



DATA SHEET

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Sheet #:	D4h
Title:	NARROW GAUGE LOCOMOTIVES
Reformatted:	October 1999
First Issued:	April 1960 (D4j.1)
Originally Compiled by:	Billi Bowen and Emil R. Schmutzler
Page:	1 of 8

GENERAL

Railroad folio sheets are the basic source of the drawings and dimensions represented here. Folio

sheets, usually the most easily obtained source of data, aren't noted for 100% accuracy, for reasons which become obvious when their history and use is known.

When first delivered, locomotives were usually accompanied by completely detailed sets of builders' drawings, or erecting cards. The first folio drawings would be small-scale, less detailed reproductions of the erecting cards indicating important dimensions. As a locomotive aged, additional folios were prepared to show the results of rebuildings, changes and additions. The later folios would usually be traced directly from the most recent previous issue with corrections added from other drawings or, in some cases, actual measurements of the parts involved. Many small changes, particularly those made in the course of regular repairs, were never incorporated into the drawings, and the rendering of small details deteriorated with each new tracing. When the probability of human error is introduced, it becomes clear that most folio drawings would be considered unreliable by some railroad fans and serious model builders. On the railroads, however, they served as a convenient record of weights, clearances and important dimensions.

Over the years, some folio drawings have deteriorated to the point of being a series of rectangles arranged above a series of circles. Others, however, are sufficiently accurate and detailed to permit direct scaling and the construction of fairly complete models, particularly in the smaller scales. Most folios tend to fall between the two extremes, and usually nearer the inaccurate side.

DIMENSIONS

While the foregoing introduction may cast doubt on the reliability of the dimensions in the accompanying tables, drawn as they are from folio sheets, it should be understood that the basic dimensions given on those sheets were usually accurate enough that a model builder could base his work on them. In this case, special steps have been taken to improve the validity of the dimensions.

DRAWINGS

The accompanying drawings are not scale drawings of locomotives. They are folio drawings, with all the implications applicable to the term. Their sole purpose is to display graphically the dimensions given in the tables. Where an error exists in the original, it is reproduced here. These drawings have been re-done, however, to the exact scale and the exact dimensions used on the original folio sheets. Placement of cabs, overall lengths of boilers and outside cylinder diameters, etc., have been determined from photos, and some errors have been corrected.

USE OF DRAWINGS AND DIMENSIONS IN MODELING

This data will be valuable to the builder desiring to model one of the narrow gauge prototype engines, if used with care. The folio drawings are available for identification and general guidance, and the dimensions will guide the preparation of rough sketches. Photographs are indispensable in this procedure; they make it possible to detect and correct obvious errors in dimensions. Reasonably accurate scale drawings can be developed from such sketches and



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USE OF DRAWINGS AND DIMENSIONS IN MODELING - continued

photographs. An excellent illustration of the traps found in many folio drawings is found on page 3. The twelfth drawing on the page was used by the Rio Grande as the folio for *outside* frame C-21 and C-25 locomotives acquired from the Crystal River. It had been traced from the folio of *inside* frame C-19 with the backhead considerably extended and new dimensions inserted. New sketches of classes C-21 and C-25 were made up for page 3 by the committee, showing the engines as they should have been drawn in the light of information now available.

D&RGW NARROW GAUGE CONSOLIDATIONS - KEY DIMENSIONS

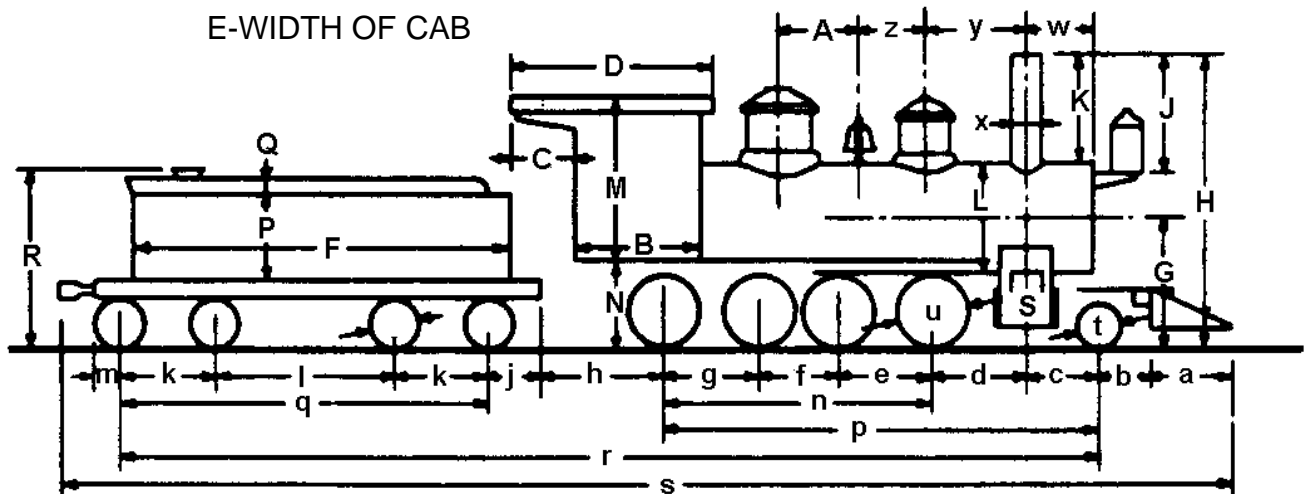


Table 1 Notes: All data in Table 1 taken from the following Folio Sheets:

Col. A: No number - 56 Class, Numbers 30-34, 31-71, 82-84

B: SH. 6, Folio 7 - Old Class B-4-56; New Class C-1-13, S-1-13

C: No number - 60 Class, Numbers 200-229, 240, 241, 262, 263, 265-274, 276, 278, 280-286

D: SH. 9, Folio 4 - Class 60, Numbers 228, 229, 240, 241, 262, 265-274, 276-278, 280-286: RGS 2, 3, 6, 10, 12, 13, 15-21

E: SH. 2, Folio 7 - C-16-60, Numbers 200-227

F: SH. 3, Folio 7 - C-16-60, Numbers 228-286 (228, 229 ex 22, 1st 41), 287-291

G: SH. 70, Folio 7 - B-4-60, RGS Numbers 3, 6, 10, 12, 15-17

H: SH. 92, Folio 7 - B-4-60, RGS Numbers 2, 12, 13, 18, 19, 21

I: SH. L-70 - C16, Series 268

J: No Numbers - 70 Class, Numbers 400-411

K: SH. 5, Folio 7 - C-17-70, Numbers 300-304; RGS B-4-70 Number 42

L: SH. 6, Folio 7 - C-17-71, Number 306 ex 554 (S.G.) ex R G W 1

M: SH. 7, Folio 7 - C-17-71, Number 305 ex 555 (S.G.) ex R G W 13

N: SH. 8, Folio 7 - C-18-72, Numbers 315-320 ex (425-429, 424 ex F&CC 3, 11, 5, 8, 9, 7

O: SH. 4, Folio 7 - C-19-70, Numbers 340-349; RGS B-4-70 Numbers 40, 41

P: SH. 9, Folio 7 - C-21-93, Numbers 360, 361 ex 430, 431 ex C R R 101, 102

Q: -SH. 10, Folio 7 - C-25-112, Number 375 ex 432 ex Crystal River 103

Folio Containng E, F, G, H, K, L, N, O, P, Q dated April 26, 1929: I is from a current Folio: the remainder are undated.
*erroneously given as 15'0", 40'11", 50'5-7/8".

(a) No. 266: 145 lbs. No. 274: 135 lbs. (b) No. 315: 160 lbs.

(c) Data Book of 1911 lists boiler pressures for 56 Class at 140, 60&70 Class at 145.

(d) Data Books: E 1881 (e) Data Books: N 1895-7

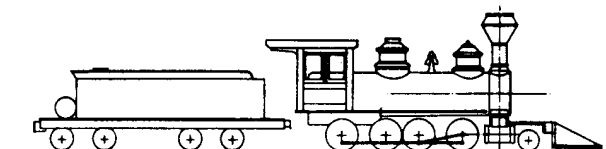


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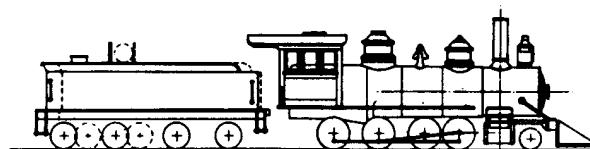
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D&RGW NARROW GAUGE CONSOLIDATIONS - COMPARATIVE OUTLINES



Column A

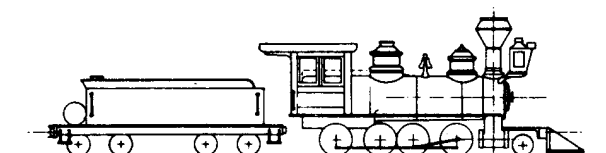
Class 56



Column M

C-17-71

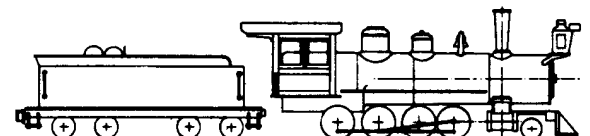
Col. L similar except shorter tender



Column B

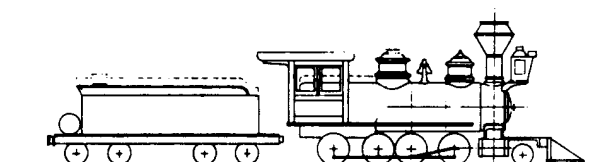
Class 56

Nos. 30 & 31 had wagon top boilers



Column N

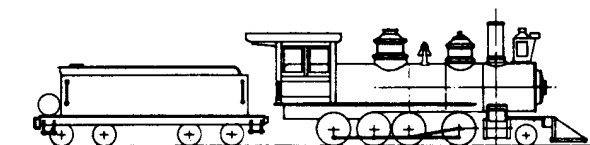
C-18-72



Column D

Class 60

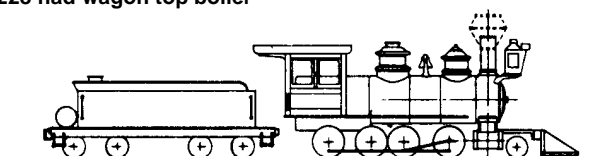
Col. C similar except stack 7" shorter, pilot and tender as in col. A
Col. H similar except stack 6" shorter and tender higher
No. 228 had wagon top boiler



Column O

C-19-70

Col. J similar except diamond stack, short smoke box and pilot and tender as in col. A



Column E

Class 60

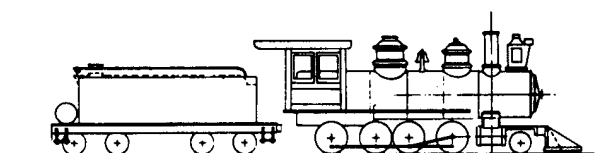
Grants Sh. 8 of another Folio 7 shows a diamond stack



Column P

Outside Frame

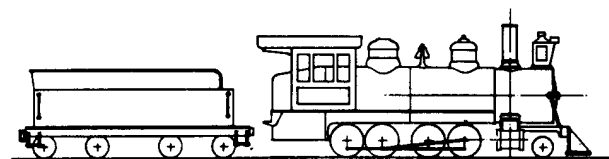
C-21-93



Column G

Class 60

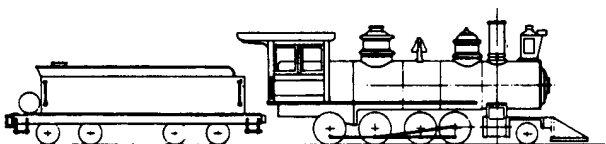
Col. F similar except tender lower
Col. I similar except tender lower and pilot shorter



Column Q

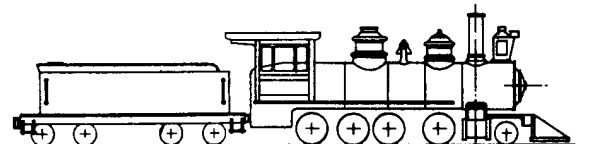
Outside Frame

C-25-112

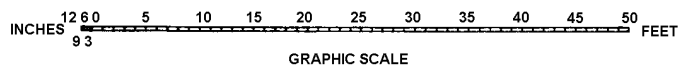


Column K

C-17-70



This is a reproduction of the folio drawing for both Col. P & Q and is a good example of the untrustworthiness of folios for modeling purposes. Actually it is the same as Col. O.



These outlines are folios redrawn to the same scale as to the dimensions shown on the folios. No attempt was made to check these dimensions or to verify profiles or location of details.



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TABLE 1: D&RG NARROW GAUGE CONSOLIDATIONS - COMPARATIVE DIMENSIONS

	A	B	C	D	E	F	G	H	I	J	
a	4'8-3/8"	3'6-3/8"	4'8-3/8"	3'6-3/8"	3'6-3/8"	3'6-3/8"	3'6-3/8"	3'6-3/8"	3'10-5/8"	4'8-3/8"	a
b	2'4"	2'4"	2'4"	2'4"	2'4"	2'4"	2'4"	2'4"	3'10-5/8"	2'4"	b
c	2'9"	2'9"	2'9"	2'9"	2'9"	2'9"	2'9"	2'9"	2'9"	2'10"	c
d	3'6 1/2"	3'6 1/2"	3'9"	3'9"	3'8"	3'9"	3'9"	3'9"	3'9"	3'6"	d
e	4'1"	4'1"	4'1"	4'1"	4'3"	4'1"	4'1"	4'1"	4'1"	4'8"	e
f	3'1"	3'1"	3'1"	3'1"	3'1"	3'1"	3'1"	3'1"	3'1"	3'3"	f
g	4'2"	4'2"	4'2"	4'2"	4'0"	4'2"	4'2"	4'2"	4'2"	3'10"	g
h	4'10"	4'8"	4'8-3/8"	4'9"	4'9"	4'9"	4'9"	4'9"	4'9"	5'11-5/8"	h
j	5'5-1/4"	3'6"	5'5-1/4"	3'4"	3'4"	3'4"	3'4"	3'4"	3'4"	5'5-1/4"	j
k	4'0"	4'0"	4'0"	4'0"	4'0"	4'0"	4'0"	4'0"	4'0"	4'0"	k
l	7'10 1/2"	7'10 1/2"	7'10 1/2"	8'0"	7'10 1/2"	8'0"	8'0"	8'0"	8'0"	7'10 1/2"	l
m		2'0"		2'0"	2'0"	2'0"	2'0"	2'0"	2'0"		m
n	11'4"	11'4"	11'4"	11'4"	11'4"	11'4"	11'4"	11'4"	11'4"	11'9"	n
p	17'7 1/2"	17'7 1/2"	17'10"	17'10"	17'9"	17'10"	17'10"	17'10"	17'10"	18'1"	p
q	15'10 1/2"	15'10 1/2"	15'10 1/2"	16'0"	15'10 1/2"	16'0"	16'0"	16'0"	16'0"	15'10 1/2"	q
r	43'9-1/4"	41'8"	43'10-1/8"	41'11"	41'8 1/2"	41'11"	41'11"	41'11"	41'11"	45'4-3/8"	r
s	53'-5-1/8"	51'2-7/8"	53'6"	51'5-7/8"	51'3-3/8"	51'5-7/8"	51'5-7/8"	51'5-7/8"	49'6-1/8"	55'1/4"	s
t	2'0"	2'0"	2'0"	2'0"	2'0"	2'0"	2'0"	2'0"	2'0"	2'0"	t
u	3'0"	3'1"	3'0"	3'1"	3'3/4"	3'3/4"	3'3/4"	3'3/4"	3'3/4"	3'0"	u
v	2'2"	2'2"	2'2"	2'2"	2'2"	2'2"	2'2"	2'2"	2'2"	2'2"	v
w	1'0"	1'0"	1' 1/2"	11 1/2"	11 1/2"			11 1/2"		1'1-1/8"	w
x	1'5"	1'5"	1'5"	1'5"		1'5 1/2"	1'3 1/2"	5'5"		1'5"	x
y	2'11 1/2"	2'11"	2'11 1/2"	3'3"	3'0"	3'3"	3'3"	3'3"		3'5"	y
z	3'5 1/2"	3'5"	3'3"	3'4"	2'10"	3'4"	3'4"	3'4"		3'4-3/4"	z
A	3'7"	3'7"	3'4"	3'2"	3'2"	3'2"	3'2"	3'2"		3'2-3/8"	A
B	5'2-3/4"	5'8"	5'2-3/4"	5'8"	5'8"	5'8"	5'8"	5'8"		5'7 1/2"	B
C	2'11-3/4"	3'0"	2'11-3/4"	2'11"	2'11"	2'11"	2'11"	2'11"		2'10 1/2"	C
D		9'2"		9'1"	9'1"	9'1"	9'1"	9'1"			D
E		8'6 1/2"		8'6 1/2"	8'6 1/2"	8'6 1/2"	8'6 1/2"	8'6 1/2"			E
F	17'6"	16'6"	17'6"	16'6"	16'7"	16'6"	16'6"	16'6"		17'6"	F
G	5'4"	5'5 1/2"	5'5-5/8"	5'6"	5'6"	5'6"	5'6"	5'6"	5'6"	5'6-3/8"	G
H	12'9 1/2"	12'11"	12'11-1/4"	13'6-1/8"	11'5"	11'5"		13'1/8"	11'5"	13'8"	H
J											J
K	5'5 1/2"	5'5 1/2"	5'4 1/2"	5'11"	3'10"	3'10"		5'5"		6'11-1/4"	K
L	4'0"	4'0"	4'2-3/4"	4'2-3/4"	4'2"	4'2"	4'2"	4'2-3/4"	4'2"	4'4"	L
M		6'7 1/2"		6'7 1/2"	6'7 1/2"	6'7 1/2"	6'7 1/2"	6'7 1/2"			M
N											N
P	3'8 1/2"	3'5"	3'8 1/2"	3'8"	3'5"	3'8"	4'4"	4'4"		3'8 1/2"	P
Q	9 1/2"	10 1/2"	9 1/2"	10"	11"	10"	11"	11"		9 1/2"	Q
R	7'8 1/2"	7'4 1/2"	7'8 1/2"	7'7"	7'8 1/2"	7'7"	8'6"	8'6"	7'7"	7'8 1/2"	R
S	15x18	15x18	15x20	15x20	15x20	15x20	15x20	15x20	15x20	16x20	S
BP(c)					160	160(a)	160				BP(c)
WE	56200	56200	58600	58600	69110	69110	69110	58600	69110	66300	WE
TW	109200	109200	111600	111600	122110	122110	122110	111600	122110	109200	TW
TE		13025.6		14989.8	16540	16540	16540	14474	16540		TE
BLDR	Baldwin	Baldwin	Baldwin	Baldwin	Grant	Baldwin	Baldwin	Baldwin	Baldwin	Baldwin	BLDR
YEAR	1878	1878	1877	1877	(d)		1881	1881	1882	1881	YEAR

BP - Boiler Pressure

WE - Engine Weight

TW - Total Weight

Notes on Table 1 - continued

2nd 41 & 42 ex 1st 24 & 25

1st 71-81 went to RGW

2nd 71 ex Santa Fe Southern #3

55 became Uintah #5

#275, 277, 279, 287-291 became Rio Grande Western 101-108

RGS 1, 3-10, 12, 13, 15-17, 2, 18-21 ex D&RG 242-256, 258-261

Class C-17-70: ex 417, 421, 422, 418, 419, 420

Class C-19-70 rebuilt (5) to S.G. Class 74 in 1888-9, then to N.G.:

400-->340

1st 402-->800-->2nd 401-->341

404-->344

406-->346

408-->348

1st 410-->801-->2nd 411-->342



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TABLE 1: D&RG NARROW GAUGE CONSOLIDATIONS - COMPARATIVE DIMENSIONS

	K	L	M	N	O	P	Q	
a	6'6-3/8"	3'9-3/8"	3'9-3/8"	4'4"	3'6-3/8"	2'7"	2'2½"	a
b	2'3"	2'4-3/4"	2'4-3/4"	4'4"	2'4"	2'4½"	2'4½"	b
c	2'10"	2'11"	2'11"	2'10"	2'10"	3'1"	3'1"	c
d	4'0"	3'10"	3'10"	4'6"	3'6"	3'6"	4'3"	d
e	3'3"	3'3"	3'3"	3'3"	4'8"	3'4"	3'4"	e
f	4'3"	4'3"	4'3"	3'9"	3'3"	4'4"	4'4"	f
g	4'3"	4'3"	4'3"	3'10"	3'10"	3'4"	3'4"	g
h	6½"	6'0"	6'0"	6'11"	6'3"	8½"	8'8"	h
j	4'6"	3'10"	3'10"	3'2"	3'5"	4'5"	2'10"	j
k	4'0"	4'10"	4'11"	4'0"	4'0"	4'8"	5'0"	k
l	7'10½"	3'7"	5'8"	7'9"	7'10½"	7'3½"	6'10"	l
m	3'2"	2'8"	2'8"	3'7"	2'0"	2'9"	1'7½"	m
n	11'9"	11'9"	11'9"	10'10"	11'9"	11'0"	11'0"	n
p	18'7"	18'6"	18'6"	18'2"	18'1"	17'7"	18'4"	p
q	15'10½"	13'3"	15'6"	15'9"	15'10½"	16'7"	16'10"	q
r	45'0"	41'7"	43'10"	44'0"	43'7½"	46'7"	44'7"	r
s	55'7-7/8"	52'1-5/8"	54'4-5/8"	51'1"	53'2-3/8"	56'3"	55'3"	s
t	2'0"	2'0"	2'0"	2'0"	2'0"	2'0"	2'0"	t
u	3'3/4"	3'1"	3'1"	3'2"	3'3/4"	3'2-7/8"	3'2"	u
v	2'2"	2'6"	2'6"	2'2"	2'2"	2'2"	2'2"	v
w		3'8"	3'8"	4'6"				w
x	1'5"				1'5"	1'4"	1'4"	x
y	2'10"	3'9"	3'9"	3'10"	3'5"	3'5-3/4"	4'3-3/4"	y
z	4'6"	3'9"	3'9"	3'8"	3'5"	2'11"	3'10-3/8"	z
A	4'0"	3'10"	3'10"	4'4"	3'2"	3'1½"	3'8-1/4"	A
B	5'9"	5'8"	5'8"	5'10"	5'7½"	6'0"	6'0"	B
C	2'11"	3'0"	3'0"	3'0"	2'11"	3'1"	3'4½"	C
D	9'2"	9'2"	9'2"	9'5-1/4"	9'0"	9'8"	10'4"	D
E	8'7"	8'3-3/4"	8'3-3/4"	8'7½"	8'6½"	8'6"	9'0"	E
F	19'0"	19'3"	19'3"	19'2"	17'6"	21'3½"	18'9½"	F
G	5'7"	5'4-3/4"	5'4-3/4"	5'8"	5'6-3/8"	5'10"	5'11"	G
H	11'7½"	12'1-1/4"	12'3½"	12'2"	11'6-7/8"	12'6"	12'7"	H
J								J
K	3'10"	4'7"	4'7"	4'4"	3'10"	4'4"	3'6"	K
L	4'4"	4'2"	4'6½"	4'4"	4'4"	4'8"	5'0"	L
M	6'7½"	6'7-3/4"	6'7-3/4"	6'10"	6'7½"	6'1"	7'5½"	M
N				5'0"				N
P	6'6"	3'6½"	3'6½"	3'11"	3'8½"	3'5"	3'6½"	P
Q	11"	10"	10"	1'0"	9½"	9"	1'9½"	Q
R	7'8½"	8'8-1/4"	8'8-1/4"	7'11-5/8"	7'8½"	9'1½"	7'11½"	R
S	16x20	16x20	16x20	16x20	16x20	17x20	18x20	S
BP(c)	145	145	145	145(b)	160	160	170	BP(c)
WE	70300	71100	71100	72000	74260	95650	117400	WE
TW	123300	129200	124100	129000	127260	160950	181400	TW
TE	17100	17100	17100	16606	18947	20686	24641	TE
BLDR	Baldwin	Baldwin	Baldwin	Baldwin	Baldwin	Baldwin	Baldwin	BLDR
YEAR	1887	1884	1890	(e)	1881	1900	1903	YEAR

Notes on Table 1 - continued

BP - Boiler Pressure

WE - Engine Weight

TW - Total Weight

1st 401-->803-->2nd 405-->345

403-->343

1st 405-->804-->2nd 410-->349

407-->347

409-->Rio Grande Southern 41

1st 411-->802-->2nd 402-->RGS 40



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C&S NARROW GAUGE LOCOMOTIVES - KEY DIMENSIONS

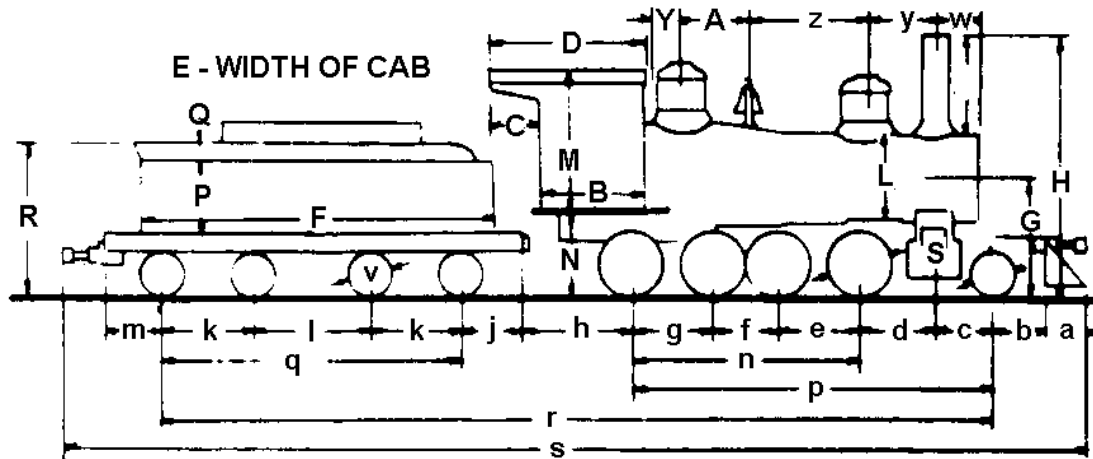


Table 2 Notes:

Col. A: Class B-3-C, # 4-10 formerly DL&G #109-115, ex DSP&P #39, 40, 69-73

Col. B: Class B-3-A, #11 formerly UPD&G #116 ex D.S.P.&P. #74

#12-13 formerly UPD&G #107(7), 108(8), ex CC #14-15

Col. C: Class B-3-B #17-22 formerly DL&G #161, 163, 165, 156, 162; ex DSP&P #34, 36-38, 29, 35

Col. D: Class B-4-B #30-36 formerly DL&G #190-192, 194-197 ex DSP&P #50-52, 54-57

Col. E: Class B-4-B #37-56 formerly DL&G #198-217 ex DSP&P #41-49, 58-68

Col. F: Class B-4-C #57-62 formerly DL&G #260-265 ex U&N #260-265

Col. G: Class B-4-C #63-70 formerly DL&G #266-273

Col. H: Class B-4-D #71-73 formerly UPD&G #9-11

Col. I: Class B-4-D #74-76 formerly DB&W #30-32 later RGS #74

C&S - Colorado & Southern

CC - Colorado Central

DB&W - Denver Boulder & Western

DL&G - Denver, Leadville & Gunnison

DSP&P - Denver South Park & Pacific

RGS - Rio Grande Southern

U&N - Utah & Northern

UPD&G - Union Pacific Denver & Gulf



DATA SHEET

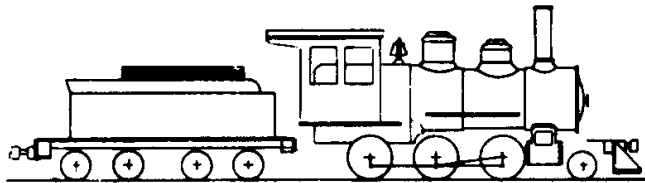
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Sheet #: D4h

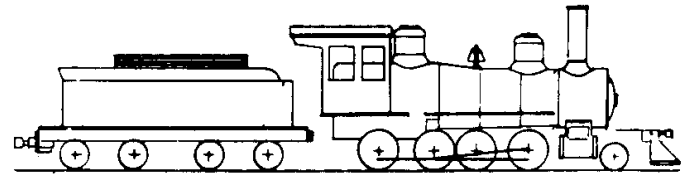
Title: NARROW GAUGE
LOCOMOTIVES

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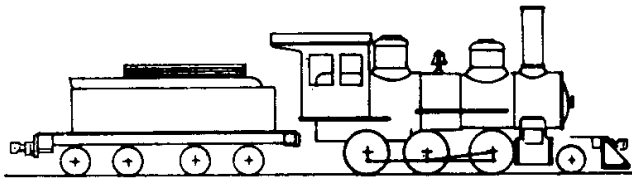
C&S NARROW GAUGE LOCOMOTIVES - COMPARATIVE OUTLINES



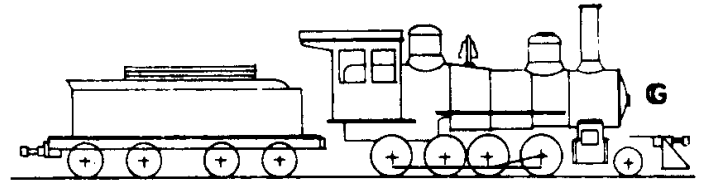
Column A



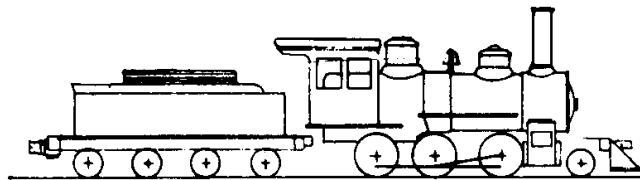
Column F



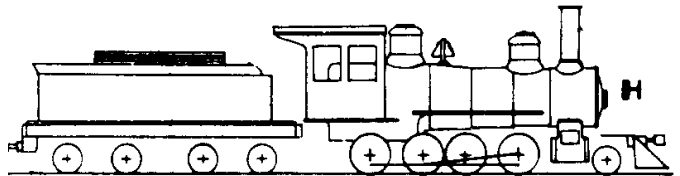
Column B



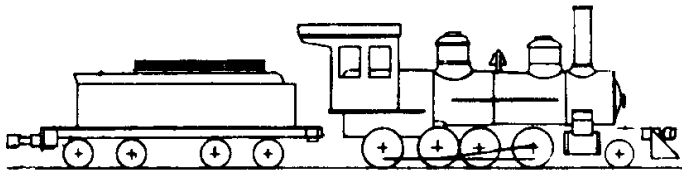
Column G



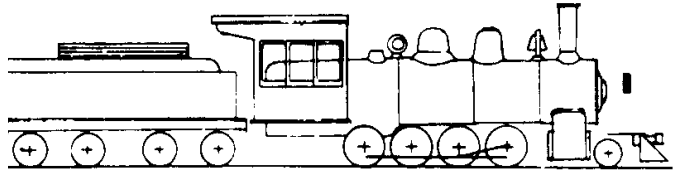
Column C



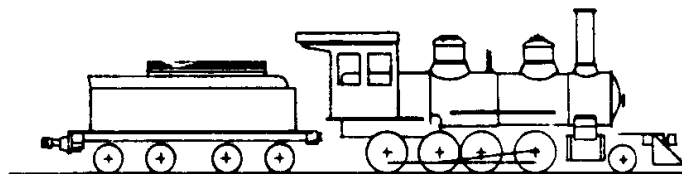
Column H



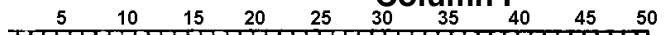
Column D



Column I



Column E



GRAPHIC SCALE



DATA SHEET

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Title:	NARROW GAUGE LOCOMOTIVES
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TABLE 2: C&S NARROW GAUGE LOCOMOTIVES - COMPARATIVE DIMENSIONS

	A	B	C	D	E	F	G	H	I	
a	4'6"	4'5½"	4'7"	5'0"	6'6"	4'6"	4'7½"	4'7½"	4'6½"	a
b	4'6"	4'5½"	4'7"	5'0"	6'6"	4'6"	4'7½"	4'7½"	4'6½"	b
c	2'11"	2'11"	3'0"	2'9"	2'10½"	2'10"	2'10-3/4"	2'9"	2'11"	c
d	3'1"	3'1"	3'1"	3'9"	3'9"	3'8"	3'9"	3'10"	4'9"	d
e	5'0"	5'0"	5'0"	4'1"	4'1"	4'1"	4'1"	4'1"	3'8"	e
f	5'0"	4'6"	4'6"	3'1"	3'2"	3'2"	3'2"	3'2"	3'6"	f
g				4'2"	4'1"	4'1"	4'1"	4'1"	3'6"	g
h	5'7"	5'2"	5'0"	4'6"	5'0"	4'11"	4'11½"	4'8"	8'11"	h
j	3'7"	3'10"	3'5"	4'4"	3'9"	3'6"	3'8"	3'7"	2'2"	j
k	4'0"	4'0"	4'6"	4'0"	4'0"	4'6"	4'6"	4'6"	4'6"	k
l	5'1"	5'1"	4'4"	6'5"	5'1"	5'10"	5'10"	5'10"	5'5"	l
m	3'2"	3'0"	3'4"	2'9"	2'11"	2'9"	2'11½"	2'11½"	2'5½"	m
n	10'0"	9'6"	9'6"	11'4"	11'4"	11'4"	11'4"	11'4"	10'8"	n
p	16'0"	15'6"	15'7"	17'1"	17'11½"	17'10"	17'11-3/4"	17'11"	18'4"	p
q	13'1"	13'1"	13'4"	14'5"	13'1"	14'10"	14'10"	14'10"	14'5"	q
r	38'3"	37'7"	37'4"	41'1"	39'9½"	41'1"	41'5-1/4"	41'0"	43'10"	r
s	47'7"	46'8½"	46'11"	50'0"	48'10½"	50'6"	50'8-1/4"	50'3"	52'4"	s
t	2'0"	2'0"	2'0"	2'0"	2'0"	2'0"	2'0"	2'0"	2'0"	t
u	3'4"	3'4"	3'4"	3'1"	3'1"	3'1"	3'1"	3'1"	3'1"	u
v	2'2"	2'2"	2'2"	2'2"	2'2"	2'2"	2'6"		2'6"	v
w									2'8"	w
x										x
y	3'6"	3'5"	3'6"	3'0"	3'6"	3'7"	3'6"	3'6"	2'4"	y
z	4'5"	3'8"	3'1"	3'6½"	3'9"	4'2"	5'6"	6'2"	3'1½"	z
A	3'0"	2'5"	3'9"	3'5½"	3'0"	5'0"	3'7"	2'10"	4'2½"	A
B	6'0"	5'3"	5'2"	5'2"	5'2"	5'2"	5'2"	6'0"	7'1"	B
C	2'6"	2'6"	2'6"	2'6"	2'6"	2'6"	2'6"	2'6"	3'4"	C
D										D
E	8'5½"	9'9½"	7'10"	7'10"	7'10"	7'10"	7'10½"	8'3"	9'3"	E
F	15'6"	15'6"	15'9"	16'7"	15'6"	17'6"	17'6"	17'6"	18'0"	F
G	6'0"	5'7"	5'8"	5'4"	5'5"	5'6"	5'8"	5'8"	5'8"	G
H	13'3½"	12'8½"	12'10"	12'5"	12'6"	12'8"	12'10"	12'10"	12'10"	H
J										J
K	5'0"	5'0"	5'0"	5'0"	5'0"	5'0"	5'0"	5'8"	4'4"	K
L	4'6"	4'2"	4'2-1/4"	4'0"	4'0"	4'3"	4'3"	4'3"	4'10"	L
M	7'0"	6'6"	6'8"	6'8"	6'7½"	6'8"	7'0"	7'1"	8'0"	M
N	4'3"	4'3"	3'11"	4'4"	4'0"	4'4"	4'1"	4'1"	3'6"	N
P	3'4"	3'5"	3'4"	3'5"	3'4"	3'6"	3'6"	3'6"	3'6"	P
Q	1'0"	10"	9"	9"	1'0"	1'0"	8"	8"	1'0"	Q
R	7'6"	7'7"	7'7"	7'3"	7'6"	7'0"	7'5"	8'4"	8'3"	R
S	15x18	15x18	15x18	15x18	15x18	16x18	16x20	15½x20	16x20	S
Y									4'1"	Y
BP	190	150	160	150	145	150	150	180	180	BP
TW	123250	108400	110416	107681	112733	119363	123033	136733	164270	TW
TE	16351	12909	13535	13956	13463	15878	17643	19869	21170	TE
BLDR	Cooke	Cooke	Brooks	Baldwin	Cooke	Rhode Is.	Baldwin	Baldwin	Brooks	BLDR
YEAR	1884	1884	1881	1880	1883	1886	1890	1897	1898	YEAR

BP - Boiler Pressure

WE - Engine Weight

TW - Total Weight

