, 6'g. - As above & after reconversion 18x22-62-160-107,050-15,600
10-61 74-173	2	* 0-6-0T	* Bodd* A-RL&M 1912(52447) - 19x24-44-180-19.5-137,26-133,000-30,130 (1915) Undercliff Team, & W, H. 8: ERR 2 61 -> 1940
10-230	11	* 4-4-0	* Doad* Cooke, 1892(2193) - 18x24-62 Sc. 1922 NJ&NY 11: ERR 11 (1911)
10-58	40	* 4-2-2-4T	* Cooke, 1898 - inspection loco. - 10x12-42-82,800 (1901) E & W 40: ERR 40 Ret. 1918 -52,0-2041-
10-62	045	* 0-6-0T	* B-4* A-C, 1904(30153) - 19x26-50-180-162,000-28,720 (1911) (1928) ERR 91: 75: 045 (0-6-0) Sc. 1950 -52.3-2010-
10-63	55	* 0-6-0	* B-5* A-C, 1904(29083) - 20x26-50-180-148,540-31,820 Sold 1943 1938
10-65 95-28	69	* 0-6-0	* B-5* A-C, 1904(29097) - As 55 28 -> 1937
10-66	83	* 0-6-0	* B-5* Mead. Sh., 1910 - 20x26-50-180-52.3-2010-154,150-31,820 Sc. 1950
10-63	91	* 0-6-0	* B-5* Mead. Sh., 1911 - As 83 Sc. 1950 1938
10-67	100	* 0-6-0	* B-6* Mead. Sh., 1912 - 20x26-50-180-52.3-2010-148,100-31,820 1949 Sc.
10-64	101	* 0-6-0	* B-6* Mead. Sh., 1912 - As 100 Sc. 1948
10-64 74-174	103	* 0-6-0	* B-6* Mead. Sh., 1912 - As 100 Sc. 1950 64 -> 1914
10-65	105	* 0-6-0	* B-6* Mead. Sh., 1912 - As 100 Sc. 1950
74-174	112	* 0-6-0	* B-5* Lima, 1911(1197) - 20x26-50-190-52.3-2010-154,150-33,590 194 Sc. 1950
10-63	114	* 0-6-0	* B-5* Lima, 1911(1199) - As 83 Sc. 1947 BP
10-70 & 74	124	* 0-8-0	* C-1* A-P, 1918(60141) - 25x28-51-185-46.6-3402- 637-214,000-53,960 Sc. 1950 74 -> 1947
10-70	132	* 0-8-0	* C-1* A-P, 1918(60149) - As 124 Sc. 1950 1949
74-174	135	* 0-8-0	* C-1* A-P, 1918(60152) - As 124 Sc. 1950 1950
10-71	200	* 0-8-0	* C-3* BLW, 1927(60175) - 25x28-52-200-46.6-2418-637- 230,210-57,210 Sc. 1950 1931
74-174	201	* 0-8-0	* C-3* BLW, 1927(60176) - As 200 Sc. 1952
10-75	205	* 0-8-0	* C-3* BLW, 1927(60192) - As 200 Sc. 1953
10-71	211	* 0-8-0	* C-3* BLW, 1927(60200) - As 200 Sc. 1953
10-74	218	* 0-8-0	* C-3* BLW, 1927(60207) - As 200 Sc. 1952 1949
10-68	220	* 0-8-0	* C-3* BLW, 1927(60209) - As 200 Sc. 1952 BP
10-69	241	* 0-8-0	* C-3* BLW, 1929(60973) - 25x28-52-200-46.6-2418-637- 236,280-57,210 Sc. 1950 BP
10-68	245	* 0-8-0	* C-3a* BLW, 1930(61539) - 25x28-52-200-46.6-25804-637- 237,300-57,210 Sc. 1952 BP
10-70	253	* 0-8-0	* C-3a* BLW, 1930(61565) - As 245 Sc. 1953 1951
95-31	254	* 0-8-0	* C-3a* BLW, 1930(61566) - As 245 Sc. 1952 1939

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10-71	299	* 0-8-0	* C-4# A-B, 1916 (56258) - 22x28-51-200-205,620-45,150 (1939) Buffalo Creek 24: ERR 299 Sc. 1950
10-220	310	* 4-4-0	* D-3* - 18x22-62-130-79,100-12,740 (1895) (1897) NYLE & W 232: ERR 310: 248 Sc. 1905
8-74 10-225 40-83	330	* 4-4-0	* D-15* Orig. b/t. Brooks, 1882 (842) - As rebuilt BLW, 1897 (15455) to Vaucrain comp. 12 1/2 # 21x22-68-180-68,0-1364-86,000-128,200-13,270 (1890) (1895) (1897) Chi. & Atl. 65: Chi. & Erie 114: ERR 179: 330 Sc. 1918 74 } 225 } -> BP
10-225	333	* 4-4-0	* Built to 6'-6" gauge, std. gauged by Dickson 1881, rebuilt to Vaucrain comp. by BLW, 1897 (1889) (1895) (1897) conv. to simple c. 1905 NYLE & W 492: 46; ERR 104: 338 Sc. 1918
10-225 74-197 95-48	370	* 4-4-0	* D-7* Orig. b/t. DL & M 1880 (1136) - As rebuilt by BLW, 1896 (15057) - Vauc. comp. (1895) (1897) Later simpled 12 1/2 # 21x22-68-180-125,300-13,270 - NYLE & W 67: ERR 386: 370 Sc. 1913
10-224 74-197	372	* 4-4-0	* D-6* Brooks, 1880 (418) - As rebuilt to Vaucrain comp. by BLW, 1896 (15137) (1895) (1897) 12 1/2 # 21x22-68-180-121,000-13,270 NYLE & W 53: ERR 372: 359 Later simpled Sc. 1919 1896
10-227	421	* 4-4-0	* D-9* Rogers, 1888 (3963) - 18x24-68-140-103,600-12,470 (1889) (1895) NYP&O 23: 300: ERR 421 Sold to DT & C, 1919
10-228	465	* 4-4-0	* D-12* Mead. Sh., 1899 - 18x26-76-200-27.0- 1704-87,325-135,525-18,840 Sc. 1919
10-228	478	* 4-4-0	* D-10* Susq. Sh., 1887 - 19x24-68-145-40,0-1634-89,400 (1889) (1895) 117,400-15,700 NYLE & W 39: 313: ERR 478 Sc. 1919
74-198	499	* 4-4-0	* D-13* Cooke, 1893 (2259) - 19x26-72-160-36.0-1935-76,060- 136,930-17,730 Eric Engineers "E. B. THOMAS": ERR 499 Sc. 1934 (1896)
10-237	506	* 4-4-2	* E-1* BLW, 1899 (17181) as Vaucrain comp. - Simpled, 1905 64.0-2270- 18x26-76-200-172,970-18,800 Sc. 1927 1916
74-199	508	* 4-4-2	* E-1* BLW, 1899 (17183) as Vaucrain comp. - Simpled 1905 As 506 Sc. 1927 1921
10-236	510	* 4-4-2	* E-1* BLW, 1899 (16488) - Vaucrain comp. - 13 # 22 x 26-76-200-64.0-2270-148,290-16,600 Sc. 1927 1901
40-57 10-234 46-25	512	* 4-4-2	* E-1* BLW, 1899 (16490) - Vaucrain comp. - As 510 Sc. 1927 BP
10-234	512	* 4-4-2	* E-1* BLW, 1899 (16490) - As simpled - As 506 1905
46-25	521	* 4-4-2	* E-1* BLW, 1900 (18255) as Vaucrain comp. - As simpled, 1905 - As 506 1905 & 1921
10-238	527	* 4-4-2	* E-1* BLW, 1900 (18360) as Vaucrain comp. - As simpled, 1905 Sc. 1927 1914
10-242	535	* 4-4-2	* E-4* BLW, 1905 (25181) - Balanced comp. - 16 # 27x26-72- 225-54.0-3657-115,500-204,700-33,600 Sc. 1947 BP
10-242	535	* 4-4-2	* E-4* BLW, 1905 (25181) as bal. comp. - As simpled, 1917 - 22 1/2 x 26- 74 1/2-200-54.0-3657-105,280-201,000-30,050 Sc. 1947

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10-243	536	* 4-4-2	*E-4* BLW, 1905(25306)-Bal.comp. - As 535 Sc.1942
10-242	536	* 4-4-2	*E-4* BLW, 1905(25306) as bal.comp. - As simplified, 1917 - As 535 ^{Sc.} 1942 1930
10-245	537	* 4-4-2	*E-5* A-5, 1905(30711)-Coke bal.comp. - 15 1/2" x 26 x 26 - 78-220-56.3-3622-115,000-206,000-23,900 Sc.1942
74-200 10-245 95-55	537	* 4-4-2	*E-5* A-5, 1905(30711) as Coke bal.comp. - As simplified, 1919 - 22 1/2" x 26 - 74 1/2" - 260 - 56.3 - - - - 201,000-30,040 ^{Sc.} 1942
10-243	545	* 4-4-2	*E-3* BLW, 1903(21544) as Vauclain comp. - As simplified, 1906 - 19x28-76-200-46.9-2536-85,300-178,800-22,600 ^{Sc.} 1930 1917 (1889)
10-84	547	* 2-6-0	*F-5* Susq. Sh., 1881 - 18x24-62-103,800 NYL&W 405: 24: ⁽¹⁸⁹⁵⁾ ⁽¹⁸⁹⁶⁾ ERR 547: 583 Sc.1919 c.1895
10-239	550	* 4-4-2	*E-3* BLW, 1903(21671) as Vauclain comp. - As simplified, 1906 As 545 Sc.1933 c.1920
10-239	551	* 4-4-2	*E-3* BLW, 1903(21693) as Vauclain comp. - As simplified, 1906 As 545 Sc.1936 c.1920
74-199	555	* 4-4-2	*E-3* BLW, 1903(21800) as Vauclain comp. - As simplified, 1906 As 545 Sc.1936 c.1920
10-239	558	* 4-4-2	*E-3* BLW, 1903(21866)-Vauclain comp. - 15" x 25 x 28-76-200-46.9-2536-92,300-178,800-22,600 ^{Sc.} 1936 ^{Sc.} 1919 ⁽¹⁸⁸⁹⁾ ⁽¹⁸⁹⁵⁾ ⁽¹⁸⁹⁹⁾ BP
10-82	588	* 2-6-0	*F-5* Susq. Sh., 1882 - As 547 - NYL&W 149: 38: ERR 740: 588 1917
10-81	592	* 2-6-0	*F-2* Susq. Sh., 1885 - 18x24-68-103,300 ⁽¹⁸⁸⁷⁾ ⁽¹⁸⁸⁹⁾ ⁽¹⁸⁹⁵⁾ Sc.1909 NYL&W 141: NYP&O 89: NYL&W 2: ERR 592 1918
10-59	612	* 0-6-0T *	
10-59	612	* 0-6-0T *	As a dummy Sc.1927
10-60	620	* 0-6-0	*B-1* Hinkley, 1888(1743)-19x24-50-140-96,100-20,630
10-62	693	* 0-6-0	*B-3* Rogers, 1881(2684) as an H-1, 2-8-0 - As rebuilt to B-3, 0-6-0 in 1900 - 20x24-50-125-100,300-20,400 ⁽¹⁸⁸⁹⁾ ⁽¹⁸⁹⁵⁾ ⁽¹⁹⁰⁰⁾ NYP&O 149: 628: ERR 1228: 693 Sc.1912
10-62	699	* 0-6-0	*B-3* BLW, 1882(6236) as an H-1, 2-8-0 - As rebuilt to B-3, 0-6-0 in 1901 - As 693 Tioga 18: ERR 1199: 699 1915 ^{Sc.} 1912 ⁽¹⁸⁹⁵⁾ ⁽¹⁹⁰⁰⁾
10-84	742	* 2-6-0	*F-10* BLW, 1894(14072) as 3-cyl. - As rebuilt to 2-cyl. 21x24-56-160-760-1591-116,400-133,750-25,700 ⁽¹⁹⁰¹⁾ E&WV 36: 302: ERR 742 Sc.1919
74-175	746	* 2-6-0	*F-3* BLW, 1886(8087) - 20x26-62-180-770-1806-125,350-142,840-25,660 NYL&W 137: 313: ERR 746 ⁽¹⁸⁸⁹⁾ ⁽¹⁸⁹⁵⁾ ^{Sc.} 1925 1924
10-255	771	* 4-6-0	*G-3* Brooks, 1896(2694) - 20x26-62-180-30.0-2071-110,900-148,200-25,660 Sc.1924 BP
74-201	777	* 4-6-0	*G-3* Rogers, 1896(5137) - As 771 Sc.1927 1927
10-290	809	* 4-6-0	*G-3* Rogers, 1899(5358) - As 771 Sc.1927 1911

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95-63	813	* 4-6-0	* G-1 * Susq. Sh., 1892-20x24-68-160-144,000-19,200	(1895) NYLE&W 332: ERR 813 Sc. 1913	1911
10-250	823	* 4-6-0	* G-1 * BLW, 1893(13583)-As 813-	(1895) NYLE&W 342: ERR 823 Sc. 1927	1915
74-201	825	* 4-6-0	* G-1 * BLW, 1893(13594)-As 813-	(1895) NYLE&W 344: ERR 825 Sc. 1927	
74-201	828	* 4-6-0	* G-1 * BLW, 1893(13606)-As 813-	(1895) NYLE&W 347: ERR 828 Sc. 1923	(1895)
10-266	844	* 4-6-0	* G-1 * BLW, 1889(10302)-As 813	(1895) NYLE&W 322: ERR 803; 844 Sc. 1923	1916
10-253	845	* 4-6-0	* G-1 * BLW, 1890(11112)-As 813	(1895) NYLE&W 323: ERR 804; 845) Sc. 1927	1915
10-250	848	* 4-6-0	* G-1 * BLW, 1890(11174)-As 813	(1895) NYLE&W 326: ERR 807; 848 Sc. 1925	1914
10-261	860	* 4-6-0	* G-8 * BLW, 1891(12090)-21x26-62-180-77.0-2313-	(1895) 118,500-144,500-28,280 NYLE&W 245: ERR 860	1936
95-677	877	* 4-6-0	* G-8 * BLW, 1891(12179)-As 860-	(1895) NYLE&W 262: ERR 877 Sc. 1940	1922
10-256 74-201	878	* 4-6-0	* G-8 * BLW, 1891(12184)-As 860-	(1895) NYLE&W 263: ERR 878 Sc. 1940	1922
10-263	893	* 4-6-0	* G-8 * BLW, 1891(12211)-As 860-	(1895) NYLE&W 278: ERR 893 Sc. 1925	1925
74-202	913	* 4-6-0	* G-12 * BLW, 1901(19230)-21x26-62-200-77.0-2318-	148,700-179,100-31,440 Sc. 1927	1924
10-258	918	* 4-6-0	* G-12 * BLW, 1901(19289)-As 913	Sc. 1927	
10-261	923	* 4-6-0	* G-13 * BLW, 1901(19369) as Vauclain comp. - As simplified, 1915-	20x28-62-200-175,140-30,700 Sc. 1927	
10-256	930	* 4-6-0	* G-16 * BLW, 1901(19301) as Vauclain comp. - As simplified, 1908-	22x26-69-200-97.0-2318-141,950-180,100-31,000 Sc. 1927	1914
10-256 10-257	931	* 4-6-0	* G-16 * BLW, 1901(19202) as Vauclain comp. - As rebuilt, 1908	As 930 Sc. 1927	256 → 1911 257 → As rebuilt BF 1906
10-238	935	* 4-4-2	* E-2 * BLW, 1902(21248) as Vauclain comp. - As simplified	19x28-76-210-76.0-2637-184,300-23,740 ERR 535: 935 Sc. 1930	1920
10-241	938	* 4-4-2	* E-2 * BLW, 1902(21280) as Vauc. comp. - As simplified, 1906-	As 935 ERR 538: 938 Sc. 1930	1912
10-237 74-199	943	* 4-4-2	* E-2 * BLW, 1902(21376) as Vauclain comp. - As simplified, 1905	As 935 ERR 543: 943 Sc. 1931	199 → 1925 237 → 1931
10-260, 262 & 263 74-203	950	* 4-6-0	* G-15A * BLW, 1903(23307) - As rebuilt, 1923	21x26-68-200-135,250-185,210-28,665 Sc. 1950	262 → 1956 263 203 → 1939 9194
74-202	952	* 4-6-0	* G-15B * BLW, 1903(23321) - As rebuilt, 1924	As 950 Sc. 1949	
95-68	953	* 4-6-0	* G-15B * BLW, 1903(23322) - As rebuilt, 1924	As 950 ERR 953: NYSE&W 953 Sc. 1945	1931

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10-267	955	* 4-6-0	*G-15* BLW, 1903(23364)-19X26-68-200-52.0-2499-132,110-176,500-23,460 Sc. 1941 1916
10-267	955	* 4-6-0	*G-15A* BLW, 1903(23364)-As rebuilt, 1925-21X26-68-200-52.0-185,210-28,670 Sc. 1941 1933
10-263	956	* 4-6-0	*G-15* BLW, 1903(23365)-As 955 - Sc. 1941
10-267	957	* 4-6-0	*G-15A* BLW, 1903(23366)-As rebuilt, 1928 - As 955 - Sc. 1942
10-249	962	* 4-6-0	*G-15* BLW, 1903(23410)-As 955 - Sc. 1941 1919
74-202	962	* 4-6-0	*G-15B* BLW, 1903(23410)-As rebuilt, 1924-As 955 1939
10-263	968	* 4-6-0	*G-15* BLW, 1903(23451)-As 955 Sc. 1942 1915
10-252; 253 & 262	970	* 4-6-0	*G-15* BLW, 1904(23484)-As 955 Sc. 1946
10-252	970	* 4-6-0	*G-15* BLW, 1904(23485)-As 955 Sc. 1950
10-262	974	* 4-6-0	*G-15* BLW, 1904(23528)-As 955 Sc. 1942 1914
10-93	1006	* 2-8-0	*H-1* Brooks, 1878(315)-20X24-50-125-103,400-20,400 (1895) (1897) NYLE&W 506; ERR 1006; 1110 Sc. 1912
10-92	1017	* 2-8-0	*H-3* Susq. Sh., 1878-19X24-50-180-78.0-1696-125,400-139,000-26,510 (1895) (1897) (1899) (1911) NYLE&W 517; ERR 1017; 1088; 1069; NYS&W 126
10-92	1018	* 2-8-0	*H-4* Grant, 1879-19X24-50-180-78.0-1696-131,300-145,600-26,510 (1895) (1898) NYLE&W 545; ERR 1044; 1018 Sc. 1927 1921
10-92	1034	* 2-8-0	*H-3* Rogers, 1880(2626)-19X24-50-180-78.0-1696-125,400-139,000-26,510 NYLE&W 582; ERR 1080; 1034 1926 1921 (1895) (1898) Sc
74-177	1076	* 2-8-0	*H-3* Susq. Sh., 1883 - As 1017 NYLE&W 638; ERR 1076; 1076 Sc. 1927 192 (1895) (1899)
74-176	1081	* 2-8-0	*H-4* Grant, 1881 - As 1018 NYLE&W 593; ERR 1091; 1081 Sc. 1926 192
74-176	1111	* 2-8-0	*H-2* Grant, 1882-18X24-50-180-28.0-1640-105,600-122,400-23,790 NYLE&W 613; ERR 1111 Sc. 1925 1917 (1895)
10-98	1132	* 2-8-0	*H-1X Danforth, 1882(1283) - As 1006 NYLE&W 634; ERR 1132 Sc. 1927 (1895) (1899)
74-177	1278	* 2-8-0	*H-1* Rogers, 1880(2630) - As 1006 NYLE&W 583; ERR 1081; 1278 Sc. 1919 1918 to rear cab
10-95	1314	* 2-8-0	*H-6* BLW, 1890(10905) as C. cab - As rebuilt - 20X24-50-140-78.0-1756-115,800-131,600-22,850 NYLE&W 729; ERR 1314 Sc. 1921 (1895)
10-95	1324	* 2-8-0	*H-6* BLW, 1890(11030) as C. cab - As rebuilt to rear cab. - (1895) As 1314 NYLE&W 729; ERR 1324 Sc. 1924
95-75	1379	* 2-8-0	*H-7* Rogers, 1888(4082)-20X24-50-140-130,200-22,850 NYLE&W 304; 717; ERR 1379 Sc. 1918 1902 (1895) (1899) Sc. 1927
10-97	1414	* 2-8-0	*H-13* BLW, 1901(19115)-21X30-62-200-199,400-36,300
10-97	1422	* 2-8-0	*H-13* BLW, 1901(19199)-As 1414 Sc. 1927
10-96	1453	* 2-8-0	*H-10* Brooks, 1900(1453)-21X28-56-200-75-2290-180,000-37,490 Sc. 1927 BF
10-96	1469	* 2-8-0	*H-10* Brooks, 1900(3432)-As 1453 Sc. 1927
10-96	1472	* 2-8-0	*H-11* Rogers, 1900(5489)-21X28-56-200-76.0-2500-190,000-190,000-37,490 Sc. 1927

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10-98	1511	* 2-8-0	*H-16*BLW, 1902(20091) as Vaucrain comp. - Simplex 1907 - 21x30-56-200-76.0-3100-183,600-200,700-40,160 Sc. 1927	1915
74-177	1528	* 2-8-0	*H-16*BLW, 1902(20278) - Vaucrain comp. - 17x28x30-56-200-76.0-3100-183,600-200,700-41,645 Sc. 1927	
10-100	1540	* 2-8-0	*H-27*BLW, 1906(29390) - 28x32-63-170-232,700-260,100-57,540 CRIP 1799: NYSEW 140: ERR 1540 Sc. 1936	
95-78	1565	* 2-8-0	*H-19*A-C, 1902(25582) - Tandem comp. - 16x30x30-56-220-209,000-49,500 Sc. 1927	BP
10-98	1578	* 2-8-0	*H-20B*A-S, 1903(29116) - As rebuilt - 24x32-62-180-54.4-3109-559-194,340-205,900-45,490 Sc. 1947	
10-99	1595	* 2-8-0	*H-20B-A-S, 1904(29133) - As rebuilt - As 1578 Sc. 1947	
10-98	1599	* 2-8-0	*H-20B-A-S, 1904(29137) - As rebuilt - As 1578 Sc. 1947	
10-99	1615	* 2-8-0	*H-20-A-S, 1904(29755) - 22x32-62-200-54.4-3230-179,000-202,000-42,470 Sc. 1940	BP
74-176	1629	* 2-8-0	*H-21A-Rogers, 1904(6133) - 22x32-62½-200-54.0-187,675-213,300-42,130 Sc. 1950	
74-178	1655	* 2-8-0	*H-21A*Rogers, 1904(6171) - As 1629 Sc. 1950	
10-101	1668	* 2-8-0	*H-21*A-RL&M, 1905(31050) - 22x32-62½-200-54.0-3170-176,400-200,700-42,130 Sc. 1938	
74-178	1673	* 2-8-0	*H-21A*A-RL&M, 1905(31055) - As 1629 Sc. 1950	
10-103	1675	* 2-8-0	*H-21A*A-RL&M, 1905(31057) - As 1629 Sc. 1952	1950
10-100	1679	* 2-8-0	*H-21A*A-RL&M, 1905(31061) - As 1629 Sc. 1947	1937
10-102	1684	* 2-8-0	*H-21A*A-RL&M, 1905(31066) - As 1629 Sc. 1951	1949
10-106	1734	* 2-8-0	*H-21*A-C, 1905(37796) - As 1668 Sc. 1936	1929
10-88	1867	* 2-8-0	*H-22*BLW, 1906(27965) - 22x30-57-200-49.5-3226-184,000-207,000-43,300 Sc. 1930	1912
95-79	2100	* 2-8-0	*H-20C*A-S, 1904(29142) - As rebuilt, 1925 - 22x32-62-200-218,940-42,500	
10-101	2077	* 2-8-0	*H-21*BLW, 1910(34507) - As 1668 Sc. 1936	1936
10-113	2427	* 2-10-0	*J-2*BLW, 1918(47733) - 25x28-52-180-64.7-3186-579-175,000-197,900-51,490 Sc 1934 USA 1111: ERR 2427	
74-184 158-53	2435	* 2-10-0	*J-2*BLW, 1918(48012) - As 2427 - USA 1158: ERR 2435: NYSEW 2435 (1944) 1932	1932
10-114	2445	* 2-10-0	*J-2*BLW, 1918(47897) - As 2427 - USA 1137: ERR 2445: NYSEW 2445 (1943) 1939	1939
74-183	2449	* 2-10-0	*J-2*BLW, 1918(47960) - As 2427 USA 1154: ERR 2449 Sc. 1950 (1943) 1947	1947
10-113	2450	* 2-10-0	*J-2*BLW, 1918(48011) - As 2427 USA 1157: ERR 2450: AT&N 427 (1943) 1940	1940
10-120	2452	* 2-10-0	*J-2*BLW, 1918(48250) - As 2427 USA 1198: ERR 2452: NYSEW 2452 (1938) 1935	1935
10-118	2454	* 2-10-0	*J-2*BLW, 1918(48466) - As 2427 USA 1196: Soc 8030: ERR 2454: SAL 547 1935 (1938) 1935	1935
10-117	2461	* 2-10-0	*J-2*A-B, 1918(58904) - As 2427 USA 109: Russian E 1200: ERR 2461: NYSEW 2461 (1938) 1935	1935
10-112 74-184	2467	* 2-10-0	*J-2*A-R, 1918(58851) - As 2427 USA 1043: ERR 2467 Sc. 1950	

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ERR 2468: (1926)

10-111
10-119
10-117
114, 115 & 116
10-112,
10-116
10-116
10-106 & 108

2468 * 2-10-0 * J-2 * A-R, 1918(58868) - As 2427 USA 1054: Sou. 801: MD&S 46
2472 * 2-10-0 * J-2 * A-R, 1918(58879) - As 2427 USA 1065: Sou. 8019: NYS&W 2472
2490 * 2-10-0 * J-2 * BLW, 1918(47957) - As 2427 USA 1151: ERR 2490: NYS&W 2490
2492 * 2-10-0 * J-2 * BLW, 1918(48247) - As 2427 USA 1196: ERR 2492: NYS&W 2492
2495 * 2-10-0 * J-2 * BLW, 1918(48010) - As 2427 USA 1156: ERR 2495: NYS&W 2495
2501 * 2-10-0 * J-1 * BLW, 1891(12362) as Vaucrain comp. - Simplified, 1904 -
21x28-50-180-89.0-2443-173,700-193,000-37,780
(1895) (1896) (1900) 186 -> 1915
NYLE&W 801: ERR 1401: 1501: 2501 Sc. 1926 108 -> 1926

E 74-183

2503 * 2-10-0 * J-1 * BLW, 1891(12371) as Vaucrain comp. - Simplified, 1904 -
As 2501 NYLE&W 803: ERR 1403: 1503: 2503 Sc. 1926 1905

74-201 10-286

2509 * 4-6-2 * K-3 * A-S, 1910(50000) - 27x28-79-185-59.9-4927 -
872-172,500-269,000-40,630 Sc. 1950 BP

74-201 10-286
95-90

2509 * 4-6-2 * K-3 * All as above
207 -> 1932 2078
286 -> 1936 90 -> 1941

10-290

2510 * 4-6-2 * K-1 * A-S, 1905(30712) - 22 1/2 x 26 - 74 1/2 - 200 - 56.5 - 4140 -
243,550 - 30,040 Sc. 1946 1911

10-271

2511 * 4-6-2 * K-1 * A-S, 1905(30713) - As 2510 Sc. 1950 BP

74-211

2511 * 4-6-2 * K-1 * A-S, 1905(30713) - As rebuilt, 1915 - 22 1/2 x 26 - 74 1/2 - 200 -
56.5 - 4140 - 765 - 154,700 - 243,550 - 30,040 Sc. 1950

74-205

2512 * 4-6-2 * K-1 * A-S, 1905(30714) - As rebuilt, 1912 - As 2511 Sc. 1953

74-212

2516 * 4-6-2 * K-1 * A-RL&M, 1905(38581) - As rebuilt, 1916 - As 2511 Sc. 1953 F-1 -> 194

10-340

2518 * 4-6-2 * K-1 * A-RL&M, 1905(38583) - As rebuilt, 1912 - As 2511 Sc. 1950

10-278

2519 * 4-6-2 * K-1 * A-RL&M, 1905(38584) - As rebuilt, 1912 - As 2511 Sc. 1953

10-279

2522 * 4-6-2 * K-1 * A-RL&M, 1905(38587) - As rebuilt, 1911 - As 2511 Sc. 1953 1920

10-282

2526 * 4-6-2 * K-1 * A-RL&M, 1905(38591) - As rebuilt, 1913 - As 2511 Sc. 1953 1950

10-292

2532 * 4-6-2 * K-1 * A-RL&M, 1906(39703) - As rebuilt, 1915 - As 2511 Sc. 1953

10-285, 287 & 288

2533 * 4-6-2 * K-1 * A-RL&M, 1906(39704) - As rebuilt, 1914 - As 2511 Sc. 1950

10-279

2537 * 4-6-2 * K-1 * A-RL&M, 1906(39708) - As rebuilt, 1913 - As 2511 Sc. 1947 1929

10-283

2546 * 4-6-2 * K-1 * A-RL&M, 1906(39717) - As rebuilt, 1916 - As 2511 Sc. 1953

10-293

2547 * 4-6-2 * K-1 * A-RL&M, 1906(39718) - As rebuilt, 1914 - As 2511 Sc. 1953

10-337

2550 * 4-6-2 * K-1 * A-RL&M, 1906(39721) - As rebuilt, 1915 - As 2511 Sc. 1952

74-171

2553 * 4-6-2 * K-1 * A-RL&M, 1906(39724) - As rebuilt, 1915 - As 2511 Sc. 1949
299 -> 1939

10-299 74-205

2556 * 4-6-2 * K-1 * BLW, 1908(32919) - As rebuilt, 1913 - As 2511 Sc. 1948 205 -> 1941

E 10-271
95-88

2559 * 4-6-2 * K-1 * BLW, 1908(32926) - As rebuilt, 1914 - As 2511 Sc. 1953 1947

10-297

2562 * 4-6-2 * K-1 * BLW, 1908(32929) - As 2511 (new) Sc. 1948 1911

10-279

2567 * 4-6-2 * K-1 * BLW, 1908(32949) - As 2511 (new) Sc. 1950 1912

74-192 10-201

2600 * 0-8-8-0 * L-1 * A-S, 1907(42269) - 25 & 39 x 28 - 51 - 215 - 100.0 - 5313.6 -
410,000 - 94,070 Sc. 1930 201 -> BP
192 -> 1911

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136-244 10-209 95-93	2600	*2-8-8-2 *L-1*A-S, 1907(42269) as 0-8-8-0 - As rebuilt by BLW, 1921 to 2-8-8-2 - 25x39x28-51-215-100.0-5666- 1170-401,150-441,660-94,070 Sc, 1930 BP
10-206, 207 & 208 69-14 74-192 136-214 & 243 136-242 46-65 136-243 8-124 10-213	136-242 2601 2602 2603	*0-8-8-0 *L-1*A-S, 1907(42270) - As 2600 - Sc. 1930 *0-8-8-0 *L-1*A-S, 1907(42271) - As 2600 - Sc. 1930 *2-8-8-2 T *P-1 *BLW, 1914(41308) - (6) 36x32-63-210-90.0-6886-1584- (1916) 761,600-853,050-160,000 ERR 2603: 5014 Sc, 1929
74-208	2706	*4-6-2 *K-4*A-S, 1913(53467) - 25x28-69-210-58.0-4014-873- 186,500 - 287,000 - 45,270 Sc. 1953
10-341	2714	*4-6-2 *K-4*BLW, 1913(40816) - 25x28-69-210-4853-873- 184,300-281,600-45,270 Sc. 1953
10-213	2719	*4-6-2 *K-4*BLW, 1913(40821) - 25x28-69-200-284,800-43,120 BP Sc. 1950
10-295	2723	*4-6-2 *K-4*BLW, 1913(40895) - As 2714 Sc. 1951 1948
10-287, 288 & 289	2733	*4-6-2 *K-4*BLW, 1914(41664) - As 2714 Sc. 1952
10-273	2744	*4-6-2 *K-4A*BLW, 1923(56305) - 25x28-69-210-58.0-3671-873- 178,160-285,410-45,270 Sc. 1950 BP
74-196 & 213	2744	*4-6-2 *K-4B*BLW, 1923(56305) - As rebuilt at Mead. Sh., 1929 - 25 1/2 x 28-75-215-58.0-3669-873-186,800 -
10-213	2747	*4-6-2 *K-4B 308,900 - 43,500 Sc. 1950
10-278	2747	*4-6-2 *K-4B*BLW, 1923(56308) - As rebuilt at Mead. Sh., 1929 - As 2744 Sc. 1950 BP
10-288	2747	*4-6-2 *K-4B* As above with other changes Sc. 1950 2092
10-289 74-208	2748	*4-6-2 *K-4B*BLW, 1923(56309) - As rebuilt, 1929 - As 2744 - 1950
136-243 10-210	2900	*2-6-8-0 *M-1* Built at Mead. Sh. from 1830 (2-8-0) and 2-6-0 front end from BLW, 1910 22 # 35x30-57-200-49.5-3399-334,700-355,000-66,040 Eric 2900: 1830 (1910) ERR 2900: 1830 Converted back to 2-8-0, 1916
10-273	2900	*4-6-2 *K-2* Lima, 1913(1230) - 27x28-77-200-66.6-4653- 805-184,270-299,020-45,070 Sc. 1942 BP
10-296 74-206	2905	*4-6-2 *K-2A*A-S, 1917(57521) - 27x28-77-200-66.5-4721- 947-183,800-301,800-45,070 Sc. 1948 296 → 1917
10-290	2907	*4-6-2 *K-2A*A-S, 1917(57523) - As 2905 Sc. 1947 1919
74-206	2910	*4-6-2 *K-2A*A-S, 1917(57526) - As 2905 Sc. 1948
10-298	2912	*4-6-2 *K-2A*A-S, 1917(57528) - As 2905 Sc. 1948
10-278	2914	*4-6-2 *K-2A*A-S, 1917(57530) - As 2905 Sc. 1947
10-314	2918	*4-6-2 *K-5*BLW, 1919(51856) - 27x28-79-200-70.8- 4688-887-197,000-306,000-43,920 Sc. 1950
10-305	2919	*4-6-2 *K-5*BLW, 1919(51857) - As 2918 Sc. 1950 1927
74-209	2919	*4-6-2 *K-5*BLW, 1919(51857) - As modified - 27x28-79- 200-70.8-4688-887-205,650-316,450-43,920 Sc. 1950

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() 10-309	2920 * 4-6-2 * K-5 * BLW, 1919(51886) - As modified - As 2919 Sc. 1952
74-167 95-91	2921 * 4-6-2 * K-5 * BLW, 1919(51887) - As modified - As 2919 Sc. 1950
74-212	2922 * 4-6-2 * K-5 * BLW, 1919(51931) - As modified - As 2919 Sc. 1950
74-168	2923 * 4-6-2 * K-5 * BLW, 1919(51964) - As modified - As 2919 Sc. 1952
10-304 23-175	2924 * 4-6-2 * K-5 * BLW, 1919(51965) - As 2918 Sc. 1950 BP
10-304	2925 * 4-6-2 * K-5 * A-R, 1919(59320) - As 2918 Sc. 1951 BP
74-170	2925 * 4-6-2 * K-5 * A-R, 1919(59320) - As modified - As 2919 Sc. 1951
10-317	2930 * 4-6-2 * K-5 * A-R, 1919(59325) - As modified - As 2919 Sc. 1951
74-204	2931 * 4-6-2 * K-5 * A-R, 1919(59326) - As modified - As 2919 Sc. 1951
10-305	2932 * 4-6-2 * K-5 * A-R, 1919(59327) - As 2918 Sc. 1950 1927
10-302	2935 * 4-6-2 * K-5A * BLW, 1923(56316) - 27x28-79-200-70.8-3727-1315-198,960-307,860-43,920 Sc. 1952 1933
10-303	2935 * 4-6-2 * K-5A * BLW, 1923(56316) - As 2943 - Extensively modified Sc. 1952 1952
10-304	2936 * 4-6-2 * K-5A * BLW, 1923(56317) - As 2935 Sc. 1950 BP
B	2937 * 4-6-2 * K-5A * BLW, 1923(56318) - As 2935 - Modified Sc. 1951
10-10, 315 & 323	2938 * 4-6-2 * K-5A * BLW, 1923(56416) - As 2935 - Modified Sc. 1952
10-305	2939 * 4-6-2 * K-5A * BLW, 1923(56417) - As 2943 - Much modified Sc. 1951
() 10-316	2941 * 4-6-2 * K-5A * BLW, 1923(56423) - As 2943 - Much modified Sc. 1951
10-308	2942 * 4-6-2 * K-5A * BLW, 1923(56424) - As 2943 - Much modified Sc. 1952
74-209 & 210	2943 * 4-6-2 * K-5A * BLW, 1923(56536) - Much modified - 27x28-79-210-70.8-3727-1315-203,300-323,000-46,120 Sc. 1951
10-315 & 319 74-209	2944 * 4-6-2 * K-5A * BLW, 1923(56537) - Much modified - As 2943 Sc. 1952
10-305 74-209	2945 * 4-6-2 * K-5 * BLW, 1919(51818) - As modified - As 2919 Sc. 1950
10-304	2960 * 4-6-2 * K-5B * BLW, 1926(59259) - 28x28-79-200-70.8-3734-1070-203,480-321,870-47,240 Sc. 1951 BP
10-126	3001 * 2-8-2 * N-1 * BLW, 1911(37191) - 28x32-63-170-70.0-4104-843-242,900-328,600-57,540 Sc. 1951 BP
10-126	3001 * 2-8-2 * N-1 * BLW, 1911(37191) - Modified Sc. 1951 c. 1950
74-180	3002 * 2-8-2 * N-1 * BLW, 1911(37192) - Modified Sc. 1949
95-95	3027 * 2-8-2 * N-1 * A-S, 1912(50592) - As 3001 Sc. 1947
74-180	3031 * 2-8-2 * N-1 * A-S, 1912(50596) - 28x32-63-190-70.0-4104-843-237,150-320,600-64,300 Sc. 1949
10-131	3033 * 2-8-2 * N-1 * A-S, 1912(50598) - Modified Sc. 1949 1947
() 10-127	3034 * 2-8-2 * N-1 * A-S, 1912(50599) - As 3001 Sc. 1949 BP
10-129	3040 * 2-8-2 * N-1 * A-S, 1912(52218) - Modified Sc. 1950 1946
10-139	3043 * 2-8-2 * N-1 * A-S, 1912(52221) - Modified Sc. 1950 1943
10-129	3054 * 2-8-2 * N-1 * A-S, 1912(52232) - Modified Sc. 1950 1929
74-180	3057 * 2-8-2 * N-1 * A-S, 1912(52235) - 27x32-63-200-243,900-329,900-62,950 Sc. 1948

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10-127	3063	* 2-8-2	*N-1*A-S, 1912(52241) - As 3001	Sc. 1950	
10-127	3080	* 2-8-2	*N-1* Lima, 1913(1274)-	Sc. 1950	BP
10-144	3106	* 2-8-2	*N-1* BLW, 1913(39213)- Modified	Sc. 1950	1941
74-182	3115	* 2-8-2	*N-1*A-S, 1913(54321)- Modified	Sc. 1947	
74-182	3117	* 2-8-2	*N-1*A-S, 1913(54323)-	Sc. 1950	
10-128	3144	* 2-8-2	*N-1*A-S, 1913(54350)- Modified	Sc. 1947	
10-129	3145	* 2-8-2	*N-1*A-S, 1913(54351)- Modified	Sc. 1949	
74-180	3146	* 2-8-2	*N-1*A-S, 1913(54352)-	Sc. 1950	
10-140	3162	* 2-8-2	*N-3*BLW, 1923(56008)- 28x32-63-200-70.0-3828-1026- 338,030 - 67,700 - 79,200		
74-179	3167	* 2-8-2	*N-3*BLW, 1923(56013)- As 3162	Sc. 1951	
10-132	3170	* 2-8-2	*N-3*BLW, 1923(56081)- As 3162	Sc. 1950	
10-132	3174	* 2-8-2	*N-3*BLW, 1923(56203)- Modified	Sc. 1950	
10-132	3182	* 2-8-2	*N-3*BLW, 1923(56210)- As 3152	Sc. 1950	BP
74-181	3192	* 2-8-2	*N-3*BLW, 1923(56222)- Modified	Sc. 1950	
10-140	3193	* 2-8-2	*N-3*BLW, 1923(56223)-	Sc. 1951	
10-133	3199	* 2-8-2	*N-3A*BLW, 1926(59260)- 28x32-63-200-70.0-3828- 1068-256,090-346,050-67,700	Sc. 1950	BP
10-133	3199	* 2-8-2	*N-3A*BLW, 1926(59260)- Modified	Sc. 1950	1940
10-130	3200	* 2-8-2	*N-2*A-B, 1918(60385)- 27x32-63-190-70.8-4296-993- 239,000-320,000-59,800	Sc. 1952	1927
10-145	3201	* 2-8-2	*N-2*A-B, 1918(60386)- 27x32-63-200-70.8-4296-993- 239,000-320,000-62,950	Sc. 1951	
74-186 10-131	3203	* 2-8-2	*N-2*A-B, 1918(60388)- As 3201	Sc. 1950	
10-131 74-181	3204	* 2-8-2	*N-2*A-B, 1918(60389)- As 3201	Sc. 1952	
10-138	3205	* 2-8-2	*N-2*A-B, 1918(60390)- As 3201	Sc. 1950	1943
10-130	3206	* 2-8-2	*N-2*A-B, 1918(60391)- As 3201	Sc. 1950	
95-96	3209	* 2-8-2	*N-2*A-B, 1918(60394)- As 3201	Sc. 1951	
10-130 74-181	3210	* 2-8-2	*N-2*A-B, 1918(60395)- As 3201	Sc. 1952	
75-54	3211	* 2-8-2	*N-2*A-B, 1918(60396)- As 3201	Sc. 1950	
10-138, 139 & 142	3212	* 2-8-2	*N-2*A-B, 1918(60397)- As 3201	Sc. 1951	138 → 1943
10-172	3305	* 2-8-4	*S-1*A-B, 1927(67496)- 28½x32-70-225-100.0-5699-2480- 276,000-449,000-70,000-81700	Sc. 1950	BP
74-215	3306	* 2-8-4	*S-1*A-B, 1927(67497)- As 3305	Sc. 1951	
74-220	3316	* 2-8-4	*S-1*A-B, 1927(67507)- As 3305	Sc. 1952	
10-182	3318	* 2-8-4	*S-1*A-B, 1927(67509)- As 3305	Sc. 1952	
10-173 23-219	3325	* 2-8-4	*S-2* Lima, 1927(7352)- 28½x32-70-250-100.0-5699- 2480-281,000-457,500-72,600-85,000		BP
10-170	3331	* 2-8-4	*S-2* Lima, 1927(7258)- As 3325	Sc. 1950	1927

FRIER R 1895-1960

74-172	3350	* 2-8-4	*S-3* BLW, 1928(60558) - 28 1/2 x 32-70-225-99.5-5688-2545-284,820-461,470-71,000-82,720		
10-179	3356	* 2-8-4	*S-3* BLW, 1928(60580) - As 3350	Sc. 1951	
10-190 74-191	3358	* 2-8-4	*S-3* BLW, 1928(60615) - As 3350	Sc. 1952	1940
74-215	3359	* 2-8-4	*S-3* BLW, 1928(60616) - As 3350	Sc. 1952	
10-174 & 175	3360	* 2-8-4	*S-3* BLW, 1928(60617) - As 3350	Sc. 1952	BP
10-181 74-166	3363	* 2-8-4	*S-3* BLW, 1928(60620) - As 3350	Sc. 1952	
10-168	3367	* 2-8-4	*S-3* BLW, 1928(60635) - As 3350	Sc. 1951	
10-178	3369	* 2-8-4	*S-3* BLW, 1928(60637) - As 3350	Sc. 1951	1936
10-179 74-220	3370	* 2-8-4	*S-3* BLW, 1928(60638) - As 3350	Sc. 1952	
95-100	3376	* 2-8-4	*S-3* BLW, 1928(60647) - As 3350	Sc. 1952	
74-219	3377	* 2-8-4	*S-3* BLW, 1928(60648) - As 3350	Sc. 1952	
74-18	3383	* 2-8-4	*S-3* BLW, 1928(60654) - As 3350	Sc. 1951	
74-218	3384	* 2-8-4	*S-3* BLW, 1928(60655) - As 3350	Sc. 1950	
10-176 19-230	3389	* 2-8-4	*S-4* Lima, 1929(7383) - 28 1/2 x 32-70-250-99.5-5699-2545-286,500-468,800-72,600-85,600	Sc. 1952	BP
10-178	3399	* 2-8-4	*S-4* Lima, 1929(7393) - As 3389	Sc. 1952	
10-150 23-149	4000	* 2-10-2	*R-1* BLW, 1915(41895) - 31x32-63-200-882-5584-1389-327,250-407,700-82,980	Sc. 1942	BP
10-157	4003	* 2-10-2	*R-1* BLW, 1916(42756) - 31x32-63-200-882-5584-1389-337,400-417,200-82,980	Sc. 1942	1927
74-188	4008	* 2-10-2	*R-1* BLW, 1916(42922) - As 4003	Sc. 1948	1928
74-190	4011	* 2-10-2	*R-1* A-S, 1916(55510) - As 4003	Sc. 1948	
74-189	4012	* 2-10-2	*R-1* A-S, 1916(55511) - As 4003	Sc. 1948	1942
10-156	4024	* 2-10-2	*R-1* Lima, 1917(5113) - As 4003	Sc. 1949	1927
10-156 74-188	4032	* 2-10-2	*R-1* BLW, 1916(43406) - As 4003	Sc. 1939	188 -> 1917
10-151	4038	* 2-10-2	*R-1* BLW, 1916(43551) - As 4003	Sc. 1939	BP
10-151	4040	* 2-10-2	*R-1* Lima, 1917(5111) - As 4003	Sc. 1939	BP
10-157	4101	* 2-10-2	*R-2* A-S, 1915(55423) - 31x32-63-200-94.8-4958-1274-338,000-404,000-82,980	Sc. 1941	1919
10-151	4102	* 2-10-2	*R-2* A-S, 1915(55424) - As 4101	Sc. 1948	BP
10-154 95-99	4106	* 2-10-2	*R-2* A-S, 1916(55938) - As 4101	Sc. 1948	99 -> 1937 154 -> 1938
10-155 & 160	4111	* 2-10-2	*R-2* A-S, 1916(55943) - As 4101	Sc. 1948	155 -> 1931
10-164	4115	* 2-10-2	*R-2* A-S, 1917(57269) - As 4101	Sc. 1948	1943
74-189	4122	* 2-10-2	*R-2* A-S, 1917(57276) - As 4101	Sc. 1949	
10-153	4126	* 2-10-2	*R-2* A-S, 1917(57280) - As 4101	Sc. 1948	1942
74-190	4200	* 2-10-2	*R-3* A-B, 1919(59828) - 30x32-63-200-88.2-6386-1230-293,000-380,000-74,000		
74-189	4201	* 2-10-2	*R-3* A-B, 1919(59829) - As 4200	Sc. 1951	

ERIE R.R. 1895-1960

74-188	4207 * 2-10-2 * R-3 * A-B, 1919 (59835) - As 4200 Sc. 1950	
10-157	4210 * 2-10-2 * R-3 * A-B, 1919 (60192) - As 4200 Sc. 1950	1938
10-151	4211 * 2-10-2 * R-3 * A-B, 1919 (60193) - As 4200 Sc. 1951	1927
10-161	4215 * 2-10-2 * R-3 * A-B, 1919 (60197) - As 4200 Sc. 1951	
10-156	4218 * 2-10-2 * R-3 * A-B, 1919 (60200) - As 4200 Sc. 1951	1927
10-158	4224 * 2-10-2 * R-3 * A-B, 1919 (60206) - As 4200 Sc. 1952	
10-212 # 214 95-93 136-244	5014 * 2-8-8-8-2 * P-1 * BLW, 1914 (41308) - (6) - 36x32-63-210-90.0-6686- 1584-761,600-853,050-160,000 ERR 2603; 5014 Sc. 1929 (1916) 244 → BP	
10-212	5015 * 2-8-8-8-2 * P-1 * BLW, 1916 (43350) - (6) 36x32-63-210-121.5-6851-1584- 766,300-860,350-160,000 Sc. 1933	
136-243 10-212	5016 * 2-8-8-8-2 * P-1 * BLW, 1916 (43351) - As 5015 Sc. 1930	BP

ERIE RR 1895-1960

- 129-110 1579 *2-8-0*H-20B-A-S, 1903(29117) - 24X32-62-180 - 205,900 - 45,490
 Erie RR 1579: STL S-W 533: Missouri & Arkansas 61 Ret. 1949
(1942) (1945)
- 129-110 1613 *2-8-0*H-20B-A-S, 1904(29151) - As 1579 Erie RR 1613: STL S-W 536 Sc. 1946 1939
(1942)
- 136-244 3342 *2-8-4*S-2*Lima, 1927(7269) - As 3325, but with tender booster,
 TE about 100,000 lbs
- 158-83 511 * ? * Cannot find this loco 1925
- 158-52 951 *4-6-0*G-15 B* BLW, 1903(23313) - As rebuilt, 1924 -
 21X26-48-200-185,210 - 28,665 Sc. 1941 1934

EAGLE GORGE LOGGING RY

50-246 4 *3Tr.* Climax 1955

EAMES VACUUM BRAKE Co.

5-70 23-23 'LOVETT EAMES'*4-2-2* BLW, 1880(5000)-18X24-78-130-85,000-11,020
Delaware & Bound Brook 507: EVBCo "L.E."

EAST CAROLINA LUMBER Co.

42-10 1 *2-6-0* BLW -10X16-34-160-288-29,200-37,100-6,400 ^{6.7} BP

EAST BROAD TOP

Gauge 3-0

82-296 37 *4-6-0*

EASTERN RY OF NEW MEXICO

73-72 0247 *4-4-0* Brooks, 1898(3054)-18X24-63-160-23.0-1504-72,000-
109,000-16,800 Pecos Valley & Northwestern 12: AT&SF 0247: ERYNM
^{Sc. 1917} ⁽¹⁹⁰⁰⁾ ⁰²⁴⁷

EASTERN & WESTERN LUMBER Co.

50-142 2 *2-6-2* BLW

EAST JORDAN & SOUTHERN

MWR 31-7 8 *2-6-0* A-C, 1920 (62018)

EASTMAN, GARDNER & Co. (L&WT RY)

42-24 67 *4-8-0* BLW, -22X26-56-200-33.4-3324-145,550-181,050- ^{38,200} BP

EAST SIDE LOGGING Co.

50-109 107 *3Tr.* Williamette, (25) BP

EAST TENNESSEE, VIRGINIA & GEORGIA

39-15 254 *4-6-0* Sch., 1890(3097)- Cross compound - ETV & G 254: Sou. 392: ⁽¹⁸⁹⁶⁾ ⁽¹⁹⁰³⁾ ⁽¹⁸⁹⁶⁾ BP
892(1): 911(2) ^{Sc. 1933}

39-17 434 *2-8-0* BLW, 1888(9059)- ETV & G 434: Sou. 122 ⁽¹⁸⁹⁶⁾ ^{Sc. 1923} BP

39-17 461 *2-8-0* Sch., 1890(3101)- Cross compound - ETV & G 461: Sou. 149 ⁽¹⁸⁹⁶⁾ BP

EAST TENNESSEE & WESTERN NORTH CAROLINA

Gauge 3-0

~~82-79 11 *4-6-0*~~

~~82-76 & 79 12 *4-6-0*~~

EAST WASHINGTON

80-198 11 *4-4-0* BLW, 1888(9251)-18X24-63-92,800 ACL 28: S1&E?: ⁽¹⁹³³⁾ ⁽¹⁹³⁵⁾ ^{Sc. 1948} 1945
Chesapeake Beach 11: EW 11 ^{Sc. 1948} ⁽¹⁹³³⁾ ⁽¹⁹³⁵⁾

80-198 12 *4-4-0* BLW, 1890(10681)- As 11 ACL 52: S1&E?: CB12: EW 12 1938

EAST WATERFORD & KANSAS VALLEY

100-72 265 *Cl.B* Climax, 1900(265)-50,000 Gauge 3-0

ECCLES, W.H. LUMBER Co.

Gauge 3-0

88-66 1 *Cl.B* Climax, 1911(1085)- W.H.E.L. Co. 1: Cavanaugh Lbr. Co. 3 ⁽¹⁹²⁹⁾

88-67 & 68 3 *2Tr.* Heister, 1915(1306)- W.H.E.L. Co. 3: Halleck & Howard Lbr. Co. 3

EDGECLIFF TERMINAL WAREHOUSE Co.

74-178 8 *0-6-0 T* A-RL&M, 1912-19X24-44-180-133,000-30,180
E.T.W. Co. 8: ERIE RR 2 1946

EDGMOOR & MARIETTA

FE 5 *0-4-0T* Porter, 1918 1971

EEL RIVER & EUREKA

55-94 1 *4-4-0* BLW, 1884 (7013) - 13X22-50 ER & E 1: SF & NW 1: NWP 2

EL DORADO LUMBER Co. Gauge 3-0

89- Frantis. 3 *2 Tr. Shay* Lima, 1886 (159) - (2) 10X10-38-160-4,100-13,000
(1901) (1911) (1918)

89-99 4 *Cl.B* Climax, 1902 (339) - 12X14-31-160-67,000 EDLCo 3: C.D. Damaher Pine Co 3: M-CLCo 3(1)
(1918) (1911) M-CLCo 4(1) c. 1903

89-72 & 91 5 *2 Tr. Shay* Lima, 1903 (797) - (3) 9X8-26 1/2-160-52,150-9,150 EDLCo 5:
(1911) (1918) CDDPCo 5: M-CLCo 5 Sc. 1953

84-725 8 *2 Tr. Shay* Lima, 1906 (1628) - (3) 10X10-32-200-100,000-22,580
(1911) (1918) EDLCo 8: CDDPCo 8: M-CLCo 8 Sc. 1950 1906

ELIZABETH CITY & NORFOLK

44-7 1 "W.G. Dominick" *4-4-0* BLW, 1880 (5320) - 13X22-54 EC & N 1 "W.G.D.":
(1885) (1891) NS RR 1(1): N & S RR 1(1) BP

ELK & HIGHLAND Gauge 3-0

107-72 1 *Cl.A* Dunkirk Eng. Co 1898

107-72 2 *Cl.B* Climax, 1898 (174) - 50,000 1898

107-74 3 *Cl.B* Climax, 1900 (226) - 70,000 E & H 3: TVRY 14

ELK RIVER COAL & LUMBER Co.

105-45 12 *3 Tr. Shay* Lima, 1902 (678) - 150,000 Lackawanna Lbr. Co. 10:
(1910) (1918) Sc. 1900 Emporium Lbr. Co. 10: Emporium Forestry Co. 40: ERC & LCo. 12 1953

ELK TANNING Co.

109-30 ? *Cl.B* Climax, c. 1885 - 50,000

109: 99-2 3 *2 Tr. Shay* Lima, 1903 (792) - 160,000

109-31 14 *2 Tr. Shay* Lima

105-90 19 *0-4-4T* ex New York City El.

ELMIRA, CORTLAND & NORTHERN

91-124 4 *4-4-0* Brooks 1897

91-130 5 *4-4-0* Portland, 1874 - As rebuilt

91-124 7 *4-4-0* c. 1897

91-125 10 *2-6-0* Rogers, 1881 Utica, Ithaca & Elmira ? : EC & N 10: LV 910

5-74 21 *4-6-0* Cooke, 1886 (1712) - 20X24-54

EL ORO FC DE

48-67 1 "MACHALA" *0-4-4T* Pittsburgh, 1898 (1842) - 10X16-47 BP

EL PASO & NORTHEASTERN

62-91 24 *2-6-2* BLW BP

33-196 52 *2-8-0* BLW, 1900 EP & NE 52: EP & SW 181: SP 2505(2) (1924) c. 1906

EL PASO SOUTHERN

62-193 13 *0-6-0*

EMPORIUM & RICH VALLEY

105-95 4 *3 Tr Shay* Lima, 1903 (773)-160,000

ENTERPRISE LUMBER Co.

Gauge 3-0

112-49 3 *C.I.A* Climax, 1912 (1101)-44,000

FRATH SUGAR Co.

33-64 216 *4-4-0*

UP ? ; T&NO ⁽¹⁹⁰¹⁾ 246 ; ⁽¹⁹⁰³⁾ 216 ; ESCO ⁽¹⁹²⁹⁾ 216

1947

ERIE ENGINEERS

5-52 10-229 ^{E.S.} THOMAS *4-4-0* Cooke, 1893-19x26-72-160-36,0-1935-96,060-136,930-17,730 EE "E.B.T."; ERIE RR 499 Sc. 1934

BP

ERIE & KALAMAZOO

16-194 "ADRIAN" *4-2-0* BLW, 1837(80)-9x18

D

ERIE & WYOMING VALLEY

10-230 34 *4-4-0* Dunmore Iron & Steel Co., 1892 - (3) 15x24-63-107,000

E&WV 34 "JOHN B. SMITH": 105; Erie RR ⁽¹⁹⁰¹⁾ III Sc. 1910

8-44 10-85 35 *2-6-0* BLW, 1894 (14067)- (3) 17x24-57-150-76,0-1600-104,000-

120,000-23,270 E&WV 35: 301: Erie RR ⁽¹⁹⁰¹⁾ 741 Sc. 1921

BP

FRNHOUT, P.S.

109-38 303 *2 Tr. Shay* Lima, 1890 (303)-36,000

109-40 332 *2 Tr. Shay* Lima, 1891 (332)-60,000

109-38 717 *0-4-2T* Porter, 1885 (717)-20,000

ESQUIMALT & NANAIMO

1-76 1 *4-4-0*

1-76 1(2) *4-6-0* BLW

1-77 5 *4-4-0*

1-77 10 *4-6-0*

FE 6004 *2-4-2T* A-MW, 1910

56-144 7337 *4-6-0* CP RY, 1894

CP 337: E&N 7337

c. 1905

ESTRADA DE FERRO DE CANTAGALLO

(Brazil)

5-158 35 *2-6-0T* BLW, 1896 (7797)-

Gauge 3-7¹/₃

BP

ESTRADA DE FERRO DE DAM PEDRO II

(Brazil)

5-43 89 *2-6-0* BLW, 1876 - Gauge 5-3 - 18x24-54-130-16.0-80,000-15,910

ESTRADA DE FERRO DO GRAO PARA

(Brazil)

31-73-133 8-56 7 *0-8-0T* BLW, 1888 - Rack loco. - 79,000

BP

EUREKA Co.

50-68 5 *3 Tr.* Williamette

New

EUREKA FOUNDRY Co.

110:99-11 1 *0-4-4-0T* EFCo, c. 1905

BP

EUREKA LUMBER Co.

83-64 10 *2-6-0* BLW, (55388)

BP

EUREKA MILL RR

Gauge 2-6

31-164 ? *0-4-0 T* Porter, 1887 (848) - 6X10-23-12,000

EUREKA-NEVADA

Gauge 3-0

31-108 7 *2-6-2* Porter, 1915 (5724) - 12X16-36-50,000 Sold 1939

31-110 12(2) *2-8-0* BLW, 1896 (14771) - 16X20-37-175-70,800-20,580

Florence & Cripple Creek 10; Cr. Cr. & Col. Sp. 36; E-N 12(2); Uintah 12

88-105 15 *4-4-0* BLW, 1880 (4982) - 12X16-34-37,500 Utah Western 3 "JONATHAN"

Utah & Nevada 3: OSL & UN 285(2); Sumpter Valley 285: 4: 15; E-N 15

1912

EUREKA & PALISADE

Gauge 3-0

31-96 ? *4-4-0*

2-115

31-98 #102 5" PALISADE" *4-4-0* BLW, 1876 - 12X16-42

C. 1876

31-98 10(2) *2-8-0* BLW, 1904 (24271) - 14X18-36-160-64,000-13,330

Uintah 10: E-P 10(2)

1938

EXCELSIOR REDWOOD Co.

6-17 3 *2-4-2T* BLW

1891

EASTERN TENNESSEE & WESTERN NORTH CAROLINA

~~126-23 200 *2-8-0* BLW, 1904 (24729) - 24X30-57-190-214,000-46,700
Southern 722: ET & WNC 200; Southern 722 1963~~

EASTERN TEXAS

129-21 1 *2-6-0* Pittsburgh, 1901 (2226) - 14X22-50-160-60,500-68,450-11,730
ET 1: Houston County RY 1: Delta Lbr. # Timb. Co. 205: Conroe Lbr. Co. 205 Sc. 1939
129-22 2 *4-6-0* Rogers - First owner?: ET 2: Houston County RY. 2 1903
129-22 6 *2-6-0* BLW, 1906 (28384) - 15X24-50-180-77,660-90020-16,520
ET 6: Houston County RY 6: Walker Lbr. Co. 6 BP

EASTERN RY OF MINNESOTA

~~131-53 2 *0-6-0*~~
~~131-52 101 *4-4-0*~~
~~131-53 201 *2-6-0*~~

EAGLE'S MERE

136-322 4 *2 Trk. Gilbert + Dunkirk Engineering Co., 1894

EASTERN TENNESSEE

~~150-278 3 *0-6-0* 1918~~

EMORY RIVER

150-209 1 "JEANNE" * 2 Trk. Climax * Climax, 1913 - 110,000
Turkey Foot Lbr. Co 1 "J": ER 1 "J." Sc. 1941
150-209 4 * 2 Trk. Climax * Climax, 1901 (273) - 70,000 Southern I & E 486; (1906)
W.R. Pickering Lbr. Co. 10: Birmingham R & L: ER 4: Stearns Coal & Lbr. ? (1940)
150-209 9 "BETTE" * 2 Trk. Climax * Climax, 1921 (1588) to 3'-6" gauge. To std gauge 1941
EM Lbr. Co 9 "B": Mahan-Ellison Coal Co ? Sc. 1946
150-210 11 * 2 Trk. Climax * Climax, 1924 - 90,000 to 3'-6" gauge. To std. gauge 1943
EM Lbr. Co 11: Mahan-Ellison Coal Co ? Sc. 1947
150-207 6940 * 2-8-2 * BLW, 1914 (41577) - 22X28-57-200-209,500-40,000
NO & NE 100: 500: Southern 6910: 6940: ER 6940 (1947) 1951

ERIE & CENTRAL NEW YORK

155-324 1 "I.H. PALMER" * 4-4-0 * BLW, 1872 - Baltimore & Potomac 11: 311:
Phila. Wash. & Balt. 21: E & CNY 1 "I.H.P": DL & W 1 Sc. 1913 1902
155-325 2 * 4-4-0 * BLW, 1874 - LV 239: EC & NY 2: DL & W 2 Sc. 1910

EASTERN RY OF MINNESOTA

131-53	2	*0-6-0*	Rogers, 1888(3976) - 18x24-49-140-86,450-18,880			
			(1899) (1902)	EM 2: 41: GN 41(2)	Sold 1922	
157-35	58	*0-6-0*	Brooks, 1899(3299) - 18x26-49-160-109,460-23,380			
			(1902)	EM 58: GN 58(2)	Sc. 1926	BP
131-52	101	*4-4-0*	Rogers, 1888(4043) - 18x24-63-140-60,300-94,100-14,690			
			(1899) (1902)	EM 101: 226: GN 226	Sc. 1929	
157-53	105	*4-4-0*	Rogers, 1889(4123) - As 101			
			(1899) (1902)	EM 105: 230: GN 230(2)	Sc. 1926	BP
23-67	150	*4-6-0*	Brooks, 1898(2954) 20x30-63-200-130,000-166,580-32,380			
			(1899) (1902)	EM 150: 1000: GN 1000	Sc. 1929	BP
131-63	204	*2-6-0*	Rogers, 1888(3976) - 19x24-55-140-87,290-105,040-18,740			
			(1899) (1902)	EM 204: 353: GN 353(2)	Sc. 1926	
1-138	302	*4-8-0*	Brooks, 1898(2975) - 19x32-55-180-142,000-176,000-32,140			
			(1899) (1902)	EM 302: 702: GN 702	Sc. 1928	BP
8-91 157-69	600	*4-6-0*	BLW, 1892(12779) - 20x24-69-160-103,300-135,700-18,920			
			(1899) (1902)	EM 600: 998: GN 998	Ret. 1929	BP

EMORY RIVER

150-209	1	*2-TK Climax	* Climax, 1918 - 10,000			
150-209	4	*2-TK Climax	* Climax, 1901(191) - 20,000			
150-209	7	*2-TK Climax	* Climax, 1921(158) - 20,000			
150-210	11	*2-TK Climax	* Climax, 1924 - 20,000 to 30,000			
150-207	14	*2-B-2*	* BLW (1917) - 25x28-27-200			
150-207	100	*2-B-2*	* BLW (1917) - 25x28-27-200			

EMORY RIVER

150-324	1	*2-TK Climax	* Climax, 1918 - 10,000			
150-324	2	*2-TK Climax	* Climax, 1918 - 10,000			
150-324	3	*2-TK Climax	* Climax, 1918 - 10,000			
150-324	4	*2-TK Climax	* Climax, 1918 - 10,000			
150-324	5	*2-TK Climax	* Climax, 1918 - 10,000			
150-324	6	*2-TK Climax	* Climax, 1918 - 10,000			
150-324	7	*2-TK Climax	* Climax, 1918 - 10,000			
150-324	8	*2-TK Climax	* Climax, 1918 - 10,000			
150-324	9	*2-TK Climax	* Climax, 1918 - 10,000			
150-324	10	*2-TK Climax	* Climax, 1918 - 10,000			

FORT SMITH & WESTERN

122-208	2(1)	*4-4-0*		
122-208	2(2)	*4-4-0*	1938	
122-209	3	*4-4-0*	1932	
122-209	4(2)	*4-4-0*	1938	
122-210	5(1)	*4-4-0*	1924	
122-210	5(2)	*4-4-0*	FS & W 10: 5(2) 1939	
122-210	6(1)	*4-4-0*		
122-211	6(2)	*4-4-0*	c 1925	
122-211	8(1)	*4-6-0*		
122-211	9(2)	*4-4-0*	c 1925	
122-212	10(1)	*4-6-0*		
122-212	10(2)	*4-4-0*		
122-212	14	*4-6-0*	1934	
122-213	20(1)	*0-6-0*	c 1912	
122-213	21(1)	*0-4-4T*	1914	
122-213	23	*2-8-2*	1936	
122- 214	24	*2-8-2*	1936	
122-214	25	*2-8-2*	1936	
122-214	26	*2-8-2*	1936	
122-215	27	*2-8-2*	1936	
122-215	28	*2-8-2*	BLW, 1920 BP	
122-215	28	*2-8-2*	" "	1936
122-216	32	*4-8-0*	Brooks, 1900 1938	

FORT WORTH & DENVER CITY 1881-1951

FORT WORTH & DENVER 1953 →

34-200	1	*4-4-0		Sch., 1881: Shop No. 1451 - 17x24-61-145- 16.8 - 1013.7 - 48,650 - 79,200 - 14,010 FW&DC 1: Wichita Valley 4 ⁽¹⁹⁰⁶⁾ Sc. 1912 c. 1890
34-201	6	*4-4-0	*	Danforth, 1881: Shop No. 1297 - 16x24-64-145- 78,600 - 11,830 Sc. 1910 International Railway & Improvement Co.? FW & DC 6 1884
34-203	15	*4-4-0	*	Sch., 1886: Shop No. 2119 - 17x24-64-145- 15.8 - 1088.5 - 48,450 - 79,000 - 13,360 - Sc. 1911 BP
130-177 34-203	21	*2-6-0	*	Sch., 1886: Shop No. 2125 - 18x24-52-145- 23.0 - 1099.7 - 78,500 - 93,000 - 18,430 - Sc. 1916 BP
34-205	31	*0-4-0	*	Cooke, 1888: Shop No. 1876 - 16x24-48-145- 66,000 - 15,780 - Sc. 1906 c. 1890
130-177 34-205	38	*4-4-0	*C-2K	* Purchased 1902 - Sch., 1885? - 18x24-69-150- 93,500 - 14370 - Sc. 1943 Former owner unknown 1938
34-208	40	*4-4-0	*C-2R	* Purchased 1902 - Brooks, 1888: Shop No. 1380 As rebuilt - 18x26-64-150 - 99,000 - 16,780 - Sc. 1925 c. 1920
130-177 34-208	50	*0-6-0	*A-3F	* Sch., 1906: Shop No. 42265 - 20x26-51-200- 31.3- 1955 - 145,000 - 34,670 - Sc. 1943 1923 & 1938
34-209	51	*0-6-0	*A-3F	* Sch., 1906: Shop No. 42266 - As 50 - Sc. 1932 1937
34-210	60	*0-6-0	*A-3E1	* Richmond, 1907: Shop No. 42925 - 19x26-51-180- 31.5 - 1752.0 - 135,000 - 28,160 - Sold 1936 BP
34-210	65	*0-6-0	*A-3E1	* Richmond, 1908: Shop No. 45567 - As 60 - Sc. 1941 BP
34-210	66	*0-6-0	*A-3E1	* Richmond, 1908: Shop No. 45568 - As 60 - Sc. 1940 c. 1938
34-211	67	*0-6-0	*A-3E1	* Richmond, 1908: Shop No. 45569 - As 60 - Sc. 1948 c. 1940
130-178 34-211	68	*0-6-0	*A-3E2	* Baldwin, 1910: Shop No. 35270 - 20x26-51-180- 138,900 - 31,200 - Sc. 1948 178 → 1934
34-212	69	*0-6-0	*A-3E2	* Baldwin, 1910: Shop No. 35271 - As 68 - Sold 1942 c. 1940
34-213	110	*4-6-0	*	* Sch., 1903: Shop No. 27410 - 18x26-67-200 - 137,700 - 21,370 - Sold 1908 FW&D 110: T&BY 30 - Sc. 1935 BP
34-213	155	*4-6-0	*C-3H	* Brooks, 1906: Shop No. 40234 - 20x28-67-200- 172,000 - 28,420 - Sc. 1941 1923
34-214	156	*4-6-0	*C-3H1	* Richmond, 1907: Shop No. 42923 - 21x28-69-200- 187,700 - 30,420 - Sc. 1929 BP
34-215	202	*2-8-0	*	Rhode Is., 1903: Shop No. 27059 - 20x28-57-200- 41.3 - 1992 - 142,000 - 158,000 - 33,400 - Sc. 1960 BP
34-215	202	*2-8-0	*B-40	* As rebuilt - Orig. built as above - 20x28-57-200- 41.3 - 1999.2 - 142,000 - 158,000 - 33,400 - Sc. 1960 1954
34-215	205	*2-8-0	*B-40	* As rebuilt - Orig. built by Rhode Is., 1903: Shop No. 25147 As rebuilt 202 - Sc. 1960 1954

FORT WORTH & DENVER

34-216	206	*2-8-0	*B-40	*As rebuilt - Orig. built by Rhodels, 1903; Shop No. 25148 - As rebuilt 202 - Sc. 1953	1942
34-216	211	*2-8-0	*B-40	*As rebuilt - Orig. built by Rhodels, 1903; Shop No. 25153 - As rebuilt 202 - Sc. 1949	1942
34-217	250	*2-8-0	*B-4Q	*Rogers, 1906; Shop No. 40747 - 20X28 - 57-200 - 32.5 - 2608.7 - 157,000 - 175,000 - 33,400 - Sc. 1940	1937
34-218	262	*2-8-0	*B-4Q1	*Richmond, 1907; Shop No. 42939 - 20X28 - 57-200 - 188,000 - 33,400 - Sc. 1935	BP
34-218	264	*2-8-0	*B-4Q1	*Richmond, 1908; Shop No. 45563 - As 262 - Sc. 1947	BP
34-219	302	*2-8-0	*B-4R	*As modified - Orig. built by Brooks, 1906; Shop No. 40244 - 22X28 - 57-210 - 200,850 - 42,440 - Sc. 1955	1954
34-219	304	*2-8-0	*B-4R	*As modified - Orig. built by Brooks, 1906; Shop No. 40246 - As 302 - Donated to Wichita Falls, 1955	1951
34-219	305	*2-8-0	*B-4R	*As modified - Orig. built by Brooks, 1906; Shop No. 40247 - As 302 - Sc. 1952	1947
34-220	306	*2-8-0	*B-4R	*Brooks, 1906; Shop No. 40248 - Sc. 1952	1936
34-218	307	*2-8-0	*B-4R	*Brooks, 1906; Shop No. 40249 - 22X28 - 57-210 - 191,700 - 42,440 - Sc. 1934	BP
34-220	308	*2-8-0	*B-4R	*As modified - Orig. built by Brooks, 1906; Shop No. 40250 - As 302 - Sc. 1952	
130-179 34-221	310	*2-8-0	*B-4R1	*As rebuilt, 1925 - Orig. built by Richmond, 1908; Shop No. 45570 - 22X28 - 57-200 - 40,420 - Sc. 1953	179 → 1942 1953
34-221	311	*2-8-0	*B-4R1	*As rebuilt, 1926 - Orig. built by Richmond, 1908; Shop No. 45571 - As 310 - Sc. 1953	1949
34-221	312	*2-8-0	*B-4R1	*As rebuilt, 1926 - Orig. built by Richmond, 1908; Shop No. 45572 - As 310 - Sc. 1960	1957
34-221	313	*2-8-0	*B-4R1	*As rebuilt, 1926 - Orig. built by Richmond, 1908; Shop No. 45573 - As 310 - Sc. 1953	1942
34-220 & 222	314	*2-8-0	*B-4R1	*As rebuilt, 1926 - Orig. built by Richmond, 1908; Shop No. 45574 - As 310 - Sc. 1960	220 → 1946 222 → 1957
34-223	401	*2-8-2	*E-4A1	*As modified - Baldwin, 1915; Shop No. 42097 - Sc. 1955 27X30 - 64 - 200 - 54.2 - 3688 - 834 - c. 212,500 - 274,000 - 58,090	1955
34-224	403	*2-8-2	*E-4A1	*As modified - Baldwin, 1915; Shop No. 42099 As 401 - Sc. 1960	1947
34-223	405	*2-8-2	*E-4A1	*Baldwin, 1915; Shop No. 42101 - 27X30 - 64 - 180 54.2 - 3688 - 834 - 212,500 - 272,200 - 52,280 - Sc. 1956	BP
34-224	406	*2-8-2	*E-4A1	*As modified - Baldwin, 1915; Shop No. 42121 - As 401 - Sc. 1960	1932 1952
34-225	407	*2-8-2	*E-4A1	*As modified - Baldwin, 1915; Shop No. 42122 - As 401 - Sc. 1960	1956

FORT WORTH & DENVER

34-225	408	*2-8-2	*E-4A1*	As modified - Baldwin, 1915: Shop No. 42123- As 401 - Sc. 1960	1954 1957
34-226	409	*2-8-2	*E-4A1*	As modified - Baldwin, 1915: Shop No. 42124- As 401 - Sc. 1960	1955 1959
34-227	410	*2-8-2	*E-4A1*	As modified - Baldwin, 1915: Shop No. 42125 (1958) As 401 - Sold 1958 FW&D 410: T&P 400 Donated to Marshall, Tex., 1963	1954
34-228	451	*2-8-2	*E-4A2*	Baldwin, 1919: Shop No. 51650 - 27X32-63- 190 - 320,000 - 59,800 - Sc. 1960	1957
34-228	452	*2-8-2	*E-4A2*	Baldwin, 1919: Shop No. 51651 - As 451 - Sc. 1956	1953
34-229	454	*2-8-2	*E-4A2*	Baldwin, 1919: Shop No. 51701 - As 451 - Sc. 1960	c. 1955 1956
34-229	455	*2-8-2	*E-4A2*	Baldwin, 1919: Shop No. 51725 - As 451 - Sc. 1955	1958
34-230	456	*2-8-2	*E-4A3*	Baldwin, 1920: Shop No. 53165 - 28X32-64- 200 - 320,000 - 66,640 - Sc. 1960	1956 1958
34-231	457	*2-8-2	*E-4A3*	Baldwin, 1920: Shop No. 53230 - As 456 - Sc. 1956	1954
34-231	458	*2-8-2	*E-4A3*	Baldwin, 1920: Shop No. 53231 - As 456 - Sc. 1960	1955
34-231	459	*2-8-2	*E-4A3*	Baldwin, 1920: Shop No. 53232 - As 456 - Sc. 1960	1955
34-232	461	*2-8-2	*E-4A4*	Baldwin, 1922: Shop No. 55516 - 28X32-64-200- 78.0-4426-1031- - 327,700 - 66,640 - Sc. 1955	BP
34-233	462	*2-8-2	*E-4A4*	Baldwin, 1922: Shop No. 55562 - As 461 - Sc. 1956	1954
34-233	463	*2-8-2	*E-4A4*	Baldwin, 1922: Shop No. 55563 - As 461 - Sc. 1955	1955
34-234	464	*2-8-2	*E-4A4*	Baldwin, 1922: Shop No. 55564 - 28X32-64-200- 78.0-4426-1031- 247,240 - 334,640 - 66,640 - Sc. 1955	1948
34-234	465	*2-8-2	*E-4A4*	Baldwin, 1922: Shop No. 55617 - 28X32-64-200- 78.0-4426-1031- 248,690 - 334,450 - 66,640 - Sc. 1956	1949
62-112 34-235 & 332	501	*4-6-2	*F-3A*	As rebuilt, 1923 - Baldwin, 1910: Shop No. 35798 235 → 1946, 1954 & 1959 25X28-69-200-43,120 - Donated 1959 112 → 1938 332 → 1934	1959
34-236	502	*4-6-2	*F-3A*	As rebuilt, 1928 - Baldwin, 1911: Shop No. 35854 - As 501 - Sc. 1952	c. 1928
34-236	503	*4-6-2	*F-3A*	As rebuilt, 1925 - Baldwin, 1911: Shop No. 35855 - As 501 - Sc. 1952	1939 & 1950
34-237	504	*4-6-2	*F-3A*	As rebuilt, 1924 - Baldwin, 1911: Shop No. 35856 - As 501 - Sc. 1952	1928, c. 1935 & 1946
34-239	552	*4-6-2	*F-3A1*	As modified - Sch., 1920: Shop No. 61071 - Sc. 1955 27X28-74-200-58.7-3416.6-797-182,880-296,780-46,890	1954
34-239	553	*4-6-2	*F-3A1*	As modified - Sch., 1920: Shop No. 61072 - As 552 - Sc. 1952	c. 1935
34-238, 240 & 336	554	*4-6-2	*F-3A1*	As modified - Sch., 1920: Shop No. 61416 - As 552 - Sc. 1955	1932, 1951, 1952 & 1953

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34-240 555 *4-6-2 *F-3A1* As modified - Sch., 1920; Shop No. 61417-
As 552 - Sc. 1953

1952

34-242 556 *4-6-2 *F-3A2* Baldwin, 1922; Shop No. 55632 - 27X28-74-
284,200-46,890 - Sc. 1953

BP

130-182
34-243

556 *4-6-2 *F-3A2* As modified - Baldwin, 1922; Shop No. 55632

182-1942 c. 1944
c. 1945

34-242 & 243 557 *4-6-2 *F-3A2* As modified - Baldwin, 1922; Shop No. 55633

243 → 1941
242 → 1952

34-163 913 *2-10-2 * Baldwin, 1922; Shop No. 55624

c. 1933

30x32-60-200-400,810-83,000 CES 913: FW & D 913

130-180 453 *2-8-2 *E-4A2* BLW, 1919 (51652) - As 451 Destroyed 1948

1942

FAIRFIELD TRACTION Co.

8-56 1 *2-4-2 Dummy* *Baldwin, 1901

BP

FAIRHAVEN & SOUTHERN

24-20 1-160 2 *4-6-0* Sch., 1889(286) - F&S 2: Seattle & Montana 299(1898); G.W. 299- (1911) 18 X 24-55-140-77,000-100,800-16,820 (1907) Waterville &

FAIRYMEAD SUGAR Co. (Australia)

8-131 3 *0-4-2T* *Baldwin, - Gauge 2-0 7X10-24-18,800 BP

FALLBROOK COAL Co.

5-100 40 *2-8-0 * *Sch., 1883 - Gauge 6-0 "SUSQUEHANNA"

16-47 50 *2-6-0 * * "MERCHANTS DESPATCH" BP

FEATHER RIVER RY

6-33 2 *^{Three-truck} Shay * *Lima

FEDERATED MALAY STATES RY.

8-88 ? *0-6-0 * *Baldwin, 1920 - 16X20-42-78,000 BP

8-88 ? *2-6-0 * *Baldwin, 1920 - 14X18-37-62,000 BP

8-88 ? *4-6-2 * *Baldwin, 1920 - 17X24-54-114,800 BP

FEDERAUX DE L'EST BRÉSILIEN (Brazil)

8-95 20 *4-6-0 * *Baldwin, 1921 - 16X20-45-84,700 BP

FERRO CARRIL DEL OESTE DE SAGUA LA GRANDE (Cuba)

5-178 2 *0-4-0 * *Rogers, 1880; Shop No. 2687 "MANUELITO" BP

FERROCARRIL DEL SUR (Colombia)

8-97 ? *2-6-2T* *Baldwin, 1921? BP

FERRO CARRIL DE SONORA (Mexico)

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

2-76 13 *4-4-0 * *Rhode Is., 1881 - 16X24-59-125-11,060

FC de S 13 "ARIZONA"; Sud Pacifico de Mexico 64 1903

FERRO CARRIL DE TACUBAYA (Mexico)

8-49 "SUSANA" *4-4-0 * *Baldwin, 1897 - Gauge 2-0 BP

FERROCARRILES UNIDOS DE YUCATAN S.A. (Mexico)

8-245 81 *4-4-0 * *Baldwin, 1915 - Gauge 3-0 - 13X28-46-65,500 BP

FITCHBURG

4-64 "HOSSAC" *4-4-0 * *Souther, 1854 - 16X20-56-54,000

8-97 5 *4-6-0 * *Baldwin, 1898 BP

8-17 90 *2-8-0 * *Baldwin, 1881 BP

FLINT & PERE MARQUETTE

3-20 3 *4-4-0 * *Sch., 1871; Shop No. 695

FLORA LOGGING Co.

1-182 9 *2-6-2T * *Vulcan Iron Works, W-B, Pa.

FLORENCE & CRIPPLE CREEK

3-171 & 142 23 *4-6-0 * *Sch., 1900 - Gauge 3-0 - 16X20-42-87,400

Sc. 1927 F&CC 23 "GRANITE"; Nev. - Cal. - Ore. 23

FONTAINE ENGINE Co.

5-71 19-302 2 *4-2-2 * * Grant, 1881; Shop No. 1503 - Rebuilt by Rome, 1885
Sc. 1899 - FE Co 2; W & LE 17(2), 1885; 35(2), 1896 1885

FORKS LOGGING Co.

2-180 2 *^{Two-truck} Climax * * Climax

FORT BRAGG

2-168 1 *2-4-2T * * Baldwin, 1885[±] - 12X20-42-130-7580
FB 1 "SEQUOIA"; Fort Bragg Lumber Co 1; Cal. West. RR & Nav. Co. 1

5-150 8-65 2 *2-4-4T * * Baldwin, 1887; Shop No. 8852
FB 2; CWRR & N Co 2; Irvine Muir Lumber Co. ? BP

FORT WAYNE, JACKSON & SAGINAW

16-202 "READING" *4-4-0 * *

FRANKFORT & KOKOMO

19-124 1 *4-4-0 * * Danforth & Cooke, 1874; Shop No. 838 - 14x22 "COE ADAMS"

FRANKLIN IRON Co.

11-28 1 *0-4-0T * * Dickson, 1879; Shop No. 245 - Gauge 3-0
12X22-43- "JOSEPH H. SCRANTON" BP

FREMONT, ELKHORN & MISSOURI VALLEY

15-68 2 *4-6-0 * * Sch., 1898; Shop No. 4847 - 18X26-63-190-
139,100 - 21,590 - Sc. 1928 C&NW 594; FE & MV 2, 1901; C&NW 1177, 1903

7-120 57 *4-4-0 * * 1891

15-44 71 *4-4-0 *E-1 * Sch., 1887; Shop No. 2287 - 17X24-59-145-175-
1291.5 - 56,200 - 89,700 - 14,490 - Sc. 1916 FE & MV 71; C&NW 1271, 1903 1887

7-11 & 12 208 *4-8-0 * * Sch., 1891; Shop No. 3421 - Gauge 3-0 - 16X20-
36-160-70,000-19,340-Sc. 1927 FE & MV 208; C&NW 1298; 64 1900[±]

7-24, 27 & 34
15-125 209 *4-8-0 * * Sch., 1891; Shop No. 3422 - Gauge 3-0 - As 208 -
Sc. 1927 FE & MV 209; C&NW 1299; 410 7-24 & 27 -> 1900

7-128 225 *4-6-0 * * 1902

FRENCH GOVERNMENT

8-77 ? *0-4-4-0 * Rebat * Baldwin, 1914 - Gauge 60 mm - 28,100 BP

FRUIT GROWERS SUPPLY Co.

6-103 102 *2-8-0 * *

FULTON COUNTY

9-101 1 *4-4-0 * * Baldwin, 1879 - Gauge 3-0

FERRO-CARRIL DOMINGO

~~40-31 7"QUIROGA" *2-6-0 Baldwin, - Vauclain comp. BP~~

FRENCH STATE R.Ws.

40-60 2805 *4-4-0 * Baldwin, - Vauclain comp. BP

FERRO-CARRIL DOMINGO

~~40-85 "CIBAO" *0-6-0T * Baldwin, - Vauclain comp. BP~~

FERNWOOD LUMBER Co.

42-23 12 *2-8-0 * Baldwin, - 20X26-56-180-31.5-2133-134,350-149,550-28,410 BP

42-48 13 *2-8-2 * Baldwin, - 20X24-50-180-39-2619-125,500-164,700-29,380 BP

FROST-JOHNSON LUMBER Co. (L. & P.B. R.R.)

42-14 14 *2-6-0 * Baldwin, - 18X24-50-180-20.7-1263-93,700-108,050-23,790 BP

FLORIDA CENTRAL & PENINSULAR

43-78 13 *4-4-0 * Rogers, 1880: S/N 2067 - Atlantic, Gulf & West India Transit 13 (1883)
"M.O. ROGERS": Florida Transit & Peninsular 13: Florida R.W. & Nav. 13: (1884)
Florida Central & Peninsular 13: SAL 309 (1880)

43-78 37 *4-4-0 * Rogers, 1884: S/N 3497 - 17X24-56-76,550 - Sc. 1902 - Florida R.W. & Nav. 37 "HAMILTON": FC&P 37 (1889)
SAL 318 (1880)

43-76 41 *4-4-0 * Rogers, 1885: S/N 3536 - 17X24-56-76,550 - Sc. 1902 - Florida R.W. & Nav. 41 "MANATEE": FC&P 41: SAL 322 1898

43-77 48 *4-4-0 * Rogers, 1886: S/N 3606 - 16X24-63-79,300 - Sc. 1912 Florida R.W. & Nav. 49: FC&P 49: SAL 329 1898

43-78 69 *4-4-0 * Rogers, 1895: S/N 5065 - 18X26-69-185-115,700-19,200 - Ret. 1922 - FC&P 69: SAL 350: 155 BP

43-79 73 *4-4-0 * Cooke, 1898: S/N 2415 - 18X28-69-185-122,300-20,675 Ret. 1930 FC&P 73: SAL 354: 159 BP

FLORIDA R.W. & NAV. Co.

43-76 46 *4-4-0 * Rogers, 1885: S/N 3601 - 16X24-63-79,300 - Sc. 1907 FREN 46: FC&P 46: SAL 327

FERRO-CARRILES NACIONALES DE MEXICO - Change to Nds M

~~41-123 1636 *2-8-0 * Baldwin, 1923: S/N 5685 - 22X28-57-200 191,450 40,420 NSRR (2) 522. NSRR (2) 522. FCDEM 1636 1952~~

~~41-123 3351 *2-8-4 * Baldwin, 1940: S/N 62325 - 23 1/2 X 30 63 250 555,400-49,500 NSRR (2) 601. NSRR (2) 601. FCDEM 3351 1962~~

FLORIDA EAST COAST

813 *4-8-2 * A-S, 1924 - As 812 (See B&SR booklet)
72-56 442 *4-8-2 * A-S, 1925 - 26X28-73,200-322,000-44,100 1948

FABRICA DE PAPEL DE SAN RAFAEL (Mexico)

48-76 4 * 2-8-0 * Baldwin, 1898: S/N 16106 as a 2-8-2
Rebuilt to 2-8-0 - Gauge 3-0 16X20-37-87,000

F.C. San Rafael y Atlixco 4: F de P de SR 4

48-79 5 * 4-6-0 * Baldwin, 1900: S/N 17381 - Gauge 3-0
17X20-42-88,000 FC SFq A 5: F de P de SR 5

FLORA LOGGING Co.

50-106 6 * Two-Truck Shay * Lima

50-90 8 * Three-Truck Shay * Lima

FORT BRAGG RR

50-19 1 * 2-4-2T * Baldwin, 1886

FREDRICKSON LOGGING & TIMBER Co.

50-107 2 * Two-Truck Williamette * Willamette, 1927: S/N 30

FERNWOOD COLUMBIA & GULF

F 12 * 2-8-0 * Baldwin, S/N 37578

1941

FORT WORTH SAND & GRAVEL Co.

73-119 7 * 2-8-0 * BLW, 1899 (16341) - 21X28-57-180 - 29.0 - 1280 - 144,500 -
161,500 - 33,100 AT & SF 952: 696: FWSE & G Co 7
(1920) (1937)

FLORENCE & CRIPPLE CREEK Gauge 3'-0"

76-23 2 * 2-8-0 * BLW, 1894 (14186) - 16X20-38-120-14.06-1021-
64,000-72,000-18,320 - F&CC 2" CRIPPLE CREEK" c. 1895

76-176 5 * 2-8-0 * BLW, 1895 (14513) - As 2 - Sc. 1948
F&CC 5" FLORENCE": D&RG 427 (1917): 317 (1924) 1917

76-176 9 * 2-8-0 * BLW, 1896 (14770) - As 2 - Sc. 1951
F&CC 9" ALTA VISTA": D&RG 429 (1917): 319 (1924) 1917

76-177 10 * 2-8-0 * BLW, 1896 (14771) - As 2 - F&CC 10" INDEPENDENCE
CCECS 36 (915): Uintah 12 (1917): Eureka - Nevada 12 (2) (1937)

76-42 11 * 2-8-0 * BLW, 1897 (15246) - As 2 - Sc. 1946
F&CC 11" STRONG": D&RG 426 (1917): 316 (1924) 1898

76-64 12 * 2-8-0 * BLW, 1897 (15247) - As 2 - Sc. c. 1935
F&CC 12" GOLD COIN": CCECS 2: 37: Montana Sou. 2 (1920)

76-52 22 * 4-6-0 * A-S, 1900 (5399) - 16X20-42-180-1408-
1124-69,000-85,000-18,650-Sc. 1949 - F&CC 22'
"VINDICATOR": N-C-O 22 (1915): SP 22 (?)

3-141 & 142
76-42 & 139 23 * 4-6-0 * A-S, 1900 (5420) - As 22 - Sc. 1927
F&CC 23" GRANITE": N-C-O 23 (1915) 42-1899
139-1906

76-151 & 155 24 * 4-6-0 * A-S, 1900 (5421) - As 22 - Sc. 1946
F&CC 24" LAST DOLLAR": Rio Grande Sou. 22 (1916) 155-1910

76-79 51 * 2-4-4T * A-S, 1898 (4740) - 13X18-42-77,000 - Golden
File 51: F&CC 51 (c. 1901): Pajaro Valley Consolidated
c. 1904 (c. 1914)

FLUSHING & NORTH SIDE

FOUNTAIN HEAD RY

81-35 New York * 4-4-0 * RI, 1872

* 2-4-5 T Dummy * 1 120-589

FONDA, JOHNSTOWN & GLOVERSVILLE

FILL TON CHAIN RR

82-288 6 * 4-4-0 *

* 4-4-0 * 124-85 "OLD FORGE"

82-289 8 * 4-4-0 *

FAIRMOUNT & VERBEN

94-34 1 * 4-4-0 *

FOX & CRAIN

110-87 ? * C.I.B, Gilbert * Dunkirk Eng. Co.,

FUGATE, H. & Co.

110-82 ? * C.I.A * Climax, c. 1900

FAYETTEVILLE & LITTLE ROCK

122-205 345 * 2-6-0 *

FORDYCE & PRINCETON

122-237 & 238 101 * 2-8-0 * BLW, 1922 Tenn., Ala. & Ga. 101: F&P 101

1952
1960

FORT SMITH, SUBIACO & ROCK ISLAND

122-203 439 * 2-6-0 *

c. 1938

122-203 489 * 2-6-0 *

1938

122-204 614 * 4-6-0 * BLW, 1903 (22736) - STL-SF 614: FSS & RI 614

1932

FLORIDA EAST COAST

132-199
129-117 412 * 4-8-2 * A-S, 1924 (65759) - 26x28-73-200-313,000-44,100

FEC 412: WP 178 ⁽¹⁹³⁶⁾ both 1936

132-192 310 * 4-8-2 * A-R, 1923-25x28-68-200-287,000-43,100

1923

132-193 314 * 4-8-2 * A-R, 1923-As 310

BP & 1948

132-194 427 * 4-8-2 * A-S, 1925-26x28-73-200-318,500-44,100

c. 1925

132-199 428 * 4-8-2 * A-S, 1925-As 427

132-196 & 198 431 * 4-8-2 * A-S, 1925-As 427

c. 1925 & 1928

132-195 446 * 4-8-2 * A-S, 1925-26x28-73-200-321,500-44,100

192-5 812 * 4-8-2 * A-S, 1926-28x30-69-210-356,000-60,600

192-201 814 * 4-8-2 * A-S, 1926-As 812

1952

192-200 822 * 4-8-2 * A-S, 1926-As 812

FEATHER RIVER LUMBER Co.

136-323 4 * 2-6-6-2 T * BLW, 1924 - 17 & 26x24 - 45-200-26-221,000-38,000

(1957) Clover Valley Lbr. Co 4: FRL Co 4: Tahoe Timber Co. 4: Castro Point 4 (1974)

FORD MOTOR Co.

136-358 2 * 2 Trk. Shay * Lima, * As rebuilt from narrow gauge to standard

FREEHOLD & NEW YORK

137-103 1 * 2-4-4 T * BLW, 1877 (4216) - 13x22-49- -65,000 F&NY 1: CRNJ 500

S. 1897 (1891)

FOREST PRODUCTS CHEMICAL Co.

150-186 3 * 2-6-2 T * Alca, 1922 - Boyne City Lumber Co. 1: Von Platen Fox ? :

Newbury Lbr. & Chem. Co. 3: FPCCo 3

1961

FOUNTAIN HEAD RY

150-289 1 *2-4-2 T Dummy*

FULTON CHAIN RR

154-82 "OLD FORGE" *4-4-0*

FLORIDA EAST COAST

81-32 New York *4-4-0 *FRT, 1875

81-32

82-288

82-289

FARMVILLE VERMONT

84-34

FOX B. CRAIN

110-87

FUGATE, H.B. Co.

110-85

FAYETTEVILLE & LITTLE ROCK

125-202

FORDYCE & PRINCETON

125-222

101 *2-8-0 *B/W, 1875 Tenn, Ala. Ga. 101: F&P 101

FORT SMITH, GULFACOE & ROCK ISLAND

125-203

125-204

114 *4-4-0 *B/W, 1875 (S212) - 241-27 W.H. F&S 281 CH

FLORIDA EAST COAST

125-117

415 *4-8-5 *A-2, 1874 (S212) - 2625-2825-2925-3125-3225-3425

125-182

410 *4-8-2 *A-2, 1873-2875-2875-2875-2875-2875

125-192

414 *4-8-2 *A-2, 1873 - A-2 10

125-194

427 *4-8-2 *A-2, 1872-2875-2875-2875-2875-2875

125-197

428 *4-8-2 *A-2, 1872 - A-2 10

125-198

431 *4-8-2 *A-2, 1872 - A-2 10

125-200

446 *4-8-2 *A-2, 1872 - 2875-2875-2875-2875-2875

125-201

418 *4-8-2 *A-2, 1872 - 2875-2875-2875-2875-2875

125-202

414 *4-8-2 *A-2, 1872 - A-2 10

FEATHER RIVER, LUMBER CO.

125-223

41 *2-2-2 *T&B, 1874 - 1875-1875-1875-1875-1875

FORD MOTOR CO.

125-224

FREEMOND NEW YORK

137-105

1 *2-4-4 *T&B (H&C) - 13752-41 - 2875-2875-2875-2875-2875

FOREST PRODUCTS CO. NEW ALA.

150-186

3 *2-2-2 *A-2, 1875 - Boyer City, Ala. 101: V&P 101

Newbury 101: B. Co. 101: F&C 101

GAINESVILLE MIDLAND

(43-115	32 *4-4-0* Rogers, 1888	Georgia 32: GM 32	(1910)
43-115	100 *4-6-0* BLW, 1906(28877)		BP & 1938
43-116	108 *4-8-0* Brooks, 1900(3590)	BR&P 233: GM 108	1934
43-117	111 *2-8-0* BLW, 1907	C of Ga. 1217: 217: GM 111	1938
43-114 & 117	112 *2-8-0* BLW, 1906(29506)	" " " 1214: 214: " 112	1938
43-116	116 *2-8-0* BLW, 1907	" " " 1215: 215: " 116	1959
43-119	118 *2-8-0* BLW, 1907(32016)	" " " 1218: 218: " 118	1947
43-117	119 *2-8-0* BLW, 1904(29264)	" " " 1201: 201: " 119	1949
43-118	201 *2-10-0* BLW, 1918(47956)	USA 1150: NOGN 92: GM&O 92: GM 201	1950
43-118	202 *2-10-0* A-R, 1918(58874)	USA 1060: Southern 8017: Erie 2482: AT&N ⁽¹⁹⁴²⁾ 428: GM 202	1948
43-112 & 118	203 *2-10-0* BLW, 1928(60342)	AT&N 402: GM 203	1950
43-120	204 *2-10-0* A-R, 1918(58823)	- 25X28-52-180-207,700-51,500 USA 1009: SAL ⁽¹⁹¹⁸⁾ 2009: ⁽¹⁹²¹⁾ 508(4): ⁽¹⁹⁴⁹⁾ GM 214	1952
43-112	205 *2-10-0* A-R, 1918(58855)	- As 204 USA 1041: SAL ⁽¹⁹¹⁸⁾ 2041: ⁽¹⁹²¹⁾ 518(4): ⁽¹⁹⁴⁹⁾ MD&S 518: GM 205	1954
(43-119	301 *2-8-0* BLW, 1920(53315)	- 21X28-54-180-177,000-35,000 CH&N 72: SAL ⁽¹⁹²⁹⁾ 930: ⁽¹⁹⁵¹⁾ GM 301	1952

GEORGIA R.R.

8-27	"Tennessee"(2)	0-6-0	BLW,1837(61) as 4-2-0-Shown as rebuilt by BLW,1842(180)-32,260-Sc 1854	"Tenn.":{"1} "Tenn.":{"2}	BE
45-15	"R.Peters"(2)	4-4-0	Danforth,1870-15x24-61-62,200		
			Georgia "R.Peters"(2): 34(1)		BP
45-35	1(3)	4-6-0	BLW,1907(31084)-20x26-66-200-35-2805-133,500-165,500-26,790-Sc 1935	Georgia 1(2): 131(1916)	1916
45-33	2(3)	4-6-0	BLW,1907(31085)-As 1(3)-Sc 1934	Georgia 2(3): 132(1916)	1916
45-36	11(3)	4-6-0	BLW,1907(31129)-As 1(3)-Sc 1935	Georgia 11(3): 135(1916)	1916
45-33	15(3)	0-6-0	BLW,1912(37439)-20x24-50-180-23.8-1684-118,000-29,380-Sold 1952	Georgia 15(3): 707(1916) Ga.Pow. Co. ?	BP
45-15	21	0-6-0	Rogers,1877(2457)-15x22-45-65,110		BP
45-34	26(2)	4-4-2	BLW,1895(14427)-18x24-70-180-24.8-1807-82,290-126,940-17,000-Sc 1935	Georgia 26(2): 501(1916)	BP 1916
45-37	31(2)	4-6-0	BLW,1911(36592)-20x26-66-200-173,000-26,790	Sc 1949 Georgia 31(2); 152(1916): 162	BP
45-33	35(2)	4-4-0	BLW,1902(20523)-19x24-66-108,000	Sold 1916 Georgia 35(2): NC&StL 50	BP
45-34	36(2)	4-4-2	BLW,1895(14428)-As 26(2)-Sc 1935	Georgia 36(2): 502(1916)	1916
45-36	42(2)	2-6-0	BLW,1896(15004)-19x26-60-170-120,450-22,600-Se 1922	Georgia 42(2): 427(1916)	1916
45-38	57	4-4-0	BLW,1891(12067)-18x24-66-160-17.1-1397-62,800-101,350-16,020-Sc 1923	Georgia 57: 602(1916)	BP
45-36&37	58	4-4-0	BLW,1891(12068)- As 57-Sc 1923	Georgia 58: 603(1916)	1916
45-37	60	4-4-0	BLW,1897(15199)-18x24-66-180-110,450-18,030	Sc 1930 Georgia 60: 611(1916)	BP
8-120 45-35	62	4-6-0	BLW,1904(24843)-20x26-66-200-162,400-26,790	Sold 1917 Georgia 62: 101(1916) Savannah & Atlanta 220(1917)	BP
45-35	64	4-6-0	BLW,1906(27157)- As 62- Ret 1931	Georgia 64: 103(1916) Rebuilt to 215(1923)	1916
45-35	69	4-6-0	BLW,1907(31196)-20x26-66-200-35-2805-133,500-165,500-26,790-Sc 1935	Georgia 69: 142(1916)	1916
45-38	76	4-6-0	BLW,1912(37441)-20x26-66-200-173,000-26,790	Ret 1953 Georgia 76: 202(1916)	BP
45-38	80	4-6-0	BLW,1912(38589)- As 76- Ret 1953	Georgia 80: 206(1916): 158:222(1942) Rebuilt to	BP

GEORGIA R.R.

45-26&41	150	4-6-0	A	BLW,1912(38314)-20x26-67-200-173,000-26,390-Sc 1949	Georgia 23(3): 201(1916): 150	26-1941 41-1948
45-41	154	4-6-0	A	BLW,1911(36625)-As 150- Ret 1950	Georgia 37(2): 154(1916): Reblt to 221 (1942)	1940
45-41	162	4-6-0	A	BLW,1911(36592)-As 150- Sc 1949	Georgia 31(2): 152(1916): 162	1940
45-28	202	4-6-0	A	BLW,1912(37441)-Rebuilt in 1916, later modified as shown-21x26-66-200-184,200-29,350-Ret 1953	Georgia 76: 202(1916)	1948
45-42	203	4-6-0	A	BLW,1912(37442)-20x26-66-200-173,000-26,790 Ret 1953	Georgia 77:203:157:220(1942) (1916) Rebuilt to	1916
45-24&42	205	4-6-0	A	BLW,1912(38348)-Rebuilt in 1917, later modified as shown-As 202- Georgia 79: 205(1916)		42-1950 24-1951
45-24	212	4-6-0	A	BLW,1910(34191)-Rebuilt in 1922, later modified as shown-21x26-67-200-181,600-29,090-Ret 1954	Georgia 18(3): 139(1916): 212(1922)	1940
45-43	214	4-6-0	A	BLW,1904(24844)-As 212- Ret 1953	Georgia 63: 102(1916): Rebuilt to 214 (1923)	1940
45-42	216	4-6-0	A	BLW,1911(36591)-Reblt as shown in 1940-21x26-67-200-184,300-29,090-Ret 1953	Georgia 17(3): 151(1916):160:216(1940)	1948
45-25	220	4-6-0	A	BLW,1912(37442)-Rebuilt to 220 as shown in 1942-21x26-67-200-187,800-29,090-Ret 1953	Georgia 77: 203(1916): 157: 220(1942)	1948
44-29	222	4-6-0	A	BLW,1912(38589)-As-220- Ret 1953	Georgia 80: 206(1916): 158: 222(1942)	1947
45-22&43	253	4-6-2	P	A-R,1907(43025)-Rebuilt by W of A and Georgia as shown-23x28-73-200-253,900-34,490-Ret-1953	WofA 150: 152(1922(: Georgia 253(1936)22-1950	43-1948 22-1950
45-23&44	254	4-6-2	P	A-R,1907(43024)-Rebuilt by A&WP and Georgia as shown:23x28-73-200-151,300-248,600-34,490-Ret 1953	A&WP, 250:251:Georgia 251(1934):254 (1923) (1937)	44-1938 23-1940
45-44&76	255	4-6-2	P	A-R,1910(48868)-Rebuilt by WofA and Georgia As 254-Ret 1954	WofA, 151:Georgia 252(1934):255(1938)	44-1947 76-1948
45-44	281	4-6-2	P	A-B,1913(54038)-24x28-73-200-258,000-37,560-Ret 1954	A&WP 281:Georgia 281(1940)	1948
45-45	300	2-8-2	F	Lima,1915(5002)-Modified-27x30-63-180-214,000-284,000-53,110-Ret 1953		1940
45-45	301	2-8-2	F	Lima,1915(5003)-As 300		BP

GEORGIA R.R.

45-46	301	2-8-2	F	Lima, 1915(5003)-Modified-Stats. as 300 - 1938	Ret 1954
45-45	302	2-8-2	F	Lima, 1915(5004)-Modified-As 300	1947
45-27&29	303	2-8-2	F	Lima, 1918(5695)-Modified-27x30-63-180- 282,000-53,110-Ret 1954	29-1953 27-1952
45-46	305	2-8-2	F	A-B, 1907(28490)-As rebuilt 1914-25x32-63- 180-217,100-277,600-48,190-Ret 1953 NYC 6632:6045:1545: Georgia 305(1937)	1949
127-23 45-46	306	2-8-2	F	A-L, 1907(28489)-As 305- NYC 6631: 6054: 1554: Georgia 306(1938)	23-1948 46-1946
45-20	320	2-8-2	F	Lima, 1923(6575)-26x30-62-200-225,600- 292,000-54,720-Ret 1953	1953
45-47	321	2-8-2	F	Lima, 1923(6576)-As 320-Ret 1953	1947
45-25 28&47	322	2-8-2	F	Lima, 1923(6577)-As 320-Ret 1953	27-1940 28-1952
45-27&47	323	2-8-2	F	Lima, 1923(6578)-As 320-Ret 1953	47-1948 27-1950
71-XVIII 45-48	326	2-8-2	F	Lima, 1925(7007)-As 320-Ret 1954	1939
45-48	331	2-8-2	F	BLW, 1919(51274)-27x30-63-200-307,160-Ret 1954 CC&O 402: Clinchfield 402: Georgia 500(1942): 3321(1948)	1950
45-29 & 48	332	2-8-2	F	BLW, 1919(51440)-As 331-Ret 1954 CC&O 403: Clinchfields 403: Georgia 501(2): 332(1948)	(1943) 48-1949 29-1953
45-50	454	2-6-0	B	BLW, 1903(23045)-20x26-60-180-30.13-2360- 123,400-146,450-26,520-Sc 1949 Georgia 73: 454(1916)	1946
45-50	455	2-6-0	B	BLW, 1904(23634)-As 454-Sc 1949 Georgia 74: 455(1916)	1940
45-49	500	2-8-2	F	BLW, 1919(51274)-27x30-63-200-232,000-307,160- 59,010-Ret 1954 CC&O 402: Cl. 402: Georgia 500: 331(1948)	(1943) 1947
45-43	501(1)	4-4-2	D	BLW, 1895(14427)-18x24-70-180-24.8-1807- 82,290:126,940-17,000-Sc 1935 Georgia(26(2):501(1))	(1916) c.1935
45-50	502(1)	4-4-2	D	BLW, 1895(14128)-As 501(1)-Sc 1935 Georgia 36(2): 502(1)(1916)	c.1935
45-49	502(2)	2-8-2	F	BLW, 1919(51524)-As 500-Ret 1954 CC&O 406: Clinchfield 406: Georgia 502(2): 333(1948)	(1943) 1948
45-49	503	2-8-2	F	BLW, 1919(51525)-As 500-Ret 1954 CC&O 407: Clinchfield 407: Georgia 503(1943): 334(1948)	1948
45-51	701	0-6-0	E	BLW, 1906(27223)-20x24-50-180-23.8-1684- 116,000:29,380-Sc 1949 Georgia 5(3): 701(1916)	1939
45-51	703	0-6-0	E	BLW, 1904(24772)-As 701-Sc 1949 Georgia 7(3): 703(1916)	1939
45-52	706	0-6-0	E	BLW, 1902(20528)-As 701-Ret 1951 Georgia 10(3): 706(1916)	1946

GEORGIA R.R.

45-52	707	0-6-0	-E	BLW,1912(37439)-20x24-50-180-23.8-1684-118,000-29,380-Sold 1952	Georgia 15(3): 707(1916)	c.1947
45-51	708	0-6-0	-E	BLW,1912(38440)-As 707-Sold 1950	Georgia 19(3): 708(1916)	1948
45-52	709	0-6-0	-E	BLW,1912(37440)-As 707-Sc 1949	Georgia 51(2): 709(1916)	1948
45-52	724	0-6-0	-E	BLW,1896(15038)-As rebuilt in 1924-19x24-50-180-112,900-26,510-Sold 1941	Georgia 49(2): 722: 724(1924):East St.Louis Jct.17(1941)	(1916) 1936
45-53	801	0-8-0	-G	BLW,1919(51946)-25x28-51-175-46.6-2781-214,000-51,040-Ret 1954		1939
45-53	802	0-8-0	-G	BLW,1919(51947)-As 801-Ret 1953		1934
45-53	805	0-8-0	-G	A-S,1922(63713)-25x30-58-180-233,100-49,460-Ret 1953	Detroit Terminal 19: Georgia-805(1942)	1948

GOODYEAR LUMBER CO.

104-57	1	* 3 Trk Shay * Lima, 1893(427) - 150,000	GLCo 1: Potato Creek 3
104-56	2	* 3 Trk Shay * Lima, 1895(484) - 160,000	
104-44	3	* 3 Trk Shay * Lima	
104-31	5	* 3 Trk Shay * Lima, 1892(376) - 140,000	GLCo 5: Potato Creek ?
104-23 & 59	6	* 3 Trk Shay * Lima, 1900(625) - 140,000	23 → 1908
104-53	7	* 3 Trk Shay * Lima, 1892(377) - 140,000	GLCo 7: Potato Creek 7
104-42	9	* 3 Trk Shay * Lima, 1890(286) - 140,000	1906
104-83	10	* 3 Trk Shay * Lima, 1890(287) - 140,000	
104-84 113A-1413	11	* 3 Trk Shay * Lima, 1892(379) - 140,000	
104-56	12	* 3 Trk Shay * Lima, 1901(677) - 150,000	1909
104-00	14	* 3 Trk Shay * Lima	
104-84	15	* 3 Trk Shay * Lima, 1901(678) - 160,000	
104-31	17	* 0-6-0 * ex PRR	
104-32	20	* 3 Trk Shay * Lima, 1906(1679) - 140,000	
104-82	20	* 3 Trk Climax * Climax, 1906(638) - 150,000	GLCo 20: Potato Creek 20
104-82	21	* 0-6-0 * BLW, 1903(23154) - B&S Iron Co ?	: CLCo 21; Potato Creek 21

GOODYEAR, F.H.

104-03

1 *0-4-0T*

GOODYEAR, F.H. & C.W.

104-22

2 *3 Trk Shay * Lima, 1895(484) - 160,000

104-42

3 *3 Trk Shay * Lima

GRAND TRUNK

() 1G	244 *4-4-0* B-9-b* BLW, 1886 (8285) - 17X24-69-155-13,240	
	GT 2119: CN 244	Sc. 1925
8-10	283 *4-4-0* *BLW, 1870	BP
5-173	286 *4-4-0* *Sch., 1873 - 17X24-66-	BP
40-61	951 *2-8-0* *BLW, - Vauclain comp.	BP
29-55	999 *4-6-0* *Sch., 1900 - 20X26-72-200-33-2471-	
	164,500 - 24,560	
135-30	1510 *4-6-2* J-7-b* Montreal, 1918/19 (60477) - 24X28-69-200-	
	39,740 Can. Govt. 510: GT 1510: CN 5282	Sc. 1959
135-110	7529 *0-6-0* 0-19-a* A-5, 1919 (61300) - 21X28-51-190-39,100	
	GT 1826: 7529	Sc. 1961 1956
163-85	418 *4-6-0* I-8-g* A-5, 1906 (40631) - 21X26-73-175-23,360	
	GT 418: CN 1607	Sc. 1938
163-136	777 *2-8-0*	
163-50	850 *4-4-0*	
163-87	1203 *4-4-0*	
165-28	3445 *2-8-2*	
() 165-31	713 *2-6-0*	
165-50	3704 * ? *	1955
165-112	3432 *2-8-2* ?	1957
164-147	861 *2-6-0*	1935
164-147	3710 *4-8-2*	1931

GRAND TRUNK WESTERN

132-235	6037 * 4-8-2 * U-1-c * BLW, 1925 (58436) - 26X30-73-210 - 45,590 Sc. 1961	1938
416-143	6038 * 4-8-2 * U-1-c * BLW, 1925 (58437) - As 6037 Sc. 1961	BP
132-235	6039 * 4-8-2 * U-1-c * BLW, 1925 (58463) - As 6037 Ret. 1959	
133-48	6301 * 4-8-4 * U-3-a * A-S, 1927 (67340) - 26 1/2 X 30 - 73 - 250 - 399,000 - 61,330 Sc. 1960	1939
133-49	6317 * 4-8-4 * U-3-b * A-S, 1942 (69623) - 26X30 - 73 - 250 -	1953
135-102	6328 * 4-8-4 * 398,800 - 59,030 Sc. 1961	1953
135-102	6328 * 4-8-4 * U-3-b * A-S, 1942 (69634) - As 6317 Sc. 1960	1958
133-50	6332 * 4-8-4 * U-3-b * A-S, 1942 (69638) - As 6317 Sc. 1960	
63-77	6408 * 4-8-4 * U-4-b * Lima, 1938 (7762) - 24X30 - 77 - 275 - 382,700 - 52,500	
133-51	6409 * 4-8-4 * U-4-b * Lima, 1938 (7763) - As 6408 Sc. 1960	1948
135-93	4070 * 2-8-2 * S-3-a * A-S, 1918 (60319) - 26X30 - 63 - 200 - 54,720 GT 474: GTW 4734: 4070 Ret. 1960	1960
135-98	5632 * 4-6-2 * K-4-b * BLW, 1929 (61073) - 25X28 - 79 - 215 - 43,810 Sc. 1960	1956

GREAT NORTHERN

131-422 157-37	1(1) *0-6-0*A-9* Dale St, 1909(1) - Rebuilt - 19x26-52-175- 135,000 - 26,850 Sc. 1947	422 → 1938 37 → c. 1944
131-421 157-35	6(2) *0-6-0*A-9* BLW, 1907(32056) - Rebuilt - As 1(1) Sc. 1947	
157-37	8(3) *0-6-0*A-9* BLW, 1907(32080) - 19x26-49-175-135,000-28,490 Sc. 1947	BP
157-37	15(3) *0-6-0*A-9* Dale St, 1906(15) - Rebuilt - As 1(2) GN 15(3): 398(2) Ret. 1952	c. 1942
131-422 1-135	16(3) *0-6-0*A-9* Dale St, 1906(16) - As 8(3) GN 16(3): 397(2) Ret. 1952 1951 30(2) *0-6-0*A-2* Hinkley, 1888(1765) - 17x24-49-140-83,000-16,850 STPM&M 232: GN 232: 30(2): McCoy Logging Co ? 1905	(1892) (1899) (1915) (1950)
51-9 131-423	30(3) *0-6-0*A-11* Lima, 1916(5135) - 20x24-49-180-130,000-29,980 Sc. 1939 Grant Iron Mining Co. 203: GN 30(3)	(1917)
157-39	31(3) *0-6-0*A-11* Lima, 1916(5136) - As 30(3) Arthur Iron Mining Co. 204 GN 31(3) Sc. 1946	1940
131-421 157-37	71(2) *0-6-0*A-8* Rogers, 1900(5560) - 19x26-49-160-137,000- 26,050 Sc. 1939	421 → 1930 37 → 1938
51-8 131-423	98 *0-6-0*A-10* Brooks, 1900(3573) - 19x28-49-160-137,000- 28,060 Eastern of Minnesota 88: GN 88(2): GN 98 Sc. 1937	(1902) (1905)
131-385	103 *4-4-0* 24 * BLW, 1882(6177) - 17x24-63-140-49,150-76,650- 13,100 STPM&M 103: GN 103: 219(2) Sc. 1947	(1892) (1944)
131-70 24-58 51-11 131-386 157-51	113 *4-4-0* 24 * BLW, 1882(6186) - As 103 STPM&M 113: GN 113 R16 1898 103 *4-4-0* B-13* As 103 above but has been reboilered in 1908 58 → 1940 STPM&M 125: GN 125(1892) Sc. 1929 1924	(1892) Sc. 1898
131-51	125 *4-4-0* B-15* Sch., 1882(1595) - 17x24-63-140-49,450-75,150-13,100 Sc. 1916	
2-137	127 *4-4-0* 25 * Sch., 1882(1573) - 17x24-64-140-49,450-75,150-12,900 STPM&M 127: GN 127	c. 1900
1-134	152 *4-4-0* 30 * Brooks, 1882(745) - 17x24-63-130-52,500-83,200- 12,170 STPM&M 152: GN 152 Ret. 1925	(1892)
51-12 157-51	155 *4-4-0* 30 * Brooks, 1882(748) - As 152 Sc. 1918 STPM&M 155: GN 155	1897 (1892)
131-387	156 *4-4-0* B-19* Brooks, 1882(749) - As 152 Sc. 1939 STPM&M 156: GN 156 162 *4-4-0* B-19* Brooks, 1882(791) - As 152 Sc. 1927 STPM&M 162: GN 162	(1892) (1892)
51-1 131-387 157-47	185 *4-4-0* B-19* Brooks, 1883(887) - As 152 Sc. 1937 STPM&M 185: GN 185 186 *4-4-0* B-19* Brooks, 1883(888) - As 152 Sc. 1947 STPM&M 186: GN 186	(1892) (1892)
51-1 24-58 157-52	192(2) *4-4-0* B-9* Pittsburgh, 1881(483) - 17x24-63-140-49,000- 74,800-13,100 STPM&M 82: GN 192(2) Sc. 1939	47 → 1938
57-52	199(2) *4-4-0* B-20* Rhode Island, 1882(1296) - 18x24-63-140-59,000- 90,900-14,690 STPM&M 199(2): Seattle & Montana 199: GN 199 Sc. 1941	(1899) (1891) 52 → 1938
	202 *4-4-0* B-20* Rhode Is, 1883(1299) - As 199(2) STPM&M 202: S&M 202(1891): GN 202(1907) Sc. 1925	1920

GREAT NORTHERN

131-386	204 *4-4-0*B-20* Rhode Is. 1883(1301) - As 199(2) StPM&M 204: GN 204 ⁽¹⁸⁹²⁾ Sc. 1938	1922
131-385	207 *4-4-0*34 * Rogers, 1887(3749) - 18x24-63-140-60,300- 94,100 - 14,690 StPM&M 207: GN 207 ⁽¹⁸⁹²⁾ Sc. 1939	
51-12	208 *4-4-0*B-21* Rogers, 1887(3750) - As 207 StPM&M 208: Montana Central 1: GN 208 ⁽¹⁸⁸⁸⁾ Sc. 1947 ⁽¹⁸⁹⁹⁾	
157-53	216 *4-4-0*B-21* Rogers, 1887(3758) - As 207 StPM&M 216: GN 216 ⁽¹⁸⁹²⁾ Sc. 1947	1937
1-134 131-2	219 *4-4-0*34 * Rogers, 1887(3764) - As 207 StPM&M 219: GN 219 ⁽¹⁸⁹²⁾ Sc. 1938	
131-56	221 *4-4-0*B-21* Rogers, 1887(3769) - As 207 StPM&M 221: GN 221 ⁽¹⁸⁹²⁾ Sc. 1938	1910
24-22	224 *4-4-0*B-21* Rogers, 1887(3773) - As 207 StPM&M 224: GN 224 ⁽¹⁸⁹²⁾ Sc. 1929	c. 1904
131-389	226 *4-4-0*B-22* Rogers, 1888(4063) - 18x24-63-140-60,300- 94,100 - 14,690 Eastern of Minnesota 101: 226; GN 226 ⁽¹⁸⁹⁹⁾ Sc. 1929 ⁽¹⁹⁰²⁾	1922
51-13	228(2) *4-4-0*B-22* Rogers, 1889(4121) - As 226 - Eastern of Minn. 103: 228; GN 228(2) ⁽¹⁸⁹⁹⁾ Sc. 1937 ⁽¹⁹⁰²⁾	
157-45	232(2) *4-4-0*B-6* Rogers, 1889(4182) - 17x24-63-140-56,000- 89,000 - 13,100 Sioux City & Northern 1: Willmar & Sioux Falls 232: GN 232(2) ⁽¹⁹⁰⁷⁾ Sc. 1928 ⁽¹⁹⁰⁰⁻⁰¹⁾	1922
157-43	241 *4-4-0*B-3* Pittsburgh, 1870(76) - 16x24-63-140-43,700-66,100- 11,600 St. Paul & Pacific 18" Hancock: StPM&M 18: GN 18: 241 ⁽¹⁸⁷⁹⁾ Sc. 1926 ⁽¹⁸⁹²⁾ c. 1926 ⁽¹⁸⁹⁹⁾	
131-387 157-47	290 *4-4-0*B-8* Pittsburgh, 1880(443) - 17x24-55-140-48,000- 73,400 - 15,010 StPM&M 74: GN 74: 290: Kootenai Valley ? : GN 290: Victoria & Sidney ? : Victoria Terminal RY & Ferry 4: GN 290 ⁽¹⁹⁰⁸⁾ Sold 1926 ⁽¹⁸⁹²⁾ both → 1920 ⁽¹⁸⁹⁹⁾	
1-138	299 *4-6-0*E-4* Sch., 1889(2861) - 18x24-55-140-77,000-100,800- 16,820 Fairhaven & Southern 2: Seattle & Montana 299: GN 299: Waterville RY ? ⁽¹⁹⁰⁷⁾ Sc. 1926 ⁽¹⁹¹¹⁾	
5-53 51-19	351(1) *2-6-0*37(2)* Brooks, 1893(2266) - 19x24-55-160-102,000-118,000 21,420 GN 351(1): 400(2) ⁽¹⁸⁹⁹⁾ Sc. 1926	BP
131-390	351(2) *2-6-0*D-2* Rogers, 1888(3986) - 19x24-55-140-87,290-105,040- 18,740 Eastern of Minnesota 202: 351: GN 351(2) ⁽¹⁸⁹⁹⁾ Sc. 1925 ⁽¹⁹⁰²⁾	1922
51-8	388(2) *0-6-0*A-9* BLW, 1912(38468) - 19x26-52-175-135,000-26,850 ⁽¹⁹¹²⁾ Sc. 1954	
51-84	392(2) *0-6-0*A-9* BLW, 1912(38258) - 19x26-49-175-135,000-28,490 ⁽¹⁹¹²⁾ Ret. 1939	
157-39	395 *0-6-0*A-9* BLW, 1912(38261) - As 392(2) Sc. 1952	1945
131-390	419 *2-6-0*D-4* Brooks, 1895(2545) - 19x24-55-160-102,000- 118,000 - 21,420 GN 370: 419 ⁽¹⁸⁹⁹⁾ Sc. 1926	1916

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131-391
157-63

453(2)* 2-6-0*D-5*Brooks, 1896(2701)-19X26-55-170-114,000-130,000-
24,660 G.N. 374: 453(2) Sc. 1940 63→1927
(1899) 391→1940
(1899)

1-191

457(2)* 2-6-0* 43 * Brooks, 1896(2705)-As 453(2) G.N. 378(1): 457(2):
34(3), 0-6-0: 457(2): Midland of Manitoba 5
(1926) (Unknown) (1939)

24-57
51-19 131-167

461(2)* 2-6-0*D-5*Brooks, 1896(2709)-As 453(2) Sc. 1940
G.N. 382(1): 461(2) 57→1940
(1899)

131-282
131-394
157-71

463(2)* 2-6-0*D-3*Brooks, 1897(2789)-As 453(2) G.N. 384(1): 463(2) 1913
Sc. 1929 (1899)

511 * 2-8-0*F-1*Brooks, 1892(2198)-As built - 19X26-55-160-
120,000-136,000-23,210 G.N. 511: 523(2) Sc. 1949
(1947)

131-394

511 * 2-8-0*F-1*Brooks, 1892(2198)-As rebuilt - Specs. et cet. as above
(1899)

51-1

521 * 2-8-0*F-1*Brooks, 1892(2098)-As 511 G.N. 455(1): 521 Sc. 1950

131-395

523(2)* 2-8-0*F-1*Brooks, 1892(2198)-As rebuilt - As 511
G.N. 511: 523(2) Sc. 1949
(1947)

51-27
131-286

527 * 2-8-0*F-1*Brooks, 1892(2104)-As 511 G.N. 461(1): 527 286→191
Sc. 1947 (1899)

24-59

544 * 2-8-0*F-1*Brooks, 1892(2137)-As rebuilt - 22X26-55-160-
120,000-136,000-31,120 G.N. 478(1): 544: Montana Western 5 1956 1941
(1899) (1950) Sc.

157-79

607 * 4-8-0*G-1*Brooks, 1891(1979)-Partly rebuilt - 20X26-55-160-
132,000-156,000-25,720 StPM&M 407: G.N. 407: 607 Sc. 1941 1939
(1892) (1899)

131-392

609 * 4-8-0*G-1*Brooks, 1891(1981)-Partly rebuilt - As 607
StPM&M 409: G.N. 409: 609 Sc. 1932 c. 1925
(1892) (1899)

51-31

613 * 4-8-0*G-1*Brooks, 1891(2000)-20X26-55-160-132,000-156,000-
25,720 StPM&M 412: Montana Central 52: G.N. 613 Sc. 1941
(1892) (1900)

3-21

658 * 4-6-0* 42* Brooks, 1893(2282)-19X26-72-160-110,000-138,000-
17,730 G.N. 658: 958 Sc. 1926 c. 1895
(1899)

23-47

668 * 4-6-0* 42* Brooks, 1893(2293)-As 658 G.N. 668: 968 Sc. 1926 BP
(1899)

157-73

701 * 2-8-0*F-3*Brooks, 1898(2974) as 4-8-0, Cl. 45 - Rebuilt to 2-8-0
in 1902 - 19X32-55-185-160,000-176,000-33,030 Sc. 1939 1936

131-182

706 * 4-8-0*G-2*Brooks, 1898(2985)-19X32-55-180-142,000-176,000-
32,140 Eastern of Minn. 306: 706: G.N. 706 Ret. 1930 1910
(1899) (1902)

131-393

722 * 4-8-0*G-3S* Rogers, 1899(5372)-As rebuilt - 23½X32-55-
150-148,000-182,000-40,970 Sc. 1949 1946

51-32

723 * 4-8-0*G-3* Rogers, 1899(5373)-19X32-55-180-148,000-
182,000-32,140

24-61
157-79

726 * 4-8-0*G-3* Rogers, 1899(5381)-As 723 Sc. 1953 79→1948

24-61

731 * 4-8-0*G-3* Rogers, 1899(5399)-As 723 Sc. 1947

131-392

768 * 4-8-0*G-3* Rogers, 1900(5573)-As 723 Sc. 1949 1947

157-81

770 * 4-8-0*G-3* Brooks, 1900(3563)-19X32-55-180-150,000-
182,000-32,140 Eastern of Minn. 770: G.N. 770 Sc. 1947 1946
(1902)

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157-57	780 *0-8-0*C-4S*BLW, 1907(32363) as #1254, 2-8-0 - Rebuilt to 0-8-0 26X32-55-210-209,300-41,540 GN 1254 (2-8-0): 1254 (2-6-8-0): (1910) (1912) (C-4) (1926) (1929) 2001: 1999: 870(1) (0-8-0): 780 Sc. 1947 1940
51-17	781 *0-8-0*C-4S*Rogers, 1902(5892) as #1166, 2-8-0 - Rebuilt to 0-8-0 23 1/2 X 32-55-165-209,300-45,060 GN 1166: 871(1): 781 (1929) (1929)?
157-79	806 *2-8-0*F-10* Brooks, 1898(3003) as Montana Central 106, 4-8-0- As rebuilt to 2-8-0, 1905 - 21X34-55-180-197,100-216,600-41,710 Montana Central 106: GN 806: GN 806 (2-8-0) 1931
157-81 51-32	807 *4-8-0*G-5* Brooks, 1898(3004) - 21X34-55-180-172,000-212,750- 41,710 Montana Central 107: GN 807 Sc. 1936 81 → 1933
24-77	813 *0-8-0*C-1*BLW, 1918(48999) - 26X28-55-200-232,600-58,500 Sc. 1963
51-15	824 *0-8-0*C-1*BLW, 1918(49477) - As 813 Sc. 1963
131-424	829 *0-8-0*C-1*BLW, 1918(49732) - As 813 Sc. 1963 1952
131-69	837 *0-8-0*C-1*BLW, 1919(51444) - As 813 Sc. 1962
24-79	839 *0-8-0*C-1*BLW, 1919(51523) - As 813 Ret. 1957
131-425	850 *0-8-0*C-2* Brooks, 1901(4047) as 1115, 2-8-0 - As rebuilt to 0-8-0 21X32-55-190-190,500-41,440 GN 1115: 850(0-8-0) Sc. 1941 (2-8-0) (1925)
157-57	864 *0-8-0*C-2S* Brooks, 1901(4043) as 1111, 2-8-0 - As rebuilt to 0-8-0 23 1/2 X 32-55-185-204,000-50,520 GN 1111: 864(0-8-0) Sc. 1950 1949 (2-8-0) (1927) (1927)
51-16	865 *0-8-0*C-2S* Brooks, 1901(4044) as 1112(2-8-0) - As rebuilt to 0-8-0 GN 1112: 865(0-8-0) Ret. 1939 (1927)
157-57	886 *0-8-0*C-3*A-B, 1903(27912) as 1316(2-8-0) - As rebuilt to 0-8-0 21X32-55-190-195,000-41,440 GN 1316: 886(0-8-0) Sc. 1951 1941 (2-8-0) (1927) (1927)
51-16	890 *0-8-0*C-3*A-B, 1903(27916) as 1320 - As rebuilt to 0-8-0, 890 As 886 GN 1320: 890(0-8-0) Sc. 1952 (1927)
131-425	896 *0-8-0*C-3*A-B, 1903(27897) as 1301 - As rebuilt to 0-8-0, 896 As 886 GN 1301: 896(0-8-0) Sc. 1951 1940 (2-8-0) (1927)
131-398	903 *4-6-0*E-3* Rogers, 1899(5362) - 18X26-73-185-112,000- 146,000-18,150 Sc. 1938 1913
131-399	904 *4-6-0*E-3* Rogers, 1899(5363) - As 903 Ret. 1929 1922
131-398 51-21 157-65	907 *4-6-0*E-3* Rogers, 1899(5367) - As 903 Sc. 1939 1938 S
131-406	910 *4-6-0*E-2(2)*A-B, 1915(55132) - 18X24-63-200-96,000- 130,000-20,980 So. Dak. Cent. 16: Wil. & Sioux Falls 16: GN 910 Sc. 1949 (1916) (1921)
157-65	911 *4-6-0*E-2(2)*A-B, 1915(55443) - 18X24-61-200-97,500 135,500-21,670 So. Dak. Cent 17: Wil. & Sioux Falls 17: GN 911 1922 Sc. 1949 (1916) (1921)
131-400	925 *4-6-0*E-6* Rogers, 1902(5754) - 19X26-63-200-120,000- 152,000-25,330 Sc. 1947
131-401 157-65 24-59 51-22	926 *4-6-0*E-6* Rogers, 1902(5755) - As 925 Sc. 1948 401 → 1937 65 → 1947
	927 *4-6-0*E-6* Rogers, 1902(5756) - As 925 Sc. 1950 22 → 1941

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51-22	932 *4-6-0*E-6*Rogers, 1902(5766) - As 925 Sc. 1947
131-400	936 *4-6-0*E-6*Rogers, 1902(5770) - As 925 Sc. 1948
51-24 131-406	948 *4-6-0*E-13*BLW, 1893(13807) - 19X24-55-150-85,000- 110,000-20,090 Nelson & Fort Shepherd 8: Spokane Falls & (c. 1895) (1908) Northern 8: GN 948 Sc. 1947 406 → 1948
131-402 157-69	954 *4-6-0*E-7*Brooks, 1893(2278) - 19X26-72-160-110,000-138,000- 17,730 GN 654: 954 Sc. 1926 1923 s
131-54	958 *4-6-0*E-7*Brooks, 1893(2282) - As 954 GN 658: 958 (1899) Sc. 1926 1912
131-402	965 *4-6-0*E-7*Brooks, 1893(2290) - As 954 GN 665: 965 (1899) Sc. 1926 1920
51-23 131-407	970 *4-6-0*E-12*BLW, 1897(15248) - 19X24-55-170-93,850-122,300- (1908) 22,760 Spokane Falls & Northern 11: GN 970 Ret. 1940 407 → 1930 (1908) Sc. 1932 1914
131-282 24-24 131-160	971 *4-6-0*E-12*BLW, 1897(15249) - As 970 SF&N 12: GN 971 1932 1914
	1000 *4-6-0*E-10*Brooks, 1898(2954) - 20X30-63-200-130,000- (1899) (1902) 166,580-32,380 Eastern of Minn. 150:1000:GN 1000 Sc. 1929
24-46	1009 *4-6-0*E-14*BLW, 1909(33841) - 23½X30-73-200-150,000-200,000- (1927) (H-5) 38,580 GN 1009: 1373, 4-6-2 Sc. 1954 1914
131-408	1010 *4-6-0*E-14*BLW, 1909(33842) - As 1009 GN 1010: 1362, 4-6-2 (1926) (H-5) Sc. 1951 1923
131-402	1011 *4-6-0*E-14*BLW, 1909(33843) - As 1009 GN 1011: 1370, 4-6-2 (1927) (H-5) Sc. 1952 1921
51-24 24-44	1012 *4-6-0*E-14*BLW, 1909(33844) - As 1009 GN 1012: 1365, 4-6-2 (1926) (H-5) Sc. 1952 44 → 1914
131-7 157-69 24-60 131-405	1028 *4-6-0*E-14*BLW, 1909(33941) - As 1009 GN 1028: 1367, 4-6-2 Sc. 1951 69 → 1923
	1053 *4-6-0*E-8*Rogers, 1901(5678) - 19X28-73-200-134,000-164,000- 23,540 Sc. 1947 60 → 1941 405 → 1946
131-404	1054 *4-6-0*E-8*Rogers, 1901(5679) - As 1053 Ret. 1930 1908
131-405	1055 *4-6-0*E-8*Rogers, 1901(5680) - As 1053 Ret. 1930 1920
24-36	1061 *4-6-0*E-8*Rogers, 1904(6069) - As 1053 Sc. 1931
51-23	1063 *4-6-0*E-8*Rogers, 1904(6071) - As 1053 Sc. 1941
131-403	1070 *4-6-0*E-8*Rogers, 1901(5675) - As 1053 GN 1050(6): 1070 (1910) Ret. 1929
131-408	1076 *4-6-0*E-15*BLW, 1910(34900) - 22X28-73-185-134,000-177,000- (1925) 29,190 GN 1076: SP&S 162 Ret. 1944
131-409	1082 *4-6-0*E-15*BLW, 1910(34939) - As 1076 Sc. 1949 1932
131-409	1089 *4-6-0*E-15*BLW, 1910(34979) - As 1076 Sc. 1941
51-25	1092 *4-6-0*E-15*BLW, 1910(35023) - As 1076 Sc. 1929 BP
131-395	1098 *2-8-0*F-5*Rogers, 1901(5678) as cross-comp. - Simplified c. 1930 (1902) (1903) 20X32-55-210-179,000-194,000-41,540 GN 1163(1): 1098 Sc. 1947
131-395	1100 *2-8-0*F-5S*Rogers, 1901(5655) - 20X32-55-210-179,000- 194,000-41,540 GN 1100: Sc. 1950
157-73	1103 *2-8-0*F-5 *Rogers, 1901(5658) - As 1100 Sc. 1948 1920
131-160	1104 *2-8-0*F-5 *Rogers, 1901(5659) - As 1100 Sc. 1937
1-136	1106 *2-8-0*F-5 *Rogers, 1901(5651) - As 1100 Sc. 1948 1902

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51-27	1107	*2-8-0 * F-5 * Rogers, 1901 (5662) - As 1100	Sc. 1950	
51-28	1130	*2-8-0 * F-75 * Cooke, 1901 (2736) - As rebuilt - 23½ x 32-55-165 - 174,000 - 194,000 - 45,060	To Korean National RYs in 1954	
157-75	1136	*2-8-0 * F-75 * Cooke, 1901 (2742) - As rebuilt - As 1130	Sc. 1952	1948
131-396	1138	*2-8-0 * F-75 * Cooke, 1901 (2744) - As rebuilt - As 1130	Sc. 1953	
24-62	1147	*2-8-0 * F-8 * Rogers, 1902 (5796) - 23½ x 32-55-165 - 180,000 - 195,000 - 45,060	On exhibition at Wenatchee, Wash. 1956	1950
157-75	1178	*2-8-0 * F-85 * Rogers, 1903 (6036) - As 1147	Sc. 1947	1941
24-62	1190	*2-8-0 * F-85 * Rogers, 1903 (6058) - As 1147	Sc. 1954	1940
131-397	1192	*2-8-0 * F-8 * Rogers, 1903 (6060) - As 1147	Sc. 1954	1953
131-396	1195(2)	*2-8-0 * F-85 * Rogers, 1903 (6063) - As 1147	Sc. 1953	
51-28	1196(2)	*2-8-0 * F-85 * Rogers, 1903 (6064) - As 1147	Sc. 1954	
24-63	1246	*2-8-0 * F-8 * BLW, 1907 (32297) - 20 x 32-55-210 - 180,000 - 195,000 - 41,540	On exhibition at Seattle, Wash. 1953	1953
51-29	1264	*2-8-0 * F-8 * BLW, 1907 (32519) - As 1246	GN 1264: SP&S 363	BP
51-29	1326	*2-8-0 * F-12 * A-B, 1907 (44334) - 21 x 28-52-200 - 167,000 - 186,000 - 40,370	Butte, Anaconda & Pacific 26: GN 1326	Sc. 1948
131-397	1326	*2-8-0 * F-12 * A-B, 1907 (44334) - 21 x 28-52-200 - 167,000 - 186,000 - 40,370	Butte, Anaconda & Pacific 26: GN 1326	Sc. 1948
131-269	1360	*4-6-2 * H-5 * BLW, 1909 (33942) as 1029 (4-6-0) - As rebuilt to 1360 (4-6-2) - 23½ x 30-73-200 - 164,000 ± - 271,800 ± - 38,580	Sc. 1953	c. 1928
131-415	1361	*4-6-2 * H-5 * BLW, 1909 (33989) as 1032 (4-6-0) - As rebuilt to 1361 (4-6-2) - As 1360	Sc. 1953	1950
24-69 & 76	1363	*4-6-2 * H-5 * BLW, 1909 (33940) as 1027 (4-6-0) - As rebuilt to 1363 (4-6-2) - As 1360	Sc. 1953	69 → c. 194
131-415	1364	*4-6-2 * H-5 * BLW, 1909 (33840) as 1008 (4-6-0) - As rebuilt to 1364 (4-6-2) - As 1360	Sc. 1952	1940
157-85	1365	*4-6-2 * H-5 * BLW, 1909 (33844) as 1012 (4-6-0) - As rebuilt to 1365 (4-6-2) - As 1360	Sc. 1952	1946
24-76	1369	*4-6-2 * H-5 * BLW, 1909 (33883) as 1014 (4-6-0) - As rebuilt to 1369 (4-6-2) - As 1360	Sc. 1955	1946
51-38	1372	*4-6-2 * H-5 * BLW, 1909 (33836) as 1017 (4-6-0) - As rebuilt to 1372 (4-6-2) - As 1360	Sc. 1953	
131-419	1375	*4-6-2 * H-7 * BLW, 1910 (34988) as 1033 (4-6-0) - As rebuilt to 1375 (4-6-2) - 23½ x 30-73-200 - 166,500 ± - 289,400 ± - 38,580	Sc. 1955	1920
131-419	1375	*4-6-2 * H-7 * As above but with more modernization	Sc. 1955	1946
157-87	1376	*4-6-2 * H-7 * BLW, 1910 (35012) as 1040 (4-6-0) - As rebuilt to 1376 (4-6-2) - As 1375	Sc. 1955	1954
24-70	1377	*4-6-2 * H-7 * BLW, 1910 (34990) as 1035 (4-6-0) - As rebuilt to 1377 (4-6-2) - As 1375	Sc. 1955	1930
131-418	1379	*4-6-2 * H-7 * BLW, 1910 (34989) as 1034 (4-6-0) - As rebuilt to 1379 (4-6-2) (1926) - As 1375	Sc. 1947	1941

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(51-39	1384 * 4-6-2 * H-7 * BLW, 1910 (35014) as 1042 (E-14) (4-6-0) - As rebuilt to 1384 (1927) (4-7) (4-6-2) - As 1375 Sc. 1955	
131-410 157-83	1404 * 4-6-2 * A-RLM, 1905 (38898) - 21x28-73-200-139,000- 217,000-28,760 Ret. 1930 1922s	
131-411	1408 * 4-6-2 * H-25 * BLW, 1906 (28157) - 22x30-69-185-151,000- 227,000-33,090 Sc. 1938 1922	
131-410	1413 * 4-6-2 * H-25 * BLW, 1906 (28203) - As 1408 Sc. 1947 1934	
131-339 157-83	1423 * 4-6-2 * H-3(2) * BLW, 1906 (28378) - As rebuilt 1926-27 - 23 1/2 x 30-69- 210-151,000-227,000-42,860 Sc. 1951 83 → 1949	
51-36	1436 * 4-6-2 * H-3(2) * BLW, 1907 (31333) - As rebuilt prior to 1923 Sc. 1951	
51-35	1438 * 4-6-2 * H-2 * BLW, 1907 (31351) - As 1408 Sc. 1949 BP	
24-41	1443 * 4-6-2 * H-4 * BLW, 1909 (33314) - 26x30-73-150-53,3-3177- 620-152,200-235,750-35,420 Sc. 1952 1909	
131-412	1443 * 4-6-2 * H-4 * BLW, 1909 (33314) - As rebuilt - 23 1/2 x 30-73-185- 53,3-3177-620-152,200-235,750-35,690 Sc. 1952 1940	
23-117 51-84 51-36 131-414	1445 * 4-6-2 * H-4 * BLW, 1909 (33331) - As 1443 (1909) Sc. 1953 BPs	
	1450 * 4-6-2 * H-4 * BLW, 1909 (33346) - As rebuilt - As 1443 reblt. Sc. 1953 1952s	
(1-138	1451 * 4-6-2 * H-4 * BLW, 1909 (33350) - As 1443 (1909) Sc. 1947	
24-48 & 71	1455 * 4-6-2 * H-4 * BLW, 1909 (33361) - As 1443 (1940) Sc. 1953 48 → c. 1922	
157-85	1459 * 4-6-2 * H-4 * BLW, 1909 (33380) - As 1443 rebuilt Sc. 1952 1947	
51-84	1461 * 4-6-2 * H-4 * Lima, 1914 (1339) - 23 1/2 x 30-73-185-150,700- 251,200-35,690 Sc. 1950 BP	
24-67	1472 * 4-6-2 * H-4 * Lima, 1914 (1350) - As 1461 Sc. 1941	
157-85	1475 * 4-6-2 * H-4 * Lima, 1914 (1353) - As 1461 Sc. 1951 1946	
51-37	1484 * 4-6-2 * H-4 * Lima, 1914 (1362) - As 1461 Sc. 1950	
24-70	1485 * 4-6-2 * H-4 * Lima, 1914 (1363) - As 1461 Sc. 1948 1941	
131-414	1490 * 4-6-2 * H-5 * BLW, 1909 (33910) as 1022 (E-14) (4-6-0) - 23 1/2 x 30-73- 200-164,000 ± - 271,800 ± - 38,580 GN 1022: 1490: 1354 Sc. 1952 1923	
51-41	1520 * 2-6-2 * J-1 * BLW, 1906 (27946) - 22x30-69-185-151,000- 209,000-33,090 Sc. 1928 BP	
131-416 157-89	1531 * 2-6-2 * J-1 * BLW, 1906 (28430) - As rebuilt - 23 1/2 x 30-69-185- 151,000-209,000-37,760 Sc. 1927 1922s	
157-91	1613 * 2-6-2 * J-2 * BLW, 1907 (30758) - As rebuilt - 23 1/2 x 30-69-185- 151,000-209,000-37,760 Sc. 1936 1927	
(51-43 131-322	1700 * 4-4-2 * K-15 * BLW, 1906 (28037) - As rebuilt - 21x26-73-200-124,900- 221,300-26,700 - 36,800 (booster) Sc. 1941	
131-420	1702 * 4-4-2 * K-15 * BLW, 1906 (28078) - As rebuilt; Delta truck & booster removed - As 1700 less booster Sc. 1940 1935	
131-420	1705 * 4-4-2 * K-15 * BLW, 1906 (28108) - As rebuilt - As 1700? Sc. 1941 1935	

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24-60
51-38
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8-131
51-45
136-22
131-430
136-21
51-46
157-95
131-175
136-23
157-93
131-426
136-23
24-32
51-46
24-43
24-66
131-431
136-24
157-95

1707 *4-4-2*K-15*BLW,1906(28162) - As rebuilt - Delta truck & booster removed - As 1700, less booster Sc.1940 93→1940
1710 *4-6-2*H-6*BLW,1907(30937) as 1634, 2-6-2 - Rebuilt to 4-6-2, 1921 23 1/2 x 30 - 69-200-161,540-249,500-40,820 GN 1634: 1710 Sc.1956
1713 *4-6-2*H-6*BLW,1907(30094) as 1552, 2-6-2 - Rebuilt to 4-6-2, 1921 As 1710 GN 1552: 1713 Sc.1956
1714 *4-6-2*H-6*BLW,1907(30238) as 1569, 2-6-2 - Rebuilt to 4-6-2, 1922 As 1710 GN 1569: 1710 Sc.1953
1722 *4-6-2*H-6*BLW,1906(27974) as 1525, 2-6-2 - Rebuilt to 4-6-2, 1926 As 1710 GN 1525: 1722 Sc.1953
1754 *4-8-2*P-1*Lima,1914(1368) - 28x32-63-180-220,000-326,000-60,930 Rebuilt to 2175, 2-10-2 GN 1754: 2175 Sc.1953 1916s
1755 *4-8-2*P-1*Lima,1914(1369) - As 1754 - Rebuilt to 2180, 2-10-2 GN 1755: 2180 Sc.1955 BPs
1757 *4-8-2*P-1*Lima,1914(1371) - As 1754 - Rebuilt to 2177, 2-10-2 GN 1757: 2177 Ret.1958 c.1923
1800(1)*2-6-6-2*L-1*BLW,1906(28601) - 21 1/2 #33 X 32-55-200-78-5658-316,000-355,000-69,900 Rebuilt to 2-8-2 in 1925 GN 1800(1): 1900: 3357 (Cl.O-6) Sc.1949 BPs
1804(2)*2-6-6-2*L-2*BLW,1908(32696) - 20 #31 X 30-55-200-53-250,000-288,000-54,520 Rebuilt to 2-8-2 in 1924 GN 1804(2): 3318 (Cl.O-5) Sc.1947 BPs
1810 *2-6-6-2*L-2*BLW,1907(30564) - As 1804(2) Rebuilt to 2-8-2 in 1923 GN 1810: 3309 (Cl.O-5) Sc.1947 BP
1818 *2-6-6-2*L-2*BLW,1907(30847) - As 1804(2) - Rebuilt to 2-8-2 in 1924 GN 1818: 3329 (Cl.O-5) Sc.1948 1920
1903 *2-6-6-2*L-1*BLW,1906(28854) - As 1800(1) - Rebuilt to 2-8-2 in 1926 GN 1803(1): 1903: 3358 (Cl.O-6) Sc.1954 93→1920
1909 *2-6-6-2*L-1*BLW,1908(32732) As 1800(1) - Rebuilt to 2-8-2 in 1926 GN 1909: 3370 (Cl.O-6) Ret.1958, Sc.1963 23→New
1918 *2-6-6-2*L-1*BLW,1908(32748) - As 1800(1) - Rebuilt to 2-8-2 in 1926 GN 1918: 3360 (Cl.O-6) Sc.1953 32→1913 46→BP
1919 *2-6-6-2*L-1*BLW,1908(32749) - As 1800(1) - Rebuilt to 2-8-2 in 1926 GN 1919: 3352 (Cl.O-6) Sc.1954 1913
1951 *2-6-8-0*M-2(2)*BLW,1909(34025) - As rebuilt, 1927 - 22 #23 1/2 X 32-55-210-384,000-403,000-95,500 Sc.1950 431→1947
1959 *2-6-8-0*M-1*BLW,1909(34105) - 22 #35 X 32-55-200-78-350,000-368,700-78,360 Rebuilt to M2(2), 1927 BPs

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136-27	1963 *2-6-8-0*M-2(2)-BLW, 1910(34827) - As rebuilt, 1926 - As 1951 Sc. 1950 1949
51-49	1965 *2-6-8-0*M-2(2)-BLW, 1910(34829) - As rebuilt, 1928 - As 1951 Sc. 1953
24-66	1967 *2-6-8-0*M-2(2)-BLW, 1910(34831) - As rebuilt, 1927 - As 1951 Sc. 1953
131-431	1972 *2-6-8-0*M-2(2)-BLW, 1910(34968) - As rebuilt, 1927 - As 1951 Sc. 1951 1941
63-157 131-432 136-28	1973 *2-6-8-0*M-2(2)-BLW, 1910(34997) - As rebuilt, 1927 - As 1951 Sc. 1954 432 → 1951 (1927)
131-57	1978 *2-6-8-0*M-1*BLW, 1910(35048) - As 1959 - Rebuilt to M-2(2)
51-49	1980 *2-6-8-0*M-2(2)*BLW, 1910(35050) - As rebuilt, 1927 - As 1951 Sc. 1951
24-67 136-27 157-97	1981 *2-6-8-0*M-2(2)-BLW, 1910(35051) - As rebuilt, 1927 As 1951 Sc. 1953 97 → 1945
131 → 59 & 430 136-24 157-97	2000(1) *2-6-8-0*M-2(1) - Built from 1254 *2-8-0*F-8*BLW, 1907(32363) and a boiler extension and front engine from BLW 1910 - 20833 x 32 - 55-200 - 330,000 - 350,000 - 62,220 GN 1254 (2-8-0): 430 → 1910 (1910) (1910) (1912) (1907) (1926) (1929) 1254 (2-6-8-0): 2000(1) (2-6-8-0): 1999 (2-6-8-0): 870(1) (0-8-0): 780 Sc. 1947
136-25	2000(2) *2-8-8-0*N-2*BLW, 1912(38074) - 1st rebuild, 1925 - (4) 25 x 32 - 63-210-78 - 420,000 - 450,000 - 100,000 2nd rebuild, 1941 Sc. 1955
136-30	2000(2) *2-8-8-0*N-3*BLW, 1912(38074) - 2nd rebuild, 1941 with new boiler - (4) 22 x 32 - 63-300-95 - 459,300 - 489,200 - 118,400 Sc. 1955
51-51 157-99	2001 *2-8-8-0*N-3*BLW, 1912(38130) - 2nd rebuild, 1941 with new boiler As 2000(2), 2nd rebuild Ret. 1957 1949 s
131-447 136-30	2002 *2-8-8-0*N-3*BLW, 1912(38131) - 2nd rebuild, 1941 As 2000(2) - 1949 s Ret. 1957 447 → 1950
24-108	2006 *2-8-8-0*N-3*BLW, 1912(38187) - 2nd rebuild, 1941 As 2000(2) Sc. 1956 1941
51-51 136-26 148-107	2009 *2-8-8-0*N-1*BLW, 1912(38225) - 28 E 42 x 32 - 63-210-78 - 420,000 - 450,000 - 93,250 Sc. 1955 BPs
131-446	2009 *2-8-8-0*N-2*BLW, 1912(38225) - 1st rebuild, 1924 - As 2000(2), 1st rebuild - Sc. 1955 1934
157-99	2013 *2-8-8-0*N-2*BLW, 1912(38281) - 1st rebuild, 1925 - As 2000(2), 1st rebuild Ret. 1957 1935
131-59	2013 *2-8-8-0*N-3*BLW, 1912(38281) - 2nd rebuild, 1941 - As 2000(2), 2nd rebuild Ret. 1957 1941
90-107	2017 *2-8-8-0*N-3*BLW, 1912(38371) - 3rd rebuild, 1940 - As 2000(2), 2nd rebuild Sc. 1956 1956

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131-446	2019 * 2-8-8-0 * N-3 * BLW, 1912(38373) - 2nd rebuild, 1940 As 2000(2), 2nd rebuild Sc. 1955	1941
131-444 131-445 136-385	2020 * 2-8-8-0 * N-1 * BLW, 1912(38382) - As 2009 Sc. 1956 2020 * 2-8-8-0 * N-2 * BLW, 1912(38382) - 1st rebuild, 1927 As 2000(2), 1st rebuild Sc. 1956	445 → 1939
131-445	2020 * 2-8-8-0 * N-3 * BLW, 1912(38382) - 2nd rebuild, 1941 As 2000(2), 2nd rebuild Sc. 1956	c. 1952
136-25	2022 * 2-8-8-0 * N-2 * BLW, 1912(38384) - 1st rebuild, 1926 - As 1752	1939
136-32	As 2000(2), 1st rebuild Sc. 1955	1939
136-32	2022 * 2-8-8-0 * N-3 * BLW, 1912(38384) - 2nd rebuild, 1941 As 2000(2), 2nd rebuild Sc. 1955	
136-26	2030 * 2-8-8-2 * R-1 * BLW, 1925(58480) - (4) 28X32-63-210-108- 532,800-594,940-127,500 Sc. 1956	
131-463 23-203	2031 * 2-8-8-2 * R-1 * BLW, 1925(58481) - As 2030 Sc. 1956	203 → BP 463 → 1946
131-462	2032 * 2-8-8-2 * R-1 * BLW, 1925(58528) - As 2030 Sc. 1952	
24-88	2033 * 2-8-8-2 * R-1 * BLW, 1925(58542) - As 2030 Sc. 1956	1941
136-28	2035 * 2-8-8-2 * R-1 * Hilliard Shops, 1927 - (4) 28X32-63-225-532,800- 594,940-136,600 Sc. 1955	
24-93	2038 * 2-8-8-2 * R-1 * Hilliard Shops, 1928 - As 2035 Sc. 1955	c. 1944
51-67	2039 * 2-8-8-2 * R-1 * Hilliard Shops, 1928 - As 2035 Sc. 1955	
24-90	2043 * 2-8-8-2 * R-1 * Hilliard Shops, 1928 - As 2035 Sc. 1962	
51-67	2046 * 2-8-8-2 * R-2 * Hilliard Shops, 1929 - (4) 28X32-63-240-139- 544,000-630,750-146,000 Ret. 1957, Sc. 1962	
131-464 24-88	2050 * 2-8-8-2 * R-2 * Hilliard Shops, 1929 - As 2046 Sc. 1956	
131-464 157-115 131-116 136-29	2055 * 2-8-8-2 * R-2 * Hilliard Shops, 1930 - As 2046 Ret. 1957	88 → BP 115 → 1952
8-101	2059 * 2-8-8-2 * R-2 * Hilliard Shops, 1930 - As 2046 Ret. 1957	
157-113	2100 * 2-10-2 * Q-1 * BLW, 1923(57410) - 31X32-63-210-342,490- 422,340-87,130 Sc. 1950	BP
24-68	2105 * 2-10-2 * Q-1 * BLW, 1923(57520) - As 2100 plus booster Total weight 428,340 Tot. T.E. 99,320 Sc. 1955	1950
24-72	2108 * 2-10-2 * Q-1 * BLW, 1923(57523) - As 2100 plus booster Sc. 1950	
131-450	2109 * 2-10-2 * Q-1 * BLW, 1923(57524) - " " " " Sc. 1952	
131-451	2115 * 2-10-2 * Q-1 * BLW, 1923(57530) - As 2100 Sc. 1956	
131-109	2118 * 2-10-2 * Q-1 * BLW, 1923(57559) - As 2100 plus booster Sc. 1950	1948
51-1 131-449 132-45	2125 * 2-10-2 * Q-1 * BLW, 1923(57566) - As 2100 Sc. 1956	1923
	2127 * 2-10-2 * Q-1 * BLW, 1923(57568) - As 2100 plus booster Ret. 1957	BP
	2179 * 2-10-2 * Q-2 * Lima, 1914(1366) as 1752, 4-8-2 - Rebuilt to 2-10-2, 1928 29X32-63-210-290,000-364,000-76,250-88,450 Sc. 1955	45 → 1945
	GN 1752: 2179	45 → 1945

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131-449	2182 * 2-10-2 * Q-2 * Lima, 1914(1372) as 1758, 4-8-2 - Rebuilt to 2-10-2, 1928 As 2179 without booster GN 1758: 2182 Ret. 1958 1953
51-65	2184 * 2-10-2 * Q-2 * Lima, 1914(1376) as 1762, 4-8-2 - Rebuilt to 2-10-2, 1928 As 2179 without booster GN 1762: 2184 Sc. 1953
24-68	2185 * 2-10-2 * Q-2 * Lima, 1914(1374) as 1760, 4-8-2 - Rebuilt to 2-10-2, 1928 As 2179 without booster GN 1760: 2185 Sc. 1953
157-113	2186 * 2-10-2 * Q-2 * Lima, 1914(1367) as 1753, 4-8-2 - Rebuilt to 2-10-2, 1928 As 2179 without booster GN 1753: 2186 Ret. 1957 1955
8-101 51-62	2500 * 4-8-2 * P-2 * BLW, 1923(57000) - 29X28-73-200-242,000- 365,600-54,840 Sc. 1955 BPs
131-345	2501 * 4-8-2 * P-2 * BLW, 1923(57001) - As 2500 Ret. 1955 c. 1943
24-87	2503 * 4-8-2 * P-2 * BLW, 1923(57084) - As 2500 Sc. 1955
90-44	2504 * 4-8-2 * P-2 * BLW, 1923(57085) - As 2500 Sc. 1955 c. 1947
90-45	2505 * 4-8-2 * P-2 * BLW, 1923(57182) - As 2500 Ret. 1957 1924
131-345	2508 * 4-8-2 * P-2 * BLW, 1923(57185) - As 2500 Sc. 1955 345 → 1944
132-51	2508 * 4-8-2 * P-2 * BLW, 1923(57185) - As 2500 Sc. 1955 51 → 1947
131-454	2509 * 4-8-2 * P-2 * BLW, 1923(57186) - As 2500 Sc. 1955 c. 1938
24-79	2510 * 4-8-2 * P-2 * BLW, 1923(57187) - As 2500 Ret. 1957 342 → 1941
131-342	2511 * 4-8-2 * P-2 * BLW, 1923(57188) - As 2500 Ret. 1957 1945
132-48	2515 * 4-8-2 * P-2 * BLW, 1923(57257) - As 2500 Sc. 1955 337 → 1940
131-320	2517 * 4-8-2 * P-2 * BLW, 1923(57339) - As 2500 Sc. 1956 325 → 1929
131-327	2519 * 4-8-2 * P-2 * BLW, 1923(57253) - As 2500 Sc. 1956 46 → 1933
24-5	2519 * 4-8-2 * P-2 * BLW, 1923(57253) - As 2500 Sc. 1956
131-325	2521 * 4-8-2 * P-2 * BLW, 1923(57341) - As 2500 Ret. 1957
135-455	2523 * 4-8-2 * P-2 * BLW, 1923(57343) - As 2500 Ret. 1958 111 → 1938
132-46	2527 * 4-8-2 * P-2 * BLW, 1923(57347) - As 2500 Sc. 1956 1923
51-63	2550 * 4-8-4 * S-1 * BLW, 1929(60781) - 28X30-73-250-270,600- 472,000-68,470 Ret. 1957 61 → 1939 95 → 1941
24-92	2551 * 4-8-4 * S-1 * BLW, 1929(60782) - As 2550 Ret. 1957 BP
132-47	2551 * 4-8-4 * S-1 * BLW, 1929(60782) - As 2550 Ret. 1957 455 → 1941
157-111	2552 * 4-8-4 * S-1 * BLW, 1929(60807) - As 2550 Ret. 1957 63 → 1947
131-96	2553 * 4-8-4 * S-1 * BLW, 1929(60808) - As 2550 Sc. 1956 84 → BP
24-95	2554 * 4-8-4 * S-1 * BLW, 1929(60809) - As 2550 Ret. 1957
133-61	2555 * 4-8-4 * S-1 * BLW, 1929(60810) - As 2550 Ret. 1958
8-142	2576 * 4-8-4 * S-2 * BLW, 1930(61212) - 29X29-80-225-247,300- 420,900-58,310 Sc. 1956
131-458	2577 * 4-8-4 * S-2 * BLW, 1930(61213) * As 2576 Ret. 1957 235 → BP
51-69	2578 * 4-8-4 * S-2 * BLW, 1930(61214) * As 2576 Sc. 1956 60 → 1938
133-60	2581 * 4-8-4 * S-2 * BLW, 1930(61224) * As 2576 Sc. 1947 336 → 1938
24-96	2582 * 4-8-4 * S-2 * BLW, 1930(61225) - As 2576 Sc. 1955 1949
131-336	
157-115	

GREAT NORTHERN

			On exhibition	
• 24-111	2584 * 4-8-4 * S-2 * BLW, 1930 (61238) - As 2576	Ret. 1957	1964	
24-97	2585 * 4-8-4 * S-2 * BLW, 1930 (61239) - As 2576	Sc. 1955		
131-112, 338 & 340 23-139 51-53	2588 * 4-8-4 * S-2 * BLW, 1930 (61242) - As 2576	Sc. 1956	112 → 1941	
	3000 * 2-8-2 * O-1 * BLW, 1911 (36832) - 28 X 32-63-180-220,000 - 280,000 - 60,930	Ret. 1957		BPs
131-434	3022 * 2-8-2 * O-1 * BLW, 1911 (36916) - As 3000	Sc. 1952		1946
131-436	3035 * 2-8-2 * O-1 * BLW, 1913 (39104) - As 3000	Sc. 1953		1937
157-101	3040 * 2-8-2 * O-1 * BLW, 1913 (39154) - As 3000	Sc. 1953		1938
157-101	3042 * 2-8-2 * O-1 * BLW, 1913 (39156) - As 3000	Sc. 1955		1947
131-435	3048 * 2-8-2 * O-1 * BLW, 1913 (39166) - As 3000 plus booster at 12,200#	Sc. 1949		
131-289	3077 * 2-8-2 * O-1 * BLW, 1916 (44097) - As 3000	Sc. 1956		1938
131-434	3086 * 2-8-2 * O-1 * BLW, 1916 (44200) - As 3000	Sc. 1948		1922
51-1	3087 * 2-8-2 * O-1 * BLW, 1916 (44201) - As 3000	Sc. 1959		BP
157-103	3100 * 2-8-2 * O-1 * BLW, 1917 (46213) - As 3000 plus booster at 12,200#	Sc. 1955		1954 1958
90-119	3101 * 2-8-2 * O-1 * BLW, 1917 (46277) - As 3000	Ret. 1958 c. 1941		
131-437	3104 * 2-8-2 * O-1 * BLW, 1918 (48257) - As 3000	Sc. 1952		
131-434	3108 * 2-8-2 * O-1 * BLW, 1918 (48468) - As 3000 (1944) GN 3108: SP & S 511	Sc. 1949		BP
131-67	3130 * 2-8-2 * O-1 * BLW, 1918 (49639) - As 3000	Sc. 1955		1955
51-54 51-54	3136 * 2-8-2 * O-1 * BLW, 1918 (50359) - As 3000	Sc. 1955		
131-437	3149 * 2-8-2 * O-2 * A-B, 1915 (55444) - 20 X 28-52-180-128,000 - 178,000 - 32,950 South Dakota Central 18: Willmar & Sioux Falls 18: (1921?) GN 3149	Ret. 1947	436 → 1931	
131-438	3201 * 2-8-2 * O-3 * A-S, 1919 (61039) - 27 X 32-63-190-239,000 - 320,000 - (1919) 59,800 GN 3146: 3201	Sc. 1955		
157-103	3202 * 2-8-2 * O-3 * A-S, 1919 (61040) - As 3201 GN 3147; 3202	Sc. 1951		1946
131-438 51-55	3205 * 2-8-2 * O-3 * A-B, 1918 (60401) - As 3201	Sc. 1949		1935
131-438	3207 * 2-8-2 * O-3 * A-B, 1918 (60403) - As 3201	Sc. 1953		
51-55	3212 * 2-8-2 * O-4 * BLW, 1920 (53794) - 28 X 32-63-190-242,800 - 319,700 - 64,310	Ret. 1957		
131-439	3239 * 2-8-2 * O-4 * BLW, 1920 (54123) - As 3212	Sc. 1956		1946
51-1	3246 * 2-8-2 * O-4 * BLW, 1920 (53598) - As 3212	Sc. 1956		BP
51-84	3251 * 2-8-2 * O-4 * BLW, 1920 (53747) - As 3212	Ret. 1958		
131-440 24-63	3254 * 2-8-2 * O-4 * BLW, 1920 (53756) - As 3212	Ret. 1957		1953
131-440 157-105	3306 * 2-8-2 * O-5 * BLW, 1907 (30848) as 1819, 2-6-6-2 - Rebuilt to 2-8-2 25 X 30-63-200-220,000-283,420-50,600 (2-2-2) (2-8-2) GN 1819: 3306	Sc. 1941		105 → 1931

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- 51-56 3311 * 2-8-2*0-5*BLW, 1908(32698) as 1831, 2-6-6-2 - Rebuilt to 2-8-2
 (L-2) (1923)
 As 3306 GN 1831; 3311 Sc. 1941
 (2-6-6-2) (2-8-2)
- 51-57 3350 * 2-8-2*0-6*BLW, 1908(32734) as 1910(2-6-6-2) - Rebuilt to 2-8-2
 (L-1) (1925)
 28x32-63-195-244,000-320,100-66,000 GN 1910: 3350 Sc. 1954
 (2-6-6-2) (2-8-2)
- 24-134 3353 * 2-8-2*0-6*BLW, 1908(32755) as 1920(2-6-6-2) - Rebuilt to 2-8-2
 (L-1) (1925)
 As 3350 GN 1920: 3353 Sc. 1954
 (2-6-6-2) (2-8-2)
- 131-441 3355 * 2-8-2*0-6*BLW, 1908(32735) as 1911(2-6-6-2) - Rebuilt to 2-8-2
 (L-1) (1925)
 As 3350 GN 1911: 3355 Sc. 1954 1950
 (2-6-6-2) (2-8-2) (1926)
- 131-441 3368 * 2-8-2*0-6*BLW, 1908(32742) as 1914(2-6-6-2) - Rebuilt to 2-8-2
 (L-1) (1926)
 As 3350 GN 1914: 3368 Sc. 1953 1948
 (2-6-6-2) (2-8-2) (1926)
- 157-107 3369 * 2-8-2*0-6*BLW, 1908(32759) as 1905(2) (2-6-6-2) - Rebuilt to 2-8-2
 (L-1) (1926)
 As 3350 GN 1922: 1905(2): 3369 Sc. 1955 1948
 (2-6-6-2) (1908) (2-8-2)
- 51-57 3378 * 2-8-2*0-7*BLW, 1910(34967) as 1971(2-6-8-0): Rebuilt to 2-6-8-0:
 M-1 (M2(2) (1928)
 Rebuilt to 2-8-2 31x32-69-210-268,000-348,000-79,550
 (0-7) (M-1) M-2(2) (0-7) (0-8)
 GN 1971: 1971: 3378(1930): 3378(1944) Ret. 1958
- 51-58 3378 * 2-8-2*0-8* See 3378 (10-7) - Rebuilt to 10-8, (1944)
 28x32-69-250-325,000-425,540-75,900 Ret. 1958
 (M-1)
- 157-107 3380 * 2-8-2*0-7*BLW, 1909(34027) as 1953(2-6-8-0): Rebuilt to 2-6-8-0:
 (0-7) (0-7) (M-1) (M-2(2)) (0-7) (0-8) Ret.
 Rebuilt to 2-8-2 - As 3378 GN 1953: 1953: 3380: 3380(1946) 1957 1946
 (M-1)
- 24-107 3388 * 2-8-2*0-8*BLW, 1909(34624) as 1950(2-6-8-0) - Rebuilds as
 (M-1) (M-2(2)) (0-7) (0-8)
 As 3378(0-8) above GN 1950: 1950: 3388(1930): 3388(1946) Ret. 1957
- 131-443 3391 * 2-8-2*0-8*BLW, 1910(35049) as 1979(2-6-8-0) - Rebuilds as
 (M-1) (M-2(2)) (0-7) (0-8)
 above - As 3378(0-8) GN 1979: 1979: 3391(1930): 3391(1946) Ret. 1958
- 24-108 3393 * 2-8-2*0-8*BLW, 1910(34965) as 1970(2-6-8-0) - Rebuilds as
 (M-1) (M-2(2)) (0-7) (0-8) Ret.
 131-443 above - As 3378(0-8) GN 1970: 1970: 3393(1932): 3393(1945) 1958 1952
- 51-59 3397 * 2-8-2*0-8* Hilliard Shops, 1932 - 29x32-69-250-280,000-
 157-109 367,000-78,000 Ret. 1958 109 -> BP
- 131-442 3399 * 2-8-2*0-8* Hilliard Shops, 1932 - As 3397 Ret. 1958
 (68993)
- 24-110 4000 * 4-6-6-4*Z-6*A-S, 1937-(4) 23x32-69-250-152-486,000-
 51-71 131-465 621,000-104,270 Spokane, Portland & Seattle 903; GN 4000;
 (1950) SP&S 903 465 -> 1947
- 51-84 4001 * 4-6-6-4*Z-6*A-S, 1937(68994) - As 4000
 136-29 (1939) (1946)
 SP&S 901: GN 4001: SP&S 904

GREAT NORTHERN MALLET

1254 *2-6-8-0* Co. Shops, 1910 - Reno 2000 in 1910
 20 #33 X 32-55-200-59-355,000-56,000

1800-1804 *2-6-6-2* BLW, 1906 - Reno 1900-1904 in 1908
 21 1/2 #33 X 32-55-200-78-355,000-63,000

1800-1804 (2) *2-6-6-2* BLW, 1908 - Used to build 2-8-2s in 1923-25
 20 #31 X 30-55-200-53-263,000-55,000

1805-1829 *2-6-6-2* BLW, 1907 - Used to build 2-8-2s in 1923-25
 20 #31 X 30-55-200-53-263,000-55,000

1830-1844 *2-6-6-2* BLW, 1908 - Used to build 2-8-2s in 1923-25
 20 #31 X 30-55-200-53-263,000-55,000

1900-1904 *2-6-6-2* BLW, 1906 - ex 1800-1804 in 1908

1905-1924 *2-6-6-2* BLW, 1908 - 1900-1921 used to build 2-8-2s in 1923-25
 21 1/2 #33 X 32-55-200-78-355,000-63,000

1905-1907 *2-6-6-2* * Became CB&Q 4000-4002 in 1908

1905-1907 (2) *2-6-6-2* BLW, 1908 - ex 1922-1924 in 1908

1922-1924 *2-6-6-2* " " - Reno 1905-1907 (2) in 1908

1950-1984 *2-6-8-0* BLW, 1910 - Reblt. to single expansion 1926-27
 23 #35 X 32-55-200-78-378,000-78,000

1950-1984 *2-6-8-0* Reblt at Co. Shops to single expansion 1926-27
 22 #23 1/2 X 32-55-210-78-403,000-96,000

1950 *2-6-8-0* Used to make 2-8-2s in 1929-31

1952

1953

1954

1955

1956

1957

1958

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1961

1962

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1975

1976

1978

1979

1982 * || * || || || || || || ||

GREAT NORTHERN MALLET

1999	* 2-6-8-0 * Co. Shops, 1910 - ex 2000 in 1911	
2000 (4)	* " " " " " " " " - ex 1254 in 1911, reno 1999	
2000-2024	* 2-8-8-0 * BLW, 1912 - Reblt. to single expansion 1924-27	
	28 # 42 x 32 - 63-210-78 - 450,000 - 93,000	
2000-2024	* 2-8-8-0 * Co. Shop rebuilds, 1924-1927 (5)	
	(4) 25 x 32 - 63-210-78 - 450,000 - 100,000	
2000-2024	* 2-8-8-0 * Co. Shop rebuilds, 1939-1941	
	(4) 22 x 32 - 63-300-95 - 489,000 - 125,000	
2030-2033	* 2-8-8-2 * BLW, 1925	
	(4) 28 x 32 - 63-210-108 - 595,000 - 128,000	Without limited outside 132,000
2034-2043	* 2-8-8-2 * Co. Shops, 1927-28	
	(4) 28 x 32 - 63-225-108 - 610,000 - 137,000	142,000
2044-2059	* 2-8-8-2 * Co. Shops, 1929-30	
	(4) 28 x 32 - 63-240-139 - 631,000 - 146,000	151,000
4000-4001	* 4-6-6-4 * A-5, 1937 - ex SP&S 900 & 904 in 1939. Returned 1949	
	(4) 23 x 32 - 69-250-152 - 621,000 - 105,000	

GREEN BAY & WESTERN

140-68	1	*0-4-0*			C.1890
140-68	4	*0-6-0*			
140-26	9	*4-4-0*	Grant, (1069)		
140-68	12(2)	*4-4-0*	GB&W-		BP
140-53	16	*4-4-0*	Dickson, 1879(230)	-16X24-62 $\frac{1}{4}$ -	
140-44&48	17	*4-4-0*	Dickson, 1879(231)	-16X24-62 $\frac{1}{4}$	48 → 1898 44 → 1900
140-57	23	*4-4-0*	Dickson, 1874(167)	-16X24-61	
			GB&W 12:7: Iola & Northern 2: GB&W 23 Ret, 1924 (1903) (1915)		
140-68	56	*2-6-0*	Alco, 1924(65975)	-19X26-56-141,000	Ret, 1948 GB&W 56: 256 BP
140-68	253	*2-6-0*	Alco, 1916(56298)	-19X26-56-139,000	Ret, 1948 GB&W 53: 253 1947
143-86	302	*2-8-0*	A-S, 1913(53792)	-20X26-54-190-170,000-31,100	
			Ch, Peoria & STL 72: GB&W 64: 302 Sc, 1939 Ret, 1950 1937		
140-64	351	*2-8-0*	Alco, 1929(67820)	-21X28-55-174,000	Ret, 1952 GB&W 69: 351 1947
140-68	402	*2-8-2*	Alco, 1937(68778)	-22X30-64-270,000	Ret, 1952 1947
140-68	406	*2-8-2*	Alco, 1939(69189)	-22X30-64-270,000	Ret, 1952 BP

GREEN BAY & LAKE PEPIN

140-20	3	"Jos. A. SCRANTON"	*4-4-0*	Danforth, 1871	-16X24-61	1871
		<u>GREEN BAY, WINONA & ST. PAUL</u>				
140-68	5	"JOHN I. BLAIR"	*4-4-0*	Danforth, 1872	-16X24	GBW&STP 5: JTB-GB&W
140-48	19	*4-4-0*	Danforth, 1875(185)	-17X24	GBW&STP 19: GB&W 19	Ret, 1924 1882

Need 57 lines to make 6 pages Oct. 1980

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GAINESVILLE, JEFFERSON & SOUTHERN

5-121 35-18	3	2-6-0	Pittsburgh, 1883(706)- Gauge 3-0	
			GJ&S 3: Mt. Airy & Eastern 8: N&W ?	BPs

GAINESVILLE MIDLAND

43-115	32	4-4-0	Rogers, 1888 Georgia 32: GM 32(1910)	
43-115	100	4-6-0	BLW, 1906(28877)	BP & 1938
43-116	108	4-8-0	Brooks, 1900(3590) BR&P 233: GM 108	1934
43-117	111	2-8-0	BLW, 1907 C of Ga. 1217:217:GM 111	1938
43-114&117	112	2-8-0	BLW, 1906(29506) C of Ga. 1214:214:GM 112	1938
43-116	116	2-8-0	BLW, 1907 C of Ga. 1215:215:GM 116	1959
43-119	118	2-8-0	BLW, 1907(32016) C of Ga. 1218:218:GM 118	1947
43-117	119	2-8-0	BLW, 1904(29264) C of Ga. 1201:201:GM 119	1949
43-118	201	2-10-0	BLW, 1918(47956) USA 1150: NOGN 92: GM&O 92: GM 201	1950
43-118	202	2-10-0	A-L, 1918(58874) USA 1060: Southern 8017: Erie 2482: AT&N 428(1942): GM 202	1948
43-112&118	203	2-10-0	BLW, 1928(60342) AT&N 402: GM 203	1950
43-120	204	2-10-0	A-R, 1918(58823)-25x28-52-180-207,700-51,500 USA 1009: SAL 2009(1918): 508(4)(1921): GM 214(1949)	1952
43-112	205	2-10-0	A-R, 1918(58855)-As 204 USA 1041: SAL 2041: 518(4)(1921):MD&S 518(1949):GM 205	1954
43-119	301-0	2-8-0	BLW, 1920(53315)-21x28-54-180-177,000-35,000 GH&N 72: SAL 930(1929): GM 301(1951)	1952

GALESBURG & GREAT EASTERN

34-122	1(2)	2-8-0	Rhode is., 1901(3305)-As rebuilt 1926- 22x28-57-205-34.66-2992.4-175,000-194,180-41,430-Sc 1947 C&S 464: 604(1906): C&GE 1(2)(1936)	1937
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GALES CREEK & WILSON RIVER

90-83 F-2 G	1	4-6-0	Sch., 1890 Sc, 1944	
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GALVESTON, HARRISBURG & SAN ANTONIO

9-103 33-331	Houston Shops 7	0-4-OT	Hinkley, 1880 GH&SA 42: 684(1885): Houston Shops 7(1901):MW 1197 Sc 1925	1924
33-333	26	0-6-6T	Mason, 1876 "Commodore Garrison"	BP
3-91	28	4-4-0	Hinkley, 1876(1235)-16x24-56	BP
33-142	599	4-6-0	Sch, 1882-Sc 1923 GH&SA 99:599:T&NO 641(1901)	
33-148	635	4-6-0	GH&SA 93:593:T&NO 355(1923)	
33-143	648	4-6-0	Sch	
33-331	684	0-4-OT	Hinkley, 1880 As Houston Shops 7	1892
33-471	704	4-6-0	GH&SA 704:T&NO 692 Sc by 1955	
3-91	748	4-4-0	Sch, 1892-GH&SA 748:T&NO 231(1901)-Sc by 1937	

136-71	950	2-6-6-2	BLW, 1910 - As 951	GH&SA 950: T&NO 900	
<u>GALVESTON, HARRISBURG & SAN ANTONIO</u>					
136-72 33-277	951-	2-6-6-2	BLW, 1910-21&33x30-57-200-310,000-64,880	GH&SA 951: T&NO 901	72 → c. 1923 277 → 1914
33-331	MW 1197	0-4-0T	Hinkley, 1880	As Houston Shops 7	1925
<u>GALVESTON, HOUSTON & HENDERSON</u>					
8-50	82	4-4-0	BLW, 1902	Sc 1949	BP
<u>GEORGIA & ALABAMA</u>					
43-83	125	4-4-0	Richmond, 1896(2578)-18x24-63-160-108,650-16,800-Ret 1930	G&A 125: Sa1 125(1)(1900): 152(1916)	BP
43-82	129	4-6-0	Richmond, 1896(2582)-19x24-55-160-132,000-21,420-Ret by 1923	G&A 129: SAL 129(1):524(2):1524	BP
43-83	139	4-6-0	Richmond, 1898(2781):19x26-55-180-138,000-26,110-Ret 1928	G&A 139: SAL 139:574(2):1574(1917)	BP
<u>GEORGIA COAST & PIEDMONT</u>					
42-18	64	4-6-0	BLW, - -16x24-56-180-15.5-1222-74,000-99,000-16,790		BP
<u>GEORGIA, FLORIDA & ALABAMA</u>					
43-99	1(2)	0-6-0	BLW, 1907931506)-18x24-50-170-103,465-22,470-Ret 1930	GF&A 1(2):SAL 1000(2)	BP
43-97	402	2-10-0	BLW, 1926(57944)-24x28-56-190-212,000-46,510-Sc 1952	GF&A 402: SAL 525(3)(1929)	BP
<u>GEORGIA-PACIFIC CORP.</u>					
50-224	1	2-8-2			
6-33	2	3-Truck Shay	Lima		
50-247	9	2-6-2T			1959
63-285	19	3-Truck Shay	Lima		
39-14	43	2-6-0	Rogers, 1887	GPC 43: 458: Southern 549(1): 787(1)(1902): 843(2)(1903):3035(1905)	(1896) BP
<u>GEORGIA SOUTHERN & FLORIDA</u>					
39-31	139	4-6-0	BLW, 1902(20566)-Sold 1949	GS&F 139: Sou. Sys. 8304(1917): Blue Ridge 8(1939)	BP
39-32	151	4-4-0	Sch 1900(5556)-Sc 1930	GS&F 151: Sou. Sys. 8210(1917)	BP
39-32	162	4-6-0	BLW, 1907(29856)-Sc 1934	GS&F 162: Sou. Sys. 8232(1917)	BP
39-31	178	4-6-0	BLW, 1914(41389)-Ret 1949	GS&F 178: Sou. Sys. 8253(1917)	1916
39-32	179	4-6-0	BLW, 1914(41390)-Ret 1948	GS&F 179: Sou. Sys. 8254(1917)	BP

GEORGIA SOUTHERN & FLORIDA

39-33	300	2-8-0	BLW, 1909 (33693) - Sc 1935	BP1
			GS&F 300: Southern 533(2)(1917)	
39-33	409	2-8-0	A-R, 1912 (52324) - Ret 1952	BP
			GS&F 409: Southern 8339 (1917)	
39-33	505	4-6-2	BLW, 1910 (35391) - Sc 1939	BP
			GS&F 505: Southern 1365(2)(1917)	

GILA VALLEY, GLOBE & NORTHERN

27-602&108	1	4-4-0	Sch, 1868(505) - Shown rebuilt Cent. Pac. 60	1898
			"Jupiter": SP 1195(1891):GVG&N 1(1893)	

GILCHRIST-FORDNEY CO.

42-44	204	2-6-2	BLW, -20x24-48-160-35.8-2427-112,500-142,100-27,200	BP
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GILMORE & PITTSBURG

2-137	11	2-8-2	BLW	1904
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GILPIN TRAMWAY/RAILROAD Gauge 2-0

34-187	1	2-Truck Shay	Lima, 1887(181) - (2)7x7-21-150-20,000 - So 1905	116-BP
61-116			Gilpin 1"G.: Silver City, Pinos Altos & Mogollon 1(1905)	187-187
34-186	2	2-Truck Shay	Lima, 1888(199) - (3)7x7-24-150-24,000 - So 1905	
34-186			Gilpin 2"R.: SCPA&M 2(1905)	Sc 1913 1888
34-187	3	2-Truck Shay	Lima, 1889(264) - (3)8x8-24-150-31,000 - So 1917	188-1895
34-186&187	3	" "	As rebuilt	02&108 1898
34-189	4	2-Truck Shay	Lima, 1900(594) - (3)8x8-24-150-34,800 - So 1917	Sc 1938 '02 & '10
34-189	5	2-Truck Shay	Lima, 1902(696) - (3)8x8-24-150-36,200 - So 1917	
34-190	5	" "	-As rebuilt to 3-0 gauge	

GLENDON IRON CO.

8-11	"Alert"	0-4-OT	BLW, 1870	BP
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GODCHAUX SUGAR CO.

F-2 D	6	2-6-0	Davenport, 1909 as 0-4-4T - As rebuilt	1955
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GOLDEN STATE PORTLAND CEMENT CO.

32-859	1	2-Truck Shay	Lima, 1891(380) - (3)10x10-29 1/2 - 56,000	
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GOLDFIELD CONSOLIDATED MILLING & TRSPT. CO.

31-291	2	2-6-0	Dickson, 1883(454) - 19x24-57 3/4 - 106,000	
			DL&W 161:85(Buff.Div.):671:Ton.&Tide.2:GCM&TCo 2	

GOLDFIELD CONSOLIDATED MINES CO.

30-290 & 291	1	0-6-OT	BLW, 1908(32804) - 15x24-44-	291-BP
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GOVERNMENT OF QUEENSLAND RYS. (Aust.)

8-21	?	4-4-0	BLW, 1885 - Gauge 3-6	BP
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GOVERNMENT RYS. OF VICTORIA (Aust.)

40-23	?	2-6-2T	BLW, -Vauclain comp.	BP
40-71	?	2-8-0	BLW, -Vauclain comp.	BP

GRAND CENTRAL DEPOT

16-133 6 0-4-0 Sch, 1884- -51-62,000 BP

GRAND CENTRAL STATION

16-133 9 0-6-0 BP

GRAND TRUNK

(Canada)

~~1-2 244 4-4-0 B-4-b BLW, 1886(5285) - 17x24-64-155-13,240 5c.1925- GT 2119: 244~~

~~8-10 283 4-4-0 BLW, 1870 BP~~

~~5-173 286 4-4-0 Sch, 1873(937)-17x24-66 BP~~

~~40-61 951 2-8-0 BLW, -Vauclain comp. BP~~

~~23-55 999 4-6-0 Sch, 1900-20x26-72-200-33-2471-164,500-24,560 BP~~

GRAND TRUNK WESTERN

~~46-143 6038 4-8-2 U 1c (58437) BLW, 1925-26x30-73-210-45,590 BP~~

~~63-77 6408 4-8-4 U 4b (1762) Lima, 1932 24x30 77 225 362,000 52,500~~

GREAT NORTHERN

(England)

5-56
8-111 1200 2-6-0 BLW, 1900(17359) BP

GREAT WESTERN RY. OF CANADA

5-29 55 4-4-0 Canada Works, Birkenhead, Eng. "Adam Brown"

GREAT WESTERN

(Brazil)

8-95 220 4-6-0 BLW, 1921-16½x20-42-82,200 BP

GREENWICH & JOHNSONVILLE

28-221 2 4-4-0 -c.1910

28-301 4 4-4-0 1924

GROVE FARM

8-133 1 0-6-OT BLW, BP

GUALALA MILL CO.

3-179 3 0-4-0 BLW, 1886(7677)

GUALALA RIVER

6-83 ? 4-4-0 Union Iron Works, 1881

GREAT WESTERN (Col.)

FG 60 * 2-8-0 *
GREAT WESTERN RY. OF CANADA

72-101 "Prospero" * 2-4-0 * STEPHENSON, Gt. Brit. - Gauge 3'-6"
GULF, COLORADO & SANTA FE

23-27 73-149 E-83 * 2-6-0 * * BLW, 1887 (9577) - 18x24-57-145-17.0-1325-
(1898) Sold 1916 (1900)
77,200-89,800-17,500 GC&SF E-83: 365; AT&SF 0207 BF

GOLDEN CIRCLE

76-75 51 * 0-4-4T * A-S, 1898 (4740) - 13x18-42-77,000 - Sc, 1935
GC 51 "ORO": F&CC 51 (c. 1901): Pajaro Valley Consolidated (c. 1914)

76-75 & 76 52 * 4-6-0 * A-S, 1899 (5006) - 16x20-42-180-14,08-1124-
69,000-85,000-18,600 - GC 52: F&CC 52 (c. 1901):
CC&CS 28 (1915): Kentwood, Greensburg & SW? (1920) 75-BP 76-1901

GEORGIA & FLORIDA

82-33 211 * 4-6-0 *
GEORGIA, ASHBURN, SYLVESTER & CAMILLA

82-44 100 * 2-6-0 *
GEORGIA NORTHERN

82-45 102 * 4-6-0 *
GRAYSONIA, NASHVILLE & ASHDOWN

122-188 82-88 45 * 2-6-0 * Brooks, 1901 (3805) - STLIX&S 1725; Mo. Pac. 2331: GNEA 45 1951
GENEVA & ITHICA

91-60 8 * 4-4-0 * Brooks, 1873 - G&I 8 "C.M.T.": Geneva, Ithica
& Sayre 8: LY 531 BP

GLEN UNION LUMBER CO.

103-18 & 19 2 * 2 Tr. * Heisler, 1895-96 (1002?) - 34,000 Gauge 3-0 18-BP

103-14 2 * 2 Tr. Shay & Lima, 1904 (865) - 30,000 Gauge 3-6
GOODYEAR, FILL

~~104-03 1 * 0-4-0 T~~

GOODYEAR, FILL & C.W.

~~104-23 2 * 3 Tr. Shay & Lima, 1875 (1811) - 160,000~~

~~104-42 3 * 3 Tr. Shay & Lima,~~

GOODYEAR LUMBER CO.

104-57 1 * 3 Tr. Shay & Lima, 1893 (127) - 150,000 G.L. Co 1; Potato Creek 3

104-56 2 * 3 Tr. Shay & Lima, 1895 (134) - 160,000

104-44 3 * 3 Tr. Shay & Lima

104-31 5 * 3 Tr. Shay & Lima, 1892 (376) - 140,000 G.L. Co 5; Potato Creek?

104-23 & 59 8 * 3 Tr. Shay & Lima, 1888 (625) 170,000 25-1908

GOODYEAR LUMBER Co.

104-55	7	* 3 Tr. Shay * Lima, 1892(377) - 110,000	GLCo, 7; Potato Creek 7
104-42	9	* 3 Tr. Shay * Lima, 1890(282) - 110,000	1906
104-39	10	* 3 Tr. Shay * Lima, 1890(287) - 110,000	
113A-1413 104-84	11	* 3 Tr. Shay * Lima, 1892(377) - 110,000	
104-56	13	* 3 Tr. Shay * Lima, 1901(677) - 150,000	1909
104-60	14	* 3 Tr. Shay * Lima,	
104-81	15	* 3 Tr. Shay * Lima, 1901(675) - 160,000	
104-31	17	* 0-6-0 *	cx PRR
104-32	20	* 3 Tr. Shay * Lima, 1906(1679) - 140,000	
104-32	20	* 3 Tr. * Climax, 1906(1638) - 150,000	GLCo 20; Potato Creek 20
104-82	21	* 0-6-0 * BLW, 1909(2315-1)	B&S No. 3; GLCo 21; Potato Creek 21

GAFFNEY Wood PRODUCTS Co.

105-12	2	* 2 Tr. * Climax, 1910-11 - 80,000	Sc. 1923
105-14	3	* 3 Tr * Climax, 1913-14 - 160,000	Sc. 1923

GLENFIELD & WESTERN

109-81	75	* 2-8-0?	
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GLEN HAZEL & SHAWMUT

109-23	1	* 2 Tr. Shay * Lima, 1891(374) - 80,000	c. 1891
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GIBSON, CADWALLADER LUMBER Co.

110-78	8	* 2 Tr. Shay * Lima, 1920 - 72,000	BP
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GARDINER LUMBER Co.

112-82	1	* Cl. A * Climax, -30,000	3-0 gauge
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GREEN RIDGE RR

113-86	1	* 0-4-0 * Mt. Savage L.W.	
113-87	2	* 0-6-0 * Mt. Savage L.W.	BP

GOULD SOUTHWESTERN

122-219	6	* 2-6-0 * BLW, 1914(41647)	BP
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GRAYSONIA, NASHVILLE & ASHDOWN

122-187	26	* 2-6-0 *	1940 1943
122-188	2630	* 4-6-0 *	1929

GRAND TRUNK WESTERN

132-285	6037	* 4-8-2 * U-1c * BLW, 1925 - AS 6038	Sc. 1961 1938
132-285	6039	* 4-8-2 * U-1c * BLW, 1925 - AS 6038	Rel. 1959

GULF, MOBILE & NORTHERN

132-312	402	* 4-8-2 * A-R, 1927 - 24x28-63-215-273,000 - 45,700	(1928) (1948) 1930
		New Orli. Gt. Nor 202: GM&N 202: 402: GM&O 502: Ga. & Fla. 603	

GULF, MOBILE & OHIO

132-313	502	* 4-8-2 * A-R, 1927 - 24x28-63-215-273,000 - 45,700	(1928) 1940
		New. Orli. Gt. Nor 202: GM&N 202: 402: GM&O 502: Ga. & Fla. 603	

GEORGIA & FLORIDA

132-377 601 *4-8-2*A-R, 1927-24x28-69-215-273,000-45,700 (1928) (1948)
NOGN 200; GMEN 200; 400; GME 500; GEF 601. 1948

132-377 603 *4-8-2*A-R, 1927-As 601 NOGN 202; GMEN 202; 402; GME 502; GEF 603 (1928) (1948) 1948
503 *4-6-2*

GRAND TRUNK WESTERN

4866 ~~6301~~ *4-8-4*U-3, X Alco, 1927 26x30-73-250-399,000-61,330 (67340) Se, 1960 1957

135-49 6217 *4-8-4*U 36x4 S, 1912 26x30-73-250-398,800-61,330 (69623) Se, 1961 1953

135-50 6332 *4-8-4*U 26x4 S, 1912 As 6217 (69638) Se, 1960

135-51 6199 *4-8-4*U 46x Lima, 1938 As 6488 (77603) Se, 1960 1948

135-73 4070 *2-8-2*KS-2 4x A S, 1918 (60517) - 26x30-65-200-54,720
GT 474; GTW 3734; 4070 Ret, 1960 1960

135-93 5632 *4-6-2*X-4-6x BLW, 1927 (61073) - 25x28-75-215-43,810 Se, 1960 1956

135-102 6928 *4-8-4*U-3-5-A-S, 1912 (67231) 26x30-73-250-59,030 Se, 1960 1958

GRAND TRUNK

135-90 1510 *4-6-2*X J 7-6x Montreal, 1918/19 (60477) 24x28-69-200-37,710
Can. Govt. 510; GT 1510; CN 5282 Se, 1957

135-110 7529 *0-6-0*O-19-a*x A S, 1919 (61300) 21x28-51-170-37,100
Grand Trunk 1825; 7529 Se, 1961 1956

GREENBRIER, CHEAT & ELK

136-288 12 *4 Trk. Shay *Lima 1921 as a 3 Trk. Shay - As rebuilt by GC&E to 4 Trk. Shay (1937)
(3) 17x18-48-200-49-404,000-68,000 GC&E 12: Mower Lbr. Co. 12 1949

GREEN BAY & WESTERN

140-68 1 *0-4-0*

140-68 4 *0-6-0*

140-26 9 *4-4-0* Grant, (1069)

140-68 12(2) *4-4-0* GB&W BP

140-53 16 *4-4-0* Dickson, 1879 (230) - 16x24-62 1/2

140-44 & 48 17 *4-4-0* Dickson, 1879 (221) - 16x24-62 1/2 48 -> 1898
44 -> 1900

140-57 23 *4-4-0* Dickson, 1874 (167) - 16x24-61 (1903)

140-68 56 *2-6-0* Alco, 1924 (65975) - 19x26-56-141,000 GB&W 56: 256 Ret, 1924 Ret, 1948 BP

140-68 253 *2-6-0* Alco, 1916 (56298) - 19x26-56-139,000 GB&W 53: 253 Ret, 1948 1947

140-64 351 *2-8-0* Alco, 1929 (67820) - 21x28-55-174,000 GB&W 23: 351 Ret, 1950 1947

140-68 402 *2-8-2* Alco, 1937 (68778) - 22x30-64-270,000 Ret, 1952 1947

140-68 406 *2-8-2* Alco, 1929 (69189) - 22x30-64-270,000 Ret, 1952 1947

GREEN BAY & LAKE PEPIN

140-20 3" Jos. A. SCRANTON *4-4-0* Danforth, 1871 - 16x24-61 1871

GREEN BAY, WINONA & ST. PAUL

140-68 5 "JOHN L. BLAIR" *4-4-0* Danforth, 1872 - 16x24 GB&W 5" JLB: GB&W 5

140-48 19 *4-4-0* Danforth, 1875 (1105) - 17x24 GB&W 19: GB&W 19 Ret, 1961 1875

GREEN BAY & WESTERN

~~149-86 302 *2 8 OXA-S, 1912(53772) 20X26 54-190 170,000 31,100
(1927)
Chicago, Peoria & St. Louis 72: GB&W 61, 502 Sc. 1939 1938~~

GREENEVILLE & NOLICHUCKY (JOHN HEILMAN LBR. Co.)

150-127 1 *2 Trk. Shay * Lima, 1911(2443) - 10X12 - 29 1/2 G&N 1: Virgin Pine Lbr. Co 3 (1920)
150-126 2 *2 Trk. Shay * Lima, 1912(2543) - 10X12 - 29 1/2 G&N 2: Burm. Rail & Loco. ?
(1918)
Kaul Lbr. Co.

GLEN MARY COAL & COKE Co.

150-218 "LITTLE BESS" *0-6-0T*

GRASSE RIVER RR

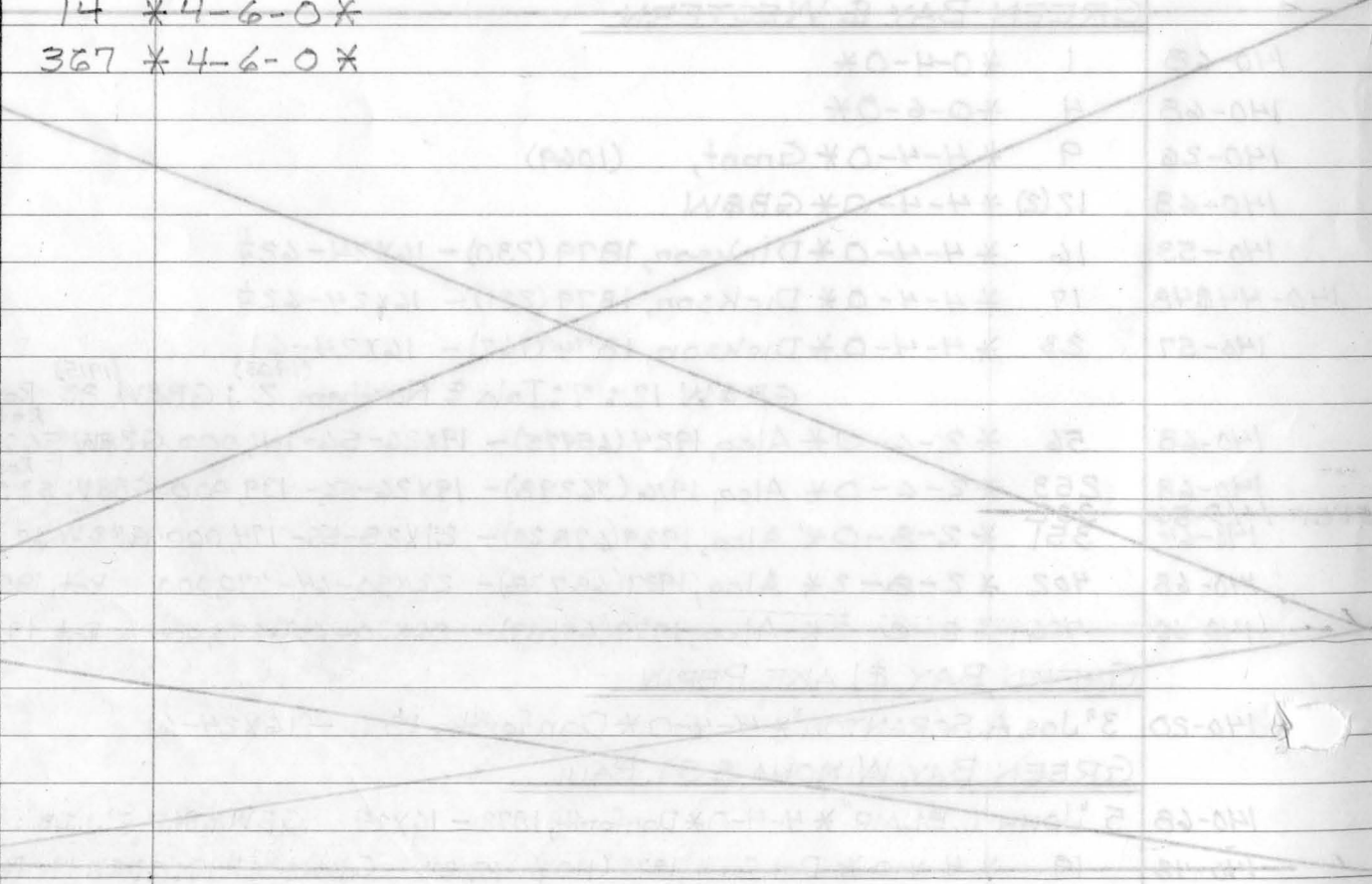
154-110 68 *2-6-0* Sch., 1892(3910) - 19X24 - 64 Penna. Wood & Iron Co. ? :
(1923) (1949)
Grasse River 68 : Heywood Wakefield Co. 68 Sc. 1951 1936

GREATER WINNIPEG WATER DISTRICT

G 1 *0-4-0T* 1947
G 7 *2-6-0* 1940

GILA VALLEY, GLOBE & NORTHERN

27-602 & 108
160-856 & 862 1 *4-4-0* Sch., 1868(505) - As rebuilt - Cent. Pac. 60" JUPITER"
(1891) (1893) SP 1195 : GVG & N 1 602 -> 1898 856 -> 1902 862 -> 1904
160-855 3 *4-4-0* BLW, 1898 1898
160-862 4 *4-4-0* BLW, 1898
160-868 10 *4-4-0* Cooke, 1895 1905
160-867 14 *4-6-0*
160-865 367 *4-6-0*



HOCKING VALLEY

23-107	84	*4-4-0*Alca, 1907-18x26-66-180-138,000-19,530		BF
20-227	89	*4-6-0*T-2*A-B, 1912-21x26-73-180-188,000-24,350	HV 89; C&O 89 (1930)	BF
20-47	179	*2-8-0*C-12*A-R, 1911-	HV 179; C&O 709 (1930)	BF
20-146	212	*2-6-6-2*A-1*A-R, 1918-22#35x32-564-200-72.6-365,500-435,000 74,200-93,600	Sc. by 1952 HV 212; C&O 1287 (1930)	1928
20-45	245	*2-8-0*C-6*BLW?		BF
20-47	276	*2-8-0*C-9*		
136-246	211	*2-6-6-2*A-1*A-R, 1918 - As 212	HV 211; C&O 1286 (1930)	

HUDSON RIVER

16-41	"CROTON" * 4-4-0 * Lowell, 1851-12x20-66-32,000	D
16-37 26-16	27" "COLUMBIA" * 4-4-0 * Lowell, 1852-16½x22-84-54,000	BL
16-38	"BAL TIC" * 4-4-0 * Breese, Kneeland & Co., 1854- Blew up, 1866	BL
5-37	"DAVID UPTON" * 4-4-0 * Sch., 1854	
16-38	"IRVINGTON" * 4-4-0 * Lawrence M.W., 1855 First coal burner	BL
16-42	"SAM. SLOAN" * 4-4-0 * DC & Co., 1864	
16-39	"SUPERIOR" * 4-4-0 * Breese, Kneeland & Co,	D
16-39	"NEW YORK" * 4-4-0 * Wilmarth, -16x22-78- -34,870-44,000	BL
16-13 26-17	86 * 4-4-0 * Sch., 1869	c. 1869

HACKNEY, T.L.

110-76 ? *2 Tr. Shay* Lima, 1881? BP

HALL ECK & HOWARD LUMBER Co. Gauge 3-0

34-55 5 *2-8-0* Cooke, 1883 (1486) - 15x18-37-145-13,8-809,4-54,600-22,800-13,490 Sc.1927
(1885) (1889) (1899) (1918)

88-109 6 *Cl.B* Climax, 1919 (1553) - H&HL Co 6: Oregon Lbr. Co. 105 Sc.1949
DSP&P 49: 206; DL&G 206; C&S 45; H&HL Co 5

HALL & HALL

50-98 1 *Cl.B* Climax, 1903 (407)

HALL & KAUL

109-07 70 *2 Tr. Shay* Lima, 1890 (234) - H&K 70: K&H 70: 170

HAMILTON RR & LUMBER Co. Gauge 3-3

83-10 3 *2-4-0* c. 1890
42-31

148-81 HAMMOND LUMBER Co. (D)

42-31 5 *2-6-2T* BLW, - 17x24-44-125-14,4-1151-90,800-117,750-22,110 BP
148-81

HAMPTON & BRANCHVILLE

14 10 *2-6-0* 1940

HANNIBAL & ST. JOSEPH

3-48 "MISSOURI" *4-4-0*

3-49 56 *4-4-0* Grant, 1872 c. 1875
130-25 76 *4-4-0* Manchester, 1870

HARBOR BELT LINE

73-350 2110 *0-6-0* BLW, 1905 (2693) - 20x26-51-180-29,3-1574-306-148,500-31,200
(1946) Sc.1947

HARBOR PLYWOOD Co. Weyerhaeuser Timber Co. 112; Kosmos Logging Co. 12; US Plywood Co 12:
Harbor Plywood Co. 12 (1954) (1953) (1953)

50-235 12 *2-6-6-2T* BLW, 1937 - 18x28x24-44-200-26-247,600 - 43,600 1957

50-216 802 *2-8-2T*
99-268 HARLEM TRANSFER Co. 1 *0-4-0 Dummy* BLW, 1898 (16030) Also 169-432 BP

HARRIMAN & NORTHEASTERN

39-42 4 *4-6-0* Pittsburgh, 1896 (1560) H&NE 4: Sou. Sys. 7035 Sc.1923 BP
(H&NE)

HARRISBURG & LANCASTER

9-38 "WASHINGTON" *0-6-0* BLW, 1847 - 13x18-46-34,675 D

HARTFORD & NEW HAVEN

5-84 28" MARS" *4-4-0* Rhode Is., 1867

HARTWELL

82-46 1 *0-4-2T*
107-56 HASSINGER LUMBER Co. 2 *Cl.B* Climax, 1902 (353) - 70,000 Gauge 3-0
(Cuba)

HAVANA CENTRAL

8-132 706 *4-4-0* BLW, - 18x24-68-119,600 BP

HAWAIIAN AGRICULTURAL Co., LTD.

40-33 ? *0-4-0T* BLW, - Vauchin comp. BP

HAYDEN COAL Co.

34-92 1 *4-6-0* Rhode Is., 1890 (2458) - 20x24-62-180-24,7-1967-107,000-135,000-23,690
(1896) (1899) (1938) Sc.1944
UPD&G 1406: 70: C&S 312: HCCo 1 1938

HAYT'S CORNERS, OVID & WILLARD

Gauge 3-0

91-119 3" EMPIRE STATE * 0-6-0 *

HECLA & TORCH LAKE

H 3-33 6" KITCHIGAMI * 2-8-0 * BLW, 1885 (7709) - Gauge 4-1 Sc. 1944

H 7" MANITOU * 2-8-0 * BLW, 1886 (8199) - Gauge 4-1 Sc. 1945

H 7(2) "CARTIER" * 2-8-0 * BLW, 1907 (3220) - Gauge 4-8 1/2

H 8" ST. LOUIS * 0-6-4 T * Mason, 1887 (748) - Gauge 4-1 Sc. 1942

H 13" VOYAGEUR * 2-8-0 * BLW, 1900 (17458) - Vauchain comp. - Gauge 4-1 Sc. 1944
106-66 # 67 HEINEMANN N.W. ? * C.I.A. * Climax Gauge 3-0HENRY, HAYARD & Co.

109-41 1 * 0-4-2 T * Porter, 1885 (717) - 20,000 ?

109-41 # 43 69 * C.I.A. * Climax, 1890 (69) - 44,000

109-40 536 * 2 Tr. Shay * Lima, 1890 (536) - 80,000

HEBBURN JOHN

50-59 1 * 2 Tr. Shay * Lima

HICKS RUN RR

105-74 46 * 2-8-0 *

105-75 # 94 47 * 2-8-0 * BLW, (6323) - PRR 142: HR 47
ex PRR (1906)HIGBY & HUGHES

110-82 ? * C.I.A. * Climax

HIGH POINT, THOMASVILLE & DENTON38-91 869 * 2-8-0 * N&W Roanoke Sh., 1903 - 21x30-56-200-157,850-175,100-40,160
N&W 869: HPT & D 869HILLIARD & BAILEY'S LUMBER RR

Gauge 5-0

5-119 "FLORIDA" * 0-4-2 T * BLW, 1878 (4483) - 9x16-37- -23,150-29,250

HINKLEY LOCOMOTIVE WORKS

2-8 ? * 4-4-0 *

3-47 ? * 4-4-0 *

HOBART SOUTHERN

Gauge 3-0

31-443 4 * 2-6-2 * BLW, 1901 (18665) - 13x22-44-160-76,000-11,490 Sierra Nevada Wood & Lbr. Co. 4:
Hobart ESTATE Co. 4: HS 431-453 8 * 2-6-2 * BLW, 1907 (32160) - 16x24-44-170-108,000-18,990 SNW & L Co. 8:
HE Co 8: HS 8HOBITIMBER Co.

50-224 3 * 2-8-2 * BLW, 1925 (58678)

HOCKING VALLEY & TOLEDO

F? ? "COLUMBUS" * 4-4-0 * Hinkley & Williams 1868

H 73 * 4-4-0 * 1879

HOLLAND, BRIGGS & AVERY

50-59 1 * 2 Tr. Shay * Lima

HOLMES-EUREKA LUMBER Co.

50-20 1 *0-4-0T*

HOMESTAKE MINING Co.

Gauge 1-10

5-137 1 "U.D. HAGGIN" *0-4-0T* BLW, 1879 (4669) - 10,000

BP

7-7 1 *0-4-0T* As above - On display at museum

7-9 2 *0-4-0T* BLW, 1879?

HOO HOO RR

6-87 6 *3 Tr. Shay * Lima

BP

HOOPPOLE, YORKTOWN & TAMPECO

82-346 1818 *0-6-0*

HOOSAC TUNNEL & WILMINGTON

117-38 4 *4-4-0*

1912

HOOVER, HUGHES & Co.

113A-1424 ? *0-4-0T* Porter, 1884 (627) Gauge 3-6

C. 189

HOOVERHURST & SOUTHWESTERN

16-145 111-80 10 *2-8-0* A-3, 1905 - 20 X 26-51-170-145,500 - 29,470

BP

HOPKINS, A. C.

111-71 2 *2 Tr. Shay * Lima - 56,000?

HORNOS, FC DE

Gauge 2-0 (Mexico)

48-69 4 "JUANA" *2-8-2* BLW, 1903 (21825) - 10 X 14-28-40,000

BP

HORTON & CARTWRIGHT

109-20 ? *2 Tr. * Struthers Wells, 1888 - Chain driven, invented by Wm. Sykes

HOT SPRINGS

Gauge 3-0

3-97 2 *2-4-0* Porter, 1875 (227) HS 2 "DIAMOND DO": Missouri Southern "MURILL SPRINGS"

1877

122-147 3 *2-6-0*

189

HOUSTON BELT & TERMINAL

A
34-204 7 *0-6-0*

1946

HOUSTON EAST & WEST TEXAS

3-91 18 *4-4-0* Rogers

1898

3-90 31 *4-6-0* BLW, 1898

1898

33-469 683 *4-6-0* Sch., 1891 SP 1786: 2211: HE & WT 683: AE 369: SP 2211 Sc. 1930

HOUSTON & TEXAS CENTRAL

33-332 2 *0-4-0T* Rogers, 1869 H&TC 47: 18: 1(3): 2: T&NO Shop Sw. 1196 Sc. 1935

1917

3-88 11-34 70 "BISON" *0-4-0* Dickson, 1876 (197) - 15 X 24-50

BP

33-142 300 *4-6-0* T-14 * Sch., 1875 (990) Cent. Pac. 198: SP 1563: 2015: H&TC 223: 300 1922 191

3-89 327 *4-6-0* Cooke, 1892 (2210) - H&TC 127: 327 Sc. 1937

33-108 563 *2-6-0* BLW, 1909 CRY&P?: H&TC 563: T&NO 563 Sc. by 1952 1912

HOWARD, C. B. & Co.

105-82 1 *2 Tr. Shay * Lima, 1891 (358) - 90,000

105-89 4 *3 Tr. Shay * Lima, 1903 (713) - 160,000

HOWE SOUND & NORTHERN

1-83 1 *0-4-0T*

HUMBOLDT & MAD RIVER

3-177 1 *0-4-0T* BLW, 1875 H&MR "ADVANCE"; Eureka & Klamath River 1

6-26 3 *2-6-0* BLW, 1883 "ONWARD" c. 1885

HUNTINGTON & BROAD TOP MOUNTAIN

82-282 30 *4-4-0*

HUNTLEY, G.W. & SON

104-49 1 *3 Tr. Shay * Lima, 1887 (1975) Sinnemahoning Valley 6: GWH & Son 3 (1906)

HUTCHINSON LUMBER Co.

6-87 1 *3 Tr. Shay * Lima, 1920

BP

HYDE, W.H.

109-17 ? *0-4-2T* Porter

HIGH POINT, THOMASVILLE & DENTON

127-23 1460 *2-8-2* NYC 1460: HPT & D 1460 (1937)

1937

HUMESTON & SHENANDOAH

130-29 286 *4-4-0* Manchester, 1885 CBAQ 286: H&S 286: CBAQ 1286 Sc, 1903 (1898)

HADDOCK MINING Co.

3'-4" Gauge

136-323 25 *2 TRK Meyer * Vulcan Iron Works, Wilkes-Barre, 1934 - (4) 11x16-28 1/2 - 200-90,000-23,000 HMC 25: Georgia Power Co. ?

HAMMOND & LITTLE RIVER

136-324 12 *2-6-6-2T* BLW, 1929 - 17x26x24-44-200-26-211,000-38,000
(1931) (1936) (1942)
Hammond Lbr. Co (1) 6: H & LR 12: Hammond Rodwood Co. 12: Hammond Lbr. Co. (2) 12: Arcata & Mad River 12: Southwest Lbr. Mills 12: Southwest Forest Industries 12
(1951) (1956) Is preserved (1960) (1960)

HAMMOND LUMBER Co. (1)

136-324 6 *2-6-6-2T* BLW, 1929 - 17x26x24-44-200-26-211,000-38,000
(1931) (1936) (1942)
HL Co (1) 6: Hammond & Little River 12: Hammond Rodwood Co. 12: Hammond Lbr. Co. (2) 12: Arcata & Mad River 12: Southwest Lbr. Mills 12: Southwest Forest Industries 12
(1951) (1956) Is preserved (1960) (1960)

BP

HEMPSTEAD & NORTHERN

2'-0" gauge

136-356 50 *2-6-2 + 2-6-2 Garrett * German built - (4) 12x16-33-180-20-138,000-19,000
(1978)
South African RYs 50: H & N 50

HIGH COUNTRY RR

Tourist RR

136-359 1 *2-4-2T* Klien-Lindner, Germany - 7 1/2 x 12 - 23 1/2 - 213-4-21,000 - 2,900 Sophia-Jacoba Coal Co. : HC RR 1 (1975)

HILLCREST LUMBER Co. LTD.

136-416 10 *3 Trk. Climax * Climax, - - 35-200

1968

HARRISBURG & POTOMAC

146-149 1" COL. DANIEL V. AHL" *4-4-0* BLW, 1874
2" DR. JOHN A. AHL" *4-4-0*
3" GARY W. AHL" *4-4-0*

MORMIGUERO

148-112 00 * 0-4-0 * BLW, - Fireless

HOLSTON VALLEY 3-0 gauge

150-223 2 * 2-6-0 * BLW, 1878 (4386) - 12X16-37 Elberton Air Line 2 :
Wiley Boom & Lbr. Co. 2 : HV 2

150-225 5 * 2 Trk. Shay * Lima, 1901 (684) - 8X12-26 HV 6 : C.W. Retz Co. ? :
Johnson City Fdry. & Mach. Co. ? : Va. Hardwood Co. ?

HEBARD CHARLES & SONS, INC.

42-6 "FREDERICK" * 2-4-4T * BLW, - 12X20-46-160-12,9-649-
42,500-73,000-8,510

BP

HERKIMER, NEWPORT & POLAND NARROW GAUGE

154-12 1" EDWARD M. BURNS * 4-4-0 * BLW, 1881 (5627) - 10X16-42-
HN&PNG 1" E.M.B. : HN&P ⁽¹⁸⁹¹⁾ 1" E.M.B. : A&St.L ⁽¹⁸⁹¹⁾ 1 : CV 9 Sc. 1899 Std. gauged

154-13 2" HENRY W. DEXTER * 2-4-4T * Mason, 1874 - 12X16-36 -
New Brunswick RY ? : HN&PNG 2" H.W.D. : HN&P ⁽¹⁸⁹¹⁾ 2" H.W.D. : A&St.L ⁽¹⁸⁹¹⁾ 2 gauged

154-13 3" WILLIAM SMITH * 2-6-0 * BLW, 1878 (4286) - 14X18-42 -
Georgia Land & Lbr. Co. "J.C. Anderson" : HN&PNG 3" W.S. : HN&P ⁽¹⁸⁹¹⁾ 3" W.S.
A&St.L ⁽¹⁸⁹¹⁾ 3 : CV 12 : 4 Std. gauged

HILLSBORO RR

168-62 6 * 4-4-0 *

Sold by NEW RY in 1903

BRUCE — STEAM LOCO. IN AMERICA

- CB & Q 687* 2-6-2* BLW, 1901 - 20x24-64-200-51.7-2800-129,000-
168,500 - 25,600
- BOSTON & MAINE 662* 2-6-0* Manchester, 1900 - 19x26-200-63-303-
1892 - 127,000 - 145,000 - 25,300
- MISSOURI PACIFIC 1123* 4-6-2* A-B, 1902 - 20x26-200-69-42.9-2938-
183,200 - 25,600
- ALIQUIPPA & SOUTHERN 132* 0-6-0* A-S, 1946 - 22x28-51-190-33.1-
1564-419-165,000-42,800
- A & S 210* 0-8-0* Alco, 1930 - 25x28-51-200-50.5-2670-
651-228,500-58,300
- CENTRAL NEW ENGLAND 104* 0-6-0* Sch., 1900 - 20x24-51-180-23.4-
1635-121,000-28,800
- NEWTON & NORTH WESTERN 2* 4-4-0* Alco, 1905 - 17x24-62-160-17.1-
1224-57,000-90,500-15,200
- NEW YORK, NEW HAVEN & HARTFORD 538* ⁴⁻⁴⁻⁰ Sch., 1900 - 20x26-78-200-30.3-
2109-91,700-139,200-22,700
- NYC & HR 3881* 4-4-2* Alco, 1905 - 21½x26-79-180-50.3-3321-
168,000-193,600-23,300
- CRI & P 1040* 4-4-2* Alco, 1910 - Bal. comp. - 17½x26-73-160-42.8-
2716-479-116,000-202,000-29,600
- DL & W 937* 4-4-0* Alco, 1911 - 20x26-69-185-87.7-2023-
107,500-159,000-23,700
- CM & St P 1908* 2-6-2* Alco, 1907 - 21x18-63-200-44.0-2408-
154,500-209,000-33,300
- LS & MS 613* 4-6-0* Brooks, 1900 - 20x28-80-200-36.6-2890-
135,000-172,500-23,800
- NY NH & H 336* 2-6-0* Alco, 1907 - 20x28-63-200-30.3-2076-
132,700-153,000-30,200
- ILL. CENT. 640* 4-8-0* Brooks, 1899 - 23x30-57-210-37.5-3494-
193,200-232,200-49,700