

New York Central Class H7 Mikado Locomotives

By Ray S. Curl

Among the most interesting steam locomotives operated by the New York Central System were the H7 Class Mikados. While all of these locomotives were built to a standard design, many of them acquired different tenders and a variety of appliances as they went through their careers. The purpose of this article is to provide an overview of the H7 fleet and to document the modifications made on specific locomotives.

A total of 130 H7's were built for the Lake Shore and Michigan Southern, Michigan Central, and Big Four in five subclasses as follows:

Railroad	Class	Orig. No's.	1917 Reno.	1936 Reno.	Builder	Date Built	Builders No's.
LS & MS	H7a	4000-4009			Alco-Brooks B-1319	4000,02 12-1912 4001,03-09 1-1913	52536-52545
LS & MS	H7a	4010-4019	MC 7950-7959	2050-2059	Alco-Brooks B-1319	9-1912	4010-15 52546-52551 4016-19 52784-52787
LS & MS	H7b	4020-4034	MC 7935-7949	2035-2049	Alco-Brooks B-1349	11-1913	54213-54227
MC	H7c	7900-7924	—	2000-2024	Alco-Brooks B-1347	11-1913	54092-54116
MC	H7d	7925-7934	—	2025-2034	Alco-Brooks B-1346	7925-28 11-1913 7929,30,34 10-1913 7931-33 11-1913	54117-54126
CCC & STL	H7e	6150-6199	—	1950-1999	Alco-Schen. S-1330	6150-74, 10-1920 6175-99, 11-1920	62247-62296
MC	H7e	7960-7969	—	2060-2069	Alco-Schen. S-1331	11-1920	62297-62306

The General Specifications when built were:

	H7a	H7b, c & d	H7e
Cylinders, Dia. and Stroke	27" x 30"	27" x 30"	27" x 30"
Drivers, Dia.	63"	63"	63"
Steam Pressure, Lbs.	190	190	200
Grate Area, Sq. Ft.	59.3	59.6	59.6
Heating surface, Tubes & Flues, Sq. Ft.	4494	4490.5	4400
Superheater Surface, Sq. Ft.	1084	1084	1163
Weight on Front Truck, Lbs.	27,500	27,500	26500
Weight on Drivers, Lbs.	245,000	245,000	246,000
Weight on Rear Truck, Lbs.	49,500	49,500	55,500
Total Weight of Locomotive, Lbs.	322,000	322,000	328,000
Weight of Tender, Loaded, Lbs.	162,300	169,000	183,500
Tender Capacity, Water, Gals	7,500*	8000	10,000
Tender Capacity, Coal, Tons	12*	14	16
Tractive Effort, Lbs.	56,100	56,100	59,000

*Per Magazine Articles. Early LS & MS Diagrams State 8000 G. and 14 T.

NYC CLASS H7

The first H7's were constructed for the LS & MS to supplant consolidations in classes G5, G6 and G46. They were the first 2-8-2's on the Lake Shore, and were placed in service on the Toledo, the Eastern, and the Franklin Division. Tonnage ratings for each division were established as follows:

	H7	G16
Eastern Division - Collinwood - Seneca - Eastbound	4300 Tons	3200 Tons
Eastern Division - Seneca - Collinwood - Westbound	3500 Tons	2600 Tons
Franklin Division - Coalburg-Carson (Youngstown)	4300 Tons	3400 Tons

(Test runs had an average of 100 cars and 6345 tons between Coalburg and Carson).

Toledo Division - Both Directions	3500 Tons	3000 Tons
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H7e 6183 on a westbound freight near Beech Grove, Indiana, July 21, 1929. J. H. Westbay



H7a 2057 at Three Rivers, Michigan, L. G. Isaac

The design, in general, followed the standards of the builder. The boiler was a cylindrical or straight-top type, 86" O.D. at the first course. The firebox featured a radial stay arrangement with two firedoors. No combustion chamber was provided. A type 'A' superheater was incorporated. To obtain additional strength without increased weight, vanadium steel was used in the main frames, driving axles, driver springs, tender truck springs, main and side rods, and piston rods. Vanadium cast iron was used in the cylinders. Walscherts valve gear with 16" diameter piston valves was specified.

By 1917, the Lake Shore had 35 H7's in service, No's. 4000-4034. Before the end of the same year, 25, NYC 4010-4034, were sold to the Michigan Central, becoming MC 7950-7959 and MC 7935-7949. This sale may have been due to the arrival on the former LS & MS of some new L1 class 4-8-2's. These locomotives were better suited to the fast freight schedules on mainline between Toledo, Ohio and Seneca Yard, Buffalo, New York.

At the same time (late 1913) the LS & MS was receiving its H7b's, the Michigan Central was taking delivery of its first 2-8-2's, classes H7c and H7d. By the end of 1917, the Michigan Central had 60 H7's on the roster, including the 25 purchased from the LS & MS.

No further orders of H7's were made until 1920, when 60 H7e's were built. Ten of these went to the Michigan Central and 50 went to the Big Four, the first H7's received by that NYC affiliate.

It should be noted that the Pittsburgh and Lake Erie and the Pittsburgh, McKeesport and Youghioghenny purchased 10 H8a 2-8-2's in 1916. Essentially the H8's were identical to the H7's, except that the former had smaller 57" driving wheels. A total of 40 H8's were built, the last in 1920.

The H7e's were similar to earlier H7 subclasses, but they were 6,000 pounds heavier. Most of the increase in weight was due to the addition of D1 duplex stokers. Steam pressure was increased by ten pounds, raising tractive effort to 59,000 pounds. The H7e's developed 51,150 pounds of drawbar pull when starting. The boiler tube and flue arrangement was modified, and the superheater surface was increased to 1,163 square feet. The tender furnished with the H7e's was the standard USRA light Mikado design with a waterscoop on the Michigan Central locomotive tenders.

The basic design of the H7e's served as a starting point for the development of Michigan Central 8000, the first H10. This locomotive, built in May 1922, was the first of Lima's famous superpower locomotives.

After observing the successful operation of new H-10's on the Big Four in 1922 and 1923, the mechanical engineers at Indianapolis decided to upgrade the H7e fleet in an attempt to obtain better performance and improved fuel and water economy. By 1929, 34 of the 50 Big Four H7e's had received feedwater heaters or exhaust steam injectors. CCC & STL 6164 was one of the very few locomotives on all New York Central lines to receive a Worthington BL-2 side mounted feedwater heater. Twenty-four H7e's received Delta trailing trucks with C-1 or C-2 boosters, while two locomotives, CCC & STL 6165 and 6175 received Delta trailing trucks without boosters.

In 1926, five H7e's obtained new, larger tenders with six-wheel trucks. These tenders, identical to those applied to the big four H10a's at that time, had a capacity of 15,000 gallons of water and carried 18 tons of coal. The locomotives were the 6153, 6156, 6157, 6158 and 6159. Feedwater heaters had been previously applied to these five locomotives, before the end of 1924.

Four, No's, 6150, 6154, 6164, and 6179 also received a pair of front-mounted air compressors. CCC & STL 6165, 6175, and 6196 received single front-mounted compressors, mounted on the left side of the pilot deck.

The 26 H7e's to receive Delta trailing trucks also acquired 72" long cabs at the same time. This smaller, more compact cab replaced the original 90" design. While it is possible that the 72" cabs were new when applied to the H7e's, it is also possible that they may have been removed from H10a's and H10b's, which were receiving 82" cabs at approximately the same time.

After the initial rash of modifications in the 1920's, the Big Four did little to change their H7's until the mid-1940's. The only significant changes before that time was the removal, before 1936, of the Worthington feedwater heater from the 6164, and the removal of the Elesco and Sellers exhaust steam injectors from 18 H7e's between 1940 and 1946.

By World War II, the original D-1 stokers were in poor condition. All but six are believed to have been replaced by HT stokers during the 1940's.

After 1950, many H7's received hand-me-down tenders from scrapped locomotives including A1c's, K5b's, and H10's, or J1 tanks made available when the Hudsons received PT tenders. At the same time, the appearance of many H7e's was further modified by the application of lower and larger sandboxes. It is not known if these were new or second hand. They may have been removed from J1's or L2's, which were being equipped with new sand domes.

Except for No. 1994, which was wrecked and scrapped in 1944, all of the Big Four H7e's remained on the roster until late in 1954. One locomotive, 1977, had the distinction of being the last operational New York Central steam locomotive. It finished its duties in transfer service on May 2nd, 1957 at Riverside Yard, Cincinnati. Several H7's sat idle for almost two years and were not formally retired until 1959.

The ten LS & MS H7a's, 4000-4009 were fairly short-lived. All were off the roster by October, 1933. The fact that they had not been upgraded probably contributed to their early retirement. None received stokers or feedwaters; the only change appears to have been tenders. Existing literature and builder's photos state the tenders were of 7,500 gallon, 12-ton capacity. Early LS & MS diagrams show 8,000 gallon, 14-ton tenders.

Two LS & MS H7a's, 4000 and 4009, were sold in 1930 to the Montour Railroad, becoming their 40 and 41. The remaining 8 were scrapped in 1933.

The Michigan Central was not idle with their 70 H7's, including the 25 purchased from the LS & MS in 1917. All are believed to have been assigned to service in the United States, as were the 10 H7e's of 1920. Probably no MC H7's were transferred to Canadian service until the arrival of the MC H10's between 1922 and 1924. The H10's became the mainstay of Michigan Central freight power in the United States, until the diesels, L2's and L4's pushed them aside in 1953.

The MC started modernizing their H7's with feedwater heaters and stokers at approximately the same time as the big four. Forty-five out of sixty H7a through H7d's were equipped with Elesco feedwater heaters. Unlike the CCC & STL H7e's, with their Elesco heaters in a shallow depression in the smokebox ahead of the stack the MC H7's carried their Elesco feedwater heaters high on the smokebox front in the manner of the H10's. None of the MC H7e's received feedwater heaters.

Eighteen MC H7a's through H7d's were equipped with Delta trucks and Franklin C-1 or C-2 booster engines. The 2033 may have received a Delta truck, but photographic evidence has not been found. Although all MC H7e's were built with Cole trailing trucks, at least 8 were later equipped with Delta trailing



H7a 2059 at South Bend, Indiana, November 8, 1952. S. S. Sutton



H7b 2039 and H10a 2130 on southbound freight at Grayling, Michigan, August 4, 1951. Elmer Treloar

trucks without boosters. The 2063 was never equipped with a Delta trailing truck. A 1940-1953 photograph of the 2064 has not been found to date, so no conclusion can be reached concerning the trailing truck on this locomotive. Unlike the Big Four H7e's with Delta trailing trucks, the MC H7 classes all retained their original 90" cabs.

MC H7's in service after 1938 were equipped with Precision reverse gear and standard stokers. The 10 H7e's were built with D-1 stokers, but most acquired HT stokers in the 1940's. No. 2068 retained her original stoker, and it is possible that the 2064, 2065 and 2066 may have retained D-1's as well. The older MC H7a, b, c & d classes, which were originally handfired, all received HT stokers.

Many of the MC H7's traded tenders or received higher coalboards to increase fuel capacity. In later years, many of the locomotives received new, larger sandboxes.

Most of the MC 2-8-2's sported pilots rather than the usual NYC footboards. The Elesco feedwater heater equipped H7's assigned to Canadian service had extra handholds on the front end of the locomotive. Several were equipped with snowplows in the winter.

Modifications to the H7's created many variations in the weights of the locomotives and tenders. The following tables indicate most of the new weights:

1929 CCC & STL.

Locomotive No's.	Lead Truck	Drivers	Trailing Truck	Locomotive	Tender Loaded
6164 BL-2 FWH	28,310	253,020	62,370	343,700	183,500 Orig.
6153, 6156, 6157, 6158, 6159 Elesco FWH	31,400	250,900	60,770	343,070	276,000 15,000 G., 18 T.
6160-62, 6169, 6171, 6177, 6187, 6189, 6190, 6193, 6196 Elesco FWH	31,400	250,900	60,770	343,070	183,500 Orig.
6150, 6154, 6179 Ex. Steam Injector	32,100	244,200	59,600	335,900	183,500 Orig.
6167, 6168, 6170, 6180	27,450	245,500	61,900	334,850	183,500 Orig.

The Big Four H7e's with feedwater heater and booster were the heaviest 2-8-2's on the New York Central, outweighing the H10a's by 600 to 1,200 pounds and the H10b's by over 6,000 pounds.

combined New York Central system locomotive class book of March 1, 1939.

Following table is from that source and includes the Big Four H7e's:

The first listing of the rebuilt MC H7's appeared in the

Locomotive No's.	Lead Truck	Drivers	Trailing Truck	Locomotive	Tender-Loaded
2003, 2018, 2024, 2031, 2049, 2050, 2051, 2055	27,100	247,700	50,500	325,300	168,900
2004, 2005, 2007, 2013, 2014, 2017, 2022, 2027, 2030, 2032, 2034, 2036, 2042, 2044, 2046, 2048, 2053, 2054, 2058	32,200,	242,300	56,100	330,600	168,900
2016, 2026, 2043, 2052,	32,200	242,300	56,100	330,600	206,800
2000, 2015, 2033, 2057, 2059	32,200	242,300	56,100	330,600	210,800
2002, 2020, 2023, 2038, 2047 Booster Equipped	31,400	247,300	59,700	338,400	168,900
2001, 2009, 2010, 2012, 2019, 2029, 2035, 2037, 2039, 2040, 2041, 2045 Booster Equipped	31,400	247,300	59,700	338,400	206,800
2021 Booster Equipped	30,200	242,600	58,600	331,400	168,900
2060-2069, 1951, 1952, 1955, 1963, 1965, 1966, 1970, 1972-1976, 1978, 1980-1986, 1988, 1991, 1992, 1994, 1995, 1997-1999	26,500	246,000	55,500	328,000	186,700 Orig.
1953, 1956, 1957, 1958, 1959	31,400	250,900	60,800	343,100	276,000 15,000 G., 18 T.
1950, 1954, 1964, 1970, 1979	32,100	244,200	59,600	335,900	186,700 Orig.
1967, 1968	27,450	245,500	61,900	334,850	186,700 Orig.
1960, 1961, 1962, 1969, 1971, 1977, 1987, 1989, 1990, 1993, 1996	31,400	250,900	60,800	343,100	186,700 Orig.



PHOTO BY E. L. NOVAK

H7b 2047 and H10a 2181 northbound at River Rouge, Michigan, October 17, 1950. GTW 3723 stands in the Detroit & Toledo Shore Line yard. E. L. Novak



H7c 2000 at Three Rivers, Michigan, March 18, 1947 R. S. Curl

The next weight change of any consequence occurred in 1948, when locomotive boosters were removed. This brought about a slight reduction in locomotive weight as follows:

Class	Lead Truck	Drivers	Trailing Truck	Locomotive	Notes
Big Four H7e	33,000	250,000	58,400	341,400	Was 343,100 lbs.
Big Four H7e	34,200	244,000	55,900	334,100	Was 335,900 & 334,850
MC H7c	26,600	246,600	50,800	324,000	Was 331,400
MC H7b, c.	31,100	247,400	50,900	329,400	Was 338,400

The Big Four still had the heaviest mikes on the New York Central. The H10a's, which were the second-heaviest 2-8-2's, were now listed at 333,500 pounds after removal of boosters. This placed them in third place, as many of the MC H7's also weighed more.

The great tender switch, which started about 1950, found the following classes of tenders behind the Big Four H7e's:

Tender Class	Loaded Weight	Capacity
A1c	295,600	21-15,500
J1b, c	280,700	24-12,500
K5b	282,500	20-15,000
H10a	276,000	18-15,000
L1	286,000	23-15,000

MC H-7-A, B, C, & D's:

Tender Class	Loaded Weight	Capacity
J1b Original	210,800	18,10,000
H10a Original	206,800	16-10,000
H7 Original	168,900	14-8,000
K5b Original	206,800	16-10,000
H6a or H7e	186,700 or 185,700	16-10,000

Later assignments of most H7's remained the same as their 1925-1940 duties. Both Michigan Central and Big Four locomotives stayed, in general, on their home roads. There were, however, several exceptions. No. 1972 (ex. Big Four) was found working on the Michigan Central in its last days. MC 2020 and 2040 were reassigned to the Big Four in the mid-1950's. During World War II and shortly thereafter, several MC H7's operated between Gibson, Indiana on the IHB and Lyons Yard near Danville, Illinois on local and turnaround freights. Locomotives 2001, 2020, 2021, and 2059 were known to be operated in this service. The 28 MC H7's assigned to the Canadian division were 2003, 2004, 2007, 2013, 2014, 2016, 2017, 2018, 2022, 2026, 2030, 2031, 2032, 2034, 2036, 2042, 2043, 2044, 2046, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055 and 2058.

Later operating districts and assignments for the H7's were: MC Canada Division - Mainline freight trains and locals - Windson, Ontario Yard and Suspension Bridge, N.Y. Transfer service at Niagara Frontier area.

MC-US, Detroit, Michigan and West Divisions - Mainline freight train helper, usually with an H10 2-8-2. Local freights and work trains. - Primary - Freight power on Grand Rapids branch.

Frequently used as helper with an H10 on the Macinaw City branch freight trains, No's. 209 and 210, north of Saginaw, Michigan. Also transfer service power in Detroit, Michigan.

Passenger train extras, especially Notre Dame football trains between Niles, Michigan and Notre Dame, Indiana. May have powered Michigan football specials to Ann Arbor.

Big Four - Illinois Division

East Alton, Ill. to Hillsboro, Ill. Branch, Terre Haute, Indiana (Duane Yard) to Petersburg, Indiana and Petersburg to Evansville, Indiana via the Evansville and Indianapolis branch.

Occasionally used on Cairo branch between Lyons Yard, near Danville, Ill. to Cairo, Ill., also from Mt. Carmel, Ill. to Evansville infrequently.

In World War II, several were operated between Lyons Yard and Norris City, Ill. pulling oil trains.

Indiana Division —

Used as later day helpers on Guilford Hill - Lawrenceburg Jct. To Brow on the Cincinnati, Ohio, Indianapolis, Ind. line.

Occasionally used as road freight power - Cincinnati-Indianapolis.

Jeffersonville, Ind. - Elkhart, Ind. - Michigan District - used infrequently.

Hump locomotive at Hill Yard, Indianapolis.

Seldom used on Lafayette District - Indianapolis - Sheff, Ind. or Kankakee, Ill.

Ohio Division —

Springfield, Ohio to Indianapolis, Ind. Radio equipped H7's were assigned to this district, after a severe storm knocked out the telephone pole line in the late 1940's.

Cincinnati, Ohio to Jackson, Michigan on Cincinnati Northern. Teamed with H6a (USRA light) Mikados to handle freight trains.

Mainline helper at Galion and Bellefontaine, Ohio.

Mainline locals at times and when required, handled mainline freight trains.

Cincinnati Terminal —

Primary transfer locomotive. Hump locomotive at Sharonville Yard. Often doubleheaded with a U3 class 0-8-0

NYC Line West-Western Division —

Infrequently used on Danville sub-division for local power. Rare on through road freights.

The H7's may have operated regularly on other parts of the Michigan Central and Big Four, but the author is unaware of further assignments. These locomotives were among the oldest steam power in service on the NYC during the 1950's. No doubt the economical performance and ease of maintenance kept them in operation long after newer power had been retired.

It is hoped that this article will shed a little light on the careers of these interesting locomotives. Members of the society and their friends are encouraged to search for additional photographs and records of these locomotives. Employees who operated and worked on the H-7's are welcome to share their memories and experiences.





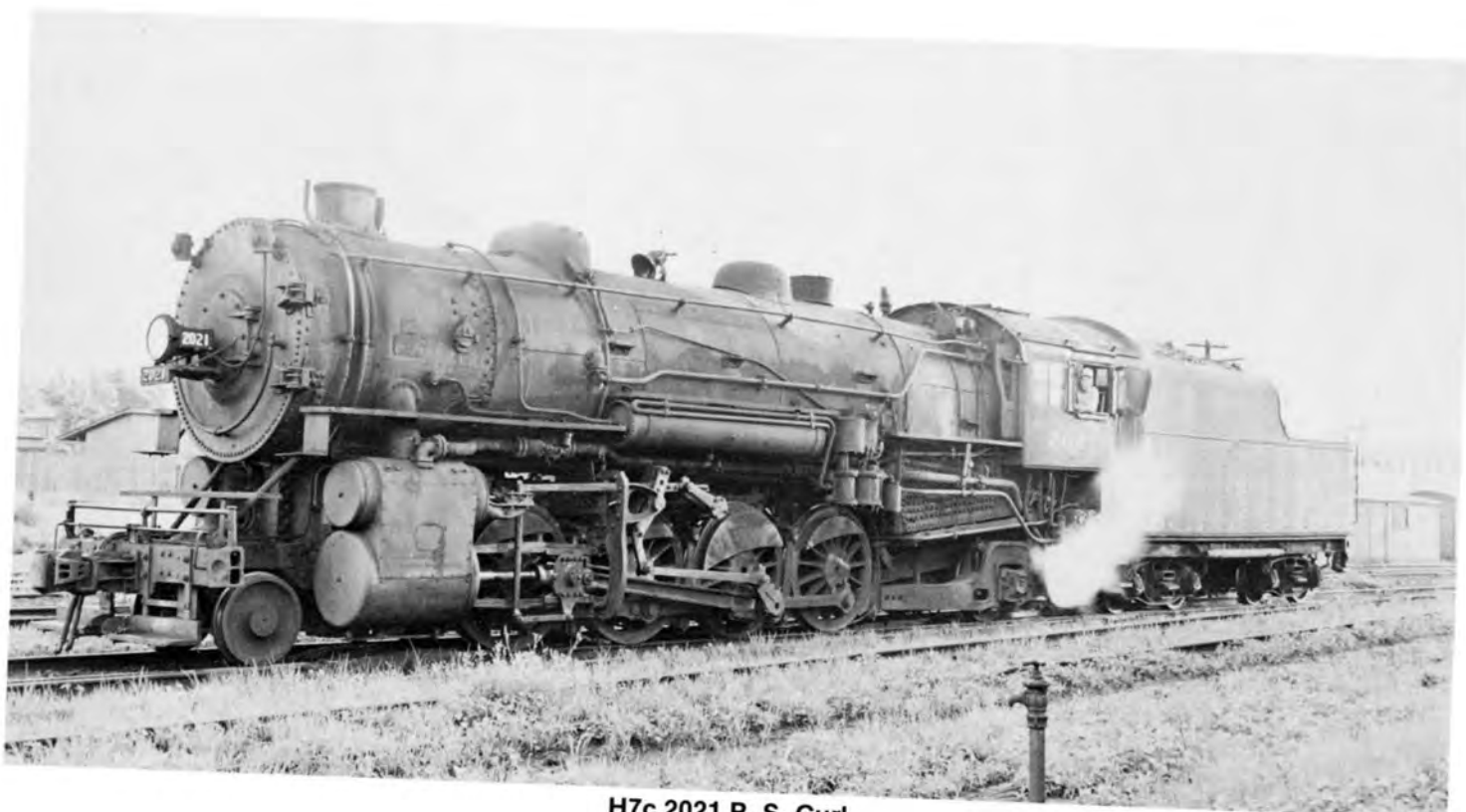
H7c 2001 Robert A. Hadley



H7e 2003 on westbound freight at Welland, Ontario, August 1953. Ray Tobey



H7c 2013 and L2d 2963 on westbound freight at St. Thomas, Ontario, Winter of 1940. Ray Tobey



H7c 2021 R. S. Curl



H7c 2023 at Detroit, Michigan, April 11, 1948. Jim Scott



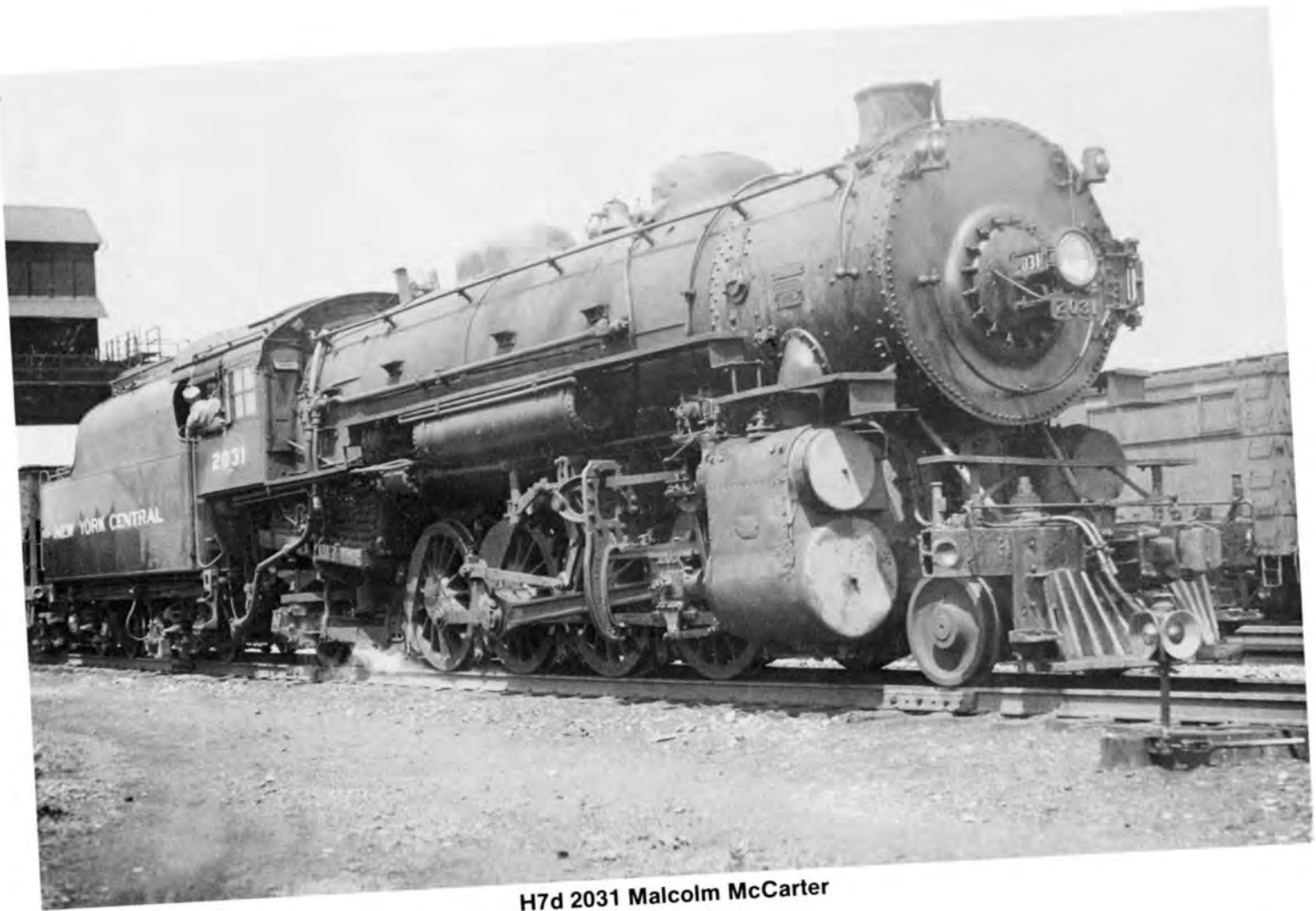
H7d 2029 at Three Rivers, Michigan, May 28, 1948 R. S. Curl

NEW YORK CENTRAL H 7 CLASS 2-8-2 LOCOMOTIVES

	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	
LAST TENDER USED	A1c	J1	J1	New H10A TYPE	J1	A1c	New H10A TYPE	New H10A TYPE	New H10A TYPE	New H10A TYPE	New H10A TYPE	ORIG.	J1	A1c	J1	A1c	J1	
TENDER - CAPY. COAL	21 T	24 T	24 T	18 T	24 T	21 T	18 T	18 T	18 T	18 T	18 T	16 T	24 T	21 T	24 T	21 T	24 T	
" - WATER	15500 G	12500 G	12500 G	15000 G	12500 G	15500 G	15000 G	15000 G	15000 G	15000 G	15000 G	10000 G	12500 G	15500 G	12500 G	15500 G	12500 G	
" - COALBOARDS	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	
" - WATERSCOOP	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	
NEW CAB - 72"	YES	ORIG.	ORIG.	YES	YES	ORIG.	YES	YES	YES	YES	YES	YES	YES	ORIG.	YES	YES	ORIG.	
TYPE TRAILING TRUCK	DELTA	COLE	COLE	DELTA	DELTA	COLE	DELTA	DELTA	DELTA	DELTA	DELTA	DELTA	DELTA	COLE	DELTA	DELTA	COLE	
BOOSTER	YES C-2	NO	NO	YES C-1	YES C-2	NO	YES C-1	YES C-1	*YES C-1	YES C-1	YES C-1	YES C-1	YES C-1	NO	YES C-1	NO	NO	
FEEDWATER HEATER OR EXHAUST STEAM INJECTOR	ELESCO	NONE	NONE	ELESCO	-	-	ELESCO	ELESCO	ELESCO	ELESCO	ELESCO	ELESCO	ELESCO	NONE	-	-	-	
NEW SAND DOME	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	
STOKER - LAST USED	HT	HT	HT	HT	HT	HT	HT	D2	D2	HT	HT	D2	HT	HT	HT	HT	HT	
FOOTBOARDS OR PILOT	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	
AIR PUMPS - NO.	2	1	1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	
" - LOCATION	PILOT DECK	LEFT SIDE	LEFT SIDE	LEFT SIDE	PILOT DECK	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	PILOT DECK	PILOT DECK-LS	LEFT SIDE	
" - SHIELDS	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	SHIELD	NO	
(PILOT MTD. ONLY)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
RADIO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	
HEADLIGHT	SUNBEAM	SUNBEAM	SUNBEAM	PLYE NATIONAL TOP OF SMOKEBOX	PLYE NATIONAL LEFT SIDE	JUNBEAM LEFT SIDE	PLYE NATIONAL TOP OF SMOKEBOX	SUNBEAM TOP OF SMOKEBOX	SUNBEAM TOP OF SMOKEBOX	SUNBEAM TOP OF SMOKEBOX	SUNBEAM TOP OF SMOKEBOX	SUNBEAM TOP OF SMOKEBOX	SUNBEAM TOP OF SMOKEBOX	SUNBEAM TOP OF SMOKEBOX	SUNBEAM TOP OF SMOKEBOX	PLYE NATIONAL LEFT SIDE	PLYE NATIONAL LEFT SIDE	
FEEDWATER HEATER LOCATION	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
STOKER - ORIG. OR MODIF.	D1 B	D1	D1	D2	D1 B	D1	D1 B	D2	D2	D2	D1 B	D2	D1 B	D2	D1 B	D1	D1	
TENDER HEADLIGHT	-	-	-	YES	-	-	YES	YES	YES	YES	YES	YES	-	-	-	-	-	
SNOW PLOW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
RUNNING BOARD STEPS	YES	NO	NO	YES	YES	NO	YES	YES	YES	YES	YES	YES	YES	YES	NO	YES	NO	
TRAIN CONTROL	-	-	-	-	-	-	-	-	YES	-	-	-	-	-	-	-	-	
AIR SIGNAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
STEAM HEAT TRAINLINE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
RETIREMENT DATE	3-4-1955 SOLD SCRAP 4-12-1955	8-24-1954 SOLD FOR SCRAP	3-4-1955	5-9-1957	2-4-1959 2-2-59 ROCHESTER IRON & METAL	6-27-1956	10-22-1954 SOLD FOR SCRAP	10-22-1954 SOLD FOR SCRAP	9-21-1956	1-6-1959 2-2-59 ROCHESTER IRON & METAL	8-31-1956	11-22-1954 SOLD FOR SCRAP	2-4-1959 2-2-59 ROCHESTER IRON & METAL	6-19-1954 SOLD FOR SCRAP	3-4-1955 2-2-59 ROCHESTER IRON & METAL	1-28-1958 SCRAP 2-5-1959 ASTORIA	3-24-1955	1-28-1958 SCRAP 2-5-1959 ASTORIA

NEW YORK CENTRAL H 7 CLASS 2-8-2 LOCOMOTIVES

	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983		
LAST TENDER USED	A1c	J1	A1c	J1	J1	ORIG.	J1	ORIG.	J1	J1	J1	New H10A TYPE	A1c	J1	K5B	J1	New H10A TYPE		
TENDER CAPY. COAL	21 T	24 T	21 T	24 T	24 T	16 T	24 T	16 T	24 T	24 T	24 T	18 T	21 T	24 T	20 T	24 T	24 T		
" - WATER	15500 G	12500 G	15500 G	12500 G	12500 G	10000 G	12500 G	10000 G	12500 G	12500 G	12500 G	15000 G	15500 G	12500 G	15000 G	12500 G	15000 G		
" - COALBOARDS	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	YES-CURVED	NO	NO		
" - WATERSCOOP	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO		
NEW CAB - 72"	YES	YES	YES	YES	YES	ORIG.	ORIG.	ORIG.	YES	ORIG.	YES	ORIG.	YES	YES	ORIG.	ORIG.	ORIG.		
TYPE TRAILING TRUCK	DELTA	DELTA	DELTA	DELTA	DELTA	COLE	COLE	COLE	DELTA	COLE	DELTA	COLE	DELTA	DELTA	COLE	COLE	COLE		
BOOSTER	YES C-2	YES C-2	YES C-2	YES C-2	YES C-1	-	-	-	NO	-	YES D1	-	YES C-2	YES C-2	-	-	-		
FEEDWATER HEATER OR EXHAUST STEAM INJECTOR	-	-	ELESCO	-	ELESCO	-	-	-	ELESCO	SELLERS	-	ELESCO	SELLERS	ELESCO	ELESCO	SELLERS	SELLERS		
NEW SAND DOME	YES	YES	YES	YES	YES	ORIG.	ORIG.	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES		
STOKER - LAST USED	HT	HT	HT	HT	HT	D1	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT		
FOOTBOARDS OR PILOT	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS	FOOT BOARDS		
AIR PUMPS - NO.	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1		
" - LOCATION	LEFT SIDE	LEFT SIDE	LEFT SIDE	PILOT DECK-LS	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	PILOT DECK-LS	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE		
" - SHIELDS	-	-	-	NO	-	-	-	-	-	-	-	-	NO	-	-	-	-		
(PILOT MTD. ONLY)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
RADIO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	YES	NO	NO	YES	NO	YES		
HEADLIGHT	SUNBEAM	ORIG.	SUNBEAM TOP OF SMOKEBOX	SUNBEAM LEFT SIDE	SUNBEAM TOP OF SMOKEBOX	SUNBEAM LEFT SIDE	SUNBEAM	SUNBEAM LEFT SIDE	SUNBEAM LEFT SIDE	SUNBEAM LEFT SIDE	SUNBEAM LEFT SIDE	SUNBEAM LEFT SIDE	SUNBEAM LEFT SIDE	SUNBEAM LEFT SIDE	PLYE NATIONAL LEFT SIDE	SUNBEAM LEFT SIDE	SUNBEAM LEFT SIDE		
FEEDWATER HEATER LOCATION	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
STOKER - ORIG. OR MODIF.	D1 B	D1 B	D1	D1 B	D1	D1	D1	D1	D1	D1	D1	D1	D1	D1 B	D1 B	D1	D1		
TENDER HEADLIGHT	YES	-	YES	-	-	NO	-	YES	-	-	-	-	YES	-	-	YES	-		
SNOW PLOW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
RUNNING BOARD STEPS	NO	NO	YES	YES	YES	NO	NO	NO	YES	NO	YES	NO	YES	NO	NO	NO	NO		
TRAIN CONTROL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
AIR SIGNAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
STEAM HEAT TRAINLINE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
RETIREMENT DATE	2-16-1956	6-14-1954 SOLD FOR SCRAP	4-2-1957	6-17-1955	11-26-1954 SOLD FOR SCRAP	4-14-1956 5-5-56 4-28-1956 MOTOR OIL	6-14-1954 SOLD FOR SCRAP	8-16-1956	8-8-1955 2-21-1955	6-14-1954 SOLD FOR SCRAP	2-4-1959 2-3-1959	6-1-1956	2-4-1959 2-3-1959 ROCHESTER IRON & METAL	6-1-1956	3-4-1955 2-5-1955	5-9-1957	8-8-1955 2-21-1955	5-9-1957	2-4-1959 2-3-1959 ROCHESTER IRON & METAL



H7d 2031 Malcolm McCarter



H7e 2062 at West Detroit, Michigan, August 5, 1954. Ernest L. Novak

NEW YORK CENTRAL H 7 CLASS 2-8-2 LOCOMOTIVES

	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
LAST TENDER USED	L1	J1	A1c	J1	J1	A1c	J1	New H10A TYPE	ORIG.	J1	ORIG.	New H10A TYPE	J1	J1	A1c	ORIG.
TENDER CAPY. - COAL	23T	24T	21T	24T	24T	21T	24T	18T	16T	24T	16T	18T	24T	24T	21T	16T
" " - WATER	15000G	12500G	15500G	12500G	12500G	15500G	12500G	15000G	10000G	12500G	10000G	15000G	12500G	12500G	15500G	10000G
" " - COALBOARDS	YES-CURVED	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
" " - WATERSCOOP	-	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
NEW CAB - 72"	ORIG.	ORIG.	ORIG.	YES	ORIG.	YES	YES	ORIG.	ORIG.	YES	ORIG.	ORIG.	YES	ORIG.	ORIG.	ORIG.
TYPE TRAILING TRUCK	COLE	COLE	COLE	DELTA	COLE	DELTA	DELTA	COLE	COLE	DELTA	COLE	COLE	DELTA	COLE	COLE	COLE
BOOSTER	-	-	-	YES, C-1	-	YES, C1	YES, C1	-	-	YES, C1	-	-	YES, C1	-	-	-
FEEDWATER HEATER OR EXHAUST STEAM INJECTOR	-	ELESICO	SELLERS	-	-	ELESICO	ELESICO	-	-	ELESICO	-	-	ELESICO	-	-	-
NEW SAND DOME	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	ORIG.	YES	YES	YES	YES	YES
STOKER - LAST USED	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT
FOOTBOARDS OR PILOT	BRANDS	HT FOOT BOARDS	HT FOOT BOARDS	HT FOOT BOARDS	HT FOOT BOARDS	HT FOOT BOARDS	HT FOOT BOARDS	HT FOOT BOARDS	HT FOOT BOARDS	HT FOOT BOARDS	HT FOOT BOARDS	HT FOOT BOARDS	HT FOOT BOARDS	HT FOOT BOARDS	HT FOOT BOARDS	HT FOOT BOARDS
AIR PUMPS - NO.	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
" " - LOCATION	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE
" " - SHIELDS (PILOT MTS. ONLY)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RADIO	NO	NO	NO	NO	NO	NO	NO	YES	NO	NO	NO	YES	NO	NO	NO	NO
HEADLIGHT	SUNBEAM	HT PILE NATIONAL FRONT OF SMOKEBOX	SUNBEAM	SUNBEAM	SUNBEAM	SUNBEAM	SUNBEAM	SUNBEAM	HT PILE NATIONAL FRONT OF SMOKEBOX	SUNBEAM	SUNBEAM	SUNBEAM	HT PILE NATIONAL FRONT OF SMOKEBOX	SUNBEAM	SUNBEAM	SUNBEAM
FEEDWATER HEATER LOCATION	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
STOKER - ORIG.	D1	D1	D1	D2	D1	D2	D2	D1	D1	D2	D1	D1	D1B	D1	D1	D1
TENDER HEADLIGHT	-	-	YES	YES	YES	YES	YES	YES	YES	YES	NO	YES	YES	YES	YES	YES
SNOW FLOW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RUNNING BOARD STEPS	NO	NO	NO	YES	NO	YES	YES	NO	NO	YES	NO	NO	YES	NO	NO	NO
TRAIN CONTROL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AIR SIGNAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
STEAM HEAT TRAINLINE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RETIREMENT DATE	8-24-1954	1-11-1956	4-2-1957	11-26-1954	8-17-1954	4-17-1957	6-1-1956	3-8-1957	1-25-1957	3-4-1955	2-21-1944	4-8-1957	3-4-1955	6-14-1954	5-3-1957	5-28-1954
DISPOSITION	SOLD FOR SCRAP	-	-	SOLD FOR SCRAP	SOLD FOR SCRAP	-	SOLD FOR SCRAP	-	-	SCRAPPED 11-12-1955	SCRAPPED 2-28-1944	-	SCRAPPED 4-12-1955	SOLD FOR SCRAP	-	SOLD FOR SCRAP

NEW YORK CENTRAL H 7 CLASS 2-8-2 LOCOMOTIVES

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
LAST TENDER USED	J1b	H10a	H10a	ORIG.	ORIG.	K5b	ORIG.	ORIG.	ORIG.	H10a	H10a	ORIG.	K5b	ORIG.	ORIG.	K5b	K10a
TENDER CAPY. - COAL	18T	16T	16T	14T	14T	16T	14T	14T	14T	16T	16T	14T	16T	14T	14T	16T	16T
" " - WATER	10000G	10000G	10000G	8000G	8000G	10000G	8000G	8000G	8000G	10000G	10000G	8000G	10000G	8000G	8000G	10000G	10000G
" " - COALBOARDS	NO	NO	NO	YES	YES-MC	NO	NO	YES-MC	NO	NO	NO	NO	YES-MC	YES-MC	NO	NO	NO
" " - WATERSCOOP	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
TYPE TRAILING TRUCK	COLE	DELTA	DELTA	COLE	COLE	COLE	COLE	COLE	COLE	DELTA	DELTA	COLE	DELTA	COLE	COLE	COLE	COLE
BOOSTER	-	YES	YES	-	-	-	-	-	-	YES	YES	YES	YES	YES	-	-	-
FEEDWATER HEATER	ELESICO	ELESICO	ELESICO	NONE	ELESICO	ELESICO	NO	ELESICO	NO	ELESICO	ELESICO	NO	ELESICO	ELESICO	ELESICO	ELESICO	ELESICO
NEW SAND DOME	NO	NO	NO	YES	YES	NO	NO	YES	NO	NO	NO	NO	NO	YES	YES	YES	YES
STOKER - LAST USED	BK	D2	BK	HT	BK	BK	NO	BK	NO	D2	HT	NO	D2	BK	BK	BK	BK
" " - ORIGINAL	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
FOOTBOARDS OR PILOT	PILOT	FOOTBOARDS	FOOTBOARDS	PILOT	PILOT	FOOTBOARDS	PILOT	PILOT	PILOT	FOOTBOARDS	PILOT	PILOT	PILOT	PILOT	PILOT	PILOT	PILOT
AIR PUMPS - NO.	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
" " - LOCATION	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE
HEADLIGHT	HT PILE NATIONAL FRONT OF SMOKEBOX	HT PILE NATIONAL FRONT OF SMOKEBOX	HT PILE NATIONAL FRONT OF SMOKEBOX	SUNBEAM	HT PILE NATIONAL FRONT OF SMOKEBOX	HT PILE NATIONAL FRONT OF SMOKEBOX	-	HT PILE NATIONAL FRONT OF SMOKEBOX	-	SUNBEAM	SUNBEAM	HT PILE NATIONAL FRONT OF SMOKEBOX	-	HT PILE NATIONAL FRONT OF SMOKEBOX	HT PILE NATIONAL FRONT OF SMOKEBOX	HT PILE NATIONAL FRONT OF SMOKEBOX	HT PILE NATIONAL FRONT OF SMOKEBOX
FEEDWATER HEATER LOCATION	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TENDER HEADLIGHT	NO	YES	YES	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
SNOW FLOW	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
PILOT STEP	YES	YES	YES	YES	YES	YES	NO	YES	NO	YES	YES	NO	YES	YES	YES	YES	YES
REVERSE GEAR	PREC.	PREC.	PREC.	PREC. TO ALSO	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.
TENDER FOOTBOARDS	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	NO
CANADIAN FRONT HANDRAILS	NO	NO	NO	NO	YES	NO	YES	YES	NO	NO	NO	NO	NO	YES	YES	NO	YES
STAIRWELLS TO RUNNING BRG.	YES	YES	YES	NO	YES	YES	YES	YES	NO	YES	YES	YES	YES	YES	YES	YES	YES
TRAIN CONTROL	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
AIR SIGNAL	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
STEAM HEAT TRAINLINE	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
RETIREMENT DATE	3-20-1952	3-28-1950	3-24-1955	4-20-1957	5-15-1953	5-23-1950	1-1-1938	7-11-1955	1-1-1938	11-12-1954	12-18-1954	1-1-1938	11-20-1952	7-11-1955	9-1-1953	3-31-1953	2-24-1956
DISPOSITION	SOLD FOR SCRAP	SOLD FOR SCRAP	SOLD FOR SCRAP	-	SOLD FOR SCRAP	SOLD FOR SCRAP	SCRAP	SOLD FOR SCRAP	SCRAP	SCRAP	SCRAP	SCRAP	SOLD FOR SCRAP	SOLD FOR SCRAP	SOLD FOR SCRAP	SOLD FOR SCRAP	SCRAP



H7e 2069 at West Detroit, Michigan, May 16, 1954. Ernest L. Novak



H7e 1953 at Petersburg, Indiana, July 29, 1953. R. S. Curl

NEW YORK CENTRAL H 7 CLASS 2-8-2 LOCOMOTIVES

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
LAST TENDER USED	H 10 a	ORIG.	H 10 a	J 1 b	H 6 or H 7 e	ORIG.	ORIG.	K 5 b	ORIG.	ORIG.	K 5 b	ORIG.	K 5 b	ORIG.	ORIG.	ORIG.	H 7 a
TENDER CAPY. - COAL	16 T	14 T	16 T	18 T	16 T	14 T	14 T	16 T	14 T	14 T	16 T	14 T	16 T	14 T	14 T	14 T	16 T
" " - WATER	10000 G	8000 G	10000 G	10000 G	10000 G	8000 G	8000 G	10000 G	8000 G	8000 G	10000 G	8000 G	10000 G	8000 G	8000 G	8000 G	10000 G
" " - COAL BOARDS	NO	YES-MC	NO	NO	YES-C	YES-MC	YES-L	YES-C	NO	NO	NO	NO	NO	YES-MC	YES-MC	YES-MC	YES-MC
" " - WATERSCOOP	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
TYPE TRAILING TRUCK	COLE	COLE	DELTA	DELTA	DELTA	COLE	DELTA	COLE	COLE	COLE	COLE	COLE	DELTA	COLE	COLE	COLE	COLE
BOOSTER	-	-	YES	YES	YES	-	YES	-	-	-	-	-	YES	-	-	-	-
FEEDWATER HEATER	ELESICO	NONE	ELESICO	ELESICO	NONE	ELESICO	ELESICO	NONE	NONE	ELESICO	ELESICO	NONE	ELESICO	NONE	ELESICO	ELESICO	ELESICO
NEW SAND DOME	YES	YES	NO	YES	NO	YES	NO	YES	NO	YES	NO	NO	NO	YES	YES	YES	NO
STAKER - LAST USED	BK	HT	D2	D2	HT	BK	D2	HT	NONE	BK	BK	NONE	D2	BK	HT	BK	BK
" " - ORIGINAL	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
FOOTBOARDS OR PILOT	PILOT	PILOT	PILOT	FOOTBOARDS	FOOTBOARDS	PILOT	FOOTBOARDS	FOOTBOARDS	PILOT	PILOT	PILOT	PILOT	PILOT	PILOT	PILOT	PILOT	FOOTBOARDS
AIR PUMPS - NO.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
" " - LOCATION	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE
HEADLIGHT	PILE	PILE	PILE	PILE	PILE	PILE	PILE	PILE	PILE	PILE	PILE	PILE	PILE	PILE	PILE	PILE	PILE
FEEDWATER HEATER LOCATION	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX
TENDER HEADLIGHT		NO	NO	NO	YES	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
SNOW PLOW	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
PILOT STEP	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
REVERSE GEAR	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.
TENDER FOOTBOARDS	NO	NO	NO	NO	YES	YES	YES	YES	NO	NO	NO	NO	NO	YES	YES	YES	YES
CANADIAN FRONT HANDRAILS	YES	NO	NO	NO	NO	YES	NO	NO	YES	NO	YES	NO	NO	YES	NO	YES	NO
STAIRWELLS TO RUNNING BRD.	YES	NO	YES	YES	NO	YES	YES	NO	YES	YES	YES	YES	YES	YES	NO	YES	YES
TRAIN CONTROL	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
AIR SIGNAL	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
STEAM HEAT TRAINLINE	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
RETIREMENT DATE	2-16-1956	2-24-1956	10-28-1951	6-7-1956	1-13-1956	2-24-1956	3-4-1955	5-31-1955	1-1-1938	1-8-1954	8-15-1949	12-31-1949	9-22-1955	2-16-1956	3-25-1953	2-20-1956	3-24-1952
DISPOSITION																	

NEW YORK CENTRAL H 7 CLASS 2-8-2 LOCOMOTIVES

	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
LAST TENDER USED	ORIG.	K 5 b	ORIG.	K 5 b	J 1 b	H 10 a	K 5 b	H 10 a	ORIG.	H 10 a	ORIG.	H 10 a	ORIG.	J 1 b	ORIG.	ORIG.	ORIG.
TENDER CAPY. - COAL	14 T	14 T	14 T	16 T	18 T	16 T	16 T	16 T	14 T	14 T	16 T	14 T	16 T	18 T	14 T	14 T	14 T
" " - WATER	8000 G	10000 G	8000 G	10000 G	10000 G	10000 G	10000 G	10000 G	8000 G	10000 G	10000 G	10000 G	8000 G	10000 G	8000 G	8000 G	8000 G
" " - COAL BOARDS	YES-MC	NO	YES-MC	NO	NO	NO	NO	NO	YES-MC	NO	YES-MC	NO	YES-MC	NO	YES-MC	YES-MC	YES-MC
" " - WATERSCOOP	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
TYPE TRAILING TRUCK	COLE	DELTA	COLE	DELTA	DELTA	DELTA	DELTA	DELTA	COLE	COLE	COLE	COLE	DELTA	COLE	COLE	COLE	COLE
BOOSTER	-	YES	-	YES	YES	YES	YES	YES	-	-	-	-	YES	-	-	-	-
FEEDWATER HEATER	ELESICO	ELESICO	ELESICO	ELESICO	ELESICO	ELESICO	ELESICO	ELESICO	ELESICO	ELESICO	ELESICO	ELESICO	ELESICO	ELESICO	ELESICO	ELESICO	NONE
NEW SAND DOME	YES	NO	YES	YES	YES	NO	YES	NO	YES	YES	YES	NO	YES	NO	YES	YES	YES
STAKER - LAST USED	BK	D2	BK	D2	D2	D2	D2	D2	BK	HT	BK	D2	BK	D2	BK	HT	HT
" " - ORIGINAL	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
FOOTBOARDS OR PILOT	PILOT	FOOTBOARDS	PILOT	PILOT	PILOT	PILOT	FOOTBOARDS	PILOT	PILOT	PILOT	PILOT	PILOT	PILOT	FOOTBOARDS	PILOT	PILOT	PILOT
AIR PUMPS - NO.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
" " - LOCATION	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE
HEADLIGHT	PILE	PILE	PILE	PILE	PILE	PILE	PILE	PILE	PILE	PILE	PILE	PILE	PILE	PILE	PILE	PILE	PILE
FEEDWATER HEATER LOCATION	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX	NATIONAL FRONT OF SMOKEBOX
TENDER HEADLIGHT		YES	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
SNOW PLOW	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
PILOT STEP	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
REVERSE GEAR	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.
TENDER FOOTBOARDS	YES	YES	NO	NO	NO	NO	YES	NO	YES	YES	YES	NO	YES	YES	YES	YES	YES
CANADIAN FRONT HANDRAILS	YES	NO	YES	NO	NO	NO	NO	NO	YES	YES	YES	NO	YES	NO	YES	NO	NO
STAIRWELLS TO RUNNING BRD.	YES	YES	YES	YES	YES	YES	NO	NO	YES	YES	YES	YES	YES	YES	YES	NO	NO
TRAIN CONTROL	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
AIR SIGNAL	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
STEAM HEAT TRAINLINE	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
RETIREMENT DATE	2-24-1956	4-30-1952	6-12-1953	6-28-1954	1-3-1953	12-19-1952	3-4-1957	7-5-1952	2-24-1954	7-11-1955	1-8-1954	9-3-1952	7-11-1955	3-20-1952	1-8-1954	2-16-1956	7-11-1955
DISPOSITION																	



H7e 1916 on northbound coal train at Worthington, Indiana, 1952. Ray Tobey



(21) H7e 1974 at Sharonville, Ohio, August 23, 1953. William C. Pletz

NEW YORK CENTRAL H 7 CLASS 2-8-2 LOCOMOTIVES

	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067
LAST TENDER USED	ORIG.	H 10 a	ORIG.	ORIG.	ORIG.	ORIG.	J 1 b	H 10a	J 1 b	ORIG.	ORIG.	ORIG.	ORIG.	ORIG.	ORIG.	ORIG.	ORIG.
TENDER CAPY. - COAL	14T	16T	14T	14T	14T	14T	18T	16T	18T	16T	16T	16T	16T	16T	16T	16T	16T
" " - WATER	8000 G.	10000 G.	8000 G.	8000 G.	8000 G.	8000 G.	10000 G.	10000 G.	10000 G.	10000 G.	10000 G.	10000 G.	10000 G.	10000 G.	10000 G.	10000 G.	10000 G.
" " - COALBOARDS	YES-MC	NO	YES-MC	YES-MC	YES-MC	NO	NO	NO	NO	YES-MC	YES-MC	YES-MC	YES-MC	YES-MC	YES-MC	YES-MC	YES-MC
" " - WATERSCOOP	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
TYPE TRAILING TRUCK	COLE	COLE	COLE	COLE	COLE	COLE	COLE	COLE	COLE	DELTA	DELTA	DELTA	COLE	DELTA	DELTA	DELTA	DELTA
BOOSTER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FEEDWATER HEATER	NONE	ELESKO	ELESKO	ELESKO	NONE	NONE	ELESKO	ELESKO	ELESKO	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
NEW SAND DOME	YES	YES	YES	YES	NO	NO	NO	NO	YES	NO	YES	YES	YES	YES	YES	YES	YES
STOKER - LAST USED	HT	BK	BK	BK	HT	NONE	BK	BK	BK	HT	HT	HT	HT	HT	HT	HT	HT
" " - ORIGINAL	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	DI	DI	DI	DI	DI	DI	DI	DI
FOOTBOARDS OR PILOT	PILOT	PILOT	PILOT	PILOT	PILOT	FOOTBOARDS	PILOT	PILOT	FOOTBOARDS	FOOTBOARDS	PILOT	PILOT	PILOT	PILOT	PILOT	FOOTBOARDS	FOOTBOARDS
AIR PUMPS - NO.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
" " - LOCATION	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE
HEADLIGHT	NATIONAL	NATIONAL	NATIONAL	NATIONAL	NATIONAL	NATIONAL	NATIONAL	NATIONAL	NATIONAL	NATIONAL	NATIONAL	NATIONAL	NATIONAL	NATIONAL	NATIONAL	NATIONAL	NATIONAL
FEEDWATER HEATER LOCATION	-	SMOKEBOX	SMOKEBOX	SMOKEBOX	-	-	SMOKEBOX	SMOKEBOX	SMOKEBOX	-	-	-	-	-	-	-	-
TENDER HEADLIGHT	NO	NO	NO	NO	YES	NO	NO	NO	NO	YES	YES	YES	YES	YES	YES	YES	YES
SNOW PLOW	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
PILOT STEP	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
REVERSE GEAR	PREC.	PREC.	PREC.	PREC.	PREC.	ALCO	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.
TENDER FOOTBOARDS	YES	NO	YES	NO	YES	YES	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
CANADIAN FRONT HANDRAILS	NO	YES	YES	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO
STAIRWELLS TO RUNNING BRD.	NO	YES	YES	YES	NO	NO	YES	YES	YES	NO	NO	NO	NO	NO	NO	NO	NO
TRAIN CONTROL	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
AIR SIGNAL	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
STEAM HEAT TRAINLINE	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
RETIREMENT DATE	-	9-18-1951	2-4-1954	3-25-1951	6-12-1953	2-31-1933	5-17-1955	2-16-1954	11-27-1953	4-30-1953	9-26-1951	11-14-1955	7-4-1952	10-9-1952	8-15-1955	7-7-1952	4-30-1952
DISPOSITION	SNOP 7-28-1950 REMOVED STRAIL & COAL AT 2051 S&L 106	PR 1954	SS 3-2-1956	PR 1954	PR 9-14-1953	PR 7-5-1940	SS 6-14-1955	SS 3-2-56	SS 1954	SS 11-13-1951	SS 11-14-1951	SS 12-24-1955	SS 10-24-1952	SS 2-5-1953	SS 11-9-1955	SS 10-31-1952	SS 12-6-1952

NEW YORK CENTRAL H 7 CLASS 2-8-2 LOCOMOTIVES

	2068	2069	4000	4001	4002	4003	4004	4005	4006	4007	4008	4009				
LAST TENDER USED	H 10a	ORIG.														
TENDER CAPY. - COAL	16T	16T	14T	14T	14T	14T	14T	14T	14T	14T	14T	14T				
" " - WATER	10000 G.	10000 G.	8000 G.	8000 G.	8000 G.	8000 G.	8000 G.	8000 G.	8000 G.	8000 G.	8000 G.	8000 G.				
" " - COALBOARDS	NO	YES-MC	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO				
" " - WATERSCOOP	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES				
TYPE TRAILING TRUCK	DELTA	DELTA	COLE	COLE	COLE	COLE	COLE	COLE	COLE	COLE	COLE	COLE				
BOOSTER	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO				
FEEDWATER HEATER	-	-	-	-	-	-	-	-	-	-	-	-				
NEW SAND DOME	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO				
STOKER - LAST USED	DI	HT	-	-	-	-	-	-	-	-	-	-				
" " - ORIGINAL	DI	DI	-	-	-	-	-	-	-	-	-	-				
FOOTBOARDS OR PILOT	PILOT	FOOTBOARDS	FOOTBOARDS	FOOTBOARDS	FOOTBOARDS	FOOTBOARDS	FOOTBOARDS	FOOTBOARDS	FOOTBOARDS	FOOTBOARDS	FOOTBOARDS	FOOTBOARDS				
AIR PUMPS - NO.	1	1	1	1	1	1	1	1	1	1	1	1				
" " - LOCATION	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE	LEFT SIDE				
HEADLIGHT	NATIONAL	SUNBEAM	ORIG.	ORIG.	ORIG.	ORIG.	ORIG.	ORIG.	ORIG.	ORIG.	ORIG.	ORIG.				
FEEDWATER HEATER LOCATION	-	-	-	-	-	-	-	-	-	-	-	-				
TENDER HEADLIGHT	NO	NO	-	-	-	-	-	-	-	-	-	-				
SNOW PLOW	NO	NO	-	-	-	-	-	-	-	-	-	-				
PILOT STEP	YES	YES	-	-	-	-	-	-	-	-	-	-				
REVERSE GEAR	PREC	PREC	HAND	HAND	HAND	HAND	HAND	HAND	HAND	HAND	HAND	HAND				
TENDER FOOTBOARDS	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO				
CANADIAN FRONT HANDRAILS	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO				
STAIRWELLS TO RUNNING BRD.	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO				
TRAIN CONTROL	YES	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO				
AIR SIGNAL	YES	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO				
STEAM HEAT TRAINLINE	YES	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO				
RETIREMENT DATE	9-21-1955	7-17-1955														
DISPOSITION	SS 11-9-1955	SS 8-1-1955	SOLD 5-31-1930 TO MONTAUK RR #40	SCRAPPED CLEVELAND 9-27-1933	SCRAPPED CLEVELAND 3-28-1933	SCRAPPED CLEVELAND 9-23-1933	SCRAPPED CLEVELAND 9-22-1933	SCRAPPED CLEVELAND 9-25-1933	SCRAPPED CLEVELAND 9-21-1933	SCRAPPED CLEVELAND 9-26-1933	SCRAPPED CLEVELAND 9-23-1933	SCRAPPED CLEVELAND 9-23-1933	SOLD 5-31-1930 TO MONTAUK RR #41			



H7e 1980 at Sharonville, Ohio, August 23, 1953. William C. Pletz



H7e 1981 on southbound freight at Washington, Indiana, 1952. Note pyramid support for radio antenna to rear of stack. Ray Tobey



H7e 1981 at Mt. Carmel, Illinois with northbound oil train from Norris City, April 1943. Ed Novak.



H7e 1983 westbound on Washington St., Springfield, Ohio, 4:05 P.M., May 17, 1947. Richard J. Cook



H7e 1991 and L2d 2945 with 100 cars at Greensburg, Indiana, April 1, 1956. R. S. Curl



H7e 1997 at Terre Haute, Indiana, May 30, 1952. R. S. Curl