

Grants to the ...

GRANT LOCOMOTIVE WORKS

G.M. Burt

Capital ...

Swinburne, Smith & Co. 1848-1851

New Jersey Locomotive & Machine Co. 1851-1866^{3/} ("SMITH & JACKSON")

Grant Locomotive Works 1867-1893

UNION LOCO. WORKS 1866-1867

The locomotive list of Grant and its predecessors does not exist. It was apparently lost in the move of the works from Paterson to Chicago in 1890, and except where the shop number is underlined, the arrangement of numbers of purely guesswork, and is intended to give a general idea of the number of engines built by the company. Also to provide space in this list for additions as more information comes to light.

In the History of Bergen and Passaic Counties by Woodford-Nelson, 1882, when the Grant Works was still in operation, the following is quoted from pp 36-37.

"In 1842, Samuel Smith, Abram Collier and George Bradley started a small foundry in a building 30x50 ft. on the southeast corner of Broadway and Prospect Streets. In 1848, Smith sold out to Collier and formed a co-partnership with his brother Wm. C. Smith, Thomas Beggs and Henry Whitaley.

They leased a one-story building along the raceway on Mill St. in front of the Franklin Mill, opposite Ellison St., 140 ft. long and 40 ft. deep. They started a foundry and general machine shop there.

Beggs died and his interest was purchased by Wm. Swinburne, former Supt. at the Rogers Locomotive Works in Paterson. The name was changed to Swinburne, Smith & Co., still in 1848, as all the above happened within a few months. They immediately laid plans to build locomotives, and built a locomotive shop of brick, two stories, just north of the machine shop and immediately next to the Essex Mill lot, still standing (1882).

They got an order for 10 engines from the New York & Erie RR, so they bought a mill site on Market St. opposite Pine and erected a large shop there in 1850, after approximately 15 locomotives had been built in the original shop. Swinburne retired in June 1850, from association with the company and formed his own company. He leased a plot of land adjacent to the present Erie tracks on the west side, extending from Market St. to Ellison, where he built an immense shop and began building locomotives on his own account, under the name of Wm. Swinburne & Co.

In 1858, Swinburne sold out to the Erie, which used the factory as a repair shops for some years, and in later days as a storehouse.

The New Jersey Locomotive & Machine Co. was incorporated by the remaining partners of Swinburne, Smith & Co. in 1851, and carried on the business on Market St. near Spruce, gradually enlarging the concern until some time in the 1863-1864 period, the stock in the company was bought up by Oliver DeForest Grant, who with his son David B. Grant, and E. Suydam Grant, ran it until the death of O. DeF. Grant, when David B. Grant took over active management.

Under NJ State laws, the new owners incorporated the firm as the Union Locomotive Works March 21, 1866, but on April 11, 1867, by special act of the legislature, approval was given to change the name to the Grant Locomotive Works, which name it bore until it went out of business.

Grant's control of the concern resulted in erecting new buildings during 1864-66 on Pine and Jersey Sts., and the old ones were enlarged. A magnificent passenger engine, polished till it shone like a mirror, with the boiler covered with german silver, and cab made of choice woods, was sent to the Paris Exposition in 1867. It cost \$42,000 and was brought back and sold to the Chicago, Rock Island & Pacific. In 1869-70, the original building on Market St. was enlarged by a 3 story addition on the front, elegant offices being fitted in the second story.

In the early part of 1872, all boiler makers in Paterson struck for higher wages, although many of them were then earning what was then a very high wage, \$3 per day. Grant instantly ordered the shops closed, and all boiler manufacturers in Paterson agreed to lock out strikers, so that most of them were compelled to leave the city. Mr. Grant lost no time in buying a riveting machine for boilers, the second one in use in a locomotive establishment.....

At one time when all the other locomotive establishments were idle (panic of 1873), he got an order from the Russian Govt. for 55 locomotives. Shipment of the engines was delayed due to various causes, and the factory was shut down in Oct. 1874, reopening in July 1875. Work was again started on the uncompleted Russian locomotives, and while 25 of them had apparently been completed before the shutdown, and perhaps shipped, 10 more were completed in 1875, but the balance of the order

was cancelled. The ten completed engines not sent to Russia were rebuilt with different boilers and sold to the Lehigh Valley.

David S. Grant retired January 1, 1880 and was succeeded in management by William W. Evans, who since February 1866 had been chief accountant. R. Suydam Grant remained as president and principal stockholder, but apparently took no active part in the design or construction of locomotives. As of January 1, 1882, 720 men were on the payroll, with 110 engines completed during 1881 according to Trumbull. A Paterson newspaper in a feature on the Grant works stated that as of February 1, 1882 a total of 1450 engines had been completed by the concern from its origin. New buildings had been built recently and more were to be erected in 1882.

All of this information came to me from the research of F. Stewart Graham and Sylvan R. Wood in the period from 1945 through 1951, and to it I have added material given to me by the late Walter Lucas some time in 1941 or 1942. Lucas had for years made the study of the three locomotive builders in Paterson a special hobby, and by means I know not what, he found the original Rogers logbook going back to the start, and made a copy of it. But the Grant records were not in Paterson according to Lucas and he had to rely on the Paterson newspapers, and on a book, the "History of Industrial Paterson" by Trumbull, published in 1882. The February 1, 1882 newspaper story referred to above, giving 1450 locomotives completed to that date does not agree with Trumbull's figure. He presents a list purporting to show the total number of locomotives built each year by the three companies which had their origins in Paterson, and in the case of Grant, he gives figures from 1849 to the end of 1881 showing a total of 1555 locomotives. This list does not include five known to have been built in 1848, two in 1849 and three in 1851. Adding these ten to Trumbull's figures, it would appear that 1565 locomotives were built to the end of 1881, leaving only 323 to be built between that date and 1893 for a total of 1888.

It is difficult to reconcile all gathered data with the indicated facts. It is wholly probable that shop numbers were assigned to locomotives upon receipt of orders for them, as was the custom of many builders of that day, and there is little doubt that locomotives were often not shipped in numerical sequence, also a common practice among builders. Moreover, Railroad records were often based upon the date that equipment was placed in service rather than the actual date of construction. Any material lapse of time between the date an order was placed and the date on which the locomotives went into service would seriously disrupt the relationship between shop numbers and construction dates in any ideal system of chronological shop numbers.

That there were orders cancelled from time to time is definitely known, and it seems logical to assume that where such cancellations occurred the shop numbers, which may have been assigned upon receipt of the order, were not later used, as this occurs time and again in other locomotive builders' lists. It can only be surmised that some of the blank numbers in the Grant list are due to cancellations, and further, that the shown total of 1888 engines could be reduced to some extent. Forgetting about the 24 engines built in Chicago, the last Grant shop number used in Paterson probably was in the 1790s. A jump of 250 numbers appears in the 1871 data, whereas Trumbull's list shows that the company's best year was 1873 when 131 locomotives were built. This is no reflection on Trumbull, as he probably printed what the Grant executives gave him as the gospel truth. His figures for Danforth and Rogers are equally variable, and in the case of the latter we have practically the complete list to check Trumbull's figures with. In 1943, the American Locomotive Company trumpeted the building of their 70,000th locomotive, but this total did not take into account several hundred cancellations where the shop numbers were never used. Not to be outdone, Baldwin in early 1944 announced the completion of their 70,000th loco-

locomotive. Not only did they have cancellations through the years, but the shop numbers from 64758 to 67402 were assigned to U. S. Army M-4 Medium Tanks, which were assembly jobs, and certainly not railroad equipment in any sense of the word. (Also assigned hundreds of shop numbers to steam shovels, and so on.)

The following table is based primarily upon Trumbull's figures, to which have been added the above-mentioned ten engines, apparently not included in his records for 1848, 1849 and 1851, and shows shop numbers which might have been assigned to engines during the years 1848 to 1881, and further based upon the supposition that a new series of numbers was started at the beginning of 1853, allowing for 58 built by Swinburne, Smith & Co., and the New Jersey L&M Co. to that time.

Year	Yearly Total Bld.	Shop Numbers	Total bld.	Shop Nos. if a new series not started in 1853. Incl. 10 add. locos
1848	5 ✓	1-5 ✓	5	1-5 ✓
1849	8 ✓	6-13 ✓	13	6-13 ✓
1850	10 ✓	14-23 ✓	23	14-23 ✓
1851	17 ✓	24-40 ✓	40	24-40 ✓
1852	18 ✓	41-58 ✓	58	41-58 ✓
1853	24 ✓	1-24 ✓	82	59-82
1854	35 ✓	25-59 ✓	117	83-117
1855	40 ✓	60-99 ✓	157	118-157
1856	42 ✓	100-141 ✓	199	158-199
1857	33 ✓	142-174 ✓	232	200-232
1858	16 ✓	175-190 ✓	248	233-248
1859	20 ✓	191-210 ✓	268	249-263
1860	24 ✓	211-234 ✓	292	269-292
1861	31 ✓	235-265 ✓	323	293-323
1862	40 ✓	266-305 ✓	363	324-363
1863	45 ✓	306-350 ✓	408	364-408
1864	50 ✓	351-400 ✓	458	409-458
1865	53 ✓	401-453 ✓	511	459-511
1866	58 ✓	454-511 ✓	569	512-569
1867	48 ✓	512-559 ✓	617	570-617
1868	57 ✓	560-616 ✓	674	618-674
1869	100 ✓	617-716 ✓	774	675-774
1870	101 ✓	717-817 ✓	875	775-875
1871	96 ✓	818-913 ✓	971	876-971
1872	111 ✓	914-1024 ✓	1082	972-1082
1873	131	1025-1155	1213	1083-1213
1874	60	1156-1215	1273	1214-1273
1875	10	1216-1225	1283	1274-1283
1876	12	1226-1237	1295	1284-1295
1877	25	1238-1262	1320	1296-1320
1878	46	1263-1308	1366	1321-1366
1879	31	1309-1339	1397	1367-1397
1880	57	1340-1396	1454	1398-1454
1881	111	1397-1507	1565	1455-1565
1882		1508		
1893		1830	1888	

Note: During the years the firm was known as the New Jersey L&M Co., its President was named Smith and its Vice President was Jackson. It was often called the Smith & Jackson Co., and many railroads listed their engines as Smith & Jacksons, although the NJ State Dept. informs that no company existed under that name. Anything built after 1863 was under the control of the Grant, who did not however use the family name until 1866.

During the period from 1881 to 1893 it is possible to learn a great deal about what was going on at the Grant factory by reading the weekly Railroad Gazette, the Railway Review, and occasional newspaper items. The Grant Works suffered from slowness of business in railroad equipment orders just as all the other builders did, from the end of 1874 and the following shows that Danforth Loco. & Mach. Works, and the Rogers Works, both of Paterson, had difficulties during the period from Jan. 1875 to Jan. 1881;

Year	Grant	Total yearly built	
		Danforth	Rogers
1875	10	19	44
1876	12	23	16
1877	12	8	15
1878	46	8	44
1879	31	55	56
1880	57	76	116
1881	111	71	226
C/N 1/1/81	1503	1227	2896

Each of the Paterson builders had to find other work to do during the hard times which followed the panic of 1873. Danforth spent the whole year of 1875 and part of 1876 building silk and cotton spinning machinery. Starting in 1875 and going through 1877, Danforth changed the gauge on most of the DL&W engines from six feet to standard. Starting in 1880, Grant rebuilt a total of 34 4-4-0 type locomotives for the New York, Lake Erie & Western, the last one being converted from six foot gauge to standard in 1885. These engines, like most of the other Erie broad gauge engines converted in their own shops, at Grant, Dickson and Danforth, were standardized with 18x22 cylinders and as many of them probably got new boilers, they were practically new engines, but they were not assigned shop numbers. If those engines were included in the Trumbull totals, the number of engines built by Grant would exceed the shop numbers at certain known dates. Grant displayed the Constr. No. and year built by engraving it in the brass ornamental steam chest side. These figures are so small that even in very sharp builders' original photos, it is very difficult to read the shop number. With the advent of the Westinghouse air-brake, those builders which had been displaying their nameplate on a scroll between the driving wheels were forced to either adopt the Grant and Danforth method of engraving on the side of the steam chest, or use plates which Baldwin adopted very early. Grant chose a diamond-shaped plate with very small letters and numerals, so builder's photos showing Grant plates are just as hard to identify as those with the steam chest engravings. Grant also had a rectangular plate in 1890 which will be discussed later.

During 1881 Grant began soliciting orders for narrow gauge engines in earnest, having tooled up and made patterns for 4-4-0, 2-6-0 and 2-8-0 types in 3 ft. gauge. They built 30 consolidations for the Denver & Rio Grande in 1881, completed a very large order for the Texas & St. Louis in 1881 and 1882, and built 20 engines for the Toledo, Cincinnati & St. Louis in 1882-1883, besides smaller orders for a number of other lines. The T.C. & St. L. went bankrupt before any large payment had been made on their locomotives, and in 1885 the engines were all repossessed by Grant. Some were repaired at the Cleveland, Delphos & St. Louis shops in Ohio and shipped to new owners from there; the rest were returned to Paterson, some rebuilt, and the last two were sold in 1890. During 1883 Grant built a large order of consolidations for the Pennsylvania and 10 mgals ordered by the New York, Penna. & Ohio were shipped in January 1884. During the balance of the year, Grant built not more than ten locomotives, and a Paterson Press item said all they had done in May 1884 was rebuild two locomotives; no new ones. The year 1885 started out dismally, and on May 2, 1885, the Paterson Press said the erecting shop at Grant having proved too small to build the large engines turned out by other builders, would be rebuilt in order to secure more room. The upper floors of the building were raised, and the height of the erecting shop was increased to permit building the largest freight engines of the times. As of Oct. 23, 1885, the Paterson Press

reported that the Grant Works was preparing the resume work, but said nothing of any orders having been received. The great job of standard gauging the broad gauge Erie, the DL&W, Ohio & Mississippi and lesser 6-foot gauge lines was done, and the rush of enthusiasm for narrow gauge railroads was waning. Baldwin had taken the lion's share of the narrow gauge business and none of the Paterson builders could compete with them.

Another factor adding to Grant's troubles was the failure of the Toledo, Cincinnati & St. Louis to pay for 20 narrow gauge engines built for them in 1881 and 1882. It was necessary for Grant to repossess these engines from the bankrupt railroad in 1886 and to resell them at substantial discounts to narrow gauge railroads all over the country. In the fall of 1886 the Erie gave Grant an order for 10 heavy consolidation engines, for which the factory had been rebuilt, and there is evidence that about 25 engines were turned out by Grant in that year.

Early in 1887 orders were received from the Utah & Northern, the Milwaukee and several other roads for passenger engines, but only three heavy consolidations for the Montana Union R.R. were built. Disaster then struck the factory, for on September 7, 1887 fire razed about half of the buildings including the office and the main building on which was the medallion of Napoleon III, a facsimile of the prize given to the locomotive AMERICA, received at the Paris Exposition in 1867. Production ceased for a number of months, and the large order for ten-wheel locomotives for the Milwaukee was not completed until July 1888. This seems to have taken the heart out of Grant's sales efforts, and production in 1889 was at a low ebb. The last known shop numbers for Grant engines built in Paterson were Nos. 1783 through 1789, built between December 1888 and February 1889. In the early part of 1890, five Leslie Rotary Snowplows were built at Grant due to the inability of Cooks to keep up with the Leslie orders. These Grant rotaries bore the Leslie shop number on the builder's plate, which was a home-made, poorly designed rectangular shape, in contrast to the beautifully designed, diamond-shaped plate previously used. The probable reason for this change in plates was that most of the engineers, designers and office employees had been laid off, and plans were afoot to move the company to Chicago.

Rumors of this move appeared first in the trade papers late in 1888, and as reported in the "Locomotive Engineer," the "Railroad Gazette" and the "National Car & Locomotive Builder," a group of Chicago businessmen who were anxious to establish a locomotive works of major capacity in their city had interested Grant in moving there. The Grant Locomotive Works of Chicago was chartered January 3, 1890, and 650 acres of land in Cicero, Ill. costing \$602,000 was purchased. The stock in the new company was almost all subscribed by R. T. Jeffrey, ex General Manager of the Illinois Central, George M. Rague and Willard T. Block. R. S. Grant and partners came out from Paterson, and Wm. H. Fenner, Jr. was elected president of the new company. Almost all the heavy machinery was to be new, only certain patterns and special tools or drawings being sent from Paterson. Construction was delayed by litigation over the land title, but this was settled in December 1890. Buildings costing approximately a million dollars were erected during 1891 and 1892. After personnel problems had been solved, the factory was ready for business in the fall of 1892 and began work on a trial order of five 0-4-0 switchers for the Chicago, Milwaukee & St. Paul. On Dec. 30, 1892 the Burlington & Missouri River ordered 25 Class K-2 4-6-0 engines, and as soon as the last Milwaukee R.R. switcher was completed, work was begun on the Burlington order. The first four ten-wheel engines finished were diverted to the St. Paul & Kansas City Short Line and in June 1893 three engines were delivered on the B. & M. R. order. It has been said that only one was delivered and that it was so unsatisfactory that the order for the balance of the engines was cancelled.

This does not seem to agree with the known facts. The three engines delivered to the B. & M. R. remained in service for over 50 years. The real reason for failure to continue deliveries on the order was a strike in mid-June of 1893, called by the employees in protest of the piecework system, a novelty in the Chicago area. The plant was shut down, and since the company had overextended itself in building such a large factory, it was forced into receivership on July 9, 1893, liabilities being listed at \$410,000, with assets of \$1,151,464. The panic of 1893 did not help matters, and attempts to sell the plant at auction were fruitless. It was not until the fall of 1894 that the plant and the unfinished locomotives were sold to Siemens & Halske Electric Company.

The new owners found enough material on hand to complete 12 of the ten-wheel engines, and these were all built in 1895. Almost two years passed before a customer was found, and the engines were sold in 1897 on the dates given in the list. Why Siemens-Malske started with Shop No.1819 instead of No.1813 is not obvious, but the records of the Kansas City Southern, successors to the Kansas City, Pittsburgh & Gulf show the shop numbers as indicated in the list. The compiler of this list can find no evidence in the public press that these 12 engines were built by Grant in 1893, sent to the B. & M. R. and returned to the factory as unsatisfactory, as claimed by several historians in the past. There is too much evidence in the form of news items in the trade weeklies, which followed the fortunes of the ill-fated Grant company in detail, and which several times mentioned the uncompleted engines.

A word of caution to anyone reading the following list of Grant locomotives. The dates built for the early engines is usually the date in service as shown in the owners' records. As the New York & Erie went through Paterson, Erie engines built at Grant or its predecessors were probably placed in service within days of completion. Engines for the mid-west were probably received a month or more after being turned out of the factory, and those for the far west built prior to completion of the Pacific Railroad in 1869 required six months or more for transit by sailing vessel around the Horn. If the construction number is underlined, then this number has been verified either from builder's photos or from railroad company records. These latter numbers are still coming to light, and some of them conflict with each other, especially in the case of the Texas & St. Louis. Foreign orders are of course lost to us except those sent to Russia in 1875, and several builder's photos reveal shop numbers on foreign orders.

Gerald M. Best

Alabama & Tennessee (Sou)	7
Albany & Schoharanna (D & H)	28
Ann Arbor (A A)	33, 57, 58
Atlanta & West Point (A & W P)	18
Atlantic & Danville (N F & D)	60
Atlantic & Great Western (Erie)	12, 13, 14, 15
Atlantic, Suwanee River & Gulf (S A L)	33
Baltimore & Lehigh (M & P)	54
Baltimore & Ohio (B & O)	17, 18, 31, 33, 38
Bells Gap (P RR)	48
Boston & Maine (B & M)	40, 41
Boston, Hoosac Tunnel & Wilmington (B & M)	42
Buffalo, New York & Erie (Erie)	2, 3, 8
Burlington & Missouri River (C B & Q)	11, 61
Cairo, Vincennes & Chicago (N Y C)	34, 46
Canada Central Ry. (C P R)	37
Canada Southern (N Y C)	39, 46
Catawissa RR (RDG)	6
Central Pacific (S P)	18, 20
Central RR of New Jersey (C N J)	5-8, 10, 11, 14, 18, 22, 30, 32, 33
Charlotte & South Carolina (Sou)	9
Charlotte, Columbia & Augusta (Sou)	26, 34
Chateaugay Ry. (D & H)	51
Chesapeake & Ohio (C & O)	5, 16
Chicago & Alton (G M O)	16
Chicago & Grand Trunk (G T W)	36, 40
Chicago & Northwestern (C & NW)	9, 15, 37, 38, 48, 49, 51, 52
Chicago, Burlington & Quincy (C B & Q)	4, 6, 8, 25, 26, 61
Chicago, Milwaukee & St. Paul (C M St P & P)	36, 45, 46, 47, 58, 59, 61
Chicago, Rock Island & Pacific (C R I & P)	18
Cincinnati & Springfield (N Y C)	31, 34
Cleveland & Toledo (N Y C)	5
Cleveland, Cincinnati, Chicago & Indianapolis (N Y C)	31
Cleveland, Columbus & Cincinnati (N Y C)	21
Cleveland, Columbus, Cincinnati & Indianapolis (C C C & St L)	36, 40, 49
Columbus & Xenia (P RR)	2
Delaware & Hudson Canal Co. (D & H)	19, 60
Delaware, Lackawanna & Western (D L & W)	4, 5, 6
Denver & Rio Grande (D & R G W)	46, 49
East Tennessee & Georgia (Sou.)	10
East Tennessee & Virginia (Sou)	10
Elmira, Cortland & Northern (L V)	57
Erie Ry. (Erie)	18, 22, 23, 27
Fall Brook RR (N Y C)	10, 13, 14, 17
Fontaine Engine Co.	45
Fort Scott, Wichita & Western (M P)	48, 49, 50, 57
Fort Wayne, Muncie & Cincinnati (L E & W)	28, 31

Grand Trunk (G T W) 4
 Great Northern (G N) 50
 Green Bay & Western (G B & W) 37

 Havana, Rantoul & Eastern (I C) 54
 Hudson River RR (N Y C) 4

 Indianapolis, Cincinnati & Lafayette (N Y C) 16, 29, 31, 32, 38
 Indianapolis, Pittsburgh & Cleveland (N Y C) 4
 Intercolonial RR (C N R) 27, 36
 Iowa Eastern (C M & St P) 31
 Iron Mtn. & Southern (M P) 21-25, 28, 32, 33, 36, 37, 42-45

 Kaiping Coal Ry. (in China) 58
 Kansas City, Pittsburgh & Gulf (K C S) 61

 Lake Shore & Michigan Southern (N Y C) 26, 29, 47, 48
 Lehigh Valley (L V) 16, 39

 Manhattan Elevated 40, 41, 43, 60
 Marquette, Houghton & Ontonagon (Soo) 5, 7, 12-14, 19, 21, 26, 32
 Michigan Central (N Y C) 4, 21, 27, 54, 57
 Michigan Southern & Northern Indiana (N Y C) 4
 Milwaukee & Northern (C M & St P) 34
 Mississippi & Missouri (C R I & P) 8
 Mississippi Central (I C) 10
 Missouri, Kansas & Texas (M-K-T) 24, 26, 29, 30, 36
 Mobile & Ohio (G M O) 9, 10
 Montana Union (N P) 58

 Naugatuck RR (N H) 21
 Newark & Bloomfield (D L & W) 8
 Newburgh, Dutchess & Conn. (N H) 28
 • New Jersey RR & Transportation Co. (P RR) 8
 New Jersey Southern (C N J) 16
 New York & Erie Ry. (Erie) 1-6, 10, 12, 13, 15, 16, 17
 New York & Harlem (N Y C) 13
 New York & New England (N H) 50, 51, 52, 53, 56
 New York & New Haven (N H) 21
 New York, Lake Erie & Western (Erie) 41, 42, 43, 44, 50
 New York, Pennsylvania & Ohio (Erie) 33, 56, 57
 Norfolk & Western (N & W) 53, 54, 56
 • Northern Central (P RR) 5, 15, 16, 19
 Northern Pacific (N P) 60
 Northern Ry. (of Canada) (C N R) 3, 5
 — North Carolina RR (Sou) 36
 North Missouri (Wab) 2

 Ohio & Mississippi (B & O) 7, 8, 30, 31, 32, 33
 — Orange & Alexander RR (Sou) 2
 Oregon & Washington Territory (N P) 59, 60

Pacific Coast Ry (P) 48
 Pacific RR of Missouri (M P) 27, 31, 32
 • Pennsylvania RR (P RR) 14, 16, 18, 33, 54, 55, 56 ✓
 • Philadelphia & Columbia (P RR) 6 ✓
 • Philadelphia, Wilmington & Baltimore (P RR) 32 ✓
 Pioche & Bullionville 36

 "Raub's Central Power" 57
 Rensselaer & Saratoga (D & H) 13
 Richmond & Alleghany (C & O) 45, 47, 48, 49
 Richmond & Danville (Sou) 34, 36, 49
 Richmond & Petersburg (A C L) 18, 21
 Richmond, Fredericksburg & Potomac (R F & P) 5, 10
 Russian Gov't. 38, 39

 Sabula, Ackley & Dakota (C M & St P) 32, 36, 37
 Sacramento Valley (S P) 5
 San Francisco & Alameda (S P) 22
 San Francisco & North Pacific (N W P) 40, 56, 58
 St. Louis & Iron Mountain (M P) 21
 St. Louis, Iron Mountain & Southern (M P) 51
 St. Paul & Kansas City Short Line (C R I & P) 61
 St. Paul & Pacific (G N) 10
 St. Vrain Ry. & Coal Co. 40
 Seaboard Airline (S A L) 45
 South Carolina Canal & RR Co. (Sou) 2
 • South Side RR of Long Island (L I RR) 27, 28 ✓
 Sterling Mountain RR (S) 19

 • Terre Haute & Richmond (P RR) 16
 Texas & St. Louis (S S W) 49, 50, 51, 52, 53
 Toledo, Cincinnati & St. Louis (N Y C & St L) 51, 52, 54
 Toledo, Wabash & Western (Wab) 19, 28

 Union Pacific (U P) 20
 Union RR (P RR or D L & W) 3
 United States Military RR 11, 12, 13, 14, 15
 Utah & Northern (U P) 57, 58
 Utah Northern (U P) 40, 42

 Virginia & Tennessee (N & W) 8, 9, 10, 20
 Virginia Central (C & O) 9, 10

 Western Maryland (W M) 33
 Western (Mass.) (N Y C) 18
 Western Union (C M & St P) 36
 West Wisconsin (G M O) 22
 Willamette Valley & Coast (S P) 43

✓ 1	5/1848	New York & Erie	11	4-4-0	72-17x20-50910
✓ 2	6/1848	do	13	"	" -51700
✓ 3	8/1848	do	14	"	60-17x20-49300
✓ 4	10/1848	do	15	"	" -50900
✓ 5	12/1848	do	16	"	" -50830
✓ 6	1/1849	do	17	"	72-17x20-53400
✓ 7	3/1849	do	36	"	" -54500
✓ 8	4/1849	do	37	"	" -53650
✓ 9	5/1849	do	38	"	60-17x20-53380
✓ 10	7/1849	do	39	"	" -55100
✓ 11	10/1849	do	46	"	" -52700
✓ 12	11/1849	do	47	"	" -52750
✓ 13	12/1849	do	48	"	60-16x20-50700
✓ 14	1/1850	do	49	"	60-17x20-60700
✓ 15	3/1850	do	50	4-8-0	" -63700
✓ 16	4/1850	do	51	"	" -61550
✓ 17	6/1850	do	67	"	" -60500
✓ 18	7/1850	do	68	"	" -62550
✓ 19	8/1850	do	69	"	" -61700
✓ 20	10/1850	do	70	4-4-0	72-17x20-53900
✓ 21	10/1850	do	71	"	" -54050
✓ 22	11/1850	do	72	4-6-0	54-17x20-51100
✓ 23	12/1850	do	73	"	" -58450
✓ 24	1/1851	do	74	"	" -56900
✓ 25	1/1851	do	75	"	" -60500
✓ 26	2/1851	do	76	"	" -61550
✓ 27	3/1851	do	77	"	" -60700
✓ 28	4/1851	do	78	"	" -59400
✓ 29	4/1851	do	79	"	" -61700
✓ 30	5/1851	do	80	"	" -59900

✓ 7/78

✓ 31	6/1851	New York & Erie		81	4-6-0	54-17x20-58600
✓ 32	8/1851	do		82	"	" -60050
✓ 33	9/1851	do		83	"	" -59750
✓ 34	9/1851	Orange & Alexander RR	"Virginia"	-	4-4-0	60-15x20-42400
✓ 35	10/1851	Columbus & Xenia	"Paterson"	-	"	66- -46000

NEW JERSEY LOCOMOTIVE & MACHINE CO^o -Inc.1851

NO → It is assumed that a new series of shop numbers was started at this time.

(SEE NOTE AT BOTTOM OF PG.)

(36)	1	11/1851	New York & Erie	133	4-4-0	60-16x20-50700
(37)	2	12/1851	do	134	"	" -51260
(38)	3	/1851	Buffalo, New York & Erie	24	4-4-0	66-16x22-63500
(39)	4	/1851	do	25	"	" -56625
(40)	5	/1851	do	26	"	" - "

1852- 19 locomotives built. Shop Nos. 6-23 incl.

(41)	6	1/1852	New York & Erie	135	4-4-0	60-16x20-50980
(42)		2/1852	do	136	4-6-0	54-17x20-60100
(43)		2/1852	do	137	"	" -60500
(44)	9	3/1852	do	138	"	" -61550
(45)	10	7/1852	do	139	"	" -59900
(46)	11	8/1852	do	140	"	" -60050
(47)	12	8/1852	do	141	"	" -61000
(48)	13	1852	South Carolina RR	-		11x24
(49)	14	1852	North Missouri engine bore C/N 49, which disproves theory new C/N started in 1851.	19	4-4-0	"Minnesota". Photo shows this.
(50)	15	1852	Buffalo, New York & Erie	7	4-4-0	60-17x20-54000
(51)	16	1852	do	8	"	"
(52)	17	1852	do	9	"	"
(53)	18	1852	South Carolina Canal & RR Co.	-		11x24 "Horatio Allen"
(54)	19	4-1852	PACIFIC R.R. "FRANKLIN"	1	4-4-0	60-16x20

GIB note. This list was typed on the basis that a new series was begun in 1851 when the new company was formed. The figures of the shop numbers used each year, based on Trumbull, were erroneously started in 1851 and was not discovered until the sheets had been typed to 1869. If the figures used in Column 3, Page 3-A had been used, a difference of 23 numbers would ensue. This would require retyping 22 pages, a job which has been put off for the past 20 years.

↑ III

✓ 7/78

1853- 24 locomotives built. Shop Nos. 24-47 or 1 to 24 if started in 1853.

uag

(1)	24	1853	Buffalo, New York & Erie	10	4-4-0	60-17x20-64000	
(2)	25	1853	do	11	"	"	-62100
(3)	26	1853	do	12	"	"	-64000
(4)	27	1853	do	15	"	"	-59660
(5)	28	1853	Northern Ry. of Canada "Josephine"	3	4-4-0	72-17x20-59000	5'6" ga.
(6)	29	1853	do "Huron"	4	"	60-17x20-57750	"
(7)	30	1853	do "Ontario"	5	"	"	"
(8)	31	1853	do "Collingwood"	6	"	60-17x20-57000	"
(9)	32	1853	do "Seymour"	7	"	60-17x20-57750	"
(10)	33	3/53	Union R. R. "R. L. Colt"	-	4-4-0	60-16x20	Sold by NY&E 1854
(11)	34	6/53	PACIFIC R.R. "OSAGE"	4	"	"	EXPLODED 9-30-186
(12)	35						
(13)	36						
(14)	37						
(15)	38						
(16)	39						
(17)	40						
(18)	41						
(19)	42						
(20)	43						
(21)	44	1853	New York & Erie	215	4-4-0	66-16x20-57200	
(22)	45	1853	do	216	4-4-0	66-18x20-65100	
(23)	46	1853	do	213	4-4-0	72-16x22-56760	Prob. Swin. Sm. } ?
(24)	47	1853	do	214	"	"	-56300

YES

1854 35 locomotives built. Shop No.s 25 to 59

(25)	48	1854	New York & Erie	159	4-4-0	72-18x20-65250	
(26)	49	1854	do	160	"	"	-65800
(27)	50	1854	do	161	"	"	-63800
(28)	51	1854	do	162	"	"	-62950
(29)	52	1854	do	163	"	"	-65000

✓7/78

NEW JERSEY

Year	Number	Company	Name	Length	Width	Height	Notes
5/	(30) 53	1854	New York & Erie	164	4-4-0	72-18x20-63700	
8/	(31) 54	1854	Indianapolis, Pittsburgh & Cleveland	-	4-4-0	72-15x20	"Yandes"
8/	(32) 55	1854	New York & Erie	205	4-4-0	72-18x20-65850	
11/	(33) 56	1854	do	206	"	" -65650	
8/	(34) 57	1854	do	207	"	60-18x20-62950	
10/	(35) 58	1854	do	208	"	" -65800	
	(36) 59	1854	Grand Trunk	35	4-4-0	72-17x20-55000	5'6" 62. } 4-6-?
	(37) 60	1854	do	36	"	"	
	(38) 61	1854	Hudson River R.R.	"Huron"	-	4-4-0	66-15 $\frac{1}{2}$ x22-52750
	(39) 62	1854	D. L. & W.	"Moosic"	12	0-6-0	
	(40) 63	1854	do	"Tobyhanna"	14	"	42-17x24
	(41) 64	1854	C. B. & Q.	"Daylight"	14	4-4-0	46-16x20-56000
	(42) 65	1854	Michigan Sou. & Nor. Indiana		46	4-4-0	54-12x22 "J. H. Sargent"
	(43) 66	1854	do		47	"	" " "Stranger"
	(44) 67	1854	Michigan Central	"Twilight"	-	4-4-0	48-16x20
	(45) 68						
	(46) 69						
	(47) 70						
	(48) 71						
	(49) 72						
	(50) 73						
	(51) 74						
	(52) 75						
	(53) 76						
	(54) 77						
	(55) 78						
	(56) 79						
	(7) 80						
	(58) 81						
	(59) 82						

✓7/78

1855 40 locomotives built. Shop Nos. 60-99:

o) 83	4/1855	New York & Erie Ry.	209	4-4-0	60-17x24-67000	
(61) 84	4/1855	do	210	"	"	
(62) 85	7/1855	do	211	"	"	
(63) 86	9/1855	do	212	"	"	
(64) 87	8/1855	D. L. & W. "Wilkesbarre"	19	0-6-0		
(65) 88	8/1855	do "Plymouth"	20	4-4-0	62-18x24	
(66) 89	1/1855	do "Lehigh"	17	0-6-0	42-18x24	
(67) 90	12/1855	C. R. R. of N. J. "Lebanon"	15	4-4-0	56-15x20-54000	
(68) 91	12/1855	do "Asbury"	16	"	"	
(69) 92	/1855	Cleveland & Toledo "Henry Martin"	-	4-4-0	66-16x20	
(70) 93	/1855	do "E.B.Litchfield"	-	"	"	
(71) 94	/1855	Marquette, Houghton & Ontonagon "Pioneer"	4	4-4-0	60-16x22-59350	To DSS at 1-5-60 31 (20) (32)
(72) 95	/1855	Northern Central	54		49-16x22-63000	✓
(73) 96	/1855	do	55		"	✓
(74) 97	/1855	do	56		"	✓
(75) 98	/1855	Richmond, Fredericksburg & Pot. "G.A. Myers"			60-13x22-70000	
(76) 99	6/1855	Chesapeake & Ohio "Richmond"	14	4-4-0	60-15x22-55400	
(77) 100	/1855	Northern Ry. of Canada	14	4-4-0	66-17x20-61560	5'6" ga.
(78) 101	/1855	do	15	"	"	
(79) 102	/1855	Sacramento Valley R.R. "L.L. Robinson"	4-4-0		Unloaded at Sacramento, Calif. Oct. 14, 1856	
(80) 103						
(81) 104						
(82) 105						
(83) 106						
(84) 107						
(85) 108						
(86) 109						
(87) 110						
(88) 111						
(89) 112						

✓7/78

- (90) 113 /1855
- (91) 114
- (92) 115
- (93) 116
- (94) 117
- (95) 118
- (96) 119
- (97) 120
- (98) 121
- (99) 122

1856 42 locomotives built. Shop Nos. 100-141

(100)	123	/1856	Catawissa RR	14	4-4-0	60-16x22-18000	
(101)	124	7/1856	C.R.R. of N. J. "Hampton"	17	4-4-0	-56000	6 ft.ga.
(102)	125	7/1856	do "Port"	18	"	- "	"
(103)	126	10/1856	do "Bound Brook"	20	"	54-16x22-56000	"
(104)	127	10/1856	do "Somerville"	21	"	"	"
(105)	128	11/1856	do "Phillipsburg"	22	"	54-16x22-54000	Std.ga.
(106)	129	5/1856	D. L. & W. "Drake Mills"	-	0-6-0	42-18x24-68100	
(107)	130	5/1856	do "Pennsylvania"	-	"	"	
(108)	131	4/1856	do "New York"	-	"	"	
(109)	132	7/1856	do "California"	-	"	"	
(110)	133	7/1856	do "Oregon"	-	"	"	
(111)	134	8/1856	do "Phelps"	-	"	"	Later S.Sloan
(112)	135	9/1856	do "Industry"	-	"	50-18x24	
(113)	136	9/1856	do "Economy"	-	"		
(114)	137	10/1856	do "Success"	-	"		
(115)	138	12/1856	do "Experiment"	-	"		
(116)	139	3/1856	Philadelphia & Columbia "Yorrick"	-	4-4-0	54-16x22-53000	✓
(117)	140	4/1856	do "Corporal Trim"	"	"	"	✓
(118)	141	11/1856	New York & Erie	189	4-4-0	72-16x20-57800	
(119)	142	1850	C.B. & Q.	15	4-4-0	53-16x20-44000	
	143	1855	C.B. & Q.	15	4-4-0	53-16x20-44000	

✓ 7/78

Shop No.	Year	Locomotive Name	Wheels	Weight	Notes
(120) 143	/1856	TERRE HAUTE, ALTON & ST. LOUIS	"CHARTER" 4-4-0	(60-13x22)	-7-
(121) 144	1856	" "	" " " " " " "	(" ")	
(122) 145					
(123) 146					
(124) 147					
(125) 148					
(126) 149					
(127) 150					
(128) 151					
(129) 152					
(130) 153					
(131) 154					
(132) 155					
(133) 156					
(134) 157					
(135) 158					
(136) 159					
(137) 160					
(138) 161					
(139) 162					
(140) 163					
(141) 164					

1857. 33 locomotives built. Shop Nos. 142-174

(142) 165	3/1857	G. R. R. of N. J.	"Cranesville"	23	4-4-0	54-16x22-56000	6 ft. ga.
(143) 166	4/1857	do	"Springtown"	24	"	54-16x24-56000	Std.
(144) 167	6/1857	do	"Middlesex"	26	0-6-0	46-17x24-70000	Std.
(145) 168	/1857	Alabama & Tenn.	"Sallie Walker"	-	4-4-0	60-15x22-50000	
(146) 169	/1857	Marquette, Houghton & Ontonagon		2-	4-4-0	60-16x24-59940	"Magaunes"
(147) 170	/1857	Ohio & Mississippi		22	4-4-0	60-16x22-59500	To RSS & 2 nd Sec 315 (13-15-72)
(148) 171	"	do		23	"	"	
(149) 172	"	do		24	"	60-17x22-52000	

✓7/78

(150)173	/1857	Ohio & Mississippi	25	4-4-0	66-17x22-62000
(151)174	"	do	26		60-16x22-58000
(152)175	"	do	27		54-17x22-58000
(153)176	"	do	28		"
(154)177	"	do	29		66-17x22-62000
(155)178	"	do	32		54-17x22-58000
(156)179	"	do	33		66-17x22-60000
(157)180	"	do	34		54-17x22-58000
(158)181	"	do	35		66-17x22-62000
(159)182	"	do	36		54-17x22-58000
(160)183	"	do	37		66-17x22-62000
(161)184	"	do	38		54-17x22-58000
(162)185	"	do	39		66-17x22-62000
(163)186	"	do	40		"
(164)187	"	do	41		"
(165)188	"	do	42		54-17x22-58000
(166)189	"	do	43		"
(167)190	"	do	44		"
(168)191	"	C. B. & Q. "Starlight"	16	4-4-0	58-16x20-64000
(169)192	7/1857	Mississippi & Missouri "Washington"	4-4-0		60-16x22-50000
(170)193	/1857	New Jersey RR & Transp. Co.	28	2-6-0	50-16x22
(171)194					
(172)195					
(173)196					
(174)197					

#14?

1858 16 locomotives built. Shop Nos. 175-190

(175)198	2/1858	C. R. R. of N. J. "Union"	27	4-4-0	54-17x22-70000 6 ft. ga.
(176)199	/1858	Newark & Bloomfield "Bloomfield"	4-4-0		
(177)200	/1858	Virginia & Tennessee "Gazelle"	-	4-4-0	63-16x22-53350
(178)201	/1858	Buffal & York & Erie	28	4-4-0	60-18x20-62600 To Erie Ry. 423

✓7/78

(179) 202 /1858
 (180) 203
 (181) 204
 (182) 205
 (183) 206
 (184) 207
 (185) 208
 (186) 209
 (187) 210
 (188) 211
 (189) 212
 (190) 213

1859 20 locomotives built. Shop Nos. 191-210

(191) 214	/1859	Charlotte & So. Carolina	"E.G. Palmer"	-	60-	36000
(192) 215	"	Virginia & Tennessee	"Bedford"	32	60-16x22-	53900 ✓
(193) 216	"	do	"Mazeppa"	33	60-15x22-	51620 ✓
(194) 217	"	do	"A.V. Brown"	34	60-16x24-	56720 ✓
(195) 218	"	do	"Lynchburg"	35	60-16x24-	56900 ✓
(196) 219	"	do	"Chattanooga"	36	54-17x24-	58100 ✓
(197) 220	"	do	"Arkansas"	37	"	✓
(198) 221	"	do	"Holston"	38	"	✓
(199) 222	"	do	"Mobile"	39	"	✓
(200) 223	12/1859	Virginia Central	"Genl Gordon"	21	54-16x20-	60000
(201) 224	/1859	C. & N. W.	"Bayard"		C&NW says	Smith & Jackson
(202) 225						
(203) 226						
(204) 227	/1859	Mobile & Ohio		40	54-17x24-	66000
(205) 228	"	do		45	60-14x22-	44000
(206) 229	"	do		46	44-14x20-	36000
(207) 230	"	do		47	"	
(208) 231	"	do		48	60-16x24-	56000

✓7/78

(209)	232	/1859	Mobile & Ohio		49		60-16x24-56000
(210)	233						
	1860		24 locomotives built. Shop Nos. 211-234				
(211)	234	/1860	Virginia Central	"Staunton"	22		66-16x22-50000
(212)	235	"	Virginia & Tennessee	"E.H.Gill"	6		60-16x24-53900
(213)	236						
(214)	237	/1860	E.Tennessee & Virginia	"Knoxville"			54-15x22-68000
(215)	238	"	do	"Bristol"			"
(216)	239	3/1860	New York & Erie		196	4-4-0	72-16x22-58600
(217)	240	3/1860	do		197	"	"
(218)	241	3/1860	do		217	"	60-16x24-56000
(219)	242	4/1860	Mississippi Central	"William Booth"			60-15x22-60000
(220)	243	5/1860	do	"Southron"			"
(221)	244	/1860	Mobile & Ohio		65	4-4-0	60-16x24-58000
(222)	245	8/1860	C.R.R. OF N.J.	"BERGEN"	33	"	54-16x24
(223)	246						
(224)	247	/1860	East Tennessee & Georgia	"Savoy"	-		
(225)	248	/1860	Fall Brook RR	"Fall Brook"	1	4-4-0	
(226)	249						
(227)	250						
(228)	251						
(229)	252						
(230)	253						
(231)	254						
(232)	255						
(233)	256						
(234)	257						
	1861		31 locomotives built. Shop Nos. 235-265				
(235)	258	5/1861	Central RR of N.J.	"Passaic"	34	2-6-0	48-18x22-68000 60 ga.
(236)	259	/1861	Richmond, Fred. & Pot.	"Harall"	9		42-11x22
(237)	260	/1861	St. Paul & Pacific	"Wm. Crooks"	1	4-4-0	63-11x22-50000

✓ 7/78

238 261 /1861 Burlington & Mo. River "Lt. Gen. Grant"- 0-4-0

239 262

240 263

241 264

242 265

243 266

244 267

245 268

246 269

247 270

248 271

249 272

250 273

251 274

252 275

253 276

254 277

255 278

256 279

257 280

258 281

259 282

260 283

261 284

262 285

263 286

264 287

265 288

362 40 locomotives built. Shop No.s 266-305

266 289 7/1862 Central RR of N.J. "Morris" 40 2-6-0 40-18x22-63000 6 ft. ga. ✓ 7/18

267 290 4-4-0 2 4-4-0

268	291	/1862	U. S. Military R.R.		3	4-4-0	
269	292	4/	" " " " " " " "	" WATERLOO "	1	"	
270	293						
271	294	3/1862	U. S. Military R.R.	"Scout"	13	4-4-0	60-15x22
272	295	3/1862	do	"J.H.Devereaux"	18	4-4-0	60-15x22
273	296	4/1862	do	"Waterford"	22	"	"
274	297	4/1862	do		23	"	54-16x20
275	298	4/1862	do		24	"	"
276	299						
277	300						
278	301						
279	302	6/1862	U. S. Military R.R.	"Gen.McClellan"	30	4-4-0	54-16x24
280	303	6/1862	do	"Col.D.C.McCallum"	31	"	54-15x22
281	304						
282	305	7/1862	U. S. Military R.R.	"Mars"	38	4-4-0	54-16x24
283	306	7/1862	do	"Gen.Geary"	48	"	60-15x22
284	307						
285	308	8/1862	U. S. Military R.R.	"Eagle"	54	4-4-0	54-16x20
286	309	8/1862	do	"Fred H.Leach"	59	"	60-16x22
287	310						
288	311						
289	312						
290	313						
291	314						
292	315						
293	316	10/1862	Atlantic & Great Western		28	4-4-0	54-16x22-62000
294	317	10/1862	do		29	"	"
295	318	10/1862	do		30	"	"
296	319						
297	320	4/1862	New York & Erie		12	2-6-0	48-18x22-76000
298	321	/1862	Marquette, Houghton & Ontonagon	3 223	4-4-0	54-16x22-60770	"Ishp" ✓717B

299	322	/1862	Marquette, Houghton & Ontonagon	4-4-0	54-16x22-58960	"Marquette"	To DSS 2A A-23-Joe 1916 (11-12)
300	323						
301	324						
302	325						
303	326	12/1862	U.S. Military R.R. "Zebra"	65	4-4-0	55-16x24	
304	327	12/1862	Atlantic & Great Western	31	4-4-0	54-16x22-62000	
305	328	12/1862	do	32	"	"	
	1863		45 locomotives built. Shop Nos. 306-350				
306	329	1/1863	U. S. Military R.R. "Lion"	70	4-4-0	55-16x24	
307	330	1/1863	do "Tiger"	73	"	"	
308	331						
309	332						
310	333	2/1863	New York & Erie	236	2-6-0	48-18x22-76000	
311	334	2/1863	do	237	"	"	
312	335	2/1863	do	238	"	"	
313	336	2/1863	do	239	"	"	
314	337	3/1863	do	240	"	"	
315	338	3/1863	do	241	4-4-0	66-16x20-56000	
316	339	3/1863	do	242	"	72-16x20-56000	
317	340	3/1863	do	243	"	72-16x22-56700	
318	341	4/1863	U. S. Military RR "Chas. Minot"	84	4-4-0	62-16x22	
319	342	4/1863	Rensselaer & Saratoga "LHTupper"	23	4-4-0	60-16x22-70500	To D&H 118
320	343	/1863	Fall Brook RR "Seymour"	2	4-4-0		
321	344	/1863	do "Schmyler"	3	2-6-0		
322	345	5/1863	U. S. Military RR "Commodore"	87	4-4-0	62-16x22	
323	346	5/1863	Atlantic & Great Western	35	4-4-0	48-14x22-64000	
324	347	5/1863	do	36	"	"	
325	348						
326	349	6/1863	New York & Harlem	30	4-4-0		
327	350	6/1863	do	31	"		
328	351						

✓7-78

329	352	7/1863					
330	353	1863	ATL. & GREAT WESTERN	37	4-4-0	60-16x24-62,000 #	
331	354	7/1863	Atlantic & Great Western	38	4-4-0	54-16x24-64000	
332	355	7/1863	do	39	"	"	
333	356	8/1863	do	40	"	"	
334	357	8/1863	do	41	"	"	
335	358	8/1863	do	42	"	"	
336	359	9/1863	do	43	"	"	
337	360	9/1863	do	44	"	"	
338	361	9/1863	do	45	"	"	
339	362	10/1863	ILL. CENTRAL	112	"	60-16x22-62000	
340	363	10/1863	do	113	"	"	
341	364	10/1863	do	114	"	"	
342	365	10/1863	do	115	"	"	
343	366	11/1863	U. S. Military RR "D.S. Rucker"	91	4-4-0	60-16x24	
344	367	11/1863	Marquette, Houghton & Ontonagon	-	4-4-0	54-16x24-61940 "Ontonagon"	
345	368						
346	369						
347	370	12/1863	Cent. RR of N.J. "Jack"	54	0-4-0T	49-14x22-55590 To 3	
348	371	12/1863	do "Tom"	55	"	" To 4	
349	372	12/1863	U. S. Military RR	47		55-15x24	
350	373	12/1863	Pennsylvania RR (J.M. & I.)	619	4-4-0	56-16x24 ✓	
	1864		50 locomotives built. Shop Nos. 351-400				
351	374	1/1864	Cent. RR of N.J. "Starling"	56	4-4-0	60 ¹ / ₂ -13x22-54250	
352	375	1/1864	do "Robin"	57	"	"	
353	376	1/1864	do "Atlanta"	62	"	-52000	
354	377	1/1864	Fall Brook RR "Deacon Lovejoy"	-	4-4-0		
355	378	2/1864	Pennsylvania RR (J.M. & I.)	620	4-4-0	56-16x24 ✓	
356	379	2/1864	U. S. Military R.R.	44	4-4-0	55-15x24-53000	
357	380	2/1864	do	45	"	"	
358	381	2/1864	do	46	"	"	

✓ 8/78

359	382	2/1864	Atlantic & Great Western	33	4-4-0	66-16x24-35000	
360	383	3/1864	U. S. Military RR	78		55-16x24-56000	
361	384	3/1864	New York & Erie	255	2-6-0	48-18x22-76000	
362	385	3/1864	do	256	2-6-0	48-18x22-76000	
363	386	3/1864	do	257	"	"	
364	387	4/1864	do	258	"	"	
365	388	4/1864	do	259	"	54-18x22-76600	
366	389	4/1864	do	260	"	"	
367	390	4/1864	do	261	"	"	
368	391	5/1864	U. S. Military R. R.	79		55-16x24-56000	
369	392	5/1864	do	142		60-16x24-58000	
370	393	5/1864	do	143		"	
371	394	5/1864	do	144		"	
372	395	6/1864	do	145		"	
373	396	6/1864	do	146		"	
374	397	6/1864	do	147		"	
375	398	7/1864	New York & Erie	262	2-6-0	54-18x22-76600	
376	399	7/1864	U. S. Military R.R.	148		60-16x24-58000	
377	400	7/1864	do	149		"	
378	401	7/1864	New York & Erie	263	2-6-0	54-18x22-76600	
379	402	7/1864	do	264	"	"	
380	403	8/1864	Chicago & Northwestern	120	4-4-0	"Woodstock"	
381	404	8/1864	do	122	"	"Oregon"	
382	405	8/1864	do	123	"	"Caledonia"	
383	406	9/1864	Northern Central	76	4-6-0	48-18x22-63400	✓
384	407	9/1864	do	77	"	"	✓
385	408	9/1864	do	78	"	"	✓
386	409	9/1864	do	79	"	"	✓
387	410	10/1864	do	80	"	"	✓
388	411	10/1864	do	81	"	"	✓
389	412	10/1864	do	82	"	"	✓

✓ 8/78

390	413	10/1864	Northern Central	83	4-6-0	40-18 $\frac{1}{2}$ x22-63400	✓
391	414	10/1864	do	84	"	"	✓
392	415	11/1864	do	85	"	"	✓
393	416	11/1864	Terre Haute & Richmond	22			✓
394	417	11/1864	Indianapolis, Cin. & Lafayette	24	4-4-0	60-16x24-66000	
395	418	11/1864	Chicago & Alton	63	0-4-0	44-13x20	
396	419	12/1864	do	64	"	"	
397	420	12/1864	New Jersey Southern "Jas. S. Weeks"	9	4-4-0	60-16x24 To L.V.#3 2/1874	
398	421	12/1864	Chesapeake & Ohio	23	4-4-0	60-15x22-50700	Deld 1/1865
399	422	12/1864	Lehigh Valley "Shamokin"	69	2-6-0	50-18x24-72180	Deld 1/1865
400	423	12/1864	do "Sunbury"	70	"	"	Deld 1/1865

Ref: 4-6-5

1865 53 locomotives built. Shop Nos. 401-453

401	424	1/1865	Pennsylvania RR	283	4-6-0	56-19x22-79800	✓
402	425	1/1865	do	284	"	"	✓
403	426	1/1865	do	285	"	"	✓
404	427	1/1865	do	286	"	"	✓
405	428	1/1865	do	287	"	"	✓
406	429	2/1865	do	288	"	"	✓
407	430	2/1865	New York & Erie	287	2-6-0	54-18x22-76000	
408	431	2/1865	do	288	"	"	
409	432	3/1865	do	289	"	"	
410	433	3/1865	do	290	"	"	
411	434	3/1865	do	291	"	"	
412	435	3/1865	do	292	"	"	
413	436	4/1865	do	293	"	"	
414	437	4/1865	do	294	"	"	
415	438	4/1865	do	295	"	"	
416	439	4/1865	do	296	"	"	
417	440	5/1865	do	297	"	"	
418	441	5/1865	do	298	"	"	
419	442	5/1865	do	299	"	"	

✓ 8178

420	443	5/1865	New York & Erie (Erie Railway)	300	2-6-0	54-18x22-76000	
421	444	6/1865	do	301	"	"	
422	445	6/1865	do	302	"	"	
423	446	6/1865	do	303	"	"	
424	447	6/1865	do	304	"	"	
425	448	7/1865	do	305	"	"	
426	449	7/1865	do	306	"	"	
427	450	/1865	Baltimore & Ohio	312	0-8-0	43-19 ¹ / ₂ -22-76500	To 47
428	451	/1865	do	313	"	"	48
429	452	/1865	do	314	"	"	67
430	453	/1865	do	243	"	"	To 316
431	454	/1865	do	244	"	"	317
432	455	/1865	do	245	"	"	318
433	456	/1865	do	246	"	"	319
434	457	/1865	do	247	"	"	320
435	458	/1865	do	248	"	"	321
436	459	/1865	do	249	"	"	322
437	460	/1865	do	250	"	"	323
438	461	/1865	do	251	"	"	324
439	462	/1865	do	252	"	"	325
440	463	/1865	do	253	"	"	326
441	464	/1865	do	254	"	"	327
465	465	5/1865	Fall Brook Coal Co. Ry. "Ward"	11	4-4-0		
442	466	/1865	Baltimore & Ohio	255	0-8-0	43-19 ¹ / ₂ -22-76500	To 328
443	467	/1865	do	256	"	"	329
444	468	/1865	do	257	"	"	330
445	469	/1865	do	258	"	"	331
446	470	/1865	do	259	"	"	333
447	471	/1865	do	260	"	"	334
448	472	/1865	do	261	"	"	335
449	473	/1865	do	262	"	"	336

✓ 8/70

450	474	/1865	Baltimore & Ohio		278	4-4-0	58-15x24	To 51	
451	475	/1865	Erie Railway	"Robt.H.Berdell"	343	4-4-0	66-18x22-68000		
452	476	/1865	Cent. RR of N.J.	"Quickstep"	97	4-4-0	71-17x22-68160	Acq.5/1868	
453	477	/1865	Richmond & Petersburg		4		54-16x24	from Grant.Orig.owner unknwn.	
1866 58 locomotives ordered or built. Some del'd in 1867. Name changed to Union Locomotive Works 3/21/1866. Shop Nos. 454-511									
454	478	/1866	Atlanta & West Point	"Phinizy"	13	4-4-0	60-13x20-747000		
455	479	/1866	do	"Peters"	14	"	"		
456	480	/1866	Cent.R.R.of N.J.	"Hecla"	75	0-4-0T	49-14x22-58190	To 5	
457	481	/1866	do	"Etna"	76	"	"	to 6	
458	482	/1866	do	"Putnam"	77	4-6-0	52 ³ / ₂ -18x22-78260		
483	483	/1866	Pennsylvania RR		409	4-6-0	56-18x22-79800	Del'd 1867	✓
484	484	/1866	do		410	"	"	"	✓
485	485	/1866	do		411	"	"	"	✓
486	486	/1866	do		412	"	"	"	✓
487	487	/1866	do		413	"	"	"	✓
488	488	/1866	do		414	"	"	"	✓
489	489	/1866	do		415	"	"	"	✓
490	490	/1866	do		416	"	"	"	✓
491	491	/1866	do		417	"	"	"	✓
492	492	/1866	do		418	"	"	"	✓
493	493	/1866	Central Pacific RR	"Ajax"	32	0-6-0T	48-18x24	Rebld.4-4-0-1873	
								Delivered 1867	
494	494	/1866	Western of Mass.	"Suffolk"	100	4-4-0	60-16x24-58000	Del'd 1867	
495	495	/1866	do	"Middlesex"	101	"	"	"	
496	496	/1866	do	"Hampden"	102	"	"	"	
497	497	/1866	do	"Berkshire"	103	"	"	"	
459	498	/1866	Central RR of N.J.	"Pulaski"	78	4-6-0	52 ³ / ₂ -18x22-78260		
460	499	/1866	do	"Steuben"	78	"	"		
500	500	1867	Exhibition Engine for Paris Fair		-	4-4-0	Named America		
					109	Sold to C.R.I.& P.			
461	501	/1866	Central R.R.of N.J.	"Decatur"	80	4-6-0	52 ³ / ₂ -18x22-78260		

502	502	/1866	Delaware & Hudson Canal Co.	5	4-4-0	"Isaac N. Seymour" 4'3"
462	503	/1866	Northern Central	88	4-4-0	60-16x24-58000 ✓
463	504	/1866	do	89	"	" ✓
464	505	/1866	do	90	"	" ✓
465	506	/1866	do	91	4-8-0	48-18 $\frac{1}{2}$ x22-63400 ✓
467	507	/1866	do	92	"	" ✓
468	508	/1866	Toledo, Wabash & Western	49	4-4-0	60-16x22-61200
469	509	/1866	do	50	"	"
470	510	/1866	do	51	"	"
471	511	/1866	do	52	"	"
472	512	/1866	do	53	"	"
473	513	/1866	do	54	"	"
474	514	/1866	do	133	"	66-16x24
475	515	/1866	do	134	"	"
476	516	/1866	Marquette, Houghton & Ontonagon To DSS&A 8: 80; Peppard & Balch Const. Co. 12/1/98	-	2-6-0	54-17x24-68960 Named "Republic".
477	517	/1866	Sterling Mountain R. R.	2	2-6-0T	
478	518					
479	519					
480	520					
481	521					
482	522					
498	523	1866	SOUTHERN MINNESOTA	2		16x24
499	524	"	"	3		"
501	525	"	MINNESOTA VALLEY	5		ST. P. & S. C. 5
503	526	"	ORANGE & ALEXANDRIA			60-16x24 "VIRGINIA"
504	527					
505	528					
506	529					
507	530					
508	531					
509	532					

10/78

UNION-GRANT

510	533	/1866					
511	534	/1866	Union Pacific		16	4-4-0	61-16x24 To OSL 3
1867 48 locomotives ordered or built. Many listed for 1866 delivered in 1867. Grant Locomotive Works incorporated 4/11/1867. Shop Nos 512-559							
535	535	/1867	Union Pacific	"Utah"	2	0-4-OT	50-15x24 Rec'd 5/1868
512	536	/1867	Central Pacific	"Achilles"	33	0-6-OT	48-16x24 Reblt. to 4-4-0
513	537	/1867	Union Pacific		3	0-4-OT	50-15x24 Rec'd 6/1868
514	538	/1867		do	17	4-4-0	61-16x24 To 595
515	539	/1867		do	18	"	" To OSL 10
516	540	/1867		do	19	"	" 1
517	541	/1867		do	20	"	" 2
518	542	/1867		do	43	"	61-17x24 4
519	543	/1867		do	44	"	" 5
520	544	/1867		do	45	"	" 6
521	545	/1867		do	46	"	" To 596
(2	546	/1867		do	47	"	" To OSL 9
523	547	/1867		do	48	"	" To UP 597
524	548	/1867		do	49	"	" To Utah Sou.2
525	549	/1867		do	50	"	" To UP 598
526	550	/1867		do	57	"	" 599
527	551	/1867		do	58	"	" To OSL 23
528	552	/1867		do	4	0-4-OT	50-15x24 Del'd 5/1868
553	553	/1867	Central Pacific	"Toiyabe"	48	4-6-OT	48-17x22
554	554	/1867	do	"Toquima"	49	"	"
529	555	/1867	Virginia & Tennessee	"R.L.Owen"	1	4-4-0	60-16x24-56700
530	556	/1867		do "John Early"	3	"	" -56900
531	557	/1867		do "A.C.Cummings"	5	"	" -58350
532	558	/1867		do "F. B. Deane, Jr."	7	"	" "
(33	558						
534	559						
536	560						
537	561						
538	562						

✓ 8/78

539	563	/1867	Cleveland, Columbus & Cinn. "Goshen"	-	4-4-0	62-16x22	
540	563	/1867	do "Union"	-	"	"	
541	564	/1867	do "L. M. Hubby"	-	"	"	
542	565	/1867					
543	566	/1867					
544	567	/1867					
545	568	/1867					
546	569	/1867					
547	570	/1867					
548	571	/1867					
572	572	6/1868	St. Louis & Iron Mountain "Bessie"	17	4-2-0	60-14x22	To 347 (Bldrs photo shows 8W tender)
573	573	12/1868	do Later 547	32	4-4-0	62-16x24	(doubtful)
550	574						
551	575						
552	576						
555	577						
556	578						
557	579						
558	580						
559	581						
549	582						
1868 57 locomotives ordered or built. Shop Nos. 560-616							
560	583	/1868	Marquette, Houghton & Ontonagon	-	2-6-0	54-17x24-69680	Named "H. E. Ely"
561	584	/1868	Naugatuck R.R. "Torrington"	-	4-4-0	63-14x22-55000	
562	585	/1868	New York & New Haven	23	4-4-0	62-17x22-68725	
563	586	/1868	do	26	"	"	
564	587	/1868	Richmond & Petersburg	7	4-4-0	60-12½x24	
565	588	/1868	Michigan Central "Eaton"	101	4-4-0	55-14x24-57500	
566	589	/1868	do "Barry"	102	"	"	
567	590	6/1868	Iron Mountain & Southern "Eliz. Love"	45	4-4-0	62-16x24	
568	591	6/1868	do "Charleston"	46	"	"	

✓ 8/78

569	592	6/1868	Iron Mountain & Southern	"J.H.Morley"	47	4-4-0	66-16x24	To 349	
570	593	6/1868	do	"Col.Knobel"	48	"	"	350	
571	594	6/1868	do	"Belmont"	49	"	57-18x24	414 ← 413?	
574	595	6/1868	do	"Annapolis"	50	"	60-16x22	To 413 ← 414?	
575	596								
576	597								
577	598								
578	599								
579	600								
601	601	8/1869	Iron Mountain & Southern		55	4-6-0	60-18x24	To 235-351	
602	602	8/1869	do		36	"	"	236-352-2827	
603	603	8/1869	do		37	"	"	237-353	
604	604	8/1869	do		38	"	"	238-354-2828	
605	605	8/1869	do		39	"	"	239-355-2829	
606	606	8/1869	do		40	"	"	240-356	
581	607								
582	608								
583	609								
584	610								
585	611	/1868	San Francisco & Alameda	"Atherton"	2	4-4-0	60-12x22	Wrecked 11/69; rebit.to GP 177	
586	612	5/1868	Central RR of N. J.	"Central"	93	4-4-0	68-16x24	68160	
587	613	5/1868	do	"Eclipse"	94	"	"		
588	614	5/1868	do	"Challenge"	95	"	"		
589	615	5/1868	do	"Traveler"	96	"	"		
590	616	12/1868	do	"Alert"	13	0-4-OT	43 $\frac{1}{2}$ -10x22	45950	
<p>ALSO 580, 591-600, 607-616. 1869 100 locomotives ordered or built. Shop Nos. 617-716</p>									
617	1/1869	Central RR of New Jersey	"Hornet"	14	0-4-OT	43 $\frac{1}{2}$ -10x22	45950		
618	1/1869	do	"Wasp"	15	"	"			
619	/1869	West Wisconsin		-	0-4-0	To C.St.P.M.& O.	233		
620	/1869	Erie Railway		344	4-4-0	60-18x22	72950		
621	/1869	do		345	"	"			

18/79

622	/1869	Erie Railway		346	4-4-0	60-18x22-72950
623	/1869	- do		347	"	"
624	/1869	- do		348	"	"
625	/1869	- do		349	"	"
626	8/1869	Iron Mountain & Southern		43	0-6-0	50-15x20 To 243-360
627	8/1869	- do		44	4-4-0	57-16x24 244-412-8840
628	/1869	Erie Railway		350	4-4-0	60-18x22-72950
629	/1869	- do		351	"	"
630	/1869	- do		352	"	"
631	/1869	- do		353	"	"
632	/1869	- do		354	"	"
633	/1869	- do		355	"	"
634	/1869	- do		356	"	"
635	/1869	- do		357	"	"
636	/1869	- do		358	"	"
637	/1869	- do		359	"	"
638	/1869	- do		360	"	"
639	/1869	- do		361	"	"
640	/1869	- do		362	"	"
641	/1869	- do		363	"	"
642	1869	S.C. & N.		1		St. P. & S. C. 3.
643						
644						
645						
646						
647						
648						
649						
650						
651						
652						

✓ 0/78

653						
654	/1869	Iron Mountain & Southern		-	4-4-0	68-16x24-78000 MK&T 116
655	/1869	Apparently diverted to MK&T	IN 1881	-	"	" " 117
56	/1869	do		-	"	" " 118
657	/1869	do		-	"	" " 119
658	/1869	do		-	"	" " 120
659	/1869	do		-	"	" " 121
660	/1869	do		-	"	" " 122
661	/1869	do		-	"	" " 123
662	/1869	do		-	"	" " 124
663	/1869	do		-	"	" " 125
664	/1869	do		-	"	" " 126
665						
666						
667						
668						
669						
670						
671						
672						
673						
674						
675						
676						
677						
678						
679						
680						
1						
682						
683						

*all prod.
built for
I.M. &
S. in
1869*

✓ 8/78

684	1869				
685					
686					
687					
688					
689					
690					
691					
692					
693					
694					
695					
696					
697					
698					
699					
700					
701					
702					
703					
704					
705					
706					
707					
708					
709	6/1870	Iron Mountain & Southern	2nd 13	4-4-0	60-16x24 To 213-345
710					
711	12/1869	ERIE RY.	384	4-4-0	60-18x22-70,000
712	12/1869	C. B. & Q.	148	4-4-0	16x24
713	1/21869	do	149	"	"
714	12/1869	do	150	"	"

✓ 8178

715	12/1869	C. B. & Q.	151	4-4-0	16x24
716	12/1869	do	151 152	"	"
1870	101 locomotives ordered or built. Shcp Nos. 717-817				
717	/1870	C. B. & Q.	153	4-4-0	16x24
718	/1870	do	154	"	"
719	/1870	do	155	"	"
720	/1870	do	156	"	"
721	/1870	do	157	"	"
722	/1870	do	158	"	"
723	/1870	do	159	"	"
724	/1870	Charlotte, Columbia & Augusta	-	4-4-0	60-15x22-58000 "Edgefield"
725	/1870	L. S. & M. S.	149	4-4-0	60-16x24-64000
726	/1870	do	150	"	"
727	/1870	do	296	"	"
728	/1870	do	297	"	"
729	/1870	do	298	"	"
730	/1870	do	299	"	"
731	/1870	do	300	"	"
732	/1870	do	301	"	"
733	/1870	do	302	"	"
734	/1870	do	303	"	"
735	/1870	do	304	"	"
736 737	736 /1870	do	304 305	"	"
737	/1870	Marquette, Houghton & Ontonagon	-	2-4-0	54-17x24-69570 "J.S. Fay" To DSEA 9-8i
738	/1870	M. K. & T.	2	4-4-0	60-12x22-46000
739	/1870	do	3	"	"
740	/1870	do	4	"	60-14x22-56000
741	/1870	do	5	"	60-14x24-56000
742	/1870	do	6	"	60-14x22-56000
743	/1870	do	7	"	60-16x24-62000
744	/1870	do	8	"	"
745	/1870	do	9	"	"
746	/1870	do	15	"	60-16x24-62000

✓ aha

747	/1870	Erie Railway	385	4-4-0	60-18x22-70000
748	/1870	do	386	"	"
749	/1870	do	387	"	"
750	/1870	do	388	"	"
751	/1870	do	389	"	"
752	/1870	do	390	"	"
753	/1870	do	391	"	"
754	/1870	do	392	"	"
755	/1870	do	393	"	"
756	/1870	Intercolonial RR	26	4-6-0	48-18x24
757	/1870	do	67	0-6-0	54-18x24
758	/1870	SouthSide RR of Long Island	-	4-4-0	"J.Booman Johnston" ✓
759	/1870	Michigan Central "Lynx"	36	0-4-0	39-10x22-37600 To 2.78
760	/1870	Pacific R.R. of Missouri	78	4-4-0	66-16x24
761	/1870	do	79	"	"
762	/1870	do	80	"	"
763	/1870	do	81	"	"
764	/1870	do	82	"	"
765	/1870	do	83	"	"
766					
767					
768					
769					
770					
771					
772					
773					
774					
775					
776					

✓8/78

777 /1870 -

778

779

780

781

782

783

784 1870 N.Y.C. & H.R. 327 4-4-0 -16x24

785 /1870 Albany & Susquehanna "Unadilla" 26 2-6-0 56-18x24-78120

786 /1870 do "Otsego" 27 " "

787 /1870 do "Oneonta" 28 " "

788 /1870 do "Schoharie" 29 " "

789

790 /1870 Toledo, Wabash & Western 92 4-4-0 60-16x24-60200

791 /1870 do 93 " "

92 /1870 do 94 " "

793 /1870 do 95 " "

794 /1870 do 96 " "

795

• 796 /1870 South Side RR of L.I. "Massapequa" - 4-4-0 ✓

• 797 /1870 do "Woodbury" - " ✓

• 798 /1870 do "Wm. J. Wood" - " ✓

799 8/1870 Ft. Wayne, Muncie & Cincinnati 1 4-4-0 56-15x22

800 8/1870 do 2 " "

801

802 1/1871 Iron Mountain & Southern 51 0-4-0 50-15x25 to 251-361 ← 0-6-0?

803 /1870 Newburgh, Dutchess & Conn. "Millbrook" 1 4-4-0 60-17x24-75000

804 /1870 do "Bengall" 2 " "

805

806

807

✓ 8/18

808 /1870

809

810

811

812

813

814

815

816

817

1871 96 locomotives ordered or built. Shop Nos. 818-913

818	/1871	Indianapolis, Cinn. & Lafayette	18	4-4-0	60-17x24-66000
819	/1871	do	31	"	"
820	/1871	do	45	"	"
821	/1871	Lake Shore & Michigan Southern	306	4-4-0	60-16x24-64000
822	/1871	do	307	"	66- "
823	/1871	do	308	"	"
824	/1871	do	309	"	"
825	/1871	do	310	"	"
826	/1871	do	311	"	"
827	/1871	do	312	"	60- "
828	/1871	do	313	"	66- "
829	/1871	do	314	"	"
830	/1871	do	315	"	"
831					
832					
833	/1871	Missouri, Kansas & Texas	19	4-4-0	54-16x24-64000
834	/1871	do	20	"	60- "
835	/1871	do	21	"	54- "
836	/1871	do	22	"	54- "
837	/1871	do	23	"	60- "

✓8/70

838	/1871	Missouri, Kansas & Texas	24	4-4-0	60-15x24-50000
839	6/1871	Central R.R. of New Jersey	16	2-4-2T	44-10x20-41660 Bldr's photo extant. See #903-
840	/1871	Missouri, Kansas & Texas	25	4-4-0	60-16x24-64000 906
841	/1871	do	26	"	"
842	/1871	do	27	"	"
843	/1871	do	28	"	"
844	/1871	do	29	"	"
845	/1871	do	30	"	"
846	/1871	do	31	"	"
847	/1871	do	32	"	"
848	/1871	do	33	"	"
849	/1871	do	34	"	"
850	/1871	do	35	"	"
851	/1871	do	36	"	"
852	/1871	do	37	"	"
853	/1871	do	38	"	"
854	/1871	do	39	"	"
855	/1871	do	40	0-4-0	50-13x22-40000
856	/1871	do	41	"	"
857	/1871	do	42	4-4-0	54-14x22-48000
858	/1871	do	43	"	"
859	/1871	do	44	"	"
860	/1871	do	45	"	"
861	/1871	do	46	"	"
862	/1871	do	47	0-4-0	50-13x22-40000
863	/1871	Ohio & Mississippi	59	4-4-0	60-16x24-67000
864	/1871	do	60	"	"
865	/1871	do	61	"	"
866	/1871	do	62	"	"
867	/1871	do	64	"	" -72000
868	/1871	do	113	"	60-14x22-50000

✓ 8/78

869 868	/1871	Ohio & Mississippi	114	4-4-0	60-14x22-60000	
907 869	/1871	do	121	"	60-16x22-66000	
870	/1871	Indianapolis, Cincinnati & Lafayette	18	4-4-0	61-17x24 CCC&StL	277
871	/1871	do	31	"	"	278
872	/1871	do	45	"	"	279
873	/1871	Cincinnati & Springfield	203	4-4-0	68-16x22 CCC&I	157- Big 4 157
874	/1871	do	204	"	"	158-
875	/1871	do	205	"	"	" 158 159-
876	/1871	Cleve., Cinn., Chi. & Indianapolis	152	4-4-0	62-16x22 To 151-31g4	160-
877	/1871	do	153	"	"	160- " 160
878	5/1871	Ft. Wayne, Muncie & Cincinnati	3	4-4-0	50-16x24	
879	5/1871	do	4	"	"	
880	5/1871	do	5	"	"	
881	5/1871	do	6	"	"	
882	/1871	Baltimore & Ohio	729	4-4-0	62-16x22 To 77	
883	/1871	do	730	"	"	78
884	/1871	do	731	"	"	79
885	2/1872	Iowa Eastern	"JO"	2-6-0	6W-tender. 3 ft.	
886	/1871	Baltimore & Ohio	732	4-4-0	62-16x22 To 80	
887	/1871	do	733	"	"	81
888	/1871	Pacific R.R. of Missouri	84	4-4-0	60-16x24	
889	/1871	do	85	"	"	
890	/1871	do	86	"	"	
891	/1871	do	87	"	"	To Dolan Bros. & Co. #201
892	/1871	do	88	"	"	
893	/1871	do	89	"	"	
894	/1871	do	90	"	"	
895	/1871	do	91	"	"	
896	/1871	do	92	"	"	
897	/1871	do	93	"	"	
898	/1871	do	94	"	"	

✓ 8/78

899	/1871	Pacific R.R. of Missouri	95	4-4-0	60-16x24
900	/1871	do	96	"	"
901	/1871	do	97	"	"
902	11/1871	Central R.R. of New Jersey	210	2-4-0	55-14x22-45500
840 903	9/1871	do	17	2-4-2T	44-10x20-41660 See #839
841 904	9/1871	do	18	"	" These four prob. 840-843. ✓
842 905	10/1871	do	19	"	"
843 906	10/1871	do	20	"	"

*used
903-906*

907 - see previous page # 31 under 907.

908	/1871	C.C.C. & I. (BELLEFONTAINE DIV.)	44	4-4-0	68-16x22	} C.C.C. #I 8164-13 N.Y.C.L. 70
909	/1871	" (" ")	45	"	"	

910
911
912
913

914 /1872

1872 111 locomotives ordered or built. Shop Nos. 914 to 1024

915	/1872	Sabula, Ackloy & Dakota	-	4-4-0	16x24 To Milw. 319-109-271-1287-1452
916	/1872	do	-	"	" " 320-120-290-1324
917	/1872	do	-	"	" " 326-121-294-1288-1453
918	/1872	Indianapolis, Cincinnati & Lafayette	46	0-4-0	50-14x22-52300 To CCC&I 15-Big4 806-6052
919	/1872	do	47	"	" " " 16-Big4 807
920	/1872	Marquette, Houghton & Ontonagon	-		44-11x22-36250 "Portage"
921	/1872	Philadelphia, Wilmington & Baltimore	63	4-6-0	66-17x24-67500 ✓
<u>922</u>	12/1871	Iron Mountain & Southern	55	4-4-0	60-16x24- To 255-415
<u>923</u>	12/1871	do	56	"	" " 256-416
<u>924</u>	12/1871	do	57	"	" " 257-417
925	/1872	Ohio & Mississippi	105	4-4-0	48-15x22-75000
926	/1872	do	106	"	" " "
927	/1872	do	107	"	" " "
928	/1872	do	108	"	66-10x24-74000 ✓ 8/78

930	/1872	Ohio & Mississippi	110	4-4-0	66-16x24-74000
931	/1872	do	111	"	"
932	/1872	Atlantic, Suwanee River & Gulf	72	4-4-0	56-13x22 SAL 376
933	/1872	Ohio & Mississippi	112	4-4-0	66-16x24-74000
934	/1872	Pennsylvania R. R.	65	4-4-0	66-16x22 ✓
935	/1872	Ann Arbor	1	4-4-0	Bought from U.S. Rolling Stock Co.
936	/1872	do	2	"	"
937	/1872	do	3	"	"
938	5/1872	New York, Pennsylvania & Ohio	182	4-4-0	60-16x24-66300
939	5/1872	do	183	"	"
940	5/1872	do	184	"	"
941	7/1872	Iron Mountain & Southern	20	4-4-0	68-17x24 To 220-371-8701
942	5/1872	New York, Pennsylvania & Ohio	185	4-4-0	60-16x24-67575
943	5/1872	do	186	"	" -66300
944	5/1872	do	187	"	" -67575
945	5/1872	do	188	"	"
946	5/1872	do	189	"	"
947	9/1872	do	190	"	"
948	9/1872	do	191	"	" -66300
949	5/1872	Western Maryland	10	4-4-0	60-16x24
950	5/1872	do	11	"	"
951	7/1872	Central R.R. of New Jersey	130	4-4-0	56-15x22-39650
952	7/1872	do	131	"	"
953	7/1872	do	26	2-4-2T	56-14x22-49050 To 196
954	7/1872	do	197	"	"
955	7/1872	do	198	"	"
956	7/1872	do	199	"	"
957	7/1872	do	200	"	"
958	9/1872	do	201	4-4-0	55-14x22-35400
959	8/1872	Baltimore & Ohio	759	0-6-0	55-16x24 To 11
960	8//1872	do	760	"	" 12

✓ 8/78

961	/1872	Cairo, Vincennes & Chicago	6	4-4-0	66-15x22 To Big 4	193
962	/1872	do	7	"	"	194
963	9/1872	Richmond & Danville	34	4-4-0	60-15x24-92700	
964	9/1872	do	35	"	"	
965	10/1872	do	36	"	"	
966	10/1872	do	37	"	"	
967	12/1872	do	38	"	"	
968	12/1872	do	39	"	"	
969	10/1872	Milwaukee & Northern	3	4-4-0	56-15x22-63000	
970	10/1872	Charlotte, Columbia & Augusta	732	4-4-0	62-15x24	
971	10/1872	do	733	"	"	
972	10/1872	do	734	"	"	
973	/1872	Cincinnati & Springfield	221	4-4-0	62-16x24 To CCC&I 422- Big 4 301 LE#W 8	
974	/1872	INDIANAPOLIS, PERU & CHICAGO	26	"	62-16x24 To WAB 526-1526	
975	/1872	" " "	27	"	" To WAB 527-1527, LE#	
976	/1872	CAIRO & VINCENNES	8	"	62-15x22 To WAB 547-1547	
977	/1872	C.C.C. & I.	206	"	68-16x22 To 160-129, 84 12	7056
978	/1872	"	207	"	" To 161-136, 84 130	7059
979	/1872	"	208	"	" To 162-131, 84 13	7060
980	/1872	CINN. & SPRINGFIELD	201	4-4-0	51-14x22 To CCC&I 201, 42, 84 42.	
981						
982						
983						
984						
985						
986						
987						
988						
989						
990						
991						
992						

/ 8178

993 /1872

994

995

96

997

998

999

1000

1001

1002

1003

1004

1005

1006

1007

1008

1009

1010

1011

1012

1013

1014

1015

1016

1017

1018

1019

1020

1021

1022

1023

1024

SOME
WHERE
IN
HERE

KUNSK-KARKOV AZOV RY.

AS 44-47

4-40

1520 mm GA

1620 mm DR

460 x 610 mm CYL

3
12
47

✓ 8/78

1873 131 locomotives ordered or built. Shop Nos. 1025-1155

1025	1/1873	Pioche & Bullionville, Nevada	1	2-6-0	3 ft.
1026	1/1873	Chicago & Grand Trunk	97	4-4-0	64-17x24
1027	1/1873	Intercolonial Ry.	28	4-6-0	48-18x24
1028	1/1873	do	88	0-6-0	54-18x24
1029	1/1873	Missouri, Kansas & Texas	48	2-6-0	54-17x24-68000
1030	1/1873	do	49	"	"
1031	1/1873	do	50	"	"
1032	1/1873	do	51	"	"
1033	3/1873	Richmond & Danville	124	4-4-0	56-16x24-88300
1034	3/1873	Chicago, Milwaukee & St. Paul	183	4-4-0	16x24- To 1302-76
1035	3/1873	do	184	"	" 1303-77
1036	3/1873	do	192	"	" 1304-78
1037	9/1872	Iron Mountain & Scathers	28	4-4-0	63-17x24 To 228-372-3702
1038	9/1872	do	29	"	" To 229-373-3703
1039	9/1872	do	30	"	" To 230-374-3704
1040	9/1872	do	31	"	" To 231-375-3705
1041	3/1873	Chicago, Milwaukee & St. Paul	193	4-4-0	16x24 To 1305-79
1042	3/1873	do	194	"	" 1306-80
1043	3/1873	do	195	"	" 1307 ← ?
1044	7/1873	North Carolina R. R.	17	0-4-0	44-12x20 To Rich. & Danville 2
1045	3/1873	Western Union R.R. "Burlington"	33	4-4-0	16x24 To Milw. 290-1323
1046	5/1873	Richmond & Danville	40	4-4-0	60-15x24-93090
1047	5/1873	do	41	"	"
1048	6/1873	Cleve., Col., Cinn. & Indianapolis	61	4-4-0	62-16x22 To 134-Big 4 134
1049	6/1873	do	62	"	" 135- "
1050	6/1873	do	63	"	" 136- " 136
1051	6/1873	do	64	"	" 137- " 137
1052	6/1873	do	65	"	" 138- " 377
1053	6/1873	do	66	"	" 139- " 398
1054	/1873	Sabula, Adley & DeKalb	-	4-4-0	16x24 Milw. 317-104-264-1309

✓ 8/7

1055	/1873	Sabula, Ackley & Dakota	-	4-4-0	16x24 Milw.321-139-1301	
1056	/1873	do	-	"	" " 323-250-1308	
1057	4/1873	Canada Central Ry.	14	4-4-0	62-17x24 To CPR 214	
1058	/1873	Sabula, Ackley & Dakota	-	4-4-0	16x24 Milw.324-251-291-1325	
1059	12/1872	Iron Mountain & Southern	33	4-4-0	63-16x24 To 233-377-8706	
1060	12/1872	do	34	"	" " To 234-378-8707	
1061	/1873	Sabula, Ackley & Dakota	-	4-4-0	16x24 Milw.325-110-1322	
1062	/1873	Chicago & Northwestern	275	4-4-0	63-16x24	69,850 E-3
1063	/1873	do	298	"	"	69,850 E-2
1064	/1873	do	299	"	"	
1065	/1873	do	300	"	"	
1066	/1873	do	301	"	"	
1067	/1873	do	302	"	"	
1068	/1873	Green Bay & Western "Wm.E.Dodge"	8	4-4-0	16x24	
1069	/1873	do	9	"	"	
1070	/1873	Chicago & Northwestern	303	4-4-0	63-16x24	69,850 E-2
1071	/1873	do	304	"	"	
1072	/1873	do	305	"	"	
1073	/1873	do	306	"	"	
1074	/1873	do	307	"	"	
1075	/1873	do	308	"	"	
1076	/1873	do	309	"	"	
1077	/1873	do	310	"	"	
1078	/1873	do	311	"	"	
1079	/1873	do	312	"	"	
1080	/1873	do	313	"	"	
1081	/1873	do	314	"	"	
1082	/1873	do	315	"	"	
1083	/1873	do	316	"	"	
1084	/1873	do	317	"	"	
1085	/1873	do	318	"	"	
1086	/1873	do	319	"	"	

✓ 8/78

1087	/1873	Chicago & Northwestern	320	4-4-0	63-16x24	69,850 E-2
1088	/1873	do	321	"	"	
1089	/1873	do	322	"	"	
390	12/1873	Baltimore & Ohio	542	0-6-0	56-16x24	To 7
1091	1/1874	Indpl., Cinn. & Lafayette	43	2-6-0	46-15x22-76900	
1092	/1874	Chicago & Northwestern	323	4-4-0	63-16x24	69,850 E-2
1093	/1874	do	324	"	"	
1094	/1874	do	325	"	"	
1095	/1874	do	326	"	"	
1096	/1874	do	327	"	"	
1097	/1874	do	328	"	"	
1098	/1874	do	329	"	"	
1099	/1874	do	330	"	"	
1100	/1874	do	331	"	"	
1101	/1874	do	332	"	"	To 644
1102	/1874	do	333	"	"	
1103	/1874	do	334	"	"	
1104	/1874	do	335	"	"	
1105	/1874	do	336	"	"	
1106	/1874	do	337	"	"	
1107	/1874	do	338	"	"	
1108	/1874	do	339	"	"	
1109	/1874	do	340	"	"	
1110	/1874	do	341	"	"	
1111	/1874	do	342	"	"	
1112	/1874	Russian Govt. -shipped 1878	-	2-8-0	50 1/2-20x24	
1113	/1874	do	-	"	"	
1114	/1874	do	-	"	"	
1115	/1874	do	-	"	"	
1116	/1874	do	-	"	"	
1117	/1874	do	-	"	"	

1118	/1874	Russian Govt.- shipped 1875		-	2-8-0	50 $\frac{1}{2}$ -20x24	
1119	/1874	do		-	"	"	
1120	/1874	do		-	"	"	
1121	/1874	do		-	"	"	
1122	/1874	do		-	"	"	
1123	/1874	do		-	"	"	
1124	/1874	do		-	"	"	
1125	/1874	do		-	"	"	
1126	/1874	do		-	"	"	
1127	/1874	do		-	"	"	
1128	/1874	do		-	"	"	
1129	/1874	do		-	"	"	
1130	- /1874	do		-	"	"	
1131	- /1874	do		-	"	"	
1132	/1874	do		-	"	"	
1133	/1874	do		-	"	"	
1134	/1874	Lehigh Valley "Bedford" for Russian Govt.-not paid for-sold LV	324	2-8-0	50 $\frac{1}{2}$ -20x24-93184	Built 9/1876	
1135	/1874	do "Fayette"	325	"	"	9/1876	
1136	/1874	do "Franklin"	326	"	"	"	
1137	/1874	do "Clarion"	327	"	"	9/1876	
1138	/1874	do "Chester"	328	"	"	9/1876	
1139	/1874	do "Montour"	329	"	"	9/1876	
1140	/1874	do "Cambria"	330	"	"	10/1876	
1141	/1874	do "Dauphin"	331	"	"	"	
1142	/1874	do "Mifflin"	332	"	"	10/1876	
1143	/1874	do "Monroe"	333	"	"	10/1876	
1144	/1873	Canada Southern	32	4-4-0	56-16x24	To MC 112-315-	
1145	/1873	do	33	"	"	324 To MC 113-316-	
1146	/1873	do	34	"	"	323 To MC 114-317-	
1147	/1873	do	35	"	"	322 To MC 115-318-	
1148	/1873	do	36	"	"	To MC 116-319-	

1149 - SOUTH WESTERN Ry 1977-#21

1150 22

1151 23

1152 24

1153 25

1154 26

1874 60 locomotives ordered or built. Shop Nos. 1156-1215

1155 27

1156 28

1157 29

1158 30

1524 mm gauge
1620 mm Dr.
460 x 610 cyl.

CLASS Lg.

1159	9/1876	San Francisco & North Pacific	6	4-4-0	63-16x24-63700
1160	9/1876	do	7	"	"
1161	/1876	Cleve., Col., Cin. & Indianapolis	166	4-4-0	62-16x22 To 406-Big 4 365
1162	/1876	do	167	"	To 407- " 367
1163	/1876	do	424	"	To 374
1164	1/1877	St. Vrain Ry. & Coal Co., Colorado "Douglas Grant"	-	0-4-0	40-10x16-20000
1165	/1878	Utah Northern	3	4-4-0	44-10x16 28750 3 ft.
1166	/1878	Boston & Maine "Bay View"	-		9x14
1167	/1878	Chicago & Grand Trunk	100	4-4-0	62-17x24
1168	/1878	do	101	"	"
1169	/1878	do	102	"	"
1170	/1878	do	104	"	"
1171	/1878	do	105	"	"
1172	/1878	do	106	"	"
1173	/1878	do	107	"	"
1174	/1878	do	108	"	"
1175	/1878	do	109	"	"
1176	4/1878	Gilbert-Metro-Manhattan Elevated	1	2-4-2	44-10x20-32500
1177	4/1878	do	2	"	"
1178	4/1878	do	3	"	"
1179	4/1878	do	4	"	"

1180	4/1878	Gilbert-Metro-Manhattan Elevated	5	2-4-2	44-10x20-32500
1181	4/1878	do	6	"	"
1182	5/1878	do	7	"	"
1183	5/1878	do	8	"	"
1184	5/1878	do	9	"	"
1185	/1878	Boston & Maine "Massachusetts"	9	0-4-0TB	
1186	5/1878	Gilbert-Metro-Manhattan Elevated	10	2-4-2	44-10x20-32500
1187	5/1878	do	11	"	"
1188	5/1878	do	12	"	"
1189	5/1878	do	13	"	"
1190	5/1878	do	14	"	"
1191	5/1878	do	15	"	"
1192	5/1878	do	16	"	"
1193	5/1878	do	17	"	"
1194	5/1878	do	18	"	"
1195	5/1878	do	19	"	"
1196	5/1878	do	20	"	"
1197	5/1878	do	21	"	"
1198	6/1878	do	22	"	"
1199	6/1878	do	23	"	"
1200	6/1878	do	24	"	"
1201	6/1878	do	25	"	"
1202	6/1878	do	26	"	"
1203	6/1878	do	27	"	"
1204	6/1878	do	28	"	"
1205	10/1878	do	31	"	"
1206	10/1878	do	32	"	"
1207	10/1878	do	33	"	"
1208	10/1878	do	34	"	"
1209	10/1878	do	35	"	"
1210	12/1878	New York, Lake Erie & Western	520	2-8-0	50-20x24-100000

GRANT

1211	12/1873	Boston, Hoosac Tunnel & Wilmington	"B"	0-4-0	44-10x24 To Fitchburg 175-SAL 304
1212	12/1878	New York, Lake Erie & Western	521	2-8-0	50-20x24-100000
1213	12/1878	do	522	"	"
1214	12/1878	Boston, Hoosac Tunnel & Wilmington	"C"	0-4-0	44-10x24 To Fitchburg 176-357-600
1215	12/1878	New York, Lake Erie & Western	523	2-8-0	50-26x24-100000
1875	10 locomotives ordered or built.	Shop Nos. 1216-1225			
1216	1/1879	do	524	"	"
1217	1/1879	do	525	"	"
1218	1/1879	do	526	"	"
1219	1/1879	do	527	"	"
1220	1/1879	do	528	"	"
1221	2/1879	do	529	"	"
1222	2/1879	do	530	"	"
1223	3/1879	do	531	"	"
1224	3/1879	do	532	"	"
1225	3/1879	do	533	"	"
1876	12 locomotives ordered or built.	Shop Nos. 1226-1237			
1226	3/1879	do	534	"	"
1227	3/1879	do	535	"	"
1228	3/1879	do	536	"	"
1229	3/1879	do	537	"	"
1230	4/1879	Utah Northern	4	4-6-0	44-12x18 37500 3 ft.
1231	5/1879	do	5	"	"
1232	4/1878	Iron Mountain & Southern	66	4-4-0	57-16x24 To 266-401-8837
1233	4/1878	do	67	"	" 267-402-8839
1234	4/1878	do	68	"	" 268-403
1235	4/1878	do	69	"	" 269-404
1236	4/1878	do	70	"	58-16x24 270-405
1237	1/1879	do	71	"	57-16x24 271-406-8839
1877	25 locomotives ordered or built.	Shop Nos. 1238-1262			
1238	1/1879	do	72	"	63-16x24 272-407-8803
1239	1/1879	do	73	"	" 273-408-8804
1240	1/1879	do	74	"	62-16x24 274-409-8805
1241	1/1879	do	75	"	63-16x24 275-410-8805

GRANT

-43-

1242	1/1879	Iron Mountain & Southern	76	4-4-0	63-16x24 To 276-411
1243	8/1879	do	79	"	61-16x24 279-418-6807
1244	8/1879	do	80	"	" 280-419
1245	4/1879	New York, Lake Erie & Western	538	2-8-0	50-20x24-100000
1246	4/1879	do	539	"	"
1247	4/1879	do	540	"	"
1248	4./1879	do	541	"	"
1249	4/1879	do	542	"	"
1250	4/1879	do	543	"	"
1251	3/1879	Gilbert-Manhattan Elevated Ry.	36	2-4-2	39-10x20
1252	3/1879	do	37	"	"
1253	3/1879	do	38	"	"
1254	3/1879	do	39	"	"
1255	3/1879	do	40	"	"
1256	3/1879	do	41	"	"
1257	3/1879	do	42	"	"
1258	3/1879	do	43	"	"
1259	3/1879	do	44	"	"
1260	3/1879	do	45	"	"
1261	4/1879	Willamette Valley & Coast	-	2-4-0	"Corvallis"
1262	4/1879	New York, Lake Erie & Western	544	2-8-0	50-20x24-100000
1878	46 locomotives ordered or built.	Shop Nos. 1263-1303			
1263	4/1879	do	545	"	"
1264	5/1879	do	546	"	"
1265	5/1879	do	547	"	"
1266	5/1879	do	548	"	"
1267	5/1879	do	549	"	"
1268	6/1879	do	550	"	"
1269	6/1879	do	551	"	"
1270	6/1879	do	552	"	"
1271	6/1879	do	553	"	"
1272	6/1879	do	554	"	"

1274	6/1879	New York, Lake Erie & Western	556	2-8-0	50-20x24-100000
1275	6/1879	do	557	"	"
1276	7/1879	do	558	"	"
277	7/1879	do	559	"	"
1278	7/1879	do	560	"	"
1279	7/1879	do	561	"	"
1280	3/1880	do	572	"	50-20x24-106900
1281	3/1880	do	573	"	"
1282	4/1880	do	574	"	"
1283	6/1880	do	575	"	"
1284	6/1880	do	576	"	"
1285	6/1880	do	578	"	"
1286	6/1880	do	579	"	"
1287	12/1880	do	585	"	"
1288	12/1880	do	586	"	"
1289	12/1880	do	587	"	"
1290	12/1880	do	588	"	"
1291	12/1880	do	589	"	"
1292	1/1881	do	590	"	"
1293	2/1881	do	591	"	"
1294	2/1881	do	592	"	"
1295	3/1881	do	593	"	"
1296	3/1881	do	594	"	"
1297	11/1879	Iron Mountain & Southern	101	4-4-0	62-16x24 To 358
1298	11/1879	do	102	"	" 359
1299	12/1879	do	103	"	" 379
1300	12/1879	do	104	"	" 380
1301	12/1879	do	105	"	" 381
1302	12/1879	do	106	"	" 382-8708
1303	11/1879	do	135	"	" 342
1304	11/1879	do	136	"	" 357

1305	1/1880	Iron Mountain & Southern	107	4-4-0	62-16x24	To 396
1306	1/1880	do	108	"	"	397
1307	1/1880	do	109	"	"	398
1308	2/1880	do	137	"	"	390
1879	31 locomotives ordered or built. Shop Nos. 1309-1339					
1309	2/1880	do	138	"	"	391
1310	2/1880	do	139	"	"	392
1311	2/1880	do	140	"	"	434
1312	/1880	Fontaine Engine Co.	1	4-4-0		
1313	/1880	do	2	"		Reblt. NYLW for W&LE
1314	/1880	Chicago, Milwaukee & St. Paul	368	4-4-0	16x24	To 1361-115
1315	/1880	do	369	"	"	1362
1316	/1880	do	370	"	"	1363-116
1317	/1880	do	371	"	"	1364-117
1318	/1880	do	372	"	"	1365
1319	/1880	do	373	"	"	1366-118
1320	5/1880	Seaboard Airline	414	4-4-0	56-16x24-74000	
1321	5/1880	do	415	"	"	
1322	/1880	Chicago, Milwaukee & St. Paul	374	4-4-0	16x24	To 1367-119
1323	/1880	do	375	"	"	1368-120
1324	/1880	do	376	"	"	1369-121
1325	/1880	do	377	"	"	1370-122
1326	5/1880	Richmond & Allegheny	3	4-4-0	60-17x24	
1327	5/1880	do	5	"	"	
1328	5/1880	do	6	"	"	
1329	/1880	Chicago, Milwaukee & St. Paul	378	4-4-0	16x24-	To 1371-123
1330	/1880	do	379	"	"	1372-124
1331	/1880	do	380	"	"	1373-125
1332	/1880	do	381	"	"	1374-126
1333	/1880	do	382	"	"	1375-127
1334	/1880	do	383	"	"	1376-128
1335	/1880	do	384	"	"	1377

1335	/1880	Chicago, Milwaukee & St. Paul	385	4-4-0	16x24	To 1378-123
1337	/1880	do	386	"	"	1379-129
1338	/1880	do	387	"	"	1380-130
1339	/1880	Cairo, Vincennes & Chicago	19	4-4-0	63-17x24	405-246-7025
1340	/1880	57 locomotives ordered or built. Shop Nos. 1340 to 1396	20	"	"	406-7010
1341	/1880	do	21	"	"	407-7027
1342	/1880	do	22	"	"	408
1343	/1880	do	23	"	"	409
1344	/1880	Canada Southern	88	4-4-0	60-16x24	MC 314
1345	/1880	do	89	"	"	320
1346	/1881	Denver & Rio Grande	200	2-8-0	36 ³ / ₄ -15x20	3 ft.
1347	/1881	do	201	"	"	
1348	/1881	do	202	"	"	
1349	/1881	do	203	"	"	
1350	/1881	do	204	"	"	
1351	/1881	do	205	"	"	
1352	/1881	do	206	"	"	
1353	/1881	do	207	"	"	
1354	/1881	do	208	"	"	
1355	/1881	do	209	"	"	
1356	/1881	do	210	"	"	
1357	/1881	do	211	"	"	
1359	/1881	do	212	"	"	
1359	/1881	do	213	"	"	
1360	/1881	do	214	"	"	
1361	/1881	do	215	"	"	
1362	/1881	do	216	"	"	
1363	/1881	do	217	"	"	
1364	/1881	do	218	"	"	
1365	/1881	do	219	"	"	
1366	/1881	Chicago, Milwaukee & St. Paul	394	0-4-0	50-16x22	To 20-1019
1367	/1881	do	395	"	"	21-1020

1368	/1881	Chicago, Milwaukee & St. Paul	396	0-4-0	50-16x22	To 22-1021
1369	/1881	do	397	"	"	23-1022
1370	/1881	do	398	"	"	24-1023
1371	/1881	do	399	"	"	25-1024
1372	/1881	Richmond & Allegheny	4	4-4-0	60-17x24	
1373	/1881	do	7	"	60-15x24	
1374	/1881	do	8	"	"	
1375	/1881	do	9	"	"	
1376	/1881	do	10	"	"	
1377	/1881	do	11	"	"	
1378	/1881	Lake Shore & Michigan Southern	8	4-4-0	56-17x24	
1379	/1881	do	25	"	"	
1380	/1881	do	38	"	"	
1381	/1881	do	41	"	"	
1382	/1881	do	43	"	"	
1383	/1881	do	44	"	"	
1384	/1881	do	80	"	"	LEAV 4152
1385	/1881	do	82	"	"	4153
1386	/1881	do	85	"	"	
1387	/1881	do	130	"	"	
1388	/1881	do	522	"	"	
1389	/1881	do	523	"	"	
1390	/1881	do	524	"	"	
1391	/1881	do	525	"	"	
1392	/1881	do	526	"	"	
1393	/1881	do	527	"	"	
1394	/1881	do	528	"	"	
1395	/1881	do	529	"	"	
396	/1881	do	530	"	"	
1881	111 locomotives ordered or built. Shop Nos. 1397-1507					
1397	/1881	do	531	"	"	
1398	/1881	do	532	"	"	

1399	/1881	Lake Shore & Michigan Southern	533	4-4-0	63-16x24	
1400	/1881	do	534	"	"	
1401	11/1880	Bells Gap	3	2-8-0		3 ft.
1402	/1881	Lake Shore & Michigan Southern	535	4-4-0	63-16x24	
1403	/1881	do	536	"	"	
1404	/1881	Chicago & Northwestern	462	4-4-0	63-17x24	
1405	/1881	do	463	"	"	
1406	/1881	do	464	"	"	
1407	/1881	do	465	"	"	
1408	/1881	do	466	"	"	
1409	/1881	do	467	"	"	
1410	4/1881	Pacific Coast Ry.	3	4-4-0		3 ft.
1411	/1881	Ft. Scott, Wichita & Western	2	4-4-0	63-16x22	
1412	4/1881	Richmond & Allegheny	13	4-4-0	60-15x24	To C&O
1413	/1881	Pacific Coast Ry.	4	2-6-0		3 ft.
1414	/1881	do	5	"		
1415	/1882	Chicago & Northwestern	468	4-4-0	63-17x24	
1416	5/1881	Richmond & Allegheny	19	4-4-0		
1417	/1882	Chicago & Northwestern	469	4-4-0	63-17x24	
1418	/1882	do	470	"	"	
1419	/1882	do	471	"	"	
1420	/1882	do	472	"	"	
1421	/1882	do	473	"	"	
1422	/1882	do	474	"	"	
1423	/1882	do	475	"	"	
1424	/1882	do	476	"	"	
1425	/1882	do	477	"	"	
1426	/1882	do	478	"	"	
1427	/1882	do	479	"	"	
1428	/1882	do	480	"	"	
1429	/1882	do	481	"	"	

1430	/1882	Chicago & Northwestern	482	4-4-0	63-17x24
1431	/1882	do	483	"	"
1432	/1882	do	484	"	"
1433	11/1881	Denver & Rio Grande	222	2-6-0	36 ¹ / ₂ -15x20 3 ft.
1434	11/1881	do	223	"	"
1435	11/1881	do	221	"	"
1436	11/1881	do	223	"	"
1437	11/1881	do	224	"	"
1438	11/1881	do	225	"	"
1439	11/1881	do	226	"	"
1440	11/1881	do	227	"	"
1441	11/1881	do	228	"	"
1442	11/1881	do	229	"	"
1443	/1882	Chicago & Northwestern	485	4-4-0	63-17x24
1444	11/1881	Richmond & Allegheny	18	4-4-0	To C&O
1445	/1881	Cleve., Col., Cinn. & Indianapolis	76	2-6-0	56-18x24 To 607-21g4 307-NYC 6312
1446	/1881	do	77	"	" 608-
1447	/1881	do	78	"	308-6313 " 609-
1448	/1881	do	79	"	309-6314-SI&E " 610-
1449	/1881	do	80	"	310-6315-SI&E " 611-
1450	/1881	do	81	"	311-6316 " 612-
1451	/1881	do	82	"	312-6317 " 613-
1452	9/1881	Richmond & Danville	614	4-4-0	313-6318 Sou. 947-1739-
1453	9/1881	do	615	"	3739 948-1740-
1454	9/1881	do	616	"	3740 949-1741-
1455	9/1881	do	617	"	3741 950-1742-
1456	/1881	Cleve., Col., Cinn. & Indianapolis	83	2-6-0	56-16x24 To 614- 314-6319
1457	/1882	Chicago & Northwestern	486	4-4-0	63-17x24
1458	/1882	do	487	"	"
1459	11/1882	Ft. Scott, Wichita & Western	7	4-4-0	63-16x24-70000
1460	7/1880	Texas & St. Louis	8	2-6	33x18 3 ft.

1461	7/1880	Texas & St. Louis	9	2-6-0	40-13x18 3 ft.
1462	7/1880	do	10	"	"
3	7/1880	do	11	"	"
1464	7/1880	do	12	"	"
1465	8/1880	do	13	"	"
1466	8/1880	do	14	"	"
1467	8/1880	do	15	"	"
1468	8/1880	do	16	"	"
1469	8/1880	do	17	"	"
1470	7/1882	Great Northern	145	4-4-0	63-17x24
1471	7/1882	do	146	"	"
1472	7/1882	do	147	"	"
1473	7/1882	do	148	"	"
1474	7/1882	do	149	"	"
1475	7/1882	New York, Lake Erie & Western	611	2-8-0	50-20x24
1476	7/1882	do	612	"	"
1477	7/1882	do	613	"	"
1478	7/1882	do	614	"	"
1479	7/1882	do	615	"	"
1480	11/1882	Ft. Scott, Wichita & Western	6	4-4-0	63-16x24-70000
1481	12/1882	do	5	"	"
1483	11/1882	New York & New England	114	2-6-0	
1484	1/1881	Texas & St. Louis	18	2-6-0	40-13x18 3 ft.
1485	1/1881	do	19	"	"
1486	1/1881	do	20	"	"
1487	2/1881	do	21	"	"
1488	2/1881	do	22	"	"
1489	3/1881	do	23	"	"
1490	3/1881	do	24	"	"
1491	11/1882	New York & New England	115	2-6-0	
1492	4/1881	Texas & St. Louis	25	2-6-0	40-13x18 3 ft.

1493	4/1881	Texas & St. Louis	26	2-6-0	40-13x18 3 ft.
1494	5/1881	St. Louis, Iron Mountain & Southern	141	2-8-0	
1495	5/1881	do	142	"	
1496	5/1881	do	143	"	
1497	5/1881	do	144	"	
1498	5/1881	do	145	"	
1499	5/1881	do	146	"	
1500	5/1881	do	147	"	
1501	6/1881	Texas & St. Louis	27	2-6-0	40-13x18 3 ft.
1502	6/1881	do	28	"	"
1503	11/1882	New York & New England	116	2-6-0	
1504	6/1881	Texas & St. Louis	29	2-6-0	40-13x18 3 ft.
1505	4/1882	Chateaugay Ry.	7	0-4-0T	38-12x16 3 ft.
1506	11/1882	New York & New England	117	2-6-0	
1507	1/1883	do	130	"	
1508	12/1882	Chicago & Northwestern	488	4-4-0	63-17x24
1509	12/1882	do	489	"	"
1510	12/1882	do	490	"	"
1511	8/1882	Toledo, Cincinnati & St. Louis	57	2-8-0	15x20 3 ft. To D&I 57; Ret'd to Grant 4/1887
1512	8/1882	do	58	"	" To D&I 58;
1513	8/1882	do	59	"	" " 4/1887 59;
1514	8/1882	do	60	"	" 4/1887 Ret'd to Grant 4/1887
1515	8/1882	do	61	"	Sold Post, Martin & Co. 6.3.87 Ret'd to Grant 4/1887
1516	8/1882	do	62	"	Ret'd to Grant 4/1887
1517	8/1882	do	63	"	Laid up at Dayton 4/87;
1518	8/1882	Sold by Grant to Col. & Puget Sd. #9, 9/30/87; later WP&Y 3, then 53	64	"	" To D&I 64; to Grant 4/1887
1519	8/1882	do	65	"	" To D&I 65; to Grant 4/1887; to Hoosac Tunnel & Wilmington 9; To San Ramon Sugar Pl. Cuba
1520	8/1882	do	66	"	" To D&I 66; to Grant 4/1887; to Hoosac Tunnel & Wilmington 10; To San Ramon SP., Cuba
1521	9/1892	do	67	4-4-0	46-14x20 3 ft. To Grant
1522	9/1892	10/12/85; repaired by Cleve. Delph do	68	"	St. L.; to Florida - " Sold by Grant to Jacksonville, St. Andrew's River

1512 This ends the listings from "Industrial Paterson".

1523	9/1882	Toledo, Cincinnati & St. Louis	69	4-4-0	46-14x20 3 ft. To Grant in 1886
1524	9/1882	do	70	"	" Repaired by C. D&StL; to Fla. 10/85
1525	9/1882	do	71	"	" " "
1525	2/1882	Texas & St. Louis	32	4-4-0	50-14x20 3 ft.
1526	2/1882	do	33	"	"
1527	2/1882	do	34	"	"
1528	2/1882	do	35	"	50-15x20
1529	4/1882	do	36	"	50-14x20
1530	4/1882	do	37	"	"
1531	4/1882	do	38	"	"
1532	12/1882	Chicago & Northwestern	491	4-4-0	63-17x24
1533	1/1883	New York & New England	131	2-6-0	56-18x24-100000
1534	1/1883	do	132	"	"
1535	1/1883	do	133	"	" - West. Maryland
1536	6/1882	Texas & St. Louis	39	4-4-0	50-14x20 3 ft.
1537	6/1882	do	40	"	"
1538	6/1882	do	41	"	"
1539	6/1882	do	42	"	"
1540	7/1882	do	43	"	"
1541	7/1882	do	44	"	"
1542	7/1882	do	45	"	"
1543	8/1882	do	46	"	"
1544	8/1882	do	47	"	"
1545	8/1882	do	48	"	"
1546	8/1882	do	49	"	"
1547	8/1882	do	50	"	"
1548	8/1882	do	51	"	"
1549	9/1882	do	52	2-6-0	43-14x20
1550	9/1882	do	53	"	"
1551	9/1882	do	54	"	"
1552	9/1882	do	55	"	"

1553	10/1882	Texas & St. Louis	56	2-6-0	43-14x20 3 ft.	
1554	10/1882	do	57	"	"	
1555	10/1882	do	58	"	"	
1556	10/1882	do	59	"	"	
1557	11/1882	do	60	"	"	
1558	11/1882	do	61	"	"	
1559	11/1882	do	62	"	"	
1560	12/1882	do	63	"	"	
1561	12/1882	do	64	"	"	
1562	1/1883	do	65	"	"	
1563	1/1883	do	66	"	"	
1564	1/1883	do	67	"	"	
1565	1/1883	do	68	"	"	
1566	1/1883	do	69	"	"	
1567	1/1883	do	70	"	"	
1568	2/1883	do	71	"	"	
1569	2/1883	do	72	"	"	
1570	2/1883	do	73	"	"	
1571	2/1883	do	74	"	"	
1572	/1883	New York & New England	134	2-6-0	56-18x24-100000	
1573	/1883	do	135	"	"	
1574	/1883	do	136	"	"	
1575	/1883	do	137	"	"	
1576	/1883	do	138	"	"	
1577	/1883	do	139	"	"	
1578	/1883	Norfolk & Western	56	4-6-0	55-19x24-96250	
1579	/1883	do	57	"	"	
1580	/1883	do	58	"	"	
1581	/1883	do	59	"	"	
• 1582	/1883	do	60	"	"	✓
• 1583	/1883	do	61	"	"	✓

1584	/1883	Norfolk & Western	98	4-6-0	55-19x24-96230
1585	2/1883	Toledo, Cincinnati & St. Louis	72	2-6-0	46-14x20 3 ft. Ret'd to Grant 1885: Fla. So. 24
1586	2/1883	do	73	"	" To Grant 1886:
1587	2/1883	to Havana, Rantoul & Eastern 9/20/87	74	"	" To Grant 1885
1588	2/1883	do	75	"	" To Grant 1885:
1589	2/1883	to Baltimore & Lehigh #8 - 1892. Chaney says this was #1524	76	"	"
1590	/1883	to Baltimore & Lehigh #9 - 1892. Chaney says this was #1525 Michigan Central	403	4-4-0	57-17x24
1591	/1883	do	404	"	"
1592	/1883	do	405	"	"
1593	/1883	do	406	"	"
1594	/1883	do	407	"	"
1595	/1883	do	408	"	"
1596	/1883	do	409	"	"
1597	/1883	do	410	"	"
1598	/1883	do	411	"	"
1599	/1883	do	412	"	"
1600	5/1883	Pennsylvania R. R.	1005	2-8-0	50-20x24-97500 H-1
1601	5/1883	do	1006	"	"
1602	5/1883	do	1007	"	"
1603	5/1883	do	1008	"	"
1604	5/1883	do	1009	"	"
1605	5/1883	do	1010	"	"
1606	5/1883	do	1011	"	"
1607	6/1883	do	1012	"	"
1608	6/1883	do	165	"	"
1609	6/1883	do	167	"	"
1610	6/1883	do	178	"	"
1611	6/1883	do	334	"	"
1612	6/1883	do	335	"	"
1613	7/1883	do	22	"	"

Number	Date	Location	Value	Category	Notes
• 1614	7/1883	Pennsylvania R. R.	24	2-8-0	50-20x24-97500 H-1
• 1615	7/1883	do	79	"	"
• 1616	7/1883	do	179	"	"
• 1617	7/1883	do	180	"	"
• 1618	7/1883	do	337	"	"
• 1619	7/1883	do	371	"	"
• 1620	7/1883	do	386	"	"
• 1621	7/1883	do	592	"	"
• 1622	7/1883	do	424	"	"
• 1623	8/1883	do	7	"	"
• 1624	8/1883	do	25	"	"
• 1625	8/1883	do	29	"	"
• 1626	8/1883	do	73	"	"
• 1627	8/1883	do	421	"	"
• 1628	8/1883	do	440	"	"
• 1629	8/1883	do	444	"	"
• 1630	8/1883	do	445	"	"
• 1631	8/1883	do	446	"	"
• 1632	8/1883	do	447	"	"
• 1633	8/1883	do	496	"	"
• 1634	8/1883	do	535	"	"
• 1635	8/1883	do	633	"	"
• 1636	9/1883	do	448	"	"
• 1637	9/1883	do	449	"	"
• 1638	9/1883	do	450	"	"
• 1639	9/1883	do	41	"	"
• 1640	9/1883	do	464	"	"
• 1641	9/1883	do	465	"	"
• 1642	9/1883	do	466	"	"
• 1643	9/1883	do	467	"	"
• 1644	9/1883	do	468	"	"

• 1645	9/1883	Pennsylvania R. R.	469	2-2-0	50-20x24-97500	H-1
• 1646	9/1883	do	536	"	"	"
• 1647	9/1883	do	624	"	"	"
• 1648	10/1883	do	439	"	"	"
• 1649	10/1883	do	470	"	"	"
• 1650	10/1883	do	471	"	"	"
• 1651	10/1883	do	472	"	"	"
• 1652	10/1883	do	473	"	"	"
• 1653	10/1883	do	474	"	"	"
1654	/1883	Norfolk & Western	99	4-6-0	55-19x24-96230	
1655	/1883	do	100	"	"	
1656	/1883	do	101	"	"	
1657	/1883	do	102	"	"	
1658	/1883	do	103	"	"	
1659	/1883	do	104	"	"	
1660	/1883	do	105	"	"	
1661	/1883	do	106	"	"	
1662	1/1884	New York, Pennsylvania & Ohio	176	2-6-0	48-20x24	NYLEAW 655
1663	1/1884	do	177	"	"	656
1664	1/1884	do	178	"	"	657
1665	1/1884	do	179	"	"	658
1666	1/1884	do	180	"	"	659
1667	1/1884	do	181	"	"	660
1668	1/1884	do	182	"	"	661
1669	1/1884	do	183	"	"	662
1670	1/1884	do	184	"	"	663
1671	1/1884	do	185	"	"	664
1672	/1884	New York & New England	20	4-4-0	69-13x24-99000	
1673	/1884	San Francisco & North Pacific	9	4-4-0		
1674	/1884	do	10	"		
1675	/1884	New York & New England	50	4-4-0	69-13x24-99000	

1676	8/1884	Ft. Scott, Wichita & Western	12	4-4-0	63-16x24-70000	
1677	8/1884	do	13	"	"	
1678	9/1884	do	10	"	"	
1679	11/1884	do	8	"	"	
1680	12/1884	do	9	"	"	
1681	12/1884	do	11	"	"	
1682	5/1885	do	16	"	"	
1683	1/1886	Elmira, Cortland & Northern	23	2-8-0	50-20x24 To LV 923	
1684	1/1886	do	24	"	"	924
1685	6/1885	Ft. Scott, Wichita & Western	14	4-4-0	63-16x24-70000	
1686	9/1885	do	15	"	"	
1687	/1886	Michigan Central	278	2-6-0	50-17x24 To 101-8350	
1688	/1886	do	279	"	"	102-8351
1689	/1886	do	437	"	"	312-8300
1690	/1886	do	436	"	"	311-8301
1691	10/1886	Raub 's Central Power (Experimental)	-	0-8-0		
1692	12/1886	New York, Pennsylvania & Ohio	91	2-8-0	50-20x24 To 605	
1693	12/1886	do	93	"	"	606
1694	12/1886	do	94	"	"	607
1695	12/1886	do	95	"	"	608
1696	12/1886	do	99	"	"	609
1697	12/1886	do	119	"	"	610
1698	12/1886	do	120	"	"	611
1699	12/1886	do	122	"	"	612
1700	12/1886	do	123	"	"	613
1701	1/1887	do	126	"	"	614
1702	/1886	Ann Arbor R.R.	22	4-4-0	60-16x24	
1703	3/1887	Utah & Northern	751	4-4-0	62-18x26 OSL 315	
1704	3/1887	do	752	"	"	316
1705	3/1887	do	753	"	"	317

1706	3/1887	Utah & Northern	754	4-4-0	62-18x26	OSL	318
1707	3/1887	do	755	"	"	"	319
1708	3/1887	do	756	"	"	"	320
1709	3/1887	do	757	"	"	"	321
1710	3/1887	do	758	"	"	"	322
1711	3/1887	do	759	"	"	"	323
1712	3/1887	do	760	"	"	"	324
1713	4/1887	Kaiping Coal Ry., China	-	0-6-0T			
1714	/1887	Montana Union	151	2-8-0	50-20x24		
1715	/1887	do	152	"	"		
1716	/1887	do	153	"	"		
1717	/1886	Ann Arbor R. R.	23	4-4-0	60-16x24		
1718	/1886	do	24	"	"		
1719	/1886	do	25	"	"		
1720	/1886	do	26	"	"		
1721	/1888	San Francisco & North Pacific	14	4-4-0	62-16x24	NWP	14
1722	/1888	do	15	4-6-0	57-18x24	NWP	102
1723	12/1887	Chicago, Milwaukee & St. Paul	731	4-4-0	18x24	To	571-521
1724	12/1887	do	732	"	"	"	572-522
1725	12/1887	do	733	"	"	"	573-523
1726	12/1887	do	734	"	"	"	574-524
1727	1/1887	do	735	"	"	"	575-525
1728	1/1887	do	736	"	"	"	576-526
1729	1/1887	do	737	"	"	"	577-527-7999
1730	1/1887	do	738	"	"	"	578-528
1731	1/1887	do	739	"	"	"	579-529
1732	1/1887	do	740	"	"	"	580-530

1733

1734

1735

1737					
1738					
1739					
1740					
1741	5/1888	Chicago, Milwaukee & St. Paul	741	4-6-0	63-19x26 To 116-2124
1742	5/	do	742	"	" 117-2125
1743	5-	do	743	"	" 118-2126
1744	5-	do	744	"	" 119-2127
1745	5-	do	745	"	" 120-2128
1746	5-	do	746	"	" 121-2129
1747	5-	do	747	"	" 122-2130
1748	5-	do	748	"	" 123-2131
1749	5-	do	749	"	" 124-2132
1750	5-	do	750	"	" 125-2133
1751	6-	do	751	"	" 126-2134
1752	6-	do	752	"	" 127-2135
1753	6-	do	753	"	" 128-2136
1754	6-	do	754	"	" 129-2137
1755	6-	do	755	"	" 130-2138
1756	6-	do	756	"	" 131-2139
1757	6-	do	757	"	" 132-2140
1758	6-	do	758	"	" 133-2141
1759	6-	do	759	"	" 134-2142
1760	6-	do	760	"	" 135-2143
1761	7-	do	761	"	" 136-2144
1762	7-	do	762	"	" 137-2145
1763	7-	do	763	"	" 138-2146
1764	7-	do	764	"	" 139-2147
1765	7-	do	765	"	" 140-2148
<u>1766</u>	-1888	Oregon & Washington Territory		4-6-0	To Wallace & Cour D'Alena 1; NP 150
<u>1767</u>	-1888	do		"	" 2 " 151

1768	/1888	Oregon & Washington Territory	11	4-6-0	To Wallace & Coeur d'Alene 3; NP 152
1769	/1888	Atlantic & Danville	25	4-4-0	58-16x24
1770	/1888	Manhattan Elevated		0-4-4	
1771	/1888	do		"	
1772	/1888	do		"	
1773	/1888	do		"	
1774	/1888	do		"	
1775	/1888	do		"	
1776	/1888	do		"	
1777	/1888	do		"	
1778	/1888	do		"	
1779	/1888	do		"	
1780	/1888	Oregon & Washington Territory	3	4-4-0	Wallace & Coeur d'Alene 5; NP 692
1781	/1888				
1782	/1888				
1783	/1888	Oregon & Washington Territory	4	4-4-0	Wallace & Coeur d'Alene 4; NP 691
1784	/1888	Northern Pacific	384	0-6-0	To 940
1785	/1889	do	335	"	941
1786	/1889	Delaware & Hudson	2nd 1	2-6-0	56 ³ / ₂ -18x24 To 51
1787	/1889	do	2nd 3	"	" 52
1788	/1889	do	2nd 4	"	" 53
1789	/1889	do	2nd 32	"	" 54
1790					
1791					
1792					
1793					
1794	2/1890	Leslie #29 Southern Pacific	2		Rotary enclosures
1795	3/1890	Leslie #30 Minneapolis & St. Louis	-	"	"
1796	3/1890	Leslie #32 Southern Pacific	4	"	"
1797	9/1890	Leslie #31 Milwaukee, Lk. Shore & Wn.	-	"	" Later GENW 6405
1798	9/1890	Leslie #33 Northern Pacific	5	"	"

1800

<u>1801</u>	4/1893	Chicago, Milwaukee & St. Paul	43	C-4-0	50-16x22	To 1081
<u>1802</u>	4/1893	do	44	"	"	1082
<u>1803</u>	4/1893	do	79	"	"	1083
<u>1804</u>	5/1893	do	53	"	"	1084
<u>1805</u>	5/1893	do	55	"	"	1085
<u>1806</u>	5/1893	St. Paul & Kansas City Short Line	63	4-6-0	62-19x24	To RI 1162
<u>1807</u>	5/1893	do	64	"	"	RI 1163
<u>1808</u>	5/1893	do	65	"	"	RI 1164
<u>1809</u>	5/1893	do	66	"	"	RI 1165
<u>1810</u>	6/1893	Burlington & Missouri River	327	4-6-0	62-19x24	CB&Q 655
<u>1811</u>	6/1893	do	328	"	"	656
<u>1812</u>	6/1893	do	329	"	"	657

1813

Note: Quote from the Railroad Gazette of 8/30/1895 is as follows:

1814

"The first locomotive completed by the Siemens & Halske Electric Co. is shown in a diagram on this page. As is well known, that company purchased the plant of the Grant Locomotive Works at Chicago after

1815

the failure of that company and the engine just completed is one of 55(sic) ordered from the Grant company by the C.B. & Q. Twenty will be completed to the original design, for a 4-6-0 of the following dimensions; 62-19x24-118600-87400. The boiler is a Belpaire type, 60 inches in diameter."

1816

1817

1818

See also R & LHS Bulletin No 122
Pg ~~56~~ 57-

<u>1819</u>	8/1897	Kansas City, Pittsburgh & Gulf	400	4-6-0	62-19x24	To KCS 400
<u>1820</u>	8/1897	do	406	"	"	406
<u>1821</u>	9/1897	do	401	"	"	401
<u>1822</u>	9/1897	do	402	"	"	402
<u>1823</u>	9/1897	do	403	"	"	403
<u>1824</u>	10/1897	do	404	"	"	404
<u>1825</u>	9/1897	do	405	"	"	405
<u>1826</u>	9/1897	do	408	"	"	408
<u>1827</u>	9/1897	do	407	"	"	407
<u>1828</u>	10/1897	do	410	"	"	410
<u>1829</u>	9/1897	do	409	"	"	409
<u>1830</u>	10/1897	do	411	"	"	411