



DATA SHEET

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Sheet #:	D9a.2
Title:	CLASSIFICATION OF LOCOMOTIVES: NON-STEAM TYPE
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Diesel (or electric) locomotives are not classified according to the Whyte system used for steam locomotives. Instead, the following symbols are combined in consecutive order starting with the front of the locomotive (or either end if built for dual-end operation).

Letters represent adjacent driving axles in a rigid wheel base or on a truck; e.g. A = one driving axle, B = 2 driving axles, etc.

Numerals represent the number of adjacent idle (non-driving) axles in a rigid wheel base or a truck.

Plus (+) signs are used to represent articulated joints between trucks or permanent connections (drawbars) between units of a multiple unit locomotive.

Minus (-) signs are used to represent the separation (not articulated) between swivel trucks or between a group of rigid drive wheels and an adjacent guiding or carrying truck and a readily separated connection, such as AAR couplers, between units of a multiple unit locomotive.

Parentheses are used to set off the symbols describing each unit of a multiple unit locomotive. If the units are similar and connected with AAR couplers, the number of such units is represented by a numeral placed in front of the parentheses enclosing the symbols describing a typical unit.

DIESEL LOCOMOTIVES

They are designed for all kinds of service, from small switching units to large multiple units for streamline passenger trains or heavy freight service. The examples given below are not a complete listing but were chosen to represent a variety of wheel arrangements and of hood and streamlined silhouettes.



B B ALCO-GE
1000 HP Switcher



B-B BLW S-8
800 HP Switcher



B-B GM SW1
600 HP Switcher



B-B FM HI2-44
1200 HP Switcher



B B ALCO-GE
1600 HP All Purpose Switcher



B-B GM GP7
1500 HP Road Switcher



C-C FM HI6-66
1600 HP Road Switcher



C-C BLW RT-624
2400 HP Transfer



B-B ALCO-GE
400 HP Switcher



(B-B) + (B-B) GM TR6E
1600 HP Transfer



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DIESEL LOCOMOTIVES - continued



2(B-B) GM F7
1500 HP "A" and "B" Units Freight Service



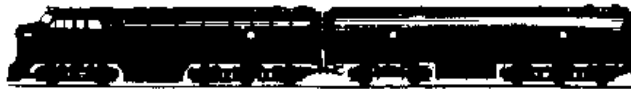
2(A1A-A1A) ALCO-GE
2 2000 HP "A" Units Passenger Service



2-D+D-2 BLW DR-12-8-30
3000 HP Passenger Service



2(A1A-A1A) GM E8
2250 HP "A" Units Passenger Service



2(B-A1A) FM CP24-5
2400 HP "A" and "B" Units Passenger Service



A1A-A1A BLW
2000 HP Commuter Service



B-B ALCO-GE
1600 HP Frt. and Pass. Service



B-B GM BL2
1500 HP Br. Line Service



2(B-B) GM FP7
1500 HP "A" and "B" Units Frt. and Pass. Service



2(A1A-A1A) GM E7



B-B Budd Rail Car RDC-1

Key To Manufacturers: ALCO-GE American Locomotive Co. General Electric
BLW Baldwin Locomotive Works
FM Fairbanks-Morse
GM General Motors

ELECTRIC LOCOMOTIVES

Like the diesels, these straight electric locomotives have been built for all kinds of service, from small street and interurban railway switching units to large multiple units for heavy passenger and freight train service. electric locomotives come in a wide and interesting variety of cab styles and wheel arrangements, of which some typical types are listed below.



B+B GE
Switcher NYC Class R1



B-B BW
Switch and Transfer S Shore



B+B+B GE
MEX



O-C-O BW
Switcher PRR Class B1



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ELECTRIC LOCOMOTIVES - continued



(B-B)+(B-B) GE
Freight NYC Class RA



2-C-2 BW
Passenger and Freight PRR Class P5a



1-B+B-1 BW
Freight NYNH&H Class EF1



C+C GE
Freight and Switch NYC Class R2



1-C+C-1 GE
Passenger GN Class Y1



1-C-1+1-C-1 BW
Passenger NYNH&H Class EP2



2-C+C-2
Passenger PRR Class GG1



2-C-1+1-C-2 BW
Passenger Milw. Class EP3



3(1-D-1)
Freight Virginian



1-D-1 GE
Passenger and Switch NYC Class S



1-D-1+1-D-1 BW
Freight GN Class Z1



(2-B+B)+(B+B-2) GE
Freight Milw. Class EF1



1-B+D+D+B-1 GE
Passenger Milw. Class EP2



2-B+B-2 BW
Passenger PRR Class DD1



2-B-2 BW
Passenger PRR Class O1A



(2-B+B)+(B+B)+(B+B-2) GE
Freight Milw. Class EF3



B-D+D-B GE
Freight GN



2-D+D-2 GE
Freight S Shore

Key to Manufacturers: BW - Baldwin-Westinghouse; GE - General Electric

