

AVERAGE "C" FOR VARIOUS SYSTEMS & TYPES

TYPE	No.	SYSTEM	AVG. "C"
0-6-0	1	Cross comp.	0.6222
2-4-2	1	Vauc. "	1.3848
2-6-2	1	Tand. "	1.3623
"	1	Bal. "	1.2778
2-8-0	6	Cross "	0.6608
"	3	Tand "	1.3209
"	2	Vauc. "	1.4652
2-8-2	1	Tand. "	1.2897
2-10-0	1	" "	1.3454
"	1	Vauc. "	1.3757
2-10-2	1	Tand. "	1.3719
4-4-0	2	Vauc. "	1.3674
4-4-2	6	Bal. "	1.4088
"	8	Vauc. "	1.3751
4-6-0	1	Bal. "	1.3552
"	1	Player cross "	0.9116
"	3	Vauc. "	1.4460
4-6-2	1	Bal. "	1.3491
4-8-0	2	Cross "	0.6145
0-6-6-0	1		1.3311
2-6-6-0	2		1.2583
2-6-6-2	19		1.2970
4-6-6-2	1		1.1862
2-6-8-0	2		1.3288
0-8-8-0	9		1.2367
2-8-8-0	1		1.2934
2-8-8-2	11		1.2455
2-10-10-2	1		1.3313

$$C = \frac{TE \times D}{P \times B^2 \times S}$$

	ROAD & No.	TYPE	BUILDER & YR.	CYLS.	DR.	PR.	T.E	C
X	Ala. Gt. Sou. 300	2-6-8-0	Baldwin, 1909	23-35 X 32 Bal. comp.	56	200	82,300	1.3613
X	AT & SF 507	4-4-2	" , 1904	15-25 X 26 Tandem comp.	79	220	22,200	1.4172
X	" 564	2-6-2	Alco, 1902	16-28 X 28 Tandem comp.	63	220	34,100	1.3623
X	" 836	2-8-0	Rh. Is., 1902	16-28 X 32 Tandem comp.	57	210	41,000	1.3585
X	" 989	2-10-0	Sch., 1901	17 1/2-30 X 34 Bal. comp.	57	225	55,300	1.3454
X	" 1251	4-6-2	Baldwin, 1905	17-28 X 28 Tandem comp.	73	220	32,900	1.3491
X	" 1639	2-10-2	" , 1905	19-32 X 32 Bal. comp.	57	225	62,560	1.3719
X	" 1857	2-6-2	" , 1907	18-30 X 28 Bal. comp.	69	225	37,800	1.2778
X	" 3322	2-6-6-2	" , 1911	24-38 X 28 Vauclain comp.	69	220	69,500	1.3515
X	Atlantic City 1027	4-4-2	" , 1896	13-22 X 26	84 1/2	200	14,400	1.3805
X	AT & SF 1791	2-8-8-2	Sch., 1919	25-39 X 32 Vauclain comp.	57	240	114,150	1.3555
X	Baldwin L.W. 13350	2-4-2	Baldwin, 1893	13-22 X 26 Vauclain comp.	84 1/2	180	13,000	1.3848
X	B & O 859	4-4-0	" , 1893	13 1/2-23 X 24 Vauclain comp.	78	180	12,883	1.2763
X	" 1450	4-4-2	" , 1900	15-25 X 28 Vauclain comp.	78	200	21,990	1.3613
X	" 1815	2-8-0	" , 1900	15 1/2-26 X 30 Vauclain comp.	54	200	36,574	1.3701
X	" 2049	4-6-0	" , 1901	15 1/2-26 X 28 Vauclain comp.	68	200	27,110	1.3702
X	" 2400	0-6-6-0	Sch., 1904	20-32 X 32	56	235	71,500	1.3311
X	" 2427	0-8-8-0	" , 1913	26-41 X 32	56	210	105,000	1.2944
X	" 7109	2-8-8-0	Baldwin, 1916	26-41 X 32	58	210	101,300	1.2934
X	" 7512	2-6-6-2	Brooks, 1918	23 1/2-37 X 32	57	200	80,000	1.2962
X	Bost. & Alb. 18	0-6-0	Sch. 1899 Cross comp.	19-29 X 26	51	200	22,900	0.6222
X	" 173	4-8-0	" , 1899 Cross comp.	22-34 X 28	54	200	31,800	0.6336
X	BR & P 700	2-6-6-2	Sch., 1914	23 1/2-37 X 32	57	200	80,000	1.2962
X	C & O 724	2-6-6-2	Richmond, 1913	22-36 X 32	56 1/2	200	74,200	1.2319
X	" 751	2-6-6-2	Sch., 1910	22-35 X 32	56	225	82,000	1.3177
X	" 875	2-6-6-2	Sch., 1919	23-35 X 32	57	200	75,650	1.2736
X	" 1301	2-6-6-2	Baldwin, 1948	22-35 X 32 Vauclain comp.	56	210	77,900	1.3413
X	CB & Q 1591	4-4-2	" , 1899	13 1/2-23 X 26 Vauclain comp.	84 1/2	210	16,400	1.3885
X	CM & PS 3510	4-4-2	" , 1909	15-25 X 28 Vauclain comp.	85	220	22,000	1.3492
X	C & NW 820	4-6-0	" , 1892	14-24 X 24 Bal. comp.	69	180	19,200	1.5646
X	CRI & P 1048	4-4-2	" , 1905	15-25 X 26 Tandem comp.	73	220	24,365	1.3820
X	Col. & Sou 522	2-8-0	Rh. Is., 1903	16-28 X 32	57	210	43,230	1.4324
X	Clover Valley 4	2-6-6-2T	Baldwin, 1924	17-26 X 24 Cross comp.	45	200	37,500	1.2165
X	D & H 1400	2-8-0	Sch., 1924	23 1/2-41 X 30 Cross comp.	57	350	71,600	0.7038
X	" 1401	2-8-0	" , 1927	22 1/4-38 1/2 X 30 Cross comp.	57	400	71,600	0.6870
X	" 1402	2-8-0	" , 1930	20 1/2-35 X 32 Cross comp.	63	500	71,600	0.6709
X	" 1600	0-8-8-0	" , 1910	26-41 X 28	51	220	108,000	1.3227
X	" 1601	0-8-8-0	D & H, 1930s	26-40 X 30	57	245	109,200	1.2527

C X E T
2 X 8 X 9

	ROAD & No.	TYPE	BUILDER & YR.	CYLS.	DR.	PR.	T.E.	C.
X	Eric 330	4-4-0	Baldwin, 1897	Vauclain comp. 12½-21 X 22	68	180	13,270	1.4584
X	" 510	4-4-2	" , 1899	Vauclain comp. 13-22 X 26	76	200	16,600	1.4356
X	" 535	4-4-2	" , 1905	Bal. comp. 16-27 X 26	72	225	33,600	1.6154
X	" 537	4-4-2	Sch., 1905	Bal. comp. 15½-26 X 26	78	220	23,900	1.3565
X	" 558	4-4-2	Baldwin, 1903	Vauclain comp. 15-25 X 28	76	200	22,600	1.3632
X	" 2600	0-8-8-0	Sch., 1907	25-39 X 28	51	215	94,070	1.2751
X	" 2603	2-8-8-8-2	Baldwin, 1914	Triplex 36 X 32	63	210	160,000	1.1574
X	" 2900	2-6-8-0	" , 1911	22-35 X 30	57	200	66,040	1.2962
X	GN 1800	2-6-6-2	" , 1906	21½-33 X 32	55	200	69,900	1.2995
X	GH & SA 951	2-6-6-2	" , 1910	21-33 X 30	57	200	64,880	1.3976
X	Heck Val 212	2-6-6-2	Richmond, 1918	22-35 X 32	56½	200	74,200	1.3474
X	LS & MS 601	4-6-0	Brooks, 1893	Cross comp 18-28½ X 24	56	180	22,784	0.9116
X	" 5898	0-8-8-0	" , 1913	26-40 X 28	51	220	97,580	1.1951
X	Mich. Cen. 611	2-8-0	Sch., 1904	Cross comp 28-35 X 32	63	210	34,700	0.6150
X	NC & STL 284	4-6-0	Baldwin, 1908	Bal. comp. 16-27 X 26	66	210	28,700	1.3552
X	NYC 1343	2-6-6-2	Sch., 1921	21½-34 X 32	57	200	67,500	1.3005
X	" 5904	0-8-8-0	Brooks, 1916	26-40 X 28	51	220	97,580	1.1951
X	NYC & HR 2421	2-8-0	Sch., 1903	Tandem comp 18-30 X 30	51	210	46,900	1.1718
X	" 3804	4-4-2	Baldwin, 1904	Bal. comp. 15½-26 X 26	79	220	25,900	1.4889
X	NYC & STL 940	2-6-6-2	" , 1919	23-35 X 32	57	225	79,400	1.1882
X	NY & E & W 805	2-10-0	" , 1893	Vauclain comp 16-27 X 28	50	180	35,500	1.3757
X	N & W 999	2-8-8-2	" , 1910	24½-29 X 30	56	200	86,800	1.3497
X	NP 3	4-8-0	Sch., 1897	Cross comp 23-34 X 30	55	200	34,360	0.5954
X	" 1554	2-8-2	Brooks, 1904	Tandem comp 19-30 X 30	63	200	44,340	1.2897
X	" 4503	2-8-8-2	Richmond, 1923	25-39 X 32	57	240	106,600	1.2659
X	N & W 2026	2-8-8-2	Sch., 1919	25-39 X 32	57	270	114,150	1.2049
X	O & LC 340	2-8-0	Sch., 1897	Cross comp. 22-34 X 28	54	200	31,200	0.6216
X	PRR 1502	4-6-0	Baldwin, 1892	Vauclain comp 14-24 X 24	72	180	16,500	1.4031
X	" 1515	4-4-0	French built	de Glehn comp. 19½-31 X 28	84	205	20,800	0.8005
X	" 2512	4-4-2	" , 1904	Bal. comp. 14½-23½ X 24½	80½	225	19,560	1.4304
X	" 2759	4-4-2	Baldwin, 1905	Bal. comp. 16-27 X 26	80	205	23,500	1.3778
X	" 3397	0-8-8-0	" , 1912	25-39 X 30	56	205	82,720	1.2052
X	" 7250	0-8-8-0	" , 1919	26-40 X 28	51	225	99,790	1.1950
X	P & LE 9091	0-8-8-0	Brooks, 1916	26-40 X 28	51	220	97,580	1.1951
X	SP 274	4-4-2	Baldwin, 1902	Vauclain comp 15-25 X 28	84	200	20,420	1.3613
X	" 910	2-6-6-2	" , 1910	21-33 X 30	57	200	64,880	1.3976
X	" 3016	4-4-2	" , 1903	Vauclain comp 15-25 X 28	79	200	21,710	1.3612
X	" 3930	2-6-6-2	Sch., 1920	23-37 X 32	57	220	88,000	1.3469

	ROAD #NO.	TYPE	BUILDER & YR.	CYLS.	DR.	PR	T.E.	C
X	SP 4000	2-8-8-2	Baldwin, 1909	26-40 X 30	57	200	85,040	1.1951
X	" 4262	4-6-6-2	SP	25-38 X 28	63	200	65,900	1.1862
X	Vgn 500	2-6-6-0	Richmond, 1909	22-35 X 30	54	200	70,800	1.3165
X	" 517	2-6-6-0	Baldwin, 1910	25-36 X 32	56	210	90,000	1.2000
X	" 600	2-8-8-2	" , 1910	26-40 X 32	56	210	97,400	1.2007
X	" 604	2-8-8-2	Richmond, 1912	28-44 X 32	56	200	115,000	1.2835
X	" 703	2-8-8-2	Vgn, 1917	25-39 X 32	57	240	101,300	1.2029
X	" 721	2-8-8-2	" , 1937	25-39 X 32	57	250	105,800	1.2061
X	" 737	2-8-8-2	Sch., 1919	25-39 X 32	57	270	114,150	1.2049
X	" 800	2-10-10-2	" , 1918	30-48 X 32	56	215	147,200	1.3313
X	W&LE 203	2-8-0	Pittsburgh, 1902	22-33 X 28 Gross comp	57	200	31,700	0.6667
X	" 251	2-8-0	Baldwin, 1903	15 1/2 - 26 X 30 Vauclain comp	57	180	35,510	1.5602
X	" 804	2-6-6-2	Brooks, 1917	25 1/2 - 39 X 32	63	200	80,480	1.2183
X	" 8002	2-6-6-2	Baldwin, 1919	23-35 X 32	57	225	80,300	1.2017
X	C#0 1782	2-6-6-2	Alco, 1915	22-35 X 32	56 1/4	210	76,100	1.3161
X	NP 4008	2-8-8-2	" , 1913	26-40 X 30	57	200	87,600	1.2311
X	C#0 939	2-6-6-2	" , 1923	22-35 X 32	56 1/4	200	72,500	1.3165

ALABAMA GREAT SOUTHERN

39-35	109	*0-6-0*G5*BLW, 1903(21447)-19X26-49-175-120,000-28,500 (AGS) (1917) AGS 109: Sou. Sys. 6302			
5-125	39-36	115(2) *4-4-0*Pittsburgh, 1894(1432)-AGS 115(2): 174 (1902) (1917)	Sc. 1913		BP
	39-36	131(2) *2-8-0*Richmond, 1900(3050)-AGS 131(2): 125(2); NC&StL 337 (AGS) (1917)			BP
	39-206	185 *4-6-0*E1*A-R, 1902(26592)-AGS 185: Sou. Sys. 6656 (AGS) (1917)	Sold 1923		BP
	39-36	188 *4-6-0*E3*A-S, 1905(30976)-AGS 188: Sou. Sys. 6660 (AGS) (1917)	Sc. 1932		BP
	39-206	189 *4-6-0*E3*BLW, 1906(29409)-AGS 189: Sou. Sys. 6661 (AGS) (1917)	Sc. 1931		BP
	39-37	201 *2-8-0*D9*A-R, 1906(40650)-22X30-56-200-197,750-43,310 (AGS) (1917) AGS 201: Sou. Sys. 6576	Sc. 1940		BP
	39-211	221 *2-8-0*D9*BLW, 1909(33795)-AGS 221: Sou. Sys. 6599 (AGS) (1917)	Ret. 1947		BP
	39-37	253 *4-6-2*H*A-R, 1907(42922)-AGS 253: Sou. Sys. 6680 (AGS) (1917)	Ret. 1940		BP
	39-206 136-152	256 *4-6-2*H*BLW, 1909(33815)-AGS 256: Sou. Sys. 6683 (AGS) (1917)	Ret. 1940		BP
23-125	39-38	300 *2-6-8-0*J*BLW, 1909(33867)-23&35X32-56-200-363,500-80,500 (1914) (CNO&FP) (1917) AGS 300: CNO&FP 300: Sou. Sys. 6399	Sc. 1935		BP
	39-38	306 *2-8-2*K*A-R, 1914(54788)-27X30-63-175-272,900-51,630 (AGS) (1917) AGS 306: Sou. Sys. 6605	Ret. 1950		BP
	39-37	440 *4-6-0*Richmond, 1900(3043)-AGS 440: 183: Sou. Sys. 6664 (1902) (AGS) (1917)	Sold 1924		BP
	39-38	1439 *0-6-0*Richmond, 1896(2587)-AGS 1439: Balt Ry of Chatt. 4: Sou. Sys. 7059 (1916) (BRYC) (1917)	Sold 1924		BP

ALABAMA & VICKSBURG

		(1914)	(NO&NE)	(1917)		
39-213	408(3) *4-6-0 * BLW, 1912(37588)-A&V 408(3):NO&NE 293:273;Sou.Sys, 6894				Sc.1939	BF
23-185 39-213	430 *0-10-0 * BLW, 1922(55578)-30x32-58-185-320,000-78,080					185 → BF 213 → 192
	A&V 430; Ill. Cent, 3400:3600					
39-216	431 *0-10-0 * BLW, 1924(57669)-As 430 A&V 431:IC 3401:3601					BF
39-216	461 *2-8-2 * I * BLW, 1922(55481)-A&V 461:IC 3966:3493(0-8-0)					BF
39-216	470 *2-10-2 * K * BLW, 1919(51646)-A&V 470:IC 3100:3602(0-0-0)					BF
39-211	473 *2-10-2 * K * BLW, 1922(55478)-A&V 473:IC 3103:3605(0-10-0)					BF
39-210	480(2) *4-6-2 * B * BLW, 1924(57369)-A&V 480(2):IC 1310;997:1130					BF

ASTORIA & COLUMBIA RIVER

2-148 90-31	1	* 0-6-0*	31 → 1907
1-144	3	* 4-4-0*	
A 1-142	4	* 4-4-0*	
2-141	7	* 4-4-0* Rogers, 1883(3411) - Willamette Valley & Coast ? ; Oregon Pacific ? ; A&CR 7; SP&S 54	
1-188	8	* 4-4-0*	
A 5-147	17	* 4-6-0*	
F-2 1-142	17	* 4-6-0*	1905
A F-A	54	* 4-4-0*	

ATCHISON, TOPEKA & SANTA FE

73-60
272

048 * 4-4-0 * 037 * BLW, 1878(4344) - 17X24-58-140-15.04-
1042-43,000-76,000-14,200 Pueblo & Arkansas Valley 104
(1898) (1900)
"R.L. Wotten": AT&SF 102: 048 - Sold 1914 60 -> c.1910 1906

73-62 098 * 4-4-0 * 097 * Rhodols, 1880(871) - 17X24-61-140-17.9-
(1898) (1900)
1097-52,300-84,200-13,500 AT&SF 141: 192: 098 - Sc. 1919

73-63 0111 * 4-4-0 * 0111 * BLW, 1882(6446) - As rebuilt by AT&SF, 1892-
17X24-63-180-18.0-1377-66,700-103,300-16,850
(1898) (1900)
AT&SF 337: 107: 54: 0111 - Sc. 1923

73-63 0112 * 4-4-0 * 0111 * Taunton, 1872(579) - As rebuilt by AT&SF, 1892-
(1898) (1900)
As 0111 AT&SF 28 "W.T. Glidden": 55: 0112 - Sc. 1915

73-63 0114 * 4-4-0 * 0111 * Taunton, 1872(574) - As rebuilt by AT&SF, 1892-
(1898) (1900)
As 0111 AT&SF 27 "Grasshopper": 57: 0114 - Sc. 1922

73-64 0117 * 4-4-0 * 0117 * BLW, 1894(13923) - 17X24-63-180-18.0-1377-
(1898) (1900) Sold 1915
69,200-105,700-16,800 AT&SF 890: 60: 0117 - P&P 1914

73-64 0122 * 4-4-0 * 0117 * BLW, 1894(13923) - As 0117-
(1898) (1900)
AT&SF 885: 65: 0122 - Sc. 1927 1900

73-64 0123 * 4-4-0 * 0117 * BLW, 1894(13924) - As 0117-
(1898) (1900)
AT&SF 886: 66: 0123 - Sc. 1916 1902

73-65 0125 * 4-4-0 * 0117 * BLW, 1894(13926) - As 0117-
(1898) (1900)
AT&SF 888: 68: 0125 - Sc. 1922 1918

73-65 0126 * 4-4-0 * 0117 * BLW, 1894(13927) - As 0117-
(1898) (1900)
AT&SF 889: 69: 0126 Sc. 1915 c. 1901

73-65 0131 * 4-4-0 * 0127 * BLW, 1887(8359) - 17X24-63-140-16.0-1143-
51,700-82,300-13,100 Wichita & Western 8: AT&SF 500:
(1898) (1900)
77: 0131 Sc. 1914 1904

73-67 0151 * 4-4-0 * 0148 * Manchester, 1881(876) - 17X24-63-140-15.9-
(1898) (1900)
1253-46,700-73,600-13,100 AT&SF 320: 186: 0151 Sc. 1914 c. 1914

73-67 0159 * 4-4-0 * 0159 * Manchester, 1882(1007) - 17X24-63-145-15.8-
1184-46,000-75,000-13,600 Cal. Sou. 4: GC&SF 32:
(1898) (1900)
101: AT&SF 0159 Sc. 1915 1907

73-68 0167 * 4-4-0 * 0166 * Hinkley, 1880 - As rebuilt by AT&SF, 1893-
17X24-73-175-18.0-1377-66,700-103,300-14,600
(1898) (1900)
AT&SF 150 "Geo. O. Manchester": 108: 50: 0167 - Sc. 1921 1914

73-69 0169 * 4-4-0 * 0168 * BLW, 1896(14915) - 17X24-67-160-16.5-1261-
(1918) (1920)
56,000-84,000-14,100 SF&SV 53: B&NW 12: AT&SF 0169

73-69 0170 * 4-4-0 * 0168 * BLW, 1896(14913) - As 0169-
SF&SV 51: AT&SF 0170 Sc. 1913 1909

73-70 0172 * 4-4-0 * 0172 * Hinkley, 1879 as 3'0 gauge. Rebuilt by AT&SF twice
17X28-69-150-15.9-1224.7-52,000-85,000-14,900 over->

ATCHISON, TOPEKA & SANTA FE

73-70	0172	cont.	AT&SF 100: 111: 80: 0172 - Sc. 1923	(1898) (1900) c.1920
73-72	0258	* 4-4-0	* 0258 * BLW, 1902(?) - 17x24-63-140-163-1231-51,460-82,120-13,100	Den., Enid & Gulf 8: AT&SF 0258 - Sc. 1916 (1907) 1910
73-73	0259	* 4-4-0	* 0258 * BLW, ? (?) - As 0258 DE & G 9: AT&SF 0259	Sc. 1914 (1907)
73-367	02419	* 0-4-0 T	* 2419 * BLW, 1899 (17333) - 17x24-51-160-109,000-18,500 - Santa Fe Terminal 1: AT&SF 2419: (1945) (1945) Rebuilt to 0-4-0. (1948) 3-7-0	02419: 9419: Exhibition Engine 5 "Little Buttercup"
73-380	1	* 2-8-0	* 2404 * BLW, 1880 (5266) - Restored as an exhibition loco. AT&SF 132: 912: 2414: 132: 1 "Cyrus K. Holliday"	(1898) (1900) (1941)
2-66 73-71	2	* 4-4-0	* Topoka Shops, 1881 - 17x28-69-150-15,9-1224.7-52,000-85,000-14,900	AT&SF 2: 82: 0174 Sold by 1907 BPs
2-73 73-74	2	* 4-4-0	* 1 * Manchester, 1887 (1352) - 18x24-58-150-18,8-1366-61,900-95,900-17,100 - Sc. 1916	AT&SF 647: SC 16: (1898) (1900) Both c. 1912
73-58	3	* 4-4-0	* Rhode Is., 1869 (122) - 14x24-56-125-12,03-649-37,150-63,550-8,900	AT&SF 2 "Gov. Burnside": 345: 3: 01 (1898) (1900)
2-67 73-58	5	* 4-4-0	* Taunton, 1870 (516) - 15x22-69-130-13,0-1172-42,800-68,100-7,900 - Sc. 1911	AT&SF 5 "T.S.": 5: 04 1884 (1898) (1900) Both
73-380	5	* 0-4-0	* BLW, 1899 (17333) as a 0-4-0 T - Shown as rebuilt to 0-4-0 c. 1948 and used as an Exhibition Loco	LITTLE BUTTERCUP
73-74	6	* 4-4-0	* 1 * Manchester, 1887 (1356) - As 2 (1352) - Sc. 1924	AT&SF 651: SC 20: AT&SF 299: 6 c. 1901 (1898) (1900)
73-74	8	* 4-4-0	* 1 * Manchester, 1889 (1414) - 18x24-61-150-18,8-1366-61,900-95,900-16,250 - Sc. 1902	AT&SF 453: GC&SF 203: (1898) (1900) c. 1900
73-75	10	* 4-4-0	* 1 * Manchester, 1887 (1357) - As 8 - Sc. 1913	AT&SF 652: SC 21: AT&SF 303: 10 c. 1912 (1898) (1900)
73-56	11	* 4-4-0	* Taunton, 1871 (538) - 14x24-62 - Gene by 1898	53,000
73-74	11	* 4-4-0	* 1 * Manchester, 1887 (1351) - As 8 - Sold 1917	AT&SF 646: SC 15: AT&SF 304: 11 1911 (1898) (1900)
73-75	12	* 4-4-0	* 1 * Manchester, 1889 (1412) - As 8 - Sc. 1916	AT&SF 451: GC&SF 201: AT&SF 305: 12 (1898) (1900)
73-75	15	* 4-4-0	* 1 * Manchester, 1887 (1355) - 18x24-63-150-18,8-1366-61,900-95,900-15,700 - Sc. 1922	AT&SF 650: (1898) (1900)
73-57	16	* 4-4-0	* Taunton, 1872 (553) - 14x24-62 - Gene by 1898	53,000 1884
73-76	20	* 4-4-0	* 18 * BLW, 1897 (15388) - 18x24-69-160-18,5-1654-66,000-104,000-15,400 - Sc. 1925	SF&SV 103: AT&SF 20 (1901)
73-76	21	* 4-4-0	* 18 * BLW, 1897 (16213) - As 20 - Sc. 1925	Page 3 ->

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		21	cont.		SF & SJV 104: AT&SF 21	(1901)
2-79	73-76	22	* 4-4-0	* 18	* BLW, 1897 (16214) - As 20 - Sc. 1931	(1901)
					SF & SJV 105: AT&SF 22	
	73-76	27	* 4-4-0	* 23	* Sch., 1887 (2372) - 18x24-69-150-18.0-1467-	(1898) (1900)
					63,500-99,500-14,400 - Sold 1923 AT&SF 525: 225: 27	53,000
5-139	73-55	31	* 4-4-0	*	* Taunton, 1872 (582) - 14x24-62 - Gone by 1898	(1898) (1900)
	73-77	31	* 4-4-0	* 23	* Sch., 1887 (2376) - As 27 - Sold 1919 AT&SF 529: 229: 31	64,000
	73-57	32	* 4-4-0	*	* Mason, 1872 (455) - 16x24-62 - Gone by 1898	
	73-358	32	* 0-6-0	*	* Fireless loco at Tie Plant	1944
	73-57	34	* 4-4-0	*	* Mason, 1872 (464) - 16x24-62 - Gone by 1898	64,000
5-142	73-54	35	* 4-4-0	*	* Mason, 1872 (465) - 16x24-62 - Gone by 1900	(1898)
					AT&SF 35 "S.F.": 35	c.1878 (1898) (1900)
	73-77	36	* 4-4-0	* 23	* Sch., 1887 (2381) - As 27 - Sc. 1913 AT&SF 534: 234: 36	
	73-77	45	* 4-4-0	* 41	* Sch., 1886 (2172) - 18x24-69-150-18.0-1467-	
					63,500-99,500-14,400 - Sc. 1922 Chicago, Kansas & Western 7:	(1898) (1900)
					413: 243: 45	
	62-158	47	* 4-4-0	* 41	* Sch., 1886 (2174) - As 45 - CK&W 9: AT&SF 415: 245: 47	Sc. 1921 (1898) (1900)
	73-78	48	* 4-4-0	* 41	* Sch., 1886 (2175) - As 45 - CK&W 10: AT&SF 416: 246: 48	Sc. 1916 (1898) (1900)
	73-78	50	* 4-4-0	* 41	* Sch., 1887 (2389) - As 45 - AT&SF 602: 250: 50	Sc. 1923 (1898)
	73-79	54	* 4-4-0	* 41	* Sch., 1887 (2321) - As 45 - AT&SF 514: 254:	(1900)
					54 - Sc. 1922	
	73-79	55	* 4-4-0	* 41	* Sch., 1887 (2322) - As 45 - AT&SF 515: 255:	(1900)
					55 - Sc. 1923	1912 (1898)
3-70	73-345	61	* 0-4-0	*	* Hinkley, ? - 15x22-50 - Gone by 1898	c.1880 (1898)
	73-79	61	* 4-4-0	* 41	* Sch., 1887 (2328) - As 45 - AT&SF 521: 261:	(1900)
					61 - Sc. 1922	
	73-79	62	* 4-4-0	* 41	* Sch., 1887 (2329) - 18x24-63-150-18.0-1467-	(1898) (1900)
					63,500-99,500-15,700 - AT&SF 522: 262: 62	Sc. 1922 (1898)
	73-82	64	* 4-4-0	* 41	* Sch., 1887 (2391) - As 45 - AT&SF 604: 264:	(1900)
					64 - Sc. 1921	1917 (1898)
	73-80	75	* 4-4-0	* 41	* Sch., 1887 (2402) - As 45 - AT&SF 615: 275:	(1900)
					75 - Sc. 1929	1928
	73-89	78	* 4-6-0	*	* Taunton, 1879 (696) - 17x26-58-140- - 1211-	(1898) (1900)
					58,500-93,500-15,560 AT&SF 78 "C.C.B.": 434: 0226	Sc. by 1907 BP
62-151	80	* 4-4-0	* 41	* Sch., 1886 (2178) - As 45 - Southern Kansas 50:	(1898) (1900)	
					AT&SF 380: 286: 80 - Sc. 1914	
23-27	73-81	84	* 4-4-0	* 41	* Sch., 1886 (2182) - As 45 - Southern Kansas 54:	(1898) (1900)
					AT&SF 384: 284: 84	Sc. 1922 1908
	73-81	88	* 4-4-0	* 41	* Sch., 1886 (2177) - As 45 - Chicago, Kansas & West. 12:	

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					(1898)	(1900)	
		88	can't		AT&SF 102:418:248:88	Sold 1925 c.1902	
62-12	73-58	91	* 4-4-0 *	* BLW, 1879 (4613) - 17x24-57-140-15.04-1042-	(1898)	(1900)	
				46,000-71,000-14,200 AT&SF 91:91:040	Sc.?		BP
				GC&SF			
	73-81	93	* 4-4-0 *	* 90 * Manchester, 1887 (1308) - 18x24-69-150-18.7-	(1898)	(1900)	
				1375-64,350-98,550-14,500 - AT&SF 544:312:GC&SF 213:			(1898)
				AT&SF 93	Sc.1928		1928
				ABBOT LAWRENCE			
	73-66	95	* 4-4-0 *	* Hinkley, 1879 (?) - 17x24-63-140-17.8-1145.5-	(1898)	(1900)	
				53,500-82,300-13,100 AT&SF 95 "AL":135:0140	Sc.?		1895
	73-81	95	* 4-4-0 *	* 90 * Manchester, 1887 (1310) - As 93 - AT&SF 546:	(1898)	(1900)	
				314: GC&SF 206: AT&SF 95	Sc.1940		1933
				LITTLE BUTTERCUP			
5-138	73-70	100	* 4-4-0 *	* Hinkley, 1879 as 3'-0" gauge - Rebuilt to std gauge	(1898)	(1900)	
				by AT&SF in 1880 - AT&SF 100:111:80:0172	Sc.1923		1880
	73-82	106	* 4-4-0 *	* 90 * Manchester, 1887 (1342) - As 93 - AT&SF 637:	(1900)		
				325:106	Sc.1921		1917
	73-83	112	* 4-4-0 *	* 90 * Manchester, 1887 (1303) - As 93 - AT&SF 539:	(1900)		
				331:112	Sc.1921		
	73-66	120	* 4-4-0 *	* Hinkley, 1886 (?) - 17x24-63-140-17.8-1145.5-	(1898)	(1900)	
				53,500-82,300-13,100 AT&SF 501:120:0133	Sc.1907		1899
	73-66	122	* 4-4-0 *	* Hinkley, 1886 (?) - As 120 - AT&SF 502:	(1898)	(1900)	
				122:0134	Sc.1907		1900
	73-83	123	* 4-4-0 *	* 117 * Sch., 1888 (2513) - 18x26-61-150-16.6-1235-	(1898)	(1900)	
				65,100-101,100-17,610 AT&SF 736:216:123			c.1901
5-134	73-148	125	* 2-6-0 *	* Taunton, 1880 (736) - 18x26-51	(1898)		
				AT&SF 125:364	Goneby 1900		1882
	73-83	127	* 4-4-0 *	* 125 * New York L.W., 1888 (420) - 18x26-61-150-14.2-	(1898)	(1900)	(1916)
				1513.6-69,650-104,250-17,610 A&P 90: SFP 90: AT&SF 127:CS?			
	73-84	128	* 4-4-0 *	* 125 * New York L.W., 1888 (421) - As 127	(1898)	(1900)	
				A&P 91: SFP 91: AT&SF 128 - Sc.1922			
	73-84	130	* 4-4-0 *	* 125 * New York L.W., 1888 (423) - As 127	(1898)	(1900)	
				A&P 93: SFP 93: AT&SF 130 - Sc.1921			
	73-28	132	* 2-8-0 *	* BLW, 1880 (5266) - 20x28-50-140-27.2-			
				1381-96,000-110,000-26,670 - Shown as restored from 0-8-0	(1898)	(1900)	
				to original status - AT&SF 132:912:2414:2414(0-8-0)	(1911)		
				132(2-8-0): 1 "Cyrus K. Halliday" as exhibition loco.			
	73-139	132	* 2-8-0 *	* BLW, 1880 (5266) - As above -			BP
62-12	73-138	137	* 2-8-0 *	* BLW, 1880 (5289) - As 132 -	(1898)	(1900)	
				AT&SF 137:907:2409 - Sc.1924			1881
	73-84	137	* 4-4-0 *	* 132 * Sch., 1887 (2313) - 18x26-69-150-14.5-1455-	(1898)	(1900)	
				67,000-105,000-15,600 AT&SF 506:292:137 - Sc.1922			1913

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73-89	142(2) * 4-6-0	* 142	* BLW, 1893(13748) - 19x26-57-160 - 24.7 - 1550 - 95,200 - 123,720 - 22,400 Cal. Eastern 1: AT&SF 142(2) Sc. 1927
73-149 & 150	146(2) * 2-6-0	* 142	* Pittsburgh, 1889(?) - 19x24-51-150 - 24.5 - 1241 - 81,720 - 94,100 - 21,600 Orig. No. ? : Denver, Enid & Gulf 11: AT&SF 146(2) Sc. 1929 149 -> 1910 150 -> 1925
73-150	147(2) * 2-6-0	* 142	* BLW, 1906(27038) - 20x26-57-180 - 29.8 - 1759 - 116,000 - 134,000 - 27,900 Den., Enid & Gulf 15: AT&SF 147(2) Sc. 1927 1910
73-62	149	* 4-4-0	* Rhoads, 1880(879) - 17x24-61-140 - 17.9 - 1097 - 52,300 - 84,200 - 13,500 AT&SF 149: 194: 0100 Gene. by 1907 c. 1890 (1898) (1900)
73-90	152	* 4-6-0	* Brooks, 1892(2054) - 18x24-63-180 - 18.0 - 1491.8 - 96,500 - 125,100 - 18,900 - AT&SF 822: 622: 152 Sc. 1934 1933 (1898) (1900)
73-90	166	* 4-6-0	* Brooks, 1891(1822) - 18x24-63-180 - 17.9 - 1560 - 88,400 - 122,900 - 18,900 AT&SF 776: 566: 166 Sc. 1937 1936 (1898) (1900)
73-136	167	* 2-8-0	* Pittsburgh, 1881(515) - 17x26-53-140 - 22.0 - 1152 - 85,200 - 94,200 - 16,800 AT&SF 167: 2387 Sc. 1916 BP (1900)
73-91	174	* 4-6-0	* Brooks, 1891(1844) - 18x24-63-180 - 18.0 - 1491.8 - 96,500 - 125,100 - 18,900 AT&SF 784: 574: 174 Sc. 1926 1907 (1898) (1900)
73-133	181	* 2-8-0	* Brooks, 1881(584) - 17x26-48-140 - 21.0 - 1120 - 78,000 - 87,000 - 18,600 AT&SF 181: 2301 Sc. ? BP (1900)
73-91	GC&SF 201	* 4-6-0	* Brooks, 1891(1861) - As 166 - AT&SF 801: 601: 201 Sc. 1935 (1898) 1935
73-91	GC&SF 212	* 4-6-0	* Brooks, 1891(1878) - As 166 - AT&SF 812: 612 212 Sc. 1936 (1898) 1933
73-92	222	* 4-6-0	* Sch., 1891(3342) - 18x24-63-180 - 17.6 - 1603 - 86,600 - 119,100 - 18,900 AT&SF 762: 552: 222 Sc. 1923 1916 (1898) (1900)
73-93	233	* 4-6-0	* Sch., 1891(3323) - As 222 - AT&SF 743: 533: 233 Sc. 1925 (1898) (1900) 1905
73-92	239	* 4-6-0	* Sch., 1891(3329) - As 222 - AT&SF 749: 539: 239 Sc. 1934 (1898) (1900) 1933
73-78	244	* 4-4-0	* Sch., 1886(2173) - 18x24-69-150 - 18.0 - 1467 - 63,500 - 99,500 - 14,400 CK&WB: AT&SF 414: 244: 46 Sc. 1922 1899 (1898) (1900)
73-92	255	* 4-6-0	* Richmond, 1894(2404) - 18x24-63-180 - 17.9 - 1538 - 94,700 - 124,700 - 18,900 AT&SF 846: 636: 255 Sc. 1921 (1898) (1900)
2-78 73-241	257	* 4-4-2	* BLW, 1903(22456) - Balanced compound - 15 & 25x26-73-220 - 51.7 - 3072 - 90,000 - 187,000 - 24,000 - Sc. 1925 BP Sc. 1926
73-240	258	* 4-4-2	* BLW, 1903(22511) - Balanced compound - As 257 1910
73-94	260(2)	* 4-6-0	* Richmond, 1894(2427) - Cross compound - 20 & 32x26-63-200 - 31.4 - 1964.8 - 109,000 - 145,000 - 22,000 Randsburg Ry 1: Arizona & Utah 2: AT&F 260(2) Sc. 1924 (1905)

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73-94	260(2) * 4-6-0 * 260 * Richmond, 1894(2427) - As simplified ^{in 1911} from cross compound - 20X26-63-190-31.4-1964.8-109,000-145,000-26,700 Randsburg Ry 1: Arizona & Utah 2: AT&SF 260 Sc. 1924
73-136	275 * 2-8-0 * * Taunton, 1882(852) - 17X26-48-130-22.0-985-75,400-89,400-17,200 - AT&SF 275: 2375 Sc. 1915 BP
73-95	276 * 4-6-0 * 261 * Seb., 1888(2484) - 18X26-58-150-26.8-1635.1-87,400-113,750-18,500 AT&SF 618: GC&SF 509: AT&SF 509: 276 Sc. 1938
73-137	280 * 2-8-0 * * BLW, 1882(6062) - 19X28-51-140-27.2-1381-105,200-122,110-23,600 AT&SF 280: 903: 2405 Sc. 1926
73-95	281(2) * 4-6-0 * 281 * Builder unknown - 18X24-57-150-19.2-1442-88,435-112,390-17,400 DE&G 12: AT&SF 281(2) Sc. 1924 1910
73-96	282(2) * 4-6-0 * 281 * Builder unknown - 19X24-57-150-19,400 DE&G 14: AT&SF 282(2) Sc. 1913
73-96	296 * 4-6-0 * 283 * BLW, 1892(13364) - 19X24-61-170-24.7-1550-100,300-120,450-20,500 A&P 112: SFP 112: AT&SF 296: 296 1923 1922
73-Front end Page 73-171	300 * 4-6-0 * 283 * BLW, 1892(13384) - As 296 - A&P 116: SFP 116: AT&SF 655: 300 Sc. 1921 1916
73-353	311 * 0-6-0 * * Hinkley, 1881-16X24-51-130-14.5-1185-77,500-13,300 AT&SF 311: 2224 Sc. ? 1897
73-97	318 * 4-6-0 * 317 * Manchester, 1887(1330) - 19X26-58-150-18.7-1555-85,000-115,000-20,600 AT&SF 566: 766: 318 1927 1927
73-97	321 * 4-6-0 * 317 * Manchester, 1887(1313) - As 318 AT&SF 549: 769: 321 Sc. 1927 1908
2-79 73-98	327 * 4-6-0 * 317 * Manchester, 1887(1319) - As 318 AT&SF 555: SC 57: AT&SF 775: 327: B&NW?: AT&SF 327 1931 1913
73-98	358 * 4-6-0 * 354 * Pittsburgh, 1887(926) - 19X26-58-150-24.7-1644-95,450-117,150-20,600 A&P 58: SFP 58: AT&SF 358 Sc. 1924
73-147	363 * 2-6-0 * * Taunton, 1880(735) - 18X26-51 Goneby 1900 BP
62-154	366 * 4-6-0 * 354 * Pittsburgh, 1888(983) - As 358 A&P 66: SFP 66: AT&SF 366 Sc. 1924
73-99	390 * 4-6-0 * 389 * Manchester, 1898(1688) - 19X26-63-180-18.5-2226-99,300-131,500-22,900 Hutchinson & Southern 8: AT&SF 700: 390 - Sc. 1922 1920
73-100	393(1) * 4-6-0 * 391 * BLW, 1886(7883) - 19X26-58-150-89,700-120,400-20,600 AT&SF 351: 761: 393(1) - Sc. 1922 1907
73-100	393(2) * 4-6-0 * 393 * Cooke, 1901(2709) - 19X26-56-185-30.2-1970-107,030-130,250 - McCabe & Steep 105: Clinton & Oklahoma Western 103: AT&SF 393(2) - Sc. 1934 1934

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73-101	394	* 4-6-0	* 391	* BLW, 1886 (8246) - As 393 (1) - AT&SF 352: (1898) (1900) 762: 394 - Sc. 1927	1920
73-101	397	* 4-6-0	* 395	* BLW, 1887 (8348) - 18 1/2 x 26-58-160-19.5- 1854-85,600-119,600-20,800 - CS5: SC51: AT&SF 397 1922 1913 (1900) Sc.	1913
73-102	411	* 4-6-0	* 406	* Brooks, 1890 (1761) - 19x26-69-180-28.6-2012- 110,200-138,000-20,800 AT&SF 433: 803: 411 Sc. 1924 (1898) (1900)	1924
73-103	417	* 4-6-0	* 412	* BLW, 1887 (8522) - 19x28-57-150-19.3-1966- 89,500-126,600-22,600 CS15: SC64: AT&SF 417 Sc. 1914 1908 (1900)	1908
73-103	421	* 4-6-0	* 419	* Dickson, 1899 (1030) - 19 1/2 x 28-69-180-24.8-1787- 123,700-151,300-23,600 SFP 201: 3001: 421 Sc. 1937 (1898) (1900)	
73-148	427	* 2-6-0	*	* Hinkley, 1881 (1410) - 17x24-58-140-16.1-1030- 77,000-90,000-14,160 AT&SF 193: 427: 0189 (1898) (1900)	1899
73-101	429	* 4-6-0	*	* Brooks, 1890 (1757) - As 411- AT&SF 429: 799: 407 Sc. 1921 (1898) (1900)	BP
73-24	435	* 4-6-0	* 429	* Dickson, 1897 (959) - 19 1/2 x 28-73-180-25.0-2106.3- 125,300-156,800-22,300 AT&SF 896: 820: 435 Sc. 1928 1906 (1898) (1900)	1906
73-102	436	* 4-6-0	* 429	* Dickson, 1897 (960) - As 435 - Sc. 1939 AT&SF 897: 821: 436 (1898) (1900)	1905
73-101	440	* 4-6-0	*	* Sch., 1890 (3226) - Cross-compound - 20x29x26- 69-180-28.2-1577-101,500-133,800-16,500 - Sc. 1926 (1898) (1900) AT&SF 440: 809: 499: 405	BP
73-105	442	* 4-6-0	* 439	* BLW, 1900 (16733) - 20x26-69-180-28.6-2148.2- 123,000-158,000-23,000 AT&SF 835: 442 Sc. 1936 (1900)	
73-105	450	* 4-6-0	* 439	* BLW, 1900 (17282) - As 442 - Sc. 1931 AT&SF 843: 450 (1900)	1922
73-103	451	* 4-6-0	* 439	* BLW, 1900 (17283) - 20x26-69-180-28.6-2142.2- 115,000-145,000-23,000 AT&SF 844: 451 Sc. 1936 (1900) (1900)	1902
73-105	457	* 4-6-0	* 454	* Dickson, 1899 (1059) as a 4-4-2 - Rebuilt by AT&SF to 4-6-0 in 1904 - 20x26-73-180-28.6-2148-123,000- 158,000-21,800 AT&SF 825: 457 Sc. 1927 (1900)	
73-105	459	* 4-6-0	* 454	* Dickson, 1899 (1061) - All as 457- AT&SF 827: 459 Sc. 1931 (1900)	1919
73-106	466	* 4-6-0	* 464	* BLW, 1894 (13910) - 20x28-57-180-24.7-1994- 119,900-149,900-30,000 CS23: SC91: 466 Sc. 1934 (1900)	1933
73-106	483	* 4-6-0	* 468	* Rhodels, 1900 (3253) - 20x28-73-200-30.0-1887- 349-125,930-162,200-26,100 AT&SF 541: 483 Sc. 1937 1937 (1900)	1937
73-107	485	* 4-6-0	* 468	* Rhodels, 1900 (3255) - 20x28-67-200-30.0-1887- 349-125,930-162,200-28,400 SFP&P 20: AT&SF 543: (1900) 485 Sc. 1939	

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73-107	487	* 4-6-0	* 468	*Rhodols, 1900(3257) - As 485 - Sc. 1932 AT&SF 545: 487	
73-86	490	* 4-6-0	* 468	*Rhodols, 1900(3274) - As 483 - Sc. 1929	1911
73-65	493	* 4-4-0	*	*BLW, 1886(7787) - 17x24-64-140-16,0 - 52,000-82,000-12,900 W&W: AT&SF 493: 70: 0127 Sold by 1905	
73-108	495	* 4-6-0	* 468	*Rhodols, 1900(3279) - As 483 - Sc. 1981	1910
73-107	497	* 4-6-0	* 468	*Rhodols, 1900(3281) - As 483 - Sc. 1936	1921 & 1935
73-108	499	* 4-6-0	* 498	*BLW, 1901(19564) as a Vauclain comp. - As simplified - 23x28-69-190-50,5-2634,5-445-144,260-189,600-34,700 Sc. 1937 1928	
73-108	502	* 4-6-0	* 498	*BLW, 1901(19567) - All as 499 - Sc. 1936	
73-80	504	* 4-4-0	*	*Rhodols, 1885(1554) - 18x24-69-150-19.2-1379-66,000-101,300-14,370 Reaser Balanced Valve Co. 2" COOPER BRAS.: AT&SF 504: 293: 89 Sold by 1907 1889	
73-150	504	* 2-6-0	* 503	*A-C, 1906(41416) - 19x24-57-180-27.9-1689-119,600-137,000-23,300 Arkansas Valley 51: AT&SF 504 1931 1931	
59-73	22-157 73-241	* 4-4-2	* 507	*BLW, 1904(24000) - Balanced compound - 15#25x26-79-220-49.5-3206-101,420-193,760-22,200 BP Sc. 1926	
73-89	508	* 4-6-0	*	*Rhodols, 1890(2412) - 18x24-58-150-19.2-1470-80,400-105,900-17,100 AT&SF 468: 508: 142 Sold 1903 1899	
73-240	511	* 4-4-2	* 507	*BLW, 1904(24155) - Balanced compound - As 507 - Sc. 1929	
73-242	512	* 4-4-2	* 507	*BLW, 1904(24156) as a balanced compound - As simplified, 1927 - 22x26-73-200-119,200-224,500-29,400 Sc. 1944 1937	
73-242	515	* 4-4-2	* 507	*BLW, 1904(24180) - Balanced compound - As 507 Sc. 1928	1928
73-234	529	* 4-4-2	* 507	*BLW, 1904(24287) - Balanced compound - As 507 Sc. 1929	
73-53	540	* 4-4-0	*	*Manchester, 1887(1304) - 18x24-69-150-18.7-1375-64,350-98,550-14,500 AT&SF 540: 332: GC&SF 211: (1900) AT&SF 113 Sc. 1925	1887
73-243	546	* 4-4-2	* 542	*BLW, 1904(24678) as a balanced compound - 49.5-2720-803 As simplified 1926 - 22x26-73-200-119,200-224,500-29,400 Sc. 1943	
73-247	550	* 4-4-2	* 542	*BLW, 1904(24695) as a balanced compound - As simplified 1926 - As 546 - Sold 1949	
73-235 & 244	556	* 4-4-2	* 542	*BLW, 1904(24713) as a balanced compound - As simplified 1926 - As 546 - Sc. 1947	244 -> 1935 235 -> 1935
73-236 & 243	557	* 4-4-2	* 542	*BLW, 1904(24714) - Balanced comp. - 15#25x26-73-220-49.5-3206-101,420-193,760-24,000 Sc. 1928	236 -> 1906 243 -> 1910
73-243	559	* 4-4-2	* 542	*BLW, 1904(24757) as a balanced comp. - As simplified 1926 - As 546 Sold 1948	1935

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23-79	73-159	564	* 2-6-2	* 564	* A-S, 1902 (25338) - Tandem compound - 16#28x28-62-210-51.25-3666-134,500-211,000-34,200	Sc. 1936	BP	
	73-159	565	* 2-6-2	* 564	* A-S, 1902 (25339) as a tandem compound - As simpled - 22 1/2 x 28-63-200-51.25-2805.2-560-141,500- 214,500-38,250-Sc. 1947		c. 1938	
	73-359	566	* 0-8-0	* 566	* BLW, 1901 (19412) as a Vaucrain compound 2-6-0, simpled 1921, rebuilt to 0-8-0 in 1927- 21x28-51-220-48.5- 1934-444-215,200-45,300-Sc. 1951		1948	
	73-370	567	* 0-6-0 T *		* Hinkley, 1887 - This loco was # 2257 which was dressed for show and numbered 567 for the opening of the new Los Angeles Union Depot in 1939			
	73-153	575	* 2-6-0	* 566	* BLW, 1901 (19421) as a Vaucrain compound, Simpled 1920-		1923	
	73-359	576	* 0-8-0	* 566	* BLW, 1901 (19422) as a Vaucrain compound 2-6-0, simpled 1919, rebuilt to 0-8-0 in 1927- As 566 - Sc. 1951		1939	
	73-357	577	* 0-6-0 *		* Taunton, 1887 (946) - 18x24-51-140-14.4-1330- 91,000-18,100 AT&SF 577: 2297 - Sc. 1914	(1900)	BP	
	73-147	581	* 2-6-0	* 566	* BLW, 1901 (19427) - Vaucrain comp. - 15#25x28- 63-200-48.5-2626-135,000-164,000-27,300 To 0-8-0, 1927	Simpled 1919 (1900)	1911	
	73-357	585	* 0-6-0 *		* Taunton, 1887 (954) - As 577 - AT&SF 585: 2295 1890			
	73-359	587	* 0-8-0	* 566	* BLW, 1901 (19465) as a Vaucrain comp. 2-6-0, simpled 1920, rebuilt to 0-8-0 in 1927- As 566 - Sc. 1954		c. 1948	
	73-356	588	* 0-6-0 *		* Sch., 1887 (2407) - 18x24-53-140-19.3-1103- 91,150-17,500 AT&SF 588: 2283 - Sc. 1922	(1900)	BP	
	73-360	590	* 0-8-0	* 566	* BLW, 1901 (19468) as a Vaucrain compound 2-6-0, simpled 1919, rebuilt to 0-8-0 in 1927- As 566 - Sc. 1952		1935	
2-75	73-88	592	* 4-6-0 *		* Brooks, 1892 (2060) - 18x24-63-180-18.0-1491.8- 96,500-125,100-18,900 AT&SF 828: 592: 192 Sold?	(1898) (1900)	1889	
	73-345	592	* 0-6-0 *	591	* BLW, 1901 (19122) as a 2-6-0, rebuilt to 0-6-0, 1926 20x28-51-200-48.5-1934-175,500-37,300		1948	
	73-360	598	* 0-8-0	* 591	* BLW, 1901 (19179) as a 2-6-0, rebuilt to 0-8-0, 1927 As 566 - Sc. 1952			
	73-151	599	* 2-6-0	* 591	* BLW, 1901 (19185) - 20x28-63-200-48.5-2626- 132,000-157,100-30,200 Rebuilt to 0-6-0, 1926 - Sc. 1948		1922	
	73-360	602	* 0-8-0	* 591	* BLW, 1901 (19212) as a 2-6-0, rebuilt to 0-8-0, 1921 As 566 - Sc. 1952			
	73-346	604	* 0-6-0	* 591	* BLW, 1901 (19214) as a 2-6-0, rebuilt to 0-6-0, 1928 As 592 - Sc. 1951			
8-116	23-57	73-151	605	* 2-6-0	* 591	* BLW, 1901 (18742) - As 599 - Rebuilt to 0-8-0, 1928	Sc. 1951	BP

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73-151	606	* 2-6-0	* 566	* BLW, 1901 (18741) - Vaucrain compound 15 1/2 x 26 x 28 - 62-200-48.5-2626-135,000-164,000 - Simplified 1920, rebuilt to 0-8-0, 1928 Sc. 1954 BP
73-153	610	* 2-6-0	* 566	* BLW, 1901 (19016) as a Vaucrain compound - Simplified 1919 1927
73-116	GC&SF 617	* 2-8-0	* 616	* BLW, 1894 (13916) - 20x26-57-180-23.5-1752- 129,000-144,000-27,900 AT&SF 903; GC&SF 917; AT&SF 617 Sc. 1928 (1898) (1900)
3-73	625	* 4-6-0	*	* Brooks, 1892 (2057) - 18x24-63-180-18.0-1491.8- 18,900 - AT&SF 825; 625; 155 Sc. 1923 1898 (1898) (1900)
73-116	GC&SF 626	* 2-8-0	* 621	* Richmond, 1894 (2422) - 20x26-57-180-29.2- 1779-129,500-146,000-27,900 AT&SF 919; 929; 626 Sc. 1930 (1898) (1900) GC&SF
73-155	632	* 4-8-0	* 631	* Rhodels, 1881 (998) - 20x26-46-150-35.0-1738.6- 87,450-121,000-25,000 A&P 31; SFP 24; AT&SF 242; 632 Sc. 1924 1916
73-155	633	* 4-8-0	* 631	* Rhodels, 1881 (999) - As 632 A&P 32: SFP 25; AT&SF 243; 633 Sold c. 1903 (1898) (1900)
73-154	636	* 4-8-0	* 631	* Rhodels, 1881 (996) - As 632 A&P 29: SFP 22; AT&SF 240; 636 Sc. 1923 (1898) (1900)
73-155	637	* 4-8-0	* 631	* Rhodels, 1881 (993) - As 632 A&P 26: SFP 19; AT&SF 237; 637 Sc. 1922 1917 (1898) (1900)
73-116	643	* 2-8-0	* 640	* Hinkley, 1879 as a 4-4-0 - Rebuilt by AT&SF to 2-8-0 in 1897 - 20x28-57-180-29.0-1840-143,700-160,500-30,000 AT&SF 73; 933; 643 Donated to Okla. City 1953 1948 (1898) (1900)
73-74	646	* 4-4-0	*	* Manchester, 1887 (1351) - 18x24-61-150-18.7-1375- 61,900-95,900-16,250 AT&SF 646; SC 15; AT&SF 304; 11 1917 1888 (1898) (1900) Sold
73-85	648	* 4-4-0	*	* Manchester, 1887 (1353) - 18x24-63-150-18.7-1375- 61,900-95,900-15,700 AT&SF 648; SC 17; AT&SF 306; 13 Sc. 1912 1896 (1898) (1900)
73-75	649	* 4-4-0	*	* Manchester, 1887 (1354) - As 648 - AT&SF 649: SC 18; AT&SF 307; 14 Sc. 1913 c. 1890 (1898) (1900)
73-117	653	* 2-8-0	* 649	* AT&SF, 1898 - 20 3/4 x 28-57-180-29.0-1905- 144,500-161,500-32,400 AT&SF 975; 653 Sold GENRY, 1939 1937 (1900)
73-97	656	* 4-6-0	*	* BLW, 1892 (13388) - 19x24-61-160-24.7-1550- 93,000-124,450-19,300 A&P 117; SFP 117; AT&SF 656; 301 1913 1899 (1898) (1900) Sc.
73-361	656	* 0-8-0	* 649	* AT&SF, 1898 as a 2-8-0, rebuilt to 0-8-0, 1926 20 3/4 x 28-57-180-29.0-1441-306-169,000-32,400 AT&SF 978; 656 Sc. 1934 1926 (1900)
73-118	660	* 2-8-0	* 649	* AT&SF, 1898 - As 653 - Sc. 1933 AT&SF 982; 660 1930 (1900)
73-118	664	* 2-8-0	* 664	* BLW, 1899 (17187) - 21x28-57-180-29.0-1790- 144,500-161,500-33,100 AT&SF 891; 664 Donated 1953 1953 (1900)

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73-118	684	* 2-8-0	* 664	* BLW, 1899 (16335) - As 664 - (1900) AT&SF 946: 684 Sc. 1952	1948
73-104	697	* 4-6-0	*	* AT&SF, 1899 - Player tandem compound 14#24x28-77-200-26,5-1915-127,000-169,000-23,800 (1906) Simplified 1905 AT&SF 697: 438 Sc. 1928	BP
73-120	697	* 2-8-0	* 664	* BLW, 1899 (16348) - As 664 - AT&SF 959: 697 (1898) (1900)	1937
73-120	700	* 2-8-0	* 664	* BLW, 1899 (16398) - As 664 - SFP 15: 262: (1898) (1900) AT&SF 3041: 700 Sc. 1936	1936
73-120	713	* 2-8-0	* 709	* Dickson, 1899 (1028) - 21x28-57-180-29.0-1790- (1900) 144,500-161,500-33,100 AT&SF 965: 713 Sc. 1935	
73-121	721	* 2-8-0	* 709	* Dickson, 1899 (1047) - As 713 - SFP 6: 250: (1898) (1900) AT&SF 3032: 721 Sc. 1938	1935
73-121	725	* 2-8-0	* 709	* Dickson, 1899 (1052) - As 713 - SFP 9: 256: (1898) (1900) AT&SF 3035: 725 Sc. 1940	1939
73-95	D 726	* 4-6-0	*	* Sch., 1888 (2503) - 18x26-58-150-26.8-1635.1- D (1898) (1900) 87,400-113,750-18,500 AT&SF 726: 526: 273 Sc. 1922	BP
73-361	729	* 0-8-0	* 729	* BLW, 1900 (17489) as a 2-8-0 - Rebuilt to 0-8-0, AT&SF 851: 729 (1900) Sc. 1950	
				1932 - 22x30-57-210-49.5-2301-350-210,800-45,500	
73-361	731	* 0-8-0	* 729	* BLW, 1900 (17491) as a 2-8-0 - Rebuilt to 0-8-0, (1900)	
				1929 - As 729 - Sc. 1954 AT&SF 853: 731	1938
73-122	735	* 2-8-0	* 729	* BLW, 1900 (17533) - 21x30-57-180-30.0-1719- (1900) 350-163,150-180,800-35,500 AT&SF 857: 735 Donated 1934	
3-73	738	* 4-4-2	*	* Sch., 1889 (2405) - Strong Patents used - Rebuilt (1898) (1900) to 4-4-0, 1892 AT&SF 738: 238: 40 Sc. 1925	BP
				Sc. 1949 1900	
73-122	751	* 2-8-0	* 729	* BLW, 1900 (17616) - As 735 - AT&SF 873: 751	1946
73-122	761	* 2-8-0	* 759	* BLW, 1900 (17689) - 21x30-57-200-30.0-2190- (1900)	
				154,800-173,080-39,500 AT&SF 883: 761 Donated 1955 (1900)	1953
73-122	762	* 2-8-0	* 759	* BLW, 1900 (17690) - As 761 - AT&SF 884: 762 Donated 1955 (1900) Sc. 1948	
73-123	766	* 2-8-0	* 759	* BLW, 1900 (17706) - As 761 - AT&SF 888: 766	c. 1930
73-361	770	* 0-8-0	* 769	* Richmond, 1900 (2958) as a 2-8-0, rebuilt to 0-8-0, (1900) 1934 - 22x30-57-210-49.5-2301-350-210,800-45,500 SFP 267: AT&SF 3046: 770 Sc. 1954	1938
73-123	771	* 2-8-0	* 769	* Richmond, 1900 (2959) - 21x30-57-195-30.0-2190- (1900)	
				161,650-179,300-38,500 - SFP 268: 3047: 771 Sc. 1948	
73-123	772	* 2-8-0	* 769	* Richmond, 1900 (2960) - As 771 - SFP 269: (1900)	
				AT&SF 3048: 772 Sc. 1947	1925
73-123	774	* 2-8-0	* 769	* Richmond, 1900 (2962) - As 771 - SFP 271: (1900)	
				AT&SF 3050: 774 Sold 1940	1939
73-361	787	* 0-8-0	* 769	* Richmond, 1900 (2975) as a 2-8-0, rebuilt to	

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	787 (cont)	* 0-8-0, 1930 - As 770 - SFP 284:	
	774	AT&SF 3063: 787 Sc. 1952	1938
73-124	794	* 2-8-0 * 789 * BLW, 1901 (19820) - Vauclain comp. - 17 $\frac{1}{2}$ x 28 x 32 - 57-210-47.2-2950.2-176,000-196,000-40,200-45,710 ^{simple} Sc. 1948	
73-124	796	* 2-8-0 * 789 * BLW, 1901 (19822) as a Vauclain comp. - Simplified 1907-10 23 x 32 - 57-180-47.2-2950.2-179,965-203,115-45,500 Sc. 1949	
73-361	797	* 0-8-0 * 789 * BLW, 1901 (19823) as a Vauclain comp. - Simplified, 1907-10 and rebuilt to 0-8-0, 1934 - 23 x 32 - 57-19.0-47.2-2034-472-220,300-48,000 Sc. 1952	
73-124	798	* 2-8-0 * 789 * BLW, 1901 (19858) as a Vauclain comp. - Simplified, 1907-10 - As 796. Sc. 1952	
73-124	801	* 2-8-0 * 789 * BLW, 1901 (19875) as a Vauclain comp. - Simplified, 1907-10 - 23 $\frac{1}{2}$ x 32 - 57-200-47.2-2034-472-179,965-203,115-52,800 Sc. 1950	
73-362	803	* 0-8-0 * 789 * BLW, 1901 (19890) as a Vauclain comp. - Simplified, 1907-10, rebuilt to 0-8-0, 1931 - As 797 Sc. 1952	1951
73-125	809	* 2-8-0 * 789 * BLW, 1902 (19952) - Vauclain comp. - As 794 - Simplified 1907-10 Sc. 1952	BP
73-103	821	* 4-6-0 * * Dickson, 1897 (960) - 19 $\frac{1}{2}$ x 28 - 73-180 - 25.0 - 21062 ^{(1898) (1900)} - 125,300 - 156,800 - 22,300 AT&SF 897: 821: 436 Sc. 1929	
73-125	823	* 2-8-0 * 789 * BLW, 1902 (20013) as a Vauclain compound, simplified 1909 - 24 x 32 - 57-180-47.2-2034-472-179,965-203,115-49,500 ^{Sc. 1950 1938}	
73-125	824	* 2-8-0 * 824 * BLW, 1901 (19754) as a Vauclain compound, simplified 1909 - 24 x 32 - 57-170-47.4-2899-191,460-214,600-46,800 Rebuilt to 0-8-0, 1937 Sc. 1950 c. 1910 & c. 1936	
73-362	824	* 0-8-0 * 824 * BLW, 1901 (19754) as a Vauclain comp. 2-8-0 - Simplified 1909, rebuilt to 0-8-0, 1937 - 23 x 32 - 57-220-49.5-2193-455-233,980-55,500 Sc. 1950	
72-362	826	* 0-8-0 * 825 * Rhode Is., 1902 (3353) as a tandem compound, simplified 1922, rebuilt to 0-8-0, 1929 - 23 x 32 - 57-180-48.0-2234-510-222,800-45,500 Sc. 1953 1948	
34-135 73-126	827	* 2-8-0 * 825 * Rhode Is., 1902 (3354) as a tandem compound, simplified 1920 - 23 x 32 - 57-180-48.0-2261-510-186,730-214,610-45,500 Sc. 1951 c. 1950	
73-126	830	* 2-8-0 * 825 * Rhode Is., 1902 (3357) - Tandem compound - 16 $\frac{1}{2}$ x 28 x 32 - 57-210-48.0-2961-174,100-199,250-43,200 Simplified in 1920, rebuilt to 0-8-0 in 1927 Sc. 1955	
8-97 73-104	833	* 4-6-0 * * BLW, 1900 (16731) - 20 x 26 - 69-180 - 28.6 - 2148.2 - 115,000 - 145,000 - 23,000 AT&SF 833: 440 Sc. 1933 BPs	

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23-77	836	* 2-8-0	* 825	* Rhoads, 1902(3363) - Tandem compound - As 830 - Simplified in 1920, rebuilt to 0-8-0 in 1925 - Sc. 1954	BP	
73-363	836	* 0-8-0	* 825	* Rhoads, 1902(3363) as a tandem compound, simplified in 1920, rebuilt to 0-8-0 in 1925 - As 826 - Sc. 1954	1945	
32-551	840	* 2-8-0	* 825	* Rhoads, 1902(3367) - Tandem compound - As 830 Simplified in 1922 - Sc. 1950		
73-93	851	* 4-6-0	*	* Richmond, 1894(2409) - 18x24-63-180-17,9-1538- 94,700-124,700-18,900 AT&SF 851: 631: 250 Sc. ?	BP	
34-135	854	* 0-8-0	* 825	* A-P, 1902(25346) as a tandem compound, simplified in 1918, rebuilt to 0-8-0 in 1928 - As 826 - Sc. 1952	1952	
73-127	857	* 2-8-0	* 825	* A-P, 1902(25349) - Tandem compound - As 830 Simplified in 1919, rebuilt to 0-8-0 in 1924 Sc. 1954		
73-363	861	* 0-8-0	* 825	* A-P, 1902(25353) as a tandem compound, simplified in 1920, rebuilt to 0-8-0 in ? - As 826 - Sc. 1955	1949	
73-127	874	* 2-8-0	* 870	* BLW, 1906(28661) - 21x30-57-200-30.0-1725- 350-163,150-180,800-39,500 STLRM&P 105: RM&SF 105: AT&SF 874 Sold 1940	1933	
73-180	882	* 2-8-2	* 882	* BLW, 1917(45264) - 27x30-62-205-70.0-4037-1172- 240,200-320,700-61,465 PRR 4031: AT&SF 882 Sc. 1947	1945	
73-180	883	* 2-8-2	* 882	* PRR Juniata Sh, 1917(3315) - As 882 - PRR 4185: AT&SF 883 - Sc. 1947	1947	
73-180	884	* 2-8-2	* 882	* BLW, 1916(44617) - As 882 - PRR 7342: 8191: AT&SF 884 - Sc. 1947	1945	
73-181	888	* 2-8-2	* 885	* BLW, 1902(21285) as a Vaucrain compound - Simplified in 1908 - 25x32-57-200-58.5-3876-850-213,000 - 271,730-59,600 AT&SF 903: 888 Sc. 1951	1908 & 1933	
73-181	889	* 2-8-2	* 885	* BLW, 1902(21323) as a Vaucrain compound - Simplified in 1908 - As 888 - AT&SF 903: 889 Sc. 1951		
23-47	73-103	891	* 4-6-0	*	* Dickson, 1897(954) - 19 1/2 x 28 - 73 - 180 - 25.0 - 2106.3 - 125,300 - 156,800 - 22,300 AT&SF 891: 815: 430 Sc. 1928	BP's
73-179	891	* 2-8-2	* 885	* BLW, 1902(21368) - Vaucrain compound - 18x30x32-57-225-58.5-5366-199,700-261,700-49,480 AT&SF 906: 891 Simplified in 1908 Sc. 1949	1906	
3-142	895	* 4-6-0	*	* Dickson, 1897(958) - As 891 - AT&SF 895: 819: 434 Sc. 1938	1898	
A 73-210	900	* 2-10-2	* 900	* BLW, 1904(24061) as a tandem compound - Simplified 1923 - 28x32-57-200-58.5-4042-1008-272,700 - 317,400 - 74,800 Sc. 1956	1951	
73-203	901	* 2-10-2	* 900	* BLW, 1904(24068) - Tandem compound - 19x32x32		

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901 (cont.) 57-225-58.5-4796-234,580-237,240

62,500 Simplified 1916 Sc. 1954 c. 1904

73-181 910 * 2-8-2 * 885 * BLW, 1903(21440) - Vauclain compound - As 891 -
(1903) (1947)
AT&SF 910: 895 Simplified 1908 Sold to Apache Ry BP

73-210 911 * 2-10-2 * 900 * BLW, 1904(24178) - Tandem compound - As 901 -
Simplified 1917 Sc. 1953 c. 1913

73-210 911 * 2-10-2 * 900 * BLW, 1904(24178) as a tandem compound - Simplified
1917 - As 900 - Sc. 1953 c. 1953

73-211 915 * 2-10-2 * 900 * BLW, 1903(22782) - Tandem compound - As 901 -
Simplified 1917 - Sc. 1940 BP

46-39 917 * 2-10-2 * 900 * BLW, 1903(22819) - Tandem compound - As 901 -
Simplified 1918 Sc. 1956

73-206 920 * 2-10-2 * 900 * BLW, 1903(22862) as a tandem compound -
Simplified 1920 - 28x32-57-200-58.5-4042-1008-280,000-
323,300 - 74,800 Sc. 1940 1938

3-73 928 * 2-10-2 * 900 * BLW, 1903(23009) - Tandem compound - As 901
Simplified 1921 Sc. 1940

73-211 930 * 2-10-2 * 900 * BLW, 1903(23047) as a tandem compound -
Simplified 1918 - As 900 - Sc. 1953 1918

73-211 931 * 2-10-2 * 900 * BLW, 1903(23087) as a tandem compound -
Simplified 1918 - As 920 - Sc. 1953 1951

73-117 933 * 2-8-0 * * Hinkley, 1879 as a 4-4-0 - Rebuilt by AT&SF in 1897
(4-4-0) (1898) (1900)
As 643 AT&SF 73: 933(2-8-0): 643 Donated 1953 c. 1899

73-119 938 * 2-8-0 * * BLW, 1898(16322) - 21x28-57-180-29.0-1790-
(1900)
144,500-161,500-33,100 AT&SF 938: 676 Sc. 1936 BP

5-186
8-96 73-199 940 * 2-10-0 * 987 * BLW, 1902(20326) - Tandem compound - 19x32x32-
57-225-58.5-5390-234,800-267,800-55,800-62,500
(1903)

Simplified 1911 AT&SF 940: 987 Sc. 1933 BPs

73-211 942 * 2-10-2 * 900 * BLW, 1903(23259) - Tandem compound -
As 901 - Simplified 1923 - Sc. 1953 1918

73-211 942 * 2-10-2 * 900 * BLW, 1903(23259) as a tandem compound -
Simplified 1923 - As 900 Sc. 1953 1940

73-211 950 * 2-10-2 * 900 * BLW, 1904(23393) - Tandem compound - As 901
Simplified 1923 Sc. 1949 1923

73-212 962 * 2-10-2 * 900 * BLW, 1904(23637) as a tandem compound -
Simplified 1924 As 900 Sc. 1955 1950

73-212 965 * 2-10-2 * 900 * BLW, 1904(23679) as a tandem compound, -
Simplified 1922 As 900 Sc. 1948 1940

73-121 969 * 2-8-0 * * Dickson, 1898(983) - 21x28-57-180-29.0-1790-

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					(1900) Sc.	
	969 (cont.)			144,500-161,500-33,100 AT&SF 969:717	1931	BP
32-782 73-213	972	* 2-10-2	* 900 * BLW, 1904(23764) as a tandem compound -			
			Simpled 1918 - As 900	Sc. 1949		1949
73-213	979	* 2-10-2	* 900 * BLW, 1904(23900) - Tandem compound - As 901 -			
			Simpled 1917	Sc. 1950		BP
73-213	984	* 2-10-2	* 900 * BLW, 1904(23978) - Tandem compound - As 901 -			
			Simpled 1917	Sc. 1956		BP
73-214	985	* 2-10-2	* 985 * BLW, 1904(23989) - 24x32-57-225-58.5-			
			4796- ? - 276,000-61,850 Rebuilt 1917			C. 1916
73-214	985	* 2-10-2	* 985 * BLW, 1904(23989) - 28x32-57-200-58.5-			
			4042-1008-234,580-287,240-74,800 Sc. 1936			1935
73-199	987	* 2-10-0	* 987 * BLW, 1902(20326) as a tandem compound -			
			Simpled 1911 - 28x32-57-210-58.5-5390-237,000-			
			266,650-78,500	Sc. 1933		1923
73-200	988	* 2-10-0	* 988 * A-S, 1902(25340) - Tandem compound - 17 1/2 x 30 x 34 -			
			59.5-4682- (c) - 57,600(?)			
			57-225-282,000-260,000-52,000 - Simpled 1915 -	Sc. 1938		1902
23-93 73-200	989	* 2-10-0	* 988 * A-S, 1902(25341) - Tandem compound - As 988 -			
			Simpled 1911 -	Sc. 1938		BPs
73-200	989	* 2-10-0	* 988 * A-S, 1902(25341) as a tandem compound -			
			Simpled 1911 - 26x34-57-200-59.5-3730-854-238,400-			
			263,600-68,600 -	Sc. 1938		1923
73-128	990	* 2-8-0	* 990 * AT&SF, 1900 - 21x32-57-200-35.0-2699-			
			172,900-195,400-42,000 -	Sc. 1940		1915
73-128	991	* 2-8-0	* 990 * AT&SF, 1900 - As 990 -	Sc. 1948		C. 1945
73-129	997	* 2-8-0	* 990 * AT&SF, 1901 - 21x32-57-200-35.0-2699-			
			167,790-187,420-42,000 -	Sc. 1939		1935
73-117	999	* 2-8-0	* AT&SF, 1899 - Player tandem compound -			
			15x25x28-57-180-29.0-1905-151,500-174,000-31,000			
			(1900) (1902) AT&SF 999:648:2154 - Rebuilt to 0-8-0, 1902			C. 1899
5-185 8-62	1000	* 2-6-2	* 1000 * BLW, 1901(19578) - Vaucrain compound -			
			17x28x28-79-200-53.5-3730-135,000-190,000-27,470-			
			Simpled 1923	Sc. 1949		BPs
73-160	1000	* 2-6-2	* 1000 * BLW, 1901(19578) as a Vaucrain compound -	Simpled		
			1923 - 23 1/2 x 28-69-200-53.5-2858-642-167,500-237,300-			
			38,150	Sc. 1949		1939
73-160	1002	* 2-6-2	* 1000 * BLW, 1901(19580) as a Vaucrain comp. -	Simpled		1924
			As 1000	Sc. 1954		1939
73-160	1004	* 2-6-2	* 1000 * BLW, 1901(19582) - Vaucrain comp. -	As 1000 -		
			Simpled 1923	Sc. 1954		New

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A-73-381	1010	* 2-6-2	* 1000	* BLW, 1901 (19630) as a Vaucrain comp. - Simplified 1923 - As 1000 - Held for exhibition purposes	
73-161	1017	* 2-6-2	* 1014	* BLW, 1901 (19644) - Vaucrain comp. - 17 $\frac{1}{2}$ X 28 - 69-220 - 53.5 - 3738 - 140,790 - 205,400 - 34,700 - Simplified 1915 Sc. 1939	
73-161	1025	* 2-6-2	* 1014	* BLW, 1901 (19721) as a Vaucrain comp. - Simplified 1914 - 23 $\frac{1}{2}$ X 28 - 69-200 - 53.5 - 2858 - 642 - 167,500 - 235,200 - 38,150 Sc. 1945	
73-175	1026	* 2-6-2	* 1014	* BLW, 1901 (19722) as a Vaucrain compound - Simplified 1913 - As 1025 Sc. 1955	1947
73-164	1029	* 2-6-2	* 1014	* BLW, 1901 (19725) as a Vaucrain compound - Simplified 1912 - As 1025 - Sc. 1951	c. 1943
73-162	1033	* 2-6-2	* 1014	* BLW, 1901 (19739) - Vaucrain compound - 17 $\frac{1}{2}$ X 28 - 79- 200 - 135,000 - 190,000 - 27,470 - Simplified, 1914 - Sc. 1950	1907
73-162	1058	* 2-6-2	* 1050	* BLW, 1902 (20179) as a Vaucrain compound - Simplified 1914 - 23 $\frac{1}{2}$ X 28 - 69-200 - 53.5 - 2858 - 642 - 167,500 - 235,200 - 38,150 Sc. 1949	c. 1943
73-163	1073	* 2-6-2	* 1050	* BLW, 1902 (20333) as a Vaucrain compound - Simplified 1915 - As 1058 Donated to Lawrence, Kan. in 1955	
73-165	1075	* 2-6-2	* 1050	* BLW, 1902 (20335) as a Vaucrain compound - Simplified 1913 - As 1058 - Sc. 1956	
73-173	1079	* 2-6-2	* 1050	* BLW, 1902 (20375) as a Vaucrain compound - Simplified 1914 - As 1058 - Donated to Coffeyville, Kan., 1955	1952
73-164 & 165	1092	* 2-6-2	* 1050	* BLW, 1902 (20544) as a Vaucrain compound - Simplified 1915 - As 1058 - Sc. 1954	164 → 1951 165 → 1952
73-157 & 381	1096	* 2-6-2	* 1050	* BLW, 1902 (20579) as a Vaucrain compound - Simplified 1913 - As 1058 - Donated 1954	157 → 1946 381 → Display
73-164	1103	* 2-6-2	* 1050	* BLW, 1902 (20629) as a Vaucrain compound - Simplified 1913 - As 1058 - Sc. 1953	1940
73-166	1111	* 2-6-2	* 1050	* BLW, 1902 (20721) as a Vaucrain compound - Simplified 1914 - As 1058 - Sc. 1955	1952
73-167	1116	* 2-6-2	* 1050	* BLW, 1902 (20787) as a Vaucrain compound - Simplified 1914 - 25 X 28 - 69-200 - 53.5 - 2858 - 642 - 167,500 - 235,200 - 43,000 - Sc. 1948	c. 1917
73-166	1128	* 2-6-2	* 1050	* BLW, 1902 (21305) as a Vaucrain compound - Simplified 1921 - As 1058 - Sc. 1952	1949
76-167	1129	* 2-6-2	* 1050	* BLW, 1902 (21306) as a Vaucrain compound - Simplified 1917 - As 1058 - Donated 1956	1953
76-166	1140	* 2-6-2	* 1050	* BLW, 1903 (21521) as a Vaucrain compound - Simplified 1910 - As 1058 - Sold 1952	1954
76-166	1146	* 2-6-2	* 1050	* BLW, 1903 (21661) - Vaucrain compound -	

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	1146 (cont.)	-17#28x28-69-220-53.5-3738-135,000-190,000-34,000	Simplified 1913 - Sc. 1954	
5-40	73-273	1167 *2-6-6-2 *1160 *BLW, 1910(35728) - 24#38x28-69-220-63.4-3722-304,300-370,200-66,400 - Sc. 1932		273 → BP
73-273	1169	*2-6-6-2 *1160 *BLW, 1910(35730) - As 1167 - Sc. 1929		BP
136-61	73-273	1170 *2-6-6-2 *1158 *BLW, 1910(34862) - 24#38x28-69-220-63.4-3722-317,300-392,300-66,400 - AT&SF 1170:1158 - Sc. 1929		BP
73-280	73-274	1171 *2-6-6-2 *1158 *BLW, 1910(34863) - As 1170 - AT&SF 1171:1159	62 → BP Sc. 1927 274 → BP 280 → BP	
136-62	73-281	1185 *2-6-6-2 *1170 *BLW, 1910(35093) - 24#38x28-69-220-63.4-3722-304,300-370,200-66,400 - Sc. 1933		1933
73-280	1191	*2-6-6-2 *1170 *BLW, 1910(35175) - As 1185 - Sc. 1931		1921
73-274	1196	*2-6-6-2 *1170 *BLW, 1910(35180) - As 1185 - Sc. 1931		
73-253	1202	*4-6-2 *1200 *BLW, 1903(22630) - 79" Drivers - 22½x28-79-220-53.5-3595-143,000-220,000-33,550 - Sc. 1940		Rebtl. 1915-16
73-254	1206	*4-6-2 *1200 *BLW, 1903(22792) - 23½x28-79-200-53.5-3065.8-654.3 - Equipped with booster, weights and total T.E not known		1921
73-168	1207	*2-6-2 *1200 *BLW, 1903(22801) as a 4-6-2 - Rebuilt, 1929 - 23½x28-69-225-53.5-3065.8-654.3 - 180,300-272,900-42,900		Sc. 1951
73-168	1210	*2-6-2 *1200 *BLW, 1903(22878) as a 4-6-2 - Rebuilt 1930 - As 1207 - Sc. 1952		
TA	73-253	1211 *4-6-2 *1200 *BLW, 1903(22889) - 23½x28-79-200-53.5-3065.8-654.3 - 147,400-216,100-33,300 - Sc. 1948		Rebtl. 1915-16 c. 1947
73-168	1214	*2-6-2 *1200 *BLW, 1903(22941) as a 4-6-2 - Rebuilt 1932 - As 1207 - Sc. 1950		1950
73-253	1220	*4-6-2 *1200 *BLW, 1903(23055) - 22½x28-69-220-52.5-3595-143,000-220,000-37,900 - Rebtl. 1915-16 - Sc. 1940		BP
73-270 & 271	1226	*4-6-2 *1226 *BLW, 1905(26212) as a balanced compound - As rebuilt, 1925 - 23½x28-73-200-166,300-256,900-36,000 - Sc. 1948		
73-254	1228	*4-6-2 *1226 *BLW, 1905(26218) as a balanced compound - As rebtl. 1922 - 23½x28-73-200-162,700-244,280-36,000 - Sc. 1940		1940
73-251	1235	*4-6-2 *1226 *BLW, 1905(26312) - Balanced compound - 17#28x28-73-220-53.5-3624.8-151,900-226,700-32,800 - Rebtl. 1924		Sc. 1948 1910
73-255	1243	*4-6-2 *1226 *BLW, 1905(26463) - Balanced compound - As 1235 - Rebtl. 1923 - Sc. 1940		1915
73-255	1243	*4-6-2 *1226 *BLW, 1905(26463) as a balanced compound - As rebuilt, 1923 - As 1228 - Sc. 1940		
73-255	1251	*4-6-2 *1226 *BLW, 1905(26533) - Balanced compound - As 1235 - Sc. 1934		BP
8-114	23-95			
73-254	1264	*4-6-2 *1226 *BLW, 1906(27981) as a balanced compound -		

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	1264 (con't)		As rebuilt, 1924 - As 1226 - Sc. 1949	1935
73-256	1266 * 4-6-2	* 1226 * BLW, 1906 (28009) as a balanced compound -	As rebuilt, 1922 - As 1228 - Sc. 1948	1935
73-256	1270 * 4-6-2	* 1270 * BLW, 1909 (34000) - 25x28-73-170-495-3071- 156,500 - 235,400 - 33,000 - Sc. 1941		1920
73-20	1273 * 4-6-2	* 1270 * BLW, 1909 (34031) - 25x28-73-170-495-3071- 139,000 - 217,000 - 33,000 - Sc. 1940		1912
73-257	1276 * 4-6-2	* 1270 * BLW, 1909 (34034) - 23½x28-73-210-167,500- 262,600 - 37,800 - Sc. 1950		1915
73-256	1279 * 4-6-2	* 1270 * BLW, 1909 (34069) - 25x28-73-170-495-3071- 139,000 - 217,000 - 33,000 - Sc. 1950		BP
73-257	1296 * 4-6-2	* 1290 * BLW, 1907 (32281) - 25x28-73-210-139,000- 217,000 - 32,640 - Sc. 1940		BP
73-279	1300 * 4-4-6-2	* 1398 * BLW, 1909 (33708) - 24x38x28-73-220-52.5- <small>(Header) (Supt. & Cab)</small> 3477-1279-1121 - 268,400-376,850-58,000 - Reblt 1915 to 4-6-2	AT&SF 1300:1398	BP
136-60 46-75	73-279	1301 * 4-4-6-2	* 1398 * BLW, 1909 (33776) - As 1300 - Reblt. 1915 to 4-6-2 AT&SF 1301-1399	BPs
73-258	1303 * 4-6-2	* 1297 * BLW, 1910 (35605) - 25x28-73-175-150,000- 240,000-34,000 - Sc. 1940		BP
73-258	1306 * 4-6-2	* 1297 * BLW, 1911 (35732) - As rebuilt - 23½x28-73-210- 482-2790-742-164,000-277,000-37,800 - Sc. 1950		
73-258	1310 * 4-6-2	* 1309 * BLW, 1911 (37311) - Balanced compound - 17½x29x28- 73-210-162,000-276,500-34,000 - Simpld 1922 - Sc. 1952		BP
73-250	1319 * 4-6-2	* 1309 * BLW, 1911 (37335) as a balanced compound - As rebuilt, 1923 - 23½x28-73-220-58,0-3059.9-167,500-277,000-39,650	Sc. 1953	1947
73-259	1320 * 4-6-2	* 1309 * BLW, 1911 (37336) as a balanced compound - As reblt. 1923 - As 1319 - Sc. 1952		c. 1944
73-259	1334 * 4-6-2	* 1309 * BLW, 1911 (37280) as a balanced compound - As rebuilt, 1923 - As 1319 - Sc. 1951		1937
73-260	1342 * 4-6-2	* 1337 * BLW, 1912 (37859) - Balanced compound - 17½x29x28- 73-210-57.6-3463-742-165,000-267,000-33,400 - Reblt. 1922	Sc. 1949	BP
73-260	1342 * 4-6-2	* 1337 * BLW, 1912 (37859) as a balanced compound - As reblt. 1922 - 23½x28-73-220-57.6-3463-742-166,200-280,500-39,650	Sc. 1949	
73-260	1346 * 4-6-2	* 1337 * BLW, 1912 (37863) as a balanced compound - As rebuilt, 1926 - As 1342 - Sc. 1950		1938
8-71	1355 * 4-6-2	* 1337 * BLW, 1912 (37935) - Balanced compound - As 1342 - Rebuilt 1924 - Sc. 1949		BP
73-261	1358 * 4-6-2	* 1337 * BLW, 1913 (39479) as a balanced compound -		

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	1358 (cont.)		As rebuilt, 1922 - 23½ x 28 - 73-220 - 57.6 - 3463 - 742 - 177,500 - 292,400 - 39,650	Sc. 1949	1937
67-23	1362	* 4-6-2	* 1337 * BLW, 1913 (39483) as a balanced compound - As rebuilt, 1922 -	As 1358 - Sc. 1951	1947
73-268	1369	* 4-6-2	* 1337 * BLW, 1913 (39567) as a balanced compound - As rebuilt, 1923 -	As 1342 - Sc. 1951	
73-269	1376	* 4-6-2	* 1337 * BLW, 1913 (39573) as a balanced compound - As rebuilt, 1926 -	As 1342 - Sc. 1950	1935 & 1939
73-261	1385	* 4-6-2	* 1337 * BLW, 1913 (39581) as a balanced compound - As rebuilt, 1922 -	As 1358 - Sc. 1954	1947
73-278 & 279	1398	* 4-4-6-2	* 1398 * BLW, 1909 (33708) - 24 & 38 x 28 - 73-220 - 52.5 - 3477 - 1299 - 1121 - 268,400 - 376,850 - 58,000 -	Rebuilt in 1915 to 4-6-2	1910
			(Metri) (Suptr & Rebt)		
			AT & SF 1300: 1398		
136-64 73-262	1398	* 4-6-2	* 1398 * BLW, 1909 (33708) as a 4-4-6-2 - Rebuilt in 1915 to 4-6-2 by AT & SF - 23½ x 28 - 73-200 - 52.5 - 2773 - 742 - 156,500 - 240,550 - 36,000 -	Rebuilt in 1919 - Sc. 1949	1915
73-262	1399	* 4-6-2	* 1398 * BLW, 1909 (33776) as a 4-4-6-2 - Rebuilt in 1915 to 4-6-2 by AT & SF - 23½ x 28 - 73-220 - 60.1 - 3730 - 912 -	167,100 - 283,320 - 39,650 - Sc. 1950	1946
73-244	1405	* 4-4-2	* 1400 * BLW, 1905 (26180) - Balanced compound -	Sc. 1929	1910
A 73-244	1416	* 4-4-2	* 1400 * BLW, 1905 (27798) as a balanced compound - As rebuilt, 1927 - 22 x 26 - 79-200 - 49.5 - 2690 - 603 - 123,500 - 235,200 - 27,100 -	Sc. 1950	1936
B 73-245	1420	* 4-4-2	* 1400 * BLW, 1906 (27842) as a balanced compound - As rebuilt, 1926 - 22 x 26 - 73-200 - 49.5 - 2690 - 603 - 119,200 - 224,500 - 29,400 -	Sc. 1948	1934
73-245	1425	* 4-4-2	* 1400 * BLW, 1906 (28011) as a balanced compound - As rebuilt, 1928 - 22 x 26 - 73-200 - 49.5 - 2690 - 603 - 122,200 - 231,800 - 29,400 -	Sc. 1948	1933
73-239	1431	* 4-4-2	* 1400 * BLW, 1907 (30430) as a balanced compound - As rebuilt, 1928 -	As 1425 - Sc. 1948	
73-237	1433	* 4-4-2	* 1400 * BLW, 1907 (30462) - Balanced compound -	Sc. 1928	1916
73-236	1441	* 4-4-2	* 1400 * BLW, 1907 (30746) - Balanced compound -	As 1433 - Sc. 1926	
73-245	1443	* 4-4-2	* 1400 * BLW, 1907 (30784) - Balanced compound -	15 & 25 x 26 - 79-220 - 49.5 - 3236 - 105,000 - 203,450 - 22,200 -	Sc. 1927
73-241	1444	* 4-4-2	* 1400 * BLW, 1907 (30794) - Bal. comp. - As 1433 -	Sc. 1940	

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73-238	1452	* 4-4-2	* 1452 * BLW, 1909(33861) - Balanced compound - 15#25x26-79-220-49.5-2573-603-115,000-220,795-22,200 Sc. 1928	1910
73-246	1453	* 4-4-2	* 1452 * BLW, 1909(33862) as a balanced compound - As rebuilt, 1923 - 22x26-79-200-49.5-2573-603-123,500- 235,200-27,100 - Sc. 1950	1945
73-246	1458	* 4-4-2	* 1452 * BLW, 1909(33881) - Balanced compound - As 1452 - Rebuilt 1928 - Sc. 1949	1921
C 73-246	1472	* 4-4-2	* 1452 * BLW, 1910(34086) as a balanced compound - As rebuilt, 1928 - 22x26-73-200-49.5-2573-603-122,200- 231,800-29,400 - Sc. 1944	
73-241	1479	* 4-4-2	* 1452 * AT&SF, 1910 - 3206-113,700-204,100-22,200 Bal. comp. - 15#25x26-79-220-49.5- Sc. 1927	BF
73-247	1487	* 4-4-2	* 1480 * BLW, 1910(35360) as a balanced compound - As rebt, 1929 - 22x26-73-200-48.0-2363-456-118,100 - 229,500-29,400 - Sc. 1953	1935
73-236	1488	* 4-4-2	* 1480 * BLW, 1910(35361) - Balanced compound - 15#25x26- 73-220-48.0-3571-112,125-231,675-24,000 Rebuilt 1929 - Sc. 1953	
73-248	1488	* 4-4-2	* 1480 * BLW, 1910(35361) - As rebuilt in 1929 - As 1487	
73-248	1491	* 4-4-2	* 1480 * BLW, 1910(35364) as a balanced compound - As rebuilt, 1927 - As 1487 - Sc. 1948	
46-79	1493	* 4-4-2	* 1480 * BLW, 1910(35529) - Balanced compound - As 1488 - Rebuilt 1928 - Sc. 1940	
73-239	1497	* 4-4-2	* 1480 * BLW, 1910(35533) - Balanced compound - As 1488 - Rebuilt 1927 - Sc. 1940	
73-241	1500	* 4-4-2	* 1480 * BLW, 1910(35536) - Balanced compound - As 1488 - Rebuilt 1929 - Sc. 1941	
73-238	1550	* 4-4-2	* 1550 * BLW, 1905(26009) - Balanced compound - 15#25x26- 73-220-49.5-3236-101,420-193,760-24,000 - Rebt 1929 Sc. (1907) 1953 1910	
			AT&SF 1450: 1550	Sc. 1916
73-238	1551	* 4-4-2	* 1550 * BLW, 1905(26015) - Balanced compound - As 1550 - Sc. 1928 AT&SF 1451: 1551 (1907)	c. 1910
GC&SF 73-249	1554	* 4-4-2	* 1550 * BLW, 1905(26089) as a balanced compound - As rebuilt 1927 - 22x26-73-200-49.5-2690-603-119,200- 224,500-29,400 - Sc. 1952 AT&SF 1454: 1554 (1907)	1935
73-241	1558	* 4-4-2	* 1550 * BLW, 1906(27664) - Balanced compound - 15#25x26-73-220-49.5-3236-107,160-206,860-24,000 Sc. 1929 AT&SF 1458: 1558 (1907)	
73-249	1559	* 4-4-2	* 1550 * BLW, 1906(27689) - Balanced compound - 15#25x26- 73-220-49.5-3236-103,008-204,000-24,000 Sc. 1929 AT&SF 1459: 1559 (1907)	

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B	73-214	1609	* 2-10-2	* 1600	* BLW, 1905(26252) as a tandem comp. - Rebuilt 1919 - Sc. 1953 28X32-57-200-58,5-4042-1008-272,700-317,400-74,800 1952
	73-215	1624	* 2-10-2	* 1600	* BLW, 1905(26472) as a tandem comp. - Rebuilt 1921 - As 1609 - Sc. 1952 1940
	73-215	1627	* 2-10-2	* 1600	* BLW, 1905(26528) as a tandem comp. - Rebuilt 1919 - As 1609 - Sc. 1953 c. 1940
	73-216	1630	* 2-10-2	* 1600	* BLW, 1905(26582) - Tandem comp. - 1913 28X32-57- 225-585-4769-234,580-287,240-62,560 - Rebuilt 1923 1953 1912 Sc.
	73-216	1630	* 2-10-2	* 1600	* BLW, 1905(26582) as a tandem comp. - Rebuilt 1923 - As 1609 - Sc. 1953 1947
62-192	73-217	1633	* 2-10-2	* 1600	* BLW, 1905(26854) as a tandem comp. - Rebuilt 1917 - As 1609 - Sc. 1954 217 -> 1953
	73-216	1634	* 2-10-2	* 1600	* BLW, 1905(26873) - Tandem comp. - As 1630 - Rebuilt 1921 - Sc. 1950
	73-205	1638	* 2-10-2	* 1600	* BLW, 1905(27046) - Tandem comp. - As 1630 - Rebuilt 1923 - Sc. 1950 1920
	23-93	1639	* 2-10-2	* 1600	* BLW, 1905(27047) - Tandem comp. - As 1630 Rebuilt 1919 - Sc. 1939 BP
	73-217	1645	* 2-10-2	* 1600	* BLW, 1906(28032) as a tandem comp. - Rebuilt 1917 - As 1609 - Sc. 1954 1950
A	73-217	1649	* 2-10-2	* 1600	* BLW, 1906(27712) as a tandem comp. - Rebuilt 1920 28X32-57-200-58,5-4042-1008-280,000-323,300-74,800 1955 1953 Sc.
C	73-218	1653	* 2-10-2	* 1600	* BLW, 1906(28280) as a tandem comp. - Rebuilt 1917 - 28X32-57-200-58,5-4055-1008-253,430-298,040-74,800 1948 Sc. 1953
8-65	73-218	1654	* 2-10-2	* 1600	* BLW, 1906(28433) - Tandem comp. - As 1630 - Rebuilt 1917 - Sc. 1954 BP
	73-218	1662	* 2-10-2	* 1600	* BLW, 1907(29781) as a tandem comp. - Rebuilt 1918 - As 1653 - Sc. 1954 1947
IA		1669	* 2-10-2	* 1600	* BLW, 1907(30012) as a tandem comp. - Rebuilt 1922 As 1609 - Sc. 1954
	73-218	1672	* 2-10-2	* 1600	* BLW, 1907(30036) as a tandem comp. - Rebuilt 1917 As 1609 - Sc. 1950
	73-219	1676	* 2-10-2	* 1674	* BLW, 1912(37957) - 28X32-57-200-58,5 - 4411-877-254,780-303,570-74,800 - Sc. 1952 1946
	73-220	1680	* 2-10-2	* 1674	* BLW, 1912(37978) - As 1676 - Sc. 1953 1950
	23-149	1693	* 2-10-2	* 1674	* BLW, 1912(38191) - 28X32-57-170-58,5-4411 - 877-245,000-293,000-63600 - Sc. 1954 BP
	73-220	1697	* 2-10-2	* 1674	* BLW, 1913(39435) - 28X32-57-200-58,5-4411 - 877-258,420-312,060-74,800 - Sc. 1940 1936

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73-275	1700	*2-8-8-2	*1798	*BLW, 1909(33848) - 26E38X34-63-220 - 68,5-5271-1665 - 1745 - 412,350 - 462,450 - 108,300 Halter Suppl & Reht. (1913)	AT&SF 1700: 1798 Rebuilt to a 2-8-2, 1924	BP
73-220	1705	*2-10-2	*1674	*BLW, 1913(39511) - 28X32-57-170 - 58,5-4411- 877 - 248,900 - 295,900 - 63,000 - Sc. 1950		BP
25-189 38-90 73-286	1791	*2-8-8-2	*1790	*A-S, 1919(61090) - 25E39X32-57-270 - 96,3- 5702 - 1582 - 491,000 - 547,700 - 114,150 Sold 1948 (1943) (1948)	NEW 2022: AT&SF 1791: Vgn 739	
73-286	1792	*2-8-8-2	*1790	*A-S, 1919(61083) - As 1791 - Sold 1948 (1943) (1948)	NEW 2015: AT&SF 1792: Vgn 737	1944
73-284	1797	*2-8-8-2	*1790	*A-S, 1919(61110) - As 1791 - Sc. 1947 (1943)	NEW 2042: AT&SF 1797: Vgn	1944
73-182	1798	*2-8-2	*1798	*BLW, 1909(33868) as a 2-8-8-2 compound - As rebuilt by AT&SF, 1924 - 27X32-63-200 - 68,5 - 4117 - 1086 - 246,000 - 327,000 - 63,000 AT&SF 1700: 1798 (2-8-8-2): (1924) (1913)	1798 (2-8-2) Sc. 1950	1940
136-60 73-285	1799	*2-8-8-2	*1798	*BLW, 1909(33869) - As 1700 - (1913)	AT&SF 1701: 1799 Rebuilt to 2-8-2, 1924	1921
73-182	1799	*2-8-2	*1798	*BLW, 1909(33869) as a 2-8-8-2 compound - As rebuilt by AT&SF, 1924, AT&SF 1701: 1799 (2-8-8-2): (1913) (1924)	As 1798 1799 (2-8-2) Sc. 1952	1926
A 73-169	1800	*2-6-2	*1800	*BLW, 1906(28746) as a balanced compound - As rebuilt 1926 - 25X28-69-200 - 53,7 - 3398 - 834 - 192,100 - 272,400 - 43,200 Sc. 1952		1950
73-170	1801	*2-6-2	*1800	*BLW, 1906(28747) as a balanced compound - As rebuilt 1927 - As 1800 - Sc. 1954		
Orig. 73-169	1804	*2-6-2	*1800	*BLW, 1906(29216) - Balanced compound - 17 1/2 E 29 X 28 - 69-225-53,7-4020-176,000-243,000-37,500- Rebuilt Sc. 1925 1949 1910		
73-170	1805	*2-6-2	*1800	*BLW, 1906(29217) as a balanced compound - As rebuilt 1926 - As 1800 - Sc. 1951		1947
73-171	1809	*2-6-2	*1800	*BLW, 1906(29221) - Balanced compound - 17 1/2 E 29 X 28 - 69-225-53,7-4020-174,700-248,200-37,800 Rebuilt Donated 1926 1955 1916		
73-170	1809	*2-6-2	*1800	*BLW, 1906(29221) as a balanced compound - As rebuilt 1926 - As 1800 - Donated 1955		1955
73-169	1810	*2-6-2	*1800	*BLW, 1906(29260) - Balanced compound - As 1804 - Rebuilt 1926 - Sc. 1953		1910
B-67 73-171	1812	*2-6-2	*1800	*BLW, 1906(29289) - Balanced compound - As 1804 - Rebuilt 1927 - Sc. 1949		BP
B 73-172	1830	*2-6-2	*1800	*BLW, 1906(29665) as a balanced compound -		

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B	1830 (can't.)		* As rebuilt, 1927 - 25X28-69-200 - 53.7-3398-	
		834-	194,100 - 279,000 - 43,200 - Sc. 1953	1942
73-21	1852	* 2-6-2	* 1800 * BLW, 1907(30127) as a balanced compound - As rebuilt 1927 - As 1830 - Sc. 1954	1951
73-172	1856	* 2-6-2	* 1800 * BLW, 1907(30354) as a balanced compound - As rebuilt 1927 - As 1800 - Sc. 1954	1952
23-119	1857	* 2-6-2	* 1800 * BLW, 1907(31106) - Balanced compound - 18520X28-69-225-53.7-4020-176,000-243,000-40,300 - Rebuilt 1928 Sc. 1954	BP
73-172	1855	* 2-6-2	* 1800 * BLW, 1907(30266) - Balanced compound - As 1809 - Rebuilt 1918 - Sc. 1953	1918
73-129	1900	* 2-8-0	* 1900 * BLW, 1912(37798) - 23 1/2 X 32-58-200 - 47,4-2844-581-216,600-243,500-51,800 - Sc. 1953	1950
73-129	1901	* 2-8-0	* 1900 * BLW, 1912(37799) - As 1900 - Sc. 1952	c. 1948
73-129	1902	* 2-8-0	* 1900 * BLW, 1912(37800) - 23 1/2 X 32-57-185-190,000-217,000-48,800 - Sc. 1955	BP
73-130	1906	* 2-8-0	* 1900 * BLW, 1912(37804) - As 1900 - Sc. 1955	1952
73-130	1915	* 2-8-0	* 1900 * BLW, 1913(39442) - As 1900 - Sc. 1953	c. 1938
73-131	1955	* 2-8-0	* 1950 * BLW, 1907(32120) - 23 1/2 X 32-58-200 - 47,03-2687-581-206,340-232,000-51,800 - Sc. 1953	c. 1951
73-131	1964	* 2-8-0	* 1950 * BLW, 1907(32429) - As 1955 - Sc. 1952	
73-132	1971	* 2-8-0	* 1950 * BLW, 1907(31987) - As 1955 - Sc. 1954	
73-132	1976	* 2-8-0	* 1950 * BLW, 1907(32045) - 24X32-58-160-43,220 - Sc. 1953	
			As originally built with smokebox superheater	
73-132	1984	* 2-8-0	* 1950 * BLW, 1907(32261) - As 1976 - Sc. 1952	
73-132	1984	* 2-8-0	* 1950 * BLW, 1907(32261) - As 1950 - Sc. 1952	c. 1952
73-133	1990	* 2-8-0	* 1950 * BLW, 1907(32367) - As 1950 - Sc. 1952	
73-347	2041	* 0-6-0	* 2039 * BLW, 1911(37042) - 20X26-51-180-29.2-1550.1-306-155,870-31,300 - AT&SF 2041: 9041 Sc. 1948 (c. 1946)	c. 1946
73-347	2057	* 0-6-0	* 2039 * BLW, 1911(37109) - As 2041 AT&SF 2057: 9057 1950 1942 (c. 1946) Sc.	
73-348	2065	* 0-6-0	* 2039 * BLW, 1911(37117) - As 2041 AT&SF 2065: 9065 1947 1940 (c. 1946) Sc.	
73-348	2066	* 0-6-0	* 2039 * BLW, 1911(37118) - 20X27-51-180-29.2-141,880-31,100 AT&SF 2066: 9066 Sc. 1950 (c. 1946) AT&SF 2072: 9072	BP
73-319	2072	* 0-6-0	* 2039 * BLW, 1912(37684) - As 2041 - Sc. 1949	1941
73-368	2088	* 0-6-0T	* 2039 * BLW, 1913(39847) as an 0-6-0 - 20X26-51-180-29.2-1948.3-188,240-31,200 AT&SF 2088: 9088 Sc. 1954 (c. 1947)	
73-348	2089	* 0-6-0	* 2039 * BLW, 1913(39488) - As 2041 - AT&SF 2089: 9089	1935
73-350	2100	* 0-6-0	* 2100 * AT&SF, 1904(AT-1760) - 20X26-51-180-29.3-1928.4-141,880-31,300 AT&SF 2100: 9100 Sc. 1950 (c. 1946)	1944
73-349	2102	* 0-6-0	* 2100 * AT&SF, 1904(AT-1762) - As 2100 - Sc. 1932	BP

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73-349	2103	* 0-6-0	* 2100 * AT&SF, 1904 (AT-1763) - As 2100 (C. 1946) AT&SF 2103: 9103 Sc. 1947	1935
73-350	2113	* 0-6-0	* 2110 * BLW, 1905 (26934) - 20x26-51-180 - 29,3 - 147,000 - 31,200 - Sc. 1930	BF
73-351	2126	* 0-6-0	* 2122 * AT&SF, 1906 (AT-1786) - 20x26-51-180 - 29,3 - (C. 1946) 1574 - 306 - 141,880 AT&SF 2126: 9126 Sc. 1947	
73-351	2127	* 0-6-0	* 2122 * AT&SF, 1906 (AT-1787) - As 2126 - Sc. 1932	1913
73-351	2147	* 0-6-0	* 2147 * A-C, 1903 (28680) - 19x26-51-180 - 35,9-1775 - 135,200 - 28,000 - Rebuilt to 0-6-0T, 1944 - Sc. ?	1940
73-351	2148	* 0-6-0	* 2147 * A-C, 1903 (28681) - As 2147 - AT&SF 2148: 9148	(C. 1946) Sc. 1948
73-352	2158	* 0-6-0	* 2156 * New York, 1889 (428) - 17x24-48-150 - 12,8 - 1143,1 - 81,800 - 18,400 - Sc. 1929 A&EP 98: SFP 98: (1900) (1902) AT&SF 211: 2158	1912
73-354	2151	* 0-8-0	* 2150 * AT&SF, 1899 as a 2-8-0 tandem compound - Rebuilt to 0-8-0 in 1902 - 22x28-57-180 - 29,0 - 1905 - 305 - 154,350 - 36,400 (1900) (1902) AT&SF 996: 645: 2151 Sc. 1933	1933
73-109	2193	* 4-6-0	* 2160 * BLW, 1888 (9165) - 19x28-58-150 - 17,0 - 1985 - Sc. 1922 (1898) (1900) 89,800 - 124,000 - 22,300 - AT&SF 696: SC 137: AT&SF 736: 2193	
73-110	2206	* 4-6-0	* 2200 * BLW, 1887 (8457) - 19x28-58-150 - 20,7 - 1925 - SC 89,900 - 120,100 - 22,300 Southern Kansas 69: 128: AT&SF 399: (1898) (1900) 749: 2206 Sc. 1922	1905
73-110	2215	* 4-6-0	* 2200 * BLW, 1886 (8306) - As 2206 - Chi., Kan. & West. 20: (1898) (1900) SC 132: AT&SF 428 - 758: 2215 Sc. 1922	1922
73-352	2219	* 0-6-0	* 2218 * BLW, 1887 (8765) - 17x24-51-145 - 16,7 - 868 - (1898) (1900) 72,000 - 16,800 GC&SF 79: 902: AT&SF 2219 Sc. 1913	
73-352	2222	* 0-6-0	* 2222 * BLW, 1897 (15589) - 18x24-51-160 - 16,0 - 1356 - 93,000 - 20,700 SF&SJV 151: AT&SF 2222 Sc. 1928	1906
73-353	2226	* 0-6-0	* 2223 * Hinkley, 1881 - 16x24-51-130 - 14,5 - 1185 - 77,500 - 13,300 AT&SF 312: 2226 Sc. ?	
73-368	2240	* 0-6-0T	* 2450 * Hinkley, 1882 as an 0-6-0 - Rebuilt to 0-6-0T, 1921 - 16x24-51-180 - 14,7 - 1155 - 111,660 - 18,450 AT&SF 210: (1944) (1945) (1945) 2240: 2450: 02450: 9450 Sc. 1948	1922 & 1936
73-354	2243	* 0-6-0	* 2243 * Hinkley, 1887 - 17x24-51-150 - 14,6 - 1255 - 82,500 - Sc. 1937 17,300 - AT&SF 668: CS 41: AT&SF 2243 - Rebuilt to 0-6-0T	
73-369	2243	* 0-6-0T	* 2243 * Hinkley, 1887 as an 0-6-0 - 17x24-51-150 - 14,6 - 1255 - 112,000 - 17,300 - Numbering above Sc. 1937	1936
73-354	2245	* 0-6-0	* 2243 * Hinkley, 1887 - As 2243 - Sold 1922	1920
73-369	2254	* 0-6-0T	* 2243 * Hinkley, 1887 as an 0-6-0 - As 2243 - AT&SF 574: 2254 Sc. 1939	1937

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73-355	2257	*0-6-0	*2243	*Hinkley, 1887	- As 2243 - AT&SF 567; CS 36; AT&SF 2257; 9257 - Rebuilt to 0-6-0T, 1925 Sc. 1948	
73-355	2269	*0-6-0	*2263	*BLW, 1888 (9339)	- 17x24-51-140-14,7-1152- (1900) 76,400 - 16,200 AT&SF 679: 2269 - Sold 1913	1913
73-356	2289	*0-6-0	*2288	*Taunton, 1887 (948)	- 18x24-51-140-14,4-1330- (1900) 91,000 - 18,100 AT&SF 579: 2289 Sc. 1925	1914 Sc. 1934
73-356	2290	*0-6-0	*2288	*Taunton, 1887 (949)	- As 2289 - AT&SF 580: 2290 Sc. 1944	1937
73-366	2296	*0-4-0T	*2296	*Dayanport, 1924 (1934)	- 11x16-28-170-43,000-10,600	
73-366	2298	*0-4-0T	*	*Rhode Island, 1884 (1490)	as an 0-4-0 - 17x24-51- (1898) (1900) 140-14,4-954-97,240-16,200 CSH&W 28: AT&SF 485: 2298 Sc. 1937	1936
73-358	2299	*0-6-0	*2299	*BLW, 1924 (57977)	- Fireless Type - 30x24-44-65- 171,800-32,000 Sc. 1948	BP
73-134	2306	*2-8-0	*2301	*Brooks, 1881 (582)	- 17x26-48-140-21,0-1120- (1900) 78,000 - 87,000 - 18,600 AT&SF 179: 2306 Sc. 1914	1910
73-134	2348	*2-8-0	*2341	*Hinkley, 1882 (1522)	- 17x26-48-130-22,8-995- (1900) 74,600 - 89,600 - 17,200 AT&SF 238: 2348 Sc. 1923	1915
73-135	2351	*2-8-0	*2341	*Hinkley, 1882 (1515)	- As 2348 - AT&SF 231: SFP 43: AT&SF 2351 Sc. 1915	1912
73-115	2368	*2-8-0	*2366	*Taunton, 1882 (855)	- 17x26-48-130-22,0-985- (1900) 75,400 - 89,400 - 17,200 AT&SF 278: 2368 Sc. ?	c. 1900
73-135	2369	*2-8-0	*2366	*Taunton, 1882 (846)	- As 2368 (1900) AT&SF 269: 2369 Sc. 1915	1908
FA 73-137	"Uncle Dick" 2403	*2-8-0	*2403	*BLW, 1878 (4500)	as a 2-8-0T - As rebuilt, 1879- 19x26-51-140-19,3-1332-136,200-149,500-23,200 NME&P 204: (1898) (1900) AT&SF 504: 901: 2403 Sc. 1921	1917
73-139	2405	*2-8-0	*2404	*BLW, 1882 (6062)	- 19x28-51-140-27,2-1381- (1898) (1900) 105,200-122,110-23,600 AT&SF 280: 903: 2405 Sc. 1926	1919
73-138	2406	*2-8-0	*2404	*BLW, 1882 (6104)	- As 2405 - AT&SF 281: 904: 2406 Sc. 1919	1917
73-139	2413	*2-8-0	*2404	*BLW, 1880 (5257)	- As 2405 - AT&SF 131: 911: 2413 Sc. 1921	
FA 73-139	2414	*2-8-0	*2404	*BLW, 1880 (5266)	- Shown as rebuilt to original status and used as an exhibition locomotive - AT&SF 132: 912: 2414: 2414 (0-8-0): rebuilt to 2-8-0, 1940: AT&SF 2414: 132: (1900) (1940)	
					1 "Cyrus K. Holliday"	
73-365	2414	*0-8-0	*2404	*BLW, 1880 (5266)	- 19x28-51-140-122,110-23,600 Numbering as above	1932 1939
73-110	2421	*4-6-0	*2421	*Brooks, 1893 (2235)	- 19x24-57-172-24,3-1622-	over ->

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					Sc. 1924	
	2421 (cont.)	106,800-130,800-22,270	SFP&P 1: AT&SF 2421	1922		
73-111	2424 * 4-6-0	* 2421 * Brooks, 1893 (2321) - As 2421 - SFP&P 4:	AT&SF 2424	Sc. 1927		1927
73-111	2426 * 4-6-0	* 2421 * Brooks, 1893 (2323) - As 2421 SFP&P 6:	AT&SF 2426	Sc. 1922		1924
73-111	2432 * 4-6-0	* 2421 * Brooks, 1893 (3072) - As 2421 - P&E 12:	AT&SF 2432	Sc. 1922		1927
73-111	2435 * 4-6-0	* 2421 * A-B, 1903 (27604) - As 2421? - A&C 16:	AT&SF 2435	Sc. 1926		1925
73-140	2443 * 2-8-0	* 2442 * A-B, 1906 (41124) - 19x26-50-180-24.0-1867- 135,100-151,100-28,800 SFP&P 55; BM 55: AT&SF 2443		Sc. 1940		1918
73-140	2444 * 2-8-0	* 2442 * A-B, 1906 (41125) - As 2443 - SFP&P 56:	BM 56: AT&SF 2444	Sc. 1939		
73-174	2447 * 2-6-2	* 2447 * BLW, 1923 (56728) - 17x24-44-175-96,000- 125,720 - 23,400 Mt. Shasta Power Corp. 4: Pacific Gas & Electric Co. 4: Key System Limited 4: Oakland Terminal 4: AT&SF 2447: Modesto & Empire Traction Co. 9		(1943) (1944)		1944
73-357	2503 * 0-6-0	* 2500 * A-B, 1909 (46541) - 19x26-51-180-31.5-1644- 138,500-28,150- KCM&O 20: AT&SF 2503		(1929)	Sc. 1934	1933
73-141	2504 * 2-8-0	* 2504 * A-S, 1903 (27127) - 22x30-51-180-58.8-4130- 194,000-218,000-47,650 NYC 2418: 2688: KCM&O 21:	AT&SF 2504	(1929)	Sc. 1934	
73-141	2505 * 2-8-0	* 2504 * A-S, 1903 (27129) - As 2504 - NYC 2420: 2690:	KCM&O 22: AT&SF 2505	(1929)	Sc. 1933	1932
73-141	2510 * 2-8-0	* 2507 * A-S, 1908 (45194) - 23½x32-63-200-57.5- 3034.5-566-208,700-239,000-47,700 NYC 2936:	KCM&O 54: AT&SF 2510	(1929)	Sc. 1954	
73-142	2512 * 2-8-0	* 2507 * A-B, 1910 (47005) - As 2510 - NYC 2965:	KCM&O 56: AT&SF 2512	(1929)	Sc. 1954	1950
127-47 73-2, 11 & 142	2518 * 2-8-0	* 2507 * A-S, 1908 (45192) - As 2510 - NYC 2934:	KCM&O 62: AT&SF 2518	(1929)	Sc. 1954	142 → 1946 142 → 1946 27194
73-142	2520 * 2-8-0	* 2507 * A-B, 1910 (47008) - As 2510 - NYC 2968:	KCM&O 64: AT&SF 2520	(1929)	Sc. 1952	1950
127-55 73-143	2522 * 2-8-0	* 2507 * A-B, 1910 (47016) - As 2510 - NYC 2976:	KCM&O 66: AT&SF 2522	(1929)	Sc. 1954	1953
127-58 73-152	2526 * 2-6-0	* 2526 * A-C, 1907 (41228) - 21x28-63-200-30.0-2057- 146,000-168,000-34,100 KCM&O 130: AT&SF 2526		(1929)	Sc. 1943	
73-146 & 153	2531 * 2-6-0	* 2526 * A-B, 1907 (44212) - As 2526 - KCM&O 136:	AT&SF 2531	(1929)	Sc. 1951	1946

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127-53 73-364	2535	* 0-8-0	* 2535 * A-P, 1909 (46533) as a 2-8-0 - Rebuilt to 0-8-0, 1932 - 23x30-55-215-53.4-2414-607-233,700-52,800 KCM&O 201; AT&SF ⁽¹⁹²⁹⁾ 2535 Sc. 1952	1935
B 73-143	2536	* 2-8-0	* 2535 * A-P, 1909 (46534) - 22x30-55-200-53.4-2981-186,500-212,500-44,900 KCM&O 202; AT&SF ⁽¹⁹²⁹⁾ 2536 Sc. 1951	1947
A 73-142	2537	* 2-8-0	* 2535 * A-P, 1909 (46535) - 23x30-55-205-53.4-2616.2-607-197,000-223,000-50,200 KCM&O 203; AT&SF ⁽¹⁹²⁹⁾ 2537 Sc. 1948	
A 73-143	2542	* 2-8-0	* 2535 * A-P, 1910 (48638) - As 2537 - KCM&O 208; AT&SF ⁽¹⁹²⁹⁾ 2542 Donated 1955	1948
B 73-144	2543	* 2-8-0	* 2535 * A-P, 1910 (48639) - As 2536 - KCM&O 209; AT&SF ⁽¹⁹²⁹⁾ 2543 Sc. 1948	1948
B 127-54 73-144	2544	* 2-8-0	* 2535 * A-P, 1910 (48640) - As 2536 - KCM&O 210; AT&SF ⁽¹⁹²⁹⁾ 2544 Sc. 1948	
A 73-144	2548	* 2-8-0	* 2535 * A-P, 1910 (48644) - As 2537 - KCM&O 214; AT&SF ⁽¹⁹²⁹⁾ 2548 Sc. 1954	
73-145	2550	* 2-8-0	* 2550 * A-C, 1906 (38454) - 23x30-57-200-33.4-2558-184,000-206,000-43,300 KCM&O 251; AT&SF ⁽¹⁹²⁹⁾ 2550 Sc. 1939	1934
127-58 73-145	2553	* 2-8-0	* 2552 * A-C, 1905 (38447) - 22x30-57-200-53.4-2616.2-607-196,000-222,000-43,300 KCM&O 302; AT&SF ⁽¹⁹²⁹⁾ 2553 Sc. 1952	1935
73-201	2554	* 2-10-0	* 2554 * BLW, 1918 (48056) - 25x28-52-180-64.7-2582-579-178,300-201,500-51,500 USA 1169; KCM&O 401; AT&SF ⁽¹⁹²⁹⁾ 2554 Sc. 1934	1933
73-201	2556	* 2-10-0	* 2554 * BLW, 1918 (48139) - As 2554 - USA 1184; KCM&O 403; AT&SF ⁽¹⁹²⁹⁾ 2556 Sc. 1934	1933
73-145	2559	* 2-8-0	* 2559 * Brooks, 1901 (3885) - 21x30-63-200-43.0-2841.8-161,500-180,500-35,800-LS&MS 758; NYC 5758; St. Louis & Hannibal ?; KCM&O 701; AT&SF ⁽¹⁹²⁹⁾ 2559 Sc. 1933	
73-145	2560	* 2-8-0	* 2559 * Brooks, 1902 (4075) - As 2559 - LS&MS 798; NYC 5793; St. L & H ?; KCM&O 702; AT&SF ⁽¹⁹²⁹⁾ 2560 Sc. 1933	
127-57 73-198	2566	* 2-10-0	* 2565 * BLW, 1925 (58572) - 25x30-57-215-64.7-3159.5-693-227,060-253,730-60,000 KCM&O 802; AT&SF ⁽¹⁹²⁹⁾ 2566 Sc. 1955	1953
127-55 73-201	2568	* 2-10-0	* 2565 * BLW, 1925 (58574) - As 2566 - KCM&O 804; AT&SF ⁽¹⁹²⁹⁾ 2568 Sc. 1954	1944
73-317	2901	* 4-8-4	* 2900 * BLW, 1943 (69789) - 28x32-80-300-108.0-5311-2366-295,000-510,700-66,000 Sc. 1959	1951
63-147 73-321	2908	* 4-8-4	* 2900 * BLW, 1943 (69796) - As 2901 - Sc. 1959	147 → 1951
73-321	2911	* 4-8-4	* 2900 * BLW, 1943 (69799) - As 2901 Sc. 1959	321 → 1953
73-321	2912	* 4-8-4	* 2900 * BLW, 1944 (69800) - As 2901 Donated 1959	1949
73-320	2919	* 4-8-4	* 2900 * BLW, 1944 (69807) - As 2901 Sc. 1959	BP
133-35 73-322	2921	* 4-8-4	* 2900 * BLW, 1944 (69809) - As 2901 Donated 1960	1944

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73-311	2923	*4-8-4	*2900	*BLW, 1944(69811) - As 2901 - Sc. 1959	1946
73-322	2927	*4-8-4	*2900	*BLW, 1944(69815) - As 2901 - Sc. 1959	1947
73-327	2928	*4-8-4	*2900	*BLW, 1944(69816) - As 2901 - Sc. 1959	1953
73-322	2929	*4-8-4	*2900	*BLW, 1944(69817) - As 2901 - Sc. 1959	1947
136-67 46-89 73-287	3000	*2-10-10-2	*3000	*AT&SF, 1911 - 28x32-57-225-81.9 - Heater Supt. & Reht. 3919.5 - 2659.4 - 2380 : 550,000 - 616,000 - 111,600 - Rebuilt in 1917 to 3014 and 3024	BPo
73-275	3001	*2-10-10-2	*3000	*BLW & AT&SF, 1911 - As 3000 - Rebuilt in 1916 & 1917 to 3012 and 3022	1918
73-277	3005	*2-10-10-2	*3000	*BLW & AT&SF, 1911 - As 3000 - Rebuilt in 1916 and 1917 to 3013 and 3023	
73-272, 276 & 276	3009	*2-10-10-2	*3000	*BLW & AT&SF, 1911 - As 3000 - Rebuilt in 1917 to 3015 and 3025	272 → 1911 276 → 1913 & 1914
A 73-221	3011	*2-10-2	*3010	*BLW, 1905(26291) as #1611 - Used in 1911 as high pressure unit in # 3004, 2-10-10-2 - Rebuilt to 2-10-2 in 1915 - 28x32-57-200-58.5-4042-1008-272,700-317,400-74,800 (1911) (1915) 1940 AT&SF 1616 : 3002 : 3011 Sc. 1940	
A 73-222 73-221	3013	*2-10-2	*3010	*BLW, 1905(26352) as #1617 - Used in 1911 as high pressure unit in # 3005, 2-10-10-2 - Rebuilt to 2-10-2 in 1916 - As 3011 AT&SF 1617 : 3005 : 3013 Sc. 1949	1916
A 73-221	3015	*2-10-2	*3010	*BLW, 1904(23740) as #970 - Used in 1911 as high pressure unit in # 3009, 2-10-10-2 - Rebuilt to 2-10-2 in 1917 - As 3011 AT&SF 970 : 3009 : 3015 Sc. 1939	
A 73-221	3018	*2-10-2	*3010	*BLW, 1903(22793) as #916 - Used in 1911 as high pressure unit in # 3007, 2-10-10-2 - Rebuilt to 2-10-2 in 1917 - As 3011 AT&SF 916 : 3007 : 3018	192
73-222	3026	*2-10-2	*3020	*AT&SF, 1918 - Low pressure unit of #3003, 2-10-10-2 - 28x32-57-200-58.5-4069-1008-272,700-317,400-74,800 (1952) AT&SF 3026 : 3291 Sc. 1953	1952
73-183	3100	*2-8-2	*3100	*BLW, 1913(39767) - 25x32-58-200-58.5-4086- 880-220,200-283,700-58,600 Sc. 1952	1938
73-184	3105	*2-8-2	*3100	*BLW, 1913(39806) - As 3100 - Sc. 1952	1950
73-176	3106	*2-8-2	*3100	*BLW, 1913(39807) - As 3100 - Sc. 1952	1945
73-184	3107	*2-8-2	*3100	*BLW, 1913(39846) - As 3100 - Sc. 1952	1951
73-183	3112	*2-8-2	*3100	*BLW, 1913(39851) - 25x32-57-170-58.5 - 4086-880-216,000-278,000-50,700 Sc. 1952 ← BP & 1938	
73-184	3127	*2-8-2	*3100	*BLW, 1913(39897) - As 3100 - Sc. 1952	1918
73-185	3129	*2-8-2	*3129	*BLW, 1916(43064) - 25x32-58-200-58.5-4086- 880-226,300-295,000-58,600 - Sc. 1954	1950

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	73-185	3138	*2-8-2	*3129	*BLW, 1916(43155) - As 3129 - Sc. 1954	1953
	73-187	3160	*2-8-2	*3160	*BLW, 1917(46676) - 27X32-63-190-66.8-4482-1086-234,000-322,000-59,800 - Sc. 1953	BP
P	73-185	3183	*2-8-2	*3160	*BLW, 1918(48824) - 27X32-63-200-66.8-4482-1086-259,200-337,000-63,000 - Sc. 1955	1953
B	73-186	3187	*2-8-2	*3160	*BLW, 1918(48147) - As 3183-	
C	73-187	3192	*2-8-2	*3160	*BLW, 1918(48349) - 27X32-63-200-66.8-4516-1086-259,000-348,400-63,000 - Sc. 1953	1948
A	73-188	3199	*2-8-2	*3160	*BLW, 1918(48730) - 27X32-63-200-66.8-4482-1086-258,800-340,800-63,000 - Sc. 1952	1946
	136-66 73-283	3200	*2-8-8-0	*3296	*AT&SF 1911 - High pressure unit was # 1974, BLW built (Heater) low pressure unit - 24#38 X32-57-200-47.4-2930-2383- (Suphtr. & Hctr.) 1922 : 366,500-391,500-83,650 - Rebuilt in 1923, high pressure unit (1918) became 1974 again AT&SF 3200: 3296	BP
C	73-187	3200	*2-8-2	*3160	*BLW, 1918(48896) - As 3192 - Sc. 1953	1936
A	73-191	3208	*2-8-2	*3160	*BLW, 1918(49292) - As 3199 - Sc. 1953	1946
A	73-189	3217	*2-8-2	*3160	*BLW, 1918(49619) - As 3199 - Sc. 1955	1953
D	73-189	3258	*2-8-2	*3160	*BLW, 1920(53319) - 27X32-63-200-66.8-4516-1086-258,900-341,900-63,000 - Sc. 1952	1941
D	73-188	3260	*2-8-2	*3160	*BLW, 1920(53331) - As 3258 - Sc. 1953	1951
E	A	3268	*2-8-2	*3160	*BLW, 1920(53380) - 27X32-63-200-66.8-4516-1086-255,900-339,200-63,000 - Sc. 1953	1941
D	73-190	3273	*2-8-2	*3160	*BLW, 1920(53432) - As 3258 - Sc. 1952	1941
D	73-188	3278	*2-8-2	*3160	*BLW, 1920(53463) - As 3258 - Sc. 1953	1949
E	73-190	3283	*2-8-2	*3160	*BLW, 1920(53272) - 27X32-63-190-240,000-325,000-59,800 - Sc. 1952	BP
D	73-191	3286	*2-8-2	*3160	*BLW, 1920(53301) - As 3258 - Sc. 1953	1951
	73-223	3290	*2-10-2	*3290	*BLW, 1904(23910) - 28X32-57-200-58.5-4042-1008-242,000-293,290-74,800 - AT&SF 980: 3003: 3016: (1911) (1917) (1952) 3290 - Sc. 1953	
	73-284	3296	*2-8-8-0	*3296	*AT&SF 1911 - As 3200 - AT&SF 1974: 3200: (1918) (1923) 3296: 1974 - Rebuilt 1923	1921
	73-283	3297	*2-8-8-0	*3296	*AT&SF 1911 - As 3200 - AT&SF 1975: 3201: (1918) (1923) 3297: 1975 - Rebuilt 1923	1923
	73-282	3299	*2-8-8-0	*3296	*AT&SF 1911 - As 3200 - AT&SF 1972: 3203: (1918) (1923) 3299: 1972	1923
	136-64 73-274	3315	*2-6-6-2	*3300	*BLW, 1911(37340) - 24#38X28-69-220-63.4-3721- (Heater) Suphtr. & Hctr. 15463: 974.8 - 329,400-400,800-66,400 - Sc. 1928	
	136-65 73-274	3321	*2-6-6-2	*3300	*BLW, 1911(37346) - 24#38X28-69-220-63.4-3721- (Heater) Suphtr. & Hctr. 15463: 974.8 - 329,400-400,800-66,400 - Sc. 1926	BP

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8-72 46-83	23-151 73-282	3322	* 2-6-6-2	* 3300	* BLW, 1911(37348) - As 3321 - Sc. 1929	BP
	73-263	3401	* 4-6-2	* 3400	* BLW, 1919(51484) - 25X28-73-200-174,000-288,000-40,800 - Rebuilt 1943 - Sc. 1952	1935
	73-263	3403	* 4-6-2	* 3400	* BLW, 1919(51593) - As 3401 - Rebuilt 1944 - Sc. 1955	
	73-263	3406	* 4-6-2	* 3400	* BLW, 1919(51630) - 25X28-79-220-193,700-325,500-41,400 - Sc. 1950	1947
	73-264	3408	* 4-6-2	* 3400	* BLW, 1919(51661) - As 3401 - Sc. 1950	
	73-25	3419	* 4-6-2	* 3400	* BLW, 1919(51891) - As 3401 - Rebuilt 1940 - Sc. 1950	1934
	78-90	3420	* 4-6-2	* 3400	* BLW, 1921(54948) - 25X28-73-200-180,000-298,500-40,800 - Rebuilt 1935 - Sc. 1955	BP
D	73-252	3428	* 4-6-2	* 3400	* BLW, 1921(54981) - 25X28-79-220-193,050-319,790-41,400 - Sc. 1950	1950
E	73-265	3429	* 4-6-2	* 3400	* BLW, 1921(54982) - 25X28-79-220-196,400-322,300-41,400 - Sc. 1955	1940
	73-264	3430	* 4-6-2	* 3400	* BLW, 1923(56503) - 25X28-73-200-189,000-308,000-40,800 - Rebuilt 1941 - Sc. 1952	BP
F	73-264	3437	* 4-6-2	* 3400	* BLX, 1923(56685) - 25X28-79-220-197,600-326,200-41,400 - Sc. 1952	1949
	73-264	3440	* 4-6-2	* 3400	* BLW, 1924(57674) - 25X28-73-200-191,000-310,350-40,800 - Rebuilt 1942 - Sc. 1950	BP
F	73-264	3441	* 4-6-2	* 3400	* BLW, 1924(57675) - As 3437 - Sc. 1954	1951
C	73-265	3443	* 4-6-2	* 3400	* BLW, 1924(57677) - 25X28-74-210-191,200-312,000-42,200 - Sc. 1952	1949
C	73-265	3444	* 4-6-2	* 3400	* BLW, 1924(57689) - As 3443 - Sc. 1952	1949
	73-264	3448	* 4-6-2	* 3400	* BLW, 1924(57693) - As 3437 - Rebuilt 1937 - Sc. 1953	1929
	73-302	3450	* 4-6-4	* 3450	* BLW, 1927(59993) - 25X28-74-220-88,000-4108-980-198,300-343,900-44,200 - Rebuilt 1937 - Sc. 1955	BP
	73-301 & 380	3450	* 4-6-4	* 3450	* BLW, 1927(59993) - As rebuilt, 1937 - 25X28-79-220-88,000-3397-922-206,000-352,000-43,300 - 380 → 1946 & 1948 380 → exhib. Sc.	
	73-303	3451	* 4-6-4	* 3450	* BLW, 1927(59994) - As rebuilt, 1938 - As 3450 - Sc. 1956	1952
	73-32 & 303	3452	* 4-6-4	* 3450	* BLW, 1927(59995) - As rebuilt, 1937 - Sc. 1952	
	73-305	3455	* 4-6-4	* 3450	* BLW, 1927(60033) - As rebuilt, 1939 - As 3450 - Sc. 1955	1952
	73-302	3456	* 4-6-4	* 3450	* BLW, 1927(60034) - As rebuilt, 1936 - As 3450 - Sc. 1952	1936
	73-304	3458	* 4-6-4	* 3450	* BLW, 1927(60036) - As rebuilt, 1939 - As 3450 - Sc. 1955	1946
	73-298	3459	* 4-6-4	* 3450	* BLW, 1927(60037) - As rebuilt 1939 - As 3450 - Sc. 1955	1946

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8-164 73-306	3460	* 4-6-4	* 3460 * BLW, 1937(62083) - 23½ x 29½ - 84-300-99.0 - 4760-2080-211,400-420,400-43,050 - Sc. 1956	BP
73-307, 308 & 309	3460	* 4-6-4	* 3460 * As above	309 → 1947 & 1948
B 73-304	3461	* 4-6-4	* 3460 * BLW, 1937(62084) - 23½ x 29½ - 84-300-99.0-4303-2020-210,900-417,700-43,050 - Sc. 1956	1951
8-163	3462	* 4-6-4	* 3460 * BLW, 1937(62085) - 23½ x 29½ - 84-300-99.0 - 214,000-410,000-49,300 - Sc. 1956	BP
C 73-304 & 305	3462	* 4-6-4	* 3460 * BLW, 1937(62085) - 23½ x 29½ - 84-300-99.0 - 4760-2080-213,440-412,380-49,300 - Sc. 1956	304 → 1940 305 → 1953
D 73-305	3463	* 4-6-4	* 3460 * BLW, 1937(62086) - 23½ x 29½ - 84-300-99.0 - 4760-2080-213,440-412,380-43,050 - Donated 1956	1938
73-302	3465	* 4-6-4	* 3460 * BLW, 1937(62088) - As 3462 - Sc. 1956	BP
73-300 & 305	3465	* 4-6-4	* 3460 * BLW, 1937(62088) - As 3462 - Sc. 1956	305 → 1939
73-266	3506	* 4-6-2	* 3500 * BLW, 1914(41187) as a balanced compound - As rebuilt Sc. 1948	1941 & 1955
73-34	3509	* 4-6-2	* 3500 * BLW, 1914(41190) as a balanced compound - As rebuilt 1921 - As 3506 - Sc. 1952	1928
73-51	3515	* 4-6-2	* 3500 * BLW, 1914(41208) as a balanced compound - As rebuilt 1922 - 23½ x 28 - 73-220 - 57,6 - 3473.5 - 742 - 167,080 - 285,480 - 39,650 - Sc. 1940	
73-266	3518	* 4-6-2	* 3500 * BLW, 1914(41211) - Balanced compound - 17½ x 29 x 28 - 73-210 - 57,6 - 3473.5 - 742 - 163,500 - 269,400 - 34,000 - Sc. 1954	BP
73-267	3523	* 4-6-2	* 3500 * BLW, 1914(41233) - Balanced compound - As 3518 - Rebuilt simple 1922 - Sc. 1951	1914
73-267	3526	* 4-6-2	* 3500 * BLW, 1914(41236) as a balanced compound - As rebuilt 1922 - As 3506 - Sc. 1949	1941
73-50 & 267	3600	* 4-6-2	* 3600 * BLW, 1915(41812) - 26 x 26 - 73-200 - 66.7 - 4443 - 980 - 174,000 - 293,000 - 40,900 - Sc. 1938	267 → BP
73-293	3700	* 4-8-2	* 3700 * BLW, 1918(48576) - 28 x 28 - 69-200 - 71.7 - 4792 - 1087 - 232,000 - 346,500 - 54,100 - Sc. 1955	BP
(A) 73-291, 295 & 296	3700	* 4-8-2	* 3700 * As above - 28 x 28 - 69-210 - 71.7 - 4792 - 1087 - 248,100 - 373,700 - 56,800 - Sc. 1955	295 → 1925 291 → c. 1935 296 → c. 1952
(B) 132-107 73-296	3703	* 4-8-2	* 3700 * BLW, 1919(51482) - 28 x 28 - 69-210 - 71.7 - 4754 - 1087 - 243,100 - 351,700 - 56,800 - Sc. 1952	1940
73-293	3706	* 4-8-2	* 3700 * BLW, 1919(51627) - 28 x 28 - 69-200 - 71.7 - 4754 - 1087 - 232,000 - 346,500 - 54,100 - Sc. 1952	BP
B 73-294	3708	* 4-8-2	* 3700 * BLW, 1919(51694) - 28 x 28 - 69-200 - 71.7 - 4754 - 1087 - 243,100 - 351,700 - 54,100 - Sc. 1953	1926
C 73-296	3712	* 4-8-2	* 3700 * BLW, 1920(53579) - 28 x 28 - 69-210 - 71.7 - 4792 -	

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	3712 (cont.)	1087-238,800-351,700-56,800-Sc.1952	1948
E 73-288	3719 * 4-8-2 * 3700 * BLW, 1920(53509) - 28x28-69-210-717-4792 -	1087-242,270-342,920-56,800-Sc.1952	1941
E 73-296	3720 * 4-8-2 * 3700 * BLW, 1920(53560) - As 3719 - Sc.1955		1941
E 73-293	3722 * 4-8-2 * 3700 * BLW, 1921(54983) - 28x28-69-200-717-4792 -	1087-240,000-340,000-54,100-Sc.1952	BP
E 73-297	3722 * 4-8-2 * 3700 * BLW, 1921(54983) - As 3719		1948
E 73-297	3723 * 4-8-2 * 3700 * BLW, 1921(54984) - As 3719		1948
E 73-24	3725 * 4-8-2 * 3700 * BLW, 1921(54986) - As 3719		1942
8-90	3729 * 4-8-2 * 3700 * BLW, 1921(54990) - 28x28-69-200-717-4792 -	1087-240,000-354,000-54,100-Sc.1952	BP
73-293	3737 * 4-8-2 * 3700 * BLW, 1923(56866) - 28x28-69-200-717-4754 -	1087-243,700-365,000-54,100-Sc.1952	BP
G 73-292 & 297	3739 * 4-8-2 * 3700 * BLW, 1923(56868) - 28x28-69-210-717-4754 -	1087-246,300-361,600-56,800-Sc.1955	
73-293	3740 * 4-8-2 * 3700 * BLW, 1923(57004) - 28x28-69-200-717-4754 -	1087-240,900-353,400-54,100-Sc.1952	BP
G 73-297	3741 * 4-8-2 * 3700 * BLW, 1923(57005) - As 3739 - Sc.1952		1950
G 73-289	3742 * 4-8-2 * 3700 * BLW, 1923(57006) - As 3739 - Sc.1955		
G 73-291	3744 * 4-8-2 * 3700 * BLW, 1923(57008) - As 3739 - Sc.1955		1946
B-133 73-290	3748 * 4-8-2 * 3700 * BLW, 1924(57702) - 28x28-69-210-717 -	4754-1150-246,600-362,100-56,800	8-133 → 1926
73-314	3751 * 4-8-4 * 3751 * BLW, 1927(60004) - 30x30-73-210-108,0-5354 -	2170-270,000-423,000-66,000 - Donated 1958	BP 108,0-
133-28 73-314	3751 * 4-8-4 * 3751 * BLW, 1927(60004) - Rebuilt - 30x30-80-226-5652 -	2250-280,600-464,700-65,000 - Donated 1958	314 → C.1955 28 → 1950
73-315	3752 * 4-8-4 * 3751 * BLW, 1928(60328) - Rebuilt 1938 - 30x30-80-226-108,0-5652 -	2250-280,600-464,700-65,000 - Sc.1959	1941
73-315 & 323	3752 * 4-8-4 * 3751 * BLW, 1928(60328) - Rebuilt 1948 - 30x30-80-230 -	108,0-5634-2250-287,400-476,600-66,000-Sc.1959	323 → 1948 315 → 1952
73-373	3754 * 4-8-4 * 3751 * BLW, 1928(60330) - 30x30-73-210-108,0-5672 -	2250-272,100-428,200-66,000 - Sc.1956	1933
73-323	3756 * 4-8-4 * 3751 * BLW, 1928(60332) - As 3752 - Sc.1956		C.1945
73-324	3757 * 4-8-4 * 3751 * BLW, 1928(60333) - As 3752 - Sc.1956		323 → 1938
73-323	3757 * 4-8-4 * 3751 * BLW, 1928(60333) - As 3752 - Sc.1956		
73-325	3762 * 4-8-4 * 3751 * BLW, 1929(60765) - 30x30-80-230-280,600 -		
73-325	3762 * 4-8-4 * 3751 * BLW, 1929(60765) - 30x30-80-230-280,600 -		1942 & 1948
133-32 73-312	3764 * 4-8-4 * 3751 * BLW, 1929(61091) - 30x30-73-210-108,0-5672 -	2250-272,900-435,600-66,000 - Sc.1956	BP
73-325	3764 * 4-8-4 * 3751 * BLW, 1929(61091) - 30x30-80-230-280,600 -		

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	3764 (cont)		464,700 - 66,000		1938 & 194A
73-326	3765	* 4-8-4	* 3765 * BLW, 1938(62119) - 28X32-80-300-108-5404-2250-286,890-499,600-66,000 - Sc. 1959		
73-313 133-33 73-324	3766	* 4-8-4	* 3765 * BLW, 1938(62120) - As 3765 - Sc. 1959		1938
73-316	3767	* 4-8-4	* 3765 * BLW, 1938(62121) - As 3765 - Sc. 1959		1939
32-780	3768	* 4-8-4	* 3765 * BLW, 1938(62122) - As 3765 - Donated 1958		1939
3-162 73-313 73-326 8-162	3770	* 4-8-4	* 3765 * BLW, 1938(62124) - As 3765 - Sc. 1959		1938
73-316	3771	* 4-8-4	* 3765 * BLW, 1938(62125) - As 3765 - Sc. 1959		318 → BP 324 → 1939 162 → BP
73-319 & 326	3775	* 4-8-4	* 3765 * BLW, 1938(62129) - As 3765 - Sc. 1959		1939
63-164 73-28 73-317	3776	* 4-8-4	* 3776 * BLW, 1941(62465) - 28X32-80-300-108-5311-2366-281,900-494,630-66,000 - Sc. 1959		319 → BP 326 → 1958
23-259 73-318	3777	* 4-8-4	* 3776 * BLW, 1941(62466) - As 3776 - Sc. 1959		28 → 1941
73-317	3779	* 4-8-4	* 3776 * BLW, 1941(62468) - As 3776 - Sc. 1959		1947
73-6, 312, 318 & 319	3780	* 4-8-4	* 3776 * BLW, 1941(62469) - As 3776 - Sc. 1959		
73-326	3781	* 4-8-4	* 3776 * BLW, 1941(62470) - As 3776 - Sc. 1959		1954
73-319	3784	* 4-8-4	* 3776 * BLW, 1941(62473) - As 3776 - Sc. 1959		1941
62-21 73-312	3785	* 4-8-4	* 3776 * BLW, 1941(62474) - As 3776 - Sc. 1956		312 → BP 21 → 1947
73-224	3800	* 2-10-2	* 3800 * BLW, 1919(51754) - 30X32-63-195-88,3-5311-1298-309,000-402,000-75,700 - Sc. 1953		BP
73-202	3802	* 2-10-2	* 3800 * BLW, 1919(51892) - 30X32-63-220-324,300-414,000-85,300 - Sc. 1955		
73-225	3807	* 2-10-2	* 3800 * BLW, 1919(51928) - As 3802 - Sc. 1955		
73-231	3839	* 2-10-2	* 3800 * BLW, 1920(54072) - 30X32-63-220-88,3-5270-1298-320,000-396,900-85,360 - Sc. 1955		
73-207	3844	* 2-10-2	* 3800 * BLW, 1921(54939) - As 3839 - Sc. 1953		1946
8-90 73-224	3849	* 2-10-2	* 3800 * BLW, 1921(55000) - 30X32-63-195-300,000-378,000-75,700 - Sc. 1955		BPs
73-230	3850	* 2-10-2	* 3800 * BLW, 1923(56504) - 30X32-63-220-88,3-5270-1298-311,500-397,600-85,360 - Sc. 1955		
8-154 32-780	3854	* 2-10-2	* 3800 * BLW, 1923(56668) - As 3850 - Sc. 1953		
73-228	3855	* 2-10-2	* 3800 * BLW, 1923(56669) - As 3850 - Sc. 1952		1949
73-228	3858	* 2-10-2	* 3800 * BLW, 1923(56718) - As 3850 - Sc. 1954		1950
73-229	3859	* 2-10-2	* 3800 * BLW, 1923(56719) - As 3850 - Sc. 1952		1939
23-193 73-224	3870	* 2-10-2	* 3800 * BLW, 1923(56844) - 30X32-63-210-88,3-5395-1298-315,000-400,700-81,500 - Sc. 1952		BPs
62-Front	3874	* 2-10-2	* 3800 * BLW, 1923(56997) - 30X32-63-210-88,3-5395-1298-314,500-405,100-81,500 - Sc. 1949		
8-153 73-224	3897	* 2-10-2	* 3800 * BLW, 1926(59252) - 30X32-63-220-88,3-5087-1945-316,760-400,490-85,360 - Sc. 1954		BPs

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H	73-208	3897	* 2-10-2	* 3800	* BLW, 1926 (59252) - 30X32-63-220 - 88,3-5087 - 1345 - 316,660 - 402,470 - Sc. 1954	
H	63-208	3898	* 2-10-2	* 3800	* BLW, 1926 (59253) - A5 3897 - Sc. 1955	
H	73-230	3900	* 2-10-2	* 3800	* BLW, 1926 (59287) - A5 3897 - Sc. 1954	1949
H	73-209	3904	* 2-10-2	* 3800	* BLW, 1926 (59291) - A5 3897 - Sc. 1955	1950
H	73-224	3920	* 2-10-2	* 3800	* BLW, 1927 (59781) - 30X32-63-220 - 88,3-5128 - 1345 - 319,500 - 404,000 - 85,360 - Sc. 1955	BP
H	73-231	3925	* 2-10-2	* 3800	* BLW, 1927 (59789) - A5 3920	now
H	73-224	3932	* 2-10-2	* 3800	* BLW, 1927 (59827) - 30X32-63-220 - 88,3-5087 - 1345 - 318,500 - 403,500 - 85,360 - Sc. 1955	BP
H	73-208	3934	* 2-10-2	* 3800	* BLW, 1927 (59829) - 30X32-63-220 - 320,000 - 403,900 - 85,360 - Sc. 1954	
H	73-231	3935	* 2-10-2	* 3800	* BLW, 1927 (59830) - A5 3934 - Sc. 1956	1948
H	73-231	3940	* 2-10-2	* 3800	* BLW, 1927 (59835) - A5 3934 - Sc. 1954	1948
8-90	73-192	4000	* 2-8-2	* 4000	* BLW, 1921 (54860) - 27X32-63-190 - 66,8-4482 - 1086 - 240,970 - 317,350 - 59,800	BP
A	73-193	4007	* 2-8-2	* 4000	* BLW, 1921 (54904) - 27X32-63-200 - 66,8-4482 - 1086 - 258,600 - 330,500 - 63,000 - Sc. 1954	1935
46-123	73-192	4015	* 2-8-2	* 4000	* BLW, 1923 (56510) - 27X32-63-200 - 66,8-4482 - 1086 - 246,000 - 327,000 - 63,000 - Sc. 1955	BP
A	73-196	4019	* 2-8-2	* 4000	* BLW, 1923 (56698) - 27X32-62-200 - 66,8-4482 - 1086 - 258,600 - 330,500 - 63,000 - Sc. 1953	1953
B	73-192	4028	* 2-8-2	* 4000	* BLW, 1923 (56822) - 27X32-62-200 - 66,8-4679 - 1086 - 243,400 - 334,900 - 63,000 - Sc. 1925 - Booster equipped	BP
B	73-194	4031	* 2-8-2	* 4000	* BLW, 1923 (56993) - 27X32-63-200 - 66,8-4482 - 1086 - 260,800 - 336,300 - 63,000 - Sc. 1953	1939 & 1953
B	73-192	4037	* 2-8-2	* 4000	* BLW, 1923 (57117) - 27X32-63-200 - 66,8-4482 - 1086 - 246,000 - 327,000 - 63,000 - Sc. 1953	BP
B	73-196	4039	* 2-8-2	* 4000	* BLW, 1923 (57119) - A5 4031 - Sc. 1953	1949
B	73-196	4047	* 2-8-2	* 4000	* BLW, 1923 (57270) - A5 4031 - Sc. 1953	1951
B	73-177	4051	* 2-8-2	* 4000	* BLW, 1923 (57320) - A5 4031 - Sc. 1953	1944
B	73-196	4052	* 2-8-2	* 4000	* BLW, 1923 (57321) - A5 4031 - Sc. 1955	1935
B	73-197	4059	* 2-8-2	* 4000	* BLW, 1923 (57328) - A5 4031 - Sc. 1954	1940
A	73-192	4060	* 2-8-2	* 4000	* BLW, 1924 (57695) - 27X32-63-200 - 66,8-4587 - 1143 - 247,000 - 340,500 - 63,000 - Sc. 1956	BP
B	73-192	4088	* 2-8-2	* 4000	* BLW, 1926 (59339) - 27X32-63-200 - 66,8-4553 - 1143 - 247,000 - 336,000 - 63,000 - Sc. 1956	BP
B	73-197	4100	* 2-8-2	* 4000	* BLW, 1926 (59401) - 27X32-63-200 - 66,8-4553 - 1143 - 260,200 - 342,000 - 63,000 - Sc. 1950	1948
B	73-330	4101	* 2-8-4	* 4101	* BLW, 1927 (59952) - 27X32-63-275 - 99,0-4576 -	

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	4101 (cont.)	1270 - 268,100 - 388,050 - 82,940 - Sc. 1954	1949
73-330	4102 * 2-8-4 * 4101 * BLW, 1927(59953) - As 4101 - Sc. 1954		1947
73-328	4103 * 2-8-4 * 4101 * BLW, 1927(59954) - 27X32-63-220 - 99,0 - 4576 - 1270 - 266,000 - 393,000 - 69,200 - Sc. 1954		BP
73-330	4110 * 2-8-4 * 4101 * BLW, 1927(59991) - As 4101 - Sc. 1955		1953
73-329	4114 * 2-8-4 * 4101 * BLW, 1927(60031) - As 4101 - Sc. 1954		c. 1947
73-328	4115 * 2-8-4 * 4101 * BLW, 1927(60032) - 27X32-63-250 - 99,0 - 4576 - 1270 - 266,000 - 393,000 - 71,300 - Sc. 1954		BP
73-331	4115 * 2-8-4 * 4101 * BLW, 1927(60032) - As 4101 - Sc. 1954		1953
31-256 73-331	4197 * 2-8-4 * 4193 * Lima, 1928(7280) - Shown as rebuilt by AT&SF, 1947 - 27X32-63-270 - 100.0 - 5131 - 2135 - 265,800 - 408,500 - 70,100 (1945)		
73-329	4198 * 2-8-4 * 4193 * Lima, 1928(7292) - 27X32-63-240 - 100.0 - 5131 - 2135 - 261,800 - 406,900 - 60,900 - Sc. 1949 B&M 4003: AT&SF 4197 (1945)		1947
73-329	4198 * 2-8-4 * 4193 * Lima, 1928(7292) - 27X32-63-240 - 100.0 - 5131 - 2135 - 261,800 - 406,900 - 60,900 - Sc. 1949 B&M 4015: AT&SF 4198 (1945)		1945
73-331	4199 * 2-8-4 * 4193 * Lima, 1928(7295) - As 4198 - B&M 4018: AT&SF 4199 Sc. 1949		c. 1947
8-148 73-334	5000 * 2-10-4 * 5000 * BLW, 1930(61524) - 30X34-69-300 - 121.5 - 6098 - 2550 - 349,910 - 502,260 - 93,000 - Donated 1957		BP
73-332, 334, 336 & 337	5000 * 2-10-4 * 5000 * BLW, 1930(61524) - 30X34-69-300 - 121.5 - 6098 - 2550, 372,000 - 502,600 - 93,000 - Donated 1957		336 → 1946 334 → 1956
73-339 & 340	5003 * 2-10-4 * 5001 * BLW, 1938(62155) - 30X34-74-121.5 - 6022 - 2741 - 371,680 - 545,260 - 93,000 - Sc. 1959		339 → 1940 340 → 1956
23-249 45-216 73-334	5004 * 2-10-4 * 5001 * BLW, 1938(62156) - 30X34-74-121.5 - 6022 - 2741 - 372,000 - 540,500 - 93,000 - Sc. 1959		BP
73-336	5007 * 2-10-4 * 5001 * BLW, 1938(62159) - 30X3-74-310 - 121.5 - 6044 - 2741 - 371,990 - 538,520 - 93,000		1939
73-337	5008 * 2-10-4 * 5001 * BLW, 1938(62160) - As 5007 - Sc. 1959		1947
73-340	5009 * 2-10-4 * 5001 * BLW, 1938(62161) - As 5007 - Sc. 1959		1939
73-341	5010 * 2-10-4 * 5001 * BLW, 1938(62162) - As 5007 - Sc. 1959		
8-185 73-335	5012 * 2-10-4 * 5011 * BLW, 1944(70818) - 30X34-74-310 - 121.5 - 5937 - 2589 - 380,000 - 549,500 - 93,000 - Sc. 1959		BP
63-153	5015 * 2-10-4 * 5011 * BLW, 1944(70821) - As 5012 - 74 - Sc. 1959		1947
73-340	5016 * 2-10-4 * 5011 * BLW, 1944(70822) - Modified - 30X34-74-310 - 121.5 - 5937 -		
73-341	5016 * 2-12589 - 380,800 - 538,000 + 93,000 (822) - Sc. 1959		1956
73-341	5017 * 2-10-4 * 5011 * BLW, 1944(70823) - As 5016 - Donated 1959		1959
73-343	5018 * 2-10-4 * 5011 * BLW, 1944(70824) - As 5016 - Sc. 1959		1956
18-97 & 100 73-342	5020 * 2-10-4 * 5011 * BLW, 1944(70826) - As 5016 - Sc. 1959		342 → 1955 100 → 1955
62-38	5022 * 2-10-4 * 5011 * BLW, 1944(70828) - As 5016 - Sc. 1959		
73-341	5025 * 2-10-4 * 5011 * BLW, 1944(70831) - As 5016 - Sc. 1959		1953

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73-342	5035 * 2-10-4 * 5011 * BLW, 1934 (7084) - A ₂ 5016 - Sc. 1959	1953
73-346	9001 * 0-6-0 * 2000 * BLW, 1906 (27648) - 20x26-51-180-34.7-1906.8- 144,600 - 31,300 AT&SF 2001: 9001 - Sc. 1949	1948
73-246	9011 * 0-6-0 * 2000 * BLW, 1906 (27821) - A ₅ 9001 - AT & SF 2011: 9011 Sc. 1949	
73-247	9048 * 0-6-0 * 2039 * BLW, 1911 (37071) - 20x26-51-180-29.2-1550.1- 306-155,870-31,300 AT&SF 2048: 9048 Sc. 1950	1947
73-357	9076 * 0-6-0 * 2039 * BLW, 1912 (37688) - 20x26-51-180-29.2-1550.1- 306-154,250-31,300 AT&SF 2076: 9076 Sc. 1955	
73-368	9088 * 0-6-0 T * 2039 * BLW, 1913 (39847) as an 0-6-0 - 20x26-51- 180-29.2-1550.1-306-182,240-31,300 AT&SF 2088: 9088 Sc. 1954	
73-349	9104 * 0-6-0 * 2100 * AT&SF, 1904 (AT-1764) - 20x26-51-180-29.3- 1574-306-141,880-31,300 AT&SF 2104: 9104 Sc. 1948	1948
73-351	9121 * 0-6-0 * 2110 * BLW, 1906 (27057) - 20x26-51-180-29.3-1574- 306-148,500-31,300 AT&SF 2121: 9121 Sc. 1951	
73-368	9147 * 0-6-0 T * 2147 * A-C, 1903 (28680) as an 0-6-0 - 19x26-51-180- 35.9-1775-157,000-28,000 AT&SF 2147: 9147 Sc. 1956	
73-351	9149 * 0-6-0 * 2147 * A-C, 1903 (28685) - 19x26-51-180-35.9- 1775-135,200-28,000 AT&SF 2149: 9149 Sc. 1947	
73-369	9257 * 0-6-0 T * 2243 * Hinkley, 1887 as an 0-6-0 - 17x24-51-150-14.6- 1255-112,000-17,800 AT&SF 567: GS 36: AT&SF 2257: Sc. 1948	1948
73-367	9419 * 0-4-0 T * 2419 * BLW, 1899 (17333) - 17x24-51-160-18.4-1037- 100,000-18,500 Santa Fe Terminal 1: AT&SF 2419: Sc. 1947	1947
73-140	9440 * 2-8-0 * 2439 * A-B, 1904 (29721) - 19x26-50-180-24.0-1867- 131,200-147,200-28,800 SFP&P 52: BM 52: AT&SF 2440: Sc. 1951	1949
73-140	9442 * 2-8-0 * 2442 * A-B, 1906 (41123) - 19x26-50-180-24.0-1867- 135,100-151,100-28,800 SFP&P 54: BM 54: AT&SF 2442: Sc. ?	
73-146 & 153	9446 * 2-6-0 * 2445 * Rhoads, 1891 (2606) - 19x24-55-155-19.2- 1488.9-98,650-118,100-20,800 Fort Worth & Rio Grande 23: Sc. 1947	1946

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73-82	102	* 4-4-0	* 90	* Manchester, 1887 (1302) - 18x24 - 69 - 150 - 18.7 - 1375 - 64,350 - 98,550 - 14,500 AT&SF 538: 321: 102 Sold 1925 1902
73-52	205	* 4-4-0	*	* Hinkley, 1881 (1428) - 17x24 - 63 - 140 - 53,500 - 82,300 - 13,100 AT&SF 205: 125: 0135 Sc. 1883
73-353	214	* 0-6-0	*	* Hinkley, 1882 - 16x24 - 51 - 130 - 14.5 - 1185 - 77,500 - 13,300 - AT&SF 214: 2234 Sc. 1895
73-232	1468	* 4-4-2	* 1452	* BLW, 1909 (33946) as a balanced compound - As rebuilt, 1927 - 22x26 - 79 - 200 - 49.5 - 2690 - 603 - 123,500 - 235,200 - 27,100 Sc. 1948
73-336	3829	* 2-10-4	* 3800	* BLW, 1919 (52237) - 30x32 - 63 - 220 - 88.3 - 5207 - 1298 - 320,000 - 405,200 - 85,360 - Sc. 1955 1950
82-129	3701	* 4-8-2	* 3700	* BLW, 1918 (48736) - As 3700 (A)
126-77	3887	* 2-10-2	* 3800	* BLW, 1924 (57832) - 30x32 - 63 - 220 - 88.17 - 5087 - 1345 - 316,000 - 410,200 - 85,360 - ? booster 1926
127-52	2508	* 2-8-0	* 2507	* A-S, 1907 (44071) - 23 1/2 x 32 - 63 - 200 - 208,700 - 239,000 - 47,700 NYC 2925: KCM&O 52: AT&SF 2508 Sc. 1955 1944
127-55	2517	* 2-8-0	* 2507	* A-B, 1910 (47022) - As 2508 NYC 2982: KCM&O 61: AT&SF 2517 Sc. 1940
127-50	2524	* 2-8-0	* 2507	* A-B, 1910 (47086) - As 2508 NYC 2966: KCM&O 68: AT&SF 2524 Sc. 1954 1937
127-64	1421	* 4-4-2	* A-S, 1906 (27843) - 4 cyl. bal. comp. - 15 1/2 x 26 - 79 - 220 - 105,000 - 203,450 - 22,170 Sc. 1927 1907	
132-106	3702	* 4-8-2	* 3700	* BLW, 1919 (51261) - As 3700 (BP) 1919
132-106	3705	* 4-8-2	* 3700	* BLW, 1919 (51292) - 28x28 - 69 - 210 - 243,000 - 351,700 - 56,800 Sc. 1952 1938
132-109	3737	* 4-8-2	* 3700	* BLW, 1923 (56866) - 28x28 - 69 - 210 - 246,300 - 361,600 - 56,800 Sc. 1952 1947
132-108	3745	* 4-8-2	* 3700	* BLW, 1924 (57699) - As 3737 Sc. 1955 1946
133-29&31	3755	* 4-8-4	* 3751	* BLW, 1928 (60331) - 31 -> 1941 33 -> 1952
133-30	3780	* 4-8-4	* 3776	* BLW, 1941 (62469) - 1953
133-50	853	* 0-8-0	* 825	* A-P, 1902 (25345) as tandem comp., later simplex and rebuilt to 0-8-0, 1923x32-57-180-222,800-45,500 Sc. 1951
73-5	5027	* 2-10-4	* 5011	* BLW, 1944 (70833) - As 5016 Sc. 1959 1957
73-31	5021	* 2-10-4	* 5011	* BLW, 1944 (70827) - As 5016 Sc. 1950 1957
73-35	3534	* 4-6-2	* 3500	* BLW, 1919 (41251) as balanced comp. - As rebuilt, 1922 - As 3506 1937
73-68	0168	* 4-4-0	* 0168	* BLW, 1896 (14914) - 17x24 - 67 - 160 - 16.5 - 1261 - 56,000 - 84,000 - 1410 SF&SJV 52: AT&SF 0168 Sc. 1913 1900
73-87	451	* 4-6-0	* 439	* BLW, 1900 - 20x26 - 69 - 180 - 28.6 - 2142.2 - 123,000 - 158,000 - 23,000 AT&SF 844: 451 Sc. 1936 c. 1930
73-130	1918	* 2-8-0	* 1900	* BLW, 1913 (39514) - As 1900 - Sc. 1954 1948
73-228	3824	* 2-10-2	* 3800	* BLW, 1919 (52071) - As 3802 - Sc. 1955

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73-204	3842 * 2-10-2 * 3800 * BLW, 1921(54925) - As 3839 Sc. 1953
73-245	1444 * 4-4-2 * 1400 * BLW, 1907(30794) - As balanced comp. - As rebuilt, 1929 - As 1425 Sc. 1950
73-259	1372 * 4-6-2 * 1337 * BLW, 1913(39569) - " " " - As rebuilt, 1925 - As 1342 19
GA	1293 * 4-6-2 *
136-60	1157 * 2-6-6-2 * 1157 * Topeka Shops, 1910 - Built from # 1051 and # 1125, 2-6-2s 24838x28-69-220-53,5 - 3738-1063-304,300-370,200-62,400 Sc. 1924 (34862)
136-64	1158 * 2-6-6-2 * 1158 * BLW, 1910 - 24838x28-69-220-63,4 - 3722 317,300 - 392,300 - 66,400 Sc. 1929 AT&SF 1170:1158-
136-63	1197 * 2-6-6-2 * 1170 * BLW, 1910(35181) - 24838x28-69-220-63,4 - 3722 304,300 - 370,200 - 66,400 Sc. 1929
136-68	1793 * 2-8-8-2 * 1790 * A-S, 1919(61094) - As 1791 N&W 2026: AT&SF 1793: Vgn 740 (1943) (1948)
136-67	3298 * 2-8-8-0 * 3296 * AT&SF, 1911 - As 3200 AT&SF 3202: 3298 (1918) Rebit to 2-8-8, 1923

ATLANTA & WEST POINT

4-164 45-163	"TELEGRAPH" *4-4-0* Rogers, 1855 (618) - Gauge 5-0 - 12x20-60- Atl. & LaGrange "T": Atl. & WP "T" Sc. 1881	1864
4-164 45-63	"O.A. BULL" *4-4-0* Bl. W. 1859 (856) - Gauge 5-0 - 13x24-54 A&WP "O.A.B": 10 O.A.B. Sc. 1880	1864
4-165 45-64	"DR. THOMPSON" *4-4-0* Rogers, 1860 - Gauge 5-0 - 13x24-54 A&WP "D.T": 12 "D.T." Sc. by 1881	C. 1869
45-96	15(2) *4-6-0* A-RL&M, 1906 (40402) - 21x28-78-200 - 193,200 - 26,910 A&WP 15(2): W of A 15(3): 60:161 Ret. 1953	BP
45-96	24(2) *4-6-0* Rogers, 1903 (5901) - 21x28-61-200 - 142,000 - 180,800 - 34,410 A&WP 24(2): 227 Sold 1923	BP
45-65	37(1) *2-6-0* Rhodets., 1888 (2092) - 16x24-105,000 A&W 37(1): 31 Sold 1904	BP
45-97	201 *0-6-0* E * A-R, 1912 (52944) - 19x24-52-180 - 121,000 - 25,490 Sc. 1950	1939
45-97	202 *0-6-0* E * A-R, 1913 (54039) - As 201 Sc. 1950	1948
45-96 & 98	210 *2-6-0* B * A-R, 1912 (50957) - 20x26-56-200 - 162,000 - 31,570 Ret. 1954	92 -> BP 98 -> 1939
45-97	215 *0-8-0* G * A-P, 1918 (60135) - 25x28-51-175 - 214,000 - 51,040 Ret. 1950	1950
45-98	219 *0-8-0* G * A-S, 1925 (66321) - 25x30-53-180 - 233,100 - 54,130 Det. Terminal 29: A&WP 219	1948 1950
45-99	226 *4-6-0* A * Rogers, 1903 (5900) - 21x28-61-200 - 142,000 - 180,800 - 34,410 A&WP 23(3): 226 Ret. 1954	1939
45-99	226 *4-6-0* A * Above rebuilt	1950
45-99	228 *4-6-0* A - RL&M, 1906 (40404) - As 226 A&WP 27(2): 228 Ret. 1953	1939
45-96	231 *4-6-0* A * A-R, 1912 (50960) - As 226 Ret. 1936	BP
45-101	250 *4-6-2* P * A-RL&M, 1907 (43024) - 22x28-72-200 - 212,000 - 32,000 A&WP 250: 251: Georgia 251: 254	BP
45-101	251 *4-6-2* P * A-RL&M, 1907 (43024) - As rebuilt in 1923 - 23x28-72-200 - 236,300 - 34,970 - A&WP 250: 251: Georgia 251: 254 1923 -	(1923) (1934) (1937)
45-77 & 100	261 *4-6-0* A * A-RL&M, 1906 (40403) - As rebuilt, 1923 - 22x28-72-200 - 198,500 - 32,000 A&WP 38: 260: 261 Ret. 1954	100 -> 1939 77 -> 1947
45-100	271 *4-6-0* A * Rogers, 1899 (5479) - 20x26-72-190 - 158,000 - 23,330 A&WP 37: 271: 273 Sc. 1945	1916
45-100	272 *4-6-0* A * Rogers, 1899 (5473) - As rebuilt, 1925 - 21x26-72-200 - 185,000 - 27,070 A&WP 36: 270: 272 Ret. 1938	1931
45-101	280 *4-6-2* P * A-B, 1913 (54037) - 24x28-73-200 - 163,000 - 25,800 - 37,560 Ret. 1953	BP
45-77 & 102	280 *4-6-2* P * As above but modified Ret. 1953	102 -> 1947 77 -> 1952
45-102	281 *4-6-2* P * A-B, 1913 (54038) - As 280 but modified A&WP 281 * Georgia 281 Ret. 1954	1925 1935
45-73 & 103 71-58 & 77	290 *4-6-2* P * Lima, 1926 (7008) - 27x28-73-200 - 192,500 - 303,500 - 47,530 Ret. 1953?	103 -> BP 77 & 103 -> 1940 103 -> 1948

ATLANTA & WEST POINT

45-104	400	*2-8-2 * F * Lima, 1918(5694) - As modified - 27x30-63-180 - 282,000 - 53,110	Ret. 1952	1946
45-104	401	*2-8-2 * F * Lima, 1918(5693) - As 400	Ret. 1951	BP
45-104	401	*2-8-2 * F * As above but modified -	Ret. 1951	1947
45-105	425	*2-8-2 * F * Lima, 1923(6730) - 26x30-63-200 - 292,000 - 54,720	Ret. 1954	BP
45-79,80 & 105	425	*2-8-2 * F * As above but modified.		105 → 1940 79 - 1948
45-105	426	*2-8-2 * F * Lima, 1925(6929) - As 425	BP Ret. 1954	1940
45-79 & 106	427	*2-8-2 * F * Lima, 1925(7004) - As 425	BP Ret. 1954	106 → 1939 77 → 1949
45-78 & 106	430	*2-8-2 * F * BLW, 1944(70887) - 27x32-63-200 - 258,700 - 337,000 - 62,950	Ret. 1954	106 & 243 → BP 106 → 1947 78 & 1948

ATLANTIC COAST LINE

9-13	3	*4-4-0*	Rogers, 1885(3572)-18x24-62-90,000		
A	58	*0-6-0*		50-220	
8-58	22-153	153	*4-4-2*	BLW, 1895-19x24-72-180-26.1-2047.2-73,000-129,800-18,400	BP
	23-175	494	*4-6-2*	Alco, 1919-25x28-73-200-277,000-40,700	BP
	83-182	900	*4-6-0*	BLW, 1904(24668)-	ACL 356(2); 900 (1950)
	83-183	904	*4-6-0*	BLW, 1905(25165)-	ACL 345; 904(2) 1955
	71-42	1220	*0-8-0*		
A	74-156	1403	*4-8-2*	J-1 * A-B, 1924-28x30-69-200-257,500-376,000-60,850	DL&W 1403; ACL 1403 (1945)
	A	1566	*4-6-2*	Alco, 1920	BP
	71-36	1672	*2-8-2*		
	23-195	1719	*4-6-2*	BLW, 1925-25x28-69-200-280,610-43,100	BP
	71-40	1800	*4-8-4*	BLW, 1937-As 1804	
	8-168	1804	*4-8-4*	R-1 * BLW, 1938-27x30-80-275-460,270-63,900	BP
	8-168	1805	*4-8-4*	R-1 * BLW, 1938-As 1804	BP
	³³⁻¹⁸⁰ 63-127	1810	*4-8-4*	R-1 * BLW, 1939-As 1804	Both -> 1940
	71-43	2006	*2-10-2*		
	38-92	7034	*4-8-0*	BLW, 1906-21x30-56-200-168,000-200,000-40,160	
			NEW 485: HPT&D 485: AB&C 34: ACL 7034		
	63-127	7153	*4-6-2*	AJ-2* ^{Lima 1914 (1344) - 23 1/2 x 30 - 73-185 - 150,700 - 251,200 - 35,690} GN 1466: 69 Car & Loco (1937): AB&C 153 (1945): ACL 7153 1949	
	127-21	7225	*2-8-2*	NYC 1555: AB&C 225: ACL 7225 (1938) (1945) 1949	
	127-21	7226	*2-8-2*	NYC 1556: AB&C 226: ACL 7226 (1939) (1945) 1948	
	127-22	7227	*2-8-2*	NYC 1317: AB&C 227: ACL 7227 (1939) (1945)	
	127-20	7228	*2-8-2*	NYC 1535: AB&C 228: ACL 7228 (1945) 1948	
	132-354	1401	*4-8-2*	J-1 * A-B, 1924-As 1403 DL&W 1401: ACL 1401 1945	
	132-351	7372	*4-8-2*	* A-S, 1924-26x28-73-210-320,650-46,300 (1936) (1946) FEC 420; AB&C 372: ACL 7372 1948	
	133-181	1811	*4-8-4*	R-1 * BLW, 1938-As 1804 1939	

ATLANTIC & NORTH CAROLINA

44-43	3(2)	* 0-6-0 * BLW, 1905 (26855) - 17X24-51-170 - 93,345 - 19,650 A&NC 30; N&S RY 4(2): (1907) (1910) (1935) (1939)	3(3): NS RR(2) 3(3): A&NC 3(2); A&EC 3	Sc. 1947	1937
44-43	5(2)	* 0-6-0 * BLW, 1907 (30520) - 18X24-51-180 - 104,300 - 23,330 (1910) (1935) (1939)	N&S RY 5(2); NS RR(2) 5(2): A&NC 5(2): A&EC 5	Sc. 1942	1937
44-43	6(2)	* 0-6-0 * BLW, 1907 (30529) - As 5(2) - N&S RY 6(2); N&S RR(2) 6(2); (1935) (1939)	A&NC 6(2); A&EC 6		1937
5-117 44-20	12(2)	* 4-4-0 * Richmond, 1895 (2456) - 16X24-68-180 - 94,600 - 13,820 (1910) (2) (1910)	A&NC 12(2); N&S RY 37(1); NS RR 24(3)		BF
44-44	12(3)	* 4-6-0 * BLW, 1912 (38949) - 18X26-56 1/2 - 185 - 132,050 - 23,450 (1937) (1939)	East Carolina 12; A&NC 12(3); A&EC 13	Sc. 1946	1937
44-17 & 21	17	* 4-4-0 * Pittsburgh, 1900 (1637) - 18X24-63-180 - 114,600 - 18,880 (1902) (1907) (1910) (1935) (1939)	A&NC 17; N&S RY 45(1); 50(2); NS RR(2) 50(2); A&NC 17(2); A&EC 17	Sc. 1939	BF
44-44	17(2)	* 4-4-0 * All as 17 above			
44-22	30	* 0-6-0 * All as 3(2) above			c. 1906
44-39, 40 & 45	101	* 4-6-0 * BLW, 1907 (30043) - 26X26-64-185 - 169,400 - 25,550 (1936) (1939)	ACL 938; A&NC 101; A&EC 101	Sc. 1943	45 → 1936 39 & 40 → 1937
44-45 & 47	102	* 4-6-0 * BLW, 1907 (30855) - As 101 - ACL 976; A&NC 102; A&EC 102 (1936) (1939)		Sc.	1947 1937
44-40 & 45	103	* 4-6-0 * BLW, 1907 (31488) - As 101 - ACL 989; A&NC 105; A&EC 103 (1936) (1939)		Sc.	1945 1937
44-46 & 47	601	* 4-6-0 * BLW, 1923 (55723) - 21X28-57-195 - 182,000 - 35,910 (1937) (1939)	Wisc. & Mich. 601; A&NC 601; A&EC 601	Sc. 1952	1937
44-46	602	* 4-6-0 * BLW, 1923 (55722) - As 601 W&M 602; A&NC 602; A&EC 602 (1937) (1939)		Sc.	1952 1937

ATLANTIC & PACIFIC

62-31	2	*0-4-0*				1880
32-767	14"	Sioux* 4-4-0*				
62-31	19"	NEW Mexico* 4-8-0*				1880
5-138	26	*4-8-0* Rhod. Is., 1881 (993) - 20x26-46-150-87,450-121,000-25,000	(1898)	(1900)		
		A&P 26; SFP 19; AT&SF 237; 637			Sc. 1922	BP
2-71	64	*4-6-0* Pittsburgh, 1888 (981) - 19x26-58-150-95,450-117,150-20,600	(1898)	(1900)		
		A&P 64; SFP 64; AT&SF 364			Sc. 1926	1890
2-70	71	*4-6-0* Pittsburgh, 1888 (988) - As 64	(1898)	(1900)		
		A&P 71; SFP 71; AT&SF 371			Sc. 1922	1890
62-31	88	*4-4-0* New York L.W., 1888 (418) - 18x26-61-150-69,650-104,250-17,600	(1898)	(1900)		
		A&P 88; SFP 88; 123			Sc. 1923	
2-73	95	*0-6-0* New York L.W., 1889 (425) - 17x24-48-150-81,800-18,400	(1901)	(1902)		
		A&P 95; SFP 95; 0212; 2159			Sc. 1922	1890
2-70	115	*4-6-0* BLW, 1892 (13369) - 19x24-61-160-93,000-124,450-19,300	(1898)	(1900)		
		A&P 115; SFP 115; AT&SF 624; 299			Sc. 1916	1892

ABERDEEN & ASHBORO

28-44 5 *4-4-0* Richmond, 1897 (2639) - 14x20-48-145-61,000-10,070 A&A 5; Aberdeen & West End 5; A&A 22; NS RR (2) 19(3); Manatee Lumber Co. ? (1912) (1919) BP

ABERDEEN & ROCKEISH

44-157 1 *2-4-0* BLW, 1892 (12965)
44-157 3 *4-4-0*
44-157 5 *4-6-0* BLW, c. 1904 (24656) BP
44-158 10 *4-6-0* BLW, 1910 (39387) A&R 10:20 BP
44-158 20 *4-6-0* A 5 10 1936
44-159 30 *2-8-2* BLW, 1921 (54407) - Sewell Valley 8; C&O 2911; A&R 30 1936
44-159 35 *2-8-2* BLW, 1922 (55568) - Sewell Valley 10; C&O 2912; A&R 35 1936
44-159 & 160 40 *2-8-2* A-B, 1920 (61858) - Portland, Astoria & Pacific 100; Minarets & Western 101; A&R 40 1936

ACME EXTRACT CO.

107-61 ? *Cl. A Gilbert & Dunkirk Eng. Co., 1890/91 - 24,000 3-0 gauge

ADDISON & NORTH PENNSYLVANIA

67-52 3 *4-4-0* Hinkley, 1882 (1582?) A&NP 3; Baltimore & Lehigh 12 (1894)
67-52 6 *2-6-0* Hinkley?, 1887 (1702?) A&NP 6; Baltimore & Lehigh 11 (1894)

ADIRONDACK

28-119, 126, 128, 131 & 133 1" MAJ. GEN. HANCOCK *4-4-0* DC&Co 1864 - 14x22-60 Adirondack 1" M.G.H.; 3" M.G.H."
28-114 3" GEO. LEAVITT *4-4-0* Sch., 1870 (636) - 16x24-60 " 3" G.L.; 6" G.L."
28-127 5" T.G. DURANT *4-4-0* Sch., 1884 (1949) - 15x24-63-78,700 BP

AKRON & BARRERTON BELT

8-145 17 *0-8-0* BLW BP

AKRON, CANTON & YOUNGSTOWN

82-256 404 *2-8-2* R-2 * Lima, 1941 (7818) - 26x30-63-200 - 319,700 - 54,600
19-401 407 *2-8-2* A-S, 1918 (59584) - 26x30-63-200-66.7 - - - 228,450 - 307,420 - 54,600 (1945) Sc. 1948
NYC&StL 607; AC&Y 407

ALAMOGORDO & SACRAMENTO MOUNTAIN

2-106 101 *2-8-2T* BLW, 1898 - 21x24-46 New Mexico Coal Co. 101; A&SM 101; EP&NE 101; EP&SW 101; 201; 420; 4; SP 1300(3) (1924) Sc. 1934

ALASKA RR

1-127 151 *4-6-0* 1929
8-167 901 *4-6-2* BLW, 1940 - 22x28-63-248,980 BP

ALBANY STREET RY

(Oregon)

1-189 3" GOLTRA PARK *0-4-2T* Dummy*
2-108 ? *0-4-2T* Porter, c. 1891 - 8x14-30 Rogue River Valley 1 (2-4-2T); ASRY ? (0-4-2T)

ALBANY & SUSQUEHANNA

Gauge 6-0

28-76 5" CHARLES COURTER *4-4-0* DC&Co, 1864 - 16x24-60-60,000 1869
28-77 11" JOHN WESTOVER *4-4-0* DC&Co, 1866 - 16x24-60-60,000

ALBION LUMBER Co.

G-89 5 * 2-6-2T * BLW

ALBION MINES RY

(Canada)

5-19 & 45 "SAMPSON" * 0-6-0 * Timothy Hackworth, 1832 (England) - 15 $\frac{1}{4}$ x 18 - 48-34,000ALGER LOGGING Co.

50-44 1 * 2 Tr. * Climax.

ALGER-SULLIVAN LUMBER Co.

C 103 * 4-6-0 *

ALGOMA EASTERNMWR 60-3 55 * 2-8-0 * A - Montreal, 1921 (22592) - 23 $\frac{1}{2}$ x 30 - 57 - 200 - 218,000 - 243,000 -
49,410 AE 55; CP 3955ALGOMA LUMBER Co.

2-175 1506 * 4-4-0 * BLW, 1872 Ore. & Cal. 15; SP 1506; AL Co. 1506

ALLEGHENY & KINZUA RR

106-43 2 * 3 Tr. Shay * Lima, 1888 (205) - 120,000

106-48 4 * 2 Tr. Shay * Lima, 1889 (235) - 60,000

106-50 5 * 3 Tr. Shay * Lima, 1889 (265).

C. 1890

ALTOONA, CLEARFIELD & NORTHERN

40-80 3 * 4-6-0 * BLW - Vaudain comp.

BP

ALTUS, WICHITA FALLS & HOLLIS

116-104 20 * 2-8-0 * BLW

116-21 21 * 2-8-0 * BLW

AMADOR CENTRAL82-293 7 * 2-6-2 * BLW, 1901 (18595) - 16 x 24 - 44 - 160 - 107,000 - 17,870
(1939)
McCloud River 8: AC 7AMERICAN FORK136-306 ? - 30-130-9-25,000-5,500 (1882) (1885)
2-91 "ONWARD" * 0-4-4T * Mason, 1872 - Gauge 3-6 AF 1"0": Utah & Nor. 45: 296 BPAMERICAN LOCOMOTIVE Co.

5-57 ? * 0-4-0T * A-C, 1914 (53124)

BP

5-57 1 * 0-4-0T * A-D, 1909 - Gauge 3-0 - - 105-35,000

BP

10-275 50000 * 4-6-2 * A-S, 1910 (50000) - 27 x 28 - 79 - 185 - 59.9 - 4927 - 872 - 172,500 -
269,000 - 40,630 A-S 50000: Erie 2509

BP

AMERICAN RR OF PORTO RICO8-66 35 * 0-6-6-0 * BLW, 1904 - Meter gauge - Vaudain comp. - 12 $\frac{1}{2}$ & 19 x 20 - 37 - 200 -

136-364 37 106,650 - 20,200

BP

AMERICAN RIVER LAND & LUMBER Co.

Gauge 3-0

89-15 2 * 2 Tr. Heislert * Stearns Mfg. Co., 1898 (14) - 12 x 12 - 33 - 160 - 50,000 - 10,500
(1900) (1901) (1911)

ARL & L Co 2: El Dorado Lbr. Co. 2: 1: C.D. Dammer Pine Co. 1:

Mich. - Cal. Lbr. Co. 1

Sc. 1942

AMERICAN SMELTING & REFINING Co.

44-123 3352 *2-8-4*BLW, 1940 (62327) - 23 1/2 x 30 - 63-250-335,400 - 49,300 - 60% max. cutoff
Norfolk Southern RR(2) 602; AS&RCo. 3352; FC N de M. 3352 1951

44-123 3354 *2-8-4*BLW, 1940 (62326) - As 3352 NSRR(2) 204; AS&RCo 3354;
FC N de M 3354 1951

AMSLER & CAMPBELL

107-81 2 *2 Tr * Heisler, 1900 (1046) - 40,000 3-0 gauge A&C 2; CPL Co 52 (1913)
(Spain)

8-87 475 *2-8-0*BLW, 1920 - 19x26 - 55 1/2 - 135,000

ANDERSON CREEK RR

111-08 1 *0-4-2T* Porter, 1884 (662) - 24,000 3-0 gauge

ANDERSON, EDWARD G.

106-24 1 *2 Tr * Heisler, 1915 (1309) - 80,000

ANDERSON & MIDDLE LUMBER Co.

50-110 2 *3 Tr * Willamette, 1926 (21)

ANGELINA COUNTY LUMBER Co.

42-15 106 *2-6-0*BLW, - 19x24 - 51-180 - 22.7-1618 - 112,600 - 128,800 - 25,990

ANN ARBOR

A 50 *0-4-0* 1888
96-105 2494 *2-8-2*K-7*A-B, 1923 (64903) - 27x30 - 63-200 - 298,000 - 59,010
(1925) AA 187: 2494 Sc. 1951

96-103 2552 *2-10-2*L-2*BLW, 1919 (52280) - 27x32 - 57-200 - 352,000 - 69,575
(1925) (1942) AA 192: 2552: KCS 222

ANNISTON & ATLANTIC

14-21 1 *4-4-0* Mt. Savage L.W., 1883 - Gauge 3-0

ANTOFAGASTA RY Gauge 2-6 (Chile)

8-55 20? *2-4-2*BLW, 1886

8-66 35 *2-8-0T*BLW, 1889 - Tender & Tank Loco.

8-81 50 *4-6-0*BLW, 1890

ANTOINE VALLEY

122-183 & 184 1 *4-6-0*BLW C. 190?

122-184 5 *4-4-0*

APACHE RY

73-133 400 *2-8-0*BLW, 1907 (32262) - 23 1/2 x 32 - 58-200 - 47,4 - 2687 - 581 -
206,340 - 232,000 - 51,800 AT&SF 1985: APACHE 400

ARCADIA & BETSEY RIVER

5-105 1" HENRY STARKE *2-6-0* Brooks, 1894 (2431) BP

ARCATA & MAD RIVER

6-22 2 *0-4-2* Golden State & Miners Iron Works, c. 1883 as 0-4-4T - Gauge 3'-9 1/2"
A&MR 3" North Fork: 2 OVER - Sc. 1932 c. 1888

ARCATA & MAD RIVER

3-178 3" NORTH Fork * 8-4-2* See 2
1-83 6 * 2-6-0* Gauge 3'-9 1/2"

ARGENTINE CENTRAL Gauge 3-0 (Cal.)

3-143 61-125 FA → 4 * 2 Tr. Shay * Lima, 1907 - (3) 11x12 - 32-180-21- 94,000 - 20,000
5 * 2 Tr. Shay * Lima, 1907 - (3) 11x12 - 32-180-21- 94,000 - 20,000
ARGENTINE STATE RY (So. Amer.)

8-89 ? * 2-8-2* BLW, 1920 - 18x22 - 42 - 131,300 BP
8-96 ? * 2-10-2* BLW, 1921 - 22x24 - 48 - 195,800 BP
8-96 ? * 4-6-2* BLW, 1921 - 20x26 - 60 - 170,000 BP
8-96 ? * 4-8-2* BLW, 1921 - 19x24 - 50 - 170,850 BF

ARIZONA EASTERN

33-468 171 * 4-4-0* BLW, 1887 - US 740; OSL 210; FG de Santa Fe 150; AE 171; SP 1300 (1924) (1924) Sc. 1925
33-107 569 * 2-6-0* A-B, 1908 - CRY & P?; AE 569; SP 1850 (1912) (1924) Sc. by 1954 1925
33-210 872 * 4-4-2* BLW, 1911 - 20x28 - 61 - 202,500 - 24,680 (1912) (1924) SP de M 806; AE 872; SP 807 Sc. 1935 c. 1925

ARIZONA & NEW MEXICO

33-74 21 * 4-4-0* EP & SW 97; A & NM 21; SP 1415 (1924) c. 1925

ARIZONA & SOUTH EASTERN

68-203 2 * 2-6-0* BLW, 1888

ARIZONA SOUTHERN

68-385 10 * 2-8-0* 1935
68-389 11 * 2-8-0* 1935

ARKANSAS RR

122-220 8 * 4-6-0*
122-220 150 * 2-6-0* Warren & Saline River 150; ARR 8 1957
122-221 300 * 2-6-0* Texas State 7;
122-221 412 * 2-6-0* BLW, 1915 Texas State 7; ARR 412 1935

ARKANSAS CENTRAL

122-203 1 * 4-6-0* 1915

ARKANSAS & LOUISIANA MISSOURI

122-164 15 * 4-6-0* Texas-Mexican 15; A & LM 15
122-164 31 * 4-6-0* Cisco & Northeastern 31; A & LM 31
122-164 60 * 2-6-0* Union Sawmill 60; A & LM 60

ASAPH RR

103-33 2' CHAS. I. JAMES * 3 Tr. Shay * Lima, 1909 (756) - 130,000 ARR 2 "C.I.W."; (1908) BP
Emporium Lumber Co, 7

ASHLAND COAL & IRON

20-47 17 * 2-8-0* A-P, 1916 - 22x28 - 56 - 200 - 204,000 - 41,140 (1925) BP
AC & I 17; CEO 1085

ASHLAND IRON Co.

41-30 "EDWARD PATTERSON" *O-4-0T* BLW, 1872

BP

ASHLEY DREW & NORTHERN

122-162 102 *2-6-0*

122-163 125 *2-8-0*

1949

122-163 135 *2-8-0* BLW, 1914 (52234) - La. & Ark. 98; La. Ry & Nav. Co. 98; AD & N 135

ATLANTA BIRMINGHAM & ATLANTIC

19-457 34 *4-4-0* BLW, 1910 (34419) - 19x26-67-190-33.2-97,350-144,950-22,620

AB&A 34: W&LE 2310 (2)

BP

ATLANTA BIRMINGHAM & COAST

38-91 34 *4-8-0* BLW, 1906 - 21x30-56-200-168,000-200,000-40,160

N&W 485; HPT&D 485; AB&C 34; ACL 7034

ATLANTA & CHARLOTTE AIRLINE

23-11 5-117 39-12 22 *4-4-0* BLW, 1877 - Gauge 5-0

BP

ATLANTIC CITY

P-1a

1027 *4-4-2* BLW, 1876 - Vauchin comp - 13x22x26 - 24,25 - 200 -

76,0 - 1855.1 - 78,600 - 142,900 - 14,400 AC 1027: 25 (1900) 30 - 1897 BP

ATLANTIC & DANVILLE

39-20 2 *2-6-0* Rhode Is., 1886 (1542) - Gauge 3-0 - A&D 2: Sou. N 2 Sc. 193 (1899) BP

ATLANTIC & EAST CAROLINA

44-49 102 *4-6-0* BLW, 1907 (30855) - 20x26-64-185-169,400-25,550

ACL 976; A+L & N. Car. (1936) (1939) Sc. 1947

1946

44-49 235 *4-6-0* BLW, 1907 (30986) - 20x26-69-185-164,235-23,700

ACL 235; A&EC 235 Sc. 1952

1946

44-49 301 *2-8-2* BLW, 1924 (57671) - 21x26-63-200-156,000-30,940

Tatum Lumber Co. 6; A&EC 301 Sc. 1952

1946

44-49 785 *2-8-0* A-S, 1908 (45515) - 21x26-57-200-178,000-34,200

DL&W 785; A&EC 785 (1942) Sc. 1947

1946

ATLANTIC & GREAT WESTERN Gauge 6-0

10-46 5-94 96-48 5 *4-4-0* DC&Co, 1861 - 16x22-66-62,000 Std. gauged at Gallion, 1875 -

A&GW 5: NYP&O 5: 104: Indiana & Illinois Southern (1880) (1889) (1898) ? BP

10-53 7 *4-4-0* DC&Co, 1861 - A 5 A&GW 7: NYP&O 7: 106 Sc. 1899 BP

10-49 71 *4-4-0* Jersey City L.W., 1864 - 16x24-60-71,300 A&GW 71: NYP&O 71: 810 (1880) Eric Ret. by 1878 BP

ATLANTIC & WESTERN

44-161 6 *4-6-0* 1933

44-161 7 *2-8-0* Roanoke M.W., 1890 (98) - N&W 236: Norf. & Ports. Belt Line 15 A&W 7 1933

44-161 & 162 8 *4-6-0* BLW, 1907 (31525) - Durham & Sou. 106: A&W 8 162 -> 1936 161 -> 1933

44-160 9 *4-6-0* BLW, 1906 (26544) - " " 104: " 9 1936

44-162 11 *2-8-0* A-P, 1908 (26824) - 20x28-57-200-145,200-33,400 SAL 652: 981 (1915): Aberdeen & Rockfish 45 (1941): A&W 11 1949

ATLANTIC & YADKIN

- 39-247 106 *4-6-0* Richmond, 1901(3305) - 19x26-68-200-221,000 -
23,460 RFP 36: 106: A&Y 106 ⁽¹⁹²⁹⁾ 1933
- 39-247 109 *4-6-0* A-R, 1903(26864) - As 106 - RFP 42: 29(1): 109: ⁽¹⁹²⁴⁾ 1933
- 39-21 113 *4-6-0* A-R, 1903(27635) - As 106 - " 46: 113: A&Y 113 1933
- 39-247 187 *2-8-0* Richmond, 1895(2501) - 20x26-50-150-137,950 - 26,520
⁽¹⁹⁰³⁾ Southern 223: 187: A&Y 187 Sc. 1937 1933
- 39-21 481 *2-8-0* BLW, 1903(23250) - 21x28-56-200-170,000-37,490
Southern 481(2): A&Y 481 Sold 1952 194

AUBURN & SYRACUSE

- 16-23 "Owasco" *4-2-0* Dennis, Thomas & Wood, 1840 L

AUGUSTA RR

- 122-145 300 *2-6-0*
- AUGUSTA TRAMWAY & TRANSFER CO.
- 122-145 2 *0-4-2T* 1903

AUSTIN CITY RY

- 31-85 "MULES RELIEF" *0-4-2T* BLW, 1881(5586) - 11x16-33 Gauge 3-0 c. 1881 c. 1883

AVERILL COAL & OIL CO.

- 5-67 "KANAWHA" *0-4-0* BLW, 1868 Gauge 3-6 BP

ATLANTIC CITY

- 167-113 19 *4-4-0* D-4 *PLY, 1889(10051) - 21x22-68 1/2 - 160 - 70,000 - 104,700
19,230 AC 1913: P&R 11 Sc. 1914
- 167-44 1011 *4-4-0* D-4 *BLW, 1889(9977) - 18 1/2 x 22 - 68 1/2 - 160 - 69,000 - 104,700 -
14,950 AC 1011: P&R 8 Sc. 1914
- 167-44 1014 *4-4-0* D-4 *BLW, 1889(9981) - As 1011
AC 1014: P&R 11 Sc. 1915
- 167-49 50 & 54 *4-4-2* P-1a *BLW, 1896(14740) - 13 & 22 x 28 - 84 1/2 - 200 -
^{76.0 - 1835.1} 81,200 - 153,800 - 14,465 AC 1027: P&R 25 ⁽¹⁹⁰⁰⁾ Drawing 49 -> BP 50 & 54 -> 1897

8-60
167-49 50 & 54
22-153 23-59

ARCADE & ATTICA

172
72-139
72-138

14 * 4-6-0 *
18 * 2-8-0 *

ALTON & SOUTHERN

127-14 17 * 2-8-2 * NYC 1557: A & S 17: Tennessee Central 730 (1937) (1938) 1937

ATLANTA & ST. ANDREWS BAY

127-18 403 * 2-8-2 * NYC 1324: A & S AB 403 (1937) 1940

ALASKA RR

132-333 801 * 4-8-2 * M-1 * BLW, 1932 - 22x30-63-220-272,000-43,100-54,900 1939

ATLANTA, BIRMINGHAM & COAST

132-353 351 * 4-8-2 * M-1 * A-S, 1924 - 26x28-73-210-320,650-46,300

FEC 417: AB&C 351: ACL 7351 (1936) (1946) C. 1940

132-352 372 * 4-8-2 * M-1 * A-S, 1924 - A5 351 FEC 420: AB&C 372: ACL 7372 (1936) (1946) 1939

ALTON RR

136-132 7495 * 2-6-6-2 * Alco, 1910 - 22 & 35x30-62-200-50-325,000-63,000
Chicago & Alton 702: (1911) (1931) 7495

ATLANTIC, MISSISSIPPI & OHIO

~~136-152 86 * 0-4-1 TX Mason, 1873 14x22 49 160 15 72,000-12,000~~

~~AMEO 86: NEW 86 (1881)~~

~~114-15 37 * 4-4-0 * 1871 As rebuilt, 1874~~

ADDINGTON, F.A.

136-305 1 * 2 Trk. Heister * Dunkirk Engineering Co., 1891

ARCATA & MAD RIVER

136-307 12 * 2-6-6-2 T * BLW, 1923 - 17 & 26 x 24 - 44-200-26-211,000-38,000 (1931) (1936)
(1) Hammond Lbr. Co. 6: Hammond & Little River RR 12: Hammond Reduced Co. 12: (1942) (1951) (1952)
(2) Hammond Lbr. Co. 12: Arcata & Mad River 12: Southwest Lbr. Mills 12: (1960)
Southwest Forest Industries 12

ALTON & SOUTHERN

136-352 8 * 2-6-6-2 * BLW, 1910 - 18 1/2 & 28x28-51-200-26-252,000-50,000 (1918) 1932
Portland & South Western 2: A & S 8

ATLAMA XAC, FC de

136-365 1 * 0-4-4-0 * Orrenstain & Koppel, Germany 1905 - 8 1/2 & 12x12-26-150-5.5-40,000-5,500 2-0 gauge (Mexico)

ANNAPEE & WESTERN

140-52 72 * 4-4-0 *

ALTON & EASTERN

143-90 1 * 4-4-0 * BLW, 1907 (31229) - 18x24-62-180-106,980-19,100
Illinois Terminal 1(1): A & E 1: Ill. Term. 1(2) Ret. 1937 c. 1925
143-90 2 * 0-8-0 * A-S, 1925 (66399) - 22x28-50-207,000 A & E 2: IT 36 1937 Ret. 1937 c. 1925 BF

ADDISON RR

148-61 103 * 0-6-0 T * BLW, c. 1915 BF

BALDWIN LOCOMOTIVE WORKS

BLW 1: Standard Steel Works 7(1915)

c. 1912

42-57	1	* 2 Trk. Baldwin - BLW, 1912-12x16-36-180-12-120,000-27,000		
110-97	?	* 2 Tr. Geared		
50-112	?	* 3 Tr. Geared * BLW, 1915		BP
2-7	2	* 4-4-0*		BW
120-9	2	* 4-4-0* BLW, c. 1876	Gauge 3-0	BP
11-14 120-19	"	"DELAWARE" * 2-6-0* BLW, 1876	" "	BP
120-10	"	"SCHUYLKILL" * 4-4-0* BLW, 1876	" "	BP
5-167 8-40	82	* 4-6-0* 1892 - Vaucrain comp.		BP
41-14	3828	* 2-6-0* 1876 - 11x16 - 36 - 30,000 - 35,000	Gauge 3-0	BP
5-42	3878	* 4-4-0* 1876 - 12x16 - 42 - 42,650	" "	BP
8-44 23-49	13350	* "COLUMBIA" * 2-4-2* 1893 - Vaucrain comp. - 13 & 22x26 - 84 1/2 - 180 - 126,640 - 13,000	24.8 - 1478 - 83,100	BP
8-145	13361	* 2-4-2 TA 1893		BP
5-49 8-95	13400	* 4-4-0* 1893 - 18x24	To Choc., Okla. & Gulf 431	BP
5-49 8-95	13405	* 2-6-0* 1893 - 19x24	To Lima Northern 1	BP
5-125 8-58	14420	* 4-6-0* 1895 - Vaucrain comp.		BP
5-57 6-92	25503	* 2-6-2* 1905 - Logging loco		BP
8-139 46-149	60000	* 4-10-2* 1926 - 3 cyl. comp. - (3) 27x32 - 63 1/2 - 350 - 457,500 - 82,500		BP
149 Frontis	830	* 4-4-0*		BP - Litho.
" "	840	* 0-8-0*		" "
" "	850	* 4-6-0*		" "
41-14 120-19 153-16	"	"DELAWARE" * 2-6-0* BLW, 1876 (3899) - 12x16 - 36 - 130 - 40,000 - 7,060 (1899)		BP
		BLW "D": D&RG 19" SANGRE DE CRISTO: Arkansas Valley Smelter ?		BP

BALTIMORE & LEHIGH

Gauge 3'-0"

- 67-42 & 50 6 * 4-4-0 * Pittsburgh, 1883 (708) - 15x20 - 49 - 56,000
 Maryland Central 6: Balt. & Lehigh 6: Tionesta Valley 8 50 → 189
(1891) (1900)
- 67-26 7 * 4-4-0 * Pittsburgh, 1887 (949) - 15x20 - 49 - 56,000
 Maryland Central 7: Balt. & Lehigh 7: Ohio River & Western 11: 9667
(1891) (1900) (c. 1918)
- 67-43 9 * 4-4-0 * Grant, 1882 (1525) - 14x20 - 46 - 48,000
 Tol., Cin. & St. L. 75: Balt. & Lehigh 9
(c. 1892) Drg.
- 67-53 12 * 4-4-0 * Hinkley, 1882 (1582?) - Addison & North Pennsylvania 6:
 Balt. & Lehigh 12
(1894) Drg.
- 67-56 20 * 0-4-0 T * P B & W RR shops, 1887 - Std. gauge - 15x24 - 50 - 125
 72,000 - 11,480 PRR 1160 or 1161: B & L 20: Mary. & Pa. 20:
 Canton RR ? Equipped with tender
(1906) (1901)
- 67-56 22 * 4-6-0 * Albana Sh., 1881 (597) - Std. gauge - 18x22 - 50 - 125 -
 84,800 - 15,150 PRR 620: B & L 22: M & P 22:
 Savannah, Florida & Gulf 4
(1908) (1901) (1909)
- 67-53 10 * 2-6-0 * Brooks, 1893 (2411) - 15x20 - 42 B & L 10:
 Newport & Sherman's Valley 7
(1900)

BALTIMORE & OHIO

Names dropped in 1851

13-14	"Tom Thumb" * 2-2-0T * Peter Cooper, 1830 - (1) 3 $\frac{1}{2}$ x 14 $\frac{1}{2}$ - Experimental only. Photo of a model in the Smithsonian Institution, which is the best facsimile available of the original locomotive.
13-14	"Tom Thumb" * 2-2-0T * Photo of the B&O's operating replica which is entirely different from the original locomotive.
13-14	"Tom Thumb" * 2-2-0T * Snowden Bell's drawing
13-16	"York" * 0-4-0 * Phineas Davis, 1831 - 30" - This locomotive was not a success and was discontinued in 1832. Photo is of an operating replica built by the B&O in 1927.
13-17 66-76	"ATLANTIC" * 2-2-0 * Davis & Gartner, 1832 - Grasshopper - 10 x 20 - 36 - Ret. 1835 - This photo shows the spurious "ATLANTIC" made by remodeling the "ANDREW JACKSON" in 1892, which was different in several particulars.
9-86 13-18	1(1) "ARABIAN" * 0-4-0 * Davis & Gartner, 1834 - Grasshopper - 12 x 22 - 36 Ret. 1865 1850
13-302	1(4) * 4-4-4 * J-1 * B&O, 1934 - 17 $\frac{1}{2}$ x 28 - 84 - 350 - 217,800 - 28,000 - 35,000 - Ret. 1949 Water-tube firebox B&O 1(4): 5330 BP
13-304 74-92	2(4) * 4-6-4 * V-2 * B&O, 1935 - 19 x 28 - 84 - 350 - 284,000 - 34,000 - 41,000 - Water-tube firebox B&O 2(4): 5340 Ret. 1949 BP
13-305 63-68	2(4) * 4-6-4 * V-2 * As above 68 → 1935 305 → 1936
5-18 13-17	7(1) * 0-4-0 * Davis & Gartner, 1836 - Grasshopper - 12 $\frac{1}{2}$ x 28 - 36 - B&O "ANDREW JACKSON": 7(1): 2(3) Ret. 1892 c. 1850
9-86 13-18	8(1) * 0-4-0T * Gillingham & Winans, 1836 - Grasshopper - 12 $\frac{1}{2}$ x 24 - 35 - B&O "JOHN HANCOCK": 8(1): 3(3) Ret. 1892
13-111	9(2) * 4-2-0 * B * B&O, 1863 - 18 x 26 - 60 - B&O 9(2): 272(3) Ret. 1906 1873
13-19 66-79	13(1) * 4-2-0 * Wm. Norris, 1837 - 10 $\frac{1}{2}$ x 20 - 48 - Photo of a replica built by B&O B&O "LAFAYETTE": 13(1) Ret. by 1863
5-28 13-22	16(1) * 4-4-0 * Wm. Norris, 1838 as 4-2-0 - As rebuilt by B&O, 1848. 10 x 20 - 48 B&O "PHILPE. THOMAS": 16(1) Ret. by 1870
13-21	17(1) * 0-4-0 * Winans, 1838 - Crab * 12 $\frac{1}{2}$ x 24 - 36 B&O "MAZEPPA": 17(1)
9-91 13-210	25(2) * 4-4-0 * Mason, 1856 (46) - 15 x 22 - 60 - B&O 25(2): 55(2) Ret. by 1892
13-22	29(1) * 4-4-0 * Eastwick & Harrison, 1842 - 14 x 20 - 60 B&O "MERCURY": 29(1) Ret. by 1858, demolished in an accident BE
13-94	31(3) * Dummy * C-6 * B&O, 1890 - 18 x 24 - 44 - 155 - 85,820 - 23,280 Ret. 1933
13-94	31(3) * 0-4-0T * C-6 * As above with overall cab removed
5-35 13-44	32(2) * 0-8-0 * L-1 * B&O, 1865 - 19 $\frac{1}{2}$ x 22 - 43 - 110 - 65,000 - 18,190 B&O 83(2): 32(2): 332(2)
13-111	35(2) * 4-6-0 * B * B&O, 1864 - 18 x 26 - 60 - B&O 35(2): 278(2) Ret. by 1871 1873

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- 9-68 37(1) *0-8-0* Winans, 1845 - Muddigger - 17x24-33-47,000 Ret. by 1868 D
- 13-66 37(4) *0-4-0* C-11* Pittsburgh, 1893 - 17x24-50-140-74,600-17,070 (1989) Cleveland Terminal & Valley 16: B&O 37(4)
- 13-97 40(4) *0-6-0* D-3* B&O, 1888 - 19x24-50-150-97,700-22,090 Ret. by 1946 1888? BP?
- 13-210 42(3) *4-4-0* B&O, 1862 - 16x22-63½ B&O 42(3): 56(3) Ret. by 1896 BP?
- 149-71 13-29 43(1) *0-8-0* Winans, 1846 as a Muddigger - As completely rebuilt by B&O, 1854-19x22-43 - B&O "YOUTHIGHENY": 43(1) BP?
- 13-26 43(1) *0-8-0* As above Ret. by 1865 D
- 13-24 48(1) *4-4-0* New Castle Mfg. Co., 1847 - 14x20-60 B&O "DELAWARE": 48(1) c. 1850 Ret. by 1865
- 13-25 51(1) *0-8-0* BLW, 1848 - 14½x18-43 B&O "DRAGON": 51(1) Ret. by 1881 D
- 13-26 52(1) *4-4-0* Winans, 1848 - 14x20-60 - B&O "JUNO": 52(1) Ret. by 1890 D
Drawing as originally built

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13-26	52(1)	* 4-4-0	*	Winans, 1848 - As rebuilt by B&O, 1856 - 14x20-60 - B&O "Juno": 52(1) - Ret. by 1880	D
13-23	53(1)	* 0-6-0	*	Baldwin, 1848 - 13½x18-43 - Ret. by 1864 - B&O "UNICORN": 53(1)	D
13-24	54(1)	* 0-8-0	*	B&O, 1848 - 17x22-43 - Ret. by 1875 B&O "HERO": 54(1)	
149-199 9-87	57(1)	* 0-8-0	*	New Castle Mfg. Co., 1848 - Shown as rebuilt in 1849 and 1853 - 17x22-43 - B&O MEMNON: 57(1); 13(3)	
13-25	58(1)	* 0-8-0	*	Baldwin, 1848 - 17x22-43 - Ret. by 1875 - B&O "HECTOR": 58(1)	D
13-85	62(4)	* 0-6-0	* D-42	* Brooks, 1909 - 20x26-44-200 - 144,000 - 34,600 - Ret. by 1948 Chicago & Alton 96; Alton 62; B&O 62(4); 331(4)	
149-71 13-27	65(1)	* 0-8-0	* L	* Winans, 1850 - 19x22-43 - B&O "PHOENIX": 65(1); 89(3)	
13-69	70(3)	* 0-4-0	* C-14	* Brooks, 1890 - 17x24-51-145 - 76,000 - 16,760 Ret. by 1945 Chicago Terminal Transfer Co. 70; B&O CT 70; B&O 70(3)	
13-94	72(4)	* 0-4-0 T	* C-4/44	* Baldwin, 1893 - 14x24-44-175 - 68,000 - 15,900	Ret. by 1943
13-93	75(3)	* 0-4-0 T	* C-4/44	* Baldwin, 1893 - As 72(4)	BP
13-95	77(3)	* 0-4-0	* C-13	* Baldwin, 1902 - 17½x24-50-200 - 104,400 - 24,990	Ret. by 1946
13-95	97(5)	* 0-4-0 T	* C-16	* Baldwin, 1912 - Oil burner - 19x24-48-190 - 120,000 - 28,800 - Ret. 1951 B&O 97(5); 897	
13-90	99(5)	* 0-4-0 T	* C-16	* Baldwin, 1912 - Oil burner - As 97(5) - Ret. 1944	BP
13-95	99(5)	* 0-4-0	* C-16a	* Baldwin, 1912 - As rebuilt by B&O, 1926 from C-16 - 19x24-48-180 - 109,100 - 27,600 - Ret. 1944 - Coal burner, tank removed, & boiler	new cab BP
13-27	111(1)	* 0-8-0	* L	* Winans, 1852 - 19x22-43 - Ret. by 1884	
149-VIII 9-93 13-222	117(2)	* 4-6-0	* B-1	* B&O, 1863 - 19x26-58 (present dimensions) - Ret. by 1892 B&O 117(2); 280(3) This locomotive is in the B&O Museum and has been given the name "THATCHER PERKINS". Present day photo.	
13-233	117(2)	* 4-6-0	*	B&O, 1863 - 19x26-64½ - Rebuilt later - Reproduction of Snowden Ball's original drawing of 1873 B&O 117(2); 280(3)	BE
13-27	142(1)	* 4-6-0	*	Smith & Parkins, 1853 - 19x20-50 - Ret. by 1874	c. 1855
13-28	151(1)	* 4-4-0	*	Lawrence Mfg. Co., 1853 - 15x20-60	D
13-66	160(4)	* 4-6-0	* B-38	* Pittsburgh, c. 1896 - 18x24-54-160 - 133,100 - 19,580 Cleveland Terminal & Valley 35; B&O 160(4)	(1909)
13-32	171(1)	* 0-8-0	*	Winans, 1853 - 19x22-43 - Ret. by 1879 - Photo shows firebox as rebuilt in 1860, possibly just out of the shop.	(1884)
13-224	173(2)	* 4-6-0	* A	* B&O, 1873 - 19x22-50 - 77,100 - B&O 373(1); 173(2) Now at Museum of Transport, St. Louis, Mo. in somewhat altered condition.	
13-65	176(4)	* 4-6-0	* B-22	* Pittsburgh, 1889 - 18x24-50-150 - 104,500 - 19,830 Pittsburgh & Western 102; B&O 176(4)	(1902)
13-225	182(3)	* 4-6-0	* A	* B&O, 1873 - As 173(2) B&O 382(1); 182(3)	1886
13-29	188(1)	* 4-4-0	*	B&O, 1858 - 16x22-60 - Ret. by 1897 B&O 188(1); 57(2)	D

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13-28	198(1) * 4-6-0 *	B&O, 1854 - 19X20-50	BE
149-202 13-41	199(2) * 0-8-0 * L	* Hayward, Bartlett & Co., 1864 - 19X22-43 - Ret. by 1881 (1865) B&O 199(2): 10(2) Winans Camel finished by H-B&Co	BE
13-28	201(1) * 4-4-0 *	R. Norris & Son, 1854 - 15X20-60 - Ret. by 1875 Drawing by Cheney which may be a good likeness of original appearance	
4-70 13-208	201(1) * 4-4-0 *	As above. Photo taken after 1864 rebuild, which extended smokebox, etc.	
9-132	207(1) * 4-4-0 *	Murray & Hazlehurst, 1854 - 15X20-60 - Ret. by 1873	D
13-119, 122 & 123	207(5) * 2-8-0 * E-27ca	* Richmond, 1910 - As rebuilt by B&O - 24X30-62 - (1956) 205-244,900 - 50,900 - Ret. by 1959 B&O 2784: 207(5)	(1884)
13-225	217(2) * 4-6-0 * A	* B&O, 1873 - 19X22-50 - 77,100 - B&O 377(1): 217(2) Now in B&O Museum, photo as at present	
9-48	217(2) * 4-6-0 * A	* As above	D
13-123	218(4) * 2-8-0 * E-27b	* Richmond, 1910 - 22X30-62-205-220,370 - 40,800 (1956) Ret. by 1959 B&O 2848: 218(4)	
13-224	226(1) * 4-6-0 *	Denmeade & Son, 1857 - 18X24-50 - Ret. by 1897 (1884) B&O 226(1): 291(2) Taken South in 1861, returned 1865	
4-47	230(1) * 4-6-0 *	B&O, 1857 - 18X24-50 - Ret. by 1894 (1884) B&O 230(1): 294(3)	1862 198-1861 13-31 -> 1858
149-198 13-31 & 210	232(1) * 4-4-0 *	Mason, 1857 - 16X22-60 - Ret. by 1883	
13-39	235(2) * 4-8-0 * L	* Hayward, Bartlett & Co., 1863 - 22X22-43 - Ret. by 1871 (1865) B&O 235(2): 22(2) This locomotive was a Winans Camel left unfinished when Winans closed shop and was a cab-first loco, which ran for some years in that form.	D
13-209	238(1) * 4-4-0 * G (1884)	* B&O, 1865 - 17X24-64 - Ret. by 1904 B&O 238(1): G38(1) Drawing by Snowden Bell may be very inaccurate	D
13-71	241(4) * 4-6-0 * B-54	* Pittsburgh, 1902 - 19X26-57-180-136,000 - 25,020 (1917) Ret. by 1950 CH&D 361: B&O 241(4)	
13-45	261(1) * 0-8-0 * L-1	* New Jersey L.W., 1865 - 19 1/2 X 22-43 - 100 or 110 - (1884) 65,000 - 16,540 ± B&O 261(1): 335(2)	BP
4-141	261(1) * 0-8-0 * L-1	* As above - Later photo in use	
13-213	267(2) * 4-4-0 * G	* B&O, 1882 - 17X24-64-135-72,000 - 12,440 (1884) B&O 267(2): 601(2)	c. 1882
13-40	270(1) * 4-4-0 *	* Mason, 1863 - 16X22-60 - Ret. by 1897 (1865) (1884) USMRP "GENL. HAUPT": "GENL. J.C. ROBINSON": B&O 270(1): 61(2)	
13-40	281(1) * 4-4-0 *	R. Norris & Son, 1863 - 16X24-60 - Ret. by 1897 (1865) (1884) USMRP "CAL. A. BECKWITH": B&O 281(1): 52(3)	
13-65	286(4) * 4-6-0 * N-1	* Baldwin, 1900 - 19X26-62-180-133,000 - 23,160 (1902) Pittsburgh & Western 252: B&O 286(4)	

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13-211	318(1) * 4-4-0	* G-3	* B&O, 1870 - 17x24-64-140-78,000-12,890 (1884) Ret. by 1912 B&O 318(1): 618(2) 1875?
13-45	319(2) * 0-8-0	* L-1	* New Jersey L.W., 1865 - 19 1/2 x 22-43-100 or 110 - 65,000- (1884) 16,540 - B&O 246(1): 319(2) Chaney's drawing D
13-61	320(2) * 0-6-0T *		New Jersey L.W., 1865 - As rebuilt by B&O in 1886 (1884) to 0-6-0T-Sc. by 1913 B&O 247(1): 320(2)
13-150	325(4) * 2-8-2	* Q-3	* Baldwin, 1918 - 26x30-64-200-292,000-53,800- (1956) Ret. by 1959 - B&O 4526: 325(4)
13-74	340(3) * 0-6-0	* D-38	* Lima, 1916 - 22x28-57-175-163,000-35,300 (1927) Ret. by 1934 Cin., Indianapolis & Western 52: B&O 340(3)
13-99 23-169	353(3) * 0-6-0	* D-30	* Baldwin, 1919 - 21x28-51-190-163,500-39,100 (1950) Ret. by 1956 B&O 353(3): 1153(2) BP
13-173	373(4) * 2-8-2 *		ex ?
13-98	375(3) * 0-6-0	* D-30	* Alco, 1919 - 21x28-52-190-163,500-38,400 (1950) Ret. by 1956 B&O 375(3): 1175(2)
13-73	393(3) * 0-6-0	* D-44	* Brooks, 1904 - 20x26-61-180-138,500-31,200 (1932) Ret. by 1954 BR&P 155: B&O 393(3)
13-106	394(1) * 2-6-0	* K-1	* Danforth, 1873 - 19x24-60 - Ret. by 1904 - B&O 394(1): 902(1) (1884)
13-105	399(1) * 2-6-0	* K	* Pittsburgh, 1873 - 19x24-50 - Ret. by 1904 (1884) B&O 399(1): 907(1) BP
13-212	400(1) * 4-4-0	* G	* B&O, 1870 - 17x24-64-135-72,000-12,440 (1884) B&O 400(1): 631(1) Photo probably as built
13-72	415(3) * 2-8-0	* E-39	* Baldwin, 1903 - 20x24-50-180-134,350-20,380- (1920) (1943) Ret. by 1947 Morgantown & Kingwood 5: B&O 415(3): 589(2)
13-151	421(4) * 2-8-2	* Q-4	* Baldwin, 1920 - 26x32-64-220-341,400-63,200- (1956) Ret. by 1959 B&O 4434: 421(4)
13-74	430(3) * 2-8-0	* E-41	* Baldwin, 1916 - 22x28-57-150-195,100-34,400- (1927) (1943) Ret. by 1950 C, I & W 306: B&O 430(3): 595(2) 1939
2-7	433(1) * 2-8-0	* E	* Danforth, 1873 - 20x24-50-125-105,200-20,400- (1884) Ret. 1917 B&O 433(1): 359(2) BW
13-130	445(3) * 2-8-2	* Q-4b	* Baldwin, 1922 - 26x32-64-220-341,400-63,200- (1956) Ret. by 1959 B&O 4468: 445(3)
13-111	458 * 2-8-0	* E-2	* B&O, 1873 - 20x24-50-130-103,700-21,220- (1884) (1894) Ret. by 1907 B&O 458: 458: 1040(1) 1873? (1884) (1896)
13-111	470 * 2-8-0	* E-2	* B&O, 1875 - As 458 - B&O 470: 470: 1062(1) 1875
13-111	475(1) * 2-8-0	* E-1	* Pittsburgh, 1873 - 20x24-50-130-104,000-21,220- (1884) (1894) Ret. by 1907 B&O 475(1): 385(2): 1037(1) BP
13-160	519 * 2-10-2	* S-1	* Lima, 1924 - 30x32-64-220-436,510-84,300 (1956) Ret. by 1959 B&O 6159: 519(4)

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13-48	520(1) * 4-4-0 *	Taunton, 1854 - Ret. by 1874 (1867) Central Ohio 22"CHAUNCEY BROOKS": B&O 520(1)
13-112	537(3) * 2-8-0 * E-4 * B&O, 1886	(Number does not appear except on photo) 1886
13-155	538(4) * 2-10-2 * S-1b * Baldwin, 1926 - 30X32-64-220-436,510-84,300	(1956) Ret. by 1959 B&O 6222: 538(4) Photo as partially rebuilt
13-112	545(2) * 2-8-0 * E-8 * B&O, 1888 - 21X26-50-150-125,000-29,240-	Ret. by 1923 Restored and in B&O Museum. The name "A. J. CROMWELL" was added after retirement,
9-100	13-104	600(1) * 2-6-0 * K-Odd * B&O, 1875 - 19X24-56-65-76,550-90,400-8,580 (1884) (1873) Ret. 1893 B&O 600(1): 918(1): 600(1) - Restored and in B&O Museum. The name 'J. C. DAVIS' was added. Specs are as at present.
13-211	621(2) * 4-4-0 * G-3 * B&O, 1865 - 17X24-64 - Ret. by 1904	(1884) B&O 240(1): 621(2) Photo as rebuilt
13-212	622(1) * 4-4-0 * I * B&O, 1883 - Inspection loco. - 19X24-69-140-93,000-14,950	(1884) Ret. by 1916 B&O 622(1): 810(1) BP
13-196	660(4) * 2-8-8-4 * EM-1 * Baldwin, 1944 - (4) 24X32-64-235-628,700-115,000	(1956) B&O 7610: 660(4)
13-195	670(3) * 2-8-8-4 * EM-1 * Baldwin, 1945 - As 660(4)	(1956) B&O 7620: 670(3)
13-60	699(1) * 4-4-0 * H-9 * Brooks, 1890 - 18X24-67-160-103,700-15,780	(1900) Destroyed 1907 B&O S-W 135: B&O 699(1)
13-214	702(3) * 4-4-0 * H-5 * Pittsburgh, 1889 - 18X24-60-165-109,200-18,180	BP
13-282	717(5) * 4-8-2 * T-3 * B&O, - 27X32-70-230-375,000-65,100	
13-275	724(3) * 4-8-2 * T-3b * B&O, 1946 - As 717(5) - Ret. by 1960	B&O 5583: 724 (1884)
13-214	731(1) * 4-4-0 * F * Grant, 1871 - 16X24-62 - Ret. by 1897	B&O 731(1): 79(3) (1884)
2-99	739(1) * 4-6-0 * B-2 * Pittsburgh, 1872 - 18X22-56 - Ret. by 1904	B&O 739(1): 298(2) BW
13-218	763 * 4-4-0 * J * Baldwin, 1886 - As rebuilt by B&O, 1896 - 18X24-54-140?-109,800?-17,140?	(1898) B&O 763: Staten Is. P.T. 5(2):
13-213	775(1) * 4-4-0 * H-4 * B&O, 1887 - 18X24-69-145-101,000-13,890	
13-77	781(2) * 0-8-0 * L-4a * Brooks, 1923 - 24½x28-52-185-233,000-51,000	(1932) Ret. by 1956 BR&P 529: B&O 781(2)
13-215	803(1) * 4-4-0 * I * B&O, 1882 - As 622(1) - Ret. by 1916	B&O 615(1): 803(1) (1884)
13-68	822 * 4-4-0 * I-1 * B&O, 1885 - 19X24-69-145-94,300-15,480	
13-320	831 * 4-4-0 * M-68 * B&O, 1888 - 20X24-68-150-107,700-18,000	Ret. by 1923
8-37	848 * 4-4-0 * I-5 * Baldwin, 1889 - Vauclain comp. - 12½x20x24-66-155 - Simplified in 1891 - Ret. 1912	BP
13-219	851 * 4-4-0 * M-1 * Baldwin, 1890 - 20X24-78-160-114,500-16,740-1924	Ret. by c. 1892
B	853 * 4-4-0 * M-1 * Baldwin, 1891 - As 851	Ret. by 1924
13-221	857 * 4-4-0 * M-1/62 * Baldwin, 1892 - 20X24-78-165-114,150-17,260	
5-51	13-221	858 * 4-4-0 * M-1/62 * Baldwin, 1893: S/N 13360 - As 857

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8-46 13-206 23-39	859	*4-4-0	*M-1	*Baldwin, 1893 - Vauclain comp. - 13 1/2 # 23 x 24 - 78 - 180-123,400-12,880 - Simplified 1905 "DIRECTOR GENERAL" Ret. 1927 BP
13-215	891	*4-4-0	*I-6	*Baldwin, 1893 - 19x24-72-170 - 113,700 - 17,390 Ret. by 1924 1893
13-103	950(2)	*0-10-0	*U	*B&O, 1926 - 30x32-58-225-349,500 - 95,000 Ret. 1953 Mostly rebuilt from 6009, 2-10-2, new boiler & tender BP
13-103	951(2)	*0-10-0	*U	*B&O, 1927 - As 950(2) - Ret. 1953 - Same parts from 6030, 2-10-2
13-106	955	*2-6-0	*K-3	*Pittsburgh, 1887 - 19x24-60 - Ret. by 1923 BP
13-101	1009(2)	*0-8-0	*E-24-L	Built as 2-8-0 - Rebuilt to 0-8-0, 1923 25x28-57-210-210,000-54,800
13-101	1027(2)	*0-8-0	*E-24-L	*Pittsburgh, 1902 as 2-8-0 - Rebuilt by B&O to 0-8-0 (1912) As 1009(2) - Reconverted to 2-8-0 by 1915 B&O 1753: 1027(2)(0-8-0): 2397(2-8-0) (1913-15) 1090(2) (1898)
13-99	1090	*0-8-0	*E-8-L	*B&O, 1890 as 2-8-0 - Rebuilt by B&O to 0-8-0 - 21x26-50-165-122,200-32,160 - Ret. by 1917 B&O 585: 1090(0-8-0) (1898) BP
13-96	1135	*0-6-0	*D-3	*Baldwin, 1893 - 19x24-50-150-97,700-22,090 Ret. by 1946 1898
13-96	1146	*0-6-0	*D-7	*Richmond, 1901 - 19x24-50-165-126,800-24,360 Ret. by 1948 BP
13-98	1184(1)	*0-6-0	*D-23	*Baldwin, 1906 - 19x28-52-180-161,080-29,740 Ret. by 1947 BP
8-94	1223	*2-8-0	*E-8-60	*Baldwin, 1893 - 21x26-50-170-134,200-33,140 Ret. by 1927 BP
13-113	1241	*2-8-0	*E-10	*Richmond, 1896 - 21x26-50-175-145,300-34,110 Ret. by 1924 BP
8-104	1278	*2-8-0	*E-14	*Baldwin, 1897 - 21x26-50-180-148,000-35,090 Ret. by 1929 BP
13-96	1297	*2-8-0	*E-14	*Baldwin, 1898 - As 1278 - Ret. by 1929 1898
8-60	1312	*4-6-0	*B-14	*Baldwin, 1896 - 21x26-78-190-154,230-23,740 Ret. by 1935 BP
13-229	1312	*4-6-0	*B-14	* As above 1910
13-228	1319	*4-6-0	*B-14	*Baldwin, 1897 - As 1312 - Ret. by 1935 1900
13-226	1332	*4-6-0	*B-17a	*Baldwin, 1901 as Vauclain comp. - As simplified by B&O, 1905 - 20x28-78-200-148,900-24,410 - Ret. by 1935
13-227	1377	*4-6-0	*B-8	*Baldwin, 1893 - 20x26-60-170-140,825-26,700 Ret. by 1951 1947
13-220	1400	*4-4-0	*M-16a	*B&O, 1890 - 20x24-68-165-111,000-19,800 - Ret. by 1927 1925
13-219	1401	*4-4-0	*M-16B	* As 1400
13-216 148-59	1409	*4-4-0	*M-60/68	*Baldwin, 1893 - 28x24-68-170-114,750-20,400
13-234 22-158	1430	*4-4-2	*A-3	*Baldwin, 1910 - 22x26-80-205-55.5-2350- 116,000-190,000-27,410 - Ret. by 1934 BP
13-238	1431	*4-4-2	*A-3	*Baldwin, 1910 - As 1430 1912
13-239	1442	*4-4-2	*A-3	*Baldwin, 1910 - As 1430 1912
13-234 40-5	1450	*4-4-2	*A	*Baldwin, 1900 - Vauclain comp. - 15 # 25 x 28 - 78 - 200-149,600-21,990 - Simplified 1904 - Ret. by 1929 BP
13-235	1462	*4-4-2	*A-2	*Sch., 1903 - 22x26-80-197-180,000-25,950 Ret. by 1933 BP
13-235	1465	*4-4-2	*A-2	*Sch., 1903 - As 1462
13-237	1469	*4-4-2	*A-2	*Sch., 1903 - As 1462 1914
13-235	1474	*4-4-2	*A-2a	*Sch., 1903 - As rebuilt, 1926 - 22x26-80-210-28,100 Ret. 1947

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13-236	1484	* 4-4-2	* A-9	* Sch., 1904 - 19X26-69-195-150,000-22,600 Ret. by 1948 Buffalo & Susquehanna 274: B&O 1484 (1932)	1941
13-82 & 237	1485	* 4-4-2	* A-9	* Sch., 1904 - As 1484 - B&S 275: B&O 1485 (1932)	
13-82	1486	* 4-4-2	* A-10	* Brooks, 1906 - 19X26-73-195-150,000-21,300 Ret. 1936 B&S 272: B&O 1486 (1932)	
13-114	1502(2)	* 2-8-0	* E-15	* Pittsburgh, 1897 - 21X26-50-180-148,000-35,090 Ret. by 1927 1897	
13-112	1508	* 2-8-0	* E-15	* Pittsburgh, 1897 - As 1502(2)	BP
13-114	1515	* 2-8-0	* E-15	* Pittsburgh, 1897 - As 1502(2)	
13-61	1561	* 2-8-0	* E-26	* Baldwin, 1898 as Vauclair comp. - As simplified - 20½x28-56-200-162,200-35,700 B&S-W 261: B&O 1561 (1900)	1939
13-113	1605	* 2-8-0	* E-11	* Cooke, 1896 - 22X28-54-180-166,000-34,990 Ret. by 1937	
13-100	1615(2)	* 0-8-0	* L-2	* Sch., 1905 as 2-8-0 - As rebuilt by B&O, 1925 to 0-8-0 25½x30-62-207-221,000-55,360 B&O 2542: 615(3): 615(2): 832(2) (1925) (1954) (1956)	
13-115	1637	* 2-8-0	* E-13b	* Baldwin, 1896 - As rebuilt by B&O, 1904 - 21X28-54- 180-173,500-34,990 1904 BP	
13-101	1672	* 0-8-0	* L-2b	* Sch., 1905 as 2-8-0 - As rebuilt by B&O, 1927 to 0-8-0 25½x30-62-207-221,000-55,360 B&O 2510: 672(2): 1672(2): (1927) (1954) 876(2)(1956)	
13-113	1705	* 2-8-0	* E-16odd	* Pittsburgh, 1901 - Tandem comp. - 16 & 27 X 28 - 54-200-190,450 - Simplified 1905 - Ret. by 1927	BP
13-73	1738(2)	* 2-8-0	* E-32	* Baldwin, 1904 - 21X26-50-180-142,800-35,100 Ret. by 1937 Coal & Coke 41: B&O 1738(2) (1919) B&O 1753(3): 897(2)(1956)	
13-102	1753(3)	* 0-8-0	* L-4	* Brooks, 1918 - 24½x28-52-185-233,000-51,000 Ret. 1958	
23-63 40-79	1815	* 2-8-0	* E-19	* Baldwin, 1900 - Vauclair comp - 15½ & 26 X 30 - 54- 200-183,800-36,570 - Simplified 1905 - Ret. by 1935	BP
13-115	1817	* 2-8-0	* E-19	* Baldwin, 1900 - As 1815 - Ret. by 1935	c. 1901
13-115	1839	* 2-8-0	* E-19a	* Baldwin, 1900 as Vauclair comp. - As simplified by B&O, 1905 - 21X30-54-200-181,400-41,650 - Ret. by 1935	
13-121	1844	* 2-8-0	* E-19a	* All as 1839	1906
40-56	1904	* 2-8-0	* E-18	* Baldwin, 1900 - Vauclair comp. - 15½ & 26 X 30 - 54- 200-177,400-36,570 - Simplified 1906	BP
13-65	1944	* 2-8-0	* E-21	* Pittsburgh, 1899 - 22X28-54-180-172,500-38,300 P&W 69: B&O 1944	
13-230	2009	* 4-6-0	* B-18a	* Rhode Is., 1901 as cross-comp. - As simplified by B&O, 1908 - 21X28-68-200-173,400-30,870	
13-229 & 233	2020	* 4-6-0	* B-18c	* Rhode Is., 1901 as cross-comp. - As 2009 229 → 1951	
13-227	2024	* 4-6-0	* B-18ca	* Rhode Is., 1901 as cross-comp. - As completely rebuilt by B&O, 1927 - As 2009	1927 BP
13-227	2028	* 4-6-0	* B-18d	* Rhode Is., 1901 as cross-comp. - As 2009	1926

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13-226	2049	* 4-6-0	* B-19	* Baldwin, 1901 - Vauclain comp. - 15 1/2 & 26 X 28 - 68 - 200 - 177,460 - 27,110 - Simplified 1908 - Ret. by 1934	1904
13-242	23-95	2100	* 4-6-2	* P * Sch., 1906 - 22 X 28 - 74 - 210 - 229,500 - 32,690 (1918) (1926) Ret. by 1946 B&O 2100: 5000(1): 5150	BP 254 -> 1906 255 -> 1911
13-254	255	2107	* 4-6-2	* P * Sch., 1906 - As 2100 B&O 2107: 5007(1): 5157 (1918) (1926)	254 -> 1906 255 -> 1911
13-242		2119	* 4-6-2	* P * Sch., 1906 - As 2100 B&O 2119: 5019(1): 5169 (1918) (1926)	
		2120	* 4-6-2	* P * Sch., 1906 - As 2100 B&O 2120: 5020(1): 5170 (1918) (1926)	
13-255		2123	* 4-6-2	* P * Sch., 1906 - As 2100 B&O 2123: 5023(1): 5173 (1918) (1926)	1910
13-246		2159	* 4-6-2	* P-1a * Baldwin, 1911 - 24 X 32 - 74 - 205 - 277,190 - 43,400 (1918) B&O 2159: 5074	
13-116		2286	* 2-8-0	* E-24 * Richmond, 1903 - 22 X 28 - 56 - 205 - 193,500 - 42,170 - (1925) Converted to 0-8-0 in 1925 - B&O 2286: 1030(2)	
13-117		2375	* 2-8-0	* E-24a * Richmond, 1902 - As party rebuilt, 1929 - 22 X 28 - 56 - (1905) (by 1915) (1915) 1915 198 - 216,100 - 40,730 - Ret. by 1956 B&O 1731: 1014(1) 6-80: 1731(2-8-0): 2375 -72-	
23-97	13-171	46-43	2400	* 0-6-6-0 * O * Sch., 1904 - 20 & 32 X 32 - 56 - 235 - 334,500 - 71,500 (1915) Ret. 1938 B&O 2400: 7000	BP
136-217	13-173		2421	* 2-6-8-0 * O-odd * Baldwin, 1911 - Made by adding a new front section - 205 - 48 - 327,000 - 62,000 to 2308, 2-8-0 - 22 & 34 X 28 - 56 - Dismantled in 1917 and 2308 (1915) was restored to service B&O 2421: 7010	173 -> BP
13-173		2427	* 0-8-8-0 * O-1	* Sch., 1913 - 26 & 41 X 32 - 56 - 210 - 471,000 - 105,000 (1915) Ret. by 1950 B&O 2427: 7045	
13-107		2448	* 2-6-0	* K-17 * Lima, 1917 - 22 X 26 - 52 - 185 - 182,300 - 38,050	Ret. by 1954 BP
13-107		2450	* 2-6-0	* K-17 * Lima, 1917 - As 2448	
13-293		2504	* 2-8-0	* E-27x * Sch., 1905 as a std. 2-8-0 - As rebuilt with a water-tube firebox in 1927 - 25 X 30 - 62 - 215 - 241,500 - 55,300 - Ret. 1949	1948
13-114		2652	* 2-8-0	* E-27 * Richmond, 1905 - 22 X 30 - 62 - 205 - 208,500 - 40,800	1905
13-128		2710	* 2-8-2	* Q-odd * Richmond, 1909 as a 2-8-0 - Rebuilt by Baldwin in 1911 (1911) to 2-8-2 - 22 X 30 - 60 - 205 - 254,800 - 42,170 Ret. 1949 B&O 2710: 4160	BP
13-108		2764	* 2-8-0	* E-27b * Richmond, 1910 - 22 X 30 - 62 - 205 - 220,370 - 40,800	Sc. by 1949 BP
13-122		2832	* 2-8-0	* E-27b * Richmond, 1910 - As 2764 - Ret. by 1959 (1956)	
13-117		2835	* 2-8-0	* E-27b * Richmond, 1910 - As 2764 - Reno 216(4)	
13-118		2860	* 2-8-0	* E-27b * Richmond, 1910 - As 2764 - (1956)	
13-118		2874	* 2-8-0	* E-27b * Richmond, 1910 - As 2764 - Reno 221(5)	
13-73		2952	* 2-8-0	* E-36 * Baldwin, 1916 - 23 X 28 - 52 - 200 - 202,000 - 48,400 (1919) Ret. by 1950 Coal & Coke 80: B&O 2952	
13-97		3105	* 2-8-0	* E-60 * Brooks, 1905 - 21 X 28 - 51 - 200 - 184,000 - 41,200 (1932) Ret. by 1957 B&S 128: B&O 3105	
13-84		3109	* 2-8-0	* E-60 * Brooks, 1905 - As 3105 - Ret. by 1955 B&S 132: B&O 3109 (1932)	
13-84		3116	* 2-8-0	* E-60 * Brooks, 1906 - As 3105 - Ret. by 1956 B&S 139: B&O 3116	1953

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13-83	3124	* 2-8-0	* E-60	* Pittsburgh, 1906 - As 3105 - Ret. by 1957 - B&O 147: B&O 3124 (1932)
13-128	4000	* 2-8-2	* Q-1	* Baldwin, 1911 - 24x32-64-205-276,050-50,180 Ret. by 1950 194
13-127	4016	* 2-8-2	* Q-1	* Baldwin, 1911 - As 4000
13-293	4045	* 2-8-2	* Q-1x	* Baldwin, 1911 - As rebuilt with water-tube firebox by B&O, 1927 - 26½x32-64-230-334,000-68,600 - Ret. 1951 BP
13-129	4161	* 2-8-2	* Q-odd	* Richmond, 1910 as # 2742, 2-8-0 - Rebuilt by Baldwin 1911 to 2-8-2 - 22x30-60-205-256,860-42,170 Ret. 1949 B&O 2742: 4161 (1912) BP
13-129	4219	* 2-8-2	* Q-1b	* Baldwin, 1912 - 26x32-64-190-282,200-54,600 Ret. by 1956 BF
13-132	4320	* 2-8-2	* Q-1c	* Baldwin, 1913 - 26x32-64-190-284,500-54,600 Ret. by 1955 193
13-126	4400	* 2-8-2	* Q-4	* Baldwin, 1920 - 26x32-64-220-341,400-63,200 Ret. by 1959 BP
13-135	4404	* 2-8-2	* Q-4	* Baldwin, 1920 - As 4400 - Reno 401(4) (1956)
13-142	4463	* 2-8-2	* Q-4b	* Baldwin, 1922 - 26x32-64-220-341,400-63,200 Reno 441(8) (1956) Ret. by 1959 1947
13-140	4469	* 2-8-2	* Q-4b	* Baldwin, 1922 - As 4463 (1956)
13-265	4476	* 2-8-2	* Q-4b	* Baldwin, 1922 - As 4463 Reno 450(2) (1956)
13-134	4495	* 2-8-2	* Q-4b	* Baldwin, 1922 - As 4463 Reno 464(2)
13-134	4498	* 2-8-2	* Q-4b	* Baldwin, 1922 - As 4463 Reno 300(4) (1956) Ret. by 1954 BP
13-129	4500	* 2-8-2	* Q-3	* Baldwin, 1918 - 26x30-64-200-292,000-53,800 (1956) 1959
13-131	4518	* 2-8-2	* Q-3	* Baldwin, 1918 - As 4500 Reno 318(4) (1956)
13-127	4529	* 2-8-2	* Q-3	* Baldwin, 1918 - As 4500 Reno 328(4) (1956) BP
13-138	4531	* 2-8-2	* Q-3	* Baldwin, 1918 - As 4500 Reno 330(6) (1956)
13-131	4567	* 2-8-2	* Q-3	* Baldwin, 1918 - As 4500 Reno 365(4) (1956)
13-130	4603	* 2-8-2	* Q-4b	* Baldwin, 1923 - 26x32-64-225-341,400-64,700 Reno 469(2) (1956) Ret. by 1959
13-133	4610	* 2-8-2	* Q-4b	* Baldwin, 1923 - As 4603 - Shown with smoke deflectors, etc. Reno 474(2) (1956)
13-78	4747	* 2-8-2	* Q-10c	* Brooks, 1917 - 26½x30-63-190-275,000-54,000 - (1932) Ret. by 1954 BR&P 447: B&O 4747
75-89	5000(2)	* 4-6-2	* P-1c	* B&O, 1924 - Rebuilt from a 2-8-2 - 26x28-74-205-299,000-44,600 - Ret. by 1957 89→1939
13-253	5036	* 4-6-2	* P-1c	* B&O, c. 1924 - Rebuilt from a 2-8-2 - As 5000 BP
13-259	5041	* 4-6-2	* P-1d	* B&O, c. 1929 - Rebuilt from old 2-8-2 - 26½x28-74-225-318,500-50,820 - Ret. by 1957
13-301	5047(2)	* 4-6-4	* V-1	* Rebuilt from # 5047(1), 4-6-2 by B&O, 1933, given a water-tube firebox - 21½x28-74-350-355,000-52,000 - Ret. 1950 BP
13-261	5070	* 4-6-2	* P-1d	* Baldwin, 1911 - As rebuilt - 26½x28-74-225 318,500-50,820 Ret. by 1957 B&O 2155: 5070 (1918)
13-260	5082	* 4-6-2	* P-1a	* Baldwin, 1911 - As rebuilt - 26x32-74-190-277,190-47,210 B&O 2167: 5082 (1918)
13-262	5085	* 4-6-2	* P-1d	* Baldwin, 1911 - As rebuilt - As 5041 - B&O 2170: 5085 (1918)
13-307	5087	* 4-6-2	* P-1b	* Baldwin, 1911 - As rebuilt - 26x28-74-205-299,000-44,600 B&O 2172: 5087 (1918) 1937

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13-243 E 309	5112	* 4-6-2	* P-3	* Baldwin, 1913-24X28-76-210-248,600-38,000	Ret. by 1932 BP
13-252	5118	* 4-6-2	* P-3	* Baldwin, 1913- As 5112	
13-80	5140	* 4-6-2	* P-17	* Brooks, 1912-24 1/2 X 26-73-200-258,000-36,340 (1932) Ret. by 1953 BR&P 600: B&O 5140	
F-B	5197	* 4-6-2	* P-8	* Alco, 1924-23X28-73-200-244,000-34,500 (1927) Ret. by 1952 C.I&W 122: B&O 5197	
13-243	5213	* 4-6-2	* P-5	* Baldwin, 1919-25X28-74-200-288,000-40,200	Ret. by 1956
F-B	5215	* 4-6-2	* P-5	* Baldwin, 1919- As 5213	
13-256	5222	* 4-6-2	* P-5	* Alco, 1919 - As 5213	
13-243	5242	* 4-6-2	* P-6	* Baldwin, 1922-25X28-74-200-288,600-40,200	Ret. by 1949 BF
23-225	5300	* 4-6-2	* P-7	* Baldwin, 1927-27X28-80-230-326,000-50,000	Ret. by 1958 BF
8-138-13-243	5300	* 4-6-2	* P-7	* As above	1927
49-196	5301	* 4-6-2	* P-7	* Baldwin, 1927- As 5300 BP	1935
13-269	5301	* 4-6-2	* P-7d	* Baldwin, 1927- As shrouded-27X28-80-230-347,500-50,000- Ret. by 1958 Reno 109(3) (1956)	
13-262 63-88	5302	* 4-6-2	* P-7	* Baldwin, 1927- As 5300 BP	1936
13-266 75-92	5302	* 4-6-2	* P-7d	* Baldwin, 1927- As rebuilt & shrouded- As 5301 (1937)	BP
13-266 & 267	5304	* 4-6-2	* P-7a	* Baldwin, 1927- As rebuilt & shrouded-27 1/2 X 28-80-230-344,000-54,000- Converted back to P-7, 1940 Reno 111(5) (1956)	92 -> 1939 1937 & 1938
13-267 75-86 & 365	5304	* 4-6-2	* P-7d	* Baldwin, 1927- As rebuilt & shrouded, 1946- As 5301 (1956)	86 -> 1939
13-253	5307	* 4-6-2	* P-7	* Baldwin, 1927- As 5306 BP Reno 101(3)	1956
13-308	5310	* 4-6-2	* P-9b	* Baldwin, 1927- As rebuilt, 1939-27X28-80-230-344,000-50,000 Reno 103(5) (1956)	
75-88 13-252	5311	* 4-6-2	* P-7	* Baldwin, 1927- As 5300 BP	88 -> 1950
13-244 & 245	5314	* 4-6-2	* P-7e	* Baldwin, 1927- As rebuilt, 1949-27X28-80-230-333,500-50,000 Reno 113(3) (1956)	BP and in use
13-261	5315	* 4-6-2	* P-7	* Baldwin, 1927- As 5300 BP Reno 115(5) (1956)	1940
13-257 75-86	5317	* 4-6-2	* P-7	* Baldwin, 1927- As 5300 BP	1932
13-257 75-87	5318	* 4-6-2	* P-7	* Baldwin, 1927- As 5300 BP Reno 108(3) (1956)	
13-254 & 256 13-294 & 295	5319	* 4-6-2	* P-7	* Baldwin, 1927- As 5300 BP Reno 116(3) (1956)	
B 46-165	5320	* 4-6-2	* P-9	* B&O, 1928-27X28-80-230-329,500-50,000 294 -> BP	
13-294 & 295	5320	* 4-6-2	* P-9a	* B&O, 1928- As rebuilt, 1929-27 1/2 X 28-80-230-329,500-51,750- Piston valves installed - Ret. by 1958- 294 -> BP	294 -> BP 295 -> 1936 192 -> 1941
F-2 49-196 75-90	5320	* 4-6-2	* P-9a	* B&O, 1928- As rebuilt, 1929-27 1/2 X 28-80-230-329,500-51,750- Piston valves installed - Ret. by 1958- 294 -> BP	294 -> BP 295 -> 1936 192 -> 1941
13-304	5340	* 4-6-4	* V-2	* B&O, 1935- As altered, 1942-19X28-84-350-284,000-34,000-41,000- Ret. by 1949 B&O 2(4): 5340 (1942)	
13-301	5350	* 4-6-4	* V-3	* B&O, 1935-22 1/2 X 29-80-350-365,000-52,000 Ret. 1950 Entirely new with water-tube firebox	BP
13-301	5360	* 4-6-4	* V-4	* B&O, 1936- Entirely new with water-tube firebox 22 1/2 X 29-80-350-369,000-52,000	BP

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132-284 13-271	5500 * 4-8-2 * T	* B&O, 1925-30x30-74-220-400,000-68,200	Ret. 1953	BP
132-285 13-271	5501 * 4-8-2 * T	* B&O, 1926 - As 5500	285 → 1953	
8-147 13-297 # 298	5510 * 4-8-2 * T-1	* Baldwin, 1930-27½x30-74-250-384,000 65,000 - Ret. 1951 - Water-tube firebox		BP
132-286#287 13-296#298	5510 * 4-8-2 * T-1	* Baldwin, 1930 - As above	286#287 → 1953	BP
8-147 13-298 23-229	5550 * 4-8-2 * T-2	* Baldwin, 1930-27½x30-74-250-385,000-65,000	Ret. 1952	BP
13-272	5555 * 4-8-2 * T-3	* B&O, 1942-27x32-70-230-375,000, 65,100	Ret. 1960	BP
13-274	5555 * 4-8-2 * T-3	* B&O, 1942 - As above	Reno (1956) 700(4)	1956
13-283	5558 * 4-8-2 * T-3	* B&O, 1943 - As 5555	Reno (1956) 702(5)	
13-278	5561 * 4-8-2 * T-3	* B&O, 1943 - As 5555	Reno (1956) 703(5)	
13-272	5568 * 4-8-2 * T-3b	* B&O, 1944 - As 5555	Reno (1956) 710(5)	BP
13-281#286	5570 * 4-8-2 * T-3+	* B&O, 1944 - As 5555	Reno (1956) 712(6)	
13-285	5581 * 4-8-2 * T-3b	* B&O, 1945 - As 5555	Reno (1956) 723(3)	
13-287	5590 * 4-8-2 * T-3c	* B&O, 1947 - As 5555	Reno (1956) 731(3)	
75-91 13-306 F B 46-201	5600 * 4-4-4-4 * N-1	* B&O, 1937 - (4) 18x26-76-350-391,500-63,000 As built -81	Ret. 1950 - Water-tube firebox	306 → BP 201 → in use
13-282	5651 * 4-8-2 * T-4	* Baldwin, 1935-28x31-73-240-417,800-67,900	Ret. by 1958	B&M 4101; B&O 5651: 751(3)
13-273#284	5655 * 4-8-2 * T-4	* Baldwin, 1937-As 5651 - B&M 4105; B&O 5655	Ret. by 1958	B&M 4105; B&O 5655: 755(4)
13-273	5658 * 4-8-2 * T-4	* Baldwin, 1937 - As 5651 - B&M 4105; B&O 5658	Ret. by 1953	B&M 4105; B&O 5658: 755(4)
13-154#159	6000 * 2-10-2 * S	* Baldwin, 1914-30x32-58-190-407,060-75,970	Ret. by 1953	BP
8-101	6100 * 2-10-2 * S-1	* Baldwin, 1923-30x32-64-220-436,510-84,300	Ret. by 1953	BP
13-155	6120 * 2-10-2 * S-1	* Baldwin, 1923 - As 6100	Reno (1956) 507(3)	
23-193	6150 * 2-10-2 * S-1	* Lima, 1923 - As 6100	Reno (1956) 516(3)	BP
13-154	6173 * 2-10-2 * S-1	* Lima, 1924 - As 6100		
13-164	6181 * 2-10-2 * S-1a	* Lima, 1926 - As 6100		
13-153	6189 * 2-10-2 * S-1a	* Lima, 1926 - As 6100		BP
13-167	6190 * 2-10-2 * S-1a	* Lima, 1926 - As 6100	Reno (1956) 528(3)	
13-156	6198 * 2-10-2 * S-1a	* Lima, 1926 - As 6100		1926
13-163	6204 * 2-10-2 * S-1a	* Baldwin, 1926 - As 6100		
13-154	6206 * 2-10-2 * S-1a	* Baldwin, 1926 - As 6100		BP
13-165	6208 * 2-10-2 * S-1a	* Baldwin, 1926 - As 6100	Reno (1956) 535(3)	
13-78	6500 * 2-10-0 * Y	* Brooks, 1907-24x28-52-200-268,000-52,730	Ret. by 1951	BR&P 501; B&O 6500
13-78	6505 * 2-10-0 * Y	* Brooks, 1907 - As 6500 - Ret. by 1951	BR&P 506; B&O 6505	(1932)
136-217 13-172	7000 * 0-6-6-0 * LL-1	* Sch., 1904-20x32x32-56-235-334,500-71,500	Ret. by 1953	BP
13-175	7047 * 0-8-8-0 * LL-1	* Sch., 1913-26x41x32-56-210-471,000-105,000	Ret. by 1950	B&O 2049; 7047

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7100 *2-8-8-0*EL-1a*BLW, 1916-As simplified-(4)24X32-58-220-88-485,600-118,800 Ret. by 1954
7109 *2-8-8-0*EL-1*BLW, 1916-26 & 41X32-58-210-485,600-101,300 BP Ret. by 1954
7113 *2-8-8-0*EL-1a*BLW, 1916-Simplified-As 7100 Ret. by 1954 1950
7119 *2-8-8-0*EL-3a*BLW, 1917-Simplified-(4)24X32-58-220-484,400-118,800 Ret. by 1952
7120 *2-8-8-0*EL-3a*BLW, 1917-Simplified-As 7119 Sc. by 1952
7133 *2-8-8-0*EL-3a*BLW, 1917-Simplified-As 7119 " " " Ret. by 1952
7135 *2-8-8-0*EL-3*BLW, 1917-26 & 41X32-58-210-484,400-101,300 BF
7144 *2-8-8-0*EL-3a*BLW, 1917-Simplified-As 7119 Ret. by 1954
7145 *2-8-8-0*EL-5*BLW, 1919-26 & 41X32-58-210-491,300-101,300 BF
7155 *2-8-8-0*EL-5a*BLW, 1919-Simplified-(4)24X32-58-220-491,300-118,800 Ret. by 1954
7156 *2-8-8-0*EL-5a*BLW, 1919-Simplified-As 7155 Sc. by 1954 1938
7165 *2-8-8-0*EL-5a*BLW, 1920-Simplified-As 7155 Sc. by 1954
7208 *2-8-8-0*EL-2*Alco, 1916-26 & 41X32-58-210-493,000-101,300 BF Ret. by 1952
7400 *2-6-6-2*KK-1*BLW, 1930-(4)23X30-70-250-465,000-90,000 Water-tube firebox Ret. 1953 BP
7400 *4-4-6-2*MK-1*BLW, 1930 as 2-6-6-2 - As rebuilt by B&O, 1932-(2)20 1/2 X 30 & (2)23 1/2 X 30-70-250-447,000-82,300 Rebuild was not a success and was restored to 2-6-6-2 in 1933 Ret. 1953 BP
7450 *2-6-6-2*KK-2*BLW, 1930-(4)23X30-70-250-466,000-90,000 BP
7512 *2-6-6-2*KK-4b*A-B, 1918-23 1/2 & 37X32-57-200-432,000-80,000 BR&P 712: B&O 7512 Ret. by 1953
7530 *2-6-6-2*KK-4c*A-B, 1918-23 1/2 & 37X32-57-200-437,000-80,000 BR&P 730: B&O 7530 Ret. by 1953
7533 *2-6-6-2*KK-4c*A-B, 1918-As 7330 BR&P 733: B&O 7533 1945
7553 *2-6-6-2*KK-4d*A-B, 1923-23 1/2 & 37X32-57-200-445,000-80,000 BR&P 753: B&O 7553 Ret. by 1952
7600 *2-8-8-4*EM-1*BLW, 1944-(4)24X32-64-235-628,700-115,000 B&O 7600: 650(3) Ret. by 1960 BP
7605 *2-8-8-4*EM-1*BLW, 1944-As 7600 B&O 7605: 655(4)
7610 *2-8-8-4*EM-1*BLW, 1944-As 7600 B&O 7610: 660(4)
7611 *2-8-8-4*EM-1*BLW, 1944-As 7600 B&O 7611: 661(4)
7615 *2-8-8-4*EM-1*BLW, 1944-As 7600 B&O 7615: 665(3)
7618 *2-8-8-4*EM-1*BLW, 1944-As 7600 B&O 7618: 668(3) 1945
7621 *2-8-8-4*EM-1*BLW, 1944-As 7600 B&O 7621: 671(4)
7625 *2-8-8-4*EM-1*BLW, 1944-As 7600 B&O 7625: 675(4) 1956
7628 *2-8-8-4*EM-1*BLW, 1945-As 7600 B&O 7628: 678(3) BPs

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13-178 7700 *2-6-6-4*KB-1*BLW, 1935⁽¹⁹⁴⁷⁾ - (4) 22x30-69-230⁻⁹⁶⁻ - 480,000 -
82,300 SAL 2500; B&O 7700 Ret, 1953

7704 *2-6-6-4*KB-1*BLW, 1935 - (4) 22x30-69-230 - SAL 2504; B&O 7704 Sc. 1953

13-176 7785 *2-6-6-4*KB-1a*BLW, 1937 - A5 7700 - SAL 2505; B&O 7705 Sc. 1953⁽¹⁹⁴⁷⁾

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69-25	131(3)	*0-8-0	*L*	Winans, 1854 - As rebuilt - 19x22-43 - B&O 192(1): 131(3)	(1884)	1892
69-28	160(3)	*4-6-0	*B&O,	1871 - As rebuilt - 19x22-50 - B&O 160(3): 160(3)	(1884)	1894
69-27	206(2)	*4-6-0	*A*	B&O, 1869 - As rebuilt - 19x22-50 - B&O 306(1): 206(3)	(1884)	1894
67-55	744(2)	*4-4-0	*H-	1/46 * B&O, 1881 - As rebuilt - 18x24-66 - 130-84,600 - 13,020		
63-196	755(3)	*4-8-2	*T-4*	BLW, 1937 - 28x31-73-240 - 417,800 - 67,900 BEM ? : B&O 5658 : 755	(1947)	(1956)
75-243	1180(1)	*0-6-0	*D-23*	BLW, 1906 - As 1184(1) - Ret. by 1947		
75-89	5006(2)	*4-6-2	*P-1c*	B&O rebuild from 2-8-2, c. 1924 - As 5000(2)		c. 1942
F B	5227	*4-6-2	*			
B	5229	*4-6-2	*			
75-87	5317	*4-6-2	*P-7e*	BLW, 1917 - As rebuilt, 1949 - As 5314 - B&O 5317 : 115(5)	(1956)	
63-129	6179	*2-10-2	*S-la*	Lima, 1926 - As 6100	(1952)	
132-288	5550	*4-8-2	*T-2*	BLW, 1930 - 27 1/2 x 30 - 74-250 - 385,000 - 65,000	(1952)	1939
132-289	5556	*4-8-2	*T-3*	Mt. Clair Shops, 1942 - As 5555	(1952)	1955
132-288	5560	*4-8-2	*T-3*	Mt. Clair Shops, 1943 - As 5555	(1952)	1952
132-291	5573	*4-8-2	*T-3b*	Mt. Clair Shops, 1943 - As 5555	(1952)	1939
107-29	245(4)	*4-6-0	*B-54*	Pittsburgh, c. 1902 - As 241(4) CH&D 365 : B&O 245	(1917)	
113-58	1511	*2-8-0	*E-15*	Pittsburgh, 1897 - As 1502(2) - Gone by 1927		
113-18	2596	*3Trk.	Shay	Lima, 1912 (2596) - 130,000 - Kendall Lumber Co. 2 : Preston RR 16; Cheat Haven & Bruceton 4 : B&O 2596	(1923)	
113-58	3104	*2-8-0	*E-60*	BLW, 1905 - As 3105 - B&S 127 : B&O 3104	(1932)	Gone by 1957
113-58	3112(1)	*2-8-0	*E-60*	A-B, 1906-08 - As 3105 - B&S 135 : B&O 3112	(1932)	1956
127-63	1320	*4-6-0	*B-14*	BLW, 1898 - As 1312		1898
132-290	5584	*4-8-2	*T-3b*	Mt. Clair Shops, 1946 - As 5555	(1947)	c. 1950
132-293	5654	*4-8-2	*T-4*	BLW, 1935 - As 5651 BEM 4104 : B&O 5654	(1947)	
132-292	5661	*4-8-2	*T-4a*	BLW, 1940 - 28x31 - 73-240 - 417,800 - 67,900 BEM 4111 : B&O 5661	(1947)	1952
132-284	6013	*2-10-2	*S*	BLW, 1914 - 30x32-58-205 - 419,200 - 86,500		1947
132-288	4237	*2-8-2	*Q-1c*	BLW, 1913 - 26x32-64-190 - 284,500 - 54,600		c. 1940
136-231	5600	*4-4-4-4	*N-1*	B&O, 1937 - As modified - (4) 18x27-76(F), 75(K) - 350-81 - 392,000 - 65,000 Ret. 1950		
136-220	7032	*2-8-8-0	*EL-4*	A-S, 1912 - As modified from 0-8-8-0 - 26 1/4 x 32 - 56-210 - 100 - 472,300 - 105,000 B&O 2413 : 7032	(1915)	
136-220	7033	*2-8-8-0	*BL-4*	A-S, 1912 - As modified from 0-8-8-0 - As 7032 B&O 2414 : 7033	(1915)	
136-218	7041	*0-8-8-0	*LL-1*	A-S, 1913 - 26 1/4 x 32 - 56-210 - 100 - 471,000 - 105,000 B&O 2423 : 7041	(1915)	

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- 136-218 7101 * 2-8-8-0 * EL-1 * BLW, 1916 - Front engine modified - 26 & 41 X 32 - 58-210-88-485,600-101,300 Sc. 1951
- 136-219 7118 * 2-8-8-0 * EL-2 * BLW, 1917 - Front engine modified - (As 7101) - PJ
- 136-225 7109 * 2-8-8-0 * EL-1a * BLW, 1916 * As simplified - (4) 24 X 32 - 58-220-88-485,600-118,800 Sc. by 1954
- 136-225 7121 * 2-8-8-0 * EL-3a * BLW, 1916 as compound - As simplified - (4) 24 X 32 - 58-220-88-484,400-118,800 Sc. by 1952
- 136-222 7154 * 2-8-8-0 * EL-5a * BLW, 1919 as compound - As 7155 Sc. by 1954
- 136-219 7163 * 2-8-8-0 * EL-5 * BLW, 1919 - As 7145 Sc. by 1954
- 136-220 7205 * 2-8-8-0 * EL-2 * Alco, 1916 - 26 & 41 X 32 - 58-210-88-493,000-101,300 Sc. 1951
- 136-227 7209 * 2-8-8-0 * EL-2a * Alco, 1916 as compound - Simplified - (4) 24 X 32 - 58-220-88-493,000-118,800 Sc. by 1952
- 136-224 7302 * 2-8-8-0 * EL-6a * A-R, 1917/18 as compound - Simplified - (4) 25 X 32 - 63-200-88-491,300-108,000 SAL 502: B&O 7302 (1928)
- 136-221 7304 * 2-8-8-0 * EL-6 * A-R, 1917/18 - 26 & 42 X 32 - 63-210-88-492,000-97,800 SAL 504: B&O 7304 Sc. by 1954 (1928)
- 136-223 7304 * 2-8-8-0 * EL-6a * A-R, 1917/18 as compound - Simplified - As 7302 SAL 504: B&O 7304 Sc. by 1954 (1928)
- 136-224 7305 * 2-8-8-0 * EL-6a * A-R, 1917/18 as compound - 2-8-8-2 - Simplified - As 7302 SAL 505: B&O 7305 Sc. by 1954 (1928)
- 136-229 7324 * 2-8-8-2 * * A-B, 1923 - 28 & 44 X 32 - 57-200-569,000-113,000 BR&P 808: B&O 7324 (1932)
- 136-226 7450 * 2-6-6-2 * KK-2 * BLW, 1920 - As rebuilt after wreck
- 136-228 7508 * 2-6-6-2 * KK-4a * A-B, 1917 - 23 & 37 X 32 - 57-200-429,000-80,000 BR&P 708: B&O 7508 Sc. by 1951 (1932)
- 136-233 7518 * 2-6-6-2 * KK-5 * A-B, 1918 - As rebuilt, 1949 - 23 & 37 X 32 - 57-200-80,000 BR&P 718: B&O 7518 Sc. by 1953 (1932)
- 136-228 7528 * 2-6-6-2 * KK-4c * A-B, 1918 - 23 & 37 X 32 - 57-200-437,000-80,000 BR&P 728: B&O 7528 Sc. by 1953 (1932)
- 136-230 7609 * 2-8-8-4 * EM-1 * BLW, 1944 - As 7600 - B&O 7609: 659 (4) (1956)
- 136-230 7620 * 2-8-8-4 * EM-1 * BLW, 1945 - As 7600 - B&O 7620 - 670 (1947)
- 136-232 7703 * 2-6-6-4 * KB-1 * BLW, 1935 - As 7700 SAL 2503: B&O 7703 Sc. 1953 (1947)
- 136-232 7703 * 2-6-6-4 * KB-1a * BLW, 1937 - As 7700 SAL 2503: B&O 7703 (1947)
- 136-406 7622 * 2-8-8-4 * EM-1 *
- 148-95 4317 * 2-8-2 * * BLW
- 149-202 139 (1) * 4-6-0 * New Castle Mfg Co, 1853 - 19 X 20 - 50 - B&O 139 (1): 169 (3) 1897 (1884) Ret. 6
- 149-47 187 (1) * 0-8-0 * L * Winans, 1853 - 19 X 22 - 43 - Ret. by 1881 186

BALTIMORE & OHIO

149-48

352(1) *4-6-0 *A* B&O, 1872 - 19X22-50-77,100 B&O 352(1): 252(2)

(1884)

BALTIMORE & OHIO CHICAGO TERMINAL CO. 8 390/111A

13-69 795 * 0-8-0 * L-3 * BLW, 1921 as 2-8-0 - As rebuilt to 0-8-0, c. 1931

24x28-52-200-210,000-52,700 B&O CT Co. 795; CTC, 197

23-131 1185 * 2-6-0 * K-16 * BLW, 1911-21x26-52-200-177,100-37,400

Ret. by 1949 B&O

15-11 40-34 124 * 4-8-0 * K * BLW, - Vaporizer comp. - 157,500-178,500-

128,500 - Ret. by 1932 B&O

40-16 228 * 5-8-0 * H-5 * BLW, 1898 - Vaporizer comp. - 152,500-

162,500 - 32,000 - 74 p. 1932 B&O

BALTIMORE & OHIO SOUTH-WESTERN

5-49 8-92 123 * 4-6-0 * U * BLW, 1893 (13362) - 20X24-56-160-127,000 - 22,310
Ret. by 1924 - B&O S-W 225:123: B&O 123(4) (1900) BPs

77 13-60 131 * 4-4-0 * E * Brooks, 1890 - 18X24-67-160-103,700 - 15,780
Ret. by 1924 - B&O S-W 131: B&O 695(1) (1900) BPs

13-61 40-34 154 * 4-6-0 * K * BLW, - Vauclain comp. - 15 & 25X26-73-200-
158,600 - Ret. by 1926 B&O S-W 154: B&O 1327 (1900) BPs

40-16 258 * 2-8-0 * H - 2 * BLW, 1898 - Vauclain comp. - 15 1/2 & 26X28-56-200 -
162,200 - 35,700 - Ret. by 1934 B&O S-W 258: B&O 1558 (1900) BPs

BELLINGHAM BAY & BRITISH COLUMBIA

1-166	1	* 0-6-0T * H. J. Booth & Co., 1868 (9) as 0-6-0 * As rebuilt - 14x18-36 "DO, MILLS"		
1-159		2" BLACK DIAMOND * 0-6-0T * BLW, 1870 (2141) as 0-6-0 - As rebuilt - 15x22-44-42,000		
2-129	3	* 4-4-0 * BLW, 1891 (11517) - 17x24-62		1898
2-130	4	* 2-6-0 * BLW, 1891 (12231) - 17x24-54 BB&BC 4; B&N 4; CM&STP 2952	(1918) (1920) Sc.	1908
2-129	5	* 2-8-0 * BLW, 1881 (5943) - 20x24-50-150-102,000-24,480		
2-130 97-52		UP 231:1265: BB&BC 5: CM&STP 7562	(1920)	1906
	7	* 4-6-0 * BLW, - 18x22 PRR 760: BB&BC 7		52 → 1904 130 → 1903

BESSEMER & LAKE ERIE

79-87	10	*4-4-0 *E5D *A-P, 1909(45893)-20x26-68-190-150,400.-	24,700 - Sc. 1944	1933
79-87	18	*4-4-0 *E5C *A-P, 1908(44866)-20x26-68-190-146,600-	24,700 - Sc. 1944	1940
79-83	141	*2-8-0 *C1F *A-P, 1909(43914)-22x28-54-180-182,400.	38,397 - Sc. 1929	BP
79-83	157	*2-8-0 *C3D *BLW, 1911(36561)-24x32-54-220-261,000	63,829 - Sc. 1953	
79-82	158	*2-8-0 *C4A *BLW, 1913(40459)-26x30-54-190-268,140	60,625 - Sc. 1953	BP
79-88	229	*0-6-0 *S2D *BLW, 1911(36557)-19x26-50-180-127,800.	28,721 - Sc. 1950	
79-88	234	*0-6-0 *S3A *BLW, 1909(33347)-22x28-50-180-184,400-	41,470 - Sc. 1950	BP
23-241 79-89	253	*0-8-0 *S4A *A-S, 1936(68738)-25x30-57-230-279,000	64,309 - Sc. 1953	BP
79-89	261	*0-8-0 *S4E *A-S, 1943(69994)-25x30-57-230-281,000	64,309 - Sc. 1953	
79-83	358	*2-8-0 *C2D *A-S, 1913(54158)-22x30-54-200-	213,000-45,711 - Sc. 1954	
23-167 79-85	512	*2-10-2 *D1A *BLW, 1916(44134)-30x32-60-200-88,0-	5191-1237- -404,250-81,600-Sc. 1950	BP
79-85	514	*2-10-2 *D1A *BLW, 1916(44136)-30x32-60-210-88,0-	5191-1237- -404,250-85,680-Sc. 1951	1927
79-85	522	*2-10-2 *D2A *BLW, 1919(51958)-30x32-63-190-	390,000-73,829 - Sc. 1947	
79-91	601	*2-10-4 *H1A *BLW, 1929(60898)-31x32-64-250-	502,630-96,700 - Sc. 1953	
79-90	607	*2-10-4 *H1B *BLW, 1930(61275)-31x32-64-250-	503,300-96,700 - Sc. 1953	1940
23-217 79-92	609	*2-10-4 *H1B *BLW, 1930(61277)-31x32-64-250-106,5-	6023-2487- -506,970-96,700-109,800-1953	217 BP 92-13
79-92	610	*2-10-4 *H1B *BLW, 1930(61278)-As 601 - Sc. 1954		
8-173 79-93	611	*2-10-4 *H1C *BLW, 1936(61912)-31x32-64-250-	523,540 - 96,700 - Sc. 1954	
79-95	612	*2-10-4 *H1C *BLW, 1936(61913)-As 611 - Sc. 1953		
79-96	628	*2-10-4 *H1D *A-S, 1937(68,898)-21x32-64-250-	520,000-96,700 - Sc. 1951	
			(1951)	
		B&L 628: DM & IR 707		

BESSEMER & LAKE ERIE

8-172
28-2423-2447

634 *2-10-4 *HIF *BLW, 1941(64153)-31x32-64-250-

519,740-96,700-109,800-Sc.1952 #247→BP

79-94

636 *2-10-4 *HIF *BLW, 1942(64577)-31x32-64-250-

524,440-96,700-Sc.1954

79-Dust Cover

643 *2-10-4 *HIG *BLW, 1944(70057)-31x32-64-250-

523,600-96,700-Ret. 1953

79-156

901 *4-6-2 *PIA *A-S, 1913(54163)-24x28-72-187-

239,000-35,680-Sc.1953

79-153
154,156 & 157

902 *4-6-2 *PIA *A-S, 1913(54164)-As 901-Sc.1953

79-86,144 & 156

903 *4-6-2 *PIA *A-S, 1913(54165)-As 901-Sc.1953 86→1943

79-154

904 *4-6-2 *PIA *A-S, 1913(54166)-As 901-Sc.1953

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16-163	Worcester	* 4-4-0 * B&W, 1866			
16-170	D.W. LINCOLN	* 4-4-0 * B&A, 1870 - 17X22 - 66			
17-48	23-207	1 * 2-8-4 * A-1 * Lima, 1925 - 28X30-63-240-100 - 5110 - 2111 - 249,500 - 389,000 - 69,400 - 82,600			BP
23-61	18	* 0-6-0 * Sch., 1899 - Cross comp. - 19# 29X26-51-200-118,000 - 22,900			BP
16-171	30	* 0-4-0 *			
171-37	32	* 0-8-0 * U-33 * West Springfield Shops, 1917 - As rebuilt from G 33 2-8-0, orig built by Sch in 1901 - 23X32-57-180-50.2-2200-472-194,000-45,440			1947
16-182	36	* 0-8-0 * U-33 * As 32 * Sc. 1950			BP
17-13	47	* 0-8-0 * U-2j * Lima, 1918 - 23 1/2 X30-57-185-50.3-215,500-45,700			
16-178	51	* 4-4-0 * RI, 1869 - Rebuilt to insp. loco, 1903 "BERKSHIRE" Sc. 1931			
171-27	54	* 0-8-0 * U-2K * Lima, 1923 - B&A 54: NYC 7481			BP
171-28	60	* 0-8-0 * U-2K * " " " "			1938
16-174	89	* 0-4-0 * RI, 1891 - 16X24-52-130-64,400-13,600			
171-48		B&A 37(C.I.M.): 89 Sc. 1913			1912
16-172	104	"PUTNAM" * 4-4-0 * B&A, 1868			
16-176	113	* 4-4-0 *			1894
16-171	120	"VESUVIUS" * 0-4-0 * RI, 1870 - B&A 120 "V." : ⁽¹⁸⁹³⁾ 20			
171-21	122	* 0-6-0 * B-101 * A-RI, 1907 - LSEMS 4551: B&A 408: 122 ^{(1907) (1912)} Ret 1934			
16-170	130	* 4-4-0 *			
16-177	137	* 2-8-0 *			
171-23	137	* 0-6-0 * A-M, 1919			
16-182	152	* 0-6-0 * B-110 * A-S, 1916 - 21X28-58-180-173,000-32,570			BP
16-177	173	* 4-8-0 * Sch., 1899 - Cross-comp - 22# 34X28-54-200-161,000-31,800			
17-30	183	* 2-8-2 * H-10a * 28X30-63-210-66.4-4578 - 335,000 - 66,700 - 77,700			1926
171-81	185	* 2-8-2 * H-10a * Alco, 1922 - As 183			BP
16-177	211	* 4-4-0 * Sch., 1896 - 19X24-69-190-119,000-20,300			BP
16-172	214	* 4-4-0 *			
16-174	220	* 4-6-0 *			
16-172	214	* 4-4-0 *			
16-174	220	* 4-6-0 * Sch. - Cross-comp.			New
16-172	244	* 4-4-0 * B&A, 1875 - 18X22 - 66			
16-174	262	* 4-4-0 *			
17-179	301	* 2-6-6 T * D-2a * Lima rebuild, 1928-31 - 23X24-64-200-56.1-1872-354-172,700-260,000-34,260			
17-178	302	* 2-6-6 T * D-2a * Lima rebuild, 1928-31 - As 301			
171-274	303	* 2-6-6 T * D-2a * " " , 1929 - As 301			1936

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16-181 171-271	304	*2-6-6 T, D-2a	* Lima rebuild, 1928-31 - As 301	271 → 1931
171-274	306	*2-6-6 T, D-2a	* " " " " - " "	1937
171-277	307	*2-6-6 T, D-2a	* " " " " - " "	1931
171-277	308	*2-6-6 T, D-2a	* " " " " - " "	1946
16-181	311	*2-6-6 T, D-2b	* " " " " - 23x24-63-200 -	
			56,1-1881-354-176,500-363,800-34,260	275-1941
17-178	316	*2-6-6 T, D-2b	* Lima rebuild, 1928-31 * As 311	
171-275 & 276	400	*4-6-6 T, D-1a	* A-S, 1928 - 23 1/2 x 26-63-215-60.8 -	
			2761-788-242,000-352,000-41,600	275 → BP
16-186	401	*4-4-2 * I-b		
171-281	402	*4-6-6 T, D-1a	* As 400	1935
171-273 & 275	404	*4-6-6 T, D-1a	* As 400	273 → 1937
16-182	412	*0-6-0	* Sch.	
17-85	506	*4-6-2 * K-3n	* A-B, 1918 (58132) - 23 1/2 x 26-76-200-280,200 -	
			30,900 " NYC 4757: B & A 506	
16-190	523	*4-6-2 * K, d	* A-S, 1907 (44886) - 22x26-75-200-28,520	
			B & A 3518: 523	1920
171-156	552	*4-6-2 * K-j		1937
171-156	558	*4-6-2 * K-1	* A-S, 1912 - 22x26-75-241,000	c. 1940
16-188	564	*4-6-2 * K-m	* A-S, 1913 (54272) - 22x26-75-200-241,000-28,520	BP
16-188	565	*4-6-2 * K-m	* A-S, 1914 (54273) - As 564	
171-169	576	*4-6-2 * K-14g	* Co. Shops, 1922/25 - 26x26-72-190-56,5-	
			178,000-275,500-39,420	1928
17-66 171-166	578	*4-6-2 * K-14g	* A-S, 1913 (54179) - As rebuilt by NYC 1925 -	
			As 576 NYC 3182: B & A 578: NYC 4378	1937
16-185	580	*4-6-2 * K-14g	* A-S, 1913 (54189) - As 576	
			NYC 3192: B & A 578: NYC 4378	1946
16-184	581	*4-6-2 * K-14g	* A-S, 1913 (54178) - As 576	
			NYC 3181: B & A 581: NYC 4381	1941
171-168	587	*4-6-2 * K-14g	* * As 576	1930
171-166	588	*4-6-2 * K-14g	* As 576	
17-63 171-178	590	*4-6-2 * K-6a	* A-B, 1925 (66088) - 26x28-75-200-61.8 -	
			-185,500-298,000-42,900-52,620	BP =
171-181	592	*4-6-2 * K-6a	* A-B, 1925 - As 590	1925
171-181	593	*4-6-2 * K-6a	* A-B, 1925 - As 590	1926
171-180	594	*4-6-2 * K-6a	* A-B, 1925 - As 590	1926
171-178	595	*4-6-2 * K-6b	* A-B, 1926 - As 590 - B & A 595; P & L 9250	BP
171-180	596	*4-6-2 * K-6b	* A-B, 1926 - As 590 -	1926
171-191	601	*4-6-4 * J-2a	* 25x28-75-240-357,000-47,600-55,400	BP
171-192	606	*4-6-4 * J-2a	*	1948

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17-54	1420	*2-8-4 *A-1a * Lima, 1926 (6999) - As 1400	
63-41	1422	*2-8-4 *A-1a * Lima, 1926 - As 1400	
17-50	1425	*2-8-4 *A-1b * Lima, 1927 (7192) - 28x30-63-240-100-5110-390,500-69,400 - 81,400	
17-50	1426	*2-8-4 *A-1b * Lima, 1927 (7193) - As 1425	
171-111	1427	*2-8-4 *A-1b * Lima, 1927 (7194) - As 1425	1937
17-57	1429	*2-8-4 *A-1b * Lima, 1927 (7196) - As 1425	
171-103	1430	*2-8-4 *A-1b * Lima, 1927 (7197) - As 1425	1936
17-58	1434	*2-8-4 *A-1b * Lima, 1927 (7201) - As 1425	
17-49 & 51		B&A 1434: Tenn, Ala & Ga 602	1938
171-102	1441	*2-8-4 *A-1b * Lima, 1927 (7203) - As 1425	49 → BP
171-107	1443	*2-8-4 *A-1b * Lima, 1927 (7210) - As 1425	102 → BP
17-54	1444	*2-8-4 *A-1b * Lima, 1927 (7211) - As 1425	107 → 194
171-103 & 110	1445	*2-8-4 *A-1c * Lima, 1930 - 28x30-63-240-100-5065-396,100-69,400-81,400	
17-48	1448	*2-8-4 *A-1c * Lima, 1930 - As 1445	BP
23-215	1450	*2-8-4 *A-1c * Lima, 1930 (7561) - As 1445	
17-58	1451	*2-8-4 *A-1c * Lima, 1930 (7562) - As 1445	98 → 1930
17-55	1454	*2-8-4 *A-1c * Lima, 1930 (7565) - As 1445	
171-140	1900	*4-6-0 * *A-S, 1907 B&A 1900: 704	
16-179	1909	*4-6-0 * *A-S, 1907 - 22x26-69-200-200,000-31,000	BP
16-187	1913	*4-6-0 * *A-S, 1907 - As 1909	
23-109	1916	*4-6-0 * F-2f * A-S, 1907 - 22x26-69-200-208,000-31,000	BP
171-134	2520	*2-8-0 * *Sch, 1895 - 20x26-50-160-130,400-27,800	
16-176	2586	*2-8-0 *	1910
16-186	2637	*2-8-0 * *A-S, 1903 - 23x32-63-200-240,000-45,680	
171-150	3505	*4-6-2 * K-1 * A-S, 1903 - 21x28-75-200-50,2-131,200-207,000-28,000 B&A 2705: 3505: 505	1906
127-78	3506	*4-6-2 * K-a *	
16-179	3516	*4-6-2 * Alco, 1907	1909
16-184	3517	*4-6-2 * K-c * A-S, 1907 (43002) - 22x26-75-200-231,000-28,520 B&A 3517: 522	BP
16-139	3525	*4-6-2 * K-d * A-S, 1907 (44893) - As 3517 B&A 3525: 530	BP
127-78	3526	*4-6-2 * K-d * A-S, 1907 (44894) - As 3517 B&A 3526: 531	
171-156	3530	*4-6-2 * K-e *	1909

BOSTON & MAINE

5-85	41 * 4-4-0*	"GEN. GRANT"	
5-42	42 * 4-4-0*	"GEN. SHERMAN"	
5-87	308 * 4-4-0* Manchester	"ASHUELOT"	
5-87	401 * 4-4-0*	"DESPATCH"	
23-109	623 * 4-6-0* Alco, 1906-20X26-72-200-171,000-24,600		BF
63-101	3635 * 4-6-2*		
30-285	3656 * 4-6-2*		
F-B	3685 * 4-6-2*		
F-B	3698 * 4-6-2* P-5a * 25X28-70-200-190,500-297,500-42,500 DL&W 1192: B&M 3698 ⁽¹⁹⁴³⁾		
74-152	3699 * 4-6-2* P-5a * As 3698	DL&W 1193; B&M 3699 ⁽¹⁹⁴³⁾	
63-103	3704 * 4-6-2* P-3a*		
30-269	3705 * 4-6-2*		
30-265	3706 * 4-6-2*		
30-265 & 278	3708 * 4-6-2*		
33-256	4001 * 2-8-4* Lima, 1928		
¹³²⁻³⁴¹ 13-273	4110 * 4-8-2* BLW, 1941-28X31-73-240-414,960-67,900 B&M 4110; B&O 5660 ⁽¹⁹⁴⁷⁾		
¹³²⁻³³⁹ 74-229	4115 * 4-8-2* R-1d * BLW, 1941-28X31-73-240-415,200-67,900		BP 339→1941
¹³²⁻³³⁸ 8-16/23-255	4117 * 4-8-2* R-1d * BLW, 1941-28X31-73-240-415,200-67,900		BP 338→1941
127-67	2 * 4-6-0*		1904
127-67	53 * 4-6-0*		1904
127-66	840 * 4-4-2*		1909 1936 1940
132-336 & 337	4100 * 4-8-2* R-1a * BLW, 1935-28X31-73-240-416,100-67,900		
132-340	4103 * 4-8-2* R-1a * BLW, 1935-A=4100		1939
132-341	4108 * 4-8-2* R-1b * BLW, 1937-28X31-73-240-416,100-67,900		
136-235	1293 * 2-6-6-2* Alco, 1911-23 & 35 X 30-61-200-50-308,000-62,000 B&M 1293: Maine Central ⁽¹⁹²³⁾		
136-235	800 * 0-8-8-0* Alco, 1922-26 & 40 X 28-51-220-81-474,000-107,000 B&M 800: Utah Copper Co. 107 ⁽¹⁹²⁹⁾		
148-91	2650 * 2-8-0* BLW		BP
165-16	1404 * 2-6-0*		1945
104-48	3633 * 4-6-2*		1932

BUFFALO, ROCHESTER & PITTSBURGH

8-85	53	*2-8-0*BLW, 1891- Vauclain comp.		BP
8-111	160	*4-4-2*BLW, c.1911-		BP
13-78	162	*4-4-2*W-2* Brooks, 1901- 20 $\frac{1}{2}$ X 26- 72-200- 173,000- 25,170		
		BR&P 162: B&O 1487 ⁽¹⁹³²⁾	Ret. by 1937	
13-79	166	*4-4-2*W-3* Sch., 1903- 19 $\frac{1}{2}$ X 26- 72-200- 164,000- 23,370		
		BR&P 166: B&O 1490 ⁽¹⁹³²⁾	Ret. by 1936	BP
13-79	174	*4-4-2*W-5*A-B, 1909- 20 $\frac{1}{2}$ X 26- 73-200- 195,000- 25,450		
		BR&P 174: B&O 1496 ⁽¹⁹³²⁾	Ret. by 1936	BP
8-110	250	*2-8-0*BLW, c. 1900		BP
13-77	359	*2-8-0*X-3*A-B, 1906- 21 X 28- 57-200- 184,000- 36,830		
		BR&P 359: B&O 3030 ⁽¹⁹³²⁾	Ret. by 1950	BP
13-79	400	*2-8-2*Z*A-B, 1912- 26 $\frac{1}{2}$ X 30- 63-190- 275,000- 54,000		
		BR&P 400: B&O 4700 ⁽¹⁹³²⁾	Ret. by 1954	BP
13-80	601	*4-6-2*WV*A-B, 1912- 24 $\frac{1}{2}$ X 26- 73-200- 258,000- 36,340		
		BR&P 601: B&O 5141 ⁽¹⁹³²⁾	Ret. by 1953	BP
13-81	700	*2-6-6-2*LL*A-S, 1914- 23 $\frac{1}{2}$ X 37 X 32- 57-200- 429,000- 80,000		
		BR&P 700: B&O 7500 ⁽¹⁹³²⁾	Ret. by 1952	
136-238	708	*2-6-6-2*LL*A-B, 1917- As 700- BR&P 708: B&O 7508 ⁽¹⁹³²⁾		Sc. by 1951
136-239	800	*2-8-8-2*XX*A-B, 1918- 28 X 44 X 32- 57-200- 99- 569,000- 107,000		
		BR&P 800: B&O 7316 ⁽¹⁹³²⁾	Sc. by 1952	

RILLEROG GOLDFIELD

- 32-533 & 552 3 *0-6-0* BLW, 1906 (29712) - 20x26 - 52-180 - 135,000 - 30,600
BG 3: Las Vegas & Tonopah 3(2): Utah Copper Co, 400 533 → BF
553 → c.1910
- 32-552 4 *0-6-0* BLW, 1906 (29713) - As 3 BG 4: Utah Copper Co, 401
Peninsula Terminal Co, 401 Sc. 1953 c. 1910
- 32-504 & 531 12 *4-6-0* BLW, 1906 (29727) - 21x28 - 63-180 - 170,000 - 29,990
(1908) (1918) (1941)
BG 14: 12: San Diego & Arizona 20: SP 2385: San Diego &
Arizona Eastern 20 Ret. 1950
- 32-533 13 *4-6-0* BLW, 1906 (29726) - As 12 BG 13: 11: (1910)
North Western Pacific 178 Sc. 1954 BP
- 31-273 14 *4-6-0* BLW, 1906 (29727) - As 12 BG 14: 12: (1908)
(1918) (1941) (1948)
SD & A 20: SP 2385: SD & AE 20 Ret. 1950
- 32-533 54 *2-8-0* BLW, 1906 (29265) - 22x28 - 55-180 - 183,000 -
37,700

BURLINGTON & MISSOURI RIVER RR IN NEBRASKA

3-54	6	"NEBRASKA" * 4-4-0 * Manchester, 1870 (257)		1872
3-58	7	"WAUHO" * 4-4-0 * Manchester, 1870	Disposition not clear	
130-27	18	* 4-4-0 * A-4 * Havelock Shops, 1897	B&MR 18: CB&Q 443 (1904)	1901
130-79	27	* 4-6-0 * K-4 * Havelock Shops, 1900 - 19X26-72-200-30.0-2394.3-121,400-156,600- 22,160	B&MR 27: CB&Q 702 (1904) Ret. 1947	1902
3-55	149-12 130-28	35 * 4-4-0 * Plattsmouth Shops, 1881		BP
130-72	56	* 2-6-0 * H-4 * Rogers, 1900 (3525) - 19X26-64-200-30.0-2052-121,500- 143,500-24,900	B&MR 56: CB&Q 1238: 960 (K-10) (1904) (1908)	BF
130-38	97	* 2-8-0 *		1897
3-54	120	* 4-4-0 * Aurora Shops, 1884 -	B&MR 120: CB&Q 313 (1904)	1886
34-248	267	* 2-6-0 * H-1 * Rogers, 1891 (4523) - 19X24-64-160-31.5-1584-91,500-110,000- 18,410	B&MR 267: CB&Q 1062: Stamford & Northwestern 15 Sc. 1920 (1904) (1909)	1900
130-67	275	* 0-10-0 * Rogers, 1891 (4525) -	B&MR 275: CB&Q 592 (1904) Ret. 1916	BF
7-19 & 112	302	* 4-6-0 * Rogers, 1892 (4766) - 19X24-64-180-31.5-1891.7-180,700-129,550-20,700 K-2*	B&MR 302: CB&Q 630 (1904) B&MR 302: CB&Q 630 (1904) Ret. 1946	
3-59	312	* 4-6-0 * Rogers, 1892 (4800) - A5 302	B&MR 312: CB&Q 640 (1904) Ret. 1946	C. 1900
7-23	346	* 2-6-0 * H-4 * BLW, 1899 (1697) - 19X26-64-200-30.0-2052-121,500-143,500-24,900 (1904)	B&MR 346: CM&STP 1232 Ret. 1946	
8-116	368	* 2-6-2 * R-2 * BLW, 1901 (1895) - 20X24-64-200-42.0-2884.1-130,550-170,000-25,500 (1904) (1920)	B&MR 368: CB&Q 1757: Rebuilt to G-8, (1-2) Ret. 1935 (1902) (1904)	BF
130-73	428	* 2-6-0 * H-5 * NYLW, 1887 - Kan. City & Omaha 28:	B&MR 428: CB&Q 1271 Ret. by 1917	1902
3-59	3318	* 2-8-0 * D-4A * A-5, 1903 (26719) - 22X28-57-200-54.2-179,200-202,600-40,400 (1904)	B&MR 3318: CB&Q 3127 Ret. 1933	
3-59	3319	* 2-8-0 * D-4A * A-5, 1903 (26720) - A5 3318	B&MR 3319: CB&Q 3128 (1904) Ret. 1930	

BURLINGTON - ROCK ISLAND

34-252	25	*2-8-0*B-4L*BLW, 1896 (15141) - As rebuilt by UPD&G - 20X24-51-160-138,300-25,600 UPD&G 102: C&S 421: T&BY ⁽¹⁹⁰⁷⁾ 25(2): B-RI ⁽¹⁹³⁰⁾ 25 Sc. 1938 c. 1938
34-254	32	*2-8-0*B-4Q1*BLW, 1907(31097) - 20X28-57-200- 181,300-33,400 T&BY 32: B-RI ⁽¹⁹³⁰⁾ 32 Sc. 1944 1940
34-255	38	*2-8-0*B-4Q1*BLW, 1907(31197) - A=32 T&BY 38: B-RI ⁽¹⁹³⁰⁾ 38 Sc. 1940 1935
34-255	40	*2-8-0*B-4Q1*BLW, 1907 (31417) - A=32 T&BY 40: B-RI ⁽¹⁹³⁰⁾ 40 Sc. 1944 1935 & 1937
34-256	43	*2-8-0*B-4Q1*A-R, 1907(4294) - 20X28-57-200- 185,000-33,400 T&BY 43: B-RI ⁽¹⁹³⁰⁾ 43 Sc. 1935 1935
34-256 & 257	47	*4-6-0*C-3H1*BLW, 1907(31329) - 21X28-69-200-187,450- 30,420 T&BY 47: B-RI ⁽¹⁹³⁰⁾ 47 Sc. 1939 1935 1938
34-256	50	*4-6-0*C-3H1*BLW, 1907(31381) - A=47 T&BY 50: B-RI ⁽¹⁹³⁰⁾ 50 Sc. 1937 1931
34-258	52	*4-6-0*C-3D*BLW, 1904(24144) - 20X26-69-180-27.5- 2128-122,500-142,200-25,260 St. Louis, Brownsville & Mex 21: T&BY ⁽¹⁹⁰⁷⁾ 52: B-RI ⁽¹⁹³⁰⁾ 32 Sc. 1944 c. 1940
34-258	55	*4-6-0*C-3D*BLW, 1904(24189) - A=52 St. Louis & Mex 24: T&BY ⁽¹⁹⁰⁷⁾ 55: B-RI ⁽¹⁹³⁰⁾ 55 Sc. 1937 c. 1936

BARCOCK LUMBER Co.

- 112-10&22 2 * 2 Tr. Shay * Lima, 1900 (599) - 84,000
- 112-10&14 3 * 2 Tr. Shay * Lima, 1901 (652) - 84,000
- 112-23 4 * 2 Tr. Shay * Lima - 60,000
- 112-10 5 * 2 Tr. Shay * Lima, 1901 (641) - 84,000
- 112-14 6 * 3 Tr. Shay * Lima, 1905 (1546) - 140,000

BACK CREEK LUMBER Co.

- 112-84 1 * Cl. B * Climax, 1907 (808) - 70,000

BAHIA, F.C. da

- 120-41 3 * 2-8-0 * BLW, c. 1876 3-0? gauge BP

BAILEY LIBBY Co.

- 9-118 ? * 0-4-0 T * Porter, 1889 (1080) - Gauge 3-0

BAKER, HAMMOND & Co.

- 108-97 92 * Cl. A * Climax, 1891 (92) - 26,000 Gauge 3-0

BAKER WHITE PINE LUMBER Co.

Gauge 3-0

- 88-111 1 * 2 Tr. * Climax, 1911 (1077) BWP Lbr Co. 1; Stoddard Lbr. Co. 1 (1929) (1929)
- 88-57 2 * 2 Tr. * Climax, 1913 (1199) BWP Lbr Co 2; Stoddard Lbr Co 2 (2) 1915
- 88-122 3 * 2 Tr. * Climax, 1915 (1355) - " " " 3: " " " 3 (2) BP

BALKAN MINING Co.

- 35-145 26 * 0-6-0 *

BALL, GEORGE L.

- 106-24 190 * 2 Tr. Shay * Lima, 1887 (190) - 30,000

BALTIMORE & DELTA

Gauge 3-0

- 67-21 3 " THOMAS C. JENKINS " * 2-8-0 * BLW, 1882 (6134) - 15x20-36 - 60,000
 B&D 3 " T.C.J " : Maryland Central 3 : Baltimore & Lehigh 3 :
 Banner Lumber Co. (1900) ?

BANGOR & ARROOSTOOK

WM-1*

- 132-326 74-318 122 * 4-8-2 * A-S, 1929 (67990) - 27x30-69-225 - 239,500 -
 360,000 - 60,260 NYO & W 459; B&A 122 (1945) 320 -> 1948

BANGOR & PISCATAQUIS CANAL & RR Co.

- 5-17 " PIONEER " * 2-2-0 * Robt. Stephenson & Co., 1832 (Eng.)

BARCLAY BROS.

- 105-93 209 * 2 Tr. Shay * Lima, 1888 (209) - 50,000 c. 1888

BARCLAY CHEMICAL Co.

- 102-74 1 * Cl. B * Climax, 1927 - std gauge BP

BARRE & CHELSEA

- 82-271 ? * 2-8-0

BASKETT LUMBER & MFG. Co.

- 148-68 42-12 1 * 2-6-0 * BLW - 13x20-42-160-11.7-608 - 50,000 - 62,000 -
 10,940 BP

BATH & HAMMONDSPORT

82-240 11 * 2-6-0 *

BATSON-McGEHEE Co.

FAB 1 * 2 Tr. Shay * Lima, 1925

BAUXITE & NORTHERN

122-239 3203 * 0-6-0 * Lima, 1938

BP

BAVARIAN STATE RY

8-61 ? * 4-4-2 * BLW, 1900 - Vauclain comp.

BP

40-18 2085 * 2-8-0 * BLW - " "

BP

BAXTER LUMBER Co.

108:99-2 1 * Cl. B * Climax, 1915-40,000

1920

BAYSIDE LUMBER Co.

136-308
2-171 1 * 0-4-4-0 T * Eureka Fdry, Eureka, Cal., 1909

BB&M RY

110-92 7 * 2 Tr. * Heisler, - Tank loco, - 80,000

BP

BEAUFORT & MOREHEAD

44-47 4 * 2-4-2 * BLW, 1922 (55467) - Warrenton 4: B&M 4

1932

BEAVER CREEK & CUMBERLAND RIVER COAL Co.

5-182 1 * 2-6-0 * Pittsburgh, (618) - "BEAVER"

BP

BEAVER CREEK LOGGING Co.

50-120 101 * 3 Tr. Willamette * Willamette, 1923 (4)

BEAVER LOGGING Co.

50-227 1 * 2 Tr. * Climax

BEAVER MEADE & ENGLEWOOD

116-69 1 * 2-6-0 * BLW, 1891

116-69 2 * 4-4-0 * BLW

1919

116-76 229 * 4-6-0 * Alco, 1904

1923

BEAVER MEADOW

9-51 91-15 "HERCULES" * 4-4-0 * Garrett & Eastwick, 1837

D

BERELHEIMER DANIEL

100-39 2 * 2 Tr. Shay * Lima, 188? - Gauge 3-6

BEDFORD & BLOOMFIELD

117-111 1 "BEDFORD" * 4-4-0 * Gauge 3-0

Drg.

BEECH CREEK

16-145 1 * 2-8-0 * Sch., 1884

16-146 4(2) * 2-8-0 *

16-145 11 * 4-8-0 * Sch., 1888-20x26-51-140-130,000-25,200

BP

BEECH CREEK, CLEARFIELD & SOUTHWESTERN

16-144 ? * 4-6-0 * ex Northern Central

16-144 24 * 4-6-0 * Sch., - 19x24-54-125-102,000-17,100

BCC & SW 24: NYC & HR 2197

BP

BELLEFONTAINE & INDIANA

16-255 "St. Louis" *4-4-0* Cuyahoga, 1853 185
 16-256 "St. Louis" *4-4-0* Cuyahoga, 1853 D

BELLEFONTE CENTRAL

141-16 18 *2-8-0* A-R, 1909 - C&O 664:1022: Va. Cent 1022: BC 18 194
 141-16 20 *2-8-0* Juniata, 1913 - PRR 3485: BC 20 1952

BELLEFONTE & SNOW SHOE

12-188 3 *0-8-0* BLW, 1865

BELLINGHAM BAY & EASTERN

1-150 1 *4-4-0* 1892

BELL LOGGING Co.

50-82 2 *2 Tr. Shay * Lima

BELL'S GAP

Gauge 3-0

23-19 41-29 120-40 1 *0-6-0* BLW, 1872 BP

BELT RY OF CHICAGO

117-66 22 *2-10-2*
 F-B 137 *0-8-0* K-2*
 117-66 139 *0-8-0*
 8-131 150 *0-8-0* BLW, - 23 X 28-57-258,150 BP

BENNINGTON & RUTLAND

30-80 1 *4-4-0* Mason, 1866 (241) - 15X22-66 "HILAND HALL"
 30-349 7" M.S. COLBURN *4-4-0* Brooks, 1873 (189) - 16X24-60
 B&R 11" M.S.C.: 7(2) "M.S.C.": 7(2) "H.W. STAFFORD": RRR 170: 173: 173(2) 174
 30-85 7 *4-4-0* Brooks, 1873 (189) - As rebuilt by Taunton, 1882 - 16X24-60
 As above Sc. 1919 1900
 30-349 8 *4-4-0* Sch., 1869 (563) - 16X24-66 "MOUNTAIN BOY"
 (NYCL) (1913)
 B&R 8" M.B.: RRR 60: 1060: 1060 (2)
 30-85 10 *4-4-0* Brooks, 1873 (185) - 16X24-60 "C.E. HOUGHTON"
 New York, Boston & Montreal 1: B&R 10 "C.E.H."

BENSON LOGGING & LUMBERING Co.

Gauge 3-0

50-87 & 193 559 *2 Tr. Shay * Lima, 1898 193 → c. 1898
 50-27 & 87 671 *2 Tr. Shay * Lima
 50-87 779 *3 Tr. Shay * Lima, 1903

BENSON TIMBER Co.

50-190 & 207 2230 *2 Tr. Shay * Lima, (2230)

BENTONVILLE RY

5-123 2 *4-4-0* Pittsburgh, 1834 (748) BP

BERISTAN-NECAXA, FC

Gauge 3-0

(Mex.)

48-84 2 *0-4-0 T* Porter, 1904 (3009) - 10X16-33
 48-84 5 *2 Tr. Shay * Lima, 1905 (982) - (3) 10X10-28

BERLIN MILLS Co.

42-26 6 *2-4-2T* BLW, - 16X22-44-175-14.3-1102-
85,490-122,450-19,040

BP

BIG CREEK LOGGING Co.

50-91 2 *2 Tr. Shay * Lima
50-41 ? *2 Tr. Shay * Lima

BIG CREEK & TELOCAST

F-B 5 *3 Tr. * Heisler

1948

BISHOP LUMBER Co.

101-34 "LILLY B." *2 Tr. Shay * Lima, 188? Gauge 3-0

BISMARCK, WASHBURN & GREAT FALLS

98-49 1 *4-4-0* 1900
"GREAT FALLS"
8-64 94-25 3 *2-8-2* BLW, 1901-Vauchain comp. - 14 & 24X26-50-200-166,900-28,560
"BW&GF 3" G.F.": M&P & S STEAM 1008

BP
BP

94-25 4 *4-6-2* BLW, 1904-18X26-62-200-157,630-23,100 BW&GF 4: M&P & S STEAM 70

BLACK HILLS & FORT PIERRE

Gauge 3-0

7-39 & 42 1 *2-6-0* BLW, 1881-60,000 BH&FP "Geo. Hurst": B&MR 494 Sc. 1902 c. 1892
7-46 4 *2-6-0* Porter, 1890 (1145)-50,000 BH&FP 4: B&MR 491: CB&Q 31 Sold 1904 1892

BLACK MOUNTAIN

B 1 *4-6-0* CC & IC RR, 1882-19X22-50-165-83,100-22,280 CC & IC 423:
(1883) (1890) (1899) (1900) (1903)
PC&ST 423: PCC&L 423: 543: Ohio River & Charleston 5: South & Western 5;
(1908) (1913) (1955)
CC&O 5: BM 1: Clinchfield 1
B 1 2 *3 Tr. Shay * Lima, 1914 (2798)-(3) 14 1/2 x 15-36-200-198,000-40,000 BM 2:
(1928)
Clinchfield ? : Vredenburg Sawmill Co. 17

BLAIR LUMBER Co.

112-89 1 *2 Tr. Shay * Lima, 1908 (2054)-84,000

BLAISDELL BROS.

106: 99-4 2 *Cl. B* Dunkirk Eng. Co., 1891

BP

BLAKE BROTHERS

31-220 1 *2 Tr. * Heisler Gauge 3-0

1944

BLAZIER LOGGING Co.

1-182 1 *2 Tr. * Heisler

BLOEDEL-DANOYAN LUMBER MILLS

50-94 11 *3 Tr. * Climax

New

BLUE JAY LUMBER Co.

108-85 "OLD BULL" *Cl. A * Climax, 1891-26,000 Gauge 3-0
112-36 113-85 3 *2 Tr. * Heisler, 1898 (1028)-50,000 " "

BLUE RIDGE

39-240 3 *4-6-0* A-R, 1907 (42071)-19X26-56-200-140,000-27,500

1940

BLUE RIDGE

39-240 951 *4-6-0* Richmond, 1894(2425) - 20X24-66-175-131,000-21,640
(1894) (1903)
Rich. & Dan. 830: Sou. 310: 951: BR 951

1938

39-87 3458 *4-6-0* Sch., 1908 (5554) - 28X26-56-200-161,700-38,000
(GS&F) (1917) (1939)
GS&F 137: Sou. Sys. 8302: Sou. 3458: BR 3458

BLUE RIDGE & ATLANTIC

8-32 39-244 1 *4-4-0* BLW, 1889(10027) - BR & A 1 "POPE BARROW": Southern (1896) (1903) (1907-08) 1128(2); 1883(1); 3883 32 → BP

BLITHEVILLE, LEACHVILLE & ARKANSAS SOUTHERN

129-28
122-225 2 *0-4-2T* Porter 1908
129-27 3 *0-4-2T* Porter 1908
122-225
129-29 5 *4-4-0* Grant, 1880 - 16X24-63-130-44,600-70,130-10,780 ex CM&TP 1903
122-226

BOCA & LOYALTON

31-401 3 *2-6-0* BLW, 1876 (3889) - 17X24-48-130-75,000-15970 Virginia & Truckee 23 "SANTIAGO":
(1901) (1916)
B&L 3: Western Pacific 123 Sc. 1916 1908

31-402 5 *2-8-0* BLW, 1882 (6085) - 19½X24-50-150-108,000-23,270 Cincinnati Southern 55:
(1916)
CNO&TP 555: 559: B&L 5: WP 124 Sc. 1949

31-401 7 *4-6-0* Pittsburgh, 1888 (978) - 18X24-51-160-100,500-20,740 Pittsburgh & Lake Erie 57:
(1916)
B&L 7: WP 125 Ret. 1931

BACK LUMBER Co.

42-5 1 *0-4-4T* BLW, -9X14-33-160-81-230-23,900-36,200-4,670 BP

BODIE & BENTON

Gauge 3-0

31-304 & 305 2(2) *2-6-0* "INYO"

31-304 3 *2-6-0* BLW, 1874 (3638) - 12X16-40
(1882)
Eureka & Palisade 2 "ONWARD": B&B 3 "MONO"

31-305 ? *0-4-2T* 1907

BONE - GUELMA RY

(Tunisia)

8-88 690 *0-6-6-0T* BLW, 1920 - 13½ & 21X22-43¼ - 140,900 BP

BONHOMIE & HATTIESBURGH SOUTHERN

8-127 200 *4-4-0* BLW, -17X24-62-103,020 BP

BOOTH - KELLY LUMBER Co.

1-182 1 *2-6-2* BLW

136-311
6-90 50-228 2 *2-6-6-2* BLW, 1910

311 → 1920
90 & 228 → BP

BORATE & DAGGETT

32-612 2 *2Tr.* Heister, 1899 (1026) - 70,000 B&D 2 "FRANCIS": Death Valley ? :
Nevada Short Line 2: Terry Lumber Co. ?

1914

BOSTON, CLINTON & FITCHBURG

5-23 "UNCLE TOM" *4-2-2T*

BOSTON COAL & FUEL Co.

Gauge 3-0

60-281
81-399 & 400 1 *2-8-0* BLW, 1880 D&RG 80: D&RG (Utah) 80: RGW 80(1): RGS 35:
(1886) (1889) (1891)
(1906)
BC&F Co 1: Calumet Fuel Co. 1: RGS 1(2)

399 & 400 → 1901

BOSTON, HARTFORD & ERIE

5-88 10 *4-4-0* Sch., 1863 (526) - "ONWARD" Dutchess & Columbia 100:
BH&E 10"0." : NY & NE 10

BOSTON, LOWELL & NASHUA

5-69 "EAGLE" *4-4-0*

BOSTON & NEW YORK AIR LINE

5-76 5 *4-4-0* c.1878

BOSTON & PROVIDENCE

5-79 "DANIEL NASON" *4-4-0* Roxbury Shops, 1863 BP

9-89 " " " " " At New York Fair 1939

2-11 ? *4-4-0* BW

BOSTON, REVERE BEACH & LYNN

Gauge 3-0

FB 6(2) *2-4-4T* Mason, 1886 (727) - 14x18-49-150-16-76,000 Sc.1928

FB 8(2) *2-4-4T* Manchester, 1900 (1741) - 14x18-49 Sc.1928

FB 20 *2-4-4T* A-M, 1907 (42742) - 14x18-49-150-16-91,000-9,000 Sc.1928

BOSTON & WORCESTER

16-163 "Z.E. COFFIN" *4-2-2* Bury of England as a 2-2-0 * As rebuilt to 4-2-0, then 4-2-2
B&W "LION": "BROOKLINE": Z.E. COFFIN" D

5-18 "JUPITER" (2) *4-4-0* Hinkley & Drury, 1845 (39) - 14x18-66

16-170 "D. HENSHAW" *4-4-0* Wilmarth, 1851 - 16x20-66

16-163 "UNION" *4-4-0* Mason, 1865 - 16x22-66 BP

BOSWELL LUMBER Co.

112-96 1 *Cl.B* Climax, 1904 (496) - 70,000 Gauge 3-0

112-97 872 *3Tr, Shay* Lima, 1904 (872) - 140,000 ex Mt.J, K & R RR Sc.1937

BOULDER CREEK & PESCADERO

57-146 1 *0-6-0* Porter-Bell, 1874?, (201?) Gauge 3-0 c.1910

BOWDEN RY

FB 2 *2-6-0* 1929

BOWMAN LUMBER Co.

108: 99-6 1 *Cl.B* Climax, 1894? - 50,000 Gauge 3-0 1904

BRADFORD, BORDELL & KINZUA

Gauge 3-0

106-72 8 *2-6-0* Pittsburgh, 1882 (587)

BRADLEY LOGGING Co.

6-46 5 *Cl.B* Climax 1910

BRADLEY LUMBER Co.

122-226 101 *2-8-0* 1912

BRAINERD & NORTHERN MINNESOTA

8-87 2 *2-6-0* BLW, 1892 - "JAMES S. RANSOM" BP

BRANCH MINT

7-76, 77 & 80 "NATALIA" *0-4-0T*

79 → 1906

BRIDAL VEIL LUMBERING Co.

Gauge 3-0

- 50-79 "PEGGY" *0-6-0T* BLW
- 50-78 1(1) *0-6-0T*
- 148-64 42-9 1(2) *0-6-0* BLW, c.1912-15X18-37-180-12.8-926-70,750-16,750

BRIDGTON & SACO RIVER

Gauge 2-0

- B 3 *0-4-4T* Portland
- B 5 *0-4-4T* Portland, 1906 47,000
- B 6 *2-4-4T* BLW, 1907
- B 7 *2-4-4T* BLW, 1912 66,600
- B 8 *2-4-4T* BLW, 1924 75,000

BRIGANTINE TRANSIT Co.

- 8-100 32 *2-4-2* BLW, 1895 (14326) BT Co 32: Saginaw, Tuscola & Huron 32 BF

BRISTOL RR

- 30-93 1 *0-4-4T* Rhode Island

BRITISH GOVERNMENT

- 8-77 ? *4-6-0T* BLW, 1916 BF

BROCK B.E.

- 50-182 & 183 "ANT" *0-4-0T*
- 50-180 & 184 "RATTLER" *0-6-0T*

BROOKLYN BATH & CONEY ISLAND

- 8-13 "GEORGE" *2-4-0T* BLW, 1887 BF

BROOKLYN, BATH & WEST END

- 8-32 3 *2-4-0* BLW, 1889 BF

BROOKLYN COOPERAGE Co.

- 105-07 2 *2T; Shay* Lima, 1901(634)-60,000 BCCo 2: Penna. Stave Mill 2

BROOKLYN EAST DISTRICT TERMINAL

- 84-293 12 *0-6-0T*

BROOKLYN WHARF & WAREHOUSE Co.

- 40-61 2 *0-4-0T Dummy* BLW, -Vauchin comp. BF

BROOKS LOCOMOTIVE WORKS

- 5-45 907 *4-6-0* 1883(907) BF
- 5-44 ? *0-6-0* 1883 - Became Cin., Wash. & Balt. 96 BF
- 2-40 ? *4-4-0*

BROOKS-SCANLON LUMBER Co.

- 82-12 3 *2-6-2*
- 82-11 5 *2-6-0*
- 6-67 5 *2-8-2*

BROWN, W.E. & Co.

- 110-87 2 *C.I.A. Gilbert* Dunkirk Eng. Co.

BUFFALO CREEK

91-55 6 *0-6-0* A-B

BP

BUFFALO & ERIE

BL

16-197 "VOLCANO" *0-6-0* RK&G, 1855(565) - B&E "V," : L&S&MS 265

BUFFALO & SUSQUEHANNA

8-56 14 *2-8-0* BLW, 1901

BP

8-98 106 *2-8-0* BLW, 1895

110: 99-2 133 *3 Tr. Shay* Lima - (3) 14 1/2 x 12 - 39-140-22,000 - 156,000

Draw (1932) Ret. by 1956 B

13-83 139 *2-8-0* A-B, c. 1907 - 21x28-51-200 - 185,000 - 41,200 B&S 139: B&O 3116

8-118 176 *4-4-0* BLW

BP

BURLINGTON, CEDAR RAPIDS & MINNESOTA

3-184 "JOHN H. DAVEY" *4-4-0* Hinkley & Williams

1870

BURLINGTON, CEDAR RAPIDS & NORTHERN

5-129 76 *4-6-0* Pittsburgh, 1873(699)

BP

FB 77 *4-4-2* Brooks

BP

BURLINGTON & LAMOILLE

~~5-84 "MANSFIELD" *0-6-6 T* Mason~~

BP

BUSH & BELKNAP

110-49 ? *C.I.A* Climax, 1888 - 20,000 Gauge 3-0

BUTTE ANACONDA & PACIFIC

2-136 18 *4-8-0*

1899

2-137 50 *4-4-0* Rhode Is., 1882(1200) - 17x24-64-140 - 55,650 - 86,500 - 12,330
STP M&M 139: BA&P 50 (1893) 1900

BRATTLEBORO & WHITEHALL

Gauge 3-0

161-129 B 2 "LONDONDERRY" *2-6-0* DC&Co, 1879 - 12x16-36-125 -
162-93 40,000 - 6,800 B&W 2 "Lon.": CV 192: 3 (1900) 129 -> BP

162-94 & 95 161-128 3 "J.L. MARTIN" *2-4-0* DC&Co, 1880 - 10x16-42-125 - 33,000 - 4,050
B&W 3 "J.L.M.": CV 193: 1 (1900) 74 -> 1905
Sc. 1901 128 -> C. 1881

162-94 161-163 191 *2-6-0* DC&Co, 1879 - 12x16-36-125 - 40,000 - 6,800
B&W 1 "BRATTLE.": CV 191: 2 (1900) ex cv Sc. 1906

162-96

BURLINGTON & LAMOILLE

161-114 "LAMOILLE" *2-4-6 T* Mason,

5-84 161-114 & 115 "MANSFIELD" *0-6-6 T* Mason

161-116 & 117 "WILLIAM HALE" *4-4-0* Taunton, 1849(36) - Rutland 12' "M.H." (1847): B&L M "W.H." 16x20-54 Rot&R x 12" M.H. Holly: 1901

161-116 3 *2-6-0*

BROWN ROOT & MCKENZIE

BURLINGTON RR

129-69 173 *2-6-0 *Rhodels, 1887(1859)-18x24-57-150-95,000-114,500-17,390
(1935)
StL S-W 173: BR & M-LK 173 1941

BURLINGTON & MISSOURI RIVER RR 1852-12-31-1872. Locomotives renumbered to CB&Q in 1875.

130-299 "LT. GEN. GRANT" *0-4-0 T *New Jersey L.W., 1866 - B&MR "L.C.G.": CB&Q 244 (1875) BP
3-56 GO "ARAPAHOE" *4-4-0 X Manchester, 1871(374) 1873

BANGOR & AROOSTOOK

132-325 102 *4-8-2 *M *A-S, 1929 - 22 1/2 x 30-63-240-315,300-49,200-60,200 1941

132-322 & 323 107 *4-8-2 *M *A-S, 1935 - As 102 1935 & 1936

132-324 109 *4-8-2 *M *A-S, 1945 - As 102 1945

132-327 121 *4-8-2 *M-1 *A-S, 1929 - 27 x 30-69-225-360,000-60,620-71,850 (1945) 1948
NYO&N 454: B&A 121

132-326 120 *4-8-2 *M-1 *A-S, 1929 - As 121 NYO&N 452: B&A 120 (1945) 1948

BROOKLYN FLATBUSH & CONEY ISLAND

134-Cover 3 *4-4-0 BP

BOSTON, CLINTON & FITCHBURG

136-234 23 "WM. MASON" *0-6-6 T *Mason, 1874 - 16x24-42-120-22-131,000-14,920 (1876)
BCE&F 23 "W.M.": Boston, Clinton, Fitchburg & New Bedford 23: Old Colony? BP

BOSTON REVERE BEACH & LYNN

136-237 2 *0-4-4 T *Mason, 1878 (549) - 10x16-42-150-10-62,000-5,000 Sc. 1896 (683)

136-236 4 *2-4-6 T *Mason, 1882 - As rebuilt - 14x18-49-150-16-74,000-9,000 Sc. 1904 (1742)

136-236 13 *2-4-4 T *Manchester, 1900 - As 4 Sc. 1928

BINGHAM & GARFIELD

136-281 102 *0-8-8-0 *Alco, 1911 - 26 1/2 x 28-51-210-100-457,000-102,000 (1920-22)
B&G 102: Utah Copper Co. 102

BIG CREEK LOGGING CO.

136-308 1 *2 Trk. Climax *Climax, 1912 - 14 1/2 x 16-35-200-24-125,000-28,000 BP

BLOEDEL - DONOVAN LUMBER MILLS

136-309 9 *2-6-6-2 T *BLW, 1924 - 17 1/2 x 24-44-200-26-213,000-38,000 (1945)
B-D L M 9: Rayonier 9

136-310 14 *2-6-6-2 *BLW, 1927 - 20 1/2 x 28-51-215-57-289,000-57,000 (1945)
B-D L M 14: Rayonier 14 New

BULL'S EYE SPRING RR

136-312 "BUFFALO" 119 *3 Trk. Shay *Lima, 1884 - (2) 10x10-30 Gauge 3-0? New

BAZLEY, J. ROBERT

136-349 1613 *2 Trk. Heisler *Heisler, (1613)

BLOEDEL STEWART & WELCH, LTD.

136-325 6 *2-6-6-2 T *BLW, 1928 - 17 1/2 x 24-44-200-26-220,000-38,000 (1947) (1951)
Saginaw Logging Co. 5: B S & W, Ltd. 6: MacMillan & Bloedel 1006

BUFFALO CREEK & GAULEY

B 13 *2-8-0

BARCLAY RR

- 142-8 1(2)"TOWANDA" * 0-4-2 * Brooks, 1876(24) BP
- 142-16 1(2) * 0-4-2 * Brooks, 1876(24)
- 142-16 2 * 0-4-2 *
- 142-14 2(2) * 2-6-0 * BLW, 1891 (12129) Barclay 2(2): Cent. Pa. Lbr. Co. 55
- 142-16 6 * 4-4-0 * Brooks

BARCLAY COAL CO.

- 142-12 ? * 0-4-0 T
- 142-15 4" GREENWOOD * 4-6-0 * BLW, 1860 BP
- 142-13 ? * 0-6-0 T * BLW, 1864(1237)

BANGOR & AROOSTOOK

- 142-50 170 * 2-8-0 * A-RI, 1907(41522) - Pittsburg, Binghamton & Eastern 50: (1908) Bangor & Aroostook 170 1908

BR&P Co. Ltd

- 148-36 14 * 0-4-0 * BLW BP

BINGHAM & GARFIELD

- 148-65 304 * 0-6-0 * BLW BP

BIRMINGHAM & NORTHWESTERN

- 150-69 59 * 4-4-0 * As rebuilt - US Mil. RR?: Nashville & Chattanooga?: NCE&SL 59: B&NW 59 1912

BOICE HARDWOOD Co.

- 150-34 4 * 2 Trk. Shay * Lima, 1923(3215) BP

BOYD- PLOTTER LBR. Co. Gauge 3-0

- 150-83 ? * 2 Trk Shay * Lima, 1910(2188) - Reese - Kitchen Lbr. Co. 1: North Vernon Lbr. Mills?: Boyd - Plotter Lbr. Co.?: North Vernon Lbr. Mills 1 1934

BANGOR & PORTLAND

- 155-357 1" BANGOR * 4-4-0 * DC&Co., 1864 - 15 X 22 - 60 - Marris & Essex 2.4" MADISON: DLEW (M&E Div.) 2.4" M: B&P 1" BANGOR sold 1901 B&P 3" M.: DLEW (B&P Div.) 3 (1903) (1867) (1879)
- 155-358 3" NAZARETH * 4-4-0 * A (toona Shops, PRK - 62 1/2" - 76,000 Sc. 1906
- 155-358 4" PORTLAND * 4-4-0 * Cooke, 1884(1582) - 54" - 80,000 Sc. 1903 c. 1885
- 155-359 5" MARTINS CREEK * 2-6-0 * Cooke, 1886(1679) - 55 1/2" - 84,000 Sc. 1905 c. 1886
- 155-360 7" EASON * 2-6-0 * Cooke, 1893(2191) - 56" - 102,000 B&P 7"E.: DLEW (B&P Div.) 7 Sc. 1910 BP

BLAIRSTOWN RY

- 158-137 2" JOHN D. VAIL * 4-4-0 * Danforth L&M, 1879(1078) - Blairstown RY 2" J.D.V.: NYS&W 26: 9 BP

BIG SANDY & CUMBERLAND Gauge 3-6"

- 168-71&341 7 * 2 Trk. Shay * Lima, 1912(2519) - Orig 3-0 gauge, conv. to 3-6", 1919 (1919) (1923) (1937) FIK & Little Kanawha 7: BS&C 7: N&W RY?: M.W. Ritter Lbr Co 7: Goo. M. Morrison (1925) 1931

- 168-341 485 * 2 Trk. Climax * Climax Mfg. Co., 1904(485). BS&C 485: N&W RY (1923) 1934 Ret. 1934

BROOKLYN DOCK & TERMINAL Co.

169-433

2 *0-6-0T* BLW, -

Se. 1926

BD&T Co. 2: DL&W 173: 8

BP

BANGOR & PORTLAND

155-361

8 *4-6-0* Cooke, 1898(2386) - 19x26-54- - 109,000 - (30,000

Bangor & Portland 8; DL&W 8: 688; Wharton & Northern 23

1905

155-361

9 *4-6-0* Cooke, 1900(2548) - As 8 Bangor & Portland 9; DL&W 9;

689: Wharton & Northern 24

c. 1910