

Chicago, Milwaukee, St. Paul & Pacific all-time internal combustion and electric locomotive roster

By way of introduction, this compiler wishes to make it known that this is in no way intended to be comprehensive or authoritative. It is merely a compilation from readily available second-hand sources such as I had access to, with no access to source documents. That has proven especially problematic on this project as, with tremendous respect for what other compilers have done, numerous contradictions arose between available resources. I have tried to reconcile these as best I can, but in many cases it comes down to a coin toss as to which account is correct. It finally got to a point on the GP9r resales that I had to admit defeat in reconciling all this.

Also, it should be noted that a number of units are last reported as being “on the scrap line.” Given how many other strange things I’ve encountered in my research, I’m considering a unit scrapped only when sparks fly.

A compilation of the great Sufi poet Jallaladin Rumi’s discourses was called the *Fihi ma Fihi*, which translates to *What’s In It is In It*. That very aptly describes this roster. What’s here is here, and doubtless a great deal of information, both additional and corrective, could be added. May you find what I have had the honor of compiling to be of help.

“Completed” October 14, 2022, Thomas Berry

Locomotive Data

Part 1: Pre-1959 renumbering

5-22: Passenger cabs and boosters

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
5A,6A	New	Retired	FM/GE	Erie A	L1063/28421,L1066/28423	10/46,01/47	C,J,1
5B,6B	New	Retired	FM/GE	Erie B	L1064/28431,L1067/28432	10/46,01/47	C,J,1
5C,6C	New	10A,11A	FM/GE	Erie A	L1065/28422,L1068/28424	10/46,01/47	C,E1,J
7A,8A	New	Retired	FM/GE	Erie A	L1069/28425,L1072/28427	01/47	C,J,1
7B,8B	New	Retired	FM/GE	Erie B	L1070/28433,L1073/28434	01/47	C,J,1
7C,8C	New	11B,12A	FM/GE	Erie A	L1071/28426,L1074/28428	01/47	C,E1,J
9A	New	Retired	FM/GE	Erie A	L1075/28429	03/47	C,J,1
9B	New	Retired	FM/GE	Erie B	L1076/28435	03/47	C,J,1
9C	New	12B	FM/GE	Erie A	L1077/28430	03/47	C,E1,J
10A	5C	Retired	FM/GE	Erie A	L1065/28422	10/46	C,J,1
10B	21C	Retired	FM/GE	Erie B	L1157/29441	04/48	C,J,1
11AB	6C,7C	Retired	FM/GE	Erie A	L1068/28424,L1071/28426	01/47	C,J,1
12AB	8C,9C	Retired	FM/GE	Erie A	L1074/28428,L1077/28430	01,03/47	C,J,1
13AB	21AB	Retired	FM/GE	Erie A	L1119/29393,L1120/29394	08/47	C,J,1
14AB 1 st	New	Retired	ALCO	DL-109	69437,69438	10/41	C,J,2
14AB 2 nd	22AB	Retired	FM/GE	Erie A	L1102/28629,L1104/28630	08/47	C,J,1
15AB	New	Retired	EMD	E6A	1363,1364	03/41	C,J,3

16AB-20AB	New	Retired	EMD	E7A	3235-3244	06/46	C,J,4
21AB	New	13AB	FM/GE	Erie A	L1119/29393,L1120/29394	08/47	C,E1,J
21C	New	10B	FM/GE	Erie B	L1157/29441	04/48	C,E1,J
22AB	New	14AB 2 nd	FM/GE	Erie A	L1102/28629,L1104/28630	08/47	C,E1,J,1

23-28: C-liner freight cabs and boosters

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
23AC-25AC	New	Retired	FM	CFA16-4	16L479-16L484	07/51	C,5
26AC,27AC	New	Retired	FM	CFA16-4	16L485-16L488	08/51	C,5
28AC	New	Retired	FM	CFA16-4	16L489,16L490	09/51	C,5
23B,24B	New	Retired	FM	CFB16-4	16L491,16L492	07/51	C,5
25B,26B	New	Retired	FM	CFB16-4	16L493,16L494	08/51	C,5
27B,28B	New	Retired	FM	CFB16-4	16L495,16L496	09/51	C,5

35-47: FTs

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
35AD-39AD	New	Retired	EMD	FTA	3245-3254	07/45	C,6
35BC-39BC	New	Retired	EMD	FTB	3255-3264	07/45	C,6
40AD	New	Retired	EMD	FTA	1365,1366	10/41	C,6
40BC	New	Retired	EMD	FTB	1367,1368	10/41	C,6
41AD	New	Retired	EMD	FTA	1774,1775	07/43	C,6
41BC	New	Retired	EMD	FTB	1776,1777	07/43	C,6
42AD-46AD	New	Retired	EMD	FTA	2613-2622	07-09/44	C,6
47A 1 st , 47D	New	Retired	EMD	FTA	2623,2624	07-09/44	C,6
42BC-46BC	New	Retired	EMD	FTB	2625-2634	07-09/44	C,6
47B; 47C 1 st	New	Retired	EMD	FTB	2635,2636	07-09/44	C,6

48-50: F7s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
48AC	New	84A 3 rd 57, 47A 2 nd	EMD	F7A	10347,10348	12/50	C,7
49AC,50AC	New	85AC, 86AC 3 rd 57	EMD	F7A	10349-10352	12/50	C,7
48B,49B	New	84B,85B 3 rd 57	EMD	F7B	10356,10357	12/50	C,7
50B	New	Retired	EMD	F7B	10358	12/50	C,7

68-79: F7s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
68AC	New	Retired	EMD	F7A	10321,10322	07/50	C,7
68B	New	Retired	EMD	F7B	10340	07/50	C,7
69AC-71AC,72A	New	Retired	EMD	F7A	10311-10317	07/50	C,7
72C	New	83C 3 rd	EMD	F7A	10318	07/50	C,D13,7

73AC	New	Retired	EMD	F7A	10319,10320	07/50	C,7
69B,70B	New	Retired	EMD	F7B	10335,10336	07/50	C,7
71B	New	Note D14	EMD	F7B	10337	07/50	C,D14,7
72B,73B	New	Retired	EMD	F7B	10338,10339	07/50	C,7
74AC-76AC,77A	New	Retired	EMD	F7A	8389-8395	12/49-01/50	C,7
77C	New	82A 2 nd	EMD	F7A	8396	12/49-01/50	C,D13,7
78AC,79AC	New	Retired	EMD	F7A	8397-8400	12/49-01/50	C,7
74B-79B	New	Retired	EMD	F7B	7954-7959	12/49-01/50	C,7

80-86 (1st/2nd): F3s and F7s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
80A,81A	New	Retired	EMD	F3A	6307,6309	01/49	C,8
80D; 81D 1 st	New	81C, 84A 2 nd	EMD	F3A	6308,6310	01/49	C,E2
82A,83A 1 st	New	Retired	EMD	F3A	6311,6313	02/49	C,8
82D,83D 1 st	New	Retired	EMD	F3A	6312,6314	02/49	C,E2
80BC	New	Retired	EMD	F3B	6315,6316	01/49	C,8
81B-83B	New	Retired	EMD	F3B	6317/19/21	01,02,02/49	C,8
81C,82C 1 st	New	84B,85B 2 nd	EMD	F3B	6318,6320	01,02/49	C,E2
83C 1 st	New	86B	EMD	F3B	6322	02/49	C,E2
81C 2 nd	80D	Retired	EMD	F3A	6308	01/49	C,8
84AD 1 st	New	107C,106C	EMD	F7A	6323,6324	05/49	C,E2
85AD 1 st	New	108C,112C	EMD	F7A	6325,6326	05/49	C,E2
84BC 1 st	New	106B,107B	EMD	F7B	6327,6328	05/49	C,E2
85BC 1 st	New	108B,112B	EMD	F7B	6329,6330	05/49	C,E2
86A 1 st	New	112A	EMD	F7A	7944	10/49	C,E2
84A-86A 2 nd	81D-83D 1 st	Retired	EMD	F3A	6310/12/14	01,02,02/49	C,8
84B,85B 2 nd	81C,82C 1 st	Retired	EMD	F3B	6318,6320	01,02/49	C,8
86B	83C 1 st	Retired	EMD	F3B	6322	02/49	C,8

81CD-86CD (2nd/3rd): F9s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
81C 3 rd ,82C 2 nd	New	125AC 1 st	EMD	F9A	18752,18753	01/54	C,E5
83C,84C 2 nd	New	126A 1 st , 127A	EMD	F9A	18754,18755	01/54	C,E5
85C 2 nd ,86C	New	127C,128A	EMD	F9A	18756,18757	01/54	C,E5
81D,82D 2 nd	New	125B,126C	EMD	F9B	20610,20611	01/54	C,E5
83D,84D 2 nd	New	126B,127B	EMD	F9B	20612,20613	01/54	C,E5
85D 2 nd ,86D	New	128CB	EMD	F9B	20614,20615	01/54	C,E5

87-121 (1st): F7s and FP7s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
87AC-89AC	New	Retired	EMD	F7A	7945-7950	10-11/49	C,7
87B-89B	New	Retired	EMD	F7B	7951-7953	10-11/49	C,7

90AC-92AC	New	60AC-62AC	EMD	FP7	10323-10328	06-07/50	C,D3,E3,J
93AC,94AC 1 st	New	63AC,64AC	EMD	FP7	10329-10332	06-07/50	C,D3,E3,J
90B-94B	New	60B-64B	EMD	F7B	10341-10345	06-07/50	C,D3,E3,J
95AC	New	Retired	EMD	FP7	10333,10334	07/50	C,D4,J,7
95B	New	Retired	EMD	F7B	10346	06-07/50	C,D8,J,7
96A	New	Retired	EMD	FP7	10361	01/51	C,D4,J,7
96C	New	Note 7	EMD	FP7	10362	01/51	C,D4,J,7
97A	New	Retired	EMD	FP7	10363	01/51	C,D8,J,7
97C	New	Retired	EMD	FP7	10364	01/51	C,D4,J,7
96B,97B	New	Retired	EMD	F7B	10365,10366	01/51	C,D8,J,7
98AC	New	Retired	EMD	FP7	15227,15228	10-12/51	C,D8,J,7
99AC-103AC	New	Retired	EMD	FP7	15229-15238	10-12/51	C,J,7
98B-101B	New	Retired	EMD	F7B	15239-15242	10-12/51	C,D8,J,7
102B,103B	New	Retired	EMD	F7B	15243,15244	10-12/51	C,J,7
104A	New	Note 7	EMD	FP7	16944	09/52	C,J,7
104C	New	Retired	EMD	FP7	16945	09/52	C,J,7
105AC	New	Retired	EMD	FP7	16946,16947	09/52	C,D4,J,7
104B	New	Retired	EMD	F7B	16948	09/52	C,J,7
105B	New	Retired	EMD	F7B	16949	09/52	C,D8,J,7
106A-108A	New	Retired	EMD	F7A	10353-10355	01/51	C,7
106B-108B	84BC,85B 1 st	Retired	EMD	F7B	6327-6329	05/49	C,7
106C-108C	84DA,85A 1 st	Retired	EMD	F7B	6324/23/25	05/49	C,7
109AC,110A	New	Retired	EMD	F7A	11800-11802	12/50-01/51	C,7
110C	New	83A 2 nd	EMD	F7A	11803	12/50-01/51	C,D13,7
111AC	New	Retired	EMD	F7A	11804,11805	12/50-01/51	C,7
109B	New	Retired	EMD	F7B	11806	12/50-01/51	C,7
110B	New	Note D13	EMD	F7B	11807	12/50-01/51	C,D12
111B	New	Retired	EMD	F7B	11808	12/50-01/51	C,7
112AC	86A,85D 1 st	Retired	EMD	F7A	7944,6326	10,05/49	C,7
112B	85C 1 st	Retired	EMD	F7B	6330	05/49	C,7
113AC,114A	New	Retired	EMD	F7A	15209-15211	11/51	C,7
114C	New	82C 3 rd	EMD	F7A	15212	11/51	C,D13,7
115AC,116AC	New	Retired	EMD	F7A	15213-15216	11/51	C,7
117A	New	Retired	EMD	F7A	15217	11/51	C,7
117C	New	Note 7	EMD	F7A	15218	11/51	C,7
118AC	New	Retired	EMD	F7A	15219,15220	11/51	C,7
113B,114B	New	Retired	EMD	F7B	15221,15222	11/51	C,7
115B	New	Note D13	EMD	F7B	15223	11/51	C,D13
116B,117B	New	Retired	EMD	F7B	15224,15225	11/51	C,7
118B	New	Note D13	EMD	F7B	15226	11/51	C,D13
119AC-121AC	New	Retired	EMD	F7A	18208-18213	04/53	C,7
119B	New	Note D13	EMD	F7B	18214	04/53	C,D13,7
120B,121B	New	Retired	EMD	F7B	18215,18216	04/53	C,7

200-205: E9s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
200AC,201A	New	30AC,31A	EMD	E9A	21601-21603	02/56	C,E4,J
201C,202A	New	31C,32A	EMD	E9A	21604,21605	04/56	C,E4,J
202C,203A	New	32C,33A	EMD	E9A	21606,21607	04/56	C,E4,J
203C,204AC,205AC	New	33C,34AC,35AC	EMD	E9A	21608-21612	05/56	C,E4,J
200B,201B	New	30B,31B	EMD	E9B	21613,21614	02/56	C,E4,J
202B-205B	New	32B-35B	EMD	E9B	21615-21618	04/56	C,E4,J

961-996: RS-1s, RS12s, RSC-2s and RS-2s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
961-963 1 st	New	870-872	ALCO	RS-1	77469-77471	03/50	E4,10
970,971 1 st	New	926,927	BLW	RS12	75242,75702	05/51,11/52	E4
975,976 1 st	New	580,490 1 st	ALCO	RSC-2	73643,73644	11/46	D2,D3,E4,J
977,978 1 st	New	581,587 1 st	ALCO	RSC-2	73647,73648	12/46	D2,D3,E4,J
979,980 1 st	New	582,583 1 st	ALCO	RSC-2	74989,74990	12/46	D2,D3,E4,J
981 1 st	New	491 1 st	ALCO	RSC-2	74994	12/46	D2,D3,E4,J
982,983 1 st	New	588,589 1 st	ALCO	RSC-2	74995,74996	01/47	D2,D3,E4
984 1 st	New	590 1 st	ALCO	RSC-2	74999	12/46	D2,D3,E4
985,986 1 st	New	591,592	ALCO	RSC-2	75129,75130	01/47	D2,D3,E4
987,988 1 st	New	593,594	ALCO	RSC-2	75133,75134	01/47	D2,D3,E4
989,990 1 st	New	584,492 1 st	ALCO	RSC-2	75135,75138	02,03/47	D2,D3,E4,J
991,992 1 st	New	585,586 1 st	ALCO	RSC-2	75139,75140	04,05/47	D2,D3,E4,J
993-995 1 st	New	595 1 st ,596,597	ALCO	RS-2	76639-76641	02/49	D2,D3,E4
996 1 st	New	493 1 st	ALCO	RS-2	76642	02/49	D3,E4

1600-1603: HH660s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
1600,1601	New	980,981 2 nd	ALCO	HH-660	69255,69256	04/40	E4
1602,1603	New	982,983 2 nd	ALCO	HH-660	69076,69077	03/39	E4,43

1610-1634: SW1s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
1610	New	960 1 st	EMC	SW1	878	06/39	E4
1611,1612	New	961,962 2 nd	EMC	SW1	879,904	06,08/39	E4
1613-1615	New	963 2 nd ; 964,965 1 st	EMC	SW1	1039-1041	03/40	E4
1616-1619	New	950,951,955,956 1 st	EMC	SW1	1042-1045	03/40	E4
1620,1621	New	966,967 1 st	EMC	SW1	1046,1047	04/40	E4
1622-1624	New	952,968,969 1 st	EMC	SW1	1048-1050	04/40	E4
1625-1627	New	970,971 2 nd ; 957 1 st	EMC	SW1	1178-1180	10/40	E4
1628-1630	New	972-974 1 st	EMC	SW1	1181-1183	10/40	E4
1631-1633	New	975,976 2 nd ; 953 1 st	EMC	SW1	1184-1186	10/40	E4
1634	New	977 2 nd	EMD	SW1	1369	09/41	E4

1635-1654: VO660 and miscellaneous EMD switchers:

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
1635	1649 1 st	985 2 nd	BLW	VO660	62393	05/40	E4
1636	Vacant						
1637-1642	New	614-619	EMD	SW1200	18758-18763	01/54	E4
1643-1645	New	620-622	EMD	SW9	15565-15567	10/51	E4
1646	New	623	EMD	SW7	11401	09/50	E4
1647,1648	New	665,666	EMD	NW2	5238,5239	11/47	E4
1649 1 st	New	1635	BLW	VO660	62393	05/40	9
1649 2 nd	New	667	EMD	NW2	5240	11/47	E4
1650,1651	New	668,669	EMC	NW2	845,846	06/39	E4
1652-1654	New	670-672	EMC	NW2	1187-1189	11/40	E4

1657-1689: HH1000s, RS-1s and S-2s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
1657-1662	New	832-837	ALCO	S-2	73632-73637	09/45	E4
1663-1665	New	829-831	ALCO	S-2	70956-70958	01/44	E4
1666,1667	New	825,826	ALCO	S-2	69935,69936	09/43	E4
1668,1669	New	827,828	ALCO	S-2	69937,69938	10,11/43	E4
1670,1671	New	820,821	ALCO	HH-1000	69177,69178	04/40,08/39	E4
1672-1674	New	822-824	ALCO	S-2	69215,69217,69218	10/40	E4
1675	Vacant						
1676	New	873	ALCO	RS-1	70814	05/43	E4
1677	New	874	ALCO	RS-1	70815	05/43	E4,10
1678,1679 1 st	New	Note 10	ALCO	RS-1	69567,69568	11/41	10
1678,1679 2 nd	New	838,839	ALCO	S-2	75548,75549	11/47	E4

1680-1697 (2nd): VO1000s and DS44-1000s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
1680,1681	New	928,929	BLW	VO1000	62406,62407	07/40	E4
1682	New	930	BLW	VO1000	64434	11/42	E4
1683,1684	New	931,932 1 st	BLW	VO1000	69642,69643	08/43	E4
1685-1687	New	933-935 1 st	BLW	VO1000	70121,70142,70857	01,02,05/44	E4
1688,1689	New	936; 937 1 st	BLW	VO1000	72044,72045	09/45	E4
1690 2 nd , 1691	New	938,939 1 st	BLW	VO1000	72046,72047	09/45	E4
1692-1695	New	940-943 1 st	BLW	DS44-1000	73920-73923	10/48	E4
1696,1697	New	944,945 1 st	BLW	DS44-1000	73924,73925	11/48	E4

1690 1st and 1699-1709: 44 Tonners

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
1690 1 st	New	1699 2 nd	GE	44 Ton	12909	09/40	11
1699 1 st	New	Note 12	Whitcomb	44 Ton	60037	10/40	12
1699 2 nd	1690 1 st	990 2 nd	GE	44 Ton	12909	09/40	E4
1700,1701	New	991,992 2 nd	GE	44 Ton	15039,15040	11/41	E4
1702,1703	New	993,994 2 nd	Whitcomb	44 Ton	60090,60091	10/41	E4
1704	New	Retired	Whitcomb	44 Ton	60092	10/41	12
1705,1706	New	995,996 2 nd	Whitcomb	44 Ton	60093,60094	10/41	E4
1707	New	Retired	Whitcomb	44 Ton	60095	10/41	12
1708	New	Retired	Dav-Bes	44 Ton	2364	01/42	13
1709	New	997 1 st	Dav-Bes	44 Ton	2365	01/42	E4

1800,1801: 80-ton Whitcombs

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
1800,1801	E90,E91	Note 14	Whitcomb	80 Ton	50004,50005	11/29,06/30	14

1802-1847: H10-44s and H12-44s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
1802	New	760	FM	H10-44	L1001	08/44	E4,15
1803,1804	New	761,762	FM	H10-44	L1005,L1006	06,07/45	E4
1805,1806	New	763,764	FM	H10-44	L1007,L1008	08,09/45	E4
1807-1809	New	765-767	FM	H10-44	L1009-L1011	10,11,12/45	E4
1810-1812	New	768-770	FM	H10-44	L1012-L1014	03,04,08/46	E4
1813-1818	New	771-776	FM	H10-44	10L112-117	01-02/49	E4
1819	Note 15	777	FM	H10-44	10L45	03/48	E4,15
1820-1825	New	778-783	FM	H10-44	10L325-330	02-03/50	E4
1826,1827	New	750,751	FM	H12-44	12L374,375	05/50	E4
1828-1832	New	752-756	FM	H12-44	12L428-432	03/51	E4
1833-1837	New	715-719	FM	H12-44	12L448-452	10-11/51	E4
1838-1847	New	720-729	FM	H12-44	12L520-529	11/51	E4

1850-1896: S-2s and S-4s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
1850-1852	New	840-842	ALCO	S-2	76619-76621	04/49	E4
1853-1857	New	843-847	ALCO	S-2	76747-76751	04/49	E4
1858-1862	New	848-851; 852 1 st	ALCO	S-2	77517-77521	05/50	E4
1863-1867	New	853-857	ALCO	S-4	78421-78425	11/50	E4
1868-1872	New	858-860; 861 1 st ; 862	ALCO	S-4	78718-78722	04/51	E4
1873-1882	New	800-809 1 st	ALCO	S-4	78844-78853	10/51	E4
1883,1884	New	810; 811 1 st	ALCO	S-4	78854,78855	10/51	E4
1885-1887	New	812-814	ALCO	S-4	79216-79218	10/51	E4
1888-1891	New	863-866	ALCO	S-4	80083-80086	10/52	E4

1892-1896	New	815-819	ALCO	S-4	80969-80973	12/53-01/54	E4
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1901-1925: DS44-1000s and S12s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
1901-1904	New	946-949 1 st	BLW	DS44-1000	74632-74635	10/49	E4
1905-1909	New	920-924	BLW	S-12	75007-75011	11-12/50	E4
1910-1914	New	900-904	BLW	S-12	75146-75150	11/51	E4
1915,1916	New	905,906	BLW	S-12	75278,75279	12/51	E4
1917	New	925	BLW	S-12	75701	11/52	E4
1918,1919	New	907; 908 1 st	BLW	S-12	75967,75968	12/53	E4
1920-1925	New	909-914	BLW	S-12	75969-75974	12/53-01/54	E4

2000-2006: Cows and calves

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
2000A	New	696A	EMD	TR2A	7919	12/49	C,E4
2000B	New	696B	EMD	TR2B	7920	12/49	C,E4
2001A	New	690A	EMD	TR4A	11402	09/50	C,E4
2001B	New	690B	EMD	TR4B	11403	09/50	C,E4
2002A-2006A	New	691A-695A	EMD	TR4A	12447-12451	01/51	C,E4
2002B-2006B	New	691B-695B	EMD	TR4B	12452-12456	01/51	C,E4

2020-2061 1st: SW1200s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
2020-2047 1 st	New	625-652	EMD	SW1200	20055-20082	11/54	E4
2048-2061 1 st	New	600-613	EMD	SW1200	20041-20054	11-12/54	E4

2100-2155: Baldwin, FM and ALCO C-C roadswitchers

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
2100,2101	New	560,561 1 st	BLW	AS616	75085,75086	04/51	E4
2100B,2101B	New	2102,2103	BLW	AS616B	75232,75233	04/51	D1
2102,2103	2100B,2101B	562,563	BLW	AS616m	75232,75233	04/51	E4
2104-2107	New	564-567	BLW	AS616	75907-75910	08-09/53	E4
2125-2127	New	550-552 1 st	FM	H16-66	16L693-695	09/53	E4
2128-2130	New	553-555 1 st	FM	H16-66	16L757-759	08/53	E4
2150-2152	New	570-572	ALCO	RSD-5	80777-80779	08/53	E4
2153-2155	New	573-575	ALCO	RSD-5	80802-80804	10/53	E4

2200-2237: SD7s and SD9s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
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2200,2201	New	500 1 st , 501	EMD	SD7	15612,15613	04/52	E4
2202-2205	New	502-505 1 st	EMD	SD7	15613-15617	05/52	E4
2206-2209	New	506-508 1 st , 509	EMD	SD7	15618-15621	06/52	E4
2210,2211	New	510,511 1 st	EMD	SD7	15622,15623	08/52	E4
2212-2214	New	512,513; 514 1 st	EMD	SD7	16941-16943	06/53	E4
2215-2223	New	515-523	EMD	SD7	18301-18309	10/53	E4
2224-2226	New	530,531;532 1 st	EMD	SD9	18769-18771	01-02/54	E4
2227,2228	New	533; 534 1 st	EMD	SD9	18772,18773	01-02/54	E4
2229-2236	New	535-542	EMD	SD9	18774-18781	01-02/54	E4
2237	New	543 1 st	EMD	SD9	18782	01-02/54	E4

2300-2325: H12-44s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
2300-2309	New	730-739	FM	H12-44	12L561-570	03-04/52	E4
2310-2314	New	740-744	FM	H12-44	12L823-827	01-02/54	E4
2315-2325	New	700-710	FM	H12-44	12L950-960	01-02/55	E4

2368-2443: GP9s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
2368-2377	New	260-269	EMD	GP9	23527-23536	01/58	E4
2378-2383	New	250-254; 255 1 st	EMD	GP9	21202-21207	05/56	E4
2384-2387	New	256-259	EMD	GP9	21208-21211	05/56	E4
2388-2399	New	238-249	EMD	GP9	20029-20040	11/54	E4
2400-2402	New	220,221,215	EMD	GP9	18764-18766	01/54	E4
2403,2404	New	222,223	EMD	GP9	18767,18768	01/54	E4
2405-2408	New	216-218,224	EMD	GP9	19568-19571	06/54	E4
2409-2412	New	219,225-227	EMD	GP9	19572-19575	06/54	E4
2413-2415	New	210-212	EMD	GP9	19576-19578	06/54	E4
2416-2425	New	228-237	EMD	GP9	19579-19588	06/54	E4
2426-2435	New	200-209 1 st	EMD	GP9	19589-19598	06/54	E4
2436-2443	New	270-276 1 st , 277	EMD	GP9	19599-19606	06/54	E4

2450-2516: H16-44s and RS-3s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
2450-2457	New	400,401 1 st ; 402-407	FM	H16-44	16L815-822	01/54	E4
2458-2462	New	408-412	FM	H16-44	16L915-919	09/54	E4
2463-2469	New	413-419	FM	H16-44	16L908-914	08-09/54	E4
2475-2477	New	450-452 1 st	ALCO	RS-3	80578,80579,80581	12/53	E4
2478-2482	New	453-457 1 st	ALCO	RS-3	80650-80654	12/53	E4
2483-2487	New	458-462 1 st	ALCO	RS-3	80738-80742	09/54	E4
2488-2495	New	463-470 1 st	ALCO	RS-3	81703-81710	11/55	E4
2500-2508	New	420-427; 428 1 st	FM	H16-44	16L934-942	12/54	E4

2509-2513	New	429 1 st ; 430-433	FM	H16-44	16L994-998	01-02/56	E4
2514-2516	New	434-436 1 st	FM	H16-44	16L999-1001	01-02/56	E4

5800,5801 1st: 80-ton Whitcombs

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
5800,5801 1 st	New	E90,E91	Whitcomb	80 Ton	50004,50005	11/29,06/30	14

Part 2: 1959 Renumbering and later

1-30: FP45s, SD45s, and GP40 and SD40-2 masters and remotes

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
1-5	New	Retired	EMD	FP45	34158-34162	12/68	J,16
6-11	4000-4005	Retired	EMD	SD45	33525-33530	02/68	K,17
12-15	4006-4009	Retired	EMD	SD45	34149-34152	12/68	K,17
16 1 st	2046 2 nd	2046 3 rd	EMD	GP40	32490	01/67	K
17,19 1 st	2057,2059 2 nd	2057,2059 3 rd	EMD	GP40	34145,34147	12/68	K
16-20 (2 nd)	177-181 2 nd	SOO 6300-6304	EMD	SD40-2	72640-7 - 11	07/73	A,K,19
21-30	New	SOO 6305-6314	EMD	SD40-2	72641-1 - 10	07/73	A,K,19

30-38: Renumbered and new E9s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
30AC,31A	200AC,201A	ATK 405-407	EMD	E9A	21601-21603	02/56	J,18
31C,32A	201C,202A	ATK 408,434	EMD	E9A	21604,21605	04/56	J,18
32C,33A	202C,203A	Retired	EMD	E9A	21606,21607	04/56	J,18
33C	203C	Note 18	EMD	E9A	21608	05/56	D10,J,18
34A	204A	ATK 435	EMD	E9A	21609	05/56	J,18
34C	204C	Retired	EMD	E9A	21610	05/56	J,18
35AC	205AC	ATK 409,410	EMD	E9A	21611,21612	05/56	J,18
30B	200B	Retired	EMD	E9B	21613	02/56	J,18
31B	201B	ATK 471	EMD	E9B	21614	02/56	J,18
32B,33B	202B,203B	ATK 450,472	EMD	E9B	21615,21616	04/56	J,18
34B,35B	204B,205B	ATK 451,452	EMD	E9B	21617,21618	04/56	J,18
36AC-38AC	New	Note 18	EMD	E9A	26565-26570	04/61	J,18

47-83: Renumbered F7A road slug masters

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
47AC 2 nd	48C,116C	81A 2 nd , 81C 3 rd 57	EMD	F7A	10348,15216	12/50,11/51	D13,7
81A 2 nd , 81C 3 rd 57	47AC 2 nd	Note 7	EMD	F7A	10348,15216	12/50,11/51	D13,7
82A 2 nd	77C	Retired	EMD	F7A	8396	12/49-01/50	D13,7
82C 3 rd	114C	Retired	EMD	F7A	15212	11/51	D13,7
83A 2 nd	110C	Note 7	EMD	F7A	11803	12/50-01/51	D13,7

83C 3 rd	72C	Retired	EMD	F7A	10318	07/50	D13,7
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60-64: FP7s and passenger F7Bs converted to freight

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
60AC-62AC	90AC-92AC	Retired	EMD	FP7	10323-10328	06-07/50	C,D4,7
63A	93A	Note 7	EMD	FP7	10329	06-07/50	C,D4,7
63C,64AC	93C,94AC	Retired	EMD	FP7	10330-10332	06-07/50	C,D,7
60B-64B	90B-94B	Retired	EMD	F7B	10341-10345	06-07/50	C,D,7

84-86: Other renumbered F7s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
84A 3 rd 57	48A 57	Retired	EMD	F7A	10347	12/50	C,7
85A 3 rd 57	49A 57	Note 7 80	EMD	F7A	10349	12/50	C,7
84B,85B 3 rd 57	48B,49B 57	Retired	EMD	F7B	10356,10357	12/50	C,7
85C,86AC 3 rd 57	49C,50AC 57	Retired	EMD	F7A	10350-10352	12/50	C,7

93,94,125-128: Renumbered F9s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
93AC 2 nd	125A,126A 1 st	Retired	EMD	F9A	18752,18754	01/54	B,D,8
94AC 2 nd	127A,128A	Retired	EMD	F9A	18755,18757	01/54	B,D,8
125A 1 st	81C 3 rd	93A 2 nd	EMD	F9A	18752	01/54	C,D4,E5
125A 2 nd	125C 1 st	Retired	EMD	F9A	18753	01/54	8
125B	81D 2 nd	Retired	EMD	F9B	20610	01/54	8
125C 1 st	82C 2 nd	125A 2 nd	EMD	F9A	18753	01/54	C,E5
125C 2 nd ,125D	128BC	Retired	EMD	F9B	20615,20614	01/54	8
126A 1 st	83C 2 nd	93C 2 nd	EMD	F9A	18754	01/54	C,D4,E5
126A 2 nd	127C	Note 8 82	EMD	F9A	18756	01/54	8
126BC	83D,82D 2 nd	Retired	EMD	F9B	20611,20612	01/54	8
126D	127B	Retired	EMD	F9B	20613	01/54	8
127A	84C 2 nd	94A 2 nd	EMD	F9A	18755	01/54	C,D4,E5
127B	84D 2 nd	126D	EMD	F9B	20613	01/54	C,E5
127C	85C 2 nd	126A 2 nd	EMD	F9A	18756	01/54	C,E5
128A	86C	94C 2 nd	EMD	F9A	18757	01/54	C,D4,E5
128BC	86D; 85D 2 nd	125C 2 nd ,125D	EMD	F9B	20615,20614	01/54	C,E5

130-199 1st: U28Bs and GP40s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
130-135 1 st	New	5506-5511	GE	U28B	36035-36040	07/66	E7,20
136 (1 st)	Vacant						
137-140 1 st	New	6000-6003	GE	U28B	36136-36139	11/66	D10,E7,20
153-173 1 st	New	2026-2046 2 nd	EMD	GP40	32470-32490	01/67	E7,21

174-179 1 st	New	2012-2017	EMD	GP40	32294-32299	10/66	E7,21
180 1 st	New	2025 2 nd	EMD	GP40	31610	03/66	E7,21
181-185 1 st	New	2001-2005	EMD	GP40	31611-31615	03/66	E7,21
186-190 1 st	New	2006-2010	EMD	GP40	31672-31676	03/66	E7,21
191 1 st	New	2000	EMD	GP40	31677	03/66	E7,21
192,193 1 st	New	2018,2019	EMD	GP40	32300,32301	10/66	E7,21
194-198 1 st	New	2020-2024 2 nd	EMD	GP40	32302-32306	10/66	E7,21
199 1 st	New	2011	EMD	GP40	32307	10/66	E7,21

130-209 (2nd): SD40-2s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
130,131 2 nd	3000,3001	Note 19	EMD	SD40-2	7396-01,02	07/72	A,19
132 2 nd	3002	SOO 6316	EMD	SD40-2	7396-03	07/72	A,19
133-135 2 nd ,136	3003-3006	Note 19	EMD	SD40-2	7396-04 - 07	07/72	A,19
137-140 2 nd	3007-3010	Note 19	EMD	SD40-2	7396-08 - 11	07/72	A,19
141,142	3011,3012	Note 19	EMD	SD40-2	7396-12,13	07/72	A,19
143	3013	SOO 6375	EMD	SD40-2	7396-14	07/72	A,19
144	3014	Note 19	EMD	SD40-2	7396-15	07/72	A,19
145	3015	Retired	EMD	SD40-2	7396-16	07/72	A,19
146,147	3016,3017	Note 19	EMD	SD40-2	7396-17,18	07/72	A,19
148-152	3018-3022	Note 19	EMD	SD40-2	7396-19 - 23	08/72	A,19
153-162 2 nd	3023-3032	Note 19	EMD	SD40-2	7396-24 - 33	08/72	A,19
163 2 nd	3033	SOO 6380	EMD	SD40-2	7396-34	08/72	A,19
164-170 2 nd	3034-3040	Note 19	EMD	SD40-2	7396-35 - 41	08/72	A,19
171-175 2 nd	New	SOO 6381,6345-6348	EMD	SD40-2	72640-1 - 5	07/73	A,19
176 2 nd	New	SOO 6382	EMD	SD40-2	72640-6	07/73	A,19
177-181 2 nd	New	16-20 (2 nd)	EMD	SD40-2	72640-7 - 11	07/73	K
182-184 2 nd	New	SOO 6349-6351	EMD	SD40-2	73687-1 - 3	06/74	A,19
185 2 nd	New	Retired	EMD	SD40-2	73687-4	06/74	19
186-193 2 nd	New	SOO 6352-6359	EMD	SD40-2	73687-5 - 12	06/74	A,19
194,195 2 nd	New	SOO 6384,6385	EMD	SD40-2	73687-13,14	06/74	A,19
196-198 2 nd	New	SOO 6360-6362	EMD	SD40-2	73687-15 - 17	06/74	A,19
199-201 2 nd	New	SOO 6386,6387,6363	EMD	SD40-2	73687-18 - 20	06/74	A,19
202-209 2 nd	New	SOO 6388,6364-6370	EMD	SD40-2	73687-21 - 28	06/74	A,19

200-277 (1st): GP9s renumbered in 1959.

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
200-206 1 st	2426-2432	Note 22	EMD	GP9	19589-19595	06/54	22
207-209 1 st	2433-2435	Note 22	EMD	GP9	19596-19598	06/54	22
210,211	2413,2414	Note 22	EMD	GP9	19576,19577	06/54	22
212	2415	Table 1	EMD	GP9	19578	06/54	22
213,214	Vacant						
215	2402	255 2 nd	EMD	GP9	18766	01/54	22
216-218	2405-2407	994,985,990 3 rd	EMD	GP9	19568-19570	06/54	22

219	2409	272 2 nd	EMD	GP9	19572	06/54	22
220-222	2400,2401,2403	982 3 rd ,273 2 nd , 963 3 rd	EMD	GP9	18764,18765,18767	01/54	22
223	2404	Table 1	EMD	GP9	18768	01/54	22
224,225	2408,2410	996,995 3 rd	EMD	GP9	19571,19573	06/54	22
226,227	2411,2412	983 3 rd , 984 2 nd	EMD	GP9	19574,19575	06/54	22
228-230	2416-2418	274,987,275 2 nd	EMD	GP9	19579-19581	06/54	22
231	2419	Retired	EMD	GP9	19582	06/54	22
232-234	2420-2422	276 2 nd ; 961,962 3 rd	EMD	GP9	19583-19585	06/54	22
235,236	2423,2424	Table 1	EMD	GP9	19586,19587	06/54	22
237	2425	278	EMD	GP9	19588	06/54	22
238-240	2388-2390	989,960,965 2 nd	EMD	GP9	20029-20031	11/54	22
241,242	2391,2392	Table 1	EMD	GP9	20032,20033	11/54	22
243-245	2393-2395	959 2 nd ; 279; 968 2 nd	EMD	GP9	20034-20036	11/54	22
246	2396	Table 1	EMD	GP9	20037	11/54	22
247-249	2397-2399	967,966,956 2 nd	EMD	GP9	20038-20040	11/54	22
250,251	2378,2379	976,975 3 rd	EMD	GP9	21202,21203	05/56	22
252-254	2380-2382	974-972 2 nd	EMD	GP9	21204-21206	05/56	22
255 1 st	2383	999	EMD	GP9	21207	05/56	22
256-258	2384-2386	971-969 2 nd	EMD	GP9	21208-21210	05/56	22
259	2387	Retired	EMD	GP9	21211	05/56	22
260-263	2368-2371	946-949 3 rd	EMD	GP9	23527-23530	01/58	22
264-269	2372-2377	950-955 2 nd	EMD	GP9	23531-23536	01/58	22
270-272 1 st	2436-2438	980 3 rd ,979 2 nd ,993 3 rd	EMD	GP9	19599-19601	06/54	22
273,274 1 st	2439,2440	978 2 nd ,991 3 rd	EMD	GP9	19602,19603	06/54	22
275,276 1 st	2441,2442	981 3 rd ,986 2 nd	EMD	GP9	19604,19605	06/54	22
277	2443	977 3 rd	EMD	GP9	19606	06/54	22

255 2nd, 270-276 2nd, 278,279: GP9s renumbered in series after 1959

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
255 2 nd	215	957 2 nd	EMD	GP9	18766	01/54	22
270 2 nd	Note 22	Note 22	EMD	GP9	Note 22	Note 22	22
271 2 nd	Note 22	Retired	EMD	GP9	Note 22	Note 22	22
272 2 nd	219	Retired	EMD	GP9	19577,19572	06/54	22
273 2 nd	221	Retired	EMD	GP9	18765	01/54	22
274,275 2 nd	228,230	Retired	EMD	GP9	19579,19581	06/54	22
276 2 nd ,278	232	Retired	EMD	GP9	19583,19588	06/54	22
279	244	Retired	EMD	GP9	20035	11/54	22

280-331: GP9s delivered in 1959 number scheme

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
280	New	Note 22	EMD	GP9	25275	03-07/59	6,22
281-285	New	Retired	EMD	GP9	25276-25280	03-07/59	6,22
286	New	Note 22	EMD	GP9	25281	03-07/59	6,22
287-290	New	Retired	EMD	GP9	25282-25285	03-07/59	6,22

291-293	New	Note 22	EMD	GP9	25286-25288	03-07/59	6,22
294-296	New	Retired	EMD	GP9	25289-25291	03-07/59	6,22
297	New	Note 22	EMD	GP9	25292	03-07/59	6,22
298-300	New	Retired	EMD	GP9	25293-25295	03-07/59	6,22
301-303	New	Note 22	EMD	GP9	25296-25298	03-07/59	6,22
304-310	New	Retired	EMD	GP9	25299-25305	03-07/59	6,22
311,312	New	Note 22	EMD	GP9	25306,25307	03-07/59	6,22
313	New	Retired	EMD	GP9	25308	03-07/59	6,22
314-317	New	Note 22	EMD	GP9	25309-25312	03-07/59	6,22
318	New	Retired	EMD	GP9	25313	03-07/59	6,22
319-323	New	Note 22	EMD	GP9	25314-25318	03-07/59	6,22
324,325	New	Retired	EMD	GP9	25319,25320	03-07/59	6,22
326	New	Note 22	EMD	GP9	25321	03-07/59	6,22
327	New	Retired	EMD	GP9	25322	03-07/59	6,22
328	New	Note 22	EMD	GP9	25323	03-07/59	6,22
329,330	New	Retired	EMD	GP9	25324,25325	03-07/59	6,22
331	New	Note 22	EMD	GP9	25326	03-07/59	6,22

340-355 (1st): GP30s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
340-349	New	1000-1009	EMD	GP30	27736-27745	05,07/63	D7,E7,1
350-355 1 st	New	1010-1015	EMD	GP30	27746-27751	05,07/63	D7,E7,1

360-371 (1st): GP35s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
360-365 1 st	New	1500-1505	EMD	GP35	30313-30318	05-06/65	E7,7
366-371	New	1506-1511	EMD	GP30	30319-30324	05-06/65	E7,7

350-365 (2nd): GP38-2s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
350-355 2 nd	New	SOO 4500-4505	EMD	GP38-2	72689-1 - 6	06/73	A,23
356-359	New	SOO 4506-4509	EMD	GP38-2	74610-1 - 4	09/74	A,23
360-365 2 nd	New	SOO 4510-4515	EMD	GP38-2	74610-5 - 10	09/74	A,23

380 1st, 381-391: U25Bs

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
380 1 st	New	Retired	GE	U25B	35632	06/65	7,24
381-385	New	5000-5004 1 st	GE	U25B	35633-35637	06-08/65	E7,7,24
386-391	New	5005-5010	GE	U25B	35638-35643	06-08/65	E7,7,24

380 2nd,393-398: U28Bs

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
380 2 nd	New	5512	GE	U28B	36155	12/66	D10,E7,24
393-398	New	5500-5505	GE	U28B	35745-35750	01/66	E7,7

400-436 (1st): H16-44s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
400,401 1 st	2450,2451	428,429 2 nd	FM	H16-44	16L815,816	01/54	25
400 2 nd	428 1 st	Retired	FM	H16-44	16L942	12/54	25
401 2 nd	429 1 st	Retired	FM	H16-44	16L994	01-02/56	25
402-407	2452-2457	Retired	FM	H16-44	16L817-822	01/54	25
408-412	2458-2462	Retired	FM	H16-44	16L915-919	09/54	25
413-419	2463-2469	Retired	FM	H16-44	16L908-914	08-09/54	25
420-427	2500-2507	Retired	FM	H16-44	16L934-941	12/54	25
428 1 st	2508	400 2 nd	FM	H16-44	16L942	12/54	25
429 1 st	2509	401 2 nd	FM	H16-44	16L994	01-02/56	25
428,429 2 nd	400,401 1 st	Retired	FM	H16-44	16L815,816	01/54	25
430-433	2510-2513	Retired	FM	H16-44	16L995-998	01-02/56	25
434-436 1 st	2514-2516	Retired	FM	H16-44	16L999-1001	01-02/56	25

450-493 1st: RS-3s, retrucked RSC-2ms and RS-2

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
450-452 1 st	2475-2477	Retired	ALCO	RS-3	80578,80579	12/53	D7,26
452,453 1 st	2477,2478	Retired	ALCO	RS-3	80581,80650	12/53	D7,26
454,455 1 st	2479,2480	463 3 rd ,493 2 nd	ALCO	RS-3	80651,80652	12/53	D7,26
456,457 1 st	2481,2482	467,491 2 nd	ALCO	RS-3	80653,80654	12/53	D7,26
458 1 st	2483	Retired	ALCO	RS-3	80738	09/54	D7,26
459 1 st	2484	464 2 nd	ALCO	RS-3	80739	09/54	D7,26
460,461 1 st	2485,2486	Retired	ALCO	RS-3	80740,80741	09/54	D7,26
462 1 st	2487	469 2 nd	ALCO	RS-3	80742	09/54	D7,26
463,464 1 st	2488,2489	492,459 2 nd	ALCO	RS-3	81703,81704	11/55	D7,26
465,466 1 st	2490,2491	Retired	ALCO	RS-3	81705,81706	11/55	D7,26
467-469 1 st	2492-2494	456 2 nd ,455 3 rd ,462 2 nd	ALCO	RS-3	81707-81709	11/55	D7,26
470 1 st	2495	Retired	ALCO	RS-3	81710	11/55	D7,26
490,491 1 st	976,981 1 st	585,457 2 nd	ALCO	RSC-2m	73644,74994	11,12/46	D2,D3,26
492 1 st	990 1 st	463 2 nd	ALCO	RSC-2m	75138	03/47	D2,D3,26
493 1 st	996 1 st	455 2 nd	ALCO	RS-2	76642	02/49	D3,D7,26

450-493 2nd/3rd: Renumbered RS-3s, retrucked RSC-2ms and RS-2

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
454 2 nd	492 2 nd	Retired	ALCO	RS-3	81703	11/55	D7,26
455 2 nd	493 1 st	468 2 nd	ALCO	RS-2	76642	02/49	D3,D7,26
455 3 rd ,456 2 nd	468,467 1 st	Retired	ALCO	RS-3	81708,81707	11/55	D7,26

456 3 rd	492 2 nd	Retired	ALCO	RS-3	81703	11/55	D7,26
457 2 nd	491 1 st	Retired	ALCO	RSC-2m	74994	12/46	D2,D3,26
459,462 2 nd	464,469 1 st	Retired	ALCO	RS-3	81704,81709	11/55	D7,26
463 2 nd	492 1 st	Retired	ALCO	RSC-2m	75138	03/47	D2,D3,26
463 3 rd	454 1 st	Note D13	ALCO	RS-3	80651	12/53	D7,D13,26
464 2 nd	459 1 st	Retired	ALCO	RS-3	80739	09/54	D7,26
464 3 rd ?	Note 26	Retired	ALCO	RS-3	Note 26	Note 26	D7,26
467 2 nd	456 1 st	461 2 nd 68	ALCO	RS-3	80653	12/53	D7,26
469 2 nd	462 1 st	463 4 th 68	ALCO	RS-3	80742	09/54	D7,26
491 2 nd	457 1 st	Retired	ALCO	RS-3	80654	12/53	D7,26
492 2 nd	463 1 st	Retired	ALCO	RS-3	81703	11/55	D7,26
493 2 nd	455 1 st	Retired	ALCO	RS-3	80652	12/53	D7,26

461,462,463,468 2nd/3rd/4th: Planned additional renumbered RS-3s – see note 26.

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
461 2 nd	467 2 nd 68	Retired	ALCO	RS-3	80653	12/53	D7,26
462 3 rd	468 2 nd 68	Retired	ALCO	RS-3	Note 26	Note 26	D7,26
463 4 th	469 2 nd 68	Retired	ALCO	RS-3	80742	09/54	D7,26
468 2 nd	Note 26	462 3 rd 68	ALCO	RS-3	Note 26	Note 26	D7,26

434-497 (2nd/3rd/4th): MP15ACs

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
434-436 2 nd	New	SOO 1500-1502	EMD	MP15AC	75629-01 – 03	01-02/76	A,27
437-449	New	SOO 1503-1515	EMD	MP15AC	75629-04 – 16	01-02/76	A,27
450-453 2 nd	New	SOO 1516-1519	EMD	MP15AC	75629-17 – 20	01-02/76	A,27
454 3 rd , 455 4 th	New	SOO 1520,1521	EMD	MP15AC	75629-21,22	01-02/76	A,27
456 4 th , 457 3 rd	New	SOO 1522,1523	EMD	MP15AC	75629-23,24	01-02/76	A,27
458 2 nd , 459 3 rd	New	SOO 1524,1525	EMD	MP15AC	75629-25,26	01-02/76	A,27
460 2 nd , 461 3 rd	New	SOO 1526,1527	EMD	MP15AC	75629-27,28	01-02/76	A,27
462 4 th , 463 5 th	New	SOO 1528,1529	EMD	MP15AC	75629-29,30	01-02/76	A,27
464 4 th , 465 2 nd	New	SOO 1530,1531	EMD	MP15AC	75629-31,32	01-02/76	A,27
466-470 (2 nd ,3 rd)	New	SOO 1532-1536	EMD	MP15AC	75625-01 – 05	10-11/75	A,27
471-489	New	SOO 1537-1555	EMD	MP15AC	75629-06 – 24	10-11/75	A,27
490-493 (2 nd ,3 rd)	New	SOO 1556-1559	EMD	MP15AC	75629-25 – 28	10-11/75	A,27
494-497	New	SOO 1560-1563	EMD	MP15AC	75629-29 – 32	10-11/75	A,27

500-543 (1st): SD7s and SD9s, 1959 scheme

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
500 1 st	2200	559	EMD	SD7	15612	04/52	D15
501	2201	Retired	EMD	SD7	15613	05/52	28
502-504 1 st	2202-2204	556; 548 2 nd ; 546	EMD	SD7	15614-15616	05/52	D15
505,506 1 st	2205,2206	Table 3	EMD	SD7	15617,15618	05,06/52	D15
507,508 1 st ; 509	2207-2209	547 2 nd ; 558; 534 2 nd	EMD	SD7	15619-15621	06/52	D15

510,511 1 st	2210,2211	549,555 2 nd	EMD	SD7	15622,15623	08/52	D15
512	2212	Note 28	EMD	SD7	16941	06/53	28
513	2213	Retired	EMD	SD7	16942	06/53	28
514 1 st	2214	Table 3	EMD	SD7	16943	06/53	D15
515,516	2215,2216	Table 3	EMD	SD7	18301,18302	10/53	D15
517	2217	550 2 nd	EMD	SD7	18303	10/53	D15
518,519	2218,2219	Retired	EMD	SD7	18304,18305	10/53	28
520	2220	543 2 nd	EMD	SD7	18306	10/53	D15
521	2221	Table 3	EMD	SD7	18307	10/53	D15
522	2222	Note 28	EMD	SD7	18308	10/53	28
523	2223	Table 3	EMD	SD7	18309	10/53	D15
530,531; 532 1 st	2224-2226	500,502,503 2 nd	EMD	SD9	18769-18771	01-02/54	D15
533; 534 1 st	2227,2228	504,551 2 nd	EMD	SD9	18772,18773	01-02/54	D15
535,536	2229,2230	554 2 nd ,557	EMD	SD9	18774,18775	01-02/54	D15
537-540	2231-2234	505-508 2 nd	EMD	SD9	18776-18779	01-02/54	D15
541,542; 543 1 st	2235-2237	510,511,514 2 nd	EMD	SD9	18780-18782	01-02/54	D15

524-567 (1st): H16-66s and AS616s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
524-526	547-549 1 st	Retired	FM	H16-66	16L757-759	08/53	29
527-529	550-552 1 st	Retired	FM	H16-66	16L693-695	09/53	29
547-549 1 st	553-555 1 st	524-526	FM	H16-66	16L757-759	08/53	29
550-552 1 st	2125-2127	527-529	FM	H16-66	16L693-695	09/53	29
553-555 1 st	2128-2130	547-548 1 st	FM	H16-66	16L757-759	08/53	29
560,561 1 st	2100,2101	Retired	BLW	AS616	75085,75086	04/51	D16,30
562,563	2102,2102	Retired	BLW	AS616m	75232,75233	04/51	D1,D16,30
564,566	2104,2106	Retired	BLW	AS616	75907,75909	08-09/53	D16,30
565,567	2105,2107	568,569 ⁶⁷	BLW	AS616	75908,75910	08-09/53	D16,30
568,569	565,567 ⁶⁷	Retired	BLW	AS616	75908,75910	08-09/53	D16,30

500-561 (2nd): Renumbered or rebuilt SD7s and SD9s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
500 2 nd	530	Note 28	EMD	SD9	18769	01-02/54	28
502-504 2 nd	531; 532 1 st ; 533	Retired	EMD	SD9	18770-18772	01-02/54	28
505-507 2 nd	537-539	Retired	EMD	SD9	18776-18778	01-02/54	28
508 2 nd	540	Note 28	EMD	SD9	18779	01-02/54	28
510 2 nd ?	541 1 st ?	532 2 nd ?	EMD	SD9	18780	01-02/54	28
511 2 nd	542	Note 28	EMD	SD9	18781	01-02/54	28
514 2 nd	543 1 st	Retired	EMD	SD9	18782	01-02/54	28
532 2 nd	510 2 nd /541 1 st	SOO 532	EMD	SD9r	18780	01/76	A,D15,28
534,543 2 nd	509,520	SOO 534,543	EMD	SD7r	15621,18306	12,10/75	A.D15,28
544,545	Table 4	Note 28	EMD	SD7r	Table 4	03,11/74	D15,28
546	504 1 st	Note 28	EMD	SD7r	15616	12/74	D15,28
547,548 2 nd	507,503 1 st	Note 28	EMD	SD7r	15619,15615	11/73,03/74	D15,28

549,550 2 nd	510 1 st ; 517	Note 28	EMD	SD7r	15622,18303	04/74	D15,28
551 2 nd	534 1 st	Note 28	EMD	SD9r	18773	06/74	D15,28
552,553 2 nd	Table 4	Note 28	EMD	SD7r	Table 4	06,07/74	D15,28
554 2 nd	535	Note 28	EMD	SD9r	18774	10/74	D15,28
555 2 nd ,556	511,502 1 st	Note 28	EMD	SD7r	15623,15614	10,09/74	D15,28
557	536	Note 28	EMD	SD9r	18775	09/74	D15,28
558,559;560 2 nd	508; 500,514 1 st	Note 28	EMD	SD7r	15620,15612,16943	08,07,05/74	D15,28
561 2 nd	516	Retired	EMD	SD7r	18302	05/74	D15,28

570-575: RSD-5s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
570-272	2150-2152	Retired	ALCO	RSD-5	80777-80779	08/53	31
573-575	2153-2155	Retired	ALCO	RSD-5	80802-80804	10/53	31

580-597 (1st): RSC-2s and retrucked RS-2s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
580,581 1 st	975,977 1 st	579,577	ALCO	RSC-2	73643,73647	11,12/46	D2,D8,J
582,583 1 st	979,980 1 st	Retired	ALCO	RSC-2	74989,74990	12/46	D2,J,26
584 1 st	989 1 st	Retired	ALCO	RSC-2	75135	02/47	D2,J,26
585 1 st	991 1 st	580 2 nd	ALCO	RSC-2	75139	04/47	D2,D8,J
585 2 nd	490 1 st	Retired	ALCO	RSC-2m	73644	11/46	D2,D3,26
586,587 1 st	992,978 1 st	Retired	ALCO	RSC-2	75140,73648	05/47,12/46	D2,J,26
588 1 st	982 1 st	595 2 nd 48	ALCO	RSC-2	74995	01/47	D2,26
589 1 st	983 1 st	Retired	ALCO	RSC-2	74996	01/47	D2,26
590 1 st	984 1 st	Retired	ALCO	RSC-2	74999	12/46	D2,26
591	985 1 st	578	ALCO	RSC-2	75129	01/47	D2,D8,J
592,596	986,987 1 st	Retired	ALCO	RSC-2	75130,75133	01/47	D2,26
594	988 1 st	Note 26	ALCO	RSC-2	75134	01/47	D2,26
595 1 st ,596,597	993-995 1 st	Retired	ALCO	RS-2m	76639-76641	02/49	D2,26
595 2 nd 48	588 1 st	Retired	ALCO	RSC-2	74995	01/47	D2,26

576-579, 580 2nd: "RSC-25" RSC-2 rebuilds

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
576,577	580 2 nd , 581 1 st	Retired	ALCO	RSC-2r	75139,73647	11,10/65	D2,D8,26
578	591 1 st	Note 26	ALCO	RSC-2r	75129	10/65	D2,D8,26
579	580 1 st	Retired	ALCO	RSC-2r	73643	10/65	D2,D8,26
580 2 nd	585 1 st	576	ALCO	RSC-2r	75139	11/65	D2,D8,26

581-590 2nd/3rd: SDL39s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
581 2 nd	New	Retired	EMD	SDL39	34272	03/69	32
582-584 2 nd , 585 3 rd	New	SOO 582-585	EMD	SDL39	34273-34276	03/69	A,32

586-590 2nd New Note 30 EMD SDL39 7345-1 – 5 11/72 32

600-652: SW7, SW9s and SW1200s, 1959 scheme

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
600	2048 1 st	Note 33	EMD	SW1200	20041	11-12/54	33
601	2049 1 st	Retired	EMD	SW1200	20042	11-12/54	33
602	2050 1 st	Note 33	EMD	SW1200	20043	11-12/54	33
603	2051 1 st	701 2 nd	EMD	SW1200	20044	11-12/54	33
604	2052 1 st	Retired	EMD	SW1200	20045	11-12/54	33
605	2053 1 st	702 2 nd	EMD	SW1200	20046	11-12/54	33
606	2054 1 st	Retired	EMD	SW1200	20047	11-12/54	33
607	2055 1 st	703 2 nd	EMD	SW1200	20048	11-12/54	33
608-610	2056-2058 1 st	Retired	EMD	SW1200	20049-20051	11-12/54	33
611-613	2059-2061 1 st	Note 33	EMD	SW1200	20052-20054	11-12/54	33
614	1637	Note 33	EMD	SW1200	18758	01/54	33
615	1638	Retired	EMD	SW1200	18759	01/54	33
616	1639	704 2 nd	EMD	SW1200	18760	01/54	33
617	1640	Retired	EMD	SW1200	18761	01/54	33
618,619	1641,1642	Note 33	EMD	SW1200	18762,18763	01/54	33
620-622	1643-1645	Retired	EMD	SW9	15565-15567	10/51	33
623	1646	Retired	EMD	SW7	11401	09/50	33
625	2020 1 st	Note 33	EMD	SW1200	20055	11/54	33
626	2021 1 st	Retired	EMD	SW1200	20056	11/54	33
627	2022 1 st	Note 33	EMD	SW1200	20057	11/54	33
628	2023 1 st	Retired	EMD	SW1200	20058	11/54	33
629	2024 1 st	705 2 nd	EMD	SW1200	20059	11/54	33
630	2025 1 st	Retired	EMD	SW1200	20060	11/54	33
631	2026 1 st	706 2 nd	EMD	SW1200	20061	11/54	33
632	2027 1 st	Retired	EMD	SW1200	20062	11/54	33
633	2028 1 st	707 2 nd	EMD	SW1200	20063	11/54	33
634	2029 1 st	Retired	EMD	SW1200	20064	11/54	33
635,636	2030,2031 1 st	708,709 2 nd	EMD	SW1200	20065,20066	11/54	33
637-639	2032-2034 1 st	Retired	EMD	SW1200	20067-20069	11/54	33
640	2035 1 st	Note 33	EMD	SW1200	20070	11/54	33
641	2036 1 st	710 2 nd	EMD	SW1200	20071	11/54	33
642-644	2037-2039 1 st	711-713	EMD	SW1200	20072-20074	11/54	33
645	2040 1 st	Retired	EMD	SW1200	20075	11/54	33
646,647	2041,2042 1 st	714; 715 2 nd	EMD	SW1200	20076,20077	11/54	33
648	2043 1 st	Note 33	EMD	SW1200	20078	11/54	33
649,650	2044,2045 1 st	Retired	EMD	SW1200	20079,20080	11/54	33
651,652	2046,2047 1 st	716,717 2 nd	EMD	SW1200	20081,20082	11/54	33

665-672: NW2s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
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665,666	1647,1648	Retired	EMD	NW2	5238,5239	11/47	34
667	1649 2 nd	Retired	EMD	NW2	5240	11/47	34
668,669	1650,1651	Retired	EMC	NW2	845,846	06/39	34
670-672	1652-1654	Retired	EMC	NW2	1187-1189	11/40	34

690-696: Cows and Calves

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
690A	2001A	Retired	EMD	TR4A	11402	09/50	35
690B	2001B	Retired	EMD	TR4B	11403	09/50	35
691A-693A	2002A-2004A	Retired	EMD	TR4A	12447-12449	01/51	35
694A	2005A	Note 35	EMD	TR4A	12450	01/51	35
695A	2006A	Retired	EMD	TR4A	12451	01/51	35
691B-695B	2002B-2006B	Retired	EMD	TR4B	12452-12456	01/51	35
696A	2000A	Retired	EMD	TR2A	7919	12/49	35
696B	2000B	Retired	EMD	TR2B	7920	12/49	35

700-756 (1st): H12-44s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
700; 701-710 1 st	2315-2325	Retired	FM	H12-44	12L950-960	01-02/55	15
711-714	Vacant						
715 1 st	1833	Retired	FM	H12-44	12L448	10-11/51	15
716 1 st	1834	746	FM	H12-44	12L449	10/51	15
717 1 st ,718	1835,1836	Retired	FM	H12-44	12L450,451	10-11/51	15
719	1837	747	FM	H12-44	12L452	11/51	15
720-727	1838-1845	Retired	FM	H12-44	12L520-527	11/51	15
728	1846	Note 15	FM	H12-44	12L528	11/51	15
729	1847	Retired	FM	H12-44	12L529	11/51	15
730-734	2300-2304	Retired	FM	H12-44	12L561-565	03-04/52	15
735	2305	Note 15	FM	H12-44	12L566	03-04/52	15
736-739	2306-2309	Retired	FM	H12-44	12L567-570	03-04/52	15
740-744	2310-2314	Retired	FM	H12-44	12L823-827	01-02/54	15
746,747	716,719	Retired	FM	H12-44	12L449,452	10,11/51	15
748,749	752,756	Retired	FM	H12-44	12L428,432	03/51	15
750	1826	Note 15	FM	H12-44	12L374	05/50	15
751	1827	Retired	FM	H12-44	12L375	05/50	15
752	1828	748	FM	H12-44	12L428	03/51	15
753	1829	Note 15	FM	H12-44	12L429	03/51	15
754,755	1830,1831	Retired	FM	H12-44	12L430,431	03/51	15
756	1832	749	FM	H12-44	12L432	03/51	15

700-717 (2nd): Renumbered SW1200s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
701,702 2 nd	603,605	SOO 1206,1207	EMD	SW1200	20044,20046	11-12/54	A,33

703 2 nd	607	SOO 1208	EMD	SW1200	20048	11-12/54	A,33
704 2 nd	616	Retired?	EMD	SW1200	18760	01/54	A,33
705-707 2 nd	629,631,633	SOO 1210-1212	EMD	SW1200	20059,20061,20063	11/54	A,33
708-710 2 nd	635,636,641	SOO 1213-1215	EMD	SW1200	20065,20066,20071	11/54	A,33
711-714	642-644,646	SOO 1216-1219	EMD	SW1200	20072-20074,20076	11/54	A,33
715-717 2 nd	647,651,652	SOO 1220-1222	EMD	SW1200	20077,20081,20082	11/54	A,33

760-783: H10-44s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
760	1802	Retired	FM	H10-44	L1001	08/44	D6,15
761,762	1803,1804	Retired	FM	H10-44	L1005,L1006	06,07/45	D6,15
763,764	1805,1806	Retired	FM	H10-44	L1007,L1008	08,09/45	D6,15
765	1807	Note 15	FM	H10-44	L1009	10/45	D6,15
766,767	1808,1809	Retired	FM	H10-44	L1012	03/46	D6,15
769	1811	Note 15	FM	H10-44	L1013	04/46	D6,15
770	1812	Retired	FM	H10-44	L1014	08/46	D6,15
771-776	1813-1818	Retired	FM	H10-44	10L112-117	01-02/49	D6,15
777	1819	Retired	FM	H10-44	10L45	03/48	D6,15
778-780	1820-1822	Retired	FM	H10-44	10L325-327	02-03/50	D6,15
781-783	1823-1825	Note 15	FM	H10-44	10L328-330	02-03/50	D6,15

800-874 (1st, 2nd): HH-1000S, S-2s and S-4s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
800-803 1 st	1873-1876	Retired	ALCO	S-4	78844-78847	10/51	36
804 1 st	1877	861 2 nd	ALCO	S-4	78848	10/51	36
804 2 nd	861 1 st	Retired	ALCO	S-4	78721	04/51	36
805,806 1 st	1878,1879	Retired	ALCO	S-4	78849,78850	10/51	36
807 1 st	1880	852 2 nd	ALCO	S-4	78851	10/51	36
807 2 nd	852 1 st	Retired	ALCO	S-2	77521	05/50	36
808,809 1 st ; 810	1881-1883	Retired	ALCO	S-4	78852-78854	10/51	36
811 1 st	1884	818 2 nd	ALCO	S-4	78855	10/51	36
811 2 nd	818 1 st	Retired	ALCO	S-4	80972	01/54	36
812-814	1885-1887	Retired	ALCO	S-4	79616-79218	10/51	36
815	1892	Retired	ALCO	S-4	80969	12/53-01/54	36
816	1893	Note 36	ALCO	S-4	80970	12/53-01/54	36
817	1894	Retired	ALCO	S-4	80971	12/53-01/54	36
818,819 1 st	1895,1896	811,854 2 nd	ALCO	S-4	80972,80973	01/54	36
818 2 nd	811 1 st	Note 36	ALCO	S-4	78855	10/51	36
819 2 nd	854 1 st	Retired	ALCO	S-4	78422	11/50	36
820,821	1670,1671	Retired	ALCO	HH-1000	69177,69178	04/40,08/39	37
822-824	1672-1674	Retired	ALCO	S-2	69215,69217,69218	10/40	D7,36
825-827	1666-1668	Retired	ALCO	S-2	69935-69937	09,09,10/43	D7,36
828	1669	Note 36	ALCO	S-2	69938	11/43	D7,36
829,830	1663,1664	Retired	ALCO	S-2	70956,70957	01/44	D7,36

831	1665	Note 36	ALCO	S-2	70958	01/44	36
832-837	1657-1662	Retired	ALCO	S-2	73632-73637	09/45	D7,36
838,839	1678,1679 2 nd	Note 36	ALCO	S-2	75548,75549	11/47	36
840 1 st	1850	Note 36	ALCO	S-2	76619	04/49	D7,36
841,842 (1 st)	1851,1852	Note 36	ALCO	S-2	76620,76621	04/49	36
843-847	1853-1857	Retired	ALCO	S-2	76746-76750 38	04/49	36
848-851	1858-1861	Retired	ALCO	S-2	77517-77520	05/50	36
852 1 st	1862	807 2 nd	ALCO	S-2	77521	05/50	36
852 2 nd	807 1 st	Retired	ALCO	S-4	78851	10/51	36
853	1863	Retired	ALCO	S-4	78421	11/50	36
854 1 st	1864	819 2 nd	ALCO	S-4	78422	11/50	36
854 2 nd	819 1 st	Retired	ALCO	S-4	80973	01/54	36
855-857	1865-1867	Retired	ALCO	S-4	78423-78425	11/50	36
858,859	1868,1869	Retired	ALCO	S-4	78718,78719	04/51	36
860 1 st	1870	Retired	ALCO	S-4	78720	04/51	36
861 1 st	1871	804 2 nd	ALCO	S-4	78721	04/51	36
861 2 nd	804 1 st	Retired	ALCO	S-4	78848	10/51	36
862 1 st	1872	Retired	ALCO	S-4	78722	04/51	36
863-866 1 st	1888-1891	Retired	ALCO	S-4	80083-80086	10/52	36
870-872 1 st	961-963 1 st	Retired	ALCO	RS-1	77469-77471	03/50	10
873,874 1 st	1676,1677	Retired	ALCO	RS-1	70814,70815	05/43	10

800-809 2nd/3rd: Hump service GP9s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
800-806 2 nd	Note 22	Retired	EMD	GP9	Note 22	06/54	22
807 3 rd ; 808,809 2 nd	Note 22	Retired	EMD	GP9	Note 22	06/54	22

860-881 (2nd): SW1s renumbered to clear 900s for GP9 rebuilds – see note 42 regarding 860-862 and 872

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
860 2 nd ,861 3 rd ,862 2 nd	Note 42	Note 42	EMC	Note 42	Note 42	Note 42	42
863,864 2 nd	952,953 1 st	Note 42	EMC	SW1	1048,1186	04,11/40	42
865 2 nd	962 2 nd	Note 42	EMC	SW1	1186,904	08/39	42
866 2 nd	961 2 nd	Retired	EMC	SW1	879	06/39	42
867,868	963 2 nd , 958 1 st	Retired	EMC	SW1	1039,1049	03.04/40	42
869	956 1 st	Note 42	EMC	SW1	1045	03/40	42
870 2 nd	955 1 st	Retired	EMC	SW1	1044	03/40	42
871 2 nd	959 1 st	Note 42	EMC	SW1	1050	04/40	42
872 2 nd	Note 42	Retired	EMC	SW1	Note 42	Note 42	42
873,874 2 nd	942,943 2 nd	Retired	EMC	SW1	1178,1179	10/40	42
875-877	944-946 2 nd	Retired	EMC	SW1	1181-1183	10/40	42
878,879	948,947 2 nd	Note 42	EMC	SW1	1185,1184	10/40	42
880,881	957 1 st , 949 2 nd	Retired	EMC	SW1	1180,1369	10/40,09/41	42

900-939 (1st/2nd): S12s, RS12s and VO1000s, 1959 scheme

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
900-904	1910-1914	Retired	BLW	S-12	75146-75150	11/51	38
905,906	1915,1916	Retired	BLW	S-12	75278,75279	12/51	38
907	1918	Retired	BLW	S-12	75967	12/53	38
908 1 st	1919	939 2 nd	BLW	S-12	75968	12/53	38
908 2 nd	939 1 st	Retired	BLW	VO1000	72047	09/45	40
909,910	1920,1921	Retired	BLW	S-12	75969,75970	12/53-01/54	38
911	1922	Retired	BLW	S-12	75971	12/53-01/54	D16,38
912-914	1923-1925	Retired	BLW	S-12	75962-75974	12/53-01/54	38
920	1905	Retired	BLW	S-12	75007	11-12/50	D16,38
921-924	1906-1909	Retired	BLW	S-12	75008-75011	11-12/50	38
925	1917	Retired	BLW	S-12	75701	11/52	38
926,927	970,971 1 st	Retired	BLW	RS12	75242,75702	05/51,11/52	39
928,929	1680,1681	Retired	BLW	VO1000	62406,62407	07/40	40
930	1682	Retired	BLW	VO1000	64434	11/42	40
931,932 1 st	1683,1684	Retired	BLW	VO1000	69642,69643	08/43	40
933-935 1 st	1685-1687	Retired	BLW	VO1000	70121,70142,70857	01,02,05/44	40
936; 937 1 st	1688,1689	Retired	BLW	VO1000	72044,72045	09/45	40
938 1 st	1690 2 nd	Retired	BLW	VO1000	72046	09/45	40
939 1 st	1691	908 2 nd	BLW	VO1000	72047	09/45	40
939 2 nd	908 1 st	Retired	BLW	S-12	75968	12/53	38

931-935,937-941 2nd/3rd: DS44-1000s, 1972 renumberings

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
931-934 2 nd	940-943 1 st	Retired	BLW	DS44-1000	73920-73923	10/48	41
935 2 nd	944 1 st	Retired	BLW	DS44-1000	73924	11/48	41
937,938 2 nd	946,947 1 st	Retired	BLW	DS44-1000	74632,74633	10/49	41
939 3 rd , 940 2 nd	947,949 1 st	Retired	BLW	DS44-1000	74634,74635	10/49	41
941 2 nd ?	945 1 st ?	Retired	BLW	DS44-1000	73925	11/48	41

940-949 1st): DS44-1000s, 1959 scheme

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
940-943 1 st	1692-1695	931-934 2 nd	BLW	DS44-1000	73920-73923	10/48	E9
944,945 1 st	1696,1697	935 2 nd ; 941 2 nd ?	BLW	DS44-1000	73924,73925	11/48	E9
946,947 1 st	1901,1902	937,938 2 nd	BLW	DS44-1000	74632,74633	10/49	E9
948,949 1 st	1903,1904	939 3 rd ,940 2 nd	BLW	DS44-1000	74634,74635	10/49	E9

950-977 1st/2nd: SW1s, 1959 scheme

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
950,951 1 st	1616,1617	Note 42	EMC	SW1	1042,1043	03/40	42
952,953 1 st	1622,1623	863,864 2 nd	EMC	SW1	1048,1186	04,11/40	42
954 1 st	Note 42	Note 42	EMC	SW1	878	06/39	42

955,956 1 st	1618,1619	870 2 nd ,869	EMC	SW1	1044,1045	03/40	42
957 1 st	1627	880	EMC	SW1	1180	10/40	42
960 1 st	1610	Note 42	EMC	SW1	878	06/39	42
961,962 2 nd	1611,1612	866,865 2 nd	EMC	SW1	879,904	06,08/39	42
963 2 nd	1613	867	EMC	SW1	1039	03/40	42
964 1 st	1614	Note 42	EMC	SW1	1040	03/40	42
965 1 st	1615	941 3 rd	EMC	SW1	1041	03/40	E9
966,967 1 st	1620,1621	Retired	EMC	SW1	1046,1047	04/40	42
968,969 1 st	1623,1624	958,959 1 st	EMC	SW1	1049,1050	04/40	E9
970,971 2 nd	1625,1626	942,943 2 nd	EMC	SW1	1178,1179	10/40	E9
972-974 1 st	1628-1630	944-946 2 nd	EMC	SW1	1181-1183	10/40	E9
975,976 2 nd	1631,1632	947,948 2 nd	EMC	SW1	1184,1185	10/40	E9
977 2 nd	1634	949 2 nd	EMD	SW1	1369	09/41	E9

941-959 1st/2nd/3rd: SW1s renumbered to clear 900s for GP9 rebuilds

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
941 3 rd	965 1 st	Note 42	EMC	SW1	1041	03/40	42
942,943 2 nd	970,971 1 st	873,874 2 nd	EMC	SW1	1178,1179	10/40	42
944-946 2 nd	972-974 1 st	875-877	EMC	SW1	1181-1183	10/40	42
947,948 2 nd	975,976 2 nd	879,878	EMC	SW1	1184,1185	10/40	42
949 2 nd	977 2 nd	881	EMD	SW1	1369	09/41	42
958,959 1 st	968,969 1 st	868; 871 2 nd	EMC	SW1	1049,1050	04/40	42

980-985 2nd: HH660s and VO660

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
980,981 2 nd	1600,1601	Retired	ALCO	HH-660	69255,69256	04/40	43
982,983 2 nd	1602,1603	Retired	ALCO	HH-660	69076,69077	03/39	43
985 2 nd	1635	Retired	BLW	VO660	62393	05/40	9

990-997 2nd/1st: 44-Tonnors

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
990 2 nd	1699 2 nd	Note 11	GE	44 Ton	12909	09/40	11
991 2 nd	1700	Note 11	GE	44 Ton	15039	11/41	11
992 2 nd	1701	Retired	GE	44 Ton	15040	11/41	11
993,994 2 nd	1702,1703	Note 12	Whitcomb	44 Ton	60090,60091	10/41	12
995,996 2 nd	1705,1706	Note 12	Whitcomb	44 Ton	60093,60094	10/41	12
997 1 st	1709	Retired	Dav-Bes	44 Ton	2365	01/42	13

946-999 (2nd/3rd): GP9 rebuilds

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
946 3 rd	260	SOO 4000	EMD	GP9r	23527	10/73	A,22
947 3 rd	261	Note 58	EMD	GP9r	23528	10/73	22,58

949,949 3 rd	262,263	SOO 4001,4002	EMD	GP9r	23529,23530	10/73	A,22
950-952 2 nd	264-266	Note 22	EMD	GP9r	23531-23533	10/73	22
953 2 nd	267	SOO Note 22	EMD	GP9r	23534	09/73	A,22
954,955 2 nd	268,269	Note 22	EMD	GP9r	23535,23536	09/73	22
956,957 2 nd	249; 255 2 nd	Note 22	EMD	GP9r	20040,18766	08,??/73	22
958 2 nd	243	Note 22	EMD	GP9r	20034	06/73	22
959 2 nd	242	Note 58	EMD	GP9r	20033	06/73	22,58
960 2 nd	239	Note 22	EMD	GP9r	20030	07/73	22
961,962 3 rd	233,234	Note 22	EMD	GP9r	19584,19585	06,07/73	22
963 3 rd	222	Note 22	EMD	GP9r	18767	09/73	22
964 2 nd	235	Note 58	EMD	GP9r	19586	07/73	22,58
965-968 2 nd	240,248,247,245	Note 58	EMD	GP9r	20031,20039,20038,20036	06/73	22,58
969-971 2 nd	<u>258-256</u>	Note 58	EMD	GP9r	21210-21208	05,06,05/73	22,58
972-974 2 nd	<u>254-252</u>	Note 58	EMD	GP9r	21206-21204	06,05,05/73	22,58
975,976 3 rd	<u>251,250</u>	Note 58	EMD	GP9r	21203,21202	05/73	22,58
977 3 rd	277	Note 58	EMD	GP9r	19606	05/73	22,58
978,979 2 nd	273,271 1 st	Note 58	EMD	GP9r	19602,19600	12/72	22,58
980,981 3 rd	270,275 1 st	Note 58	EMD	GP9r	19599,19604	12/72	22,58
982,983 3 rd ; 984 2 nd	220,226,227	Retired	EMD	GP9r	18764,19574,19575	02/70	22
985 3 rd	217	Note 22	EMD	GP9r	19569	01/70	22
986 2 nd	276 1 st	Retired	EMD	GP9r	19605	01/70	22
987,988 2 nd	226,246	Retired	EMD	GP9r	19580,20037	12/69	22
989 2 nd	238	Note 22	EMD	GP9r	20029	12/69	N,22
990,991 3 rd	218; 274 1 st	Retired	EMD	GP9r	19570,19603	11/69	22
992,993 3 rd	212; 272 1 st	Retired	EMD	GP9r	19578,19601	?,10/69	22
994 3 rd	216	Note 22	EMD	GP9r	19568	?/69	22
995,996 3 rd	225,224	Retired	EMD	GP9r	19573,19571	09/69	22
997 2 nd	Table 2	Note 22	EMD	GP9r	Table 2	?/69	22
998,999	223; 255 1 st	Retired	EMD	GP9r	18768,21207	07,06/69	22

1000-1015: GP30s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
1000-1009	340-349	Retired	EMD	GP30	27736-27745	05,07/63	D7,1,44
1010-1015	350-355 1 st	Retired	EMD	GP30	27746-27751	05,07/63	D7,1,44

1500-1511: GP35s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
1500-1505	360-365 1 st	Retired	EMD	GP35	30313-30318	05-06/65	7,45
1506-1511	366-371	Retired	EMD	GP35	30319-30324	05-06/65	7,45

2000-2071 (2nd): GP40s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
2000	191 1 st	SOO 2000	EMD	GP40	31677	03/66	A,21

2001-2005	181-185 1 st	SOO 2001-2005	EMD	GP40	31611-31615	03/66	A,21
2006-2010	186-190 1 st	SOO 2006-2010	EMD	GP40	31672-31676	03/66	A,21
2011,2012	199,174 1 st	SOO 2011,4612	EMD	GP40	32307,32294	10/66	A,21
2013-2017	175-179 1 st	SOO 2013-2017	EMD	GP40	32295-32299	10/66	A,21
2018,2019	192,193 1 st	SOO 2018,2019	EMD	GP40	32300,32301	10/66	A,21
2020 2 nd	194 1 st	Note 21	EMD	GP40	32302	10/66	21
2021-2024 2 nd	195-198 1 st	SOO 4648,2022-2024	EMD	GP40	32303-32306	10/66	A,21
2025 2 nd	180 1 st	SOO 2025	EMD	GP40	31610	03/66	A,21
2026,2027 2 nd	153,154 1 st	SOO 2026,2027	EMD	GP40	32470,32471	01/67	A,21
2028 2 nd	155 1 st	Retired	EMD	GP40	32472	01/67	21
2029-2045 2 nd	156-172 1 st	SOO 2029-2045	EMD	GP40	32473-32489	01/67	A,21
2046 2 nd	173 1 st	16 1 st	EMD	GP40	32490	01/67	E10,K,21
2046 3 rd	16 1 st	SOO 2046	EMD	GP40	32490	01/67	A,K,21
2047-2056 2 nd	New	Retired	EMD	GP40	33531-33540	01/68	21
2057 2 nd	New	17 1 st	EMD	GP40	34145	12/68	E10,K,21
2057 3 rd	17 1 st	SOO 2057	EMD	GP40	34145	12/68	A,K,21
2058 2 nd	New	SOO 2058	EMD	GP40	34146	12/68	A,E10,21
2059 2 nd	New	19 1 st	EMD	GP40	34147	12/68	E10,K,21
2059 3 rd	19 1 st	SOO 2059	EMD	GP40	34147	12/68	A,K,21
2060 2 nd	New	SOO 2060	EMD	GP40	34148	12/68	A,E10,21
2061 2 nd	New	SOO 2061	EMD	GP40	34138	12/68	A,21
2062-2067	New	SOO 2062-2067	EMD	GP40	34139-34144	12/68	A,21
2068-2070	Note 21	Retired	EMD	GP40	35060-35062	05/69	21
2071	Note 21	Note 21	EMD	GP40	35063	05/69	21

3000-3040: SD40-2s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
3000-3010	New	130-140 2 nd	EMD	SD40-2	7396-01 – 11	07/72	19
3011-3017	New	141-147	EMD	SD40-2	7396-12 – 18	07/72	19
3018-3022	New	148-152	EMD	SD40-2	7396-19 – 23	08/72	19
3023-3040	New	153-170 2 nd	EMD	SD40-2	7396-24 – 41	08/72	19

4000-4009: SD45s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
4000-4005	New	6-11	EMD	SD45	33525-33530	02/68	E10,K,17
4006-4009	New	12-15	EMD	SD45	34149-34152	12/68	E10,K,17

4800-8503 (1st/2nd): GE U Boats

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
4800-4804	New	5000-5004 2 nd	GE	U23B	38872-38876	06/73	E10
5000-5004 1 st	381-385	5050-5054	GE	U25B	35633-35643	06-08/65	E10,7,24
5000 2 nd	4800	Note 46	GE	U23B	38872	06/73	46
5001,5002 2 nd	4801,4802	Retired	GE	U23B	38873,38874	06/73	46

5003,5004 2 nd	4803,4804	Note 46	GE	U23B	38875,38876	06/73	46
5005-5010	386-391	5055-5060	GE	U25B	35633-35643	06-08/65	E9,7,24
5050-5054	5000-5004 1 st	Retired	GE	U25B	35633-35643	06-08/65	7,24
5055-5060	5005-5010	Retired	GE	U25B	35633-35643	06-08/65	7,24
5500-5505	393-398	Retired	GE	U28B	35745-35750	01/66	20
5506-5511	130-135 1 st	Retired	GE	U28B	36035-36040	07/66	20
5512	380 2 nd	6004 2 nd	GE	U28B	36155	12/66	D10,E7,24
5600-5603	6000-6003	Retired	GE	U28Bu	36136-36139	11/66	D10,D13,20
5604	6004 2 nd	Retired	GE	U28Bu	36155	12/66	D10,D13,20
5605-5608	6005-6008	Retired	GE	U30B	36500-36503	01/68	47
5609	6009	Retired	GE	U30B	Note 47	01/68	47
5651-5658	New	Note 48	GE	U30C	39916-39923	08/74	48
5700-5703	8000-8003	Retired	GE	U33C	36504-36507	02/68	49
5800,5801 2 nd	8500,8101	Retired	GE	U36C	38388,38389	05/72	50
5802	8502	Note 50	GE	U36C	38390	05/72	50
5803	8503	Retired	GE	U36C	38391	05/72	50
6000-6003	137-140 1 st	5600-5603	GE	U28Bu	36136-36139	11/66	D10/13,E10,20
6004 1 st	New	6009	GE	U30B	Note 47	01/68	E10,47
6004 2 nd	5512	5604	GE	U28Bu	36155	12/66	D10/13,E10,20
6005-6008	New	5605-5608	GE	U30B	36500-36503	01/68	E10,47
6009	6004 1 st	5609	GE	U30B	Note 47	01/68	E10,47
8000-8003	New	5700-5703	GE	U33C	36504-36507	02/68	E10,49
8500,8501	New	5800,5801 2 nd	GE	U36C	38388,38389	05/72	E10,50
8502,8503	New	5802,5803	GE	U36C	38390,38391	05/72	E10,50

Part 3: Electrics, the E prefixes, slugs and the X prefixes

10000-10053: Steeplecab switchers

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
10000	New	E85	GE	N/A	4986	01/15	G,H,51
10050,10051	New	E80,E81	GE	N/A	5478,5479	07,08/16	G,H,52
10052,10053	New	E82,E83	GE	N/A	6983,6984	03,04/19	G,H,52

10100-10111: GE/ALCO passenger boxcabs

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
10100AB	New	10230A; 10230B 1 st	GE/Alco	N/A	5023AB/55088	12/15	G,J,53
10101AB	New	10231AB	GE/Alco	N/A	5025AB/55089	12/15	G,J,53
10102AB	New	10232AB	GE/Alco	N/A	5027AB/55135	01/16	G,J,53
10103AB	New	10233AB	GE/Alco	N/A	5105AB/55136	04/16	G,J,53
10104AB	New	10234A 1 st , 10234B	GE/Alco	N/A	5106AB/55137	05/16	G,J,53
10105AB	New	10235AB	GE/Alco	N/A	5107AB/55138	05/16	G,J,53
10106AB	New	10236AB	GE/Alco	N/A	5375AB/55499	08/16	G,J,53
10107AB	New	10237AB	GE/Alco	N/A	5376AB/55500	09/16	G,J,53
10108AB	New	10238AB	GE/Alco	N/A	5377AB/55501	11/16	G,J,53

10109AB	New	10239AB	GE/Alco	N/A	5378AB/55502	11/16	G,J,53
10110AB	New	10240AB	GE/Alco	N/A	5379AB/55503	12/16	G,J,53
10111AB	New	10241AB	GE/Alco	N/A	5380AB/55504	01/17	G,J,53

10200-10229 (1st): GE and GE/ALCO freight boxcabs, original sets

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
10200AB,10201AB	New	E50AB,E51AB	GE	N/A	5022AB,5024AB	09,10/15	G,53
10202AB 1 st	New	10508C,10506C 1 st	GE	N/A	5026AB	10/15	G,53
10203AB	New	10506C,10508C 2 nd	GE	N/A	5028AB	11/15	G,53
10204AB	New	E52AB	GE/Alco	N/A	5029AB/55083	11/15	G,53
10205AB	New	E53AB	GE	N/A	5030AB	12/15	G,53
10206AB	New	E54AB	GE/Alco	N/A	5031AB/55084	12/15	G,53
10207AB	New	E55AB	GE/Alco	N/A	5032AB/55085	01/16	G,53
10208A; 10208B 1 st	New	10505A 2 nd ,10510C 1 st	GE/Alco	N/A	5033AB/55086	01/16	G,53
10209AB	New	E56AB	GE/Alco	N/A	5108AB/55087	02/16	G,53
10210AB,10211AB	New	10505AB 1 st , E57AB	GE	N/A	5109AB,5110AB	02/16	G,53
10212AB	New	E58A 1 st ,E58B	GE	N/A	5111AB	03/16	G,53
10213AB,10214AB	New	E59AB,E60AB	GE	N/A	5112AB,5113AB	03,04/16	G,53
10215AB,10216AB	New	E61AB,E62AB	GE	N/A	5360AB,5361AB	10,07/16	G,53
10217AB,10218AB	New	E63AB,E64AB	GE	N/A	5362AB,5363AB	08/16	G,53
10219AB	New	E65AB	GE	N/A	5364AB	09/16	G,53
10220AB,10221AB	New	E66AB 1 st , E67AB	GE	N/A	5365AB,5366AB	10/16	G,53
10222AB,10223AB	New	10511AB,10508AB	GE	N/A	5367AB,5368AB	10,11/16	G,53
10224AB	New	10506AB	GE	N/A	5369AB	12/16	G,53
10225AB,10226AB 1 st	New	10504/03/05/07C 1 st	GE	N/A	5370AB,5371AB	12/16,01/17	G,53
10227AB	New	10503AB	GE/Alco	N/A	5372AB/55496	07/16	G,53
10228AB	New	10504AB	GE/Alco	N/A	5373AB/55497	07/16	G,53
10229AB	New	10501AB	GE/Alco	N/A	5374AB/55498	09/16	G,53

10230-10241 (1st): GE/ALCO freight boxcabs, converted from passenger motors

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
10230A; 10230B 1 st	10100AB	10509B; 10509C 1 st	GE/Alco	N/A	5023AB/55088	12/15	G,53
10231AB	10101AB	E68A; E68B 1 st	GE/Alco	N/A	5025AB/55089	12/15	G,53
10232AB	10102AB	E69AB 1 st	GE/Alco	N/A	5027AB/55135	01/16	G,53
10233AB	10103AB	E70AB 1 st	GE/Alco	N/A	5105AB/55136	04/16	G,53
10234A 1 st ; 10234B	10104AB	10500C 1 st ; 10500A	GE/Alco	N/A	5106AB/55137	05/16	G,53
10235B	10105AB	10501C,10502C	GE/Alco	N/A	5107AB/55138	05/16	G,53
10236AB	10106AB	10509A,10500B	GE/Alco	N/A	5375AB/55499	08/16	G,53
10237AB	10107AB	10510BA	GE/Alco	N/A	5376AB/55500	09/16	G,53
10238AB	10108AB	E71AB 1 st	GE/Alco	N/A	5377AB/55501	11/16	G,53
10239AB	10109AB	E72AB 1 st	GE/Alco	N/A	5378AB/55502	11/16	G,53
10240AB	10110AB	10507AB	GE/Alco	N/A	5379AB/55503	12/16	G,53
10241AB	10111AB	10502AB	GE/Alco	N/A	5380AB/55504	01/17	G,53

10202-10234 2nd: GE and GE/ALCO freight boxcabs, returned to previous numbers from 10500s

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
10202AB 2 nd	10508C,10506C 1 st	10511C; 10504C 2 nd	GE	N/A	5026AB	10/15	G,53
10208B 2 nd	10510C 1 st	10505B 2 nd	GE/Alco	N/A	5033B/55086	01/16	G,53
10225AB 2 nd	10504C,10503C 1 st	10503C 2 nd , E73B 1 st	GE	N/A	5370AB	12/16	G,53
10226AB 2 nd	10505C,10507C 1 st	10509C,10500C 2 nd	GE	N/A	5371AB	01/17	G,53
10230B 2 nd	10509C 1 st	10507C 2 nd	GE/Alco	N/A	5023B/55088	12/15	G,53
10234A 2 nd	10500C 1 st	E73A	GE/Alco	N/A	5106A/55137	05/16	G,53

10250-10254: GE Bipolar passenger motors

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
10250	New	E1	GE	N/A	6978	08/19	G,J,54
10251,10252	New	E2,E3	GE	N/A	6979,6980	11/18	G,J,54
10253,10254	New	E4,E5	GE	N/A	6981,6982	09/19	G,J,54

10300-10309: Baldwin-Westinghouse passenger motors

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
10300,10301	New	E10,E11	BLW-West	N/A	51000,51844	12/18,06/19	G,J,55
10302,10303	New	E12,E19	BLW-West	N/A	51845,52111	06,08/19	G,J,55
10304,10305	New	E13,E14	BLW-West	N/A	52170,52215	08/19	G,J,55
10306,10307	New	E15,E16	BLW-West	N/A	52239,52302	08,09/19	G,J,55
10308,10309	New	E17,E18	BLW-West	N/A	52347,52362	09/19	G,J,55

10500-10511 (1st): GE and GE/Alco freight boxcabs, original three-motor sets

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
10500A	10234B	E25A	GE/Alco	N/A	5106B/55137	05/16	G,53
10500B	10236B	E25B	GE/Alco	N/A	5375B/55499	08/16	G,53
10500C 1 st	10234A 1 st	10234A 2 nd	GE/Alco	N/A	5106A/55137	05/16	G,53
10501AB	10229AB	E34AB	GE/Alco	N/A	5374AB/55498	09/16	G,53
10501C	10235A	E34C 1 st	GE/Alco	N/A	5107A/55138	05/16	G,53
10502AB	10241AB	E35A; E35B 1 st	GE/Alco	N/A	5380AB/55504	01/17	G,53
10502C	10235B	E35C 1 st	GE/Alco	N/A	5107B/55138	05/16	G,53
10503AB	10227AB	E26AB	GE/Alco	N/A	5372AB/55496	07/16	G,53
10503C 1 st	10225B 1 st	10225B 2 nd	GE	N/A	5370B	12/16	G,53
10504AB	10228AB	E27AB	GE/Alco	N/A	5373AB/55497	07/16	G,53
10504C 1 st	10225A 1 st	10225A 2 nd	GE	N/A	5370A	12/16	G,53
10505AB 1 st	10210AB	10510C,10505C 2 nd	GE	N/A	5109AB	02/16	G,53
10505C 1 st	10226A 1 st	10226A 2 nd	GE	N/A	5371A	01/17	G,53
10506AB	10224AB	E29AB	GE	N/A	5369AB	12/16	G,53
10506C 1 st	10202B 1 st	10202B 2 nd	GE	N/A	5026B	10/15	G,53
10207AB	10240AB	E30AB	GE/Alco	N/A	5379AB/55503	12/16	G,53
10507C 1 st	10226B 1 st	10226B 2 nd	GE	N/A	5371B	01/17	G,53
10508AB	10223AB	E31AB	GE	N/A	5367AB	10/16	G,53
10508C 1 st	10202A 1 st	10202A 2 nd	GE	N/A	5026A	10/15	G,53

10509A	10236A	E32A	GE/Alco	N/A	5375A/55499	08/16	G,53
10509B;10509C 1 st	10230A;10230B 1 st	E32B; 10230B 2 nd	GE/Alco	N/A	5023AB/55088	12/15	G,53
10510AB	10237BA	E33AB	GE/Alco	N/A	5376BA/55500	09/16	G,53
10510C 1 st	10208B 1 st	10208B 2 nd	GE/Alco	N/A	5033B/55086	01/16	G,53
10511AB	10222AB	E36AB	GE	N/A	5367AB	11/16	G,53
10511C	10202A 2 nd	E36C 1 st	GE	N/A	5026A	10/15	G,53

10505AB 2nd: GE/Alco freight boxcab control units renumbered to form three-motor sets

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
10505AB 2 nd	10208A;10208B 2 nd	E28AB	GE/Alco	N/A	5033AB/55086	01/16	G,53

10500C-10511C 2nd: GE freight boxcabs rebuilt to B-B bobtails

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
10500C,10503C 2 nd	10226B,10225B 2 nd	E25C,E26C	GE	N/A	5371B,5370B	05,12/38	G,53
10504C,10505C 2 nd	10202B,10226A 2 nd	E27C,E28C	GE	N/A	5026B,5371A	10/38,11/36	G,53
10506C 2 nd	10203A	E29C	GE	N/A	5028A	09/38	G,53
10507C 2 nd	10230B 2 nd	E30C	GE/Alco	N/A	5023B/55088	06/37	G,53
10508C,10509C 2 nd	10203B;10226A 2 nd	E31C 1 st ,E32C	GE	N/A	5028B,5371A	02/36,04/37	G,53
10510C 2 nd	10505A 1 st	E33C	GE	N/A	5109A	09/36	G,53

E1-E5: GE Bipolar passenger motors

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
E1	10250	Retired	GE	N/A	6978	08/19	G,J,54
E2,E3	10251,10252	Retired	GE	N/A	6979,6980	11/18	G,J,54
E4,E5	10253,10254	Retired	E	N/A	6981,6982	09/19	G,J,54

E10-E19: Baldwin-Westinghouse passenger motors

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
E10,E11	10300,10301	Retired	BLW-West	N/A	51000,51844	12/18,06/19	G,J,55
E12,E13	10302,10304	Retired	BLW-West	N/A	51845,52170	06,08/19	G,J,55
E14,E15	10305,10306	Retired	BLW-West	N/A	52215,52239	08/19	G,J,55
E16,E17	10307,10308	Retired	BLW-West	N/A	52302,52347	09/19	G,J,55
E18,E19	10309,10303	Retired	BLW-West	N/A	52362,52111	09,06/19	G,J,55

E20,E21: GE "Little Joe" passenger motors, converted to freight

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
E20,E21	New	Retired	GE	N/A	29922,29921	10/48	G,J,M,56

E25-E36 (1st): GE and GE/Alco freight boxcabs, three-unit sets, original 1939 series:

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
E25A	10500A	Retired	GE/Alco	N/A	5106B/55137	05/16	G,M,53

E25B	10500B	Retired	GE/Alco	N/A	5375B/55499	08/16	G,M,53
E25C	10500C 2 nd	Retired	GE	"Bobtail"	5371B	05/38	G,M,53
E26AB	10503AB	E49D,E45D	GE/Alco	N/A	5372AB/55496	07/16	G,53
E26C	10503C 2 nd	E34D	GE	"Bobtail"	5370B	12/38	G,53
E27AB	10504AB	Retired	GE/Alco	N/A	5373AB/55497	07/16	G,53
E27C	10504C 2 nd	Retired	GE	"Bobtail"	5026B	10/38	G,53
E28AB	10505AB 2 nd	E23AB	GE/Alco	N/A	5033AB/55086	01/16	G,53
E28C	10505C 2 nd	E25D	GE	"Bobtail"	5371A	11/36	G,53
E29AB	10506AB	Retired	GE	N/A	5369AB	12/16	G,53
E29C 1 st	10506C 2 nd	Retired	GE	"Bobtail"	5028A	09/38	G,53
E30AB	10507AB	Retired	GE/Alco	N/A	5379AB/55503	12/16	G,53
E30C	10507C 2 nd	Retired	GE/Alco	"Bobtail"	5023B/55088	06/37	G,53
E31AB	10508AB	Retired	GE	N/A	5367AB	10/16	G,53
E31C 1 st	10508C 2 nd	E33D	GE	"Bobtail"	5028B	02/36	G,53
E32A	10509A	Retired	GE/Alco	N/A	5375A/55499	08/16	G,53
E32B	10509B	Retired	GE/Alco	N/A	5023A/55088	12/15	G,53
E32C	10509C 2 nd	E47D	GE	"Bobtail"	5371A	04/37	G,53
E33AB	10510AB	Retired	GE/Alco	N/A	5376BA/55500	09/16	G,53
E33C	10510C 2 nd	Retired	GE	"Bobtail"	5109A	09/36	G,53
E34AB	10501AB	Retired	GE/Alco	N/A	5374AB/55498	09/16	G,53
E34C 1 st	10501C	E73B 2 nd	GE/Alco	N/A	5107A/55138	05/16	G,53
E35A	10502A	Retired	GE/Alco	N/A	5380A/55504	01/17	G,53
E35B 1 st	10502B	E58A 2 nd	GE/Alco	N/A	5380B/55504	01/17	G,53
E35C 1 st	10502C	E73B 4 th	GE/Alco	N/A	5107B/55138	05/16	G,53
E36AB	10511AB	Retired	GE	N/A	5367AB	11/16	G,53
E36C 1 st	10511C	E73B 3 rd	GE	N/A	5026A	10/15	G,53

E50-E73 (1st): GE and GE/Alco freight boxcabs, two-unit sets, original 1939 series:

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
E50AB	10200AB	Retired	GE	N/A	5022AB	09/15	G,M,53
E51AB	10201AB	Retired	GE	N/A	5024AB	10/15	G,53
E52AB	10204AB	Retired	GE/Alco	N/A	5029AB/55083	11/15	G,53
E53AB	10205AB	E47C,E45C	GE	N/A	5030AB	12/15	G,53
E54AB	10206AB	Retired	GE/Alco	N/A	5031AB/55084	12/15	G,53
E55A	10207A	Retired	GE/Alco	N/A	5032A/55085	01/16	G,53
E55B	10207B	E37D	GE/Alco	N/A	5032B/55085	01/16	G,53
E56AB	10209AB	E36C 3 rd , E50C	GE/Alco	N/A	5108AB/55087	02/16	G,53
E57A	10211A	E42C	GE	N/A	5110A	02/16	G,53
E57B	10211B	Retired	GE	N/A	5110B	02/16	G,53
E58A 1 st , E58B	10212AB	E35B 2 nd , E41C	GE	N/A	5111AB	03/16	G,53
E59AB,E60AB	10213AB,10214AB	E52C,E54C; E38AB 2 nd	GE	N/A	5112AB,5113AB	03,04/16	G,53
E61AB,E62AB	10215AB,10216AB	E42AB,E41AB	GE	N/A	5360AB,5361AB	10,07/16	G,53
E63AB,E64AB	10217AB,10218AB	E47AB,E32D,E50D	GE	N/A	5362AB,5363AB	08/16	G,53
E65AB; E66AB 1 st	10219AB,10220AB	E45AB; E38AB 1 st	GE	N/A	5364AB,5365AB	09,10/16	G,53
E67AB	10221AB	E37AB	GE	N/A	5366AB	10/16	G,53
E68A	10231A	Retired	GE/Alco	N/A	5025A/55089	12/15	G,53

E68B 1 st	10231B	E48C	GE/Alco	N/A	5025B/55089	12/15	G,53
E69AB 1 st	10232AB	E39C 1 st , E46C	GE/Alco	N/A	5027AB/55135	01/16	G,53
E70AB 1 st	10233AB	E48AB	GE/Alco	N/A	5105AB/55136	04/16	G,53
E71AB 1 st	10238AB	E46AB	GE/Alco	N/A	5377AB/55501	11/16	G,53
E72AB 1 st	10239AB	E39AB 1 st	GE/Alco	N/A	5378AB/55502	11/16	G,53
E73A	10234A 2 nd	E37C	GE/Alco	N/A	5106A/55137	05/16	G,53
E73B 1 st	10225B 2 nd	E34C 2 nd	GE	N/A	5370B	12/16	G,53

E22-E73 (1st/2nd/3rd/4th): GE and GE/Alco freight boxcars, new numbers assigned after 03/39

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
E22AB	E69AB 3 rd	Retired	GE/Alco	N/A	5105AB/55136	04/16	G,M,53
E22C	E23B	Retired	GE/Alco	N/A	5033B/55086	01/16	G,53
E22D	E23A	Retired	GE/Alco	N/A	5033A/55086	01/16	G,M,53
E23AB	E28AB	E22DC	GE/Alco	N/A	5033AB/55086	01/16	G,53
E23C	E36C 3 rd	E39D	GE/Alco	N/A	5108A/55087	02/16	G,53
E25D	E28C	Retired	GE	"Bobtail"	5371A	11/36	G,M,53
E29C 2 nd ?; see Note 53	E36C 4 th	Retired	GE/Alco	N/A	5106A/55137	05/16	G,53
E30D	E36C 2 nd	Retired	GE/Alco	N/A	5107A/55138	07/39	G,53
E31C 2 nd	E41A	Retired	GE	N/A	5361A	07/16	G,53
E32D	E64A	Retired	GE	N/A	5363A	08/16	G,53
E33D	E31C 1 st	Retired	GE	"Bobtail"	5028B	02/36	G,53
E34C 2 nd	E73B 1 st	E47D 2 nd ?; see Note 53	GE	"Bobtail"	5370B	07/39	G,53
E34D	E26C	Retired	GE	N/A	5370B	12/38	G,53
E35B 2 nd	E58A 1 st	Retired	GE	N/A	5111A	03/16	G,53
E35C 2 nd	E73B 3 rd	Retired	GE	"Bobtail"	5026A	09/39	G,M,53
E36C 2 nd	E73B 2 nd	Retired	GE/Alco	"Bobtail"	5107A/55138	07/39	G,53
E36C 3 rd	E56A	E23C	GE/Alco	N/A	5108A/55087	02/16	G,53
E36C 4 th	E37C	E29C 2 nd ?; see Note 53	GE/Alco	N/A	5106A/55137	05/16	G,53
E36D	E37D	Retired	GE/Alco	N/A	5032B/55085	01/16	G,53
E37AB	E67AB	Retired	GE	N/A	5366AB	10/16	G,53
E37C	E73A	E36C 4 th	GE/Alco	N/A	5106A/55137	05/16	G,53
E37C	E55B	E36D	GE/Alco	N/A	5032B/55085	01/16	G,53
E38AB 1 st	E66AB 1 st	E66AB 2 nd	GE	N/A	5365AB	10/16	G,53
E38AB 2 nd	E60AB	Retired	GE	N/A	5113AB	04/16	G,53
E38C	E73B 4 th	Retired	GE/Alco	"Bobtail"	5107B/55138	10/39	G,53
E39AB 1 st	E72AB 1 st	E72AB 2 nd	GE/Alco	N/A	5378AB/55502	11/16	G,53
E39AB 2 nd	E72AB 2 nd	Retired	GE/Alco	N/A	5378AB/55502	11/16	G,M,53
E39C 1 st	E69A 1 st	E69A 2 nd	GE/Alco	N/A	5027A/55135	01/16	G,53
E69C 2 nd	E69A 2 nd	Retired	GE/Alco	N/A	5027A/55135	01/16	G,M,53
E39D	E23C	Retired	GE/Alco	N/A	5108A/55087	02/16	G,M,53
E40AB	E71AB 2 nd	Retired	GE/Alco	N/A	5377AB/55501	11/16	G,53
E40C	E69B 2 nd	Retired	GE/Alco	N/A	5027B/55135	01/16	G,53
E41A	E62A	E31C 2 nd	GE	N/A	5361A	07/16	G,53
E41BC	E62B,E58B	Retired	GE	N/A	5361B,5111B	07,03/16	G,53
E42A	E61A	Retired	GE	N/A	5360A	10/16	G,53
E42B	E61B	Retired	GE	N/A	5360B	10/16	G,53

E42C	E57A	Retired	GE	N/A	5110A	02/16	G,53
E45AB	E65AB	Retired	GE	N/A	5364AB	09/16	G,53
E45C	E53B	Retired	GE	N/A	5030B	12/15	G,53
E45D	E26B	Retired	GE/Alco	N/A	5372B/55496	07/16	G,53
E46AB	E71AB 1 st	E71AB 2 nd	GE/Alco	N/A	5377AB/55501	11/16	G,53
E46C	E69B 1 st	E69B 2 nd	GE/Alco	N/A	5027B/55135	01/16	G,53
E47AB	E63AB	Retired	GE	N/A	5362AB	08/16	G,M,53
E47C	E53A	Retired	GE	N/A	5030A	12/15	G,M,53
E47D 1 st	E32C	Retired	GE	"Bobtail"	5371A	04/37	G,M,53
E47D 2 nd ?; see Note 53	E34C 2 nd	Retired	GE	"Bobtail"	5370B	07/39	G,53
E48AB	E70AB 1 st	E70AB 2 nd	GE/Alco	N/A	5105AB/55136	04/16	G,53
E48C	E68B 1 st	E68B 2 nd	GE/Alco	N/A	5025B/55089	12/15	G,53
E49A	E66A 2 nd	Retired	GE	N/A	5365A	10/16	G,53
E49B	E66B 2 nd	Retired	GE	N/A	5365B	10/16	G,M,53
E49C	E58A 2 nd	Retired	GE/Alco	N/A	5380B/55504	01/17	G,M,53
E49D	E26A	Retired	GE/Alco	N/A	5372A/55496	07/16	G,53
E50C	E56B	Retired	GE/Alco	N/A	5108B/55087	02/16	G,M,53
E50D	E64B	Retired	GE	N/A	5363B	08/16	G,53
E52C,E54C	E59AB	Retired	GE	N/A	5112AB	03/16	G,53
E58A 2 nd	E35B 1 st	E49C	GE/Alco	N/A	5380B/55504	01/17	G,53
E66AB 2 nd	E38AB 1 st	E49AB	GE	N/A	5365AB	10/16	G,53
E68B 2 nd	E48C	Retired	GE/Alco	N/A	5025B/55089	12/15	G,53
E69AB 2 nd	E69C 1 st , E46C	E39C 2 nd , E40C	GE/Alco	N/A	5027AB/55135	01/16	G,53
E69AB 3 rd	E70AB 2 nd	E22AB	GE/Alco	N/A	5105AB/55136	04/16	G,53
E70AB 2 nd	E48AB	E69AB 3 rd	GE/Alco	N/A	5105AB/55136	04/16	G,53
E71AB 2 nd	E46AB	E40AB	GE/Alco	N/A	5377AB/55501	11/16	G,53
E72Ab 2 nd	E39AB 1 st	E39AB 2 nd	GE/Alco	N/A	5378AB/55502	11/16	G,53
E73B 2 nd	E34C 1 st	E36C 2 nd	GE/Alco	"Bobtail"	5107A/55138	07/39	G,53
E73B 3 rd	E36C 1 st	E35C 2 nd	GE	"Bobtail"	5026A	09/39	G,53
E73B 4 th	E35C 1 st	E38C	GE/Alco	"Bobtail"	5107B/55138	10/39	G,53

E70-E79: GE "Little Joe" freight motors

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
E70	Note 56	Retired	GE	N/A	29927	12/48	G,M,56
E71,E72	New	Retired	GE	N/A	29928,29929	01,02/49	G,M,56
E73,E74	New	Retired	GE	N/A	29925,29926	12/48	G,M,56
E75-E77	New	Retired	GE	N/A	29916-29918	07/48	G,M,56
E78,E79	New	Retired	GE	N/A	29919,29920	09/48	G,M,56

E80-E85: Steeplecab switchers

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
E80,E81	10050,10051	Retired	GE	N/A	5478,5479	07,08/16	G,H,52
E82	10052	Retired	GE	N/A	6983	03/19	G,H,52
E83	10053	Retired	GE	N/A	6984	04/19	G,H,52
E85	10000	Retired	GE	N/A	4986	01/15	G,H,51

E90,E91: 80-Ton Whitcombs

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
E90,E91	5800,5801 1 st	1800,1801	Whitcomb	80 Ton	50004,50005	11/29,06/30	B,14

SE1 – SG2: Road slugs

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
SE1	119B	Retired	EMD/MILW	Road slug	18214	1972	D13,57
SE2 1 st 85	118B	SE3 85	EMD/MILW	Road slug	15226	04/74	D13,57
SE2 2 nd 85	SG2 1 st 85	Retired	EMD/MILW	Road slug	11807	03/74	D13,57
SE3	SE2 1 st 85	Retired	EMD/MILW	Road slug	15226	04/74	D13,57
SG1	463 3 rd	Retired	ALCO/MILW	Road slug	80651	12/70	D13,57
SG2 1 st 85	110B	SE2 2 nd 85	EMD/MILW	Road slug	11807	03/74	D13,57
SG2 2 nd 85	115B	Retired	EMD/MILW	Road slug	15223	05/74	D13,57

X####: Shop switcher

Nos.	Former	Next	Make	Model	B/N	B/D	Notes
10000	New	E85	GE	N/A	4986	01/15	G,H,51

General Notes:

A	The Chicago, Milwaukee, St. Paul & Pacific, the Milwaukee Road, abandoned its Pacific Coast Extension west of Miles City, Montana, February 29, 1980, and what remained as of January 1, 1986, was merged into Soo Line.
B	<p>Diesel classification information is per Source 38 and Hyde. Milwaukee's diesel locomotive classification was based on horsepower, builder and service. No distinction was made between cab and booster units. The number of axles was added, -6 for all C-Cs and -4 for only freight cabs and boosters, FP7s and passenger F7Bs. The system created a couple of anomalies, such as rerated RSC-2s and RSD-5s being classified alike.</p> <p>Hyde adds the -4 suffix for GP40s and GP38-2s, and omits it on cabs and boosters. Source 38 omits the FTs and F3s; they should be Note 13.5-EF-4 and 15-EF-4 respectively. This, plus the RS-2s and RSC-2s being listed only as 16-ARS and 16-ARS-6 instead of 15s, suggests that classification was implemented sometime after the FTs were retired in 1959. However, the Erie-built were classified and the F3s were not, while the F3s outlived the Eries.)</p> <p>Arranged by builder, with further questions that are not addressed in Source 38 following:</p> <p>Alco:</p> <ul style="list-style-type: none"> • 6-AS: HH-660. • 10-ARS: RS-1. • 10-AS: HH-1000, S-2 and S-4. • 14-ARS-6: RSC2 rebuilds. • 16-ARS: RS-2, RS-3 • 16-ARS-6: RSC-2 and RSD-5. • 20-AP-6: DL109. <p>Baldwin:</p>

- 6-BS: VO660.
- 10-BS: DS44-1000 and VO1000.
- 12-BRS: RS12.
- 12-BS: S12.
- 16-BRS-6: AS616.

Davenport:

- 3.8-DS: 44-Ton

EMD:

- 6-ES: SW1.
- 10-ES: NW2.
- 12-ES: SW7, SW9 and SW1200.
- 15-EF-4: F7.
- 15-EP-4: FP7. (Also passenger F7Bs? Were those converted to freight reclassified 15-EF-4?)
- 15-ERS-6: SD7.
- 17.5-EF-4: F9. (were those rebuilt for commuter service reclassified 17.5-EP-4?)
- 17.5-ERS: GP9.
- 17.5-ERS-6: SD9.
- 20-EP-6: E6, E7.
- 20-ERS: GP9r.
- 20-ET: TR2.
- 22.5-ERS: GP30.
- 23-ERS-6: SDL39.
- 24-EP-6: E9.
- 24-ET: TR4.
- 25-ERS: GP35.
- 30-ERS: GP40.
- 36-EP-6: FP45, converted to 36-EF-6.
- 36-ERS-6: SD45.

GE:

- 3.8-GS: 44-Ton.
- 25-GRS: U25B.
- 28-GRS: U28B.
- 30-GRS: U30B.
- 33-GRS-6: U33C (originally classed 30-GRS-6 in error).

Whitcomb:

- 3.8-WS: 44-Ton.

Implied classes for new rebuilds and power purchased after 1971-1972:

	<ul style="list-style-type: none"> • 15-ES: MP15AC. • 18-ERS-6: SD7r and SD9r. • 20-ERS: GP38-2. • 30-ERS-6: SD40-2. • 22.5-GRS: U23B. • 30-GRS-6: U30C. • 36-GRS-6: U36C.
C	<p>Milwaukee Road's cab and booster numbering varied across models and number series:</p> <ul style="list-style-type: none"> • Erie-built – 5-9ABC for cab/booster/cab, 21ACB for cab/booster/cab, 22AB for cab/cab; r# to make 5-9AB cab/booster sets and 10-13AB cab/cab sets. • E6s and E7s – AB for cab/cab sets. • FTs – ABCD for cab/booster/booster/cab sets. • F3s and early F7s – Same as the FTs, later renumbered into ABC for cab/booster/cab sets. • Later F7s, FP7s and E9s – ABC for cab/booster/cab sets. • Calves – All received B suffixes. • Baldwin AS616 boosters – All received B suffixes, later rebuilt to standard AS616s. <p>The F9s were originally 81CD-86CD in AB sets. Exact dates of subsequent renumberings are unavailable, but in essence circa 1961-1963:</p> <ul style="list-style-type: none"> • 81C-86C r# 125AC/26A/27A/28AC; then r# 93A,125A,93C,94A,126A,94C with the 90s rebuilt for commute service (see Note D). • 81D-86D r# 125BC/26C/27B/28BC; then 127B and 128BC r# 126D, 125CD. • The end result was the freight F9s being arranged into ABBB sets, 125ABCD and 126ABCD.
D	<p>Milwaukee Road engaged in several rebuild and modification programs for diesel locomotives:</p> <ol style="list-style-type: none"> 1. Probably by 1953: The two AS616Bs were rebuilt with cabs into standard AS616s and r# 2102 and 2103. 2. Mid 1950s: RSC-2s 976, 981 and 990 1st retrucked to B-B, and RS-2s 993-995 1st retrucked to A1A-A1A. The intent was to have the three steam generator-equipped RSC-2s on B-B trucks ¹⁸. But none of the available sources specify which RSC-2s had steam generators. Source 1 lists a weight of 250,000 lbs. for 975-981 and 989-992 and 237,000 for 982-988, which suggests the heavier units had s/gs. Hyde lists 993-996 as RSC-2s. 3. Also around this time, all of the RS-2s and RSC-2s were rebuilt to 1600 hp. 4. 1955: FP7s and passenger F7Bs 90ABC-94ABC (1st) were converted to freight by removal of their steam generators, r# 60ABC-64ABC. F7Bs 98B, 101B and 105B were similarly converted but not r#. 5. Early 1960s: F9As 125A-127A and 128C were rebuilt between 1961 and 1963 for commuter service with Cummins generator sets, r# 93AC, 94AC 2nd. FP7s 95AC,96AC,97C and 105AC were similarly rebuilt between 1960 and 1965, not r#. 6. Early 1960s: H10-44s 760-783 rebuilt to 1200 hp with m/u and modernized controls, not r#. Uncertain if they were reclassified from 10-FS to 12-FS. 7. 1962-1963: Alco RS-3s 450-464 (1st) and RS-2m (see note D2) 493 retrucked with Blunt trucks from scrapped S-2s 822-30/32-37/40 and reportedly derated to 1200 hp. The original RS-3 trucks were used under GP30s 340-355. The X2200 Issue 30 roster also lists 828 as having been sold, see Note 36. 8. 10-11/65: ALCO rebuilt RSC-2s 580/81/85/91 with chop noses, modernized controls and 250 engines rated at 1400 hp and dubbed "RSC-25s." 580, 581 and 590 r# 579, 577 and 578 in the process; 585 was initially r# 580 2nd, then 576 shortly after. 9. Late 1960s: Passenger Fs 95B,96B,97AB,98ABC,99B-101B reassigned to freight service. S/g removed from 98B and 101B (also 105B), "some"

	<p>others were returned to passenger service in 1970.</p> <ol style="list-style-type: none"> 10. 1968: U28Bs 6000-6004 upgraded to 3000 hp (Bingen and Hyde list them only as U30Bs.) 11. Early 1969: E9A 33C rebuilt for commuter service, said to provide electricity to the train from its No. 2 engine rather than a gen set. 12. 06/69: GP9 repowerings to 2000 hp commenced. See Note 20 for discussion. 13. 1970-1974: Conversion of RS-3 463 3rd and F7Bs 110/15/18/19B to road slugs SG1, SE2, SG2, SE3 and SE1 ⁴. Work was done at Milwaukee Shops, and entailed sealing the carbodies, plus removing the cab from 463 ⁸⁵. 110B and 118B rebuilt to SG2 1st and SE2 1st, then r# SE2 2nd and SE3, with 115B becoming SG2 2nd ⁸⁵. The SEs were mated with F7As; SE1 masters were F7s 47AC ³⁴, r# 81AC 03/74 ⁵⁷. SE2 and SE3 masters were 82AC (ex-77C and 114C) and 83AC (ex-110C and 72C). SG1 and SG2 were apparently used freely with U28Bus 6000-6004 (r# 5600-5604) ⁸⁵. 14. After early 1971: F7B 71B was rebuilt to a rotary snowplow power unit and r# X1. 15. 03/74: SD10 rebuildings commence. See Note 28 for discussion. 16. Circa 08/72: S12s 911 and 920 equipped with larger traction motors from scrapped AS616s, drawing twice the amperage, with frames strengthened ⁴².
E	<p>Milwaukee Road engaged in numerous other renumberings of its diesels, besides the capital programs. Primary among them were:</p> <ol style="list-style-type: none"> 1. 1949: Erie-builts 2. 1951: F7s 84ABCD,85ABCD and 86A r# 107C/06B/07B/06C, 108CB/12BC and 112A; F3Bs 81C 1st,82C,83C r# 84B 2nd,85B 2nd, 86B; F3As 80D-83D r# 81C 2nd, 84A-86A 2nd, all to break ABBA sets up into standard ABA sets. 3. 1955: FP7s/F7Bs 90ABC-94ABC r# 60AC-64ABC (see Note D). 4. 1959: General renumbering. 5. Early 1960s: F9s. It is not known if the renumberings into the 125-128 series, within the 125-128 series and into the 93-94 series (see Note C) all occurred at this time; 93AC-94AC were rebuilt for commuter service 1961-1963, but were they renumbered earlier? 6. 1966: Alco and FM roadswitchers. 7. 1968: Second generation units. 380 2nd r# 5512, then 6004 2nd when rebuilt to 3000 hp ³⁸. 8. 1969: Alco roadswitchers. 9. 1972: DS44-1000s 940-949 r# 931-35/41/37-40 and SW1s 965 and 968-977 r# 941/58/59/42-49 to clear numbers for GP9 rebuilds ³⁷. 945 2nd not r#, stored as 945 pending trade for SD40-2s 3000-3040 early 1972 ³⁹. 10. July 1973: All SD45s and GP40s 2046 and 2057-2060 to be r# 6-20 for Locotrol service (see Note K); SD40-2s 3000-3040 r# 130-170 (2nd); GP9s 200/01/04/06/07 r# 800-804 (see Note 22 – Source 2 has 200-209 being r# 800-809); U23Bs 4800-4804 r# 5000-5004 2nd; U25Bs 5000-5010 (1st) r# 5050-5060; U28Bus and U30Bs 6000-6009 r# 5600-5609; U33Cs 8000-8003 r# 5700-5703; and U36Cs 8500-8503 r# 5800-5803 ⁵⁴. As of the end of 1973, the U23Bs had not yet been renumbered ⁵⁹. The SD45s were not renumbered until 05/74 ⁶⁰. Most SD40-2s r# by 08/20/74 ⁶¹. The GP40 renumbering situation as of mid 1974 was described as "Several GP40s have been r# to the 16-20 series since mid 73 even though a recent letter from the RR says they won't be r#" ⁶³. <p>Additional minor renumberings are described in the Model Notes.</p>
F	<p>Electrification of the Pacific Coast Extension between Harlowton, Montana and Avery, Idaho, was constructed 1914-1916, and from Othello to Tacoma, Washington, 1917-1920. Logic for the electrification has been attributed to difficulty with efficient steam locomotive operation in severe winter weather ¹⁰ (although GN and NP seem to have done just fine) and to forest fire prevention by eliminating steam locomotives ¹¹. It is much more likely that the major reason was the combination of the ready availability of copper and of hydroelectric power ¹⁰ versus steam's operating costs, particularly that of supplying coal or oil as fuel in the Extension's far reaches while online sources were scarce. With the exception of 10000 (r# E85), all motors were designed for 3000V DC, and supply voltage was boosted to 3400 in 1955. Milwaukee electrics for freight and passenger service were the first to use regenerative braking, the forerunner of dynamic braking; as a train moved downhill, its motors served as generators and fed current back into the line. The electrification was shut down effective February 20, 1973.</p>
G	<p>The electric locomotives were classified as follows:</p>

	<ul style="list-style-type: none"> • EF-1: Single or paired GE boxcabs. • EF-2: Three GE boxcabs. • EF-3: Two GE boxcabs with a "bobtail," created by removing a boxcab's idler axle. • EF-4: GE 5110 hp 2-D+D-2 double-ended "Little Joes." • EF-5: Any combination of four cabs and/or bobtails with a cab on each end. • EP-1: Same as EF-1, assigned to passenger service, converted to EF-1s 06/19-08/20. (E22AB and E23AB were streamlined and reconverted to EP-1s 1953, then finally back to EF-1s.) • EP-2: GE 3180 hp 1-B+D+D-B-1 gearless Bipolar centercabs. • EP-3: Baldwin-Westinghouse 3396 hp 2-C-1+1-C-2 semi-streamlined boxcabs. • EP-4: Passenger Little Joes, converted to EF-4 01,04/58. • ES-1: GE 316 hp B-B steeplecab switcher. • ES-2: GE 542 hp B-B steeplecab switchers. • ES-3: GE 1670 hp 2-B+B boxcab E57B, converted to switching. (As of early 1972, E47D was also a switcher, but not included in the number list for ES-3 in the X2200S Issue 32 class listing.) <p>Ratings are continuous. It should be noted that boxcabs were often swapped in and out of EF-1, EF-2, EF-3 and EF-5 sets and as single EF-1s. See Note 53 for further discussion of the GE boxcabs.</p>
H	<p>The initial numbering scheme for electrics was 10000-series numbers, with two-unit boxcabs getting A and B suffixes. It was expanded to 10100s, 10200s, 10300s and, in the 1930s, 10500s, before the standard E prefix was implemented starting in February, 1939.</p> <p>See Note 53 for discussion of GE boxcab numbering.</p>
I	<p>Milwaukee Road often swapped builder's plates between locomotives. This was especially common among the GE boxcabs. It wasn't unheard of for a unit to have three plates ³⁵.</p>
J	<p>Locomotives equipped with steam generators, by original numbers:</p> <ul style="list-style-type: none"> • DL109s 14AB. • RS-1s 961-963. • RSC-2s from among 976/81/90/96, possibly more (see Note D2). • E6As 15AB. • E7As 16AB-20AB. • E9s 200ABC-205ABC, 36AC-38AC. • F7Bs 90B-105B. • FP7s 90AC-105AC. • FP45s 1-5. • Eries 5ABC-9ABC. • GE boxcabs 10100AB-10111AB. • Bipolars 10250-10254. • Baldwin-Westinghouse boxcabs 10300-10309. • Little Joes E20 and E21.
K	<p>The following locomotives were equipped with Locotrol:</p> <ul style="list-style-type: none"> • GP40s 2046, 2057-2060 and SD45s 4005-4009, so equipped as of early 1971. 4005 observed with "Loco-Trol" decal 05/70. • SD45s 4000-4004 were retrofitted sometime after early 1971. • SD40-2s 177-181 and 21-30 were built with Locotrol.

	<p>SD40-2s 16-20 (2nd) and 21-25 are known to have been masters, 26-30 slaves.</p> <p>A new number series for Locotrol-equipped units was established. The SD45s were r# 6-15, and GP40s 2046/57/59 were r# 16,17 and 19. The GP40s were then r# back to their 2000 series numbers, and SD40-2s 177-181 were r# 16-20, then 21-30 filled in behind them 07/73. The Locotrol gear was transferred from the GP40s to the SD40-2s; perhaps GP40 16's gear went to SD40-2 16⁶⁶.</p>
L	Milwaukee had so many first, second and third reuses of road numbers that trying to account for them all in every instance in the notes becomes futile. 1 st , 2 nd , etc. are used sparingly only where two units of the same model bore the same number, or other such opportunities for confusion arise.
M	<p>Electrics equipped to multiple with diesels:</p> <ul style="list-style-type: none"> All EF-4 and EP-4. GE boxcabs E22ABD, E25ABCD, E35C, E39ABCD, E47ABCD, E49BC, and E50ABC. The X2200S Issue 32 roster from which this list is taken does not specify if these are the final numbers of the boxcabs, a valid question given the plethora of E series numbers they carried.
N	GP9r 989 was the first locomotive to receive the large "Milwaukee Road" side and nose lettering that was introduced in June 1973 ⁵⁴ .

Model Notes:

1	<p>Erie-Built notes</p> <ul style="list-style-type: none"> Information in Source 1 that 21BC may have swapped numbers was incorrect³⁸. <p>Dispositions: 5AB-9AB,10A,11AB-14AB all traded to EMD for GP30s 340-355 circa 1963.</p>
2	<p>DL-109 notes:</p> <ul style="list-style-type: none"> 14AB rebuilt by Milwaukee shops in 1953. Work included rewiring, installation of thermostat-controlled magnetic fan clutches, Woodward type PG hydraulic governors and Farr-Air carbody side grilles, RPM reduction from 740 to 700, and the noses built up with welded plate to resemble EMD bulldog noses.³⁵ Photo in source 1. <p>Dispositions: 14AB scrapped at Milwaukee in the early 1960s.</p>
3	E6As 15AB retired 03/61, traded to EMD for E9As 36AC-39AC 1961. 15A had been wrecked 07/18/60 at Thompson Grove, Minnesota ³⁸ .
4	<p>E7A dispositions:</p> <ul style="list-style-type: none"> 16AB,19A,20A traded to EMD for E9As 36AC-39AC 1961. 20B wrecked 1964 at Kenosha, Wisconsin; scrapped. 17AB,18AB,19B apparently traded to EMD for FP45s 1-5, GP40s 2057-2067 and SDL39s 581-585 circa 1969.
5	<p>CFA16-4 and CFB16-4 dispositions:</p> <ul style="list-style-type: none"> 23BC,24BC,25A,27AC apparently traded to EMD for GP40s 153-173 circa 1966-1967. 23A,24A,25BC,26ABC,27B,28ABC apparently traded to EMD for GP40s 2047-2056 and SD45s 4000-4005 circa 1968.
6	FTs 35ABCD-47ABCD were all traded for GP9s 280-331 1959.
7	F3, F7 and FP7 notes:

- All Milwaukee F3s were of the F5 variant ³⁸.
- 80ABCD built for log train service in Washington and Idaho, geared to 50 mph and capable of pulling 132 empty log racks up 3.3% South Tacoma Hill ³⁸.
- See note D13 for slug conversion and master information.

Dated dispositions:

- 63B,74ABC,75ABC,76AB,78B,79B,80ABC,81ABC,82AB-86AB,106B/07BC/08BC/12ABC all retired 1965, traded either to EMD for GP35s 1500-1511 or to GE for U25Bs 380-391 or U28Bs 393-398. 75A, 80A-85A and 112C definitely went to EMD, 74A,76B,79B,80C,106B and 107C reportedly to GE.
- 47C retired by 09/71, no further information.
- 73C,99A,109C,111C traded to GE for U36Cs 8500-8503 and s/f/s Precision late 04/72 ³⁹.
- 70A rear-ended, it and 121A stored at Milwaukee Shops 10/04/70 ²⁶. 70A still there 09/02/71 ³². Both, along with 78C and 87C, traded to EMD for SD40-2s 3000-3040; at Piolet Brothers 06-07/72 ⁴³.
- 106A traded to EMD for GP38-2s 350-355 or SD40-2s 21-30 and 171-181 01/73 and scrapped.
- 62A retired and cannibalized 06/74 ⁶⁷.
- 63C,103B,105C,111A s/f/s Chrome Locomotive 10/74.
- 50B,61B,69A,77A,102A/06C/13C/15C/16AB/17A/20A s/f/s Precision 10/74.
- 97B s/f/s Precision 02/75.
- 60C,98C,115A s/f/s Precision 05/76.
- 71A,95A,100C s/f/s Precision 06/76.
- 121C scrapped 07/76 ⁷³.
- 101B,104B,105A s/f/s Precision 08/76.
- 103A s/f/s Precision 10/76.
- 64AC,69B,79C,87B,95C,98B,102C/05B/17B/19C s/f/s Precision 08/77 ^{4,74}. 84A,85A,113B also s/f/s Precision at this time ⁷⁴. 85A also reported sold to LIRR, rebuilt to HEP power car with a Detroit Diesel 12V71 600 kw genset, and r# 620 (late 1980) ⁸⁰.
- 79A s/f/s Precision 03/78.
- 61AC,69C,88A,95B,98A s/f/s Precision 09/78 ^{4,76}. 85BC also s/f/s Precision at this time ⁷⁶. Also 68A ⁷⁷.
- 71C,72B s/f/s Precision 10/78 ⁴.
- 72B,95B en route to Precision for scrap 03/79 ⁷⁷.
- 64B s/f/s Chrome Locomotive 04/80 ⁴ or Precision circa early-mid 1980 ⁷⁸.
- 120B s/f/s Precision 04/80 ^{4,78}.
- 100A s/f/s Precision 06/80 ^{4,78}.
- 86C,101C s/f/s Precision early-mid 1980 ⁷⁸.
- 89B s/f/s Chrome Locomotive 07/80.
- 70C,108A s/f/s Chrome Locomotive 10/80.
- 60B retired 05/80 or 05/82 – Hyde has both.
- 63A,104A s/f/u GO Transit 01/81, r# 910,911 ⁴ for conversion to power cars ⁸¹.
- 89A,114B s/f/s Precision 02/81 ⁴; 89A sold to Precision 12/80 ⁸¹.
- 68C,73B,77B,87A,89C,100B/10A/13B/14A s/f/s Chrome Locomotive 12/81 ⁴. 77B,113B,114A omitted from this list in Source 86. 68C reportedly s/f/s Midwest Steel 12/84 ⁹⁵.
- 72A,78A,84B,86A,89B,113A,114B s/f/s 12/81 ⁸⁶.
- 121B s/f/s Chrome Locomotive 12/81 ⁸⁶ or 01/82 ⁴.
- 81AC s/f/u Dakota Rail Inc. early 1982, not r#; at MN&S Golden Valley shops 04/82 for minor work ^{87,90,91}.
- 60A retired 05/82; stored at Bensenville 06/83 ⁹³; sold to Webster Technical College, Sidney, Nebraska 03/84 ^{4,94}, then to Mountain Diesel/Dale Sanders ⁴.

- 88C,104C,119A s/f/s Chrome Locomotive via Silcott (d) 06/82⁴ or ca. 08/83⁹⁵. Source 96 adds 102B; source 4 lists the same disposition for it as the rest, but with no date.
- 109A "to Don Barczak 02/83^{4,94}; scrapped Milwaukee shops early 1983^{4,92}.
- 68B, 83AC, 96C donated to Indiana Transport Museum, Noblesville, IN 05/83; 83A and 96C operating as Fairtrain '83⁹³. 96C had been the last F in passenger colors⁹².
- 70B sold to Independent Locomotive Service, St. Paul, Minnesota early 1984⁹⁴.
- 117C retired by 01/84, s/f/u Golden Arrow Tours 01/84⁴ or late 1984⁹⁶.
- 118A s/f/s Miller Compressing 02/84.
- 118C donated to Illinois Railway Museum 03/84.
- 101A donated to City of Cresco, Iowa 05/84 for display.
- 82AC donated to Mad River & Nickel Plate Railway Society, Bellevue, Ohio 05/84⁹⁵.
- 97AC s/f/u Winchester & Western 05/84, not r#⁴; source 95 omits 97C from this list.
- 68C s/f/s Midwest Steel 12/84⁹⁶.

Undated known dispositions, after 05/80⁴ except as noted:

- 96A stored at Milwaukee 07/74⁶¹. It was listed as in service or readily available as of 10/84⁶⁴. By late 04/82, it had been repainted MofW red oxide with a small MILW logo for use as an auxiliary generator at Milwaukee shops⁸⁸.
- 103C "to South Dakota Central." displayed as 103C.
- 109B,111B s/f/s Precision.

Dispositions unaccounted for in sources 1 and 4: 48AB,49ABC,50AC,60B,62BC,70A,73A,76C,83A 2nd,88B,96BC,99BC,107A/19B/20C all retired after 09/71. Of these:

- 99BC reported heavily cannibalized at Western Avenue Chicago 04/28/71²⁹, still there late 06/71³⁰. Pending trade for SD40-2s 3000-3040 early 1972³⁹.
- One unit was rebuilt to power car 1 for a rotary snowplow⁵⁷.

Of those unaccounted for, the following were reported to "remain" (active or stored?) as of 03-04/74⁵⁸: 60B,62C,101C,113A,120C and 121C. Of these, only 101C turned up in later reports, as having been repainted early 1976⁷².

All remaining F units were retired by 10/80³.

8	<p>F9 dispositions:</p> <ul style="list-style-type: none"> • 93A s/f/s Precision 06/76. • 126AB s/f/s Precision 08,3/77 respectively⁴. 126A also reported sold to LIRR, rebuilt to HEP power car with a Detroit Diesel 12V71 600 kw genset, and r# 619 (circa 1980-981)^{80,82}. • 94A,125C,126D s/f/s Precision 03,10,09/78 respectively. 126D had been stored pending trade for SD40-2s 3000-3040 early 1972³⁹. 94A also listed as s/f/s 12/81⁸⁶. • 125BD s/f/s Precision 03/79⁴; 125D also listed as s/f/s 12/81⁸⁶. • 126C s/f/s Chrome Locomotive 12/81. • 125A s/f/s Precision after 05/80⁴ or early-mid 1980⁷⁸. • 93C s/f/s Chrome Crankshaft by 10/80³. • 94C was known to "remain" (active or stored?) as of 03-04/74⁵⁸. Retired by 10/80³.
9	<p>VO660 1649 1st r# 1635 to clear room for NW2s by 11/47. It was retired 01/61 and scrapped at the Milwaukee shops in 1962.</p>

10	<p>RS-1 notes:</p> <ul style="list-style-type: none"> • 961-963 operated with water tenders, built by the Milwaukee shops on steam tender frames, to supply their steam generators in Chicago passenger switching service ³⁵. • 1677 was equipped with Hyatt roller bearings for commuter service trials in 1953s but was found to be underpowered ³⁵. <p>Dispositions:</p> <ul style="list-style-type: none"> • 1677,1678 1st requisitioned by U. S. Army 10/07/42, r# 8002,8003; rebuild to RSD-1 by ALCO 11/42; assigned to Alaska Railroad, r# 1021,1043. 1021 r# 1069, retired 01/63. 1043 to U. S. Army 11/56. • 870-874 apparently traded to EMD for GP40s 153-173 (ca. late 1966-early 1967).
11	<p>44-ton GE notes:</p> <ul style="list-style-type: none"> • 1690 1st r# 1699 2nd to clear numbers for VO1000s by 09/45. <p>Dispositions:</p> <ul style="list-style-type: none"> • 991 s/f/u Cargill in Minneapolis 1966; lettered "Property of Jack A. Gallas" (Cargill trustee/operator), r# UTA23963; transferred to Gibson City, Illinois ca. 1971; transferred to Tampa, Florida 1974 ⁶⁹. • 990 traded to EMD for GP40s 153-173 early 1967 ⁶⁹. Account of sale to American Can 1966 rather than 44-ton Whitcomb 996 is inaccurate ³⁸. • 992 s/f/u RELCo 1967, r# RE301; rebuilt by GE Apparatus Shop, Cleveland, Ohio 11/74-at least early 1975 ⁶⁹.
12	<p>44-ton Whitcomb dispositions:</p> <ul style="list-style-type: none"> • 1699 1st s/f/u Purdue University prior to the 1959 renumbering. Hyde has it retired 01/60. • 1704 wrecked; retired 03/02/54. • 1707 retired 05/01/58 after roundhouse fire in Milwaukee. • 995 s/f/u National Steel Castings Division of Midland Ross (Chicago, Illinois) via Ortner (d?) ca. 1960, not r# ⁵³. • 994 s/f/u Clint Jones in 1964, r# Keweenaw Central 44; s/f/u Peabody (Bevier, Missouri) via Silcott (d) 1971. • 996 s/f/u American Can 1966; 996 retired 1/06/60 and either scrapped at Tacoma, Washington, or s/f/u S. F. Lumber ⁵³. • 993 s/f/u Northern Waterways in St. Paul 1968, r# 100.
13	<p>44-ton Davenport dispositions:</p> <ul style="list-style-type: none"> • 1708 wrecked; retired 08/19/58. • 997 apparently traded to EMD for GP40s 153-173 ca. late 1966-early 1967.
14	<p>80-Ton Whitcombs 5800,5801 were 300hp B-B gas/electrics. Repowered by Whitcomb to diesel/electric 08/41; r# E90 and E91, then 1800,1801 ^{2,35}. Sold to the U. S. Government 09/22/44, 10/07/44.</p>
15	<p>H10-44 and H12-44 notes:</p> <ul style="list-style-type: none"> • 1802 was the first FM locomotive built. • 1819 nee-FM demonstrator 1000 09/49. • 715/19/52/56 r# 746-749 for unknown reasons prior to early 1971. <p>Dispositions:</p>

	<ul style="list-style-type: none"> • 741 retired 01/73, cannibalized at Milwaukee Shops, remains scrapped. Had been stored pending trade for SD40-2s 3000-3040 early 1972 ³⁹. Possible trade candidate towards 1973 orders (GP38-2s 350-355, SD40-2s 21-30 and 171-181, and U23Bs 5000-5004 ⁵¹. • 717 stored pending trade for SD40-2s 3000-3040 early 1972 ³⁹, at Piolet Brothers 11/1972 ⁴⁷. Retired 05/80 per Hyde. • 715 scrapped at Milwaukee Shops 04/75. • 732 s/f/s Precision 03/76. • 718 s/f/s Precision 06/76. • 708,709,749 s/f/s Precision 08/76. • 702,720,722,724,725,746 s/f/s Precision 09/76. • 721 s/f/s Precision 10/76. • 733 s/f/s Precision 03/77. • 701,729,730,768 s/f/s Precision 03/78. • 761,762,773 s/f/s Precision 09/78. • 728 s/f/s Precision 10/78 ⁴ or s/f/u Central Wisconsin 09/82 ⁸⁹. • 742,743 s/f/s Colt Industries 04/80. • 740 donated to Mad River & Nickel Plate Historical Society, Bellevue, Ohio 04/80. • 734,738,739,744 s/f/s Precision 05/80. • 723,727,737,751,755,764 retired 05/80, disposition unknown ³. 755 had been reported wrecked mid-late 1972 ⁴⁷. • 700,707,710,771,774,775,777,780 s/f/s Colt Industries 06/80. • 776 retired 10/80, disposition unknown. • 731 donated to Kansas City (KS) Railway Museum 01/81. • 765 s/f/u Central Wisconsin 03/81 ⁴ or 03/83 ⁹², not r# ⁴. • 703,748,754,778 s/f/s Joseph Behr, Rockford, Illinois 03/81. • 706,726,763,767 retired 03/81, disposition unknown. • 760 donated ⁴ or sold ⁸⁶ to Illinois Railway Museum, Union, Illinois 11/81. • 704,705,747,766,770,772,779 s/f/s Chrome Crankshaft, Silvis, Illinois 01/82. • 735 s/f/u Central Wisconsin RR 05/82 ⁴ or 09/82 ⁸⁹, not r# ⁴. • 782,783 s/f/u Central Wisconsin RR 05/82 ⁴ or 09/82 ⁸⁹, not r# ⁴. • 736,781 s/f/u Central Wisconsin 03,04/83 ^{4,92}, not r# ⁴. • 750,753,769 s/f/u Central Wisconsin 03/83 ⁹² or 06/83 ⁴, not r# ⁴; stored at Milwaukee 07/83 ⁹³.
16	<p>FP45 trade-ins apparently taken from the following: E7As 17AB,18AB and 19B; H16-44s 400 and 401; RS-2s and RS-3s 450-462; RSC-2s 589,590 and 595; S12 939; and GP35 1507. They were regearred for freight service and their steam generators and lines were removed during 1970 in order to keep Amtrak from taking them ²⁷. The steam generators were going to be put into E9s but the E9s required too much modification to accommodate them ³⁴.</p> <p>Dispositions:</p> <ul style="list-style-type: none"> • 1 retired by 10/80 ³, s/f/s Chrome Crankshaft by 10/81 ^{4,86}. Hyde also has it retired 04/82. • 2 and 3 retired after 10/80 ³; stored at Bensenville 06/83 ⁹³; retired 07/84 and s/f/s Miller Compressing 07/84 ⁹⁵ or 09/84 ⁴. • 4 retired by 10/80 ³, or retired 07/84 and s/f/s Miller Compressing 07/84 ⁹⁵ or 09/84 ⁴. • 5 retired by 10/80 ³, s/f/s Chrome Crankshaft by 10/81 ^{4,86}. Hyde also has it retired 09/84
17	<p>SD45 trade-ins:</p> <ul style="list-style-type: none"> • For 4000-4005, apparently taken from CFA16-4s 23A,24A,25C,26C and 28C; CFB16-4s 25B-28B; AS616 560; and VO1000s 932/33/37/38. • For 4006-4009, apparently taken from the following: E7As 17AB,18AB and 19B; H16-44s 400 and 401; RS-2s and RS-3s 450-462; RSC-2s 589,590 and 595; S12 939; and GP35 1507.

	<p>Dispositions:</p> <p>Only 7-9, 12 and 13 were listed as still being on MILW roster as of 10/80³. 10 also reported returned to service late 80-early 81⁸¹.</p> <ul style="list-style-type: none"> • 12 s/f/s Erman-Howell early 1983⁹⁴ or I. L. S., Bethel, Minnesota 02/84⁴. • 13-15 s/f/s Chrome Crankshaft 09/84⁴ or scrapped and parts sold ca. 10/84 to National Rail Equipment (Chicago) and Miller Compressing⁹⁶. • 11 s/f/s Erman-Howell early 1983⁹⁴ or Chrome Crankshaft 10/84⁴. <p>Undated dispositions:</p> <ul style="list-style-type: none"> • All were stored at Bensenville 06/83⁹³ and erroneously reported as s/f/u C&NW late 1983 and r# 6576-6580⁹⁴. • 6-8 and 10 s/f/s Chrome Crankshaft. • 9 s/f/s Peaker Services, Brighton, Michigan.
18	<p>E9 notes:</p> <ul style="list-style-type: none"> • Trade-ins for 36AC-39AC were E6As 15AB and E7As 16AB,19A and 20A. Source 38 says that "E9 units have D4 main generators from trade-ins;" trade-ins for the other E9s are unknown. <p>Dispositions:</p> <ul style="list-style-type: none"> • 30AC,31ABC,32BA,33B,34AB,35ABC conveyed to Amtrak, the only Milwaukee units conveyed. • 30B,32C,33A,34C s/f/cnb Precision 04/72, scrapped. 32C wrecked on Watertown commuter train 06/71. One source mentioned possible rebuilding of these units for Amtrak³⁹. • 33C,36AC-38AC donated to North Suburban Mass Transit District, Chicago 11/28/73 "to cover their share of the cost of the project," evidently the launch of NSMTD services⁵⁶. All listed as still being on MILW roster as of 10/80³.
19	<p>SD40-2 notes:</p> <p>3000-3040 were originally to have been ordered as SD38-2s 3500-3539³⁶. They were delivered to Milwaukee to circumvent the Illinois sales tax, and were built with 4,000-gallon tanks, standard dynamic brakes, electronic bells and a horn that one observer said looked and sounded "much like the horn found underneath Cadillac hoods"⁴².</p> <p>Trade-ins:</p> <ul style="list-style-type: none"> • Confirmed for 3000-3040, all reported at Piolet Brothers 06-11/72, were: F7As 70A,78C,87C and 121A; H16-44s 405/08/10/13/17/20/28/30/33; "RS-2ms" (should be RS-3s) 464 and 466; AS616s 561-564 and 566; H12-44 717; SS-4 815; S12s 901/06/16/21; VO1000 936; and DS44-1000s 941 (reported also as 945³⁹)⁴³. Additional candidates were from among the following: F7 99B; FP7 99C; GP9 259; H16-44s 403/09/11/14/21/28/30//33; "RS-2ms" (should be RS-3s) 467 and 469; RSC-2s 588 and possibly 594 (reported in service 06/72); S12 905; and DS44-1000 933. F9B 126D, H16-44 422, RS-2m 596, and H12-44 and 741 had also been considered for trade but met other dispositions. RS-2m "468" was also listed, but is not known to have existed^{all 39}. H16-44 415, S12 902 and DS4-1000 931 reportedly traded for SD40-2s apparently went in for SDL39s 586-590 instead^{47.49}. • Trade-ins for SD40-2s 21-30 and 171-181, GP38-2s 350-355 and U23Bs 4800-4804 possibly included F7A 106A (which did go to EMD in 1973)³, H12-44 741⁵¹; and DS44-1000s 933 and 939⁵¹. RSC-2 595 was also listed as a trade-in candidate⁵¹, but was still on the scrap line in mid 10/74⁶⁴. <p>Miscellaneous notes:</p>

- 3001/04/05/10/13/20/22/30/32/33 (r# 131/34/35/40/43/50/52/60/62/73),171/76/85/94/95/99,200 and 202 were equipped for coal service.
- 156 was repainted for the American Bicentennial 11/74 ⁷⁵, repainted to standard livery early-mid 1978 ⁷⁶.
- 199 rebuilt early 1976 after wreck ⁷².

Pre-merger dispositions:

- 145 wrecked at Bandera, Washington 12/75 and scrapped.
- 185 wrecked at Marquette, Iowa 04/87 and scrapped.

Soo's renumbering of the SD40-2s broke them into two groups: 6300-6370 for MILW 16-30 and the non-coal-equipped units, and 6371-6388 for the coal units.

Post-merger dispositions:

130-143 and 145-170 s/f/u 02/85, most without being renumbered for Soo:

- 130/31/33/34 r# FNM 13040/30/36/42.
- 135-139 r# FNM 13047/43/14/12/24.
- 140-142,144 r# FNM 13010/34/27/41.
- 146-149 r# FNM 13032/25/23/09.
- 150-154 r# FNM 13035/38/39/21/13.
- 155-159 r# FNM 13017/22/26/19/45.
- 160-162,164 r# FNM 13016/31/33/37.
- 165-170 r# FNM 13018/48/46/20/29/15.
- Soo 6316/75/80 were also s/f/u FNM, r# 13044/11/28.

Additional dispositions:

- Soo 6300-02/45-48/81/82 (former MILW 16-18,172-175,171,172) sold to EMD for their lease pool 02/85, not r#.
- Soo 6349-6358 (former MILW 182-184,186-191) returned to leaser GATX; not r# at first, then r# 9349-9358, then 7349-7358.
- Soo 6359-6370 and 6384-6388 (former MILW 193,196-198,201,203-209,194,195,199,200 and 202) returned to leaser HLCX and not r#. 6359-6364 and 6384/86/87 s/f/u (or leased?) DM&E, not r#. 6385 r# HLCX 6000.

20 U28B trade-ins:

- For 130-135 apparently taken from the following: RS-3s 491-493; S-2s 841-852; and S-4s 802/03/06/10-13/53-62 plus possibly the unidentified S-4 that was r# from 807 1st to an unknown number 840-847 2nd.
- For 137-140 apparently S-4s 800/01/05/09.
- For 380 2nd, see Note 24.
- For 393-398, see Note 7.

Dispositions:

- 5601,5604 s/f/s Erman-Howell 03/84.
- 5500,5502-5511 s/f/s Miller Compressing 03/84 ⁴; source 95 omits 5500 from this list.
- 5600 s/f/s Erman-Howell 04/84 ⁹⁵.

- 5602,5603 s/f/s Miller Compressing 06/84.
- 5501 s/f/s DESCO 12/84.

21 GP40 trade-ins:

- For 174-179,181-193,199 apparently taken from the following: RS-3s 491-493; S-2s 841-852; and S-4s 802/03/06/10-13/53-62 plus possibly the unidentified S-4 that was r# from 807 1st to an unknown number 840-847 2nd.
- For 153-173, apparently CFA16-4s 23C,24C,25A,27AC; CFB16-4s 23B and 24B; S-2 807; S-4s 801³⁸, 804,808 and 814; RS-1s 870-874; VO1000s 929,931 and 934; 44-ton GE 990; and 44-ton Davenport 997.
- For 2047-2056, apparently taken from CFA16-4s 23A,24A,25C,26C and 28C; CFB16-4s 25B-28B; AS616 560; and VO1000s 932/33/37/38.
- For 2057-2067, apparently taken from the following: E7As 17AB,18AB and 19B; H16-44s 400 and 401; RS-2s and RS-3s 450-462; RSC-2s 589,590 and 595; S12 939; and GP35 1507.

Notes:

- 2068-2071 nee-EMD same, delivered to MILW 05/69, purchased 11/69.

Dispositions:

Pre-merger:

- 2028 and 2053 wrecked at Ottumwa, Iowa 1983, scrapped at Milwaukee Shops ca. 02/84^{4,94}. 2028 stored at Milwaukee with fire damage 07/83⁹³.
- 2069 wrecked; cannibalized early 1983⁹²; scrapped at Milwaukee Shops 02/84⁴.
- 2068 s/f/s Peaker Services, Brighton, Michigan mid-late 1983⁹³ or 06/84⁴.
- 2047-2052,2054-2056 sold to Chrome Crankshaft, Silvis, Illinois 10/84⁴. 2051,2052 reported wrecked and cannibalized early 1983⁹².
- 2070,2071 sold to Chrome Locomotive 11/84; 2071 s/f/u FEC, r# into the 440 series.

Dated post-merger retirements:

- SOO 2030 s/f/u Helm Leasing 02/88, not r#; s/f/u UP, r# 865; returned to Helm 07/23/98.
- SOO 2029/37/44/60/67 s/f/u Helm Leasing 09/88, not r#; s/f/u UP, r# 877,875,878,881,880; 877,875,881 and 880 rebuilt to GP38-2 specs 02/99, 12/98, 09/98 and 02/98 respectively, r# 2548,2546,2550 and 2562. 878 retired 07/23/98 and returned to Helm.
- SOO 2001,2025 s/f/u EMD Leasing 04/89.
- SOO 2042 returned or s/f/u to lessor HLCX 02/91; s/f/u ATY 664.
- SOO 2034 and 2043 retired 10/92, disposition unknown.

Undated post-merger retirements:

- 2020 apparently sold directly or returned to HLCX without SOO reporting marks, not r#⁴. (Hyde has a similar disposition for 2060, but dated 09/88, so this is doubtful.) Reported wrecked and cannibalized early 1983⁹².
- SOO 2027 s/f/u EMD, r# 198; s/f/u UP and rebuilt to GP38-2 specs 10/98, r# 2385.
- SOO 2000/04/18 also apparently sold to EMD
- SOO 2005 rebuilt to fuel tender, r# 4000.
- SOO 2006 r# 4609; s/f/u FEC, r# 439.
- SOO 2023,2024 s/f/u FEC, r# 440,441.
- SOO 2007/17/19 returned or s/f/u to lessor HLCX, not r#; 2007 and 2019 s/f/u ATK, r# 662,663 (2042 had the same history, sold to Helm

- 02/91). 2017 s/f/u UP, r# 876; rebuilt to GP38-2 specs 01/99, r# 2547.
- SOO 2022 s/f/u directly to UP, r# 864; s/f/u HLCX 07/23/98, r# 4416.
- SOO 2040/61-63/65 sold to National Rail Equipment (d); s/f/u UP, r# 879,867,869,868,866; 879, 867,868 and 866 rebuilt to GP38-2 specs 12/98, 02/98, 07/98 and 08/98 respectively, r# 2549,2551,2540 and 2539. 869 retired 07/23/98 and sold to Helm.
- SOO 2066 is annotated "SUS" in Hyde.

22 GP9 notes and dispositions:

The "GP20" program:

From 06/69 through 10/73, most GP9s in the 200-277 series were repowered with normally aspirated 2000 hp 16-645E engines, and received chop noses as well as D32 main generators and D77 traction motors³⁸ and other modifications. According to Source 38, only the frame, carbody and trucks were reused, and they were owned by U. S. Leasing. The rebuilds were renumbered 999 down through 946 as they were completed. They were badged and are widely regarded as GP20s, which is inaccurate since a GP20 has a turbocharged 567. On 999 through 982, the numberboards were left in the top of the nose after chopping. These units were leased from United States Leasing, Kansas City⁹².

981 through 964 were different from their predecessors, in that they had projecting number boards, improved electrical systems and oxyoke paper air filters. Out of the earlier rebuilds, at least 989 and 992 were retrofitted with the paper air filters. One report had fiberglass particles from the original filters being ingested by the engine⁴².

Builder plates were freely mixed during the rebuildings, and build numbers in this roster may not correspond with the actual units; the X2200S Issue 30 roster relied on frame numbers for units completed at time of publication, 982-999, to determine their build numbers. There is a fair amount of disagreement between available sources on some of the rebuildings, due to either errors or very possibly the swapping of build plates. In the roster, [next] and [former] numbers and corresponding build numbers for the rebuilds are those in which all sources are in agreement. Tables 1 and 2, following these notes, are cited in the locomotive data and list the discrepancies.

Miscellaneous modifications and renumberings:

- Starting mid 1969 with 200-205 and completed by 1977: 200-209 regearred, equipped with high-capacity sanders, and reassigned from Milwaukee transfer service to the Bensenville hump²¹. Either 200-209 were r# 800-809 in sequence^{4,57}, or they were not; the alternate accounts have 200/01/04/06/07 r# 800-804 07/73⁵⁴ and 202/03/05/"08-11" (sic) to become 805-809 late 1973 or early 1974⁵⁶. Whatever actually transpired, no retirement data for any of the units 200-211 has been found.
- Ca. mid-late 1969: 215 r# 255 2nd.
- 09/77: Remaining unrebuilt pre-1959 GP9s 210,211 (if not r# into 800s per above)/19/21/28/30/32/37/44 r# 270-276 2nd,278,279 to clear numbers for additional SD40-2s^{4,73}. (Trainweb lists 237 as retired).

289, 310, 946, 972 and 973 "have appeared on lease" to the Iowa Railroad early 1983⁸⁹.

Dated dispositions, including of "GP20s," using Hyde's list – * indicates a discrepancy in the renumbering of 900 series rebuilds, see Tables 1 and 2.

Pre-merger:

- Late 1972: 259 early 1972³⁹, traded to EMD late 1972, apparently for SDL39s 586-590⁴⁹.
- 09/77: 231 retired, disposition unknown.
- 05/80: 292,301,322 s/f/u St. Marys (sic – should be St. Maries River), r# 101-103⁴; rebuilt by Morrison-Knudsen with chop noses and ditch lights 12/80-02/81 prior to r# for St. Maries River)^{81,82}.
- 11/80: 314 retired, disposition unknown⁴. See also 01/83 entry.

- 10/81: 277 scrapped at Milwaukee Shops after long storage following a wreck⁸⁶. All other sources show it rebuilt to 977.
- Circa late 1982-early 1983: 982-999 returned to lessor⁹².
- 12/82: 998 retired, disposition unknown.
- 01/83: 302,311,312,314 s/f/u Iowa Railroad⁸⁹. Source 4 has these units retired 04/83, disposition unknown; sold to dealer Wilson, Des Moines, Iowa 08/84; s/f/s Erman-Howell 05/84; and retired 11/80, disposition unknown, respectively. 312 was returned early 1983⁹².
- 02/83: 310 retired, disposition unknown.
- 03/83: 994 s/f/u⁴ or leased to^{92,94} Cadillac & Lake City via Mid-America Car ca 04/83, not r#^{4,94}.
- 03/83: 985,989 s/f/u City of Prineville via Wilson (d), not r#^{4,92}.
- 03/83: 326 s/f/u Dakota Rail, not r#⁴, or r# 4⁹⁵.
- 03/83: 319 s/f/u Great Western, not r#.
- 04/83: 302 retired, disposition unknown⁴. See also 01/83 entry.
- 04/83: 982-984,986-988,990-993,995-999 s/f/s Precision; all scrapped by 06/83⁹².
- 11/83: 293,328 retired, disposition unknown⁴; sold to L. G. Everist ca. 10/83⁹⁴.
- 01/84: 320 s/f/u Dakota Rail, not r#⁴, may have been r# 5⁹⁵.
- 03/84: 330 sold to Independent Locomotive Service, St. Paul, Minnesota^{4,94}.
- 05/84: 303 s/f/u Dakota Rail, not r#.
- 05/84: 312 s/f/s Erman-Howell⁴. See also 01/83 entry.
- 05/84: 800-809 sold to Azcon (d), Silvis, Illinois⁹⁵; only 807 and 809 were listed as still being on MILW roster as of 10/80³.
- 06/84: 321,323 s/f/u Dakota Rail, not r#.
- 07/84: 289 retired, disposition unknown.
- 08/84: 270 2nd s/f/u WICT via National Rail Equipment, not r#; s/f/u Golden Arrow Tours; sold to Glenn Monhart.
- 08/84: 276 2nd, 279 sold to National Rail Equipment, no further information.
- 08/84: 274/75 2nd/78/82-85/87/90/95,324/27/29 sold to Precision, no further information^{4,95}.
- 08/84: 280/86/97,316/17/31 s/f/u Farmrail via D. Wilson (d), Des Moines, Iowa), not r#; named *Arapaho*, *Choctaw*, *Seminole*, *Pawnee*, *Kiowa* and *Caddo* respectively. Hyde has 316, 317 and 331 going to Farmrail in 1987, possible typos.
- 08/84: 281,306,311,318 sold to D. Wilson (d), Des Moines, Iowa), no further information⁴. See 01/83 entry regarding 311. 311 omitted from list in source 95, is listed in source 96 as retired 11/24/83 and sold to Wilson 08/84.
- 08/84: 291,315 s/f/u Minnesota Valley via D. Wilson (d), Des Moines Iowa, not r#⁹⁵.
- 09/84: 313 scrapped at Milwaukee Shops.
- 10/84: 296,300 sold to Azcon, no further information⁴. Source 96 has only 296 to Azcon, and lists 300 only as retired circa 10/84.
- 10/84: 288/94/98/99,304/05/07-09/25 sold to National Rail Equipment, no further information 4. Source 96 adds 272 2nd and 273 2nd.
- 02/85: 972 retired, disposition unknown.

Dispositions on or after 02/85:

- 964-71/73/77-81 s/f/u CC&P, not r# 1864-71/73/77-81⁴. 947, 972 and 974-976 also s/f/u CC&P as 947,972,974-976⁹⁷. See Note 58.
- 950-52/54/55 s/f/u Georgetown Railroad, r# 9051-9055⁴ or 9050-9052,9054,9055¹⁰⁰. 9050-9052¹⁰⁰ or 9050 and 9052¹⁰¹ s/f/u Lycoming Valley, not r#. 951 also erroneously reported sold to CC&P. not r#⁹⁷.
- 957,960 s/f/u MCER, not r#; 960 sold to GATX 08/90.

Post-merger 01/01/86:

- 1987: 953 wrecked, scrapped by Soo.
- 08/90: 956,958,959 sold to Frank Nesbitt. 959 also reported sold to CC&P, not r#⁹⁷.
- 08/90: 962,963 sold to GATX. (Hyde also has 960 sold to GATX this date, but was sold first to MCER and not r#.)

Dispositions unaccounted for in available resources: 236, 271 2nd, 963/72/74/75/76/97*, all of which were retired after 09/71, and Soo 4001,4002. Of

	<p>these:</p> <ul style="list-style-type: none"> • 972/74/75/76 were listed as still being on MILW roster as of 10/80³. 236, 271, 963 and 997 not listed as still being on MILW roster as of 10/80³. • 963 not on roster, unaccounted for as of 02/81⁸¹. • 997 reported stored at St. Paul 12/82⁸⁹. <p>Hyde has this for 961: Retired 02/85, then "Wreck damage, to D&I #? (also listed as MILW 277, wrecked, scr 04/77)"</p>
23	<p>GP38-2 notes:</p> <p>Trade-ins for SD40-2s 21-30 and 171-181, GP38-2s 350-355 and U23Bs 4800-4804 possibly included F7A 106A (which did go to EMD in 1973)³, H12-44 741⁵¹; and DS44-1000s 933 and 939⁵¹. RSC-2 595 was also listed as a trade-in candidate⁵¹, but was still on the scrap line in mid 10/74⁶⁴.</p> <p>Dispositions:</p> <ul style="list-style-type: none"> • Soo 4500-02/04/05 sold to (returned to?) WCLX, not r#; s/f/u or leased to KCS, r# 4022-4026. • Soo 4503 s/f/u South Eastern Coal via National Rail Equipment, r# 3820; s/f/u C&NW 12/91, r# 4711; to UP 2349.
24	<p>U25B dispositions:</p> <ul style="list-style-type: none"> • 380 1st wrecked at Whitman, Minnesota late 1966, traded to GE for U28B 380 2nd. • 5060 s/f/s⁴ or cnb⁹⁴ Independent Locomotive Service, St. Paul, Minnesota late 1983⁹⁴ or 01/84⁴. • 5052 and 5054 s/f/s Erman Howell 04/84. • 5050/51/53/55/59 s/f/s Miller Compressing 04/84. • 5056 sold to Miller Compressing 04/84^{4,95}; to Illinois Railway Museum 07/93⁴. • 5057 sold to Webster Technical College, Sidney, Nebraska 05/84; to Feather River Rail Society, Portola, California 1991. • 5058 s/f/s DESCO 12/84.
25	<p>H16-44 notes:</p> <ul style="list-style-type: none"> • 400/428 and 401/429 swapped numbers by 1968³⁸. <p>Dispositions:</p> <ul style="list-style-type: none"> • 400,401 apparently traded to EMD for FP45s 1-5, SDL39s 581-585, GP40s 2057-2067, and/or SD45s 4006-4009 in 1968. • 428 s/f/s by late 06/71 • 405/08/10/13/15/17/20/28/30/33 traded to EMD for SD40-2s 3000-3040 mid-late 1972^{43,47}, mostly after long periods of storage and cannibalization. • 415 also reported traded to EMD late 1972, apparently for SDL39s 586-590⁴⁹. • 407,426 scrapped at Milwaukee shops 02,04/75. • 425,429,434 scrapped at Milwaukee shops 03/76. • 402/04/16/19/22-24/27 scrapped at Milwaukee shops 04/76. 422 had been stored pending trade for SD40-2s 3000-3040 early 1972³⁹. • 432 scrapped at Milwaukee shops 05/76. • 435,436 s/f/s Precision 05/76. <p>Dispositions unaccounted for in available resources:: 403/06/09/11/12/14/18/20/28/30/33 all retired after 09/71. Of these:</p> <ul style="list-style-type: none"> • 411 heavily cannibalized at Western Avenue Chicago 04/28/71²⁹. As of late 06/71, 403 had joined it, 414 and 421 were stored at Bensenville,

	<p>406,409, 412 and 426 were in service ³⁰. 409 was added to storage at Bensenville as of 09/71 ³². 406 and 412 stored pending unknown disposition early 1972 ³⁹; both in service late June 1972 ⁴². 412 stored with fire damage and cannibalized at Bensenville 04/1973, six units remain in service ⁵². 406 stored unserviceable at Bensenville, pending scrap 02/76 ⁷¹.</p>
26	<p>RS-2, RS-3 and RSC-2 notes:</p> <p>There were several minor renumberings of these units:</p> <ul style="list-style-type: none"> • In March and April 1969, number swaps occurred between these pairs: 454/463; 455/493, then 455/468; 456/467; 459/464; and 462/469. This was apparently done to consolidate serviceable units into one run of numbers 463-490 and assign the displaced numbers to units being retired ²¹. • Prior to early 1971, number swaps occurred between these pairs: 457/491 and 463/492. • After early 1971, 490 and 492 r# 585 2nd and 463 2nd. • 588 1st r# 595 2nd late 1972 to clear numbers for SDL39s, though out of service at the time ⁴⁸. • Evidently, as discussed in the dispositions, two more units were r# 464 3rd and 468 2nd. • As of mid 1975, 467-469 2nd were to be r# 461 2nd, 462 3rd and 463 4th to clear numbers for MP15ACs ⁶⁸. <p>464 reportedly received Blunt trucks by 07/72 ⁴². It had been reported stored in early 1972, and at Pielet Brothers in trade for SD40-2s 08/72, so either the number was misread or there was an additional number swap, resulting in 464 3rd. 467, 468 and 469 were also reported with Blunt trucks in early 1973 ⁵⁰.</p> <p>Dispositions by final number:</p> <ul style="list-style-type: none"> • 491-493 2nd apparently traded to either EMD for GP40s 174-179 and 181-199, or GE for U28Bs 130-135 ca. 1966. • 582-587,592,593 and 597 apparently traded to GE for U30Bs 6005-6008 and U33Cs 8000-8003 circa late 1967-early 1968. 582-84/86/87/93/ 97 scrapped at Laclede Steel, St. Louis 04/68. • 450-462, 589, 590 and 595 apparently traded to EMD for FP45s 1-5, GP40s 2057-2067 and SDL39s 581-585 circa 1969. (Hyde has 462 scrapped at Milwaukee shops 04/76). • 464 and 466 at Pielet Brothers in trade for 3000-3040 08/72, reported as RS-2ms ⁴³. • 461/63/65/70 and 596 scrapped at Milwaukee shops 04,04,03/76,06/75,07/75 ⁴. 596 had been stored pending possible trade for SD40-2s 3000-3040 early 1972 ³⁹, in service at North Lacrosse 06/72 ⁴⁰. 463 3rd also scrapped 04/76 ⁷³. • 576,577,579 s/f/s Precision 07,07,04/76. • 578 s/f/u Kettle Moraine Scenic 04/77 ⁴; 578 and 594 both s/f/u Kettle Moraine 07/76, r# 5,4 ⁷³. <p>Dispositions unaccounted for in available resources: 464 3rd, 467,469, 588 and 595 2nd all retired after 09/71. Of these:</p> <ul style="list-style-type: none"> • 467 was cannibalized on St. Paul deadline early 1968. • 464/67/69 and 588 stored pending trade for SD40-2s 3000-3040 early 1972 ³⁹. Source 39 also has "468" stored pending trade for SD40-2s 3000-3040 early 1972, so evidently something was renumbered to 468 2nd. 467, 468 and 469 reportedly assigned to Wausau as of early 1973 ⁵⁰. • 595 2nd stored unserviceable at Milwaukee early 1973 ⁵⁰. On scrap line mid 10/74-06/75 ^{64,67}.
27	<p>MP15AC dispositions:</p> <p>Soo 1500-1531 were returned 04/01/1991 to lessor American Financial Group. UP acquired them out of order in two batches:</p> <ul style="list-style-type: none"> • 1500-1509 purchased outright; 1500/01/08 r# UP 1398,1399,1397 01/93; 1504,1505 r# UP 1401,1400 02/93; 1502/03/06/07/09 r# UP 1404/02/06/03/05 03/93. • 1510-1531 leased to UP; 1520,1526 r# UP 1408,1407 07/93; 1511/12/17/19/21/24/25/28 r# UP 1409/12/13/15/1814/10/11 08/93;

1514/16/30 r# UP 1418/20/17 10/93; 1522/27/31 r# UP 1424/26/25 11/93; and 1510/13/15/21/23/29 r# UP 1428/23/16/19/27/22 12/93. All of the second batch were purchased by UP 12/18/1996.

All of the units sold to UP were assigned UPY 1397-1428 12/99, and were r# between 07/28/2000 and 11/30/2001.

28 SD7 and SD9 notes:

The "SD10" program:

From 03/74 through 01/76, many SD7s and SD9s were rebuilt to what MILW called SD10s. They received chop noses, ox-yoke air filters (Donaldson on at least 556⁶⁴) and four exhaust stacks, and their 16-567CE engines⁵⁷ were rated at 1,800 hp. Unlike the GP9 program, there was no apparent direct sequence for renumbering rebuilds, other than them being done in two batches, 544 (the first completed) through 561 and below 543. In the second batch, only 532, 534 and 543 2nd are known to have been completed. A third batch, 562-567, was planned but never started; the program had been planned to continue past 01/76, but evidently economic conditions nullified it.

The program has created a goodly amount of confusion for locomotive historians. Unlike the GP9 program, the rebuilds were kept within the same general range of numbers as the unrebuilt units, leading to many numbers being reused. Also, several unrebuilt SD9s were renumbered, again within the same number range, to make room for rebuilds.

Sources available to this compiler contain many discrepancies, omissions and outright errors. The SD9 histories are especially confusing. All sources agree on most of the renumberings of the unrebuilt SD9s, but Bingen identifies them as "SD9rs," indicating a rebuild of some kind, and Trainweb incorrectly has them all being rebuilt to SD10s. The report of plans for the program in Extra 2200 Issue 50 does not account for 537-540 being r# 505-508 2nd, or for 542 and 543 being r# 511 and 514 2nd, and the only documentation of 541 1st being r# 510 2nd prior to being rebuilt to 532 2nd to end the program is in X2200 Issue 58.

Next and former numbers, along with rebuild status appear in the roster data where all sources agree. Tables 3 and 4, following these notes, are cited in the locomotive data and list the discrepancies.

Miscellaneous notes:

- 511 wrecked; rebuilt with GP35 cab 09/71³² which it retained after rebuilding to "SD10."
- 506 was rebuilt prior to the program, outshopped by 08/24/72⁴².

Dated dispositions:

- 503,504 2nd were to have been rebuilt and r# 563,564 2nd; sold to Chrome Locomotive 05,10/80. 503 stored at Milwaukee 07/83⁹³; also reported sold to Azcon (d), Silvis, Illinois 06/84⁹⁵.
- 511 2nd was to have been rebuilt and r# 530 2nd; s/f/u DVRR 01/81, not r#. Reported stored at Bensenville 06/83⁹³; also reported s/f/u Western Railroad Builders 06/84 via Azcon (d), Silvis, Illinois along with 500 and 508⁹⁵.
- 500,508 2nd were to have been rebuilt and r# 535,567 2nd; sold to Mountain Diesel (via Chrome Crankshaft?) 01/81⁴; stored at Bensenville 06/83⁹³; leased to Dry Valley RR, not r#; wrecked 09/02/88, Dry Valley, ID; scrapped on site⁴. 500 and 508 also reported s/f/u Western Railroad Builders early 07,06/84 via Azcon (d), Silvis, Illinois⁹⁵.
- 502 2nd was to have been rebuilt and r# 536 2nd; scrapped at Milwaukee Shops 03/84.
- 507 2nd was to have been rebuilt and r# 566 2nd; s/f/s Erman-Howell in Milwaukee 03/84.
- 501 was to have been rebuilt and r# 541 2nd; s/f/s Erman-Howell in Milwaukee 05/84.
- 515 stored at Bensenville 06/83⁹³, sold to Precision 06/84⁹⁵. (X2200S published three different rebuild numbers for it, see Table 3.)
- 512 retired 01/81 (?), s/f/u Dakota Southern 09/84 (?), not r#⁴; or sold to National Rail Equipment ca. 10/84⁹⁶.

	<ul style="list-style-type: none"> • 506 2nd, 522 were to have been rebuilt and r# 565,542 2nd; s/f/u Dakota Southern 01/81, not r#. Hyde has 506 being sold via Chrome Locomotive; 506 also reported stored at Milwaukee 07/83 ⁹³. • 513,518 scrapped at Milwaukee Shops 09/84, parts sold to Miller Compressing; 518 was to have been rebuilt and r# 537 2nd; Bingen states that 518 was rebuilt to an SD10 but not r#; stored at Bensenville 06/83 ⁹³. • 505,514 2nd were to have been rebuilt and r# 562,531 2nd; scrapped at Milwaukee Shops late 1984. • 544-560 all s/f/u DM&E 02/85, not r#. 549 stored at Milwaukee 07/83 ⁹³. <p>Post-merger dispositions:</p> <ul style="list-style-type: none"> • 561 wrecked at Marquette, Iowa 1986 and scrapped. • SOO 534 was conveyed to CP ,not r#; rebuilt to a hump slug master 12/93. <p>519 is Dispositions unaccounted for in available resources, was retired after 09/71. It was to have been rebuilt and r# 533 2nd; not listed as still being on MILW roster as of 10/80 ³, scrapped per Trainweb, no other information. Stored at Chrome Crankshaft ca 10/81 ⁸⁶.</p>
29	<p>H16-66 notes:</p> <ul style="list-style-type: none"> • 553-555 r# 547-549 for unknown reasons prior to mid 1971, then 547-552 r# 524-529 12/73 ⁵⁶ to clear numbers for SD7 and SD9 rebuilds. <p>Dispositions: All six s/f/s Precision 06,05,05,05,04,04/76.</p>
30	<p>AS616 notes:</p> <ul style="list-style-type: none"> • 565 and 567 r# 568 and 569 between 05/74 and 04/75 ⁶⁷. <p>Dispositions:</p> <ul style="list-style-type: none"> • 560 cannibalized on St. Paul dead line early 1968; apparently traded to EMD for GP40s 2047-2056 and SD45s 4000-4005 circa 1968. • 561/63/64/66 stored pending trade for SD40-2s 3000-3040 early 1972 ³⁹. 564 and 566 at Piolet Brothers 08/72. 561-563 at Piolet Brothers 09-10/1972 ⁴⁷. • 568 and 569 scrapped 08/76 ⁷³. <p>562 is Dispositions unaccounted for in available resources, other than being retired between 09/71 and 10/80 ^{1,3}.</p>
31	<p>RSD5 dispositions:</p> <ul style="list-style-type: none"> • 570-572,574,575 scrapped at Milwaukee Shops 03p04/76. • 573 Dispositions unaccounted for in available resources, retired after 09/71; on scrap line mid 10/74 ⁶⁴.
32	<p>SDL39 trade-ins:</p> <ul style="list-style-type: none"> • For 581-585, apparently taken from the following: E7As 17AB,18AB and 19B; H16-44s 400 and 401; RS-2s and RS-3s 450-462; RSC-2s 589,590 and 595; S12 939; and GP35 1507. • For 586-590, apparently: GP9 259; H16-44 415; S12 905; DS44-1000 931, all reported at Piolet Brothers 11/72; plus one additional unit ⁴⁹. <p>Dispositions:</p> <ul style="list-style-type: none"> • 581 wrecked at Sacred Heart, Minnesota ⁴; scrapped at Milwaukee ca. 02/84 ⁹⁴.

	<ul style="list-style-type: none"> • 586-590 returned to lessor HLCX, not r#; s/f/u Wisconsin Central 1988, not r#. • Soo 582-585 s/f/u Wisconsin Central 1988, not r#.
33	<p>SW7, SW9 and SW1200 notes and dispositions:</p> <ul style="list-style-type: none"> • 603/05/07/16/29 r# 701-717 (2nd), probably after the retirement of the last FM switchers in that series 01/82. <p>Dated dispositions:</p> <ul style="list-style-type: none"> • 602,640 s/f/u Davenport Rock Island & Northwestern 10/75 ⁷⁰, not r# ⁴. 619 also s/f/u DRI&NW at this time ⁴. • 614,648 s/f/u Seattle & North Coast 04/80, not r#. • 611 s/f/u Davenport Rock Island & Northwestern 05/80, not r#. • 612,618 s/f/u St. Maries (sic – should be St. Maries River) 05/80, ⁴; rebuilt by Morrison-Knudsen by 7/81 prior to r# for St. Maries River ⁸⁶. • 625 s/f/u Davenport Rock Island & Northwestern 03/81, not r# ⁴, stored at Chrome Crankshaft as 625 ca 10/81 ⁸⁶. • 627 s/f/u Jerrett Ranches, Britton, South Dakota 04/82. • 622 retired 06/82, disposition unknown. • 600 s/f/u NIRC/Chicago RTA 11/82, r# 4 ^{4,93}. Reports of it being 604 instead of 600 are incorrect ⁹³. • 615,637,645 sold to Chrome Crankshaft, Silvis, Illinois 03,03,02/83 ⁴ or late 07/84 ⁹⁵. • 638 sold to A. O. Smith, Milwaukee, Wisconsin 06/83. • 650 retired 06/83, disposition unknown. • 613 s/f/u Davenport Rock Island & Northwestern 01/84, not r#. • 632 sold to Independent Locomotive Service, St. Paul, Minnesota 01/84. • 608 sold to Wilson (dealer, Des Moines, IA) 03/84 ⁴ or 03/83 ⁹²; stored at Bensenville 06/83 <i>and</i> Milwaukee 07/83 ⁹³; sold to Chrome Crankshaft 02/84 ⁹⁴. • 601,604 stored at Bensenville 06/83 ⁹³; retired 03/84, s/f/s Chrome Crankshaft 06,02/84 ^{95,94}. See 11/82 entry for more on 604. • 610,630 stored at Bensenville 06/83 ⁹³; retired 04/84, disposition unknown ⁴; sold to Chrome Crankshaft 02/84 ⁹⁴. • 606,617 retired 05/84, disposition unknown ⁴; sold to Chrome Crankshaft 02/84 ⁹⁴. • 623 stored at Bensenville 06/83 ⁹³; s/f/s Precision 06/84. • 626,634,639 and 649 retired 06/84, disposition unknown ⁴; sold to Chrome Crankshaft 02/84 ⁹⁴. • 621 sold to Precision 07/84. • 609,620,628 retired 07/84, disposition unknown ⁴; 609 and 628 sold to Chrome Crankshaft 02/84 ⁹⁴. <p>Post-merger dispositions:</p> <ul style="list-style-type: none"> • Soo 1221 s/f/u Chicago Chemung Railroad 03/86. • Soo 1206,1208 s/f/u Dakota Rail 03/86, not r#. • Soo 1217 "sold to ILS, to NSP 03/86" per Hyde. • Soo 1212,1214,1215 sold to National Rail Equipment 03/86. • Soo 1210 sold to National Rail Equipment 05/86. • Soo 1219 sold to Dakota Rail at an unknown date, then to Wisconsin Southern. <p>Dispositions unaccounted for in available resources: 704.</p>
34	<p>NW2 notes and dispositions:</p> <ul style="list-style-type: none"> • 669 retired 05/80, disposition unknown. • 668,670,671 retired 01/81, disposition unknown.

	<ul style="list-style-type: none"> • 672 retired 06/81, disposition unknown. • 666 s/f/s Independent Locomotive 01/83 4; "sold ca. 01/83 to ILS for scrap in 1984" ⁹⁶. • 667 sold to Wilson (dealer, Des Moines, IA) 11/84. • 665 retired 12/84, disposition unknown.
35	<p>Cow and Calf notes:</p> <ul style="list-style-type: none"> • The calves were built with 64V DC current from their cows; later rebuilt with auxiliary generators and batteries in a box on the tapered end of the hood to enable multiple-unit use with other units, after which the cows and calves were freely mixed with other power in hump service. Examples include 695A and AS616 565 at Pig's Eye 05/23/70 ³⁸, and 693A, F7B 98B and 693B there 08/05/73 ⁵⁵. <p>Dispositions:</p> <ul style="list-style-type: none"> • 693B,696A sold to Precision 09/78. • 696B sold to Precision 08/79. • 691B retired 05/80, disposition unknown. • 692B sold to Chrome Locomotive 07/80. • 694A s/f/u Bienfeit Coal (Alberta) 09/80 ⁴ or 09/81 ⁸⁶, r# 5706. • 690B s/f/s Chrome Locomotive or Louisville Scrap 10/80. • 694B s/f/s Precision 10/80. • 691A sold to Chrome Locomotive 06/82. • 693A retired 1983, s/f/s Chrome Locomotive 02/84. • 690A,695A,695B s/f/s Louisville Scrap Company 06/84. • 692A sold to Precision 08/84.
36	<p>S-2 and S-4 notes and dispositions:</p> <p>Miscellaneous renumberings:</p> <ul style="list-style-type: none"> • 811/818 and 819/854 swapped numbers by early-mid 1966. • 807 and 852 ³⁸, rather than 807 1st and one S-2 from 840-847 ¹, and 804/861 ³⁸ also swapped numbers by early-mid 1966. <p>Dispositions:</p> <ul style="list-style-type: none"> • 838 s/f/u U. S. Government 1960-1965. • 831,839 s/f/u Republic Steel via Silcott (dealer) 07/61, r# 570 1st, 571. • 822-27/29/30/32-37/40 scrapped 1963 per Note D7. • 828 either scrapped 1963 per Note D7 or s/f/u Southwest Portland Cement, Fairborn, Ohio via Manufacturers Equipment and Silcott (dealers) by early 1971, r# 17. Hyde concurs on the resale. • 802/03/06/10-13/41-62 all apparently traded to either EMD for GP40s 174-179 and 181-199, or GE for U28Bs 130-135 ca. 1966. • 800/05/09 apparently traded to GE for U28Bs 137-140 ca. late 1966; 805,809 scrapped by Luria (?) at Madison, Illinois in 1967. • 804/07/08/14 apparently traded to EMD for GP40s 153-173 (ca. late 1966-early 1967). 801 also traded to EMD, seen at Piolet Brothers 04/11/67 ³⁸. • 863-866 sold to Precision early 1968. • 815 stored pending trade for SD40-2s 3000-3040 early 1972 ³⁹. At Piolet Brothers late 1972 ⁴⁷. Reported assigned to Kansas City Joint Agency early 1973 ⁵⁰. • 818 s/f/u Algoma Railway 07/76.

	<ul style="list-style-type: none"> 816 s/f/u Virginia & Maryland 03/77, r# 23⁴, sold via Precision⁷³. <p>817's and 819's dispositions are unaccounted for in available resources. Both were reported assigned to the Kansas City Joint Agency as of early 1973⁵⁰. Both stored but not retired or cannibalized 06/75⁶⁷.</p>
37	HH-1000s 820 and 821 s/f/s Miller Compressing, Milwaukee 08/65.
38	<p>S12 notes:</p> <ul style="list-style-type: none"> 908 and VO1000 939 swapped numbers prior to 06/01/68. <p>Dated dispositions:</p> <ul style="list-style-type: none"> 939 apparently traded to EMD for FP45s 1-5, GP40s 2057-2067 and SDL39s 581-585 circa 1969. 939 reported as a possible trade candidate towards 1973 orders (GP38-2s 350-355, SD40-2s 21-30 and 171-181, and U23Bs 5000-5004; misidentified^{51,52}). 901/06/10/21 traded to EMD for SD40-2s 3000-3040 1972⁴³. 902 traded to EMD late 1972, either for SD40-2s 3000-3040⁴⁷ or SDL39s 586-590⁴⁹; Hyde lists it as s/f/s Precision 05/76. 900,903,925 scrapped at Milwaukee Shops 03/76,06/75,06/75. 907(?)/11/14/20 s/f/s Precision 05,04,05,06/76. 902/04/13/21/24 s/f/s Precision 08/76. 912,923 s/f/s Precision 09/76. 909 s/f/cnb Escanaba & Lake Superior 03/77. <p>905 was stored pending trade for SD40-2s 3000-3040 early 1972³⁹. It's disposition is unaccounted for in available resources.</p> <p>"939" Possible trade candidate towards 1973 orders (GP38-2s 350-355, SD40-2s 21-30 and 171-181, and U23Bs 5000-5004⁵¹).</p>
39	<p>RS12 notes:</p> <ul style="list-style-type: none"> 926 and 927 were built with AAR Type A trucks⁴⁵. Had been reported as retrucked with them^{38,42}. <p>Dispositions:</p> <ul style="list-style-type: none"> 927 scrapped at Milwaukee Shops 06/75. 928 s/f/s Precision 05/76.
40	<p>VO1000 notes:</p> <ul style="list-style-type: none"> 939 and S12 908 swapped numbers prior to late 1968. <p>Dispositions:</p> <ul style="list-style-type: none"> 935 s/f/s Miller Compressing, Milwaukee 08/65. 929,931,934 apparently traded to EMD for GP40s 153-173 ca. late 1966-early 1967. 928,930 believed scrapped early 1967. 932/33/37/38 apparently traded to EMD for GP40s 2047-2056 and SD45s 4000-4005 circa 1968. 932 and 933 cannibalized on St. Paul dead line early 1968. 936 stored pending trade for SD40-2s 3000-3040 early 1972³⁶, at Piolet Brothers 09/72⁴³.

	<ul style="list-style-type: none"> 908 s/f/s Precision 05/76. <p>936's disposition is unaccounted for in available resources. It was reported cannibalized and awaiting disposition as of 04/70 and retired after 09/71.</p>
41	<p>DS44-1000 dispositions:</p> <ul style="list-style-type: none"> 931,941 traded to EMD for SD40-2s 3000-3040 1972 ^{43,47}. 945 had been reported stored pending trade and not r# 941 as indicated in Note E9 ³⁹. 931 also reported traded to EMD late 1972, apparently for SDL39s 586-590 ⁴⁹. 932,934,935,937 scrapped 05,03,06,04/76 ⁷³. 940 s/f/s Precision 04/77. <p>Unaccounted for in available resources: 933, 938 and 939:</p> <ul style="list-style-type: none"> 933 stored pending trade for SD40-2s 3000-3040 early 1972 ³⁹. Still stored at St. Paul 01/73 ⁵⁰. 933 and 939 (misidentified as VO1000 and S12 respectively) possible trade candidate towards 1973 orders (GP38-2s 350-355, SD40-2s 21-30 and 171-181, and U23Bs 5000-5004 ^{51,52}). 938 on scrap line mid 10/74-06/75 ^{64,68}.
42	<p>SW1 notes:</p> <ul style="list-style-type: none"> 954 leased to White Sulfur Springs & Yellowstone Park mid 1972 ⁴⁰. <p>Renumberings:</p> <ul style="list-style-type: none"> 960 1st r# 954 1st by early 1971. (Not mentioned by Hyde.) <p>Another renumbering was conducted in late 1972 in addition to note E9 to clear numbers for GP9 rebuilds. However, there is some confusion between sources 4, 48 and 57 about certain units. All three sources agree that:</p> <ul style="list-style-type: none"> 942-949 r# 873-877,879,878,881. 952,953 r# 863,864. 955-959 r# 870,869,880,868,871. 961-963 r# 866,865,867. <p>941, 950, 954 and 960 are uncertain:</p> <ul style="list-style-type: none"> 941 r# 860 ^{4,48}, not r# ⁵⁷. 950 r# 862 ^{4,48} or 861 ⁵⁷. 951 r# 861 ^{4,48} or 862 ⁵⁷. 960 r# 954 1st ¹ or 872 ^{4,57}; 954 r# 872 ⁴⁸ or 860 ⁵⁷. <p>Dispositions:</p> <ul style="list-style-type: none"> 964 s/f/u International Harvester Company mid 1960s. 966,967 retired 1965, disposition unknown. 865,871 s/f/u DRI&NW 10/75, not r#; 865 s/f/u South Dakota Wheat Growers 12/84, not r#. 870 retired 06/77, disposition unknown. 873,880 sold to Precision 08/79,10/78.

	<ul style="list-style-type: none"> • 869 s/f/u Seattle & North Coast 04/80. • 866-868,872,874-876 and 881 retired 05/80, disposition unknown. • 861 retired 08/80 ⁴, s/f/u Beker Industries, Conda, North Dakota via DES (d) late 80-early 81 ⁸¹. • 864 s/f/u Nucor 10/80, r# 8640. • 879 s/f/u Superior Tie & Timber 10/80, r# 7. • 878 s/f/u Weyerhaeuser 10/80. • 877 s/f/s Erman-Howell 12/82. • 860 s/f/u Harvest States 07/83 via Independent Locomotive Services (d, St. Paul, Minnesota) 01/83 ^{4,94}. • 862 s/f/u Pillsbury, St. Paul, Minnesota mid 1983 via Independent Locomotive 01/83 ^{4,94}. • 863 s/f/u Hardin Grain 09/83 via Chrome Crankshaft (d, Silvis, Illinois) 02 or 03/83 ^{4,94}.
43	<p>HH-660 notes:</p> <ul style="list-style-type: none"> • Hyde and the X2200 Milwaukee roster call 1602 and 1603 HH-600s, while a photo caption in the same roster and the HH roster in Issue 35 have all four as HH-660s. <p>Dispositions:</p> <ul style="list-style-type: none"> • 981-983 retired 01/61, believed scrapped ¹. • 980 retired believed scrapped early 1960s ¹. • All four s/f/s 1959 ⁴⁴.
44	<p>GP30 dispositions:</p> <ul style="list-style-type: none"> • 1004,1009,1014 scrapped at Milwaukee Shops 01/84. • 1000-1003,1005-1008,1010-1013,1015 sold to Precision 08/84 ⁴; source 95 omits 1000 from this list.
45	<p>GP35 dispositions:</p> <ul style="list-style-type: none"> • 1508,1511 sold to Chrome Crankshaft 07/84. • 1500-1506,1510 sold to Precision 07/84. • 1507,1509 retired 07/84, disposition unknown.
46	<p>U23B notes:</p> <ul style="list-style-type: none"> • Trade-ins for SD40-2s 21-30 and 171-181, GP38-2s 350-355 and U23Bs 4800-4804 possibly included H12-44 741 ⁵¹ and DS44-1000s 933 and 939 ⁵¹. RSC-2 595 was also listed as a trade-in candidate ⁵¹, but was still on the scrap line in mid 10/74 ⁶⁴. <p>Dispositions:</p> <ul style="list-style-type: none"> • 5001,5002 s/f/s Chrome 1983 ⁴ or retired early 1984, s/f/s Erman (Milwaukee) ca. 10/84, parts sold to Miller Compressing ⁹⁶. • 4800,4803 and 4804 listed as retired 02/85, but no information is available other than their going to GE 05/89 and scrapped.
47	<p>U30B notes:</p> <ul style="list-style-type: none"> • Trade-ins: See Note 26. • The X2200S Issue 30 roster has b/n 36499 for 6009/5609; Hyde has 36504. 6009 was delivered as 6004 (1st) and quickly renumbered, which may account for the discrepancy.

	<p>Dispositions:</p> <ul style="list-style-type: none"> • 5605-5608 s/f/s Chrome Crankshaft, Silvis, Illinois 09/81, scrapped by 10/81. • Unaccounted for: 5609.
48	<p>U30C notes:</p> <ul style="list-style-type: none"> • 5651-5658 were numbered into BN's scheme for pool purposes. <p>Dispositions:</p> <ul style="list-style-type: none"> • 5651-5658 to be returned to lessor as of early 1984 ⁹⁴; Hyde lists all as retired 02/85 and then sold to GE 05/89, with no information on their status in the merger. 5651-5657 were rebuilt to Super 7-30Cs at Erie and r# 3006/05/03/08/04/10/07, and 5658 was scrapped.
49	<p>U33C notes:</p> <ul style="list-style-type: none"> • Trade-ins: See Note 26. <p>Dispositions:</p> <ul style="list-style-type: none"> • 5700 scrapped at Milwaukee Shops 10/81. • 5702 retired 01/82, s/f/s Chrome Crankshaft, Silvis, Illinois 09/84. • 5701 and 5703 retired 01/82, no further information.
50	<p>U36C notes:</p> <ul style="list-style-type: none"> • Trade-ins: F7s 73C,109C,111C; FP7 99A ³⁹. <p>Dispositions:</p> <ul style="list-style-type: none"> • 5801 retired 03/84, s/f/s Erman (Milwaukee) 10/84. • 5800,5802 and 5803 are listed as retired 02/85 and then sold to GE 05/89, with no information on their status in the merger. 5802 was rebuilt to a Super 7-30C at Erie and r# 3009, and 5800 and 5803 were scrapped.
51	<p>10000, the first Milwaukee Road electric, was assigned to Great Falls, Montana, until 1937. It was the only unit to use 1500V; all others were designed for 3000V DC. It was r# E85 03/39 and retired 11/30/39.</p>
52	<p>10050-10053 notes:</p> <ul style="list-style-type: none"> • 10050 and 10051 weighed 140,000 lbs; 10052 and 10053 164,000. <p>Dispositions:</p> <ul style="list-style-type: none"> • E83 retired 01/18/52. • E82 retired 06/22/74 ⁶⁰. • E80,E81 retired 07/08/74 ⁶².
53	<p>GE Boxcab electric notes:</p>

The boxcabs were built by GE, with one number and an A or B suffix per pair. Some also bear ALCO build numbers, one number per pair, implying that some of the carbody and truck fabrication must have been subcontracted to them. Individual units were rated at 1670 hp, and the carbodies floated on 2-B+B running gear.

Classes by number:

- EF-1: 10200AB-10229AB
- EF-2: 10500ABC-10511ABC, three standard motors.
- EF-3: Same, two cab motors and a bobtail.
- EF-5: 10100s and 10200s, any combination of four cabs and/or bobtails with a cab on each end.
- EP-1: 10100AB-10111AB.

Numbers by class:

- 10100AB: EF-5 or EP-1.
- 10200AB: EF-1 or EF-5.
- 10500ABC: EF-2 or EF-3.

These units were built between 09/1915 and 01/1917, with freight and passenger sets intermingled throughout their run:

- 09/15: 10200AB.
- 10/15: 10201AB,10202AB.
- 11/15: 10203AB,10204AB.
- 12/15: 10100AB,10101AB,10205AB,10206AB.
- 01/16: 10102AB,10207AB,10208AB.
- 02/16: 10209AB-10211AB.
- 03/16: 10212AB,10213AB.
- 04/16: 10103AB,10214AB.
- 05/16: 10104AB,10105AB.
- 07/16: 10216AB,10227AB and 10228AB (out of sequence).
- 08/16: 10106AB,10217AB and 10218AB.
- 09/16: 10107AB,10219AB and 10229AB (out of sequence).
- 10/16: 10215AB (out of sequence) and 10220AB through 10222AB.
- 11/16: 10108AB,10109AB and 10223AB.
- 12/16: 10110AB,10224AB and 10225AB.
- 01/17: 10111AB and 10226AB.

The majority of GE boxcabs carried three different numbers, but there were many renumberings, mostly through the early 1950s; several units were renumbered six times, two or three times within a year or two, and two units were renumbered twice in two months! There were several instances of units being renumbered, then returned to their former numbers. The units built as 10109AB and 10102A went through this twice between September 1941 and March 1946, from E72AB and E69A to E39ABC to the previous numbers and back to E39ABC. Despite all that, several pairs stayed together throughout their working lives.

The first three renumberings occurred as follows:

- 01/20-07/22: EP-1s 10100AB-10011AB converted to EF-1 and r# 10230AB-10241AB.
- 09/32-09/33: Various EF-1 sets and single motors recombined into three-unit EF-2 sets and r# 10507ABC. From this point forward, "C" and "D"

suffixes indicated middle units of EF-2s, EF-3s and EF-5s, although E73B was the number assigned to three consecutive bobtails (see below).

- 08/35: 10223AB and 10202A recombined into EF-2 set and r# 10508ABC.

Difficulties arise starting in 02/36. Between then and 08/36, three final EF-2 sets 10509ABC-10511ABC were formed. But also starting 02/36 and running through 12/38, nine three-unit EF-3 sets created by converting individual motors to B+B "bobtail" boosters with the cab, 14 feet of frame, and other components removed. The removal of the pony truck increased starting tractive effort for the set from 169,125 lbs. to 172,750. As a motor was converted to a bobtail, it was renumbered into a 10500 set with a suffix, and the unit with that number was restored to its own former number. For example, to create the bobtail, 10203B was renumbered 10508C 2nd and 10508C 1st was renumbered back to 10202A. Thus, 10500, 10503-10508 and the newly-created 10509 and 10510 sets were converted to EF-3s; 10510C 1st existed for only two months! The renumberings were as follows:

- 02/36: 10236A and 10230AB r# 10509AB and 10509C 1st, 10508C 1st r# back to 10202A, and 10203B converted to bobtail and r# 10508C 2nd.
- 07/36: 10237BA and 10208B r# 10510AB and 10510C 1st.
- 08/36: 10222AB and 10202A r# 10511AB and 10511C.
- 09/36: 10510C 1st r# back to 10208B, and 10505A 1st converted to bobtail and r# 10510C 2nd.
- 11/36: 10505C 1st r# back to 10226A, 10505B 1st converted to bobtail and r# 10505C 2nd, and 10208AB r# 10505AB 2nd to create an entirely new EF-3 set.
- 04/37: 10509C 1st r# back to 10230B, and 10226A converted to bobtail and r# 10509C 2nd.
- 06/37: 10507C 1st r# back to 10226B, and 10230B converted to bobtail and r# 10507C 2nd.
- 05/38: 10500C 1st r# back to 10234A, and 10226B converted to bobtail and r# 10500C 2nd.
- 09/38: 10506C 1st r# back to 10202B, and 10203A converted to bobtail and r# 10506C 2nd.
- 10/38: 10504C 1st r# back to 10225A, and 10202B converted to bobtail and r# 10504C 2nd.
- 12/38: 10503C 1st r# back to 10225B, and 10225A converted to bobtail and r# 10503C 2nd.

Build dates given in the roster data for the bobtails are the dates above.

Then, in 02-03/39, all the electrics r# into an E prefix series with one or two digits and, for the GE boxcabs, A/B/C/D suffixes. The initial scheme was straightforward, with the remaining 10200-series EF-1s r# E50AB-E72AB, EF-2s 10501, 10502 and 10511 r# E34-E36ABC, and the EF-3s r# E25ABC-E33ABC, all in sequence.

Further renumberings occurred in first and spurts. For the last three bobtails, the motor being converted was renumbered E73B, and swapped numbers with the motor with that number. Other renumberings were performed to form and break up sets, and for still others, no apparent reason is known.

- 07/39: E34C converted to bobtail and swapped numbers with E73B.
- 09/39: E36C converted to bobtail and swapped numbers with E73B.
- 10/39: E35C converted to bobtail and swapped numbers with E73B, final bobtail.
- 06/40: E67AB and E73A r# to form new set E37ABC.
- 06/41: E66AB r# to form new set E38AB.
- 09/41: E69A and E72AB r# to form new set E39ABC.
- 12/41: Bobtail E73B added to E38 set as E38C.
- 03/42: New sets E45ABC and E46ABC formed from E65AB, E53B, E71AB and E69B respectively.
- 10/42: New sets E47ABC and E48ABC formed from E63AB, E53A, E70AB and E68B respectively.
- 02/43: E35B and E58A swapped numbers.
- 03/43: E38AB r# back to E66AB, and E60AB r# E38AB.
- 06/43: E66AB and E58A r# to form new set E49ABC.
- 11/43: E39ABC r# back to E72AB and E69A; E46ABC r# back to E71AB and E69B; and E48ABC r# back to E70AB and E68B.
- 03/46: Set E39ABC re-created from E72AB and E69A; E71AB and E69B r# to form new set E40ABC.
- 09/46: E62AB and E58B r# to form new set E41ABC.

- 03/50: E61AB and E57A r# to form new set E42ABC.
- 08/50: E70AB r# E69AB to clear the E70 slot for a Little Joe.
- 01/51: E28C r# E25D.
- 05/51: E26A r# E49D.
- 07/51: E26BC and E55B r# E45D, E34D and E37D respectively.
- 05/52: E31C r# E33D.
- 12/52: E59AB r# E52C and E54C.
- 02/53: E69AB r# E22AB.
- 03/53: E36C and E56A r# E30D and E36C.
- 08/53: E28AB r# E23AB.
- 04/54: E41A r# E31C.
- 05/55: E36C r# E39D.
- 02/60: E37CD r# E36CD; E56B and E64B r# E50CD; and E64A r# E32D.
- 03/61: E23AB r# E22DC.
- 06/61: E32C r# E47D.

It should be noted that the EF-1/2/3/5 classification listed in the roster broke down as units were moved from set to set or retired; for example, on paper, E25 was an EF-3, then became an EF-5 when E25D was added, then back to EF-3 when E25C was stored – but there is no information on whether or not they all stayed together. As an example, E50A/E47C/E35C/E50B were operating as a set on the Coast Line as of 01/23/71 ². Thus, classes are not noted for the E-series motors.

E22AB and E23AB received semi-streamlining when converted back to EP-1s in 1953.

Retirement dates, most dispositions unknown but probably scrapped:

- 01/10/51: E51AB and E68AB (wrecked at Saddle Mountain, Washington) and E68AB (wrecked at Auburn, Washington).
- 06/04/54: E41BC (wrecked at Doris, Washington).
- 05/22/64: E27ABC, E37A, E38ABC, E54ABC and E55A.
- Prior to 1965: E30C.
- 02/01/65: E30B (wrecked at Garcia, Washington).
- 02/05/65: E31ABC, E32ABD, E35AB and E52ABC.
- Sometime in 1965: E40ABC.
- Sometime in 1966: E42B (wrecked at Garcia, Washington).
- 01/05/67: E22C, E30D and E33C.
- Sometime in 1968: E30A, E33ABD, E36D, E45D and E49AD.
- Sometime in 1969: E29C, E36AB and E50CD.
- 1971: E34D and E47C? See below.

It should be noted that some retired boxcabs remained on the property for years after retirement, presumably as parts sources; the four retired in 1969 were still at Deer Lodge mid 1972 ⁴⁰.

As of early 1972, E22ABD, E25C, E39B, E42AC, E47B and E49BC were in storage, and E25ABD, E29AB, E34ABCD, E35C, E36C, E39ACD, E45ABC, E47ACD, E50AB and E57B remained in service ². After that point, the records available to this compiler become quite muddled:

Of these:

- E22A: Scrapped 04/72 ⁴⁶.

- E22B: Scrapped 07/72 ⁴⁶.
- E22D: Scrapped 07/72 ⁴⁶.
- E25A: Cannibalized at Deer Lodge 05/29/73 ⁵⁴.
- E25B: Still in maroon livery; cannibalized at Deer Lodge late 1972 ⁴⁸; cannibalized at Deer Lodge 05/29/73 ⁵⁴.
- E25C: Reported set aside at Tacoma 12/70 for cannibalization ²⁷. Scrapped 07/72 ⁴⁶.
- E25D: Still in maroon livery; cannibalized at Deer Lodge late 1972 ⁴⁸; cannibalized at Deer Lodge 05/29/73 ⁵⁴.
- E29A: In Deer Lodge roundhouse for repair 05/29/73 ⁵⁴. In service as E29A/E36C/E29B 12/73 ⁵⁶. Retired 03/19/74, to be scrapped ⁵⁷.
- E29B: In Deer Lodge roundhouse for repair 05/29/73 ⁵⁴. In service as E29A/E36C/E29B 12/73 ⁵⁶. Retired 03/19/74, to be scrapped ⁵⁷.
- E34A: In service 05/29/73 with E34B ⁵⁴. To be s/f/s ca. 12/73-01/74 ⁵⁶.
- E34B: In service 05/29/73 with E34B ⁵⁴. To be s/f/s ca. 12/73-01/74 ⁵⁶.
- E34C: R# E47D 2nd by 05/72 ^{51,40}. In service as E34C ⁵⁴. Switching Harlowton as E34C 12/73 ⁵⁶.
- E34D: scrapped at Deer Lodge by/circa mid 1971, one of the two last last bobtails on the Rocky Mountain line. ³². Retired at Deer Lodge as of 05/17/72 ⁴⁰. Cannibalized and awaiting scrap at Tacoma 05/29/73 ⁵⁴.
- E35C: retired at Deer Lodge as of 05/17/72 ⁴⁰; cannibalized at Deer Lodge 05/29/73 ⁵⁴.
- E36C: r# E29C by or circa 05/72, but numberboards had not been changed ⁴⁰. In Deer Lodge roundhouse for repair 05/29/73 ⁵⁴. In service as E29A/E36C/E29B 12/73 ⁵⁶. Retired 03/19/74, to be scrapped ⁵⁷.
- E39A: As of 07/30/72, E47A-E39CDA was the last working set in the Pacific Lines ⁴². Cannibalized and awaiting scrap at Tacoma 05/29/73 ⁵⁴.
- E39B: Scrapped 04/72 ⁴⁶.
- E39C: As of 07/30/72, E47A-E39CDA was the last working set in the Pacific Lines ⁴². Cannibalized and awaiting scrap at Tacoma 05/29/73 ⁵⁴.
- E39D: As of 07/30/72, E47A-E39CDA was the last working set in the Pacific Lines ⁴². Cannibalized and awaiting scrap at Tacoma 05/29/73 ⁵⁴.
- E42A:
- E42C: Scrapped 04/72 ⁴⁶.
- E45A: In Deer Lodge roundhouse for repair 05/29/73 ⁵⁴. Stored operable 12/73 ⁵⁶. Retired 03/19/74, to be scrapped ⁵⁷. In transit to South Chehalis, Washington, for scrapping 06/14/74 ⁶⁰.
- E45B: In Deer Lodge roundhouse for repair 05/29/73 ⁵⁴. Stored operable 12/73 ⁵⁶. Retired 03/19/74, to be scrapped ⁵⁷. In transit to South Chehalis, Washington, for scrapping 06/14/74 ⁶⁰.
- E45C: In Deer Lodge roundhouse for repair 05/29/73 ⁵⁴. To be s/f/s ca. 12/73-01/74 ⁵⁶.
- E47A: As of 07/30/72, E47A-E39CDA was the last working set in the Pacific Lines ⁴². Cannibalized and awaiting scrap at Tacoma 05/29/73 ⁵⁴.
- E47B: Cannibalized at Deer Lodge late 1972 ⁴⁸; cannibalized at Deer Lodge 05/29/73 ⁵⁴.
- E47C: In service 05/29/73 as set E50A-E47C-E50B ⁵⁴. Awaiting cannibalization at Deer Lodge 12/73 ⁵⁶.
- E47D 1st: Stored at Harlowton with pantographs removed as of 07/21/70 ²³. Scrapped at Deer Lodge by/circa mid 1971, one of the two last last bobtails on the Rocky Mountain line. ³². See also below, Units not listed as stored or active as of early 1972 ².
- E49B:
- E49C:
- E50AB: In service 05/29/73 as set E50A-E47C-E50B ⁵⁴. To be donated to the National Museum of Transport, St. Louis, Missouri as of 06/74 ⁶⁰. Arrived in Milwaukee from Deer Lodge 08/77, to be painted original black, r# 10200AB and donated to the Lake Superior Transportation Museum in Duluth, Minnesota instead ⁷³; arrived at the Museum 11/11/77 ⁷⁴.
- E57B: In service switching with E47D 05/26/72 ⁴⁰. In service 05/29/73 ⁵⁴. Switching Harlowton 12/73 ⁵⁶. At Harlowton 06/74 ⁶⁰. Retired 07/08/74 ⁶². Donated to Harlowton, Montana 11/74 ⁶⁵.

Units in post-1972 news accounts but not listed as stored or active as of early 1972 ²:

- E29C: R# from E36C by or circa 05/72, but numberboards had not been changed ⁴⁰. Being scrapped at Deer Lodge as of 05/17/72 ⁴⁰. Scrapped 07/72 ⁴⁶.
- E36AB: Scrapped 07/72 ⁴⁶. These two had been noted as scrapped in 1969 ².
- E47D 2nd: Renumbered from E34C 2nd ⁵¹; in service switching with E57B 05/26/72 ⁴⁰. E34C reported in service 05/29/73 ⁵⁴, at Harlowton 06/74 ⁶⁰; retired 07/08/74 ⁶².

	<ul style="list-style-type: none"> E47D cannibalized at Deer Lodge 05/29/73⁵⁴.
54	<p>Bipolar notes:</p> <ul style="list-style-type: none"> E2 and E4 were rebuilt with rounded ends, lights recessed, grab irons removed, mu and field shunting in early 1955. <p>Dispositions:</p> <ul style="list-style-type: none"> 01/61: E2-E5 retired; E2 donated to the St. Louis Transportation Museum, rest scrapped. 09/61: E1 retired, scrapped.
55	<p>Baldwin-Westinghouse passenger motor notes:</p> <p>For unexplained reasons, delivery dates of these motors came months after their build dates:</p> <ul style="list-style-type: none"> 12/19: 10300,10301. 01/20: 10302. 02/20: 10303-10305. 03/20: 10306 and 10308. 05/20: 10307 and 10309. <p>10303 was involved in a wreck at Avery, Idaho, 01/33.</p> <p>Retirement dates, all presumed scrapped:</p> <ul style="list-style-type: none"> 09/15/42: E19. 07/22/47: E13, following wreck at Soudan, Montana, 07/08/47. 12/19/50: E17, following fire 10/50. 09/25/52: E14. 05/14/54: E12. 05/09/55: E10, E15 and E16. 04/02/57: E11 and E18.
56	<p>"Little Joe" notes:</p> <p>E20, E21, and E70-E79 were part of an order of 20 double-ended cab motors built for the Soviet Union, but the U. S. Government forbade delivery. General Electric painted and numbered one as demonstrator 750, and it operated on the Milwaukee in 1949⁷⁹. Tradition has it that they were nicknamed for Soviet dictator Joseph Stalin, but at least one source questioned the role of the St. Joe Pass and River, from Avery, Idaho east to the crest of the mountains, in the naming⁸⁴.</p> <p>The Milwaukee at first considered buying all 20, but before the deal could be consummated three were sold to CSS&SB and five to Paulista in Brazil. The rest were purchased, and delivered 08-09/50 after modifications. GE 750 became MILW E70⁷⁹. E20 and E21 received steam generators in one cab, and were converted to freight in 1956. All were retired 07/08/74⁶². All except E70 s/f/s Purdy Metals, Chehalis, Washington by late 10/74⁶⁴; E70 donated to Deer Lodge, Montana 11/74⁶⁵.</p>
57	<p>All five road slugs were retired and stored pending sale or disposition as of circa mid 1980⁸⁵.</p>

Dispositions:

- SE2 s/f/u Dakota Rail Inc. early 1982; at MN&S Glenwood Junction shops 04/82 for minor work ⁸⁷.
- SE3 stored at Bensenville 06/83 ⁹³.
- SG1 and SG2 stored at Milwaukee 07/83 ⁹³.

58 The confusion regarding the GP9 rebuilds that were sold to the Chicago & Central Pacific requires a separate note. Source 4 has 964-971, 973 and 977-981 being acquired on or after 02/85, but has them all being r# CC 18xx. Source 97 adds 972 and 974-976, but has only 964-967, 977-979 and 981 being r# to the 1800s. Source 98 has photographic evidence of 947, 951, 959, 972, 974 and 975 but makes no mention at all of renumberings; the 951 entry is misleading, as it was sold to Georgetown. Source 99 lists only 964/66/68/70-77/79/81 and 1878 being on the CC&P roster as of 11/93.

Histories and dispositions:

- 947 ex-MILW 947 3rd 2, rebuilt from 260, nee-2368; r# 1847 or retired, or both, by 11/93.
- 959 ex-MILW 959 2nd 2, rebuilt from 242, nee-2393; r# 1859 or retired, or both, by 11/93.
- 964 ex-MILW 964 2nd, rebuilt from 235, nee-2423; r# 1864 and retired, both after 11/93.
- 965 ex-MILW 965 2nd, rebuilt from 240, nee-2390; r# 1865; retired by 11/93.
- 966 ex-MILW 966 2nd, rebuilt from 248, nee-2398; r# 1866 and retired, both after 11/93.
- 967 ex-MILW 967 2nd, rebuilt from 247, nee-2397; r# 1867; retired by 11/93.
- 968 ex-MILW 968 2nd, rebuilt from 245, nee-2395; r# 1868 and retired, both after 11/93.
- 969 ex-MILW 969 2nd, rebuilt from 258, nee-2386; r# 1869 or retired, or both, by 11/93.
- 970 ex-MILW 970 2nd, rebuilt from 257, nee-2385; s/f/u "MT 5002" after 11/93 with no further explanation, and MT is the reporting mark for Mississippi & Tennessee.
- 971-974 ex-MILW 971-974 2nd, rebuilt from 256,254-252, nee-2384,2382-2380; r# 1871-1874, or retired, or both, after 11/93.
- 975,976 ex-MILW 975,976 3rd, rebuilt from 251 and 250, nee-2379,2378; r# 1875,1876, or retired, or both, after 11/93.
- 977 ex-MILW 977 3rd, rebuilt from 277, nee-2443; r# 1877; retired by 11/93.
- 978 ex-MILW 978 2nd, rebuilt from 273 1st, nee-2439; r# 1878; s/f/u Difco after 11/93, r# 978 ¹ (why not 1878?); s/f/u Central Western Railway, r# 2100; r# 1753; s/f/u Cascade & Columbia River, not r#.
- 979 ex-MILW 979 2nd, rebuilt from 271 1st, nee-2437; r# 1879; retired by 11/93.
- 980 ex-MILW 980 3rd, rebuilt from 270 1st, nee-2436; r# 1880 or retired, or both, by 11/93.
- 981 ex-MILW 981 3rd, rebuilt from 275 1st, nee-2441; r# 1881 and retired, both after 11/93.

Table 1: Discrepancies in GP9 to GP9r rebuildings, by old number:

200 Series #	Rebuilt to							Comments
	Sources from Source List					X2200S News Stories		
	1	4	5	16	19	New #	Issue	
212	992	992	997	997	-	-	-	Source 16 has 212 and 223 rebuilt to 997.
216	994	994	994	994	994	991	20	Issue 20 list includes b/ns, plates probably changed given later roster data
217	985	985	985	985	985	986	20	Issue 20 list includes b/ns, plates probably changed given later roster data

220	982	982	982	982	982	984	20	Issue 20 list includes b/ns, plates probably changed given later roster data
223	998	998	998	997	-	997	20	Source 16 has 212 and 223 rebuilt to 997. Source 21 has 243 to 997. Issue 20 list includes b/ns, plates probably changed given later roster data
227	984	984	984	984	984	987	20	Issue 20 list includes b/ns, plates probably changed given later roster data
229	987	987	987	987	987	988	20	Issue 20 list includes b/ns, plates probably changed given later roster data
235	-	964	964	-	961	961	40,44	Source 16 has 235 retired.
236	-	-	-	969	-	964	34	Sources 4 and 5 have 236 retired. Source 16 has 236, 242 and 258 all rebuilt to 969.
241	997	976	976	998	-	-	998	Sources 4 and 5 both have 241 and 250 rebuilt to 976. Source 16 has 241 and 255 2 nd , which did not exist at the time, rebuilt to 998. Source 21 has 241 to 998. Issue 20 list includes b/ns, plates probably changed given later roster data
242	-	959	959	969	959	959	41,44	Source 16 is probably a typo.
246	988	988	988	990	988	990	20	Source 16 has 218 and 246 rebuilt to 990. Issue 20 list includes b/ns, plates probably changed given later roster data
254	-	972	971 972	972	972	972	36	
255 2 nd	-	957	957	998	957	957	44	Source 16 has 241 and 255 2 nd , which did not exist at the time, rebuilt to 998.
256	-	971	970	971	971	971	33	Source 5 apparently transposed lines in source material.
257	-	970	-	970	970	970		
270	-	980	980	-	980	980	35,37	Source 16 list 270 as retired.
272	993	993	993	993	993	994	20	Issue 20 list includes b/ns, plates probably changed given later roster data
274	991	991	991	991	991	993	20	Issue 20 list includes b/ns, plates probably changed given later roster data
276	986	986	986	986	986	985	20	Issue 20 list includes b/ns, plates probably changed given later roster data

Table 2: Discrepancies in GP9 to GP9r rebuildings, by new number:

900 Series #	Rebuilt from						Old #	Issue	Comments
	Sources from Source List					X2200S News Stories			
957	-	255 2 nd	255 2 nd	Omitted	255 2 nd	255 2 nd	44		
959	-	242	242	Omitted	242	242	41,44		
961	-	233	233	233	235	235	40,44		

964	-	235	235	Omitted	Omitted	236	34	
969	-	258	258	236 242 258	N/A	258	36	
970	-	257	256	257	257	257	36	Source 5 probably a typo.
971	-	256	254	256	256	256	36	Source 5 apparently transposed lines in source material- see Table 1 for 256 and 257. Also has 254 rebuilt to 972, which jives with the other sources.
976	-	241 250	241 250	250	250	250	36	
980	-	270	270	Omitted	270	270	35,37	
984	227	227	227	227	227	220	20	Issue 20 list includes b/ns, plates probably changed given later roster data
985	217	217	217	217	217	276	20	
986	276	276	276	276	276	217	20	
987	229	229	229	229	229	227	20	
988	246	246	246	Omitted	246	229	20	
990	218	218	218	218 246	218	246	20	
991	274	274	274	274	274	216	20	
992	212	212	Omitted	Omitted	-	212	20	
993	272	272	272	272	272	274	20	
994	216	216	216	216	216	272	20	
997	241	Omitted	212	212 223	-	223	20	Based on available resources, 992 is most likely former 212, 997 former 241, and 998 former 223. Issue 20 list includes b/ns, plates probably changed given later roster data
998	223	223	223	241 255 2 nd	-	241	20	Issue 20 list includes b/ns, plates probably changed given later roster data

Table 3: Discrepancies in SD7 and SD9 rebuildings, by old number:

Original 500 Series #	Rebuilt to					X2200S News Stories		Comments
	4	5	16	19	New #	Issue(s)		
505	553	552	553	?	553	45:10	Source 5 transposed data for 505 and 506	

							47:12 50:9	
506		552	553	552	?	552	47:12 50:9	
514		560	560	560	?	551	45:10	45:10 is incorrect – correct data published in Issue 50 page 9.
515		?	?	Scrapped	?	552 546	45:10 47:12	Both X2200 entries are incorrect. 504 became 546, 506 became 552, and 515 was to have become 538 2 nd per 50:8.
516		561	561	561	?	560 and 561	47:12	561 is correct. 514 rebuilt to 560.
521		545	544	545	?	545	47:12 50:9	Source 5 transposed data for 521 and 523.
523		544	545	544	?	544	45:10	

Table 4: Discrepancies in SD7 and SD9 rebuildings, by new number:

New #	Rebuilt from					X2200S News Stories		Comments
	Sources from Source List					New #	Issue	
	4	5	16	19				
544	523	521	523	?	523	47:12 50:9	Source 5 transposed data for 544 and 545.	
545	521	523	521	?	521	45:10		
552	506	55	506	?	506	47:12 50:9	Source 5 transposed data for 552 and 553. X2200 45:10 erroneously listed 552 as ex-515.	
553	505	506	505	?	505	45:10 47:12 50:9		

Sources: Separate document.