

Class	Quantity	Road Numbers	Wheel Arrangement	Builder	Build Date(s)	Drivers	Weight	Tractive Effort	Comments
B-1	2	1001-1002	0-6-0	Rogers	1891-92				ex WVC&P
B-2	3	1003-1005	0-6-0	Baldwin	1905	51	168,900	36,309	
B-2a	3	1006-1008	0-6-0	Baldwin	1909	51	171,300	36,309	
B-3	5	1009-1013	0-6-0	Baldwin	1914	51	198,800	41,160	
C-1	2	1051-1052	0-8-0	WM	1926	57	246,800	55,900	rebuild of 600's
C-1a	1	1053	0-8-0	WM	1927	57	262,380	65,200	rebuild of 607
C-2	8	1061-1068	0-8-0	WM	1928-30	57	233,400	43,306	rebuild of 600's
C-2a	3	1071-1073	0-8-0	WM	1928-35	57	236,100	43,306	rebuild of 600's
D-1	6	21-26	4-4-0	Baldwin	1881				
D-2	1	27	4-4-0	Grant	1882				
D-3	3	28-30	4-4-0	Baldwin	1888				
D-4	1	31	4-4-0	Rogers	1899				
D-5	3	41-43	4-4-0	Baldwin	1888	52	111,400	14,925	
D-5a	1	44	4-4-0	Baldwin	1895				
D-6	1	45	4-4-0	Baldwin	1889				
D-7	1	50	4-4-0	Baldwin	1884				
D-8	2	51-52	4-4-0	Baldwin	1902	62	93,900	18,123	
F-1	1	200	2-6-0	Rogers	1899				
G-?	1	61	4-6-0	?	?				
G-1	1	71	4-6-0	Baldwin	1870				
G-1	1	72	4-6-0	Grant	1882				
G-1a	1	77	4-6-0	Grant	1882				
G-2	1	6	4-6-0	Pittsburg	1882				
G-3	4	73-76	4-6-0	Baldwin	1884				
G-4	1	78	4-6-0	Baldwin	1883				
G-5	1	90	4-6-0	Baldwin	1903	64			
G-6	2	91-92	4-6-0	Baldwin	1901				
G-7	5	101-105	4-6-0	Baldwin	1906	64	155,200	33,426	
H-1	4	1-4	2-8-0	Pittsburg	1880				
H-1	1	251	2-8-0	Pittsburg	1881				ex Belington & Beaver Creek #99
H-1	3	252-254	2-8-0	Cooke	1881-82				ex WVC&P
H-1a	1	5	2-8-0	Pittsburg	1880				
H-1b	4	7-10	2-8-0	Pittsburg	1888				
H-2	14	255-268	2-8-0	Baldwin	1884-91				ex WVC&P
H-2a	1	269	2-8-0	Baldwin	1888				ex WVC&P #12
H-2a	1	270	2-8-0	Mt Clare	1885				ex Belington & Beaver Creek #22
H-3	1	301	2-8-0	Baldwin	1892				ex WVC&P #27
H-3a	15	302-316	2-8-0	Baldwin	1891-95				ex WVC&P
H-3b	10	317-326	2-8-0	Baldwin	1897-98	50	148,800	27,744	ex WVC&P
H-3c	2	347-348	2-8-0	Baldwin	1892	50	149,200	27,126	
H-3d	1	349	2-8-0	Baldwin	1891				

Class	Quantity	Road Numbers	Wheel Arrangement	Builder	Build Date(s)	Drivers	Weight	Tractive Effort	Comments
H-3e	1	350	2-8-0	Baldwin	1982				
H-3f	6	351-356	2-8-0	Baldwin	1985	50	168,200	34,110	
H-3g	1	357	2-8-0	Baldwin	1900				
H-4	10	401-410	2-8-0	Baldwin	1901	56	184,500	37,026	
H-4a	6	411-416	2-8-0	Baldwin	1903	56	184,500	37,026	
H-4b	4	451-454	2-8-0	Baldwin	1900-01	50	198,700	43,773	
H-4b	4	455-458	2-8-0	Baldwin	1903	50	198,700	43,773	
H-5	18	501-518	2-8-0	Baldwin	1905	51	204,200	45,173	
H-6	20	601-620	2-8-0	Baldwin	1906-07	57	233,400	43,305	
H-6a	10	621-630	2-8-0	Baldwin	1909	57	236,100	43,305	
H-7	6	701-706	2-8-0	Baldwin	1910	60	280,300	48,950	
H-7a	30	707-736	2-8-0	Richmond	1911	60	289,400	48,950	
H-7b	15	750-764	2-8-0	Richmond	1912	60	282,400	53,125	
H-8	20	770-789	2-8-0	Schenectady	1914	52	282,600	61,298	
H-9	40	801-840	2-8-0	Baldwin	1921	61	369,100	71,500	
H-9a	10	841-850	2-8-0	Baldwin	1923	61	369,100	71,500	
I-1	10	1101-1110	2-10-0	Baldwin	1918	52	253,100	51,500	ex US Government
I-2	20	1111-1130	2-10-0	Baldwin	1927	61	549,200	96,300	
J-1	12	1401-1412	4-8-4	Baldwin	1947	69	637,500	70,600	
K-1	10	151-160	4-6-2	Baldwin	1919/1911	68	184,100	37,030	
K-2	9	201-209	4-6-2	Baldwin	1912	69	285,900	39,736	
L-1	10	901-910	2-8-8-2	Lima	1915	52	536,500	105,660	
L-1a	5	911-915	2-8-8-2	Lima	1916	52	531,000	100,800	
L-2	10	916-925	2-8-8-2	Lima	1917-18	52	531,200	105,600	
M-1	2	951-952	2-6-6-2	Baldwin	1909	55	366,600	74,124	reb 1927 0-6-6-0
M-1	2	951-952	0-6-6-0	Baldwin	1927	55	374,600	74,124	reb 1927 0-6-6-0
M-1a	7	953-959	2-6-6-2	Baldwin	1910-11	55	363,600	74,124	reb 1927 0-6-6-0
M-1a	7	953-959	0-6-6-0	Baldwin	1927	55	361,300	74,124	reb 1927 0-6-6-0
M-2	12	1201-1212	4-6-6-4	Baldwin	1940-41	69	711,550	95,500	
Shay	1	3	2 truck	Lima	1912	29.5	69,300	16,900	ex Lantz Coal #29
Shay	1	4	3 truck	Lima	1918	36	127,400	28,800	
Shay	1	5	4 truck	Lima	1910	46	201,000	52,200	ex WV Pulp & Paper #14
Shay	1	6	3 truck	Lima	1945	48	191,040	59,700	last shay built
Shay	1	900	4 truck	Lima	1906				ex WVC&P 900 "Maud"