

Roster by location - Ontario

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|---------------|--------|---------|-----------|-------------|--|
| Abitibi Canyon - Dominion Construction | | | | | | |
| Abitibi Canyon | | | | | | |
| Dominion Construction | | | | | | |
| 3557 | Plymouth | 3557 | 9 1930 | JLA-2 | | [np] Dominion Construction #3557, Abitibi Canyon; [2p] Dominion Construction #3557, Fraserdale; [3] A.E. Wicks No#, Island Falls, derelict. |
| 3558 | Plymouth | 3558 | 9 1930 | JLA-2 | DU | [n] Dominion Construction #3558, Abitibi Canyon; [2] Dominion Construction #3558, Fraserdale; [4] A.E. Wicks, Island Falls; [4] Canada Cement #12, Exshaw. |
| 10 | Alco | 52616 | | 0-4-0ST | Scr 10/1942 | [n] Canadian Equipment (D); [2] HEPC #10, Alexandra, 8/1923; [3] Dominion Construction #10, Abitibi Canyon. |
| 11 | Alco - Rogers | 52617 | | 0-4-0ST | Scr 10/1942 | [n] Canadian Equipment (D); [2] HEPC #11, Alexandra, 8/1923; [3] Dominion Construction #11, Abitibi Canyon |
| 14 | Alco Cooke | 57721 | 6 1917 | 0-4-0ST | Scr 1948 | [n] Electro-Metallurgical #2; [2] Canadian Equipment (D); [3] HEPC #14, Alexandra, 11/1926; [4] Dominion Construction #14, 2/1931; [5] Falconbridge Nickel, 1/1942 |
| 15 | MLW | 51380 | 3 1918 | 0-4-0ST | DU | [n] T.A. Gillespie #11; [2] J.P. Porter, Welland SC; [3] HEPC #15, Alexandra, 11/1926; [4] Dominion Construction #15, Abitibi Canyon. |
| 16 | Alco | 44450 | | 0-4-0ST | DU | (n) Winslow Bros. & Smith, Norwood, MA; [2] Construction Equipment; [3] HEPC #16, Alexandra, 11/1926; [4] Dominion Construction #16, Abitibi Canyon; [5p] Dominion Construction #44450, Fraserdale, 2/1931; [6p] Dominion Construction #44450, Deeks by 6/1932. |
| 18 | Alco | 52269 | | 0-4-0ST | DU | (n) Cedar Rapids Manufacturing & Power #5; [2] J.P. Porter, Welland SC; [3] HEPC #18, Alexandra, 12/1926; [4] Dominion Construction #18, Abitibi Canyon; [5] HEPC, Fitzroy, by 10/1943. |
| 19 | Baldwin | 53810 | 10 1920 | 0-4-0ST | DU | [np] HEPC #41, Queenston; [2p] HEPC #19, Alexandra, 11/1926; 1927. [3] Dominion Construction #19, Abitibi Canyon; [4] Cyanamid of Canada, 10/1936. |
| 21 | Baldwin | 53811 | 10 1920 | 0-4-0ST | DU | [np] HEPC #42, Queenston; [2p] HEPC #21, Alexandra, 11/1926; [3] Dominion Construction #21, Abitibi Canyon; [4] Limestone Products #2. |
| 22 | Pittsburgh | 30195 | 8 1904 | 0-4-0ST+T | DU | {n} O'Rorke Construction #14; [2p] HEPC #40, Queenston, 4/1920; [3] HEPC #22, Alexandra, 11/1926; [4] Dominion Construction #22, Abitibi Canyon; [5?] Dominion Construction #22, Deeks?; [6] HEPC, Fitzroy, 7/1943; [7] Maple Leaf Mills #2, 1943. |
| 24 | Pittsburgh | 31200 | 3 1905 | 0-4-0ST | DU | (n) Benwood & Wheeling Connecting RR; (2) National Tube; (3) Southern Iron & Equipment (D); [4] HEPC #24 (20), Alexandra; [5] Dominion Construction #24, Abitibi Canyon; [6] Maple Leaf Mills #1:2, 2/1939. |

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|--|------------|--------|--------|---------|-------------|--|
| Abitibi Canyon - Dominion Construction | | | | | | |
| 25 | Pittsburgh | 31201 | 3 1905 | 0-4-0ST | DU | (n) Benwood & Wheeling Connecting RR; (2) National Tube; (3) Southern Iron & Equipment (D); [4p] HEPC #25, Alexandra; [5] Dominion Construction #25, Abitibi Canyon; [6] G.W. Carruthers (D) 10/1941; [7] Inco #19, 10/1941. |
| 2185 | Davenport | 2185 | 3 1931 | 0-6-0 | Display | [np] Dominion Construction #2185, Deeks; [2p] Dominion Construction #2185, Abitibi Canyon; [3p] Gulf Pulp & Paper #48, 9/1948; <4> Sept Isles display. |
| 2186 | Davenport | 2186 | 4 1931 | 0-6-0 | DU | [np] Dominion Construction #2186, Fraserdale; [2p] Dominion Construction #2186, Abitibi Canyon; [3p] Dominion Construction #2186, Deeks. [4] Brompton Pulp and Paper, Red Rock. |
| 3193 | Unknown | 3193 | | | ? DU | [1p] Dominion Construction #3193, Abitibi Canyon. |
| 3298 | Lima | 3298 | 2 1926 | Shay 3 | Display | (np) Tallahassee Power #9, Calderwood, TN; [2] Alcan, 12/1930 (Alcoa?) [3p] Dominion Construction #3298, 4/1941, Deeks (there by 6/1932? According to Mattingly); [4] Dominion Construction #3298, Abitibi Canyon; [5] Standard Chemical, 5/1946; [6] Merrilees (D) 8/1947; [7] Abitibi Power and Paper #70, 8/1947; <8> Display 1979. |
| 3587? | Plymouth | 3587 | 1 1931 | FLB-2 | 36" ga DU | [n] Dominion Construction, Abitibi Canyon; [2] Stephenson Equipment. |
| 3593? | Plymouth | 3593 | 1 1931 | FLB-2 | 36" ga DU | [n] Dominion Construction, Abitibi Canyon. |
| 3633? | Plymouth | 3633 | 5 1931 | FLB-2 | 36" ga USA | [n] Dominion Construction, Abitibi Canyon; [2] HEPC, Fraserdale? [3] Porcupine Paymaster #1, 1934; (4) Boyertown, PA, 6/1989. |
| 3634? | Plymouth | 3634 | 5 1931 | FLB-2 | 36" ga | [n] Dominion Construction, Abitibi Canyon; [2] HEPC, Fraserdale? [3] Porcupine Paymaster No# (2), derelict. |
| 55391 | ? | 55391? | | 0-6-0ST | DU | [1p] Dominion Construction #55391. Alco Brooks 55391 was Montour 2-8-2 #20, and Baldwin 55391 was a 4-4-0. |

Acton

Indusmin

| | | | | | | |
|----|-----|-------|---------|---------|---------|---|
| 6 | GE | 15124 | 9 1942 | 44T Scr | 11/1975 | (n) Minneapolis & St. Louis #11 (D842); [2] Chicago & North Western #11; [3] CN #6; [4] Indusmin #6 (also carried #4-519-72-81), 3/1970; [5] Merrilees (D) #AMLX 6, 5/1974. |
| 10 | MLW | 77768 | 3 1952 | S-3 Scr | 9/1974 | [n] CN #8461; [2] Merrilees (D); [3] Acton Limestone Quarries #10; [4] Indusmin #10, retired 5/1974, scrapped by Merrilees, 9/1974. |
| 60 | GE | 15033 | 12 1941 | 44T Scr | 9/1974 | (n) Lehigh Valley #60:2; [2] Acton Limestone Quarries #60, 4/1964; [3] Indusmin #60; [4] Merrilees (D), 4/1974, scrapped 9/1974. |
| 97 | MLW | 80984 | 8 1954 | S-3 | | [n] CN #8497; [2] Indusmin #97, 5/1974; [3] Armbro Aggregates, Acton; [4] United Aggregates, Acton, derelict 1989. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--------------------------------|---------------|--------------|--------|-----------|---------------------|---|
| Agincourt - | | | | | | |
| Agincourt | | See Toronto. | | | | |
| Agnew Lake | | | | | | |
| 15 miles north of Espanola. | | | | | | |
| Graves Bigwood | | | | | | |
| ? | Lima | 121? | 9 1884 | 36" ga. | Shay 2 Scr | [1] Graves Bigwood, believed shay, found 1950's removed for scrap 1970's. This may have been Shay s/n 121 of 09-08-1884 (n) J.E. Potts Salt & Lumber, Au Sable & Northern, Potts MI; (2) H.M. Loud & Sons. Au Sable & Northwestern, McKinley, MI1892; (3) Au Sable & Northwestern, Au Sable MI, 12/26/1907; (4) Detroit and Mackinac 1911 |
| Ajax | | | | | | |
| See Pickering. | | | | | | |
| Defence Industries | | | | | | |
| Aldershot | | | | | | |
| Dominion Sewer Pipe | | | | | | |
| No# | Atlas | uu2830 | | | 550V Electric DU | [1p] Dominion Sewer Pipe. |
| No# | Vulcan | 3721 | 7 1927 | 8t 4w gas | 36" ga DU | [n] Dominion Sewer Pipe & Clay. |
| National Fireproofing | | | | | | |
| No# | Plymouth | 3412 | 2 1930 | FLB-2 | 36" ga Display | [n] National Fireproofing; [2] Dochert Brick & Tile; <3> G. Eber, 1988. |
| Alexandra Power Project | | | | | | |
| HEPC | | | | | | |
| ? | MLW | 45929 | 1909 | | 0-4-0T DU | [n] Stein & Reade #1; [2] Ontario Power; [3] HEPC #39, Queenston 12/1919; [4] HEPC, Alexandra? |
| 10 | Alco | 52616 | | | 0-4-0ST Scr 10/1942 | [n] Canadian Equipment (D); [2] HEPC #10, Alexandra, 8/1923; [3] Dominion Construction #10, Abitibi Canyon. |
| 11 | Alco - Rogers | 52617 | | | 0-4-0ST Scr 10/1942 | [n] Canadian Equipment (D); [2] HEPC #11, Alexandra, 8/1923; [3] Dominion Construction #11, Abitibi Canyon |
| 12 (11) | MLW | 45971 | 3 1909 | | 0-4-0T Scr 10/1930 | [n] MacDonald & Daly #4, (may have been Stein & Read #1); [2] Ontario Power; [3p] HEPC #37, Queenston, 12/1919; [4] HEPC #12 (11) Alexandra, 12/1923. Some records show HEPC #12 as being MLW 45973. |
| 14 | Alco Cooke | 57721 | 6 1917 | | 0-4-0ST Scr 1948 | [n] Electro-Metallurgical #2; [2] Canadian Equipment (D); [3] HEPC #14, Alexandra, 11/1926; [4] Dominion Construction #14, 2/1931; [5] Falconbridge Nickel, 1/1942 |
| 15 | MLW | 51380 | 3 1918 | | 0-4-0ST DU | [n] T.A. Gillespie #11; [2] J.P. Porter, Welland SC; [3] HEPC #15, Alexandra, 11/1926; [4] Dominion Construction #15, Abitibi Canyon. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--------------------------------|------------|--------|---------|-----------|-------------|--|
| Alexandra Power Project - HEPC | | | | | | |
| 16 | Alco | 44450 | | 0-4-0ST | DU | (n) Winslow Bros. & Smith, Norwood, MA; [2] Construction Equipment; [3] HEPC #16, Alexandra, 11/1926; [4] Dominion Construction #16, Abitibi Canyon; [5p] Dominion Construction #44450, Fraserdale, 2/1931; [6p] Dominion Construction #44450, Deeks by 6/1932. |
| 17 | Davenport | uu983 | | 0-4-0T | DU | [1] T.A. Brown; [2] HEPC #17, Alexandra, 9/1920; [3] Kirkfield Crushed Stone, 3/1928, acquired in the name of Dufferin. |
| 18 | Alco | 52269 | | 0-4-0ST | DU | (n) Cedar Rapids Manufacturing & Power #5; [2] J.P. Porter, Welland SC; [3] HEPC #18, Alexandra, 12/1926; [4] Dominion Construction #18, Abitibi Canyon; [5] HEPC, Fitzroy, by 10/1943. |
| 19 | Baldwin | 53810 | 10 1920 | 0-4-0ST | DU | [np] HEPC #41, Queenston; [2p] HEPC #19, Alexandra, 11/1926; 1927. [3] Dominion Construction #19, Abitibi Canyon; [4] Cyanamid of Canada, 10/1936. |
| 21 | Baldwin | 53811 | 10 1920 | 0-4-0ST | DU | [np] HEPC #42, Queenston; [2p] HEPC #21, Alexandra, 11/1926; [3] Dominion Construction #21, Abitibi Canyon; [4] Limestone Products #2. |
| 22 | Pittsburgh | 30195 | 8 1904 | 0-4-0ST+T | DU | {n} O'Rorke Construction #14; [2p] HEPC #40, Queenston, 4/1920; [3] HEPC #22, Alexandra, 11/1926; [4] Dominion Construction #22, Abitibi Canyon; [5?] Dominion Construction #22, Deeks?; [6] HEPC, Fitzroy, 7/1943; [7] Maple Leaf Mills #2, 1943. |
| 24 (20) | Pittsburgh | 31200 | 3 1905 | 0-4-0ST | DU | (n) Benwood & Wheeling Connecting RR; (2) National Tube; (3) Southern Iron & Equipment (D); [4] HEPC #24 (20), Alexandra; [5] Dominion Construction #24, Abitibi Canyon; [6] Maple Leaf Mills #1:2, 2/1939. |
| 25 | Pittsburgh | 31201 | 3 1905 | 0-4-0ST | DU | (n) Benwood & Wheeling Connecting RR; (2) National Tube; (3) Southern Iron & Equipment (D); [4p] HEPC #25, Alexandra; [5] Dominion Construction #25, Abitibi Canyon; [6] G.W. Carruthers (D) 10/1941; [7] Inco #19, 10/1941. |
| 26 | Baldwin | 53874 | 10 1920 | 0-4-0ST | DU | [n] HEPC #45, Queenston; [2] P.J. Lyall #35, Welland Ship Canal, for sale 4/1930; [3] Shawinigan Engineering [4p] HEPC #26, Alexandra; [5] Dominion Construction #26, Abitibi Canyon; [6] Page Hersey Tube; [7] Cyanamid of Canada. |

Alfred

Government Peat Committee

| | | | | | | |
|-----|----------|-----|---------|----------|-------|---|
| No# | Plymouth | 74 | 12 1915 | AL-1 24" | ga DU | [n] O'Brien Munitions; [2] Government Peat Committee, Alfred.3/1920; [3p] Peat Fuels Ltd. 4/1923. |
| No# | Plymouth | 123 | 6 1916 | AL-2 24" | ga DU | [n] O'Brien Munitions; [2] Government Peat Committee, 3/1920; [3p] Peat Fuels Ltd. 4/1923. |

Amherstburg

Allied Chemical Was Brunner Mond until 1970. Became General Chemicals in 1988.

| | | | | | | |
|---|------|--------|--|-----|----|-------------------------|
| 1 | Alco | uu2224 | | S-? | DU | [1] Allied Chemical #1. |
|---|------|--------|--|-----|----|-------------------------|

Amherstburg Stone Quarries

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|----------|--------|---------|-----------|-------------|--|
| Amherstburg - Amherstburg Stone Quarries | | | | | | |
| 1 | Heisler | 1204 | 1910 | Heisler 2 | USA | [n] Amherstburg Stone Quarries #1; (2) Solvay Process, Detroit, MI. |
| Brunner Mond | | | | | | |
| 1 | Lima | 1608 | 2 1906 | Shay 2 | Scr 10/1925 | (n) Sibley Quarry #1:1; Trenton, MI; [2] Brunner Mond Canada #1; [3] Wilson Equipment, Toronto. [2] Pembroke Lumber 6/1923. |
| 2 | Lima | 2316 | 9 1910 | Shay 2 | Scrapped | [n] T.Hopkins #1; [2] Laurin and Leitch Contractors #1, Montreal; [2] Brunner Mond #2 by 2/1922 |
| 1 | MLW | 51384 | 3 1913 | 2-4-2T | DU | [n] Brunner Mond #1. |
| 4 | Heisler | 1455 | 1922 | Heisler 2 | DU | [n] Brunner Mond Canada #4. |
| 7 | GE | 29943 | 5 1949 | 45T | Scr? | [n] Brunner Mond #7; [2p] Allied Chemical #7; [3] Zalev Bros. #7, 4/1977. Scrapped? |
| | Browning | 2772 | 1930 | 13T 2T | crane DU | [1] Brunner Mond, Amherstburg. |
| Canadian Occidental Industrial Chemicals | | | | | | |
| No# | GE | 29233 | 10 1948 | 25T | | [n] Highway Paving #2; [2] Francon Construction #250-02, St-Gabriel de Brandon; [3] Malcolm Black (D), 1984; [4] BCM Technologies No#, 1984-5; [5] Canadian Occidental Industrial Chemicals No#, 1988. Plant closed 2005; May have gone to Zalev. |
| General Chemicals Allied Chemical until 1988. | | | | | | |
| 3A | Alco | 81998 | 8 1957 | S-4 | | (n) B&O #9113; (2) Allied Chemical #3A (76), Solvay, NY, 2/1978; Stored Essex Terminal 4/1987-6/1988; [3p] General Chemicals #3A, 6/1988 (parts). |
| 8 | Alco | 74361 | 4 1946 | S-1 | | (n) Solvay Process #2, Syracuse, NY; [2] Allied Chemical #8, 5/1960; [3] General Chemicals #8. |
| 9 | MLW | 76464 | 5 1949 | S-2 | | [n] CN #8137 (7990); [2] General Chemicals #9, 8/1974. |
| B12 | Alco | 80955 | 11 1953 | S-4 | | (n) B&O #9001 (535); (2) Allied Chemical #5A, Solvay, NY, 2/1978; Stored Essex Terminal 2/1987-6/1988; [3] General Chemicals #B12, 5/1988. |
| Hearn Group | | | | | | |
| 200 | MLW | 69824 | 12 1941 | S-1 | | [n] Canadian Car & Munitions #5; [2p] Essex Terminal #101, 1946; [3] Hearn Group #200, 2/1988. |
| 300 | MLW | 77282 | 6 1952 | S-3 | | [n] Essex Terminal #103; [2] Hearn Harbour Terminal #300, 8/1988. |

Anstice

West of Capreol.

Beck Manufacturing, C. Beck operations at Anstice were from 1911 to 1914. CNoR flat cars were loaded at Bessie Lake and railed to the CNoR wharf at Parry Sound. Beck may have had a McGiffert Loader at this location also.

| | | | | | | |
|---|-----------|------|---------|---------|----|---|
| 1 | Davenport | 1979 | 12 1924 | 0-4-0ST | DU | [n] MacDougald Construction [2p] Beck Manufacturing #1, Anstice, at this location 1911-14? [3] Beck Manufacturing #1, Penetanguishene. Serial number appears to be 1979 but could be 1974. From photograph, could have gone new to Anstice. |
|---|-----------|------|---------|---------|----|---|

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---------------------------------|---------------|--|---------|-------------|----------------|--|
| Ardbeg - Holt Lumber | | | | | | |
| Ardbeg | | | | | | |
| Holt Lumber | | | | | | |
| | Lima | 683 | 12 1901 | Shay 2 | Scr | (n) Alexander and Edgar Lumber #4, Iron River, WI. (2) Holt Lumber, Townsend, WI; [3] Holt Lumber, Ardbeg, ON. 2/1922. For sale 5/1928. |
| Arnprior | | | | | | |
| Dochert Brick and Tile | | | | | | |
| No# | Plymouth | 3412 | 2 1930 | FLB-2 | 36" ga Display | [n] National Fireproofing; [2] Dochert Brick & Tile; <3> G. Eber, 1988. |
| McLachlin Bros. | | | | | | |
| 1 | Inglis, James | | 1912 | 4w dsl/mech | DU | [n] McLachlin Bros. #1, built c. 1912. |
| Ashbridges Bay | | See Toronto. | | | | |
| Aurora | | | | | | |
| Dufferin Construction | | | | | | |
| 9114 | Plymouth | 2992 | 8 1928 | HLB-3 | | [n] Dufferin Construction #9114, Aurora; [2p] Dufferin Concrete #9114, Scarborough. |
| Bancroft | | | | | | |
| Bessemer and Barrys Bay Railway | | Opened from L'Amable to Bessemer 15 Jan. 1907. | | | | |
| 2 | Amoskeag | 53 | 9 1863 | 4-4-0 | DU | (n) Vermont Central #31; [2p] CAR #3 "Coteau"; [3] Gilmour Lumber, Canoe Lake, 1896?; [4p] Gilmour Lumber, Trenton; [5p] Bessemer & Barrys Bay Railway #2 "Bessemer", 1906-14. |
| 3 | Porter | 658 | 6 1884 | 0-4-0ST | Scr | [n] Gilmour Lumber #3; [2] Gill and Fortune, Trenton, (8/1913?); [3] Bessemer & Barrys Bay #3, c.1913; [4p] Canada Iron Mines, Child's Mine, c.1913. Scrapped at Trenton. |
| Barrys Bay | | | | | | |
| Barrys Bay Lumber | | | | | | |
| No# | Vulcan | 4142 | 5 1931 | 8t 4w gas | DU | [n] Barrys Bay Lumber No#; [2p] J.P. Conway Lumber. |
| 2 | Vulcan | 4140 | 5 1931 | 6T 4w gas | DU | [n] Barrys Bay Lumber #2. |
| Bessemer and Barrys Bay Railway | | See Bancroft. | | | | |
| Conway Lumber, J.P. | | | | | | |
| No# | Vulcan | 4142 | 5 1931 | 8t 4w gas | DU | [n] Barrys Bay Lumber No#; [2p] J.P. Conway Lumber. |
| Beachville | | | | | | |
| Beachvilime | | | | | | |
| ? | Brookville | 1057 | 4 1927 | FIR | DU | [n] Beachville Lime Quarries. |
| No# | GE | 32853 | 3 1957 | 45T | | [1] North American Cyanamid No#; [2] Beachvilime No#. |
| 5 | GE | 30784 | 12 1950 | 45T | | [n] Cyanamid of Canada #5; [2] Beachvilime #5, 1977, ballasted to 50T. |
| Chemical Lime | | | | | | |
| No# | GE | 30825 | 11 1950 | 25T | | [n] Chemical Lime No#; [2] Stelco No#, Ingersoll. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--------------------------------------|----------|--------|--------|-------|-------------|---|
| Beachville - North American Cyanamid | | | | | | |
| North American Cyanamid | | | | | | |
| No# | Plymouth | 3158 | 4 1929 | HLB-2 | DU by 1980 | (n) National Gypsum No#, MI; returned to Plymouth 11/1929, rebuilt to standard gauge; (2) Nickel Plate Sand & Gravel, 2/1930, PA; (3) Middle State Sand & Gravel; (4) North American Cyanamid No#, 5/1938. |
| No# | GE | 32853 | 3 1957 | 45T | | [1] North American Cyanamid No#; [2] Beachvilime No#. |
| Standard White Lime | | | | | | |
| No# | Porter | 3470 | 2 1906 | 0-4-0 | 36" ga DU | (n) Ashburner Ellis, VA; (2) Ellis Co, 6/1906; (3) Lane Bros. & Conway, VA, 6/1909; (4) Fisher & Carozza, MD, 8/1913; (5) Eastern Railway Supply, 5/1914; (6) Standard White Lime, 5/1914. |
| Stelco | | | | | | |

Beechville

Beechville White Lime

| | | | | | | |
|-----|----------|-------|--------|--------|-----|--|
| No# | Whitcomb | 12583 | 2 1928 | 15t 4w | g/m | [n] Beechville White Lime; [2] American Cyanamid, Niagara Falls, c. 1930. |
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Belleville

Belleville and Point Anne Railway The 3½ mile Point Ann Railway was completed in December 1903 to the works of the Belleville Portland Cement Co. at Point Ann Quarry. The application ws made by the Point Ann Railway but the legislature changed the name to Belleville and Point Anne Railway.

| | | | | | | |
|------|------------------|--------|--------|------------------|---------|---|
| ? | Dickson | uu1016 | | 0-4-2T | DU | (n) Chicago World's Fair; [2] Thousand Islands Railway #3, 1894; [3] Belleville and Point Anne Railway, 1912. Belleville Portland Cement. |
| ? | Unknown | uu3128 | | | DU | [1] Charles Cooper (D); [2] Belleville & Point Anne Ry. 1903. "The Point Ann railway has purchased a locomotive from the estate of the late Jas. Cooper, Montreal." Railway & Shipping World 12/1903. |
| ? | Baldwin | uu1015 | 1899 | 2-4-2T | DU | (n) Suburban Rapid Transit Company (2) Manhattan Elevated 6/1891; [2] Thousand Islands Railway #4; [3] Belleville and Point Anne Railway, 1912. |
| No# | MLW | 81199 | 8 1955 | S-3 | DU | [n] CP #6543; [2] Belleville and Point Anne Railway No#, 7/1975. |
| 1 | stein and Koppel | uu2825 | | ctric dump motor | DU | [n] Belleville and Point Anne Railway #1; [2] Canada Cement, Lakefield, ON; [3] Canada Cement, Belleville. |
| 2 | stein and Koppel | uu2826 | | ctric dump motor | DU | [1p] Belleville and Point Anne Railway #2. |
| 4 | Unknown | uu5254 | | 0-4-0ST | DU | [1] Canada Cement #4, Point Anne c.1920 |
| 2001 | CLC/Whitcomb | 2634 | 3 1950 | 50T 380hp | Display | [np] Consolidated Sand & Gravel #2001 (103:2); [2] Belleville & Point Anne Railway #2001; <3> Port Stanley Terminal Rail #L2 1984. Has twin 190hp Hercules engines. |

Belleville Portland Cement See Belleville and Point Anne Railway.

Canada Cement

| | | | | | |
|----------|-----|------|-------|----|--------------------------------|
| Browning | 944 | 1911 | crane | DU | [1] Canada Cement, Belleville. |
|----------|-----|------|-------|----|--------------------------------|

McFarlane, H.J.

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|------------|--------|---------|----------------|-------------|---|
| Belleville - McFarlane, H.J. | | | | | | |
| No# | Plymouth | 2147 | 10 1925 | DLC-6 | Scr 1985 | [n] Canada Cement, Thurlow Railway, ordered by F.H. Hopkins; [2] H.J. McFarlane No#. Also at Roblindale Quarries? |
| 2 | Brookville | 2845 | 1 1943 | BFD | Scr 1985 | (n) Keystone Tanning & Glue #D-6; [2] Chas Cusson (D), Montreal; [3p] Roblindale Quarries #2 (No#), 1956; [4] H.J. McFarlane #2. |
| Ontario Rock Co. | | | | | | |
| ? | Porter | 1387 | 7 1892 | 0-4-2 | DU | (n) Buffalo Tool & Machinery Co.; (2) Intra Mural Railway of Chicago; [3] Joseph Battle, Thorold, 2/1906; [4] Ontario Rock Co, Belleville, 8/1916. |
| Thurlow Railway Built by Lehigh Portland Cement 1907-08, amalgamated with Belleville Portland Cement to become Canada Cement. Railway electrified at 550V dc in 1928. Wires removed in 1950. Locomotives all shown under Thurlow Railway. | | | | | | |
| ? | Vulcan | 4136 | 3 1931 | 30T w gas | DU | [n] Canada Cement (Thurlow Railway). |
| No# | Whitcomb | 13100 | 3 1931 | √WK 16t 4w g/m | DU | [1] Canada Cement No# (Thurlow Railway); [2] Canada Cement #4, Havelock. |
| No# | GE | uu1020 | | 40T electric | Scr c.1952 | [1] Canadian General Electric #5; [2] Canada Cement, 1927. |
| No# | Koppel | | | Elec dump car | Scr c.1952 | [1] Canada Cement, Poine Anne; [2] Canada Cement, Lakefield, 1929; [3] Canada Cement, Point Ann, 6/1940. |
| No# | Koppel | | | Elec dump car | Scr c.1952 | [1] Canada Cement, Poine Anne; [2] Canada Cement, Lakefield, 1929; [3] Canada Cement, Point Ann, 6/1940. |
| 1:1 | MLW | uu1024 | | 0-4-0ST | Scr | [1] Lehigh Portland Cement #1:1. |
| 2:1 | Vulcan | 1178 | 5 1907 | 0-6-4ST | DU | [n] Lehigh Portland Cement #2:1. |
| 2:2 | Plymouth | 2575 | 3 1927 | JLA-2 | DU | [n] Canada Cement #2:2. |
| 2:3 | GE | 30747 | 5 1950 | 45T | | [n] Canada Cement (Thurlow Railway) #2:3; [2] Canada Cement #2, St-Constant, 1976; Ballasted to 50T, rebuilt by URS 3-4/1976; [3] Merrilees (D), 1990. |
| 3 | MLW | uu593 | | 0-4-0ST | DU | [1] Lehigh Portland Cement #3; [2] Canada Cement Plant No 1, #3, Montreal. |
| 4? | Plymouth | 2147 | 10 1925 | DLC-6 | Scr 1985 | [n] Canada Cement, Thurlow Railway, ordered by F.H. Hopkins; [2] H.J. McFarlane No#. Also at Roblindale Quarries? |
| 5 (1:2) | GE | 29912 | 10 1948 | 50T | | [n] Canada Cement #5 (1:2); [2] Domtar, Dolbeau No#, 11/1973. |
| 6 | MLW | uu1027 | | 0-4-0ST | Scr | [1] Lehigh Portland Cement #6. |
| 8 | GTR | 1264 | 12 1893 | 0-6-0ST | DU | [n] CN #7098 (GTR #2591,40, 645, 5); [2p] Canada Cement #8, Belleville, 5/1926, (also carried 40); [3] Canada Cement, Port Colborne. |
| 11 | Hinkley | 1606 | 6 1883 | 0-6-0 | Scr 1926 | [n] CP #2014 (110, 305:1); [2] Canada Cement #11, 11/1903 [3p] Canadian Car & Foundry #4, 3/1911. |
| 53 | Neilson | uu1029 | 1868 | 4-4-0 | Scr 1922 | [n] either Neilson 1400 7/1868 (GTR #256. 56, 65, 247) or Neilson 1411 9/1868 (GTR #267/67/249); [2] CNoR #53 (CNQ #53); [3] Canada Cement #53, 1912. |
| 115 | MLW | 47806 | 8 1910 | 0-4-0T | DU | [n] G.W.T. Nicholson #1; [2] HEPC #115; [3] Thurlow Railway #115. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|----------|--------|---------|------------|---------------|---|
| Biscotasing - Pratt and Shanacy | | | | | | |
| Biscotasing | | | | | | |
| Pratt and Shanacy | | | | | | |
| ? | CLC? | uu1117 | | 0-4-2T | Scr | [1p] Pratt ad Shanacy.. On the back of a 1909 photo of this locomotive is "Note - I have serious doubts about this - as far as I know there was never any mill produced ties at Bisco at any time." Seems this is erroneous. Scrapped at Biscotasing. NB. Doubtful if CLC ever produced a 0-4-2T. |
| 6 | MLW | 49495 | 2 1911 | 0-4-0ST | Display | [n] Cavicchi & Pagano #8, 5/1911; [2] P&J Shannon Lumber #6, 1923; [3] Pratt & Shanacy #6, 1923; Derelict from 1923 to 1958; <4> Algonquin Park display 1958. |
| Shannon Lumber, P&J. See Pratt & Shannacy. | | | | | | |
| Blind River | | | | | | |
| Blind River Transportation | | | | | | |
| 1 | Lima | 202 | 2 1888 | Shay 2 36" | ga Scr 8/1921 | (n) Wilson, Luther & Wilson #202, Luther, MI; [2] Blind River Transportation #1, "Candace", 1903. |
| 2 | Lima | 1725 | 8 1906 | Shay 2 36" | ga Scrapped. | [n] Blind River Transportation #2; [2] Mataninda Forest Products #17/1927. |
| Carpenter Hixon Co. | | | | | | |
| No# | Whitcomb | 11632 | 11 1923 | 4T 4w g/m | 24" ga DU | (n) City of St. Paul - Water Department; [2] Carpenter Hixon Co., 6/1927. |
| Mataninda Forest Products | | | | | | |
| 1 | Lima | 1725 | 8 1906 | Shay 2 36" | ga Scrapped. | [n] Blind River Transportation #2; [2] Mataninda Forest Products #17/1927. |
| Bolger | | | | | | |
| Holt Lumber On CNR 30 miles north of Parry Sound. Had 3 mile spur to Deer (Wahwashkesh) Lake; a two car barge ferried supplies to a 10 mile branch line in McHenzie township. | | | | | | |
| 17 | Lima | 2492 | 6 1912 | Shay 3 | Scr c.1939 | [n] Diver & Ottawa River #17; [2] Holt Lumber #17; (3) Sever Anderson Logging #17, Longlake, WI; (4) Holt Lumber #17, Tipler, WI; scrapped c. 1939 Flanders Spur, WI. other records say scrapped after 1932 at Bolger. |
| Bolton | | | | | | |
| McNish, Neil | | | | | | |
| No# | Avonside | 2071 | 1933 | 0-4-0T | 24" gauge | { n } Dinorwic Quarries, "Elidir"; <2> Neil McNish, 7/1966; <3> Graham Morris, UK, 2006 |
| Bowmanville | | | | | | |
| Stein and Reade | | | | | | |
| ? | Vulcan | 1941 | 6 1912 | 0-4-0ST | DU | [n] Stein & Reade (Welland Ship Canal?). |
| Braeside | | | | | | |
| Gillies Bros. | | | | | | |
| No# | Plymouth | 3586 | 1 1931 | ML8-2 | DU | [n] Dominion Construction, Fraserdale; [2p] Gillies Bros; [3] Field Lumber, 1961-2, derelict. |
| 1 | GE | 30414 | 8 1949 | 25T | USA | [np] Gillies Bros. #1; [2] Diamond Shamrock, 1978; (3)Thermax Energy, Pittsburgh, KS, 1985; (4) Gulf #4; (5) Wilgro Fertilizer, Pryor, OK. |
| 2 | GE | 32118 | 2 1954 | 25T | DU | [n] Gillies Bros. #2, Temagami; [2p] Gillies Bros. #2, Braeside by 1961. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|-----------|--------|--------|-------------|---------------|--|
| Brantford - Brantford Sand and Gravel | | | | | | |
| Brantford | | | | | | |
| Brantford Sand and Gravel | | | | | | |
| No# | Unknown | uu2956 | | 0-4-0ST | DU | [1p] Brantford Sand & Gravel. |
| 2 | Baldwin | uu1044 | | | ? DU | (n) Mohawk Sand & Gravel; [2] Brantford Sand & Gravel #2; [3] HEPC #21, Queenston; [4] Waterous Engine Works, 4/1925. |
| Cockshutt Plow | | | | | | |
| No# | Plymouth | 4140 | 4 1941 | ML-3 | Scr | (n) QMC USA Camp Forest #GM2028, TN; (2) USA #7679; for sale by WAA, 7/1946; (3) Glen L. Martin & Co, Fort Crook, NB, 3/1947; [4p] Cockshutt Plow; [5] Telephone City Sand & Gravel, 9/1971; [6] Paikin (D); [7] Courtaulds 9/1971; [8] Merrilees (D) for scrap 1984. |
| Henninger, M.G. | | | | | | |
| 2 | MLW | 46039 | 2 1909 | 0-4-0T 36" | ga Scr 4/1936 | [n] M.G. Henninger #2, Brantford; [2p] M.G. Henninger#2, Eugenia Falls; [3] Johnson Bros. #2. |
| Huffman Construction CNR Brantford cut off. | | | | | | |
| 1 | Porter | 4899 | 8 1911 | 0-4-0ST 36" | ga Scr 4/1936 | [np] City of Toronto #4; [2] A.A. Scully (D); [3p] Huffman Construction #1. |
| 2 | Davenport | uu1037 | | 0-4-0T 36" | ga Scr 7/1935 | [1] A.A. Scully (D); [2] Huffman Construction #2. |
| 3 | Rogers | 47408 | 3 912 | 0-4-0T 36" | ga Scr 7/1935 | (1) Tidewater Building, C.R. Bryson #11; [2] A.A. Scully (D); [3] Huffman Construction #3. |
| 4 | Baldwin | 22103 | 5 1903 | 0-4-0T 36" | ga Scr 4/1936 | (n) Gondor & Brownbeck, "Valeria"; [2] A.A. Scully (D); [3p] Huffman Construction #4. |
| Johnson Bros. Was a highway and railway contractor with head office in Brantford. See also Mille Roches and Port Hope. | | | | | | |
| ? | Unknown | uu1040 | | 0-4-0T | DU | [1] Johnson Bros.; [2] Nichols Chemical, 4/1947. |
| 2 | MLW | 46039 | 2 1909 | 0-4-0T 36" | ga Scr 4/1936 | [n] M.G. Henninger #2, Brantford; [2p] M.G. Henninger#2, Eugenia Falls; [3] Johnson Bros. #2. |
| 3 | Whitcomb | uu3366 | | 4w gas | DU | [1p] Johnson Bros. #3. |
| Johnson Wax Products | | | | | | |
| No# | Plymouth | 1983 | 3 1925 | DLC-6 24" | ga DU | (n) McComb County Road Commission #2, Fraser, MI; [2] Johnson Wax Products No#, 6/1929. |
| No# | Plymouth | 1988 | 4 1925 | DLC-6 24" | ga DU | (n) McComb County Road Commission #4, Fraser, MI; [2] Johnson Wax Products No#, 6/1929. |
| Massey Harris | | | | | | |
| | Browning | 4186 | 1952 | crane | DU | [1] Massey Harris, Brantford. |
| Telephone City Sand and Gravel | | | | | | |
| No# | Unknown | uu2996 | | 0-4-0ST | DU | [1p] Telephone City Sand & Gravel, for sale (\$2,000) 1950 by Telephone City Supply. |
| No# | Plymouth | 3461 | 4 1930 | ML6-2 | Scr | [n] Scottish Canadian Magnesite #2; [2] Telephone City Sand & Gravel; [3] Courtaulds; [4] Merrilees (D) 1984 for scrap. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|--------------|-------------|---------|---------|-------------|---|
| Brantford - Telephone City Sand and Gravel | | | | | | |
| No# | Plymouth | 4140 | 4 1941 | ML-3 | Scr | (n) QMC USA Camp Forest #GM2028, TN; (2) USA #7679; for sale by WAA, 7/1946; (3) Glen L. Martin & Co, Fort Crook, NB, 3/1947; [4p] Cockshutt Plow; [5] Telephone City Sand & Gravel, 9/1971; [6] Paikin (D); [7] Courtaulds 9/1971; [8] Merrilees (D) for scrap 1984. |
| Unknown | | | | | | |
| | Unknown | uu5255 | | 0-4-0ST | DU | (1p) Locomotive used in the construction of the Lake Erie and Northern Railway, 1914-15 period. |
| Waterous Engine Works | | | | | | |
| ? | Baldwin | uu1044 | | | ? DU | (n) Mohawk Sand & Gravel; [2] Brantford Sand & Gravel #2; [3] HEPC #21, Queenston; [4] Waterous Engine Works, 4/1925. |
| zz Unknown Owner | | | | | | |
| ? | Plymouth | uu1718 | 1926 | | ? Display | [1] Brantford area; <2> Smitherman display. |
| Britannia | | See Ottawa. | | | | |
| Bruce Mines | | | | | | |
| Bruce Copper Mines | | | | | | |
| ? | Baldwin | 15430 | 7 1897 | 0-4-0T | DU | [n] William Davis #6; [2] Bruce Copper Mines; [3] Canadian Sulphur, 1917. |
| 8 | Baldwin | 15432 | 7 1899 | 0-4-0T | DU | [n] W.M. Davis #8; [2] Bruce Copper Mine #8. |
| Lake Huron and Northern Ontario Chartered in 1899 as Bruce Mines and Algoma, became Lake Huron and Northern Ontario in 1902. Operated until 1919, closed 1921. | | | | | | |
| ? | Baldwin | uu1045 | | 0-4-0T | Scr | [1] Lake Huron & Northern Ontario; [2] Stone Lumber, 1912. |
| 2 | Portland | 169 | 7 1870 | 4-4-0 | DU | [n] Midland Railway of Canada #4 (12), "Orillia"; [2] GTR #1 (604); [3] A.A. Scully, 6/1898; [4] Lake Huron and Northern Ontario #2. Burnt in roundhouse. |
| 101 | Rhode Island | 326 | 11 1871 | 4-4-0 | DU | [n] GTR #156 (792, GWR #172); [2] Rock Lake Mining #2, 6/1901; [3] Lake Huron & Northern Ontario #101, 8/1901. |
| 105 | Unknown | uu5132 | | 4-4-0 | DU | [1] Lake Huron and Northern Ontario #105 |
| 115 | Brooks | 1435 | 1888 | 2-6-0 | DU | (n) Lake Shore & Michigan Southern #4000 (5301, 212, 402); (2) Baldwin Equipment and Supply, 4/1911; [3p] O'Boyle Bros. Construction #105?, 4/1911, Sault Ste. Marie; [4p] Lake Huron & Northern Ontario #115, 25/4/1914. |
| Martin International Trap Rock Opened 1913, quarry closed 1932-33. | | | | | | |
| 107 | Vulcan | 2103 | 2 1913 | 0-4-0ST | DU | [n] Martin International Trap Rock #107; [2] Consolidated Beattie Gold Mines #107, 1933; [3] Brompton Pulp & Paper. |
| 108 | Vulcan | 2116 | 3 1913 | 0-4-0ST | Scr 8/1965 | [np] Martin International Trap Rock #108; [2] Bruce Mines Trap Rock #108; [3] Dominion Trap Rock #108; [4] McIntyre Porcupine #108, 1933; [5] Hill Clark Francis #108; [6] Pineland Timber #108 after 1950. Hill Clark Francis had an 0-4-0T at New Liskeard which was numbered 207 or 307. |
| Rock Lake Mining | | | | | | |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--------------------------------|--------------|--------|---------|---------|-------------|--|
| Bruce Mines - Rock Lake Mining | | | | | | |
| 1? | Unknown | uu1051 | | 0-4-0ST | DU | [1] Rock Lake Mining #1?, dinkey. |
| 2 | Rhode Island | 326 | 11 1871 | 4-4-0 | DU | [n] GTR #156 (792, GWR #172); [2] Rock Lake Mining #2, 6/1901; [3] Lake Huron & Northern Ontario #101, 8/1901. |
| 2? | Unknown | uu1052 | | 0-4-0ST | DU | [1] Rock Lake Mining #2?, dinkey. |

Burford

Canadian Aggregates

| | | | | | | |
|---|----------|------|---------|------|----|---|
| ? | Plymouth | 2459 | 10 1926 | HL-2 | DU | (n) Grasseli Powder, Wayside, PA; [2] Canadian Aggregates, 9/1930; [3] Dominion Engineering, 1955 |
|---|----------|------|---------|------|----|---|

Burlington

Canadian General Electric

| | | | | | | |
|-----|----|-------|--------|-----|--|--|
| No# | GE | 13002 | 1 1941 | 23T | | [n] Canadian Car & Munitions #2; [2] Canadian General Electric No#, Peterborough, 4/1946; [3] Canadian General Electric No#, Burlington, 11/1976; [4] Canadian Allis Chalmers, c. 1977. |
|-----|----|-------|--------|-----|--|--|

Pendivic Contracting

| | | | | | | |
|------|----------|------|--------|---------|---------|--|
| ? | Plymouth | 5691 | 3 1953 | MDT 50T | Disp | [n] HEPC, Niagara Falls; [2p] HEPC, Fraserdale; [3] Pendivic Contracting, Burlington by 3/1964; (4) Pendivic #1435, Bennington, VT by 1-/1964; May have gone from Pendivic to Atlas Steels, Tracy, QC. [5p] Babcock & Wilcox #V70; <6> Niagara Railway Museum. |
| 2034 | CLC | 3006 | 4 1960 | DTC 44T | Display | [n] CP #19; [2] Lasalle Coke and Manufacturing (lease) [3] Pendivic Contracting #2034, 11/1972; [4p] Aquitaine Petroleum #2034 also #19, 4/1980; [5] Canterra #19; [6] Skibstead #19; <7>Champion Park #2034, Okotoks, 9/1987. |

Cache Bay

Gordon, George and Co.

| | | | | | | |
|---|----------|--------|--------|------------|---------|--|
| ? | Unknown | uu1054 | | 0-4-?ST | Scr | [1] George Gordon. |
| ? | Whitcomb | 12847 | 4 1929 | 20T 4w g/m | Display | [n] George Gordon; [2] Austin & Nicholson, 1964, derelict since 1967; <3> Wakami Lake Provincial Park, Sultan, 6/1992. |

Callandar

Nosbonsing and Nipissing Portage railway constructed by J.R. Booth in 1884 to carry sawlogs from the waters of Lake Nipissing, 5½ miles to Lake Nosbonsing, at the headwaters of the Mattawa River. From there the logs were driven down the Mattawa and Ottawa Rivers to Booth's mills at Ottawa. Closed 1912, torn up 1917, equipment to McAuley Central.

| | | | | | | |
|---|--------------|------|--------|-------|----|---|
| 1 | Rhode Island | 1377 | 6 1884 | 4-4-0 | DU | [np] Nosbonsing & Nipissing #1 "J.R. Booth"; [2] McAuley Central #1:2, 1913. |
|---|--------------|------|--------|-------|----|---|

Smith, John B. and Sons

| | | | | | | |
|----|---------|-------|--------|--------------|----------|--|
| 1 | Baldwin | 4394 | 7 1878 | 0-4-0T dummy | Scr 1923 | [n] GTR #760 (GWR #2); [2p] John B. Smith & Sons #1, 10/1893. |
| 2 | Unknown | uu888 | | 0-4-0 | Scr 1923 | (n) Michigan Central; [2p] John B. Smith & Sons #2; Also used on Restoule Logging Railway. |
| 3? | CLC | 101 | 8 1872 | 4-4-0 | Scr 1923 | [n] GTR #155 (133, 737, GWR #173); [2] John B. Smith & Sons #3?, 3/1907. |
| 4 | CLC | 1217 | 5 1916 | 0-4-0ST | DU | [np] John B. Smith & Sons #4. |
| 5 | MLW | 63272 | 5 1922 | 0-4-0ST | DU | [np] John B. Smith & Sons #5; [2] Standard Chemical, South River, 1/1952. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|-------------------------------------|---------|--------|---------|------|-------------|--|
| Callandar - Smith, John B. and Sons | | | | | | |
| 6 | GE | 28598 | 11 1946 | 25T | | [np] John B. Smith & Sons #6; [2] Merrilees #27 (6), 12/1970; Used in salvage of Glen Tay to Tweed line; (3) Koppers, Charleston, SC, 6/1974; (4) Koppers, Montgomery, AL. |

Cambridge

Babcock and Wilcox

| | | | | | | |
|-----------|----------|-------|---------|-----------------|--|--|
| No# | MLW | 51378 | 1916 | 0-6-0 DU | | [n] Goldie & McCulloch No#; [2] Babcock & Wilcox No#. |
| V13 (No#) | Vulcan | 4050 | 12 1929 | 14T gm Ret 1977 | | [n] Goldie & McCulloch #V13; [2p] Babcock & Wilcox No#(V13); On side of cab "Babcock Wilcox and Goldie McCulloch 4050".. |
| V70 | Plymouth | 5691 | 3 1953 | MDT 50T Disp | | [n] HEPC, Niagara Falls; [2p] HEPC, Fraserdale; [3] Pendivic Contracting, Burlington by 3/1964; (4) Pendivic #1435, Bennington, VT by 1-/1964; May have gone from Pendivic to Atlas Steels, Tracy, QC. [5p] Babcock & Wilcox #V70; <6> Niagara Railway Museum. |
| No# (V90) | CLC | 3002 | 5 1959 | DTC 44T Display | | [n] CP #17; [2p] Babcock & Wilcox No# (V90), 8/1974, out of service 1988; <3> Ontario Locomotive & Car. |

Goldie and McCulloch Became Babcock & Wilcox. All locomotives listed under latter name.

Cameron Falls

HEPC Most of the locomotives used at the Abitibi Dam were used at Cameron Falls.

| | | | | | | |
|-----|---------|--------|--------|---------------------|--|--|
| ? | Porter | 4111 | 8 1909 | 0-4-0 Scr 6/1939 | | [n] Ontario Power; [2] HEPC #50, Queenston; [3] HEPC, Cameron Falls; [4] HEPC, Fitzroy; [5] Consolidated Sand & Gravel #5. |
| No# | Unknown | uu3048 | | 0-4-0ST DU | | [1p] HEPC No#, Cameron Falls. |
| 1 | Porter | 5443 | 2 1914 | 0-4-0ST Scr 1950-52 | | (n) Lake City Gravel, IL; [2] HEPC #30, Queenston; [3p] HEPC #1, Cameron Falls; [4p] Grenville Crushed Rock #5443, Deeks; [5] Grenville Crushed Rock #6, Hawk Lake, by 1933. |

Camp Silford

Hopkins, F.H.

| | | | | | | |
|-----|-----------|-----|--------|-------------------------|--|---|
| No# | Davenport | 798 | 7 1909 | 0-4-0ST 36" ga Scr 1947 | | [n] F.H. Hopkins No#, Camp Silford; [2] Kirkfield Crushed Stone No#. |
|-----|-----------|-----|--------|-------------------------|--|---|

Campbellford

Brown, T.A. Contractor on Trent Canal.

| | | | | | | |
|---|-----------|-------|--|-----------|--|---|
| ? | Davenport | uu983 | | 0-4-0T DU | | [1] T.A. Brown; [2] HEPC #17, Alexandra, 9/1920; [3] Kirkfield Crushed Stone, 3/1928, acquired in the name of Dufferin. |
|---|-----------|-------|--|-----------|--|---|

Doheny, Quinlan & Robertson

| | | | | | | |
|----|--------|------|---------|------------|--|---|
| 11 | Vulcan | 1648 | 10 1910 | 0-4-0ST DU | | [n] Doheny, Quinlan & Robertson #11, Campbellford; [2] Doheny, Quinlan & Robertson #11, Welland; [3?] Roger Miller #11? Some records show "Haney" for "Doheny" |
|----|--------|------|---------|------------|--|---|

Healy, Larry

| | | | | | | |
|--|---------|--------|--|-------------------|--|---|
| | Wellman | uu4939 | | 12T 4whl crane DU | | [1] Cohen Scrap Yard, Kingston; [2] Larry Healy, Campbellford (here 2008). |
|--|---------|--------|--|-------------------|--|---|

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|----------|--------|--------|-------|-------------|--|
| Canoe Lake - Gilmour Lumber | | | | | | |
| Canoe Lake | | | | | | |
| Gilmour Lumber The Canoe Lake mill at Mowat commenced operation in April 1897. It was served by a 2.4 km. Spur line running south of the Ottawa, Arnprior and Parry Sound Railway at Canoe Lake. The mill closed in 1901. | | | | | | |
| No# | Amoskeag | 53 | 9 1863 | 4-4-0 | DU | (n) Vermont Central #31; [2p] CAR #3 "Coteau"; [3] Gilmour Lumber, Canoe Lake, 1896?; [4p] Gilmour Lumber, Trenton; [5p] Bessemer & Barrys Bay Railway #2 "Bessemer", 1906-14. |

Cardinal

Canada Starch (Casco) Edwardsburg Starch incorporated 1865.
 Absorbed by Canada Starch 22 January 1906. Properties and assets transferred to Canada Starch September 1912.
 Siding constructed by GTR from Cardinal station to plant in 1898.
 All locomotives listed under Canada Starch.

| | | | | | | |
|-----|---------|-------|---------|---------|-----------|---|
| 41 | Baldwin | 13043 | 11 1892 | 0-4-4T | Forney DU | (n) Chicago & South Side Elevated #41; [2p] Edwardsburg Starch #41, 1912?; [3] Canada Starch #41. |
| 2 | MLW | 49500 | 10 1911 | 0-4-0T | DU | [n] Edwardsburg Starch #2; [2] Canada Starch #2. |
| No# | MLW | 54465 | 1 1914 | 0-4-0T | DU | [n] Morrow & Beatty No#, Cardinal; [2] Canada Starch No#. Note 54465 at Procor display is Davenport 2029. |
| ? | Vulcan | 2228 | 9 1913 | 0-4-0ST | DU | (n) Toledo Owens Glass Sand #1; (2) Owen Bottle & Sand; [3] Canada Starch#?, 5/1938; [4p] Mussels Sand & Gravel, 8/1938. |
| 5 | MLW | 69697 | 2 1942 | 0-4-0T | Ret 1947 | [np] Canada Starch #5 "Lulu Belle"; Retired 1947 but may not have been scrapped until 1960s. |
| 6 | GE | 29061 | 6 1947 | 65T | USA | [np] Canada Starch #6, "Green Hornet"; [2] Paikin (D), 1977; (3) US Metals & Refining #5, Carteret, NJ, 1977. |
| 7 | MLW | 77598 | 9 1952 | S-4 | Display | [n] CN #8018; [2] Canada Starch #7, 7/1976; [3] Merrilees (D), 1988; <4> Hull, Chelsea Wakefield, 1990. |
| 8 | GE | 33716 | 12 1959 | 80T | | [n] Kimberly Clark No#; [2] Spruce Falls Power & Paper #106:2; [3] Paikin (D) #106, 11/1985; [4] Canada Starch #8, 5/1987; [5] Paikin (D) #SGPX8, 2/1989. |
| 9 | GMD | A192 | 3 1951 | SW8 | | [n] CN #7162 (8512:1); [2] Merrilees (D) via Met-Recy Metals; [3] Canada Starch #9, 9/1988 (following 3 month lease). |
| 77 | CLC | 1861 | 5 1931 | Diesel | Display | [np] CN #77 (7700); [2] Canada Starch #77 (lease), 1962, retired 1966; <3> Canadian Railway Museum, 1968. |

Cleveland, M.A.

| | | | | | | |
|---|---------|--------|--|---|----|--|
| ? | Unknown | uu2935 | | ? | DU | [1p] M.A. Cleveland. Need to see negative. |
|---|---------|--------|--|---|----|--|

Davis, William M.P. Davis Cardinal Canal Construction 1897-1901. Some of these locomotives may have been at the Mille Roches Quarry. Cornwall Freeholder 1 February 1889 "Davis & Co., canal contractors, have 120 men employed at work in their quarry back of Mille Roches. The quarry, which is situated on the farm of Wellington Manson, is one of the very best in this section."

| | | | | | | |
|---|---------|-------|--------|--------|----|---|
| 1 | Baldwin | 13998 | 4 1894 | 0-4-0T | DU | [n] William Davis #1; [2] Pakesley Lumber by 1930. |
| 2 | Baldwin | 15333 | 5 1897 | 0-4-0T | DU | [n] William Davis #2; [2] Fraser Brace, assume Dorval, 7/1921. [3] A.A. Scully (D). |
| 3 | Baldwin | 15334 | 5 1897 | 0-4-0T | DU | [n] William Davis #3; [2] Fraser Brace, assume Dorval, 7/1921. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|-------------|---------|---------|----------|------------------|--|
| Cardinal - Davis, William | | | | | | |
| 4 | Baldwin | 15335 | 5 1897 | 0-4-0ST | DU | [n] William Davis #4; [2] Algoma Central & Hudson Bay Railway; [3] Longford, Ont; [4] Standard Chemical, Fassett, 1940. Note: May have worked on AC&HBR. AC&HBR records do not show this as having been taken into stock. |
| 5 | Baldwin | 15429 | 7 1897 | 0-4-0T | DU | [n] William Davis #5. |
| 6 | Baldwin | 15430 | 7 1897 | 0-4-0T | DU | [n] William Davis #6; [2] Bruce Copper Mines; [3] Canadian Sulphur, 1917. |
| 7 | Baldwin | 15431 | 7 1897 | 0-4-0ST | DU | [n] William Davis #7, Cardinal?; [2] Mond Nickel #2 |
| 8 | Baldwin | 15432 | 7 1899 | 0-4-0T | DU | [n] W.M. Davis #8; [2] Bruce Copper Mine #8. |
| 9 | Baldwin | 15886 | 4 1898 | 0-4-0ST | Scr 1935 | [n] W.M. Davis #9; [2p] Victoria Harbour Lumber #1; [3] Key Valley No#, 1927-8. |
| McGraw, James P. | | | | | | |
| 2 | Porter | 1442 | 1 1893 | 0-4-0ST | 36" ga DU | (n) James McGraw, Rude station, PA; [2p] James McGraw #2, Cardinal Canal Construction. |
| Morrow and Beatty | | | | | | |
| No# | MLW | 54465 | 1 1914 | 0-4-0T | DU | [n] Morrow & Beatty No#, Cardinal; [2] Canada Starch No#. Note 54465 at Procor display is Davenport 2029. |
| Central Patricia | | | | | | |
| Lake St. Joseph Transportation | | | | | | |
| 9 | Porter | 7120 | 12 1928 | 12T | gas elec Display | Built for stock. (n) Remington Arms Co. No#, Bridgeport, CT, 2/1929; [2] Kip Kelly (D), Winnipeg, 1938; [3] Lake St. Joseph Transportation #9; [4] Stelco #9; [5] Merrilees (D), 1958; <6> Canadian Railway Museum #9, 1963 |
| Chapleau | | | | | | |
| Austin and Nicholson | | | | | | |
| No# | Plymouth | 3407 | 2 1930 | JLB-2 | Scr 1934 | [n] Austin & Nicholson No#, Dalton; [2] Austin & Nicholson No#, Chapleau, destroyed by fire 1934. |
| Chatham | | | | | | |
| Canada and Dominion Sugar See also Wallaceburg. | | | | | | |
| ? | CLC | 218 | 6 1882 | 4-4-0 | DU | [np] CP #7045 (6, 30, 239, 68:1); [2] Canada & Dominion Sugar, 9/1921. |
| 303 | Alco-Brooks | 30636 | 3 1905 | 2-8-0 | DU | (n) Pere Marquette #303; (2) Canada & Dominion Sugar #303, 12/1945. Wallaceburg and Chatham. |
| 303 | Alco | uu 2998 | 1905 | 2-8-0 | Scr 1961 | (n) PM #303; [2] Wallaceburg Sugar #303; [3p] Canada & Dominion Sugar #303, 1946. |
| | Ohio | 4587 | 9 1948 | 5T 8 whl | D crane DU | [n] Canada & Dominion Sugar, Chatham. |
| 7456 | GTR | 1500/8 | 1920 | 0-6-0 | USA | [n] CN #7456 (GTR #1781); [2p] Canada & Dominion Sugar #7456, 9/1959; <3> Ontario Government, 1963; <4> Chas Webber, 1965; <5> James Miller, 9/1966; <6> Coopersville & Marne, MI. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|------------|--------|---------|---------|---------------------|---|
| Chats Falls - HEPC | | | | | | |
| Chats Falls | | | | | | |
| HEPC See Fitzroy. | | | | | | |
| Chippawa | | | | | | |
| Ontario Power See Queenston Power Canal. | | | | | | |
| Christie Lake | | | | | | |
| Shea and Huff | | | | | | Had the contract for mileage 8.5 to 9.0, west from Glen Tay, Campbellford, Lake Ontario and Western. |
| ? | Porter | 1782 | 9 1897 | 0-4-0ST | 36" ga DU | [n] James Cooper, Prescott; [2] F.H. Hopkins, Montreal, 6/1907; [3] Canadian General Development, Glen Ross, 6/1908; [4] Shea & Huff, Christie Lake, 3/1913; [4] Dominion Construction, 7/1913, assume Deeks. |
| Clarkson | | | | | | |
| St. Lawrence Cement | | | | | | |
| No# | Davenport | 3108 | 8 1947 | | 10T Scr c.1983 | (n) Osborne Equipment (D); (2) Jones-Wright Co. #D10, Jamestown, KY; [3] Rebuilt at CLC and given CLC s/n 3005; [4] Hurdman Bros (D); [5p] St. Lawrence Cement, Ottawa; [6] St. Lawrence Cement, Clarkson, 12/1982; scrapped at Grimsby. |
| No# | GE | 32411 | 1 1956 | | 45T DU | [n] St. Lawrence Cement No#. |
| 8462 | GE | 27939 | 12 1946 | | 50T Scr | [n] Highway Paving No#; [2] Associated Quarries #8462, 5/1952; [3] St. Lawrence Cement #8462, before 1980; (4) Ontario Locomotive (D) Niagara Falls, 10/1990 to Ohio for parts. |
| Clarkton See Valora. | | | | | | |
| Sturgeon Lake Transportation | | | | | | |
| Coatsworth | | | | | | |
| Brown and Co. | | | | | | |
| ? | Lima | uu5251 | 1882 | | Shay 2 truck DU | Built circa 1882. Straight boiler Shay 7-12 tons. Narrow gauge? Brown and Co. had a railway from Lake Erie north to Deece's Mill and on to Coatsworth Mill which was operated by George T. Maris. Leamington Shopper 5/02/90. |
| Cobalt | | | | | | |
| Cobalt Reduction | | | | | | |
| | Browning | 627 | 1908 | | 10T 4w crane DU | [1] Cobalt Reduction Co, Cobalt. |
| Nipissing Mining Company | | | | | | |
| No# | Whitcomb | 1658 | 10 1919 | | 1.5T 4w 17.5" ga DU | [n] Nipissing Mining. |
| O'Brien Mine | | | | | | |
| ? | Plymouth | 1343 | 12 1922 | | BL-2 36" ga DU | [n] O'Brien Mine. |
| Cochrane | | | | | | |
| Fauquier, E.F. and G.E. | | | | | | |
| 1 | Pittsburgh | 1596 | 1 1896 | | 4-6-0 DU | (n) Pittsburg & Lake Erie #9157 (86); [2] Atlantic Equipment (D); [3] Fauquier #1. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|-------------|--------|---------|-------|-------------|--|
| Cochrane - Fauquier, E.F. and G.E. | | | | | | |
| 2 | Pittsburgh | 1594 | 1 1896 | 4-6-0 | DU | (n) Pittsburg & Lake Erie #9155 (84); [2] Atlantic Equipment (D), 4/1905; [3] Fauquier #2. |
| 3 | Pittsburgh | 673 | 8 1883 | 4-6-0 | DU | (n) Pittsburg & Lake Erie #9198 (259, 159); [2] Atlantic Equipment (D), 4/1909; [3] Fauquier #3. |
| 4 | Pittsburgh | 1592 | 1 1896 | 4-6-0 | Disp | (n) Pittsburg & Lake Erie #9153 (82); [2] Atlantic Equipment (D), 3/1910; [3] E.F. & G.E. Fauquier #4; [4p] Maritime Coal, Railway & Power #5:2, 5/1920; <5> CRHA Delson 11/1961. |
| 5 | Pittsburgh | 1547 | 4 1895 | 4-6-0 | DU | (n) Pittsburg & Lake Erie #9150 (78); [2] Atlantic Equipment (D), 3/1911; [3] Fauquier #5. |
| 6 | Pittsburgh | 674 | 8 1883 | 4-6-0 | DU | (n) Pittsburg & Lake Erie #9199 (260,160); [2] Atlantic Equipment (D), 3/1911; [3] Fauquier #6. |
| Grant, Smith and MacDonald Temiskaming and Northern Ontario construction. | | | | | | |
| 26? | MLW | 29877 | 1904 | 4-6-0 | Scr 1924 | [n] Toronto, Hamilton & Buffalo #26; [2] Grant, Smith & MacDonald, Cochrane, 6/1922; Company failed, scrapped at Dorval. |
| 28 | Schenectady | 29531 | 1904 | 4-6-0 | Scr 11/40 | [n] Toronto, Hamilton & Buffalo #28:2; [2] Grant, Smith & MacDonald #28, 6/1922, Cochrane; stored at Dorval 1923-9; [3p] Campbell Construction #14, 1929; Scrapped at Dorval. |
| Hopkins, F.H. | | | | | | |
| ? | Davenport | 1185 | 12 1911 | 0-4-0 | DU | [n] F.H. Hopkins. |
| ? | Davenport | 1186 | 12 1911 | 0-4-0 | DU | [n] F.H. Hopkins. |
| McDonnell, A.R. Temiskaming and Northern Ontario Construction | | | | | | |
| | CLC | 121 | 10 1873 | 4-4-0 | DU | [n] Grand Trunk #444 (270); [2] A.R. McDonnell, 7/1904 |
| | CLC | 125 | 11 1873 | 4-4-0 | DU | [n] Grand Trunk #447 (274); [2] A.R. McDonnell, 6/1903. |
| | CLC | 126 | 12 1873 | 4-4-0 | DU | [n] Grand Trunk #448 (275); [2] A.R. McDonnell, 7/1903. |
| | CLC | 128 | 1 1874 | 4-4-0 | DU | [n] Grand Trunk #450 (277); [2] A.R. McDonnell, 6/1903. |
| | CLC | 129 | 1 1874 | 4-4-0 | DU | [n] Grand Trunk #443 (269, 278); [2] A.R. McDonnell, 7/1904. |

Coniston

Inco Inco locomotives at Coniston were based at Copper Cliff and cycled back and forth for maintenance. See Copper Cliff.

Cooksville

formerly Ontario National Brick. Narrow gauge clay pit trackage was abandoned c. 1932. Operation closed May 1955.

Cooksville Brick and Tile The Brickyard went through several name changes. Built in 1912 as National Brick Company, it then became Cooksville Shale and Brick Company. in 1922. In 1924 it became the Cooksville Brick Company, and the Cooksville La Prairie Brick Company in 1953, and then Domtar (Clay Division).

| | | | | | | |
|---|----------|-------|--------|-------|-------------|---|
| ? | Whitcomb | uu337 | | ? | DU | [1] Cooksville Brick & Tile. |
| 1 | MLW | 51370 | 5 1914 | 0-4-0 | ng Scr 1936 | [n] Ontario National Brick #1, assume Cooksville; [2] Cooksville Brick & Tile #1. |
| 1 | MLW | 51374 | 5 1914 | 0-4-0 | Scr 1936 | [n] Foley Bros, Welch, Stewart and Fauquier No#. May have gone to Cooksville brick and Tile #1. |
| 2 | MLW | 49114 | 9 1910 | 0-4-0 | ST Scr 1947 | [n] Haney, Quinlan & Robertson #10; [2] Cooksville Brick & Tile #2. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|----------------|--------|---------|-----------------|----------------|---|
| Cookeville - Cookeville Brick and Tile | | | | | | |
| 3 | MLW | 62923 | 1 1921 | 0-4-0T | Scr 1955 | [n] HEPC #49, Queenston; [2] Fraser Construction #49, Welland Canal; [3p] Cookeville Brick & Tile #3 c.1928; Scrapped by Industrial Metals, Toronto. |
| 4 | CLC | 1895 | 4 1930 | 0-4-0ST | Scr 1955 | [n] Beauharnois Light, Heat & Power #123; [2p] Cookeville Brick & Tile #4, 1935-40; [3] Industrial Metals, Toronto (D); 1955; [4p] Laprairie Brick #4. |
| 5 | Whitcomb | 12781 | 1929 | 4w 33t chain dr | Scr 1955 | (1) Industrial Metals (D); [2] Cookeville Brick & Tile #5, 1947. Scrapped by Industrial Metals 1955. NB. Whitcomb only made 4 locomotives with 4w and 33t, s/n 12781 was available in 1952 and appears the best fit. |
| 8 | Unknown | uu3032 | | 0-6-0ST | DU | [1?] Cookeville Brick & Tile #8; [2p] Dorval |
| Ontario National Brick | | | | | | |
| 1 | MLW | 51370 | 5 1914 | 0-4-0T | ng Scr 1936 | [n] Ontario National Brick #1, assume Cookeville; [2] Cookeville Brick & Tile #1. |
| Coppel | | | | | | |
| Newaygo Timber | | | | | | |
| ? | MLW | uu1079 | | 0-4-0ST | DU | [1p] Newaygo Timber. (see Algoma Central Story). |
| 1 | Heisler | uu1078 | | 2 truck | DU | [1p] Newaygo Timber (see Algoma Central Story). |
| | American Hoist | 2119 | 3 1946 | 40T crane | DU | (n) Consolidated Water Power and Paper; [2] Newaygo Timber, Port Arthur. |
| Copper Cliff | | | | | | |
| British American Nickel Located Nickelton, closed 1921, most assets sold to Inco, | | | | | | |
| 1 | MLW | 48183 | 7 1910 | 2-6-0 | DU | [np] Dominion Nickel Copper Co. #1 lettered "Nickel Range Railway #1". |
| 2 | Unknown | uu3136 | | 0-4-0 | DU | [1] British American Nickel #2. |
| 3 | MLW | 54462 | 5 1918 | 0-4-0ST | DU | [n] British American Nickel #3. [2] J.R. Booth #3 |
| Canadian Copper Commenced operations in 1885; acquired Orford Copper in 1902; became part of Inco. | | | | | | |
| 1 | Baldwin | 37459 | 1 1912 | 4w elec 20" | ga DU | [n] Canadian Copper #1. |
| 2 | Baldwin | 37460 | 1 1912 | 4w elec 20" | ga DU | [n] Canadian Copper #2. |
| No# | Baldwin | 51182 | 1 1919 | 4w elec 24" | ga DU | [n] Canadian Copper No#. |
| No# | Baldwin | 51183 | 1 1919 | 4w elec 24" | ga DU | [n] Canadian Copper No#. |
| 20 | Baldwin | 41884 | 2 1915 | 0-4-0 | DU | [n] Canadian Copper #20. |
| 21 | Baldwin | 41885 | 2 1915 | 0-4-0 | DU | [n] Canadian Copper #21. |
| 22 | Baldwin | 42595 | 9 1915 | 4w elec 24" | ga DU | [n] Canadian Copper #22. |
| 23 | Baldwin | 42596 | 9 1915 | 4w elec 24" | ga DU | [n] Canadian Copper #23. |
| 24 | Baldwin | 43518 | 6 1916 | 4w elec 24" | ga DU | [n] Canadian Copper #24. |
| 25 | Baldwin | 43519 | 6 1916 | 4w elec 24" | ga DU | [n] Canadian Copper #25. |
| 26 | Baldwin | 45473 | 4 1917 | 4w elec 24" | ga DU | [n] Canadian Copper #26. |
| 27 | Baldwin | 45588 | 4 1917 | 4w elec 24" | ga DU | [n] Canadian Copper #27. |
| No# | Baldwin | 43176 | 4 1916 | 4w elec 36" | ga DU | [n] Canadian Copper No#. |
| No# | Baldwin | 43177 | 4 1916 | 4w elec 36" | ga DU | [n] Canadian Copper No#. |
| 1 | Baldwin | 61512 | 10 1930 | 4w elec 42" | ga DU | [n] Canadian Copper #1. |
| 10 | Porter | 4191 | 8 1908 | 0-4-0ST 42" | ga Scr 1923 | [n] Canadian Copper #10; [2] Inco #10. |
| 11 | Porter | 4606 | 4 1910 | 0-4-0ST 42" | ga Scr 1923 | [n] Canadian Copper #11; [2] Inco #11; [3?] May have gone to Magean Lumber. |
| 12 | Porter | 5010 | 2 1911 | 0-4-0ST 42" | ga Scr 12/1927 | [n] Canadian Copper #12; [2] Inco #12. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--------------------------------|------------------|--------|---------|---------|--------------------|---|
| Copper Cliff - Canadian Copper | | | | | | |
| 13 | Porter | 5083 | 4 1912 | 0-4-0T | 42" ga Scr 12/1927 | [n] Canadian Copper #13; [2] Inco #13. |
| 14 | Porter | 5848 | 7 1916 | 0-4-0ST | 42" ga Scr 10/1926 | [n] Canadian Copper #14; [2] Inco #14. |
| 1:1 | Unknown | uu3258 | | | DU | [1] Canadian Copper #1:1. No details. |
| 1:2 | Baldwin | 23801 | 4 1904 | 0-6-0 | DU | [np] Canadian Copper #1:2; [2] Inco #1, Copper Cliff; [3] Inco #1, Port Colborne. |
| 2:1 became 5:1 | | | | | | |
| 2:2 | Baldwin | 23802 | 4 1904 | 0-6-0 | Scr 1942 | [np] Canadian Copper #2:2 ; [2] Inco #2. |
| 3:1 | Unknown | uu3137 | | 4-4-0 | DU | [1] Canadian Copper #3:1, 1/1901. |
| 3:2 | Baldwin | 32138 | 11 1907 | 0-6-0 | Scr 1942 | [n] Canadian Copper #3:2; [2] Inco #3. |
| 4:1 | Unknown | uu3138 | | 4-4-0 | DU | [1] Canadian Copper #4:1, 2/1901. |
| 4:2 | Baldwin | 32147 | 11 1907 | 0-6-0 | DU | [np] Canadian Copper #4:2; [2] Inco #9:2 (4). |
| 5:1(2:1) | Brooks | 2618 | 11 1895 | 0-6-0 | Scr 1917 | [np] Canadian Copper #5:1 (2:1), "H.P. McIntosh"; [2] Inco #7:2. Rebuilt to 2-6-0. |
| 5:2 became 23 | | | | | | |
| 6 | Brooks | uu1093 | | 2-8-0 | DU | (n) ATSF #942; [2] Canadian Copper #6, 1/1901; [3] Inco #6; [4] Scully (D), 1/1918. |
| 7:1 | Unknown | uu3139 | | | Scr c.1916 | [1] Canadian Copper #7, before 1913. |
| 8 | CLC | 207 | 1879 | 4-4-0 | Scr 12/1935 | [n] Prince Edward County #3; [2] Central Ontario #3, "J.B. McMullen", 1882; [3p] Canadian Copper #8, 8/1891; [4] Inco #8. |
| 9 | Rhode Island | 427 | 9 1872 | 4-4-0 | Scr 7/1916 | [n] GTR #140; [2] Orford Copper #9, 4/1902; [3] Canadian Copper #9; [4] Inco #9:1. |
| 11 | Pittsburgh | 679 | | 4-4-0 | Scr 8/1913 | [n] Central Ontario Ry. #11; [2] Canadian Copper #11, lease for several months in 1900; [3] Canadian Northern #46. |
| 11:2 | Schenectady | 1696 | 1 1883 | 4-6-0 | DU | (n) Chesapeake & Ohio Southwestern #261 (560, 46); [2] Canadian Copper #11:2, 1901; Likely went to Cananea Consolidated Copper of Mexico and never in Canada. |
| 12 | Schenectady | 2043 | 2 1886 | 4-6-0 | DU | (n) Chicago & Ohio Southwestern #273 (575, 67); [2] Canadian Copper #12, 1902; Likely went to Cananea Consolidated Copper of Mexico and never in Canada. |
| 15 | Porter | 6217 | 4 1918 | 0-4-0ST | Scr 1937 | [n] Canadian Copper #15; [2] Inco #15. |
| 20 | Alco-Schenectady | 53758 | 6 1913 | 2-6-0 | DU | [np] Canadian Copper #20; [2] Inco #20, Copper Cliff; [3] Inco, Levack, 8/1927; [4] Inco, Coniston, 1939. |
| 21 | Brooks | 25210 | 3 1902 | 2-6-2 | Scr 12/1935 | (n) Chicago Great Western #260; (2) Barry Equipment (D); [3] Canadian Copper #21; [4] Inco #21. |
| 22 | Brooks | uu3144 | 6 1913 | 0-6-0 | DU | [1] Canadian Copper #22. |
| 23 | Baldwin | 42768 | 3 1916 | 0-6-0 | Scr 1932-3 | [np] Canadian Copper #23 (5:2); [2] Inco #23. |
| | MLW | uu3656 | 1915 | 90T | shovel DU | [n] Canadian Copper, Copper Cliff; Atlantic Steam Shovel built by MLW. |

Canadian Industries Limited Until 1928 was the sulphuric acid plant of Mond Nickel.

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|----------|--------|---------|---------------|--------------------|--|
| Copper Cliff - Canadian Industries Limited | | | | | | |
| ? | Vulcan | 4133 | 3 1931 | 4w gas | 16T DU | [n] CIL. |
| 1 | GE | 32246 | 10 1954 | | 25T | [n] Gaspé Copper Mines #1, never used at this location; [2] Noranda Mines #1, Cutler; [3] CIL #1, Copper Cliff, 12/1962; [4] CIL No#, Cornwall, 5/1968. |
| 144 | Alco | 73897 | 12 1946 | | S-2 | (n) Western Maryland #144; [2] CIL #144, 6/1967; [3] Inco #203, 1984. |
| Canadian International Nickel | | | | | | |
| 1 | Whitcomb | 40024 | 6 1937 | DM5 6t 4w 36" | ga DU | [n] General Supply Co (D), QC; [2] Canadian International Nickel #1, 6/1937 ; [3] Horseshoe Lake Mining #1, 6/1937. Presume this was located in the Sudbury area. |
| Dominion Minerals | | | | | | |
| ? | Porter | uu1710 | | | ? DU | [1] Dominion Nickel & Copper c. 1895. |
| Dominion Nickel | | | | | | |
| No# | CLC | 393 | 6 1890 | | 0-4-0ST DU | [n] Dominion Nickel No#; [2] Mond Nickel No#; [3] Inco No#. |
| Inco | | | | | | |
| No# | Baldwin | 59022 | 2 1926 | 4w elec | 30" ga DU | [n] Inco No#. |
| No# | Baldwin | 61768 | 1934 | 4w elec | 30" ga DU | [n] Inco No#. |
| No# | Baldwin | 62063 | 1936 | 4w elec | 30" ga DU | [n] Inco No#. |
| No# | Baldwin | 64666 | 1942 | 4w elec | 30" ga DU | [n] Inco No# |
| 1 | Rogers | 116 | 6 1957 | RLS-4 | 30" ga | [n] Inco #1. |
| 2 | Rogers | 117 | 6 1957 | RLS-4 | 30" ga | [n] Inco #2. |
| 3 | Rogers | 118 | 6 1957 | RLS-4 | 30" ga | [n] Inco #3. |
| 4 | Rogers | 127 | 8 1960 | RLS-4 | 30" ga | [n] Inco #4. |
| No# | Vulcan | 3989 | 6 1929 | 4w gas | 36" ga Scr | (n) Carlo Petrillo, Brooklyn, NY; [2] Inco No#, 7/1933. |
| 10 | Porter | 4191 | 8 1908 | 0-4-0ST | 42" ga Scr 1923 | [n] Canadian Copper #10; [2] Inco #10. |
| 11 | Porter | 4606 | 4 1910 | 0-4-0ST | 42" ga Scr 1923 | [n] Canadian Copper #11; [2] Inco #11; [3?] May have gone to Magean Lumber. |
| 12 | Porter | 5010 | 2 1911 | 0-4-0ST | 42" ga Scr 12/1927 | [n] Canadian Copper #12; [2] Inco #12. |
| 13 | Porter | 5083 | 4 1912 | 0-4-0T | 42" ga Scr 12/1927 | [n] Canadian Copper #13; [2] Inco #13. |
| 14 | Porter | 5848 | 7 1916 | 0-4-0ST | 42" ga Scr 10/1926 | [n] Canadian Copper #14; [2] Inco #14. |
| ? | MLW | 46174 | 5 1909 | | 0-4-0T DU | [np] Quebec Contracting #3; [2] Inco #? |
| ? | Dickson | 812 | 1 1891 | | 2-6-0 DU | (n) Delaware & Hudson #111 (331); [2] Quebec, Montreal & Southern #111, 1917; [3] MacDonnell & O'Brien #22 by 1/1919; [4] Confederation Construction; [5] Inco? Early history and origin conjectural. |
| No# | CLC | 393 | 6 1890 | | 0-4-0ST DU | [n] Dominion Nickel No#; [2] Mond Nickel No#; [3] Inco No#. |
| 1 | Baldwin | 23801 | 4 1904 | | 0-6-0 DU | [np] Canadian Copper #1:2; [2] Inco #1, Copper Cliff; [3] Inco #1, Port Colborne. |
| 2 | Baldwin | 23802 | 4 1904 | | 0-6-0 Scr 1942 | [np] Canadian Copper #2:2 ; [2] Inco #2. |
| 3 | Baldwin | 32138 | 11 1907 | | 0-6-0 Scr 1942 | [n] Canadian Copper #3:2; [2] Inco #3. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---------------------|------------------|--------|---------|---------|--------------------|--|
| Copper Cliff - Inco | | | | | | |
| 4 became 9:2 | | | | | | |
| 5:1 became 7:2 | | | | | | |
| 5:2 | GE | 32328 | 11 1955 | 35T | | [n] Inco #5:2. |
| 6 | Brooks | uu1093 | | 2-8-0 | DU | (n) ATSF #942; [2] Canadian Copper #6, 1/1901; [3] Inco #6; [4] Scully (D), 1/1918. |
| 7:1 | Unknown | uu3146 | | | Scr pre1917. | [1] Inco #7:1. |
| 7:2 | Brooks | 2618 | 11 1895 | 0-6-0 | Scr 1917 | [np] Canadian Copper #5:1 (2:1), "H.P. McIntosh"; [2] Inco #7:2. Rebuilt to 2-6-0. |
| 8 | CLC | 207 | 1879 | 4-4-0 | Scr 12/1935 | [n] Prince Edward County #3; [2] Central Ontario #3, "J.B. McMullen", 1882; [3p] Canadian Copper #8, 8/1891; [4] Inco #8. |
| 9:1 | Rhode Island | 427 | 9 1872 | 4-4-0 | Scr 7/1916 | [n] GTR #140; [2] Orford Copper #9, 4/1902; [3] Canadian Copper #9; [4] Inco #9:1. |
| 9:2 (4) | Baldwin | 32147 | 11 1907 | 0-6-0 | DU | [np] Canadian Copper #4:2; [2] Inco #9:2 (4). |
| 15 | Porter | 6217 | 4 1918 | 0-4-0ST | Scr 1937 | [n] Canadian Copper #15; [2] Inco #15. |
| 19 | Pittsburgh | 31201 | 3 1905 | 0-4-0ST | DU | (n) Benwood & Wheeling Connecting RR; (2) National Tube; (3) Southern Iron & Equipment (D); [4p] HEPC #25, Alexandra; [5] Dominion Construction #25, Abitibi Canyon; [6] G.W. Carruthers (D) 10/1941; [7] Inco #19, 10/1941. |
| 20 | Alco-Schenectady | 53758 | 6 1913 | 2-6-0 | DU | [np] Canadian Copper #20; [2] Inco #20, Copper Cliff; [3] Inco, Levack, 8/1927; [4] Inco, Coniston, 1939. |
| 21 | Brooks | 25210 | 3 1902 | 2-6-2 | Scr 12/1935 | (n) Chicago Great Western #260; (2) Barry Equipment (D); [3] Canadian Copper #21; [4] Inco #21. |
| 22 | MLW | 49907 | 5 1911 | 2-6-0 | Retired 1957 | [np] O'Brien, Fowler & McDougall Bros #26 (518), Welland Ship Canal #52; [2] Construction Equipment; [3] Mond Nickel #26, 8/1917 [4p] Inco #22, Copper Cliff; [5] Inco #22, Port Colborne, 12/1927. |
| 23 | Baldwin | 42768 | 3 1916 | 0-6-0 | Scr 1932-3 | [np] Canadian Copper #23 (5:2); [2] Inco #23. |
| 24 (100) | MLW | 66315 | 3 1925 | 2-6-0 | DU | [np] Mond Nickel #100; [2] Inco #24 (100), [3] Inco #24, Levack, 1930; [4] Inco #24, Coniston, April 1942; [5] Inco #24, Levack, 1950. |
| 25 | MLW | 50196 | 9 1911 | 2-6-2T | DU | [np] Mond Nickel #3, rebuilt to 2-6-0; [2] Inco #25, 1929. |
| 26 | MLW | 54384 | 12 1913 | 2-6-0 | Scr 1937 | [n] Mond Nickel #4; [2] Inco #26. |
| 27 | MLW | 55112 | 5 1915 | 2-6-0 | DU | [n] Mond Nickel #5; [2] Inco #27. |
| 28 | Vulcan | 1098 | 4 1907 | 0-4-0ST | 40T Scr late 1950s | [n] Mond Nickel #6; [2] Inco #28, Copper Cliff; [3] Inco #28, Port Colborne, 12/1936; [4] Standard Paving #103, Fuller; [5p] Consolidated Sand & Gravel #9, Paris, 1952. Sometimes confused with 1093 which went new to Juroquin Iron Co #30, Cuba. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---------------------|-----------------|--------|---------|---------|-----------------|--|
| Copper Cliff - Inco | | | | | | |
| 29 | MLW | 66289 | 3 1925 | 2-6-0 | Scr e.1950's | [n] Mond Nickel #7; [2] Inco #29, Copper Cliff; [3] Inco #29, Levack, 6/1939 |
| 30 | MLW | 54469 | 2 1915 | 0-4-0ST | DU | [n] Mond Nickel #8; [2] Inco #30, Copper Cliff; [3] Inco #30, Port Colborne. |
| 100 became 24 | | | | | | |
| 101 | SC/Westinghouse | LE-27 | 1919 | 50T | elec | [np] HEPC #E-12; [2p] Inco #101, 7/1926. |
| 102 | SC/Westinghouse | LE-28 | 1919 | 50T | elec | [np] HEPC #E-7; [2] Inco #102, 7/1926 <3> Niagara Railway Museum. |
| 103 | CC&F/GE | uu1142 | 1919 | 50T | elec Scr 1985 | [np] HEPC #E-14; [2] Inco #103, 7/1926. |
| 104 | CC&F/GE | uu1143 | 1919 | 50T | elec Scr 1985 | [np] HEPC #E-16; [2p] Inco #104, 7/1926. |
| 105 | CC&F/GE | uu1144 | 1919 | 50T | elec Scr 1985 | [n] HEPC #E-13; [2p] Inco #105, 7/1926. |
| 106 | CC&F/GE | uu1145 | 1919 | 50T | elec Scr 1985 | [np] HEPC #E-15; [2] Inco #106, 7/1926. |
| 107 | CC&F/GE | uu1146 | 1919 | 50T | elec Scr 1985 | [np] HEPC #E-17; [2p] Inco #107, 3/1928. |
| 108 | SC/Westinghouse | LE-67 | 1919 | 50T | elec | [np] HEPC #E-11; [2] Chatham, Wallaceburg & Lake Erie #E-11, 3/1925; [3] Inco #108, 12/1930. |
| 109 | BLW/West | 41873 | 12 1914 | 50T | elec Scr 1985 | (np) Michigan Eastern #2000; (2) Detroit United Railway #2000; [3p] Inco #109, 1/1936; Westinghouse s/n LE-74. |
| 110 | GE | 12134 | 12 1936 | 65T | elec | [n] Inco #110. |
| 111 | GE | 12135 | 12 1936 | 65T | elec Ret 1/1988 | [np] Inco #111. |
| 112 | GE | 12439 | 5 1938 | 100T | elec | [n] Inco #112. |
| 113 | GE | 12440 | 5 1938 | 100T | elec | [np] Inco #113. |
| 114 | GE | 15179 | 6 1942 | 100T | elec | [n] Inco #114. |
| 115 | GE | 15180 | 6 1942 | 65T | elec | [n] Inco #115. |
| 116 | GE | 29128 | 12 1948 | 100T | elec | [np] Inco #116. |
| 117 | 3E/Westinghouse | 10005 | 6 1926 | 80T | | (np) St. Louis & Belleville Electric #550; [2] Merrilees (D); [3p] Inco #117, 11/1952; Westinghouse s/n LE-190. |
| 118 | GE | 31583 | 4 1953 | 100T | elec | [n] Inco #118. |
| 119 | GE | 31584 | 4 1953 | 100T | elec | [np] Inco #119. |
| 120 | GE | 31903 | 8 1953 | 100T | elec | [n] Inco #120. |
| 121 | GE | 32300 | 3 1955 | 65T | elec | [np] Inco #121. |
| 122 | GE | 12553 | 3 1940 | 85T | elec | (n) Kennecott Copper #50; rebuilt by GE; [2] Inco #122, 1971. |
| 123 | GE | 15625 | 11 1942 | 65T | elec | (n) Kennecott Copper #62; rebuilt by GE; [2] Inco #123, 1971. |
| 124 | GE | 12557 | 3 1940 | 85T | elec | (n) Kennecott Copper #54; rebuilt by GE; [2] Inco #124, 1971. |
| 125 | GE | 30638 | 12 1950 | 85T | elec | (n) Kennecott Copper #63; rebuilt by GE; [2] Inco #125, 1971. |
| 126 | GE | 30639 | 12 1950 | 85T | elec | (n) Kennecott Copper #64; rebuilt by GE; [2] Inco #126, 1971. |
| No# | GE | 12555 | 3 1940 | 85T | elec Scr | (n) Kennecott Copper #52; [2] Inco No# for parts, 1971. |
| No# | GE | 12559 | 3 1940 | 85T | elec Scr | (n) Kennecott Copper #56; [2] Inco No# for parts, 1971. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|----------|--------|---------|--------------|----------------|--|
| Copper Cliff - Inco | | | | | | |
| No# | GE | 13040 | 4 1941 | 85T elec | Scr | (n) Kennecot Copper #59; [2] Inco No# for parts, 1971. |
| 201 | GE | 32813 | 2 1957 | 65T | | [n] Inco #201. |
| 202 | GE | 32892 | 5 1957 | 80T | | [n] Noranda Mines #20:2; [2] CIL #3; [2] Inco #202, 12/1962. |
| 203 | Alco | 73897 | 12 1946 | S-2 | | (n) Western Maryland #144; [2] CIL #144, 6/1967; [3] Inco #203, 1984. |
| 204 | MLW | 75866 | 3 1949 | S-2 | | [n] CP #7091; [2] Inco #204, 5/1986. |
| | Browning | 3144 | 1941 | 14T 2T crane | DU | [n] National Harbours Board, Ottawa. Assume for Montreal. [2] Inco, Copper Cliff. |
| Mond Nickel Commenced operation 1900, merged with Inco 1 January 1929. | | | | | | |
| No# | CLC | 393 | 6 1890 | 0-4-0ST | DU | [n] Dominion Nickel No#; [2] Mond Nickel No#; [3] Inco No#. |
| 2 | Baldwin | 15431 | 7 1897 | 0-4-0ST | DU | [n] William Davis #7, Cardinal?; [2] Mond Nickel #2 |
| 3 | MLW | 50196 | 9 1911 | 2-6-2T | DU | [np] Mond Nickel #3, rebuilt to 2-6-0; [2] Inco #25, 1929. |
| 4 | MLW | 54384 | 12 1913 | 2-6-0 | Scr 1937 | [n] Mond Nickel #4; [2] Inco #26. |
| 5 | MLW | 55112 | 5 1915 | 2-6-0 | DU | [n] Mond Nickel #5; [2] Inco #27. |
| 6 | Vulcan | 1098 | 4 1907 | 0-4-0ST 40T | Scr late 1950s | [n] Mond Nickel #6; [2] Inco #28, Copper Cliff; [3] Inco #28, Port Colborne, 12/1936; [4] Standard Paving #103, Fuller; [5p] Consolidated Sand & Gravel #9, Paris, 1952. Sometimes confused with 1093 which went new to Juroquin Iron Co #30, Cuba. |
| 7 | MLW | 66289 | 3 1925 | 2-6-0 | Scr e.1950's | [n] Mond Nickel #7; [2] Inco #29, Copper Cliff; [3] Inco #29, Levack, 6/1939 |
| 8 | MLW | 54469 | 2 1915 | 0-4-0ST | DU | [n] Mond Nickel #8; [2] Inco #30, Copper Cliff; [3] Inco #30, Port Colborne. |
| 26 | MLW | 49907 | 5 1911 | 2-6-0 | Retired 1957 | [np] O'Brien, Fowler & McDougall Bros #26 (518), Welland Ship Canal #52; [2] Construction Equipment; [3] Mond Nickel #26, 8/1917 [4p] Inco #22, Copper Cliff; [5] Inco #22, Port Colborne, 12/1927. |
| 100 | MLW | 66315 | 3 1925 | 2-6-0 | DU | [np] Mond Nickel #100; [2] Inco #24 (100), [3] Inco #24, Levack, 1930; [4] Inco #24, Coniston, April 1942; [5] Inco #24, Levack, 1950. |
| Nickel Range Railway See British America Nickel. | | | | | | |
| Ontario Refining | | | | | | |
| ? | Vulcan | 3984 | 5 1929 | 4w gas | 8t DU | [n] Ontario Refining; [2] Fraser Brace #106. |
| ? | Vulcan | 3985 | 5 1929 | 4w gas | 8t DU | [n] Ontario Refining; [2] Fraser Brace #107. |
| ? | Vulcan | 3986 | 5 1929 | 4w gas | 8t DU | [n] Ontario Refining; [2] Fraser Brace #108. |
| ? | Vulcan | 4057 | 4 1930 | 8t 4w gas | 30" ga DU | [n] Ontario Refining. |
| ? | Vulcan | 4058 | 4 1930 | 8t 4w gas | 30" ga DU | [n] Ontario Refining. |
| ? | Vulcan | 4059 | 4 1930 | 8t 4w gas | 30" ga DU | [n] Ontario Refining. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|---------------|--------|---------|----------------------|----------------|--|
| Copper Cliff - Ontario Refining | | | | | | |
| ? | Vulcan | 4081 | 4 1930 | 4w gas 30" ga | DU | [n] Ontario Refining. |
| ? | Vulcan | 4084 | 6 1930 | 4w gas | DU | [n] Ontario Refining. |
| Orford Copper Commenced operations 1900, acquired by Canadian Copper in 1902. | | | | | | |
| 9 | Rhode Island | 427 | 9 1872 | 4-4-0 Scr | 7/1916 | [n] GTR #140; [2] Orford Copper #9, 4/1902; [3] Canadian Copper #9; [4] Inco #9:1. |
| Cornwall | | | | | | |
| Canadian Industries Limited | | | | | | |
| No# | GE | 32246 | 10 1954 | | 25T | [n] Gaspé Copper Mines #1, never used at this location; [2] Noranda Mines #1, Cutler; [3] CIL #1, Copper Cliff, 12/1962; [4] CIL No#, Cornwall, 5/1968. |
| 915 | EMD | 23446 | 2 1958 | | SW900m | (n) RI #514, 3/1938 (EMD s/n 706); (2) RI #506 (r/b) 2/958, wrecked 8/1967; (3) RI #915, 7/1968 rebuilt to SW900; (4) Chrome Locomotive (D) #915; [5] Malcolm Black (D) #MBX 915; [6] CIL #915, Sarnia, 1986; [7] CIL #915, Cornwall. |
| Combustion Engineering | | | | | | |
| ? | Brookville | 3761 | 2 1952 | | BCL | [n] Marathon Paper Mills; [2] Combustion Engineering, Courtwright, 1967; [3] Combustion Engineering, Cornwall; Returned to Brookville in exchange for 5900. |
| ? | Brookville | 5900 | 1 1973 | | BCL-TC Display | (n) Caloric Corp, Topton, PA; [2] Combustion Engineering, 1991; [3] Laframboise Group; <4> Smiths Falls Railway Museum, 11/2019. |
| Cornwall Street Full name of the company is Cornwall Street, Railway, Light and Power Co. It was acquired by Canadian National in 1971. The company used many numbers several times and the locomotives seem to have been numbered along with the streetcars. | | | | | | |
| 6:2 | BLW/West | 52703 | 12 1919 | DT/DE Elec | Scr. 6/1973 | (n) Kansas City, Kaw Valley & Western #502; [2] Cornwall Street #6:2, 1944; [3] Canadian National #6, 1971. |
| 7:1 | MSR | | 1899 | DT/DE elec | Display | [n] Montreal Street Railway; [2] Shawinigan Falls Terminal #1, 1902; [3p] Niagara, St. Catharines & Toronto #600 (7), 1912; [4] Cornwall Street #7:1; 1931; [5] Courtaulds #7, 1946; <6> Canadian Railway Museum #7, 11/1959. |
| 7:2 | BLW/West | 57557 | 12 1923 | DT/DE elect | Scr. 6/1973 | (n) Springfield Terminal #15; [2] Cornwall Street #7:2, 1956; [3] Canadian National #7, 1971. |
| 8:1 | | | | DT/DE Ret | 1935 | [1] Cornwall Street #8:1, 1934. History unknown. |
| 8:2 | NSC&T | | 1924 | DT/DE elec | r/b 1946 | [n] Niagara, St. Catharines & Toronto #603 (10); [2] Cornwall Street #8:2, 1935. Became plow P-8 in 1946. |
| 8:3 | BLW/West | 58023 | 9 1924 | Steeple cab "D" Scr. | 6/1973 | (n) Aroostook Valley #54; [2] Cornwall Street #8:3, 1946; [3] Canadian National #8, 1971. |
| 9:1 | BLW/Merrilees | | 10 1951 | B-B 35t | Display | [n] Niagara St. Catharines & Toronto #601 (12:2); [2] Windsor, Essex & Lake Shore #9, 1930; [3] Cornwall Street, #9:1, 3/1942; [4] Merrilees (D), 10/1951, rebuilt steeple cab to diesel electric; [5p] Western Dominion Coal #3070:2, 1952; [6] Great West Coal #3070; [7] Manalta Coal No# (3070), 1/1978; <8> Reynolds, AB., Museum, 2001. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|----------------------------|-------------|--------|---------|------------------|-------------|---|
| Cornwall - Cornwall Street | | | | | | |
| 9:2 | BLW/West | 39866 | 5 1913 | Steeple cab "D" | Scr. 6/1973 | (n) Niagara Junction #4 [2] Cornwall Street #9:2, 1952; [3] Canadian National #9, 1971. |
| 10:1 | Tillsonburg | | 1907 | Elec | Scr. 1942 | [n] Windsor, Essex & Lake Shore #50; [2] rebuilt and r/n #10; [3] Cornwall Street #10:1, 1942, for parts. |
| 10:2 | BLW/West | 54704 | 4 1921 | Steeple cab "B" | Scr. 1971 | (n) Washington & Old Dominion #51; [2] Cornwall Street #10:2, 1943; [3] Canadian National #10, 1971. |
| 11:1 | NSC&T | | | Steeple cab | Scr. 1950 | [n] Niagara, St. Catharines & Toronto #604 (11); [2] Cornwall Street #11:1, 1928. |
| 11:2 | BLW/West | 53785 | 10 1920 | Steeple cab "B" | DU | (n) Youngstown & Ohio River #7; (2) Omaha, Lincoln & Beatrice #2, 1930; [3] Cornwall Street #11:2, 12/1950; [4] Canadian National #11, 1971; <5> Ohio Railway Museum, 1972. |
| 11:? | Unknown | | | elec | Scr. 1950 | (n) New York Dock; [2] Chatham, Wallaceburg and Lake Erie; [3] Cornwall Street #11:?. |
| 12:1 | BLW?West | | 1899 | Steeple cab | r/b 1930 | [n] Cornwall Street #12:1; (first locomotive purchased new by CSR.) Rebuilt to wedge plow #4 in 1930. |
| 12:2 | | | | | | Passenger car. |
| 12:3 | BLW/West | 45657 | 5 1917 | Steeple cab "B" | Display | (n) Ogden, Logan & Idaho #904; (2) Utah-Idaho Central #904; [3] Cornwall Street #12:3, 1946; [4] Canadian National #12, 1971; <5> Shore Line Trolley Museum, 1972. |
| 13 | BLW/West | 57716 | 5 1924 | DT/DE elec | Parts 1952 | (n) Chicago, South Shore #1005; (2) Niagara Junction #11, 12/1941; [3] Cornwall Street #13, 1952 for parts. |
| 14:3 | Baldwin | 60701 | 1 1929 | Steeple cab "B1" | Display | (n) Springfield Terminal #20; [2] Cornwall Street #14:3, 12/1956; [3] Canadian National #14, 1971; <4> Illinois Railway Museum, 1972. |
| 15:2 | BLW/West | 42474 | 9 1915 | Steeple cab "D" | Scr. 1973 | [n] Lake Erie & Northern #333 (60); [2] Cornwall Street #15:2, 1961; [3] Canadian National #15, 1971; Scrapped by St. Lawrence Iron & Metal, 1973. |
| 16:3 | BLW/West | 42475 | 9 1915 | Steeple cab "D" | Display | [n] Lake Erie & Northern #335 (50); [2] Cornwall Street #16:3, 1961; [3] Canadian National #16, 1971; <4> Halton County Radial Railway, 1973. |
| 17:2 | BLW/West | 61456 | 8 1930 | Steeple cab "S" | Display | (n) Salt Lake & Utah #106; [2] Grand River #230, 7/1946; [3] Cornwall Street #17:2, 11/1962; [4] Canadian National #17, 1971; <5> Cornwall display 1971, 63 ton steeple cab rebuilt to 82 ton in 1953. |
| 26 | BLW/West | | 1899 | Box cab | Display | [n] Cornwall Street #26; Second locomotive purchased new; [2p] Courtaulds #26, 1932; <3> Rockhill Trolley Museum, 1946; <4> Private owner; <5> Electric City Trolley Museum, c. 1995 |
| Courtaulds | | | | | | |
| No# | Plymouth | 3461 | 4 1930 | ML6-2 | Scr | [n] Scottish Canadian Magnesite #2; [2] Telephone City Sand & Gravel; [3] Courtaulds; [4] Merrilees (D) 1984 for scrap. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|------------|--------|---------|------------|-------------|--|
| Cornwall - Courtaulds | | | | | | |
| No# | Plymouth | 4140 | 4 1941 | ML-3 | Scr | (n) QMC USA Camp Forest #GM2028, TN; (2) USA #7679; for sale by WAA, 7/1946; (3) Glen L. Martin & Co, Fort Crook, NB, 3/1947; [4p] Cockshutt Plow; [5] Telephone City Sand & Gravel, 9/1971; [6] Paikin (D); [7] Courtaulds 9/1971; [8] Merrilees (D) for scrap 1984. |
| 7 | MSR | | 1899 | DT/DE elec | Display | [n] Montreal Street Railway; [2] Shawinigan Falls Terminal #1, 1902; [3p] Niagara, St. Catharines & Toronto #600 (7), 1912; [4] Cornwall Street #7:1; 1931; [5] Courtaulds #7, 1946; <6> Canadian Railway Museum #7, 11/1959. |
| 26 | BLW/West | | 1899 | Box cab | Display | [n] Cornwall Street #26; Second locomotive purchased new; [2p] Courtaulds #26, 1932; <3> Rockhill Trolley Museum, 1946; <4> Private owner; <5> Electric City Trolley Museum, c. 1995 |
| 7096 | Alco | 76939 | 8 1949 | S-2 | | [n] CP #7096; [2] Merrilees (D) IREX #7096, 2/1984; [3] Courtaulds #7096, 1984. |
| Iroquois Construction St. Lawrence Seaway Construction. | | | | | | |
| No# | Plymouth | uu1532 | | ? DU | | [1p] Iroquois Construction. |
| LM-2 | Vulcan? | uu1531 | | 4w DU | | [1p] Iroquois Construction #LM-2. |
| LM-3 | GE | 29231 | 1 1948 | 25T | Display | [n] Shawinigan Engineering No#; [2p] Iroquois Construction #LM-3, 1/1956; [3] Shawinigan Chemicals No#, 1959; [4] B.F. Goodrich No#, Shawinigan; [5] Oxyvinyls, Thorold/Port Robinson; <6> Niagara Railway Museum, 11/2015. |
| LM-4 | Davenport | 2334 | 10 1941 | 4w de | DU | (n) USA; (2) USN #65-00079, 1956; [3p] Iroquois Construction LM-4, 1956; [4] Shawinigan Chemicals No#, 1959. |
| Couchon | | | | | | |
| French, G.M. | | | | | | |
| ? | Plymouth | 2078 | 7 1925 | DLC-6 | DU | [n] G.M. French. |
| Courtwright | | | | | | |
| Combustion Engineering | | | | | | |
| ? | Brookville | 3761 | 2 1952 | BCL | | [n] Marathon Paper Mills; [2] Combustion Engineering, Courtwright, 1967; [3] Combustion Engineering, Cornwall; Returned to Brookville in exchange for 5900. |
| Cutler | | | | | | |
| Noranda Mines The Cutler plant was sold in 12/1962 to CIL. The locomotives were sold with the plant and transferred to Copper Cliff. | | | | | | |
| 1 | GE | 32246 | 10 1954 | 25T | | [n] Gaspé Copper Mines #1, never used at this location; [2] Noranda Mines #1, Cutler; [3] CIL #1, Copper Cliff, 12/1962; [4] CIL No#, Cornwall, 5/1968. |
| 20:2 | GE | 32892 | 5 1957 | 80T | | [n] Noranda Mines #20:2; [2] CIL #3; [2] Inco #202, 12/1962. |
| Dalton | | | | | | |
| Austin and Nicholson | | | | | | |
| No# | Plymouth | 3407 | 2 1930 | JLB-2 | Scr 1934 | [n] Austin & Nicholson No#, Dalton; [2] Austin & Nicholson No#, Chapleau, destroyed by fire 1934. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|-------------------------------|----------|--------|--------|--------|-------------|---|
| Dalton - Austin and Nicholson | | | | | | |
| ? | Whitcomb | 12847 | 4 1929 | 20T 4w | g/m Display | [n] George Gordon; [2] Austin & Nicholson, 1964, derelict since 1967; <3> Wakami Lake Provincial Park, Sultan, 6/1992. |
| 101 | CPR | 1214 | 9 1896 | 0-6-0 | Scr 1951 | [n] CPR #6029 (2029, 324:2); [2p] Austin & Nicholson #101, Dalton, 4/1922; [3] Austin Lumber #101, Dalton, scrapped by Zaggerman. |
| No# | Plymouth | 3210 | 5 1929 | HLA-2 | DU | [n] Dominion Bridge; [2] Austin Lumber, 1934; derelict; Retired 1964 after fire in engine compartment. |

Austin Lumber See Austin and Nicholson.

Deeks

Dominion Construction In October 1920 CPR was authorized to construct two industrial spurs and through sidings for Dominion Construction Co. at mile 109.5, Winchester subdivision. Dominion Construction used this location to store and repair equipment and there was a limestone crushing operation carried out by Grenville Crushed Rock (Grenville Crushed Stone from 1923) between 1921 and 1935.

| | | | | | | |
|------|------------|-------|---------|-----------|-------------|---|
| ? | Vulcan | 3893 | 9 1928 | 4w gas | 24" ga DU | [n] P.J. Lyall #1? Converted from 24" to 36" gauge; [2] Dominion Construction, assume Deeks. |
| ? | Unknown | uu913 | | | ? DU | (n) Michigan Central #8854; [2] Dominion Construction, assume Deeks. |
| ? | Unknown | uu914 | | | ? DU | (n) Michigan Central #2684; [2] Dominion Construction, assume Deeks. |
| No# | Porter | 4963 | 6 1912 | 0-4-0ST | 36" ga DU | [n] Dominion Construction No#. |
| 2 | Unknown | uu918 | | 0-4-0ST | DU | [1] Dominion Construction #2. |
| 3 | Unknown | uu919 | | 0-4-0ST | DU | [1] Dominion Construction #3. |
| 4 | Porter | 4964 | 6 1912 | 0-4-0ST | 36" ga DU | [np] Dominion Construction #4. |
| 5? | Porter | 4967 | 8 1912 | 0-4-0ST | 36" ga DU | [n] Dominion Construction #5?. |
| 22 | Pittsburgh | 30195 | 8 1904 | 0-4-0ST+T | DU | {n} O'Rorke Construction #14; [2p] HEPC #40, Queenston, 4/1920; [3] HEPC #22, Alexandra, 11/1926; [4] Dominion Construction #22, Abitibi Canyon; [5?] Dominion Construction #22, Deeks?; [6] HEPC, Fitzroy, 7/1943; [7] Maple Leaf Mills #2, 1943. |
| 40 | Unknown | uu923 | | 0-6-0 | DU | [1] Dominion Construction #40. |
| 48 | Unknown | uu924 | | 0-4-0 | DU | [1] Dominion Construction #48. |
| 603 | Erie | uu925 | 1877 | 0-6-0 | DU | (n) Erie #603; [2] Dominion Construction #603, 1924-5; May have come from or to Northern Construction. |
| 638 | Erie | uu927 | 1877 | 0-6-0 | DU | (n) Erie #638; [2] Dominion Construction #638, 1924-5; May have come from or to Northern Construction. |
| 648 | Erie | uu929 | 1877 | 0-6-0 | DU | (n) Erie #648; [2] Dominion Construction #648, 1924-5; May have come from or to Northern Construction. |
| 1300 | Davenport | 1300 | 10 1912 | 0-6-0 | Scr 10/1951 | (n) Cook Construction #102, St. Paul; [2p] Cook Construction #102, Halifax, 9/9/1913; [3p?] may have been at Welland; [4p] Dominion Construction #1300; at The Pas 30 Jul 1929, to Cochrane 10 Mar 1930, Coral Rapids to Fraserdale 16 Oct 1931, Fraserdale to Deeks 24 Oct 1932, scrapped at Deeks. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|-------------------------------|-----------|--------|---------|---------|-------------|--|
| Deeks - Dominion Construction | | | | | | |
| 1301 | Davenport | 1301 | 10 1912 | 0-6-0 | DU | (n) Cook Construction #101, Hopkins, Minn; [2] Cook Construction #101, Halifax, 9/9/1913; [3] Cook Construction #101, Welland SC; [4p] Dominion Construction #1301. |
| 1420 | Vulcan | 1420 | 11 1909 | 0-4-0ST | 36" ga DU | (n) Essex Construction #2, Effingham, IL; [2p] Dominion Construction #1420 by 6/1932. |
| 1435 (107) | Davenport | 1435 | 6 1913 | 0-6-0 | Scr 11/1951 | (n) Cook Construction #107, St. Paul; [2] Cook Construction # 107, Halifax, 9/9/1913; [3] Cook Construction #107, Welland SC; [4p] Dominion Construction #1435 (107); at The Pas 30 Jul 1929; to Cochrane 10 Mar 1930; Deeks to Fraserdale 22 Aug 1930; Fraserdale to Deeks 24 Oct 1932, scrapped at Deeks. |
| 1500 | Unknown | 1500? | | 0-6-0 | DU | [1] Dominion Construction #1500; May be Vulcan 1500, (0-4-0) |
| 1529 | Unknown | 1529? | | 0-6-0 | DU | [1] Dominion Construction #1529. Was this Vulcan s/n 1529, (0-4-0ST 36" gauge) (n) James H. Corbett #50, Hawthorne, PA? |
| 1782? | Porter | 1782 | 9 1897 | 0-4-0ST | 36" ga DU | [n] James Cooper, Prescott; [2] F.H. Hopkins, Montreal, 6/1907; [3] Canadian General Development, Glen Ross, 6/1908; [4] Shea & Huff, Christie Lake, 3/1913; [4] Dominion Construction, 7/1913, assume Deeks. |
| 2031 | Davenport | 2031 | 3 1925 | 0-6-0 | Scr 1959 | [np] James H. Corbett #2031, Welland; Rebuilt at Deeks? [2p] Dominion Iron & Steel #115, 10/1925; [3] Old Sydney Collieries (Sydney Mines) #19. |
| 2034 | Davenport | 2034 | 4 1925 | 0-6-0 | DU | (np) Dominion Construction #2034, Niles, MI; [2p] Dominion Construction #2034, Flin Flon; [3p] Dominion Construction #2034, Deeks by 6/1932. |
| 2035 | Davenport | 2035 | 4 1925 | 0-6-0 | DU | (n) Dominion Construction, Niles, MI; Cannot confirm at Deeks. |
| 2149 | Davenport | 2149 | | 0-4-0ST | Scr 1950-52 | [1p] Dominion Construction #2149; [2p] Grenville Crushed Rock #2, Hawk Lake. NB. Davenport list shows 2149 as 36" ga. |
| 2185 | Davenport | 2185 | 3 1931 | 0-6-0 | Display | [np] Dominion Construction #2185, Deeks; [2p] Dominion Construction #2185, Abitibi Canyon; [3p] Gulf Pulp & Paper #48, 9/1948; <4> Sept Isles display. |
| 2186 | Davenport | 2186 | 4 1931 | 0-6-0 | DU | [np] Dominion Construction #2186, Fraserdale; [2p] Dominion Construction #2186, Abitibi Canyon; [3p] Dominion Construction #2186, Deeks. [4] Brompton Pulp and Paper, Red Rock. |
| 2187 | Davenport | 2187 | 4 1931 | 0-6-0 | Display | [np] Dominion Construction #2187; [2p] Gulf Pulp & Paper #38, 8/1938; <3> Quebec City display 1969; <4> Christian Bell Porcelain display, Mount Forest, ON.; <5> Finger Lakes area, NY; <6> Catawisa display, PA, 2002. |
| 3298 | Lima | 3298 | 2 1926 | Shay 3 | Display | (np) Tallahassee Power #9, Calderwood, TN; [2] Alcan, 12/1930 (Alcoa?) [3p] Dominion Construction #3298, 4/1941, Deeks (there by 6/1932? According to Mattingly); [4] Dominion Construction #3298, Abitibi Canyon; [5] Standard Chemical, 5/1946; [6] Merrilees (D) 8/1947; [7] Abitibi Power and Paper #70, 8/1947; <8> Display 1979. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|------------|--------|---------|------------------|-------------|---|
| Deeks - Dominion Construction | | | | | | |
| 3892? | Vulcan | 3892 | 8 1928 | 4w gas 36" ga | Display | [n] George Mills Construction #2; [2] P.J. Lyall; [3] Dominion Construction #3892?, assume Deeks; <4> Romeco display. |
| 44450 | Alco | 44450 | | 0-4-0ST | DU | (n) Winslow Bros. & Smith, Norwood, MA; [2] Construction Equipment; [3] HEPC #16, Alexandra, 11/1926; [4] Dominion Construction #16, Abitibi Canyon; [5p] Dominion Construction #44450, Fraserdale, 2/1931; [6p] Dominion Construction #44450, Deeks by 6/1932. |
| 54419 | Alco Cooke | 54419 | 5 1915 | 0-4-0T | Scr by 1951 | (n) Conklin Foss Co. #3; [2] Dominion Construction #54419, Fraserdale, 9/1930; [3] Dominion Construction #54419, Deeks, 5/1932, in store; [4] Limestone Products #3. |
| Grenville Crushed Rock Incorporated 14 January 1921. In 1920 there were 1 Davenport (60t) and 3 Porters (26t) at this location. Charter surrendered 2 May 1951 | | | | | | |
| 2029 | Davenport | 2029 | 1 1925 | 0-4-0ST | Display | [n] Dominion Construction, Winnipeg; [2p] Grenville Crushed Rock #2029; [3] Muskoka Wood Products #4; <4> Charles Matthews, stored 1965; <5> Ontario Science Centre, 1965; <6> Procor display #54465, 1973; <7> SOLRS #54465, St. Thomas, 7/2004; <8> Bruce County Heritage Farm "Tom Thumb", Paisley, 2010. |
| 2155 | Davenport | 2155 | 4 1929 | 0-4-0ST | Scr 1950-52 | (n) Clapp, Riley & Hall Equipment, Chicago; [2p] Dominion Construction #2155; [3p] Grenville Crushed Rock #3, by 1933. |
| 3355 | Porter | 3355 | 12 1905 | 0-4-0ST | Scr 1950-52 | [n] Dominion Bridge #6; [2] Grenville Crushed Rock #3355, 8/1921; [3] Dominion Construction #3355, 6/1931; [4] Grenville Crushed Rock #4, Hawk Lake, by 1933. |
| 5430 | Porter | 5430 | 6 1913 | 0-4-0ST | Scr 1950-52 | [n] Fraser Brace; [2p] Grenville Crushed Rock #5430; [3] Grenville Crushed Rock #5, Hawk Lake, by 1933. |
| 5443 | Porter | 5443 | 2 1914 | 0-4-0ST | Scr 1950-52 | (n) Lake City Gravel, IL; [2] HEPC #30, Queenston; [3p] HEPC #1, Cameron Falls; [4p] Grenville Crushed Rock #5443, Deeks; [5] Grenville Crushed Rock #6, Hawk Lake, by 1933. |
| 54418 | Alco Cooke | 54418 | 4 1915 | 0-4-0T | DU | (n) Upper Hudson Coal #2 [2] Grenville Crushed Rock #54418. |
| Deer Lake | | | | | | |
| International Power and Paper | | | | | | |
| No# | Whitcomb | 1177 | 7 1920 | 5T 4w g/m 24" ga | DU | (n) Carey, Campbell & Co, New York, NY; [2] International Power & Paper by 12/1929. |
| Deloro | | | | | | |
| Deloro Mining and Smelting | | | | | | |
| No# | Davenport | 1433 | 8 1913 | 0-4-0ST | DU | [n] F.H. Hopkins; [2p] Deloro Mining & Smelting No#. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|--------------|--------|---------|---------|-------------|---|
| Deloro - Deloro Mining and Smelting | | | | | | |
| No# | Alco Cooke | 62557 | 9 1920 | 0-4-0ST | Display | [np] HEPC #46, Queenston; [2] Sir William Arrol #46?, Welland SC; [3p] Deloro Mining & Smelting No#, 8/1922; <4> Matthews for Ontario Science Centre #46, 1963; <5> Ontario Rail Association #46, 1965; <6> Uptergrove Short Line #46 1982; <7> Niagara Railway Museum #46, 6/2010. |
| 4 | Baldwin | uu2500 | | 0-4-0ST | DU | [1p] Deloro Mining & Smelting? #4 |
| Depot Harbour | | | | | | |
| Century Coal | | | | | | |
| No# | Alco | uu1173 | | 0-4-0ST | Scr 6/1975 | [1p] Century Coal No#, in service from late 1940's, parts went to Century Coal at Midland. Chain drive with motor in firebox. |
| Deseronto | | | | | | |
| Canadian Towing | | | | | | |
| 7 | CLC | 53 | 10 1866 | 4-4-0 | Scr 1900? | [n] Ottawa & Prescott #6; [2] St. Lawrence & Ottawa #6; [3] CPR #330; [4] Canadian Towing #7, 1887. |
| 8 | CLC | 54 | 9 1866 | 4-4-0 | Scr 1900? | [n] Ottawa & Prescott #7; [2] St. Lawrence & Ottawa #7; [3] CPR #329; [4] Canadian Towing #8, 1887. |
| Rathbun Company | | | | | | |
| | Unknown | uu3348 | | 0-4-0T | DU | The Rathbun company had a number of vertical boilered locomotives, known as "motors". Shown in Wilson's book, "Lost Horizons". |
| ? | Baldwin | uu1175 | 1876 | 0-4-0T | Scr 8/1916 | [n] GTR (GWR); [2] Rathbun Company; [3] Oshawa #1, 1903. |
| Devon | | | | | | |
| Austin and Nicholson | | | | | | |
| No# | Rhode Island | 334 | 1 1872 | 4-4-0 | Scr | [n] GTR #54 (800, GWR #188); [2p] Devon Lumber, 9/1901; [3] McNaught Lumber (Devon then Sultan). [4] Wakami Lumber, Sultan. Some records show as going to Brompton Pulp & Paper which had a corporate connection with Devon Lumber. May have been at Brompton. |
| Diver | | | | | | |
| Diver and Ottawa River This railway started operation in 1905. The logs were loaded onto GTR flat cars and railed to the firm's sawmill at Sarnia | | | | | | |
| ? | Neilson | uu3027 | 1869 | 4-4-0 | DU | [n] Cleveland & Sarnia Railway; [2] GT #238, 8/1899; [3] Canadian Construction, T&NO construction, 8/1903; [4p] Diver & Ottawa River #? |
| 6 | Unknown | uu1176 | | 4-4-0 | DU | [1] A.R. MacDonnell #6; [2p] Diver & Ottawa River #6. |
| 13 | Lima | 1563 | 10 1905 | Shay 2 | Scrapped | [np] Diver & Ottawa River #13; [2] Sable River Lumber 10/1915; [3] McLean Lumber, Liverpool, NS; [4p] Frontenac Asbestos No#, 1919? Sold to unknown owner 3/1926 |
| 15 | Unknown | uu1177 | | 4-6-0 | DU | [1] A.R. MacDonnell #15? [2p] Diver & Ottawa River #15, 1908?. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--------------------------------|---------|--------|--------|--------|-------------|---|
| Diver - Diver and Ottawa River | | | | | | |
| 17 | Lima | 2492 | 6 1912 | Shay 3 | Scr c.1939 | [n] Diver & Ottawa River #17; [2] Holt Lumber #17; (3) Sever Anderson Logging #17, Longlake, WI; (4) Holt Lumber #17, Tipler, WI; scrapped c. 1939 Flanders Spur, WI. other records say scrapped after 1932 at Bolger. |
| 103 | Unknown | uu3061 | | 4-4-0 | DU | [1p] Diver & Ottawa #103. |

Dorset

Gilmour Lumber The Gilmour Tramway (1894-95) was a system of jackladders and a slide used to move logs over the height of land between Lake of Bays and Raven Lake. It was not a railway.

Downsview

Canadian Armed Forces See Toronto - Downsview.

Dresden

Dawn Tramway

| | | | | | | |
|-----|------|-----|---------|--------|-----------------|---|
| 220 | Lima | 220 | 10 1888 | Shay 2 | 36" ga Scrapped | (n) Henry Williams Sage c/o Hiram Emery, Loon Lake branch of Detroit, Bay City & Alpina RR.; [2p] Dawn Tramway #220; (3) Hofius Steel & Equipment (D), 7/1901; [4] Lenora Mount Sicker 32, 7/1901; [5] Westholme Lumber #2, 1908; [6] Campbell River Lumber, 1912, wrecked 1913; (7) Puget Sound, Mills & Timber, Port Angeles, WA. |
|-----|------|-----|---------|--------|-----------------|---|

Dundas

Canada Crushed Stone originally Canada Crushed and Cut Stone.

From the quarry on hwy 5, the electric-powered trains took the finished product to the loadout, north of and above the CN Dundas Sub. Enclosed conveyor system could take it across the tracks if needed.

The facility on the south (TH&B) side was Steetley Canada Ltd as well; at one time, Canada Crushed (and Cut) Stone owned an engine that was assigned to the south side of the CN mainline. There was also a diesel assigned within the hwy. 5 quarry; in between those 2 op's were the electric-powered trains

| | | | | | | |
|----|-------------|--------|--------|-----------------|-----------|---|
| 1 | Vulcan | 1464 | 1 1901 | 0-4-0ST | 36" ga DU | [n] Quinlan & Robertson? #1, assume Dundas; [2] Doolittle & Wilcox #1; [3] Canada Crushed Stone #1. |
| 2 | Vulcan | 1481 | 2 1901 | 0-4-0ST | 36" ga DU | [n] Quinlan & Robertson #2, assume Dundas; [2] Doolittle & Wilcox #2; [3] Canada Crushed Stone #2. |
| 3 | Vulcan | 1482 | 2 1901 | 0-4-0ST | 36" ga DU | [n] Quinlan & Robertson #3, assume Dundas; [2] Doolittle & Wilcox #3; [3] Canada Crushed Stone #3. |
| 4? | Vulcan | 1484 | 2 1910 | 0-4-0ST | DU | [n] Quinlan & Robertson #3; [2] Doolittle & Wilcox #4? [2] Canada Crushed Stone #4? [3p] Hayden Bros Coal Corp, Hayden Mine #1484? |
| 5? | Vulcan | 1485 | 2 1910 | 0-4-0ST | DU | [n] Quinlan & Robertson #4; [2] Doolittle & Wilcox #5; [3] Canada Crushed Stone #5? |
| 6 | Unknown | uu1182 | | 0-4-0ST | DU | [1] Canada Crushed Stone #6. |
| 7 | Plymouth | 2669 | 7 1927 | HLC-3 | | (n) Toledo, Peoria & Western #99; [2p] Canada Crushed Stone #7, 7/1930; [3] Paikin #7 (D), #221 on side. |
| 8 | CC&F/Diffco | | 1931 | Elec dump motor | Scr | [1p] Hamilton Terminal #146; [2p] Canada Crushed Stone #8, 1934; |
| 9 | CC&F/Diffco | | 1931 | Elec dump motor | Scr | [1] Canada Crushed Stone #9. |
| 10 | CC&F/Diffco | | 1931 | Elec dump motor | Scr | [1] Canada Crushed Stone #10. |
| 11 | CC&F/Diffco | | 1931 | Elec dump motor | Scr | [1] Canada Crushed Stone #11. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|----------|--------|---------|----------------|---------------------|--|
| Dundas - Canada Crushed Stone | | | | | | |
| 12 | GE | 31562 | 5 1952 | | 25T USA | [n] Canada Crushed Stone #12, rebuilt by GE 9/1974; [2] Paikin (D); (3) Timken #5705. |
| 14 | Koppel | uu3060 | | | Dump motor DU | [1p] HG&B #147; [2] Canada Crushed Stone #14, 8/1933. |
| 7099 | GTR | 1265 | 1 1894 | | 0-6-0 Scr | [n] CN #7099 (GTR #2592, 41, 646, 6); [2] Canada Crushed Stone. 1/1926; [3] CN #7099, 12/1927; [4] Donnacona Paper, 8/1928 in exchange for CN #1068. |
| Doolittle and Wilcox Predecessor of Canada Crushed Stone, locomotives shown under latter name. | | | | | | |
| Dundas Cement | | | | | | |
| No# | GE | 35148 | 11 1966 | | 50T DU | [n] Dundas Cement No#. |
| Quinlan and Robertson | | | | | | |
| 1 | Vulcan | 1464 | 1 1901 | 0-4-0ST 36" ga | DU | [n] Quinlan & Robertson? #1, assume Dundas; [2] Doolittle & Wilcox #1; [3] Canada Crushed Stone #1. |
| 2 | Vulcan | 1481 | 2 1901 | 0-4-0ST 36" ga | DU | [n] Quinlan & Robertson #2, assume Dundas; [2] Doolittle & Wilcox #2; [3] Canada Crushed Stone #2. |
| 3 | Vulcan | 1482 | 2 1901 | 0-4-0ST 36" ga | DU | [n] Quinlan & Robertson #3, assume Dundas; [2] Doolittle & Wilcox #3; [3] Canada Crushed Stone #3. |
| Dundas - Beverly Swamp | | | | | | |
| Human Corporation | | | | | | |
| No# | Plymouth | uu2932 | | | ? DU | [1p] Human Corp. Swamp gas locomotive. |
| Durham | | | | | | |
| Consolidated Sand and Gravel | | | | | | |
| 1 | Vulcan | 3983 | 5 1929 | | 4w gas DU | [n] Consolidated Sand & Gravel #1, Durham; [2] Consolidated Sand & Gravel #8 (2:2, 1:1), Paris, 1939; [3] Consolidated Sand & Gravel #8, Waterford. |
| 2 | MLW | 62922 | 1 1921 | 0-4-0ST 60T | Scr 1953 | [n] HEPC #48, Queenston; [2] Sir William Arrol #2; [3] Consolidated Sand & Gravel #2, Durham; [4p] Consolidated Sand & Gravel #1:2 (2:1), Paris, 1930. Rebuilt at Paris in 1940 when it became #1:2 - there were then two #1's in use until 1952. |
| 3 | Vulcan | 2478 | 3 1916 | | 0-4-0ST Scr by 1955 | (n) F.H. Clemment #111, Bethlehem, PA; [2] Durham Stone & Sand #3; [3] Consolidated Sand & Gravel #3, Durham, 1937; [4p] Consolidated Sand & Gravel #7, Waterford, 1941. |
| 4 | Unknown | uu2981 | | | 0-4-0ST Scr 1937 | [1p] Consolidated Sand & Gravel #4, Pyramid Cement Works. |
| Durham Cement | | | | | | |
| ? | Vulcan | 935 | 7 1906 | | 0-4-0ST DU | {n} Superior Portland Cement #1 (SPC "Vulcan"); [2] Durham Cement; [3] Ontario Paper, Thorold, 6/1939. Used at Baie Comeau mill and returned to Thorold in 1943. |
| Durham Short Line Railway Owned by National Portland Cement. | | | | | | |
| 1 | Unknown | uu2986 | | | 4-4-0 DU | [n] GTR; [2] Durham Short Line Railway #1 "W.H. Whitchurch". |
| Durham Stone and Sand | | | | | | |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|------------|--------|---------|---------|-------------------|--|
| Durham - Durham Stone and Sand | | | | | | |
| 3 | Vulcan | 2478 | 3 1916 | 0-4-0ST | Scr by 1955 | (n) F.H. Clemment #111, Bethlehem, PA; [2] Durham Stone & Sand #3; [3] Consolidated Sand & Gravel #3, Durham, 1937; [4p] Consolidated Sand & Gravel #7, Waterford, 1941. |
| Egan Estate | | | | | | |
| Booth, J.R. | | | | | | |
| No# | Whitcomb | 13041 | 5 1930 | WRK1 | DU | [n] J.R. Booth, Egan Estate; [2p] J.R. Booth, Nepean Yard; [3p] Kirkfield Crushed Stone #9117; [4p] Dufferin Concrete Products #9117, 1975; [5] D. Crupi #9117, 1981. Another record shows it being sold to Highway Paving Co., Montreal in 1944. |
| McAuley Central Railway See McAuley Junction. | | | | | | |
| Elsas | | | | | | |
| Continental Wood Products | | | | | | |
| 2557 | Baldwin | 16097 | 7 1897 | 0-4-0T | DU | [n] CN #40 (GTR #2557, 1315, CAR #5); [2] Continental Wood Products #2557, 2/1924, CWP had saw mill at Elsas 1924-29, not known whether at this location; [3] Continental Woods Products #2557, Folyet; [4] Chambers, McQuigge & McCaffrey #2557. |
| Enterprise | | | | | | |
| Dominion Construction | | | | | | |
| ? | Porter | 2410 | 6 1901 | 0-4-0ST | 36" ga DU | (n) H. S. Kerbaugh; [2] Toronto Construction #13, 10/1907, #13 was either 2410 or 2695; [3] Dominion Construction, 6/1912. |
| Erieau | | | | | | |
| Lake Erie Navigation and Coal Dock | | | | | | |
| 11 | EMD | 1714 | 4 1941 | SW1 | Display | (n) Pere Marquette #11; [2] Lake Erie Navigation & Coal Dock #11, 1966-69, (lease or assigned); (3) Chesapeake & Ohio #8401, 6/71; <4> Baltimore Railroad Museum PM #11. |
| Eugenia Falls Near Markdale, Bruce Peninsular. | | | | | | |
| Henninger, M.G. HEPC dam construction. | | | | | | |
| 2 | MLW | 46039 | 2 1909 | 0-4-0T | 36" ga Scr 4/1936 | [n] M.G. Henninger #2, Brantford; [2p] M.G. Henninger#2, Eugenia Falls; [3] Johnson Bros. #2. |
| Falconbridge | | | | | | |
| Falconbridge Nickel | | | | | | |
| ? | GE | 17707 | 9 1942 | 5T elec | DU | (n) Anaconda Copper, Columbus, MT; [2] Falconbridge Nickel, 3/1948. |
| ? | GE | 17708 | 11 1942 | 5T elec | DU | (n) Anaconda Copper, Columbus, Mt; [2] Falconbridge Nickel, 3/1948. s/n may be 17788. |
| ? | GE | 17709 | 9 1942 | 5T elec | DU | (n) Anaconda Copper, Columbus, MT; [2] Falconbridge Nickel, 3/1948. |
| ? | GE | 37644 | 5 1971 | 80T | Scr 1971 | [n] Falconbridge Nickel, destroyed by fire 5/1971. |
| ? | Alco Cooke | 57721 | 6 1917 | 0-4-0ST | Scr 1948 | [n] Electro-Metallurgical #2; [2] Canadian Equipment (D); [3] HEPC #14, Alexandra, 11/1926; [4] Dominion Construction #14, 2/1931; [5] Falconbridge Nickel, 1/1942 |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|------------------------------------|---------|--------|---------|---------|-------------|--|
| Falconbridge - Falconbridge Nickel | | | | | | |
| No# | Alco | 79793 | 2 1952 | S-4 | Scr | (n) PC #9822 (PRR #8488); [2] Falconbridge Nickel No#, 1975. |
| 7 | MLW | uu3133 | 3 1954 | S-3 | Scr | [n] CN #?; [2] Falconbridge Nickel #7 (for parts), 1965. |
| 101 | Alco | 76763 | 5 1949 | S-2 | | (n) Wabash #321; (2) N&W #3321; [3] Falconbridge Nickel #101, 3/1971. |
| 102 | CLC | 1893 | 3 1930 | 0-4-0ST | Scr 1950. | [n] Beauharnois Light, Heat &Power #121; [2] Falconbridge Nickel #102, 5/1935. |
| 103:1 | CLC | 1896 | 4 1930 | 0-4-0ST | Display | [n] Beauharnois Light, Heat &Power #124; [2] Falconbridge Nickel #103:1, 5/1935; [3] M.J. Poupore Lumber No#, 1950; <4p> Brown display, 7/1969. |
| 103:2 | Alco | 75119 | 12 1946 | S-1 | | (n) EL #309 (Erie #309); [2] Merrilees (D), 8/1966; [3] Falconbridge Nickel #103, Onaping; [4] Falconbridge Nickel #103:2, Falconbridge. |
| 104 | GE | 28624 | 8 1946 | 45T | Disp | [n] Falconbridge Nickel #104; [2] S.G. Paikin (D); [3] B.F. Goodrich No#, 5/1988; [4] Zalev Bros., 2004; <5> Port Stanley Terminal Rail |
| 105 | GE | 29212 | 1 1948 | 45T | Scr | [n] Falconbridge Nickel #105, destroyed by fire 3/1971; [2] Merrilees (D), 1972; [3] B.F. Goodrich 8/1979, gone by 1988. |
| 106 | GE | 31322 | 12 1951 | 80T | | [n] Falconbridge Nickel #106. |
| 107 | GE | 31841 | 4 1953 | 80T | | [n] Falconbridge Nickel #107, Levack; [2] Falconbridge Nickel #107, Falconbridge. |
| 108 | MLW | 76449 | 7 1955 | S-4 | DU 1990 | [n] Falconbridge Nickel #108, Falconbridge; [2] Falconbridge Nickel #108, Onaping. |
| 109 | MLW | 77584 | 1 1950 | S-4 | DU 1990 | [n] Canadian Commercial #1; [2] Royal Canadian Engineers #55-26074; [3] Merrilees (D), 1968; [4] Falconbridge Nickel #109. |

Fenelon Falls

Howey, J.W. and Sons

| | | | | | | |
|---|----------|-----|--------|--------|----|--|
| ? | Portland | 327 | 5 1875 | 0-4-0T | DU | [np] CP #328 (St. L&O #1); [2] J.P. Howey, 5/1895; [3] Victoria Harbour Lumber #2:1: |
|---|----------|-----|--------|--------|----|--|

Field

Field Lumber

| | | | | | | |
|-----|----------|------|--------|--------|-------------|--|
| No# | Vulcan | 3648 | 6 1926 | 8T | DU | (n) Stone & Webster, Conwingo, MD; [2] Ontario Lime, 7/1928; [3] Field Lumber, derelict. |
| No# | Plymouth | 3586 | 1 1931 | ML8-2 | DU | [n] Dominion Construction, Fraserdale; [2p] Gillies Bros; [3] Field Lumber, 1961-2, derelict. |
| 8 | Plymouth | 4107 | 1 1941 | 8T DLB | Scr 10/1990 | (n) E.I. duont de Nemours; (2) River Construction; [3] Laidlaw-Goodwood Industries #8; [4] Field Lumber #8, lease; [5] Maycar Distributing #8, 7/1987 for preservation, scrapped in Hamilton. |

Fitzroy

HEPC

| | | | | | | |
|---|--------|------|--------|-------|------------|--|
| ? | Porter | 4111 | 8 1909 | 0-4-0 | Scr 6/1939 | [n] Ontario Power; [2] HEPC #50, Queenston; [3] HEPC, Cameron Falls; [4] HEPC, Fitzroy; [5] Consolidated Sand & Gravel #5. |
|---|--------|------|--------|-------|------------|--|

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|----------------------|-------------|--------|---------|-----------|--------------|--|
| Fitzroy - HEPC | | | | | | |
| ? | Alco | 52269 | | 0-4-0ST | DU | (n) Cedar Rapids Manufacturing & Power #5; [2] J.P. Porter, Welland SC; [3] HEPC #18, Alexandra, 12/1926; [4] Dominion Construction #18, Abitibi Canyon; [5] HEPC, Fitzroy, by 10/1943. |
| ? | Pittsburgh | 30195 | 8 1904 | 0-4-0ST+T | DU | {n} O'Rorke Construction #14; [2p] HEPC #40, Queenston, 4/1920; [3] HEPC #22, Alexandra, 11/1926; [4] Dominion Construction #22, Abitibi Canyon; [5?] Dominion Construction #22, Deeks?; [6] HEPC, Fitzroy, 7/1943; [7] Maple Leaf Mills #2, 1943. |
| | Browning | 2754 | 1930 | 30T 2T | gas crane | [1] Beauharnois Construction, Beauharnois; [2] HEPC, Fitzroy Harbour, 1933. Had frame from sn.2755 by 1998. |
| | Browning | 2755 | 1930 | 30T 2T | gas crane DU | [1] Beauharnois Construction, Beauharnois; [2] HEPC Fitzroy Harbour. Had frame from sn.2754 by 1998. |
| Morrow and Beatty | | | | | | |
| ? | Plymouth | 3469 | 5 1930 | TL-2 24" | ga DU | [n] Morrow & Beatty. |
| ? | Plymouth | 3470 | 5 1930 | TL-2 24" | ga DU | [n] Morrow & Beatty. |
| ? | Plymouth | 3505 | 6 1930 | TL-2 24" | ga DU | [n] Morrow & Beatty. |
| ? | Plymouth | 3545 | 5 1930 | TL-2 24" | ga DU | [n] Morrow & Beatty. |
| ? | CLC | 317 | 1887 | 4-4-0 | DU | [n] Northern & Western #88; [2] GTR #2072 (401, 532, 691); [3] R.T. Gilman #2072, 8/1919; [4] Morrow & Beatty, Fitzroy c1926?; [5] Morrow & Beatty #1:2, Kapuskasing; May have been regarded as SFP&P #101. |
| 1 | Schenectady | 3814 | 6 1892 | 0-6-0 | DU | (n) Canada Southern #341 (451); (2) New York Central #8532, 1905; (3) New York Central "D" (shop locomotive), 3/1915; [4p] Morrow & Beatty #1:1, Kapuskasing, 5/1925; [5p] Morrow & Beatty #1, Fitzroy, for sale Apr 1934. |
| | Ohio | 3925 | 6 1930 | T 8whl | stm crane DU | [n] Morrow and Beatty, Fitzroy; [2] Quebec North Shore Paper, Baie Comeau. |
| Flanders | | | | | | |
| Shevlin-Clark Lumber | | | | | | |
| | Climax | uu1209 | | Climax | DU | (1) Crookston Lumber; [2] Shevlin-Clark Lumber. |
| | Climax | uu1208 | | Climax | DU | (1) Crookston Lumber; [2] Shevlin-Clark Lumber. |
| ? | Lima | 2573 | 8 1912 | Shay 2 | Scr 10/1946 | (n) Crookston Lumber #4:1, Funkley, MN.; (2) Wilson and Northern #4, Funkley, MN.; [3] Shevlin-Clark; [4] New Ladysmith Lumber, Nanaimo, BC.; [5] Renfrew Lumber #1, Port Renfrew, BC. [6] Cathels and Sorensen #4, Port Renfrew, BC. by 8/ 1928; [7] Hemmingsen-Cameron #4, Port Renfrew, BC. 10/1936; [8] BC Forest Products 12/1946. |
| ? | Lima | 2625 | 12 1912 | Shay 2 | Scrapped | (n) Crookston Lumber #5, Funkley, MN.; (2) O.W. Brown Loco & Supply (D), Seattle; [3] Shevlin-Clark; [4] Canadian Robert Dollar #2, Union Bay, BC, then Bowser BC; [5] Campbell River Timber #5 (4) |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---------------------------------|---------|--------|---------|--------|-------------|---|
| Flanders - Shevlin-Clark Lumber | | | | | | |
| 3 | Lima | 2712 | 12 1913 | Shay 2 | Display | [n] Shevlin-Clark #3, Flanders; [2p] Shevlin-Clark #3, West Clearwater Lake, 1913, abandoned 1924; [3] Nipigon Lake Timber #1, Sioux Lookout; [4] Donald Clark Lumber; <5>Rescued by Dept. of Natural Resources, 1950; <6> Calland Ore lease for restoration; <7> Atikokan display 2/1963 |
| 4 | Lima | 1861 | 3 1907 | Shay 2 | USA Scr | (n) Shenango Furnace #4, Hibbing, MI; [2] Shevlin-Clark #4; (3) O.W. Brown Loco & Supply (D), Seattle; (4) John Ryan & Co, North Bend, WA. |

Folyet

Acme Timber Acme Timber was taken over by Pineland Timber on 15 March 1934. Acme also had a mill at Tionaga (qv).

| | | | | | | |
|---|--------|-------|--------|---------|----|--|
| 3 | Rogers | 53867 | 7 1913 | 0-4-0ST | DU | [np] MacKenzie, Mann & Co. #11; [2] Mount Royal Tunnel Co. #11; [3] CNOR #3, Folyet sawmill, c.1916; [4] Acme Timber #3, 4/1926. Alco 53867 built for stock while the Rogers plant was being shut down. Sold to M&M as #11 and later assigned to Mtl. Tunnel & Terminal Co. Later went to CNR (Eastern Lands division) sawmill at Mile 2 Oba Sub. and was there when the mill was sold to Acme Timber Co. in 1926. |
|---|--------|-------|--------|---------|----|--|

Canadian Northern Railway Canadian Northern had a saw mill here which was purchased by Acme Timber.

| | | | | | | |
|---|--------|-------|--------|---------|----|--|
| 3 | Rogers | 53867 | 7 1913 | 0-4-0ST | DU | [np] MacKenzie, Mann & Co. #11; [2] Mount Royal Tunnel Co. #11; [3] CNOR #3, Folyet sawmill, c.1916; [4] Acme Timber #3, 4/1926. Alco 53867 built for stock while the Rogers plant was being shut down. Sold to M&M as #11 and later assigned to Mtl. Tunnel & Terminal Co. Later went to CNR (Eastern Lands division) sawmill at Mile 2 Oba Sub. and was there when the mill was sold to Acme Timber Co. in 1926. |
|---|--------|-------|--------|---------|----|--|

Continental Wood Products

| | | | | | | |
|------|---------|-------|--------|--------|----|--|
| 2557 | Baldwin | 16097 | 7 1897 | 0-4-0T | DU | [n] CN #40 (GTR #2557, 1315, CAR #5); [2] Continental Wood Products #2557, 2/1924, CWP had saw mill at Elsas 1924-29, not known whether at this location; [3] Continental Woods Products #2557, Folyet; [4] Chambers, McQuigge & McCaffrey #2557. |
|------|---------|-------|--------|--------|----|--|

Fort Erie

Baxter-Uebelhoer Quarries This company operated a limestone quarry with an internal railway from the quarry to a pier on Lake Erie. Probably operated by animals.

Buffalo and Fort Erie Ferry Railway

| | | | | | | |
|-----|--------------|--------|--------|--------|-----------------|---|
| ? | Rome | 129 | 5 1886 | 0-4-4F | DU | (n) Manhattan Railway Company #13:2; [2] Buffalo and Fort Erie Ferry Railway, 5/1904. |
| 1 | Pittsburgh | uu1215 | 1885 | | DU | [1p] Buffalo & Fort Erie Ferry & Railway #1, "Old Eunice"; [2] Northern Ontario logging company. |
| 29 | Baldwin | 4371 | 7 1879 | 0-4-4T | Forney Scr 1901 | [n] Manhattan Elevated #29; (2) New York Elevated #29, (lease 9/1879); [3] Buffalo and Fort Erie Ferry #29, 1892. |
| 131 | Rhode Island | 762 | 3 1879 | 0-4-4F | DU | (n) New York Elevated #131 (Manhattan Railway); [2] Buffalo & Fort Erie Ry. #131; [3] Standard Construction (West Selkirk); [4p] Winnipeg, Selkirk & Lake Winnipeg #131. |
| 271 | Rome | uu1217 | 1886 | 0-4-4T | Forney Scr WW2 | (1) Manhattan Elevated #271; [2] Buffalo and Fort Erie #271, 1901 disused from 9/1930. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|----------------|--------|---------|------------|----------------|--|
| Fort Erie - Buffalo and Fort Erie Ferry Railway | | | | | | |
| 272 | Rhode Island | 857 | 6 1880 | 0-4-4T | Forney Scr WW2 | (n) Manhattan Elevated #272; (2) New York Elevated #272 (lease) [3p] Buffalo & Fort Erie Ry. #272, 6/1902, disused from 9/1930. |
| Hugh Brothers and Bangs This company operated a limestone quarry with an internal narrow gauge railway with to a pier on Lake Erie. A second quarry was also operated with a short line to Windmill Point. These seem to have been operated by animals. | | | | | | |
| 4? | CLC | 456 | 7 1897 | 0-4-0ST | DU | [n] Hugh Brothers and bangs #4? |
| 5 | CLC | 457 | 4 1898 | 0-4-0ST | DU | [n] Hugh Brothers and Bangs #5 |
| Fort William | | | | | | |
| Canadian Car and Foundry | | | | | | |
| ? | GE | 29210 | 1 1948 | 45T | Scr 1974 | [n] Sidbec Dosco #DE-7, Montreal; [2p] Dominion Steel & Coal #7; [3] Canadian Car & Foundry, Fort William, 7/1958; [4] Canadian Steel Foundries #DM 3010, Montreal, 8/1963. |
| 110 | GE | 13168 | 11 1941 | 45T | OCC | (n) QMC #4549, Cumberland; (2) USA #7430; [3] Canadian Car & Foundry #110, 6/1948, Thunder Bay; [4] Great Lakes Pulp & Paper #128 "Jackpine Express", 9/1960; [5] Western Metals #128, Thunder Bay, 4/1977; [6] Zalev Bros. #128, 6/1978. Unique off centre cab model. This has sometimes been shown as GLP&P #123. |
| Fegles Construction | | | | | | |
| ? | Midwest | 183:2 | 11 1922 | 4w gas 24" | ga DU | [n] Fegles Construction. |
| Great Lakes Pulp and Paper | | | | | | |
| | American Hoist | 2098 | 7 1945 | 40T | crane D | { n } Powell Equipment (D); (2) Great Lakes Pulp & Paper, Fort William. |
| | American Hoist | J3009 | 2 1952 | 50T | DE crane DU | [n] Great Lakes Pulp and Paper, Fort William. |
| Mills, M.F. | | | | | | |
| | Browning | 3002 | 1939 | crane | DU | [1] M.F, Mills, Fort William. |
| Quinn Stone and Ore | | | | | | |
| ? | Plymouth | 2565 | 3 1927 | JLC-2 | | [n] Quinn Stone & Ore No#; (2) Bellamy Sand & Gravel, IA. |
| ? | Plymouth | 2566 | 3 1927 | JLC-2 | | [n] Quinn Stone & Ore No#; (2) Bellamy Sand & Gravel, IA. |
| Fossmill | | | | | | |
| Fassett Lumber Fassett Lumber moved to Fossmill from Fassett in 1929. Fossmill to North Tea Lake (12 miles). Mill and enginehouse burned in 1934. Some equipment, but not the remaining locomotive, was acquired by Staniforth Lumber and moved to Kiosk. | | | | | | |
| 51 | Lima | 1545 | 9 1905 | Shay 2 | Scr 1934 | [n] Haskell Lumber #51; [2p] Fassett Lumber #51, Fassett; [3] Fassett Lumber #51, Fossmill;; [4] Staniforth Lumber #41, Fossmill; burned in enginehouse on 26 Aug 1934. |
| 54 | Lima | 2353 | 8 1910 | Shay 3 | Scr 1942 | [n] Fassett Lumber #54, 10/1910, Fassett; [2] HaskellLumber #54, Fassett; [3] Fassett Lumber #54, Fossmill; [4] Staniforth Lumber #54, Fossmill; [3] Zagerman's 1942 for scrap. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|-------------------------------|-----------------------|--|---------|---------|-----------------|--|
| Frankfort - Dennon and Rogers | | | | | | |
| Frankfort | | | | | | |
| | Dennon and Rogers | Was contractor on Rice Lake section 2 of the Trent Canal, 1908-18. | | | | |
| ? | Porter | 1494 | 5 1893 | 0-4-0 | 36" ga Scr 1947 | [np] Rogers & Taylor; [2] Dennon & Rogers, Frankfort; [3] Dennon & Rogers, Kingston; [4] Kirkfield Crushed Stone. |
| Fraserdale | | | | | | |
| | Dominion Construction | Temiskaming & Northern Ontario Ry. construction. | | | | |
| 420 | Unknown | uu3235 | | 2-6-0? | DU | [1p] Dominion Construction #420. |
| 628 | Erie | uu926 | 1877 | 0-4-0ST | DU | (n) Erie #628; [2p] Dominion Construction #628; May have come from or to Northern Construction. |
| 2186 | Davenport | 2186 | 4 1931 | 0-6-0 | DU | [np] Dominion Construction #2186, Fraserdale; [2p] Dominion Construction #2186, Abitibi Canyon; [3p] Dominion Construction #2186, Deeks. [4] Brompton Pulp and Paper, Red Rock. |
| 3355 | Porter | 3355 | 12 1905 | 0-4-0ST | Scr 1950-52 | [n] Dominion Bridge #6; [2] Grenville Crushed Rock #3355, 8/1921; [3] Dominion Construction #3355, 6/1931; [4] Grenville Crushed Rock #4, Hawk Lake, by 1933. |
| 3557 | Plymouth | 3557 | 9 1930 | JLA-2 | | [np] Dominion Construction #3557, Abitibi Canyon; [2p] Dominion Construction #3557, Fraserdale; [3] A.E. Wicks No#, Island Falls, derelict. |
| 3558 | Plymouth | 3558 | 9 1930 | JLA-2 | DU | [n] Dominion Construction #3558, Abitibi Canyon; [2] Dominion Construction #3558, Fraserdale; [4] A.E. Wicks, Island Falls; [4] Canada Cement #12, Exshaw. |
| 3586? | Plymouth | 3586 | 1 1931 | ML8-2 | DU | [n] Dominion Construction, Fraserdale; [2p] Gillies Bros; [3] Field Lumber, 1961-2, derelict. |
| 3594 | Plymouth | 3594 | 1 1931 | ML8-2 | DU | (n) Hutton Co. #1, Rondout, NY; [2p] Dominion Construction #3594, Abitibi; [3] Dominion Construction #3594, Fraserdale. |
| 44450 | Alco | 44450 | | 0-4-0ST | DU | (n) Winslow Bros. & Smith, Norwood, MA; [2] Construction Equipment; [3] HEPC #16, Alexandra, 11/1926; [4] Dominion Construction #16, Abitibi Canyon; [5p] Dominion Construction #44450, Fraserdale, 2/1931; [6p] Dominion Construction #44450, Deeks by 6/1932. |
| 26 | Baldwin | 53874 | 10 1920 | 0-4-0ST | DU | [n] HEPC #45, Queenston; [2] P.J. Lyall #35, Welland Ship Canal, for sale 4/1930; [3] Shawinigan Engineering [4p] HEPC #26, Alexandra; [5] Dominion Construction #26, Abitibi Canyon; [6] Page Hersey Tube; [7] Cyanamid of Canada. |
| 54419 | Alco Cooke | 54419 | 5 1915 | 0-4-0T | Scr by 1951 | (n) Conklin Foss Co. #3; [2] Dominion Construction #54419, Fraserdale, 9/1930; [3] Dominion Construction #54419, Deeks, 5/1932, in store; [4] Limestone Products #3. |
| 67661 | MLW | 67661 | 8 1928 | 0-4-0T | Display | [n] Alcan #125; [2p] Dominion Construction #67661, 3/1931; [3] Québec North Shore Paper #3 (125), 5/1942; <4>Pointe Lebel display. |

HEPC

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|-------------------|----------|--------|--------|-------|-------------|---|
| Fraserdale - HEPC | | | | | | |
| ? | Plymouth | 3633 | 5 1931 | FLB-2 | 36" ga USA | [n] Dominion Construction, Abitibi Canyon; [2] HEPC, Fraserdale? [3] Porcupine Paymaster #1, 1934; (4) Boyertown, PA, 6/1989. |
| ? | Plymouth | 3634 | 5 1931 | FLB-2 | 36" ga | [n] Dominion Construction, Abitibi Canyon; [2] HEPC, Fraserdale? [3] Porcupine Paymaster No# (2), derelict. |
| No# | Plymouth | 5691 | 3 1953 | MDT | 50T Disp | [n] HEPC, Niagara Falls; [2p] HEPC, Fraserdale; [3] Pendivic Contracting, Burlington by 3/1964; (4) Pendivic #1435, Bennington, VT by 1-/1964; May have gone from Pendivic to Atlas Steels, Tracy, QC. [5p] Babcock & Wilcox #V70; <6> Niagara Railway Museum. |

Fuller

Standard Paving Note: Whitcombs 13054, 13095/6/7/8 were all Standard Paving in Texas, they were never in Canada.

| | | | | | | |
|-----|------------|-------|--------|---------|--------------------|---|
| ? | Alco Cooke | 56180 | 1 1917 | 0-4-0T | DU | [n] Foundation Company #1, Port Colborne; [2] Inco #3, Port Colborne; [3] Standard Paving, Fuller, c. 1950. |
| 101 | GTR | 1270 | 9 1894 | 0-6-0ST | Display | [n] CN #7105, GTR #2598 (57, 662, 247); [2p] Consolidated Sand & Gravel #7105 8/1928 (with 2598 showing through); [3p] Standard Paving #101, 1942; Rebuilt by CLC in 1942, used on Alaska Highway Construction; [4] Consolidated Sand & Gravel #101, Paris, 1944; [5] Consolidated Sand & Gravel, Fuller pit, 1946 [6] CNR #247, 1952; <7> National Museum of Science & Technology #247. |
| 102 | GTR | 1156 | 1887 | 0-6-0T | DU | [np] GT #2578 (27, 632, 26); [2] Waterford Sand & Gravel, 6/1920; [3] Consolidated Sand & Gravel, Fuller; [4p] Standard Paving #102. |
| 105 | Vulcan | 1098 | 4 1907 | 0-4-0ST | 40T Scr late 1950s | [n] Mond Nickel #6; [2] Inco #28, Copper Cliff; [3] Inco #28, Port Colborne, 12/1936; [4] Standard Paving #103, Fuller; [5p] Consolidated Sand & Gravel #9, Paris, 1952. Sometimes confused with 1093 which went new to Juroquin Iron Co #30, Cuba. |

Furnace Falls

Irondale Furnace Howland (Kinmount) to Furnace Falls 1880-1887, when IB&O was built Howland to Irondale. Also known as Paxton Iron Mine.

| | | | | | | |
|-----|------------|-----|--------|---------|----|-------------------------------|
| No# | Pittsburgh | 422 | 5 1880 | 0-4-0ST | DU | [n] Irondale Furnace "Roger". |
|-----|------------|-----|--------|---------|----|-------------------------------|

Galetta

Chat Island - 2 miles west of Galetta Station.

Kingdon Mining, Smelting and Manufacturing Opened about 1914 by James L. Robertson of Montreal. Closed 1931 following flooding from the Ontario Hydro Fitzroy dam on the Ottawa River.

| | | | | | | |
|-----|----------|------|--------|--------|--------------|--|
| No# | Whitcomb | 1053 | 1 1920 | g/m 4w | 19.62" ga DU | [n] Kingdon Mining, Smelting & Manufacturing |
|-----|----------|------|--------|--------|--------------|--|

Geraldton

Tombill Gold Mines

| | | | | | | |
|---|----------|------|--|------|--------|-------------------------|
| ? | Whitcomb | 1042 | | 2.5t | g/m DU | [n] Tombill Gold Mines. |
|---|----------|------|--|------|--------|-------------------------|

Gilmour

Bessemer Mine

| | | | | | | |
|---|---------|--------|--|---------|----|--|
| ? | Unknown | uu3347 | | 4-4-0T? | DU | [1?] Central Ontario Railway; [2p] Bessemer Mine. |
|---|---------|--------|--|---------|----|--|

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|---------|--------|--------|---------|--------------|---|
| Gilmour - Child's Mine | | | | | | |
| Child's Mine Work on this deposit began in 1901 when Mineral Range Iron Mining Company developed it with two open-cuts. In 1913 it was re-opened by Canada Iron Mines Limited which produced 8752 t of magnetite ore averaging 38.7 per cent iron. | | | | | | |
| 3? | Porter | 658 | 6 1884 | 0-4-0ST | Scr | [n] Gilmour Lumber #3; [2] Gill and Fortune, Trenton, (8/1913?); [3] Bessemer & Barrys Bay #3, c.1913; [4p] Canada Iron Mines, Child's Mine, c.1913. Scrapped at Trenton. |
| Gilmour Lumber Gilmour to Long Lake - 14 miles. Built 1927-8, operation ceased 1930, rails lifted 1936. | | | | | | |
| ? | Lima | uu553 | | | Shay DU | [1] Finch Pruyn & Co.; [2] may have gone to Gilmour Lumber, Ont. |
| 1 | Heisler | 1274 | 1913 | | Heisler 2 DU | [n] Finch Pruyn #2; [2] Gilmour Lumber #1, 1928. |
| 2 | Unknown | uu952 | | | 4-4-0 DU | [1] Gilmour Lumber #2; from a scrap dealer, some sources say this was geared. |
| 3 | Porter | 658 | 6 1884 | 0-4-0ST | Scr | [n] Gilmour Lumber #3; [2] Gill and Fortune, Trenton, (8/1913?); [3] Bessemer & Barrys Bay #3, c.1913; [4p] Canada Iron Mines, Child's Mine, c.1913. Scrapped at Trenton. |
| 3 | Unknown | uu953 | | | 4-4-0 DU | [1] Gilmour Lumber #3; From scrap dealer, similar to CN #320. |
| 8 | Unknown | uu954 | | | 2-6-0 DU | [1] Gilmour Lumber #8, from Wisconsin. |
| Gilmour Timber Products See Gilmour Lumber. | | | | | | |

Glen Ross

Canadian General Development contractor on Trent Canal, Ontario-Rice Lake section 3, 1908-19; went bankrupt and the contract was taken over by Fred A. Robertson in 1914.

| | | | | | | |
|---|-----------|------|--------|---------|-----------|---|
| ? | Porter | 1782 | 9 1897 | 0-4-0ST | 36" ga DU | [n] James Cooper, Prescott; [2] F.H. Hopkins, Montreal, 6/1907; [3] Canadian General Development, Glen Ross, 6/1908; [4] Shea & Huff, Christie Lake, 3/1913; [4] Dominion Construction, 7/1913, assume Deeks. |
| ? | Davenport | 837 | 4 1908 | 0-4-0ST | 36" ga DU | [n] F.H. Hopkins, Montreal; [2] F.H. Hopkins, Glen Ross [2] Canadian General Development. |

Hopkins, F.H.

| | | | | | | |
|---|-----------|-----|--------|---------|-----------|---|
| ? | Davenport | 837 | 4 1908 | 0-4-0ST | 36" ga DU | [n] F.H. Hopkins, Montreal; [2] F.H. Hopkins, Glen Ross [2] Canadian General Development. |
|---|-----------|-----|--------|---------|-----------|---|

Goudreau

Madoc Mining Two mile spur from Algoma Central at mile 178. Company Note:

was owned by General Chemical and was operated under the name of its Canadian subsidiary Nichols Chemical.

| | | | | | | |
|---|------------------|--------|------|--|-----------|--|
| ? | Vulcan | uu1230 | 1915 | | 36" ga DU | [1] Madoc Mining. |
| ? | Vulcan | uu1231 | 1915 | | 36" ga DU | [1] Madoc Mining. |
| ? | Atlas | uu1332 | | | 36" ga DU | [1] Madoc Mining. |
| 1 | Alco Schenectady | uu1233 | | | 0-6-0 DU | [n] GTR?; [2] Spruce Falls Pulp & Paper; [3p] Madoc Mining #1, 1922; [4] Canadian Equipment (D), Val Royal? |

Guelph

Guelph Prison Farm Ottawa Journal 27 March 1911

- narrow-gauge Railway with 25 lb. rails and a 12-ton engine, upwards of a mile in all, the ties put in and the grading done by the men and the engine operated by one of them.

| | | | | | | |
|--|---------|--------|--------|--|-----|---|
| | Unknown | uu5253 | 0 1911 | | 12t | Guelph Prison Farm narrow gauge railway |
|--|---------|--------|--------|--|-----|---|

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|-------------|--------|---------|-------------------|---------------------|---|
| Hagersville - Associated Quarries | | | | | | |
| Hagersville | | | | | | |
| Associated Quarries | | | | | | |
| 8462 | GE | 27939 | 12 1946 | 50T | Scr | [n] Highway Paving No#; [2] Associated Quarries #8462, 5/1952; [3] St. Lawrence Cement #8462, before 1980; (4) Ontario Locomotive (D) Niagara Falls, 10/1990 to Ohio for parts. |
| Canadian Gypsum | | | | | | |
| No# | Atlas | 2852 | 7 1949 | F 3.5t | 36" gauge Display | (n) Bernard Smigel, New Philadelphia, OH; [2] Canadian Gypsum, Hagersville, 8/1963; (3) Ohio Vintage Coal Co. 3/2009. |
| Dufferin Quarries Hagersfield Quarries was a division of Dufferin Paving and Crushed Stone. It was originally owned by the Michigan Central Hagersfield Quarries was a division of Dufferin Paving and Crushed Stone. It was originally owned by the Michigan Central Railway which used its own locomotives. It passed to private ownership and MC locomotives were rented for switching. All locomotives shown under the name "Dufferin Quarries". It may also have been known as Associated Quarries and Hagersville Quarries. | | | | | | |
| No# | Plymouth | 1391 | 2 1923 | BL-2 | DU | [n] Hagersville Quarries for Michigan Central; [2] Dufferin Quarries. |
| No# | Plymouth | 1392 | 2 1923 | BL-2 | DU | [n] Hagersville Quarries for Michigan Central; [2] Dufferin Quarries. |
| No# | Plymouth | 1393 | 2 1923 | BL-2 | DU | [n] Hagersville Quarries for Michigan Central; [2] Dufferin Quarries. |
| No# | Plymouth | 1760 | 6 1924 | DL-6 | DU | (n) L.N. Perkins, Elyria, OH (rental), returned to Plymouth 11/1924; [2] Hagersville Quarries, 1/1925; [3] Laprairie Co, 1950. |
| Gordon Crushed Stone | | | | | | |
| ? | Vulcan | 3548 | 6 1926 | 8t 4w gas | DU | (n) Stone & Webster #36, Conwingo, Md; [2] Gordon Crushed Stone; [3] Ontario Lime #29. |
| ? | Vulcan | 3645 | 6 1926 | 8t | DU | (n) Stone & Webster, Conmingo, MD; [2] Gordon Crushed Stone. |
| Hale | | | | | | |
| Nichols Chemical | | | | | | |
| ? | Schenectady | 4253 | 1894 | 4-6-0 | Scr 1939 | [n] Dominion Construction #21; [2] Toronto, Hamilton & Buffalo #21, 1895; [3] Nichols Chemical, 1909. |
| Hamilton | | | | | | |
| Burlington Steel | | | | | | |
| | Ohio | 3917 | 2 1930 | JT 8whl gas crane | DU | [n] HEPC, Toronto; [2] Burlington Steel, Hamilton. |
| | Ohio | 4998 | 8 1975 | 80T D crane | DU | [n] Burlington Steel (Slater), Hamilton. |
| Canadian Industries Limited | | | | | | |
| 3 | CLC | 627 | 7 1904 | 0-6-0T | Scr 1956 | [np] Hamilton Steel & Iron #3; [2] Stelco #3:1; [3] Canadian Industries Ltd #3, 1953. |
| | Browning | 1866 | 1919 | 13T 2T crane | DU | [1] Canadian Industries Limited, Hamilton. |
| | Browning | 1876 | 1919 | 13T 2T crane | DU | [1] Canadian Industries Limited, Hamilton. |
| Canadian Westinghouse | | | | | | |
| ? | Baldwin | 52733 | 12 1919 | 4w elec 24" ga | DU | [n] Canadian Westinghouse. |
| ? | Alco Cooke | 55418 | 11 1915 | 0-6-0T | DU | [n] Canadian Westinghouse. |
| No# (1) | CLC | 2636 | 7 1950 | 50T | | [n] Canadian Westinghouse No# (1). |
| 2 | Porter | 7351 | 6 1942 | 0-4-0 | Fireless Scr 6/1970 | [n] Canadian Westinghouse #2; to Frank Bros. 2/1964 for scrap. |
| 4:1 | Alco Cooke | 47610 | 1911 | 0-4-0T | DU | [n] Canadian Westinghouse #4:1. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|----------------------------------|-------------|--------|---------|---------|-------------|---|
| Hamilton - Canadian Westinghouse | | | | | | |
| 4:2 | Schenectady | 5220 | 7 1897 | 0-6-0 | DU | (n) Bellefonte Furnace, PA; (2) Degnon Terminal RR #2, NY; [3] Canadian Westinghouse #4:2, 1924; [4] Hamilton By-Products Coke #4, 11/1942. |
| Case, J.I. | | | | | | |
| 308 | Alco | 74963 | 11 1946 | S-1 | | (n) EL #308 (Erie #308); [2] International Harvester #308, 12/1967; [3] J.I. Case #308. |
| Dickenson, S.H. | | | | | | |
| ? | Porter | 936 | 6 1888 | 0-4-0ST | 36" ga DU | (n) Clearfield Bituminous Coal Corp., Peale, PA; [2] S.H. Dickenson, 6/1907. |
| Dofasco | | | | | | |
| 2 | Schenectady | 4093 | 1893 | 0-4-0 | Scr 3/1937 | (n) Union Stock Yards & Transit #29, Chicago; [2] Toronto, Hamilton & Buffalo #39, 1899; [3p] Dofasco #2, 5/1918. |
| 3 | MLW | 29897 | 1904 | 0-6-0 | DU | [n] Toronto, Hamilton & Buffalo #40:1; [2] Dofasco #3, 12/1936. |
| 4 | Rogers | 51396 | 3 1913 | 0-4-0ST | Scr 10/1936 | [np] Stelco #5; [2p] Dofasco #4, 6/1936. |
| 4 | CLC | 1510 | 5 1918 | 0-6-0 | Scr 1953 | [n] Toronto, Hamilton & Buffalo #47:2 (50:2); [2p] Dofasco #4, 1951. |
| 6 | Whitcomb | 60384 | 2 1944 | 65DE19A | Scr 1964 | (n) USA #8143 (MRS 1305); [2] Atlas Steels #6, 1/1947; [3] Dofasco #6 or #5; [4p] Canadian Car & Foundry #1:2. There is a conflict in available information between 60384 and 60386, both being shown as becoming Dofasco #6. It is possible that one of these became Dofasco #5 but more information would be welcome. |
| 6 | Whitcomb | 60386 | 2 1944 | 65DE19A | Display | (n) USA #8145 (MRS #1309); [2] Merrilees (D), 5/1947; [3] Dofasco #6 or #5; <5> Fort Erie for display 1987. There is a conflict in available information between 60384 and 60386, both being shown as becoming Dofasco #6. It is possible that one of these became Dofasco #5 but more information would be welcome. |
| 7 | Whitcomb | 60490 | 8 1944 | 65DE19A | Scr 1969 | (n) USA #8491; [2p] Dofasco #7, 5/1947. |
| 8 | Whitcomb | 60461 | 6 1944 | 65DM19A | Scr 1969 | (n) USA #8455 (MRS #1360); (2) Lancaster & Chester #53; [3] Dofasco #8, 1951. |
| 9 | Whitcomb | 60498 | 9 1944 | 65DE19A | DU | (n) USA #8492; (2) Butler Bros.#8492, St. Paul, MN, 1950; (3) Hanna Iron Mining #8492, Cooley, MN, [4] Dofasco #9, c1953. |
| 411 (11) | GMD | A276 | 6 1952 | SW8 | | [n] Dofasco #411 (11), slug power unit. |
| 412 (12) | GMD | A533 | 11 1953 | SW8 | | [n] Dofasco #412 (12), slug power unit. |
| 414 (14) | GMD | A2047 | 6 1964 | SW1200 | | [n] Dofasco #414 (14), remote radio control. |
| 415 (15) | EMD | 5202 | 7 1947 | NW2 | | (n) Jacksonville Terminal #30; [2] Dofasco #415 (15), 3/1965, remote control. |
| 16 | Baldwin | uu1254 | | ? Scr | | [1] Dofasco #16. |
| 417 (17) | EMD | 5204 | 7 1947 | NW2 | | (n) Jacksonville Terminal #32; [2] Dofasco #417 (17), 2/1966, remote control. |
| 418 (18) | EMD | 17361 | 12 1952 | SW9 | | (n) Florida East Coast #223; [2] Dofasco #418 (18), 4/1969, remote control. |
| 419 (19) | EMD | 8704 | 10 1949 | NW2 | | (n) Jacksonville Terminal #34; [2] Dofasco #419 (19), 11/1971, remote control. |
| 420 (20) | EMD | 8705 | 10 1949 | NW2 | | (n) Jacksonville Terminal #35; [2] Dofasco #420 (20), 3/1972, remote control. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|-----------------------|----------------|--------|---------|--------------|-------------|---|
| Hamilton - Dofasco | | | | | | |
| 422 (22) | Alco | 78701 | 1 1951 | S-2 | | (n) N&W #2050 (NKP #50); [2] Dofasco #422 (22), 7/974, slug. |
| 423 (23) | Alco | 79526 | 1 1952 | S-2 | | (n) N&W #2070 (NKP #70); [2] Dofasco #423 (23), slug. |
| 424 (24) | EMD | 4107 | 11 1946 | NW2 | | [n] CN #7936:1; [2] Dofasco #424 (24), 3/1977, remote control. |
| 425 (25) | EMD | 5154 | 11 1947 | NW2 | | [n] CN #7958; [2] Dofasco #425 (25), 3/1977, remote control. |
| 426 (26) | EMD | 4108 | 12 1946 | NW2 | | [n] CN #7937:1; [2] Dofasco #426 (26), 5/1979, remote control. |
| 427 (27) | GMD | A296 | 11 1951 | SW8 | | [np] Canada & Gulf Terminal #102:2 (356); [2] Dofasco #427 (27), 11/1980, slug. |
| 45 | EMD | 4116 | 12 1946 | NW2 | Scr | [n] CN #7945:1, retired 9/1975; [2] Dofasco #45 for parts, 3/1977. |
| No# | EMD | uu3118 | | NW2 | Scr | (n) New York Central #8805; (2) Penn Central #8805; (3) Conrail #9293; (4) NIMX (D); [4] Dofasco for parts, 11/1981. |
| | American Hoist | J3101 | 12 1952 | 30T DH crane | DU | [n] Dofasco, Hamilton; [2] Mandak Metal Processing, Winnipeg, 1982. |
| | American Hoist | 2274 | 10 1947 | 35T crane | DU | [n] S.A. Healy Co. (D); [2] Dofasco, Hamilton |
| | American Hoist | J3425 | 7 1957 | 30T DE crane | DU | [n] Dofasco, Hamilton; [2] Interprovincial Steel, Regina. |
| | American Hoist | L3651 | 7 1965 | 50T DE crane | DU | [n] Dofasco, Hamilton |
| | American Hoist | L3758 | 8 1967 | 50T DE crane | DU | [n] Dofasco, Hamilton. |
| | American Hoist | L3883 | 4 1970 | 50T DE crane | DU | [n] Dofasco, Hamilton. |
| | American Hoist | L4022 | 8 1974 | 50T DE crane | DU | [n] Dofasco, Hamilton. |
| | American Hoist | L4093 | 11 1975 | 50T DE crane | DU | [n] Dofasco, Hamilton. |
| | American Hoist | L4200 | 12 1978 | 50T DE crane | DU | [n] Dofasco, Hamilton. |
| Dominion Construction | | | | | | |
| 1 | Schenectady | 4254 | 1 1895 | 4-4-0 | Ret 1927 | [n] Dominion Construction #1; [2] Toronto, Hamilton & Buffalo #1, 1895; [3p] Maple Leaf Mills #1:1, 1917; Used as rip rap at Port Colborne 1927. |
| 2 | Schenectady | 4255 | 1895 | 4-4-0 | Scr 1912 | [n] Dominion Construction #2; [2] Toronto, Hamilton & Buffalo #2, 1895, retired 1909. |
| 3 | Baldwin | 14515 | 11 1895 | 4-4-0 | DU | [n] Dominion Construction #3; [2] Toronto, Hamilton & Buffalo #3, 1895; (3) Evansville & Indianapolis, 1917. |
| 4 | Baldwin | 14516 | 11 1895 | 4-4-0 | DU | [n] Dominion Construction #4; [2] Toronto, Hamilton & Buffalo #4:1, 1895; (3) Evansville & Indianapolis, 1917. |
| 5 | Baldwin | 14517 | 11 1895 | 4-4-0 | | [n] Dominion Construction #5; [2] Toronto, Hamilton & Buffalo #5:1, 1895; (3) Evansville & Indianapolis, 1917. |
| 20 | Schenectady | 4252 | 1894 | 4-4-0 | | [n] Dominion Construction #20; [2] Toronto, Hamilton & Buffalo #20, 1895; (3) Cuba 11/1919. |
| 21 | Schenectady | 4253 | 1894 | 4-6-0 | Scr 1939 | [n] Dominion Construction #21; [2] Toronto, Hamilton & Buffalo #21, 1895; [3] Nichols Chemical, 1909. |
| 22 | Baldwin | 14057 | 8 1894 | 2-6-0 | USA | [n] Dominion Construction #22; [2] Toronto, Hamilton & Buffalo #22, 1895; (3) St. Lawrence Railroad, 1/1918. |
| 23 | Baldwin | 14058 | 8 1894 | 2-6-0 | Scr 1940 | [n] Dominion Construction #23; [2] Toronto, Hamilton & Buffalo #23, 1895; (3) Arcade & Attica, 10/1917. |
| 24 | Baldwin | 14059 | 8 1894 | 2-6-0 | USA | [n] Dominion Construction #24; [2] Toronto, Hamilton & Buffalo #24, 1895; (3) Continental Mexican Rubber, Mexico, 7/1917. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|-------------|--------|---------|---------|--------------|---|
| Hamilton - Hamilton and Dundas Street | | | | | | |
| Hamilton and Dundas Street | | | | | | |
| 1 | Baldwin | 4395 | 8 1878 | 0-4-0T | dummy DU | [n] Hamilton & Dundas Street #1; (possibly #2) [2] Galt and Hesperker Railway; [3] Canada Cement No#. |
| 2 | Baldwin | 4637 | 5 1879 | 0-4-0 | dummy DU | [n] Hamilton & Dundas Street #2. |
| 3 | Baldwin | 4774 | 9 1879 | 0-4-0T | Display | [n] Hamilton & Dundas Street #3; [2] James Sturrock, 1898; [3] C. Beck Manufacturing, 9/1903, retired 1924; <4p> Penetanguishene display. |
| 4 | Baldwin | 15125 | 12 1896 | 0-4-0T | dummy DU | [n] Hamilton & Dundas Street #4 [2] Galt & Preston #1, 1902; [3p] London Contractor, 1904, Preston & Berlin Railway construction; [4] William Milne & Sons, North Bay; [5] William Milne, Temagami, 1935. Vauclain compound. |
| ? | Baldwin | uu1419 | | 0-4-0T | dummy DU | [1] Hamilton & Dundas Street; [2] Galt, Preston & Hespeler; [3] Canada Cement No#, 1910. This was presumably one of H. & D. #1 or #2. |
| Hamilton and Toronto Sewer Pipe Became part of National Sewer Pipe in April 1929. | | | | | | |
| C? | Brookville | 297 | 7 1923 | B-1 | 36" ga DU | [n] Hamilton & Toronto Sewer Pipe #C? |
| Hamilton By-Products Coke | | | | | | |
| 1 | MLW | 65202 | 7 1923 | 0-4-0T | Scr 1960 | [np] Hamilton By-Products Coke #1, scrapped by Stelco. |
| 2 | MLW | 65425 | 3 1924 | 0-4-0T | Scr 1960 | [n] Hamilton By-Products Coke #2, to Stelco for scrap. |
| 3:1 | Baldwin | 40132 | 7 1913 | 0-6-0 | DU | [n] Hamilton By-Products Coke #3:1. |
| 3:2 | MLW | 53289 | 11 1913 | 0-6-0 | Scr 1960 | [n] Toronto, Hamilton & Buffalo #36; [2] Hamilton By-Products Coke #3:2, 11/1935; [3] Stelco #3:2. |
| 4 | Schenectady | 5220 | 7 1897 | 0-6-0 | DU | (n) Bellefonte Furnace, PA; (2) Degnon Terminal RR #2, NY; [3] Canadian Westinghouse #4:2, 1924; [4] Hamilton By-Products Coke #4, 11/1942. |
| 5 | MLW | 53288 | 1913 | 0-6-0 | Scr 1960 | [n] Toronto, Hamilton & Buffalo #42:2 (44:1); [2] Hamilton By-Products Coke #5, 6/1953, to Stelco for scrap. |
| 414 | PRR | 1668 | 4 1907 | 0-6-0 | Scr 10/1935 | (n) Pennsylvania #414; [2] Hamilton By-Products Coke #414, 4/1929, to David Levy for scrap. |
| 704 | Baldwin | 60834 | 5 1929 | 2-8-0 | DU | [n] Hamilton By-Products Coke #704. |
| | Ohio | 3576 | 4 1923 | 15T | stm crane DU | [n] Semet Solvay, Hamilton; [2] Hamilton By-Products Coke Ovens, 1924. |
| | Ohio | 3774 | 8 1926 | T 8whl | stm crane DU | [n] Hamilton By-Products Coke. |
| Hamilton City Corporation | | | | | | |
| 1 | Porter | 4373 | 5 1912 | 0-4-0T | 36" ga DU | [n] Hamilton City Corporation #1. |
| Hamilton Steel and Iron Became part of Stelco in 1910. | | | | | | |
| 1:1 | Baldwin | 3065 | 12 1872 | 0-4-2T | Scr Nov 1935 | [np] GTR #606 (894, GWR #315); [2p] Hamilton Steel & Iron #1:1, 10/1900; [3] Stelco #1:4. |
| 1:2 | Manchester | 47814 | 2 1910 | 0-6-0T | DU | [n] Hamilton Steel & Iron #1; [2] Stelco #1:2, 3/1910. |
| 2? | Baldwin | 3078 | 12 1872 | 0-4-2T | DU | [n] GTR #608 (896, GWR #317); [2p] Hamilton Steel & Iron #2?, 10/1900; [3] Stelco #2:3. |
| 3 | Unknown | uu2701 | | 0-6-0ST | DU | [1p] Hamilton Steel & Iron #3. |
| 5 | Unknown | uu2702 | | 0-4-0ST | DU | [1p] Hamilton Steel & Iron #5. |
| 6 | CLC | 877 | 6 1909 | 0-6-0ST | Scr | [np] Hamilton Steel & Iron #6; [2p] Stelco #6. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|------------|--------|---------|--------------|-------------|---|
| Hamilton - Hopkins, F.H. | | | | | | |
| Hopkins, F.H. | | | | | | |
| ? | Plymouth | 1699 | 3 1924 | DL-6 | 36" ga DU | (n) Wayne County Road Commission, 24" ga; Returned to Plymouth and rebuilt to 36" ga; [2] F.H. Hopkins, Hamilton, 8/1937. |
| ? | Plymouth | 1926 | 1 1925 | DLB-6 | 36" ga DU | (n) Wayne County Road Commission, 24" ga; Returned to Plymouth and rebuilt DL-6 to DLB-6 & converted to 36" ga; [2] F.H. Hopkins, Hamilton, 8/1937. |
| International Harvester | | | | | | |
| 1:1 | MLW | uu1291 | | 0-4-0T | DU | [1] International Harvester #1:1, "Amoskeag"; returned to MLW. |
| 1:2 | MLW | 30146 | 9 1904 | 0-4-0T | Scr 5/1938 | [np] International Harvester #1:2, stored 1935-38, scrapped by Takeman & Goldblatt. |
| 2 | Baldwin | 34440 | 3 1910 | 0-6-0 | Scr 9/1950 | (n) Chicago, West Pullman & Southern #19; [2] International Harvester #2, 4/1935. |
| 4 | Unknown | uu3330 | | 0-6-0 | DU | [1p] International Harvester #4. |
| 43 | CLC | 1447 | 9 1917 | 0-6-0 | Scr 1958 | [n] Toronto, Hamilton & Buffalo #43:2 (47:1); [2p] International Harvester #43, 10/1950. |
| 7439 | GTR | 1553 | 1919 | 0-6-0 | Scr 1961 | [n] CN #7439 (GTR #1764); [2] International Harvester #7439, 6/1958. |
| 308 | Alco | 74963 | 11 1946 | S-1 | | (n) EL #308 (Erie #308); [2] International Harvester #308, 12/1967; [3] J.I. Case #308. |
| 964 | EMD | 1040 | 3 1940 | SW1 | USA | (n) CMStP&P #1614 (964); [2] International Harvester #964, 4/1961; [3] Merrilees (D), 1968; (4) Precision National, IL. |
| International Machinery | | | | | | |
| 1M001 | CLC | 2879 | 5 1955 | H16-44 | Scr 4/1969 | [n] CN #2217 (1858); [2] International Machinery #1M001, 4/1967. |
| Lax Brothers | | | | | | |
| | Browning | 1101 | 1913 | 10T 4w crane | DU | [1] Lax Brothers, Hamilton. |
| | Browning | 3789 | 1947 | crane | DU | (n) Ford Motor Co., Chester, PA. (2) Leberer Iron & Steel, Cleveland, OH.; [3] Lax brothers, Hamilton. |
| McNally, S. and Sons | | | | | | |
| ? | Plymouth | 6507 | 3 1966 | FMD-24 | DU | (n) Winston-Foley-Frazier-Davis-Hurley Frying Pan Arkansas Tunnel Project, Basalt, CO; (2) J.J. Coan, Salt Lake City, UT, 7/1971; [3] S. McNally & Sons, 1/1973. |
| ? | Plymouth | 6508 | 3 1966 | FMD-24 | DU | (n) Winston-Foley-Frazier-Davis-Hurley Frying Pan Arkansas Tunnel Project, Basalt, CO; (2) J.J. Coan, Salt Lake City, UT, 7/1971; [3] S. McNally & Sons, 1/1973. |
| National Sewer Pipe Formed in April 1929 from Ontario Sewer Pipe and Clay, Dominion Sewer Pipe and Clay and Hamilton & Toronto Sewer Pipe. | | | | | | |
| National Steel Car | | | | | | |
| No# | Davenport | uu1922 | | 0-4-0ST | ng DU | [1] National Steel Car No#, narrow gauge locomotive for handling narrow gauge cars built for the British Army in World War I. The diagonal left side with flip top below the window is typical on Davenport steam locomotives and was for loading coal to a box under the fireman's seat. |
| 63 | Baldwin | 41938 | 3 1915 | 0-4-0+0-4-0T | DU | [1p] Pequot-Bourdon type locomotive, #63, used at NSC which built narrow gauge cars for France during WW I. |
| 1 | Porter | 5225 | 11 1912 | 0-4-0ST | Scr | [n] National Steel Car #1, scrapped by US&M. |
| 2 | Pittsburgh | 1548 | 4 1895 | 4-6-0 | Scr | (n) Pittsburgh & Lake Erie #9151 (79); (2) Atlantic Equipment (D), 7/1909; [3] National Steel Car #2, scr by USM. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|-------------|--------|---------|---------------|--------------|---|
| Hamilton - National Steel Car | | | | | | |
| 3 | CLC | uu1302 | 1929 | 0-4-0ST | Scr | [n] Beauharnois Construction. [2p] National Steel Car #3. |
| ? | Porter | 5740 | 9 1915 | 0-6-0T | Scr | (n) E.I. DuPont de Nemours, Kenole, NJ; (2) Birmingham Rail and Locomotive (D); (3) E.F. Carey (D); [4] National Steel Car, 4/10/1942 via Thomas F. Carey Co. This was either #4, #5 or #6. |
| 4 | Unknown | uu1303 | | | Scr | [1] National Steel Car #4. |
| 5 | Unknown | uu1304 | | | Scr | [1] National Steel Car #5. |
| 6 | Unknown | uu1305 | | | Scr | [1] National Steel Car #6. |
| 7 | Unknown | uu1306 | | | Tender Scr | [1] National Steel Car #7. |
| 8 | CLC | 1509 | 5 1918 | 0-6-0 | Scr 1955 | [n] Toronto, Hamilton & Buffalo #49; [2p] National Steel Car #8, 3/1951; [3] United Steel & Metal for scrap 3/1955 |
| 9 | CLC | 1446 | 1917 | 0-6-0 | Scr 1954 | [n] Toronto, Hamilton & Buffalo #46; [2] National Steel Car #9, 1/1951. |
| 9 | CLC | 1917 | 1917 | 0-6-0 | Scr 1954 | [n] Toronto, Hamilton & Buffalo #46; [2] NSC #9, 1/1951. |
| 10 | Unknown | uu1309 | | | | [1] National Steel Car #10. |
| 11 | GE | 32244 | 9 1954 | | 50T | [n] National Steel Car #11, remote control. |
| 12 | GE | 32245 | 9 1954 | | 50T | [n] National Steel Car #12, remote control. |
| | Ohio | 4686 | 12 1951 | 25T D crane | DU | [n] National Steel Car, Hamilton. |
| Paikin | | | | | | |
| ? | Whitcomb | 40708 | 8 1951 | 35-DM-27 | Scr 1994 | (n) Standard Slag #37, Sharpesville, PA; (2) Pittsburgh Metallurgical Co, Niagara Falls, NY, 5/1956; [3] S.G. Paikin (D), c.1985. |
| Semet Solvay | | | | | | |
| | Ohio | 3576 | 4 1923 | 15T stm crane | DU | [n] Semet Solvay, Hamilton; [2] Hamilton By-Products Coke Ovens, 1924. |
| Stelco Formed in 1910 by the amalgamation of Hamilton Steel and Iron, Canada Screw, Canada Bolt and Nut and Montreal Rolling Mills. | | | | | | |
| ? | Baldwin | 10717 | 3 1890 | 0-4-0t | DU | [n] GTR #2547, (3, 603,1); [2] Stelco, 8/1916. |
| ? | GE | 29100 | 6 1947 | 20T elec | DU | [n] Stelco. |
| ? | GE | 31149 | 6 1952 | 20T elec | DU | [n] Stelco. |
| 1:2 | Manchester | 47814 | 2 1910 | 0-6-0T | DU | [n] Hamilton Steel & Iron #1; [2] Stelco #1:2, 3/1910. |
| 1:3 | CLC | 1251 | 2 1917 | 2-4-2T | Scr | [n] Stelco #1:3. |
| 1:4 | Baldwin | 3065 | 12 1872 | 0-4-2T | Scr Nov 1935 | [np] GTR #606 (894, GWR #315); [2p] Hamilton Steel & Iron #1:1,10/1900; [3] Stelco #1:4. |
| 2:1 | Portland | 346 | 8 1876 | 0-4-0T ng | DU | [1] Stelco #2:1, 8/1876. |
| 2:2 | Baldwin | 4284 | 2 1878 | 0-4-0T | DU | [np] Stelco #2:2; [2] Londonderry Iron & Mining #3; [3] Jas. Playfair, Midland, 8/1916. |
| 2:3 | Baldwin | 3078 | 12 1872 | 0-4-2T | DU | [n] GTR #608 (896, GWR #317); [2p] Hamilton Steel & Iron #2?, 10/1900; [3] Stelco #2:3. |
| 3:1 | CLC | 627 | 7 1904 | 0-6-0T | Scr 1956 | [np] Hamilton Steel & Iron #3; [2] Stelco #3:1; [3] Canadian Industries Ltd #3, 1953. |
| 3:2 | MLW | 53289 | 11 1913 | 0-6-0 | Scr 1960 | [n] Toronto, Hamilton & Buffalo #36; [2] Hamilton By-Products Coke #3:2, 11/1935; [3] Stelco #3:2. |
| 4 | Schenectady | 4102 | 5 1893 | 0-4-0 | DU | (n) Union Stock Yards & Transfer #38, Chicago, IL; [2p] Stelco #4. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|-------------------|------------------|--------|---------|---------|------------------|--|
| Hamilton - Stelco | | | | | | |
| 5 | Rogers | 51396 | 3 1913 | 0-4-0ST | Scr 10/1936 | [np] Stelco #5; [2p] Dofasco #4, 6/1936. |
| 6 | CLC | 877 | 6 1909 | 0-6-0ST | Scr | [np] Hamilton Steel & Iron #6; [2p] Stelco #6. |
| 7 | MLW | 50152 | 6 1911 | 0-4-0ST | Scr | [np] Stelco #7. |
| 8 | Porter | 5823 | 4 1916 | 0-4-0 | Scr | [np] Stelco #8. |
| 9 | Porter | 7120 | 12 1928 | 12T | gas elec Display | Built for stock. (n) Remington Arms Co. No#, Bridgeport, CT, 2/1929; [2] Kip Kelly (D), Winnipeg, 1938; [3] Lake St. Joseph Transportation #9; [4] Stelco #9; [5] Merrilees (D), 1958; <6> Canadian Railway Museum #9, 1963 |
| 10 | Pittsburgh | 701 | 9 1883 | 4-6-0 | Scr | (np) Pittsburgh & Lake Erie #9196 (257, 163); (2) Atlantic Equipment (D), 4/1909; [3p] Willard Kitchen #1, 4/1909; [4] M.P. & J.T. Davis #4; [5] Bathurst Power & Paper #5; [6p] Stelco #10, 10/19/1918; [7] Canada Coal #4, 4/1945; |
| 11 | Cooke | 41375 | 12 1906 | 0-6-0 | DU | (n) NYC #4512 (LS&MS #4512); (2) General Equipment (D), 11/1923; {3} St. Johns Equipment (D); [4p] Stelco #11, 7/1924. |
| 12 | MLW | 53290 | 11 1913 | 0-6-0 | DU | [n] Toronto, Hamilton & Buffalo #37; [2p] Stelco #12, 9/12/1935, may also have carried #2. |
| 14 | MLW | 50228 | 6 1911 | 0-6-0 | Scr 1951 | [n] CN #7030 (CNoR #333, 821); [2p] Stelco #14, 6/1937. |
| 15 | Pittsburgh | 57888 | 5 1917 | 0-6-0 | DU | (np) Firestone Tire & Rubber #1, Akron; [2] Stelco #15 (1), 12/12/1939. |
| 16 | Baldwin | 27743 | 3 1906 | 0-6-0 | DU | (n) Richmond, Fredericksburg & Potomac #143 (113); (2) Carolina, Clinchfield & Ohio #14; (3) Railway Accessories (D); [4p] Stelco #16, 2/2/1941. |
| 17 | Baldwin | 29776 | 12 1906 | 0-6-0 | DU | (n) ACL #931; (2) Great Lakes Steel #1; (3) Railway Accessories (D); [4p] Stelco #17, 9/1941. |
| 18 | Alco Schenectady | 58794 | 4 1919 | 0-6-0 | DU | (n) Pickands Mather; (2) Mather Mines, Ironwood, MI; [3] Stelco #18, 19/2/1943. |
| 19 | Pittsburgh | 57440 | 3 1917 | 0-6-0 | DU | (np) Coates & Tweed #3, Plymouth Mine; (2) Mather Mines, Ironwood, MI; [3p] Stelco #19, 19/2/1943. |
| 20 | Lima | 8396 | 2 1944 | 0-6-0 | DU | (n) USA #4062; [2p] Stelco #20, 15/4/1947. |
| 21 | NSC? | | | steep | cab elec DU | [n] HEPC; [2p] Stelco #21. |
| 6336 (21) | NSC | uu1364 | 1918 | | Elec | [n] HEPC #E-?, Queenston; [2] Stelco #6336 (21), 1926, r/b to gas, r/b to d.e. 1953. |
| 6335 (22) | SC/Westinghouse | uu1363 | 1918 | | Elec | [np] HEPC #E-9, Queenston; [2] Stelco #6335 (22), 1926, rebuilt to gas then rebuilt to d.e. 1953. |
| 6553 (23) | NSC | uu1366 | 1918 | | Elec Scr 1965 | [n] HEPC #E-?, Queenston; [2] Stelco #6553 (23), 1926, r/b to gas, r/b to d.e. |
| 24 (23) | EMD | C-24 | 3 1929 | 300 hp | doodlebug DU | [1] Stelco #24 (23). |
| 24:1 | NSC? | | | | B-B elec DU | [n] HEPC; [2] Stelco #24, converted to gas 1926, rebuilt 1926, converted to d/e 1953. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|-------------------|---------|--------|---------|--------|-------------|--|
| Hamilton - Stelco | | | | | | |
| 6401 (24) | NSC | uu1365 | 1918 | Elec | | [n] HEPC #E-?, Queenston; [2] Stelco #6401 (24), 1926, r/b to gas, r/b to d.e. 1953. |
| 40 | MLW | 51510 | 9 1912 | 0-6-0 | Display | [n] Toronto, Hamilton & Buffalo #40:2 (#42:1); [2p] Stelco #40, 9/1959; <3> National Museum of Science & Technology #40, 6/1969. |
| 41 | MLW | 51511 | 9 1912 | 0-6-0 | DU | [n] Toronto, Hamilton & Buffalo #41:2 (43:1); [2] Stelco #41, 1/1955. |
| 44 | CLC | 1448 | 9 1917 | 0-6-0 | Scr 1961? | [n] TH&B #48; [2p] Stelco #44, 3/1955 |
| 45 | CLC | 1445 | 8 1917 | 0-6-0 | Scr | [n] Toronto, Hamilton & Buffalo #45; [2] Stelco #45, Hamilton, 12/1951; [3] Stelco #45, Montreal. |
| 48 | CLC | 1511 | 5 1918 | 0-6-0 | Scr 4/55 | [n] Toronto, Hamilton & Buffalo #48:2 (51:2); [2] Stelco #48, 12/1951. |
| 50 | GE | 29998 | 8 1948 | 80T | Scr 1987 | (n) GE demonstrator; [2p] Stelco #50, 2/1950, held for display but scrapped. |
| 51 | GE | 30500 | 4 1950 | 65T | | [n] Stelco #51, ballasted to 80T. |
| 52 | GE | 30816 | 12 1950 | 80T | | [n] Stelco #52, Hamilton; [2] Stelco #52, Edmonton, 3/1985. |
| 53 | GE | 30817 | 12 1950 | 80T | | [n] Stelco #53, Hamilton; [2] Page Hersey Tube #7, 1985; [3] Stelpipe #7. |
| 54 | GE | 31191 | 5 1952 | 65T | | [n] Stelco #54. |
| 70 | GMD | A202 | 2 1951 | SW9 | Scr | [n] Stelco #70, Hamilton; [2] Stelco #70, Nanticoke for parts. |
| 71 | GMD | A300 | 12 1951 | SW8 | Scr | [n] Stelco #71, Hamilton; [2] Stelco #71, Nanticoke for parts. |
| 72 | GMD | A301 | 12 1951 | SW8 | Scr | [n] Stelco #72, Hamilton; [2] Stelco #72, Nanticoke for parts. |
| 73 | GMD | A302 | 12 1951 | SW8 | | [n] Stelco #73, Hamilton; [2] Stelco #73, Contrecoeur, 1990. |
| 74 | GMD | A516 | 4 1953 | SW8 | | [n] Stelco #74. |
| 75 | GMD | A517 | 4 1953 | SW8 | | [n] Stelco #75. |
| 76 | GMD | A518 | 4 1953 | SW8 | | [n] Stelco #76. |
| 77 | GMD | A519 | 5 1953 | SW8 | | [n] Stelco #77, Hamilton; [2] Stelco #77, Contrecoeur, 5/1983; [3] Stelco #77, Hamilton, 12/1983. |
| 78 | GMD | A888 | 5 1956 | SW900 | | [n] Stelco #78. |
| 79 | GMD | A889 | 6 1956 | SW900 | | [n] Stelco #79. |
| 80 | GMD | A890 | 6 1956 | SW900 | | [n] Stelco #80. |
| 81 | GMD | A891 | 6 1956 | SW900 | | [n] Stelco #81. |
| 82 | GMD | A950 | 6 1956 | SW900 | | [n] Stelco #82. |
| 83 | GMD | A1823 | 11 1959 | SW900 | | [n] Stelco #83. |
| 84 | GMD | A1824 | 11 1959 | SW900 | | [n] Stelco #84. |
| 85 | GMD | A1825 | 12 1959 | SW900 | | [n] Stelco #85. |
| 86 | GMD | A1826 | 12 1959 | SW900 | Scr 1986. | [n] Stelco #86. |
| 87 | GMD | A1827 | 1 1960 | SW900 | | [n] Stelco #87. |
| 88 | GMD | A1828 | 1 1960 | SW900 | | [n] Stelco #88. |
| 89 | GMD | A2058 | 6 1964 | SW900 | | [n] Stelco #89 |
| 90 | GMD | A2078 | 1 1965 | SW900 | | [n] Stelco #90. |
| 91 | GMD | A2089 | 3 2E+0 | SW900 | | [n] Stelco #91. |
| 92 | GMD | A2110 | 1 1966 | SW900 | | [n] Stelco #92, |
| 93 | GMD | A2210 | 10 1967 | SW900M | | [N] Stelco #93. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|-------------------|----------------|--------|---------|--------------|-------------|---|
| Hamilton - Stelco | | | | | | |
| 428 | American Hoist | L3595 | 10 1963 | 50T DE crane | DU | [n] Stelco #428 Hamilton; [2] Alta Steel, Edmonton. Built at Bay City MI. |
| | American Hoist | J3301 | 6 1955 | 50T DE crane | DU | [n] Construction Equipment (D); [2] Stelco, Hamilton. |
| | American Hoist | J3360 | 9 1956 | 50T DE crane | DU | [n] Stelco, Hamilton. |
| | American Hoist | L3584 | 6 1963 | 50T DE crane | DU | [n] Stelco, Hamilton. Built at Bay City MI. |
| | American Hoist | L3492 | 8 1971 | 40T DE crane | DU | [n] Stelco, Hamilton. (chain drive trucks) |

Hanover

Hanover Portland Cement

| | | | | | | |
|---|---------|--|--|------------|----|--|
| ? | Unknown | | | No details | DU | [1] J. Gartshore (D); [2] Hanover Portland Cement. Canada Lumberman Jan 1903. John J. Gartshore, dealer in railway equipment, has disposed of 100 tons of 30 lb. rails, one locomotive and 15 cars to the Hanover Portland cement Company of Hanover, Ont. |
|---|---------|--|--|------------|----|--|

Harbour

Location shown as "Harbour, ON."

Century Coal

| | | | | | | |
|--|----------|------|------|--------------|----|--------------------------------|
| | Browning | 2434 | 1926 | 13T DT crane | DU | [1] Century Coal; Harbour, ON. |
|--|----------|------|------|--------------|----|--------------------------------|

Havelock

Canada Cement

| | | | | | | |
|---|----------|-------|--------|----------------|------|--|
| ? | Whitcomb | 60635 | 3 1945 | 65DE17A Scr | 1988 | (n) American Steel Foundries #5 (9G5), East St. Louis, IL; [2p] Canada Cement, Havelock by March 1957; [3] Limestone Quarries #10, 1969; [4] Nelson Aggregates #07050 (3-6901), Pinecrest, out of service 1986. |
| 4 | Whitcomb | 13100 | 3 1931 | √WK 16t 4w g/m | DU | [1] Canada Cement No# (Thurlow Railway); [2] Canada Cement #4, Havelock. |

Hawk Lake

Grenville Crushed Rock Crushing plant for CPR main line ballast program. In operation 1928-30, 1936-40. An inventory carried out in 1944 included 7 steam locomotives. The plant and equipment advertised for sale by W.J. Knox in 1944 and was scrapped 1950-52.

| | | | | | | |
|---|-----------|------|---------|-------------|---------|--|
| 1 | Davenport | 2030 | 1 1925 | 0-4-0ST Scr | 1950-52 | [n] Dominion Construction #2030, Winnipeg; [2p] Grenville Crushed Rock #1, Hawk Lake. |
| 2 | Davenport | 2149 | | 0-4-0ST Scr | 1950-52 | [1p] Dominion Construction #2149; [2p] Grenville Crushed Rock #2, Hawk Lake. NB. Davenport list shows 2149 as 36" ga. |
| 3 | Davenport | 2155 | 4 1929 | 0-4-0ST Scr | 1950-52 | (n) Clapp, Riley & Hall Equipment, Chicago; [2p] Dominion Construction #2155; [3p] Grenville Crushed Rock #3, by 1933. |
| 4 | Porter | 3355 | 12 1905 | 0-4-0ST Scr | 1950-52 | [n] Dominion Bridge #6; [2] Grenville Crushed Rock #3355, 8/1921; [3] Dominion Construction #3355, 6/1931; [4] Grenville Crushed Rock #4, Hawk Lake, by 1933. |
| 5 | Porter | 5430 | 6 1913 | 0-4-0ST Scr | 1950-52 | [n] Fraser Brace; [2p] Grenville Crushed Rock #5430; [3] Grenville Crushed Rock #5, Hawk Lake, by 1933. |
| 6 | Porter | 5443 | 2 1914 | 0-4-0ST Scr | 1950-52 | (n) Lake City Gravel, IL; [2] HEPC #30, Queenston; [3p] HEPC #1, Cameron Falls; [4p] Grenville Crushed Rock #5443, Deeks; [5] Grenville Crushed Rock #6, Hawk Lake, by 1933. |
| 7 | Davenport | 1777 | 3 1920 | 0-6-0ST Scr | 1950-52 | (n) Mid-Continent Iron Co., Kansas City, MO; [2] Grenville Crushed Rock #7, Hawk Lake, by 1933. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|-----------|--------|---------|---------------|-------------|--|
| Hawk Lake - Hawk Lake Industries | | | | | | |
| Hawk Lake Industries May have been a division of Dominion Construction, operated mill at Val Rita 1932-2 season. | | | | | | |
| Healy Falls Power Developmen | | | | | | |
| HEPC | | | | | | |
| 1 | Davenport | uu2929 | | | ? DU | [1p] HEPC, Healy Falls. |
| Highland Creek | | | | | | |
| Iroquois Sand and Gravel See Toronto - Highland Creek. | | | | | | |
| Hudson | | | | | | |
| Madsen Red Lake Gold Mines | | | | | | |
| ? | GE | 15626 | 2 1941 | 10t elec | DU | [n] Madsen Red Lake Gold Mines. |
| ? | GE | 29456 | 1 1948 | 6t elec | DU | [n] Madsen Red Lake Gold Mines. |
| ? | GE | 29489 | 3 1948 | 8t elec | DU | [n] Madsen Red Lake Gold Mines. |
| ? | GE | 29499 | 4 1948 | 6t elec | DU | [n] Madsen Red Lake Gold Mines. |
| Huntsville | | | | | | |
| Bethune Lumber | | | | | | |
| ? | Heisler | 1258 | 1912 | Heisler 2 Scr | 1950 | [n] Trout Creek Logging #1; [2] Dominion Wood & Lumber No#; [3] Bethune Lumber, 1928. |
| Huntsville and Lake of Bays | | | | | | |
| 1:1 | Porter | 911 | 3 1888 | 0-4-0ST 45" | ga Display | [np] E.B. Eddy Forest Products #1:1, "Ella"; [2] Huntsville & Lake of Bays #1:1, 1903; (3) Cameron Peck, Chicago, 1947; (4) Harold Warp Pioneer Village #2, Minden, NE. |
| 2:1 | Porter | 912 | 3 1888 | 0-4-0ST 45" | ga Display | [np] E.B. Eddy Forest Products #2:1, "Nettie"; [2] Huntsville & Lake of Bays #2:1, 1903; (3) Cameron Peck, Chicago, 1947; (4) Harold Warp Pioneer Village #1, Minden, NE. |
| 5 (1:2) | MLW | 66948 | 1926 | 0-4-0T 42" | ga Display | [np] Canadian Gypsum #5, built for Wentworth Gypsum; [2] Merrilees (D); [3] Huntsville & Lake of Bays #5 (1:2), 3/1948; <4> Pinafore Park #1; <5> Huntsville & Lake of Bays #1. |
| 7 (2:2) | MLW | 67167 | 10 1926 | 0-4-0T 42" | ga Display | [np] Canadian Gypsum #7; [2] Merrilees (D); [3] Huntsville & Lake of Bays #7 (2:2), 3/1948; <4> Pinafore Park #2; <5> Huntsville & Lake of Bays #2. |
| Martin Lumber, G.W. | | | | | | |
| ? | Davenport | 2273 | 3 1939 | 25T | Stored 1988 | [n] Hay & Co; [2] Muskoka Wood Products; [3] Weldwood of Canada; [4] G.W. Martin Lumber. |
| Muskoka Wood Products | | | | | | |
| No# | Porter | 1065 | 8 1889 | 0-4-2ST | DU | [n] Dominion Wood & Lumber (Trout Creek Logging); [2] Imperial Lumber; [3p] Empire Lumber "Norah"; [4] Muskoka Wood Products. |
| 1 | Manhattan | uu1379 | 1895 | 0-4-4T | Forney DU | (n) Manhattan Elevated #23?; [2] Firstbrook Lumber; [3p] Key Valley #3; [4p] Muskoka Wood Products, #1 1922, o/s 1934; This may be Manhattan Elevated #23, picture exists at Scotia Junction as #23, shown as Muskoka Wood Products. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|-------------|--------|---------|----------|-------------|--|
| Huntsville - Muskoka Wood Products | | | | | | |
| 2 | Unknown | uu1378 | 1895 | 0-4-2T | DU | [1p] Muskoka Wood Products #2, on property 1934; "John Ingliss" built in Toronto. |
| ? | Davenport | 2273 | 3 1939 | 25T | Stored 1988 | [n] Hay & Co; [2] Muskoka Wood Products; [3] Weldwood of Canada; [4] G.W. Martin Lumber. |
| 4 | Davenport | 2029 | 1 1925 | 0-4-0ST | Display | [n] Dominion Construction, Winnipeg; [2p] Grenville Crushed Rock #2029; [3] Muskoka Wood Products #4; <4> Charles Matthews, stored 1965; <5> Ontario Science Centre, 1965; <6> Procor display #54465, 1973; <7> SOLRS #54465, St. Thomas, 7/2004; <8> Bruce County Heritage Farm "Tom Thumb", Paisley, 2010. |
| Weldwood of Canada | | | | | | |
| ? | Davenport | 2273 | 3 1939 | 25T | Stored 1988 | [n] Hay & Co; [2] Muskoka Wood Products; [3] Weldwood of Canada; [4] G.W. Martin Lumber. |
| Ingersoll | | | | | | |
| Stelco | | | | | | |
| No# | GE | 30825 | 11 1950 | 25T | | [n] Chemical Lime No#; [2] Stelco No#, Ingersoll. |
| Iroquois Falls | | | | | | |
| Abitibi Power and Paper Abitibi Power and Paper became Abitibi Price. Abitibi Railway and Navigation was also used. All locomotives shown under first name. | | | | | | |
| 2 | MLW | 54470 | 1 1916 | 0-4-0T | DU | [n] Abitibi Power & Paper #2. |
| 5 | Westminster | uu3006 | 11 1949 | Railcar | DU | [np] Abitibi Power & Paper #5, Iroquois Falls; [2] Island Falls. Built by New Westminster Iron Works and Gibson Co. with Cummins MBI-600 150 hp. engine. |
| 20 | MLW | 50230 | 7 1911 | 0-6-0T+T | Scr 1941 | [np] Canada Iron (lettered Midland Terminal) #5; [2p] Abitibi Power & Paper #20. |
| 30 | MLW | 63551 | 8 1922 | 2-6-0 | Display | [np] Abitibi Power & Paper #30:1, (lettered Abitibi Railway & Navigation), new 1924; [2p] Manitoba Paper #30:1, 1955; <3p> Pine Falls display, 7/1963. |
| 40 | Lima | 3188 | 9 1922 | Shay 3 | Scr | [np] Abitibi Railway & Navigation #40; [2] Dominion Construction #3188, 1/1932; [3] Abitibi Power & Paper #40. |
| 50 | Lima | 3222 | 9 1923 | Shay 2 | Scr 1952 | [n] Abitibi Power & Paper #50. |
| 60 | CLC | 904 | 8 1909 | 0-6-0 | Scr | [n] ONR #802 (T&NO #802 (854, 154)); [2] Abitibi Pulp & Paper #60; [3] Mattagami #101, 1950. This may have been s/n 748 of 11/1906. |
| 70 | Lima | 3298 | 2 1926 | Shay 3 | Display | (np) Tallahassee Power #9, Calderwood, TN; [2] Alcan, 12/1930 (Alcoa?) [3p] Dominion Construction #3298, 4/1941, Deeks (there by 6/1932? According to Mattingly); [4] Dominion Construction #3298, Abitibi Canyon; [5] Standard Chemical, 5/1946; [6] Merrilees (D) 8/1947; [7] Abitibi Power and Paper #70, 8/1947; <8> Display 1979. |
| 80 | MLW | 77585 | 6 1950 | S-4 | | [np] Abitibi Power & Paper #80. |
| 90 (1203) | MLW | 77586 | 10 1950 | S-4 | | [n] Ontario Northland #1203; [2] Abitibi Price #90 (1203), 7/1973. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|-------------|--------|---------|-----------------|-------------|--|
| Iroquois Falls - Abitibi Power and Paper | | | | | | |
| 103 | GE | 30790 | 3 1951 | 50T | | [np] Mattagami Railroad #103; [2] Abitibi Power & Paper #103; [3] Montreal Locomotive Works, 3/1969; [4] Canadian International Paper #2Y-001, 3/1971; [5] Marine Industries #394; [6] GEC Alstom Electromechanique #394 (same company); [7] Atlas Steels #394, Sorel, 1994. |
| 2 | Browning | 2335 | 1925 | 30T 2T crane | | [1] Abitibi Power and Paper #2, Iroquois Falls; <2> Earlton Steam Show, Earlton, ON. |
| | Browning | 1128 | 1914 | 13T 2T crane DU | | [1] Abitibi Pulp & Paper, Iroquois Falls. |
| 1310 | MLW | 76929 | 12 1951 | RS-3 | | [n] Ontario Northland #1310; [2] Abitibi Price #1310, 5/1985. |
| Canadian Stewarts | | | | | | |
| ? | Porter | 3276 | 8 1901 | 0-4-0 36" ga DU | | (n) H.S. Kerbaugh, PA; [2] Canadian Stewarts. |
| Dominion Construction | | | | | | |
| 3188 | Lima | 3188 | 9 1922 | Shay 3 Scr | | [np] Abitibi Railway & Navigation #40; [2] Dominion Construction #3188, 1/1932; [3] Abitibi Power & Paper #40. |
| Island Falls | | | | | | |
| Fraser Brace | | | | | | |
| ? | Plymouth | 1509 | 6 1923 | CL-2 DU | | [n] Shawinigan Engineering; [2] Fraser Brace, 5/1924. |
| ? | Plymouth | 1552 | 8 1923 | DL-2 DU | | [n] Shawinigan Engineering; [2] Fraser Brace, 6/1924. |
| Wicks, A.E. Hawk Lake Industries erected a mill at McInnis Siding winter 1934-5. This was sold to A.E. Wicks 2/1938. | | | | | | |
| No# | Plymouth | 3557 | 9 1930 | JLA-2 | | [np] Dominion Construction #3557, Abitibi Canyon; [2p] Dominion Construction #3557, Fraserdale; [3] A.E. Wicks No#, Island Falls, derelict. |
| ? | Plymouth | 3558 | 9 1930 | JLA-2 DU | | [n] Dominion Construction #3558, Abitibi Canyon; [2] Dominion Construction #3558, Fraserdale; [4] A.E. Wicks, Island Falls; [4] Canada Cement #12, Exshaw. |
| zz Unknown Owner | | | | | | |
| 5 | Westminster | uu3006 | 11 1949 | Railcar DU | | [np] Abitibi Power & Paper #5, Iroquois Falls; [2] Island Falls. Built by New Westminster Iron Works and Gibson Co. with Cummins MBI-600 150 hp. engine. |
| Ivanhoe | | | | | | |
| Robertson, A.W. | | | | | | |
| ? | Plymouth | 1516 | 6 1923 | DL-2 Scr 1944 | | [n] A.W. Robertson; [2] Consolidated Sand & Gravel #6, Waterford; [3] Consolidated Sand & Gravel #6, Paris, 7/1939. |
| Kakabeka Falls | | | | | | |
| Mount McKay and Kakabeka Falls | | | | | | |
| 501 | Unknown | uu3266 | | 0-4-0 DU | | [1p] Mount McKay and Kakabecka Falls #501. |
| Kaministiquia - Silver Falls. | | | | | | |
| HEPC | | | | | | |
| ? | Brookville | 4323 | 11 1957 | BCL-TC 36" ga | | [n] HEPC, Kamistiquia; [2] Sherritt-Gordon Mines No#, 9/1960. [3] E. Fisher Equipment, Mississauga, 1988. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|-------------|--------|--------|---------|-------------|--|
| Kapuskasing - Gilman, R.T. | | | | | | |
| Kapuskasing | | | | | | |
| Gilman, R.T. | | | | | | |
| ? | CLC | 317 | 1887 | 4-4-0 | DU | [n] Northern & Western #88; [2] GTR #2072 (401, 532, 691); [3] R.T. Gilman #2072, 8/1919; [4] Morrow & Beatty, Fitzroy c1926?; [5] Morrow & Beatty #1:2, Kapuskasing; May have been regarded as SFP&P #101. |
| Hopkins, F.H. Camp 80. | | | | | | |
| No# | Plymouth | 3904 | 3 1937 | WLD-2 | Derelict | [n] F.H. Hopkins, Camp 80, construction on Smoky Falls line; [2p] Ontario Paper; [3] Ontario-Minnesota Pulp & Paper; [4] Spruce Falls Power & Paper. |
| Morrow and Beatty Bought the contract from the Spruce Falls Railway from R.T. Gilman. | | | | | | |
| No# | Vulcan | 3723 | 2 1927 | 4w gas | DU | [n] Morrow & Beatty No#; [2] Spruce Falls Power & Paper No#; [3] Singer Company No#. |
| No# | Unknown | uu2408 | | 0-6-0 | DU | [1p] Morrow & Beatty No#. |
| No# | Unknown | uu2954 | | 0-4-0ST | DU | [1p] Morrow & Beatty, used in construction of Smoky Falls Power House, 1926. |
| 1:1 | Schenectady | 3814 | 6 1892 | 0-6-0 | DU | (n) Canada Southern #341 (451); (2) New York Central #8532, 1905; (3) New York Central "D" (shop locomotive), 3/1915; [4p] Morrow & Beatty #1:1, Kapuskasing, 5/1925; [5p] Morrow & Beatty #1, Fitzroy, for sale Apr 1934. |
| 1:2 | CLC | 317 | 1887 | 4-4-0 | DU | [n] Northern & Western #88; [2] GTR #2072 (401, 532, 691); [3] R.T. Gilman #2072, 8/1919; [4] Morrow & Beatty, Fitzroy c1926?; [5] Morrow & Beatty #1:2, Kapuskasing; May have been regarded as SFP&P #101. |
| 2 | MLW | 29876 | 1904 | 4-6-0 | Scr 1952 | [n] Toronto, Hamilton & Buffalo #25; [2p] Morrow & Beatty #2; may have been at Peterborough; [3] Spruce Falls Power & Paper #104, may have been 103. |
| 3 | MLW | 29878 | 1904 | 4-6-0 | Scr 1934 | [n] Toronto, Hamilton & Buffalo #27; [2p] Morrow & Beatty #3, 7/1926; [3p] Spruce Falls Power & Paper #103, 1929, burned 27/3/1934. May have been 104 |
| 4 | GTR | 1234 | 6 1891 | 2-6-0 | DU | [n] CN #626 (GTR #2492, 557, 735, 583); [2p] Morrow & Beatty #4 (626), 8/1926, sold. |
| 5 | GTR | 1236 | 6 1891 | 2-6-0 | DU | [np] CN #628 (GTR #2494, 559, 737, 585); [2] Morrow & Beatty #5, 9/1926, sold. |
| Smoky Falls Railway Operated by Spruce Falls Power and Paper. Dismantled by Merrilees from m. 42 to m. 50 in 1974; Dismantled by Merrilees from m. 19.5 (Neshin Jct) to m. 42 5-8/1975. Neshin branch dismantled by Merrilees in 1974. | | | | | | |
| Spruce Falls Power and Paper | | | | | | |
| ?Alco | Schenectady | uu1233 | | 0-6-0 | DU | [n] GTR?; [2] Spruce Falls Pulp & Paper; [3p] Madoc Mining #1, 1922; [4] Canadian Equipment (D), Val Royal? |
| ? | Plymouth | 3433 | 3 1930 | JLA-2 | DU | (n) Arundel Corp #7, Safe Harbour, PA; (2) York Engineering & Construction, Rimer, PA, 12/1935; [3] Spruce Falls Power & Paper, ordered by F.H. Hopkins. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|----------------|----------|---------|---------------|-------------|--|
| Kapuskasung - Spruce Falls Power and Paper | | | | | | |
| ? | Brookville | 2256 | 10 1937 | "pony trucks" | DU | [n] Spruce Falls Power & Paper, this s/n was for "12 " pony trucks". |
| No# | Vulcan | 3723 | 2 1927 | 4w gas | DU | [n] Morrow & Beatty No#; [2] Spruce Falls Power & Paper No#; [3] Singer Company No#. |
| No# | Plymouth | 3632 | 3 1931 | FLB-2 | Display | [n] Spruce Falls Power & Paper; <2> Display. |
| No# | Plymouth | 3904 | 3 1937 | WLD-2 | Derelict | [n] F.H. Hopkins, Camp 80, construction on Smoky Falls line; [2p] Ontario Paper; [3] Ontario-Minnesota Pulp & Paper; [4] Spruce Falls Power & Paper. |
| No# | Plymouth | 5197 | 8 1946 | FLH | DU | [n] Spruce Falls Power & Paper, ordered by F.H. Hopkins. |
| ? | Plymouth | 4016 | 10 1939 | FLB-2 | DU | [n] Spruce Falls Power & Paper, ordered by Hopkins. |
| 4 (No#) | GE | 29848 | | 25T | USA | [1p] Spruce Falls Power & Paper #4 (No#); [2] Merrilees (D); (3) St. Paul Ammonia, East Dubque, IL, 1974. |
| 53 | GE | 31168 | 10 1951 | 70T | USA | (n) Mississippi Export #48; (2) St. Johnsbury & Lake Champlain #53, 7/1958; [3] HEPC #53, Mountain Chute, 7/1960; [4p] Spruce Falls Power & Paper #53, 12/1966; [5] Silcott (D); (6) East Erie Commercial #20, 2/1967; (7) Pittsburgh, Allegheny & McKees Rocks #20, 7/1980. |
| 102 | CLC | 867 | 5 1908 | 2-8-0 | Scr 5/1959 | [n] CN #1936 (CGR #136, ICR #401); [2p] Spruce Falls Power & Paper #102; Some records show this as Morrow & Beatty #2. |
| 103 | MLW | 29878 | 1904 | 4-6-0 | Scr 1934 | [n] Toronto, Hamilton & Buffalo #27; [2p] Morrow & Beatty #3, 7/1926; [3p] Spruce Falls Power & Paper #103, 1929, burned 27/3/1934. May have been 104 |
| 104 | MLW | 29876 | 1904 | 4-6-0 | Scr 1952 | [n] Toronto, Hamilton & Buffalo #25; [2p] Morrow & Beatty #2; may have been at Peterborough; [3] Spruce Falls Power & Paper #104, may have been 103. |
| 105 | CLC | 573 | 1 1903 | 2-8-0 | Scr 1956 | [np] CP #3286 (1486, 1087); [2] International Equipment (D), 9/1934; [3p] Spruce Falls Power & Paper #105, 9/1934. |
| 106:1 | GE | 30387 | 2 1950 | 70T | Scr | [np] Spruce Falls Power & Paper #106:1. |
| 106:2 | GE | 33716 | 12 1959 | 80T | | [n] Kimberly Clark No#; [2] Spruce Falls Power & Paper #106:2; [3] Paikin (D) #106, 11/1985; [4] Canada Starch #8, 5/1987; [5] Paikin (D) #SGPX8, 2/1989. |
| 107 | GE | 32306 | 6 1955 | 80T | | [np] Spruce Falls Power & Paper #107; [2] Merrilees (D), 1990. |
| 108 | MLW | M3483-01 | 7 1967 | S-13 | | [n] Spruce Falls Power & Paper #108. |
| 109:1 (13) | GE | 27973 | 5 1945 | 44T | Scr by 1976 | (n) Maine Central #13; [2] Merrilees (D) #13; [3p] Spruce Falls Power & Paper #109:1 (13), 8/1974. |
| 109:2 | MLW | 83290 | 8 1960 | RS-23 | | [n] Sydney & Louisburg #201; [2] Devco #201; [3] Spruce Falls Power & Paper #109:2, 4/1984. |
| | American Hoist | 2533 | 8 1949 | 25T | DE crane | DU [n] Spruce Falls Power and Paper. |

Kashabowic

Tip Top Mine

| | | | | | | | |
|---|---------|--------|--|-------------|----|----|------------------------------|
| ? | Unknown | uu1398 | | 0-4-0ST 36" | ga | DU | [1] Tip Top Mine, c. 1917-8. |
| ? | Unknown | uu1409 | | 0-4-0ST 36" | ga | DU | [1] Tip Top Mine, c. 1917-8. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|----------------|--------|---------|---------|-----------------|---|
| Kenora - Boise Cascade | | | | | | |
| Kenora | | | | | | |
| Boise Cascade Was Ontario-Minnesota Pulp and Paper until 9/1978. | | | | | | |
| 409 (127, 14) | GE | 31323 | 12 1951 | 80T | | (n) Minnesota, Dakota & Western #14; [2] Boise Cascade #409 (127, 14), 5/1978. |
| Lake St. Joseph Transportation See Central Patricia. | | | | | | |
| Ontario-Minnesota Pulp and Paper Became Boise Cascade in 9/1978. | | | | | | |
| No# | Plymouth | 3904 | 3 1937 | WLD-2 | Derelict | [n] F.H. Hopkins, Camp 80, construction on Smoky Falls line; [2p] Ontario Paper; [3] Ontario-Minnesota Pulp & Paper; [4] Spruce Falls Power & Paper. |
| ? | GE | 27936 | 12 1946 | 45T | DU 1991 | [n] Ontario-Minnesota Pulp and Paper; [2] Quebec Iron & Titanium #5153 (653), 1977; [3] Septa Rail #5153, 11/1989. |
| | American Hoist | J3256 | 4 1954 | 40T | DE crane DU | [n] Ontario-Minnesota Pulp & Paper, Kenora. |
| | American Hoist | J3381 | 1 1957 | 40T | DE crane DU | [n] Ontario-Minnesota Pulp & Paper, Kenora. |
| Tomlinson and Fleming | | | | | | |
| ? | Porter | 3343 | 9 1905 | 0-4-0 | 36" ga DU | (n) Standard Supply & Equipment, PA; [2] Finch, Tomlinson & Douglas via NY, 3/1910; (3) Jas Stewart, NY, 5/1913; [4] Tomlinson & Fleming, 9/1914; [5] Iroquois Sand & Gravel, Highland Creek, 5/1921; [6] F.H. Hopkins Montreal, 5/1924; [7] Conlin, Toronto. |
| Kienawisik Lake | | | | | | |
| zz Unknown Owner A two mile standard gauge railway is to be built from Kienawisik Lake, Ont, to the mine property, that rails and accessories have been ordered and that the line will be equipped with freight cars to be hauled by a gasoline locomotive. Canadian Railway and Shipping World Jan 1933. | | | | | | |
| ? | Unknown | uu3253 | | Gas | DU | [1] Kienawisik Lake Mine. |
| Kingston | | | | | | |
| Canadian Locomotive Company | | | | | | |
| No# | CLC | 1913 | 1931 | 4w gas | Scr 1960? | [n] Canadian Locomotive Co. No#, demonstrator. |
| 1 | CLC | 1219 | 2 1914 | 0-4-0ST | Scr 1931? | [n] Canadian Locomotive Company #1, demonstrator/shop switcher. |
| No# | CLC | 2955 | 11 1956 | 25T | Scr 1966? | [n] CLC No#. |
| No# | CLC | 3016 | 11 1960 | 30T dh | Scr 1969? | [n] CLC No#. |
| | Browning | 597 | 1908 | 13T 2T | crane DU | [1] Canadian Locomotive Company, Kingston. |
| | Browning | 980 | 1912 | 13T 2T | crane DU | [1] Canadian Locomotive Company, Kingston. |
| Cohen Scrap Yard | | | | | | |
| | Wellman | uu4939 | | 12T | 4whl crane DU | [1] Cohen Scrap Yard, Kingston; [2] Larry Healy, Campbellford (here 2008). |
| Collingwood Shipbuilding | | | | | | |
| | Browning | 1251 | 1914 | 10T | 4w crane DU | [1] Collingwood Shipbuilding, Kingston. |
| Dennon and Rogers | | | | | | |
| ? | Porter | 1494 | 5 1893 | 0-4-0 | 36" ga Scr 1947 | [np] Rogers & Taylor; [2] Dennon & Rogers, Frankfort; [3] Dennon & Rogers, Kingston; [4] Kirkfield Crushed Stone. |
| Fallon Bros. | | | | | | |
| ? | Porter | 1294 | 9 1891 | 0-4-0ST | 36" ga DU | (n) Rogers & Clement, Niagara Falls, NY; [2] Larkin, Sangster & Marshall, 1906, contractor on Trent Canal; [3] Fallon Bros., Kingston, 5/1914. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|-----------|--------|---------|---------|----------------|--|
| Kingston - Larkin and Sangster | | | | | | |
| Larkin and Sangster 1899, contract for Iroquois Section of Gallop Canal. Built Section No. 2 of the Trent Canal (Simcoe - Balsam Lake) 1900-6, see Kirkfield. Built GTR bridge over Trent Canal at m. 232.8, 1910 | | | | | | |
| Kirkfield | | | | | | |
| Kirkfield Crushed Stone | | | | | | |
| ? | Porter | 1494 | 5 1893 | 0-4-0 | 36" ga Scr | 1947 [np] Rogers & Taylor; [2] Dennon & Rogers, Frankfort; [3] Dennon & Rogers, Kingston; [4] Kirkfield Crushed Stone. |
| ? | Davenport | 16 | 3 1903 | 0-4-0ST | 36" ga Scr | 1947 (n) Bruno Salvinone & Pettitti, West Boyleston, MA; [2] Kirkfield Crushed Stone. |
| ? | MLW | 30121 | 1905 | 0-4-0T | 36" ga Scr | 1947 [np] Lakefield Portland Cement #3; [2] Kirkfield Crushed Stone, retired before 1934, buried in a pile of lime dust, scrapped by Orillia scrap dealer. |
| ? | Davenport | uu983 | | 0-4-0T | DU | [1] T.A. Brown; [2] HEPC #17, Alexandra, 9/1920; [3] Kirkfield Crushed Stone, 3/1928, acquired in the name of Dufferin. |
| 4103 (No#) | Vulcan | 4103 | 8 1930 | 0-4-0ST | 36" ga Display | (n) Ward Hayes Construction #104; (2) Bates & Rogers Construction; (3) W.E. Culbertson; (4) Pittsburgh Limestone; [5p] Kirkfield Crushed Stone #4101 (No#); <6> Matthews for Ontario Science Centre; <7> Milton display #104 <8> To Iowa for restoration.; <9> River City Railroad, Salem, OR. |
| 4104 (No#) | Vulcan | 4104 | 8 1930 | 0-4-0ST | 36" ga Display | (n) Ward Hayes Construction #204; (2) Bates & Rogers Construction; (3) W.E. Culbertson; (4) Pittsburgh Limestone; [5p] Kirkfield Crushed Stone #4104 (No#); <6> Matthews for Ontario Science Centre; <7> Milton display #204. <8> To Iowa for restoration; <9> River City Railroad, Salem, OR. |
| No# | MLW | 54319 | 10 1916 | 0-4-0T | Display | [n] Canadian Steel Foundries #110; [2p] Kirkfield Crushed Stone No#; <3> Byers John Deere dealership; <4> Simcoe County Museum; <5> Don Mason. |
| No# | Davenport | 798 | 7 1909 | 0-4-0ST | 36" ga Scr | 1947 [n] F.H. Hopkins No#, Camp Silford; [2] Kirkfield Crushed Stone No#. |
| 2 | Vulcan | 1419 | 11 1909 | 0-4-0ST | 36" Display | (n) Essex Construction #1, Effingham, IL; [2] Johnson Bros. #2, Port Hope; [3] Kirkfield Crushed Stone #2; <4> Dufferin Construction & Material display, 1962; <5> Pickering display. |
| 9117 | Whitcomb | 13041 | 5 1930 | WRK1 | DU | [n] J.R. Booth, Egan Estate; [2p] J.R. Booth, Nepean Yard; [3p] Kirkfield Crushed Stone #9117; [4p] Dufferin Concrete Products #9117, 1975; [5] D. Crupi #9117, 1981. Another record shows it being sold to Highway Paving Co., Montreal in 1944. |
| Kirkfield Portland Cement | | | | | | |
| ? | Unknown | uu1808 | | 18t | dinkey | DU [1] Kirkfield Portland Cement, brought marl from Raven Lake to Victoria Road station. |
| Larking, Sangster & Marshall Contractor on Trent Canal. | | | | | | |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|---------|--------|--------|-------------|-------------|--|
| Kirkfield - Larking, Sangster & Marshall | | | | | | |
| ? | Porter | 1294 | 9 1891 | 0-4-0ST 36" | ga DU | (n) Rogers & Clement, Niagara Falls, NY; [2] Larkin, Sangster & Marshall, 1906, contractor on Trent Canal; [3] Fallon Bros., Kingston, 5/1914. |

Kirkland Lake

Kirkland Lake Gold Mine

| | | | | | | |
|---|----------|-------|---------|-----------|----|---|
| ? | Plymouth | 5894 | 12 1955 | FMD-00 | DU | (n) Appalachian Sulphides, Stratfor, VT; (2) Appalachian Sulphides, Jeferson, NC, 1958; [3] Kirkland Lake Gold Mine early 1960's. |
| ? | GE | 30090 | 2 1951 | 1.5t mine | DU | [n] Kirkland Lake Gold Mine. |

Lakefield

Canada Cement operated as the Lakefield Portland Cement company from December 1900 through 1909 and as a subsidiary of Canada Cement from 1909 until closure in 1932. Plant electrified 1928. The original railway was built to carry marl from Buckley's Lake to the cement plant at Lakefield.

| | | | | | | |
|-----|------------------|--------|------|------------------|-------------|--|
| No# | Baldwin | uu1419 | | 0-4-0T | dummy DU | [1] Hamilton & Dundas Street; [2] Galt, Preston & Hespeler; [3] Canada Cement No#, 1910. This was presumably one of H. & D. #1 or #2. |
| No# | Koppel | | | Elec dump car | Scr c.1952 | [1] Canada Cement, Poine Anne; [2] Canada Cement, Lakefield, 1929; [3] Canada Cement, Point Ann, 6/1940. |
| No# | Koppel | | | Elec dump car | Scr c.1952 | [1] Canada Cement, Poine Anne; [2] Canada Cement, Lakefield, 1929; [3] Canada Cement, Point Ann, 6/1940. |
| No# | Unknown | uu1420 | | 0-4-0ST | DU | [1] Canada Cement No#. |
| | stein and Koppel | uu2825 | | ctric dump motor | DU | [n] Belleville and Point Anne Railway #1: [2] Canada Cement, Lakefield, ON; [3] Canada Cement, Belleville. |
| 3 | MLW | 30121 | 1905 | 0-4-0T 36" | ga Scr 1947 | [np] Lakefield Portland Cement #3; [2] Kirkfield Crushed Stone, retired before 1934, buried in a pile of lime dust, scrapped by Orillia scrap dealer. |

Latchford

Empire Lumber

| | | | | | | |
|-----|--------|------|--------|---------|----|--|
| No# | Porter | 1065 | 8 1889 | 0-4-2ST | DU | [n] Dominion Wood & Lumber (Trout Creek Logging); [2] Imperial Lumber; [3p] Empire Lumber "Norah"; [4] Muskoka Wood Products. |
|-----|--------|------|--------|---------|----|--|

Gordon Lumber, A.B. Formerly McLelland Lumber.

| | | | | | | |
|---|---------|--------|--|--------------|-----|---|
| ? | Orillia | uu1421 | | 8w box/motor | Scr | [1p] A.B. Gordon Lumber; [2] William Milne & Sons, Temagami. |
|---|---------|--------|--|--------------|-----|---|

Murphy Lumber, A.J. Mill burned c. 1957.

| | | | | | | |
|-----|--------|--------|--|-----------|----|--|
| No# | Vulcan | uu1422 | | 4w 8t gas | DU | [1] A.J. Murphy Lumber No#, sold c.1960. |
|-----|--------|--------|--|-----------|----|--|

Leamington

Windsor Sand and Gravel

| | | | | | | |
|---|-----|--------|---------|-------|----|--|
| ? | MCR | uu1423 | 10 1892 | 0-6-0 | DU | (n) Michigan Central #8533 (335, 323); [2] Essex Terminal #5, 1915; [3] Windsor Sand & Gravel, 1930. |
|---|-----|--------|---------|-------|----|--|

Leaside

See Toronto - Leaside.

Levack

Cecchetto Bros.

| | | | | | | |
|---|---------|--------|---------|-----|----|---|
| ? | Vulcan | 4249 | 12 1938 | 30T | DU | (n) Naval Shipyards #15, Nasperth, NY; [2] Cecchetto Bros. |
| ? | Unknown | uu1425 | | ST | DU | [1] Cecchetto Bros. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|--------------|--------|--------|----------|-------------|--|
| Levack - Falconbridge Nickel | | | | | | |
| Falconbridge Nickel | | | | | | |
| 107 | GE | 31841 | 4 1953 | 80T | | [n] Falconbridge Nickel #107, Levack; [2] Falconbridge Nickel #107, Falconbridge. |
| Inco Inco locomotives were based at Copper Cliff and cycled back and forth for maintenance purposes. See Copper Cliff. | | | | | | |
| 24 | MLW | 66315 | 3 1925 | 2-6-0 | DU | [np] Mond Nickel #100; [2] Inco #24 (100), [3] Inco #24, Levack, 1930; [4] Inco #24, Coniston, April 1942; [5] Inco #24, Levack, 1950. |
| Little Current | | | | | | |
| Dominion Mines and Quarries | | | | | | |
| No# | Plymouth | 3536 | 8 1930 | DLB-6 | DU | [n] Dominion Mines & Quarries. |
| No# | Plymouth | 1931 | 1 1925 | DLB-6 | | (n) Wayne County Road Commissioners #32; Rebuilt by Plymouth from DL-6 to DLB-6; [2] Dominion Mines & Quarries, 9/1937. |
| No# | Plymouth | 4250 | 9 1941 | DLH-2 | DU | [n] Dominion Mines & Quarries No#. |
| London | | | | | | |
| General Motors | | | | | | |
| 57 | GMD | A123 | 1 1951 | SW9 | | [n] Toronto, Hamilton & Buffalo #57; [2] General Motors #57, 5/1989. |
| 102 | GMD | A238 | 8 1951 | SW8 | USA | [n] Essex Terminal #102; [2] General Motors No# (102), 8/1977; (3) General Motors, General Foundry Division #D0069:1; (4) General Motors - Buick Division 8/1991. |
| 113 | EMD | 37436 | 4 1971 | SW1500 | | (n) Electro Motive Division #113; [2] General Motors #113; [3] Essex Terminal #107, 1977 |
| 1001 | GMD | A1597 | 1956 | GMDH1 | Display | [np] General Motors #1001 "Blue Goose" demonstrator; [2] General Motors plant switcher, 4/1958; retired 11/1975; <3> Canadian Railway Historical Association #1001; 7/1977; <4> National Museum of Science & Technology #1001, 11/1986. |
| 7908 | GMD | A572 | 1954 | SW900 | | [n] CN #7908:2 (7208:1, 8543); [2] General Motors #7908 (lease) 5-6/ 1989. |
| General Motors - Central Foundry Division | | | | | | |
| D0069:1 | GMD | A238 | 8 1951 | SW8 | USA | [n] Essex Terminal #102; [2] General Motors No# (102), 8/1977; (3) General Motors, General Foundry Division #D0069:1; (4) General Motors - Buick Division 8/1991. |
| D0069:2 | EMD | 19703 | 2 1958 | SW900 | USA | (n) General Motors - Buick Division #818, Flint, MI; (2) Precision National (D); [3] General Motors - Central Foundry Division #D0069:2, 6/1991. |
| London Refining | | | | | | |
| ? | Rhode Island | uu3249 | | ? | Scr | [1] Hendree "Oil King", 1871; [2] London Refining, wrecked at London in 1879. |
| Yates Construction, W.H. | | | | | | |
| No# | Plymouth | 3136 | 3 1929 | TL-2 36" | ga DU | (n) Elgin Butler Brick, Elgin, TX; Rebuilt by Plymouth 6/1930; [2] W.H. Yates Construction No#, 2/1931. |
| ? | Plymouth | 3596 | 2 1931 | TL-2 24" | ga DU | [n] W.H. Yates Construction. |
| zz Unknown Owner | | | | | | |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---------------------------|------------|--------|---------|------------|-------------|---|
| London - zz Unknown Owner | | | | | | |
| ? | Baldwin | 15125 | 12 1896 | 0-4-0T | dummy DU | [n] Hamilton & Dundas Street #4 [2] Galt & Preston #1, 1902; [3p] London Contractor, 1904, Preston & Berlin Railway construction; [4] William Milne & Sons, North Bay; [5] William Milne, Temagami, 1935. Vauclain compound. |
| Longford | | | | | | |
| zz Unknown Owner | | | | | | |
| | Baldwin | 15335 | 5 1897 | 0-4-0ST | DU | [n] William Davis #4; [2] Algoma Central & Hudson Bay Railway; [3] Longford, Ont; [4] Standard Chemical, Fassett, 1940. Note: May have worked on AC&HBR. AC&HBR records do not show this as having been taken into stock. |
| L'Orignal | | | | | | |
| Ivaco | | | | | | |
| 3 | Plymouth | 4081 | 10 1940 | ML8-3 | Scr c. 2010 | [n] Canadian Refractories #3; [2] Ivaco #3, 7/1981, scrapped c. 2010. |
| No# (65T) | GE | 30807 | 2 1951 | 65T | USA | [n] Canadian Refractories 1:2; Rebuilt by CGE 6/1964; [2] Ivaco No# (65T), 7/1981; [3] Merrilees (D), 1989, stored on site; [4] Produits Forestieres Daishowa, Quebec, Limoilou; 1992; {5} Dearborn, MI, via paikin, Dealer, 1996. |
| 25T | GE | 27611 | 6 1944 | 25T | | (n) Chapman Valve & Manufacturing #1375, Indian Orchard, MA; [2] Ivaco #25T, 10/1973; [3] Merrilees (D), 1989; [4] Dominion Bridge #N18, 1990; Rebuilt by MLW 1972. |
| 250-60 | Alco | 78689 | 11 1950 | S-4 | | (n) PC #9792 (PRR #8892); [2] Francon Construction #250-60, 4/1970; [3] Mountain Tractors, Mountain, ON, 5/1982, stored at Montreal; [4] Railroad Resources, Phoenix, AR, stored at Montreal; [3] Paikin (D); [4] Ivaco #250-60, 8/1987. |
| | Wellman | 4322 | 1955 | crane | DU | (n) Babcock Iron and Metal, Detroit; (2) Chemical Iron Co.; [3] Eastern Steel Casting, L'Orignal. |
| | Wellman | 4328 | 1955 | crane | DU | [n] Roanoke Scrap Iron and Metal, Roanoke, VA.; [2] Eastern Steel Casting, L'Orignal. |
| | Wellman | 4391 | 1959 | crane | DU | (n) Briggs & Turivaas, Blue Island, IL.; (2) Pielet Brothers Scrap Iron, McCook, IL.; [3] Eastern Steel Castings, L'Orignal. |
| | Brownhoist | 11651 | 1944 | 250T crane | DU | (n) Pennsylvania RR #490903; (2) Penn Central #50203; (3) Conrail #45206 (50203); [4] Ivaco, L'Orignal. Converted with Caterpillar upper works. |
| 1007 | Alco | 74466 | 5 1946 | S-4 | | (n) Newburg & South Shore #1007 (14A); (2) GE, Erie; [3] Ivaco #1007 for parts 1/1990 (via IREX). |
| 7016 | Alco | 72827 | 9 1944 | S-2 | | [n] CP #7016; [2] Merrilees (D), 9/1986; [3] Kimberly Clark, lease, 3/1987-1/1988; [4] Sidbec Dosco, lease 1988; [5] Ivaco 1989. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|-------------|---------|--------|------|------|-------------|-------|
|-------------|---------|--------|------|------|-------------|-------|

Lythmore - Crown Gypsum

Lythmore

Crown Gypsum Had a 2 mile line from Martindale Mine (York) c.1914-15, mine idle 1915-16. Reorganized as Ontario Gypsum in 1916. All locomotives shown under this name.

Ontario Gypsum

| | | | | | | |
|---|----------|--------|--------|----------------|----|----------------------|
| 1 | Vulcan | uu1438 | | 0-4-0ST 36" ga | DU | [1] Crown Gypsum #1. |
| ? | Plymouth | 2708 | 8 1927 | DLC-6 36" ga | DU | [n] Ontario Gypsum . |

Mackey

Findlay, J J. Findlay had a tramway from a siding at Mackey, on the Canadian Pacific North Bay subdivision to their sawmill at Findlay's Creek.

Unknown

No information on the type of power used.

Maitland

Dupont Canada

| | | | | | | |
|---------|-----|-------|--------|-------|--|--|
| DOCL 01 | GMD | A1376 | 2 1958 | SW900 | | [n] CN #7945:2 (7245:1); [2] Dupont #DOCL 01, 8/1989, 7945 in headlight casing. |
|---------|-----|-------|--------|-------|--|--|

Marathon

Formerly known as Peninsula. The history of the companies at this location is:

1. Anglo Canadian Pulp and Paper;
2. Marathon Canadian Pulp Mills;
3. Marathon Corporation of Canada;
4. Marathon Paper Mills of Canada;
5. American Can of Canada, c. 1970;
6. American Can Canada, 2/1980;
7. James-River Marathon, 4/1983.

Anglo Canadian Pulp and Paper

| | | | | | | |
|-----|-----|-------|------|----------|--|--------------------------------------|
| No# | MLW | 65943 | 1924 | 0-4-0 DU | | [n] Anglo Canadian Pulp & Paper No#. |
|-----|-----|-------|------|----------|--|--------------------------------------|

James River Marathon

| | | | | | | |
|-----------------|------|----------|---------|------|--|--|
| 17-101 (28-120) | MLW | M3435-01 | 2 1966 | S-13 | | [n] James River Marathon #17-101 (28-120). |
| 17-102 | Alco | 72859 | 10 1944 | S-2 | | [n] CP #7024; [2] James River Marathon #17-102, 6/1986. |

Marathon Paper Mills

| | | | | | | |
|-----|------------|-------|--------|---------|---------|--|
| ? | Brookville | 3761 | 2 1952 | BCL | | [n] Marathon Paper Mills; [2] Combustion Engineering, Courtwright, 1967; [3] Combustion Engineering, Cornwall; Returned to Brookville in exchange for 5900. |
| 555 | GE | 30178 | 6 1949 | 70T Scr | 12/1981 | [np] PGE #555; [2] Merrilees (D), 1960; [3] Marathon Paper Mills, 4/1964. (4) American Can #555. |

Markham

Matthews, Charles

| | | | | | | |
|--|----------|------|------|--|---------|---|
| | Plymouth | 1891 | 1924 | | Display | {1} Quarry in Ohio; {2} Quaker Oats, Memphis, TN; <3> Matthews; <4> Statfold Barn, UK, #2, 2013. Not known whether this worked in Canada. |
|--|----------|------|------|--|---------|---|

| Road Number | Builder | Serial | Date | Type | Disposition | Notes | |
|-----------------------------|------------|----------|---------|---------------|---------------|---|--|
| Markham - Matthews, Charles | Davenport | 2029 | 1 1925 | 0-4-0ST | Display | [n] Dominion Construction, Winnipeg; [2p] Grenville Crushed Rock #2029; [3] Muskoka Wood Products #4; <4> Charles Matthews, stored 1965; <5> Ontario Science Centre, 1965; <6> Procor display #54465, 1973; <7> SOLRS #54465, St. Thomas, 7/2004; <8> Bruce County Heritage Farm "Tom Thumb", Paisley, 2010. | |
| | Vulcan | 4103 | 8 1930 | 0-4-0ST 36" | ga Display | (n) Ward Hayes Construction #104; (2) Bates & Rogers Construction; (3) W.E. Culbertson; (4) Pittsburgh Limestone; [5p] Kirkfield Crushed Stone #4101 (No#); <6> Matthews for Ontario Science Centre; <7> Milton display #104 <8> To Iowa for restoration.; <9> River City Railroad, Salem, OR. | |
| | Lima | 2679 | 6 1913 | Shay 2 | Display | [np] Dennis Canadian Lumber #1; [2] Hope Lumber #1, 1922; [3] Key Valley #1, 1928-9; [4] Standard Chemical (Beaver Charcoal), #3, 1/1935; <5> Matthews for Ontario Science Centre; <6> Ontario Rail Association; <7> Barry Mahon, 1986; <8> Komoka Railway Museum. | |
| | Vulcan | 4104 | 8 1930 | 0-4-0ST 36" | ga Display | (n) Ward Hayes Construction #204; (2) Bates & Rogers Construction; (3) W.E. Culbertson; (4) Pittsburgh Limestone; [5p] Kirkfield Crushed Stone #4104 (No#); <6> Matthews for Ontario Science Centre; <7> Milton display #204. <8> To Iowa for restoration; <9> River City Railroad, Salem, OR. | |
| | Alco Cooke | 62557 | 9 1920 | 0-4-0ST | Display | [np] HEPC #46, Queenston; [2] Sir William Arrol #46?, Welland SC; [3p] Deloro Mining & Smelting No#, 8/1922; <4> Matthews for Ontario Science Centre #46, 1963; <5> Ontario Rail Association #46, 1965; <6> Uptergrove Short Line #46 1982; <7> Niagara Railway Museum #46, 6/2010. | |
| | Vulcan | 4196 | 8 1936 | 6t 4w gas 24" | ga Disp | [n] Inco #5; [2] Marine Salvage, 1986; <3> Matthews (D); <4> Statfold Barn, UK, 2015. | |
| | Brookville | 3746 | 11 1951 | BMD 24" | ga Display | [n] Nichols Chemical; <2> Matthews, Markham; <3> Statfold Barn, UK. No#, 8/2012. | |
| | Plymouth | 6137 | 9 1958 | JDT 36" | ga Display | [n] St. Mary's Cement No# (3), sold to Jamaica 1972 but still on property 1977; <2> Charles Matthews; <3> Statfold Barn, UK #8 "Tim", 8/2013 Converted from 36" to 24" gauge. | |
| | 3 | Plymouth | 5800 | 5 1954 | JDT 36" | ga Display | [n] St. Mary's Cement No#, sold to Jamaica 1972 but still on property 1977; <2> Charles Matthews #3; <3> Statfold Barn, UK #7, "Tiny", 8/2013. Converted from 36" to 24" gauge. |
| | 3 | Vulcan | 4049 | 12 1929 | 6t 4w gas 24" | ga Disp | [n] Inco #3; [2] Marine Salvage, 1986; <3> Charles Matthews (D); <4> Statfold Barn (UK) 2015. |
| | 6 | MLW | 68901 | 3 1937 | 0-4-0T | Display | [n] Electro-Metallurgical #6; <2> Matthews display; <3> Ontario Science Centre, 1965; <4> Langstaff display (next to GO station). |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|-----------------------------|-------------|--------|--------|------------|---------------|--|
| Markham - Matthews, Charles | | | | | | |
| No# | Kerr Stuart | 3128 | 7 1918 | Wren 24" | gauge Display | {n} National Smelting Company, Avonmouth UK No#; {2} C.H. Lambe & Sons, Bromsgrove, UK, 5/1959; <3> Matthews, 6/1959; In 2013 it was shipped to Statfold Barn, UK, overhauled and returned to Matthews where it was named "Roger": <4> It could not be certified for operation in Canada and was shipped to Statfold Barn, UK in the summer of 2016. |
| No# | Peckett | 1632 | 1923 | 0-6-0T 24" | gauge | {n} Rugby Portland Cement, "Liassic"; <2> Matthews, 1966; <3> Statfold Barn, UK, 8/2012 |
| No# | Hunslet | 1709 | 1932 | 0-4-0T 24" | gauge | {n} Dinorwic Quarries, "Michael"; <2> Matthews, 1969; <3> Statfold Barn, UK, 8/2012. |
| No# | Brookville | 3526 | 5 1949 | BSA 24" | ga DU | [n] Atkins & Durbrow (Erie); <2> Sand City Railroad, Wasaga Beach; <3> Charles Matthews "Charles". Restored at Statfold Barn in 2013. |
| No# | Hunslet | 492 | 1889 | 0-4-0T 24" | gauge Display | {n} Dinorwic Quarries "King of the Scarlets", originally named "Alice" (Alice class); <2> Matthews 1969; <3> Statfold Barn, UK, 8/2012. |
| No# | Hunslet | 996 | 1909 | 0-4-0T 24" | gauge | {n} Penrhyn Quarries "Edward Sholto"; <2> Matthews; <3> Ontario Science Centre; <4> Dr. Douglas Wight, Athens, ON., 1968; <5> Merrilees, 1979; <6> Garden Prairie, IL.; <7> Andrew Neale, UK, 2006. |
| No# | Hunslet | 995 | 1909 | 0-4-0T 24" | ga | {n} Penrhyn Quarries "Gertrude"; <2> Matthews, 1/1965; <3> Ontario Science Centre, (sectioned) |

Marlbank

Marlbank Cement

| | | | | | | |
|----|---------|--------|--|---------|----|---|
| 34 | Unknown | uu1444 | | 0-4-0ST | DU | [1p] Marlbank Cement #34, in use c. 1890. |
|----|---------|--------|--|---------|----|---|

Marmora

Deloro Mining and Smelting See Deloro.

Matachewan

Matachewan Mine

| | | | | | | |
|---|----|-------|---------|------------------|----|----------------------|
| ? | GE | 15138 | 10 1941 | 4w 4t elect mine | DU | [n] Matachewan Mine. |
|---|----|-------|---------|------------------|----|----------------------|

Mazinaw Lake

Gilmour Lumber In the 1850's Gilmour Lumber built a 2.4 km. tramway from Mazinaw Lake to Pringle Lake using wooden rails and horse drawn wagons.

McAuley Junction

Also shown as McAulay.

McAuley Central Railway Five mile logging line off the Canada Atlantic Railway at Egan Estate or McAuley Junction operated by J.R. Booth. Opened 1899 and later extended 8-10 miles to Hardtack Lake.

| | | | | | | |
|-----|--------------|-------|---------|--------|----|---|
| 1:1 | MLW | 49490 | 1911 | 0-4-0T | DU | [n] McAuley Central #1:1. |
| 1:2 | Rhode Island | 1377 | 6 1884 | 4-4-0 | DU | [np] Nosbonsing & Nipissing #1 "J.R. Booth"; [2] McAuley Central #1:2, 1913. |
| 2:1 | MLW | 49494 | 10 1911 | 0-4-0T | DU | [n] McAuley Central #2:1, ordered in the name of J.R. Booth. |
| 2:2 | Rhode Island | 2200 | 2 1889 | 2-6-0 | DU | [n] CN #500 (GTR #2528 (1349, 682, 32)); [2p] McAuley Central #2:2, 9/1925. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|--------------|--------|--------|---------|-------------|---|
| McAuley Junction - McAuley Central Railway | | | | | | |
| 3 | MLW | 54462 | 5 1918 | 0-4-0ST | DU | [n] British American Nickel #3. [2] J.R. Booth #3 |
| ? | Rhode Island | 2201 | 2 1889 | 2-6-0 | DU | [n] GTR #2529 (1350, 683, 33); [2] McAuley Central 6/1920. |

McInnis siding See Island Falls.

Midland

Canada Iron

| | | | | | | |
|-----|----------------|--------|--------|----------|------------------|--|
| ? | Manning Wardle | uu2699 | | 0-6-0ST | DU | A Manning Wardle 0-6-0ST was photographed derelict at Shawinigan Falls about 1932. The notes say this may have come from Canada Iron, Midland. |
| No# | Barclay | 242 | | 0-4-0ST | DU | [np] Canada Iron No#. |
| 1 | Manchester | 587 | 8 1873 | 4-4-0 | Derelect by 1936 | [n] GTR #2058 (289, 493, 635, 187); [2p] Midland Iron & Steel #1, 3/1920. |
| 3 | Unknown | uu2979 | | ? | DU | [1p] Canada Iron #3. |
| 5 | MLW | 50230 | 7 1911 | 0-6-0T+T | Scr 1941 | [np] Canada Iron (lettered Midland Terminal) #5; [2p] Abitibi Power & Paper #20. |
| 7 | MLW | 50231 | 7 1911 | 0-6-0 | DU | [np] Canada Iron #7 (Midland Terminal); [2] Algoma Steel #18. |

Century Coal

| | | | | | | |
|-----|----------|--------|------|--------------|------------|---|
| No# | Alco | uu1173 | | 0-4-0ST | Scr 6/1975 | [1p] Century Coal No#, in service from late 1940's, parts went to Century Coal at Midland. Chain drive with motor in firebox. |
| 2 | Unknown | uu1886 | | 0-4-0ST | DU | [1p] Century Coal #2. |
| | Browning | 2482 | 1927 | 18T 2T crane | DU | [1] Century Coal, Midland. |

Midland Shipbuilding

| | | | | | | |
|--|------|------|--------|-------------------|----|--|
| | Ohio | 1755 | 8 1915 | Γ 8 whl stm crane | DU | [n] Confederation Construction, Thorold; [2] Midland Shipbuilding, Midland, 1920; [3] Davie Shipbuilding, Levis. |
|--|------|------|--------|-------------------|----|--|

Playfair, Jas.

| | | | | | | |
|---|---------|--------|--------|---------|----|---|
| ? | Baldwin | 4284 | 2 1878 | 0-4-0T | DU | [np] Stelco #2:2; [2] Londonderry Iron & Mining #3; [3] Jas. Playfair, Midland, 8/1916. |
| ? | Baldwin | uu3017 | 1878 | 0-4-0ST | DU | [n] Halifax & North Western #6; [2p] GTR #2545 (5, 605, 632, 643); [3] Jas. Playfair, 9/1916. |

Mille Roches

Davis, William <http://www.lostvillages.ca/en/html/quarry.html> shows a picture and quotes the Cornwall Freeholder of 1 February 1889 "Davis & Co., canal contractors, have 120 men employed at work in their quarry back of Mille Roches. The quarry, which is situated on the farm of Wellington Manson, is one of the very best in this section." See the entry for Cardinal.

Milles Roches

Johnson Bros.

| | | | | | | |
|---|----------|------|---------|-------|----|---|
| ? | Plymouth | 2160 | 11 1925 | JLB-2 | DU | (n) State Road Commission, Sisterville, WV; Returned to Plymouth; [2] Johnson Bros., Milles Roches, 6/1930. |
|---|----------|------|---------|-------|----|---|

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|----------|--------|---------|--------|--------------|--|
| Milliken - Nelson Aggregates | | | | | | |
| Milliken | | | | | | |
| Nelson Aggregates | | | | | | |
| 07040 | CLC | 2637 | 7 1950 | 50T | DU | [n] Limestone Products #4, 2/1952; [2] Nelson Aggregates #07040 (3-6910); [3] Nelson Aggregates #07040, Milliken. CLC records show s/n 2637 but plate shows 2638 (verified by Ray Corley 1987): <4> York Durham Heritage Railway, 1994; <5> Prince Edwards County Railway Preservation Society. |
| Milton | | | | | | |
| Mussens Ltd. | | | | | | |
| ? | Porter | 2754 | 2 1903 | 0-4-0 | 36" ga DU | (n) H.S. Kerbaugh, PA; [2] Mussens, Milton, 1/1914; [3] Perry & Pardee, 3/1915. |
| Mimico See Toronto. | | | | | | |
| Moonbeam | | | | | | |
| Government of Ontario | | | | | | |
| No# | Whitcomb | 12031 | 7 1925 | 7T g/m | 4w 36" ga DU | [n] Government of Ontario - Dept. of Northern Development. |
| Mount Dennis See Toronto - Mount Dennis. | | | | | | |
| Mountain Chute | | | | | | |
| HEPC | | | | | | |
| No# | Whitcomb | 13073 | 12 1930 | NWK | 16t 4w g/m | [n] HEPC No#, Mountain Chute. |
| No# | GE | 13144 | 5 1941 | 23T | Display | (n) Kingsbury Ordnance Plant #C1; (2) USA #7073, USATC, Fort Benning, GA; [3] HEPC No#, Mountain Chute 1/1965; [4] Kettle Constructors No#, 5/1967; <5> Gillam display, 1983. |
| No# | GE | 27500 | 2 1944 | 25T | | (n) USA #7768, Rocky Mountain Arsenal; [2] HEPC No#, Mountain Chute, 1/1965; [3] Nelson Aggregates #07010, Orillia, 9/1968; [4p] Nelson Aggregates #07010, Scarborough Pit spur (Westhill); [5] Nelson Aggregates #07010, Uthoff, 7/1990, also carried #3-6912. |
| No# | GE | 28412 | 10 1945 | 25T | DU | (n) New England Coal & Coke #2; [2] HEPC, Mountain Chute, 1/1965; [3] Canada Cement No#, 5/1967. |
| 53 | GE | 31168 | 10 1951 | 70T | USA | (n) Mississippi Export #48; (2) St. Johnsbury & Lake Champlain #53, 7/1958; [3] HEPC #53, Mountain Chute, 7/1960; [4p] Spruce Falls Power & Paper #53, 12/1966; [5] Silcott (D); (6) East Erie Commercial #20, 2/1967; (7) Pittsburgh, Alleghenny & McKees Rocks #20, 7/1980. |
| Mowat See Canoe Lake. | | | | | | |
| Gilmour Lumber | | | | | | |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---------------------------------|----------|--------|---------|-------|--------------------|--|
| Nakina - Foley Bros. and Hervey | | | | | | |
| Nakina | | | | | | |
| Foley Bros. and Hervey | | | | | | |
| No# | Whitcomb | 11552 | 5 1923 | 5T 4w | g/m 24" ga DU | [n] Foley Bros. & Hervey; (2) Hyman-Michaels Co. (D), St.Louis, MO, 8/1927. |
| No# | Whitcomb | 11553 | 5 1923 | 5T 4w | g/m 24" ga DU | [n] Foley Bros. & Hervey; (2) Hyman-Michaels Co. (D), St.Louis, MO, 8/1927. |
| No# | Whitcomb | 11554 | 5 1923 | 5T 4w | g/m 24" ga USA | [n] Foley Bros. & Hervey; (2) Hyman-Michaels Co. (D), St.Louis, MO, 8/1927. |
| Nanticoke | | | | | | |
| Stelco | | | | | | |
| 70 | GMD | A202 | 2 1951 | | SW9 Scr | [n] Stelco #70, Hamilton; [2] Stelco #70, Nanticoke for parts. |
| 71 | GMD | A300 | 12 1951 | | SW8 Scr | [n] Stelco #71, Hamilton; [2] Stelco #71, Nanticoke for parts. |
| 72 | GMD | A301 | 12 1951 | | SW8 Scr | [n] Stelco #72, Hamilton; [2] Stelco #72, Nanticoke for parts. |
| 0451 (5451) | EMD | 22650 | 6 1956 | | SW900 | (n) Canton Railway #45; [2] Stelco #0451 (5451), Nanticoke, 6/1979. |
| 0452 (5452) | EMD | 20388 | 3 1955 | | SW900 | (n) Baltimore & Ohio #9404 (629); [2] Stelco #0452 (5452), Nanticoke, 8/1979, remote control. |
| 0453 (5453) | EMD | 17163 | 4 1953 | | SW8 | (n) Texas & New Orleans #16; (2) Southern Pacific #1108; [3] Stelco #0453 (5453), Nanticoke, 9/1979. |
| 0454 (5454) | EMD | 18354 | 7 1953 | | SW8 | (n) Southern Pacific #1124 (4619); [2] Stelco #0454 (5454), Nanticoke, 9/1979, with remote control. |
| Napanee | | | | | | |
| Strathcona Paper | | | | | | |
| | Browning | 991 | 1912 | | crane DU | [1] Strathcona Paper, Napanee. |
| Nesterville | | | | | | |
| Thessalon Lumber | | | | | | |
| 1? | Porter | 297 | 0 0 | | 0-4-2T DU | (n) Estate of Thomas Nester, Saginaw, MI; [2] Thessalon Lumber #1? Cannot confirm this came to Canada. |
| 2? | Porter | 327 | 0 0 | | 2-4-0 DU | (n) Estate of Thomas Nester, Saginaw, MI; [2] Thessalon Lumber #2? Cannot confirm this came to Canada. |
| No# (3) | Porter | 1433 | 12 1892 | | 2-6-0 DU | (n) Estate of Thomas Nester, Saginaw, MI; [2] Thessalon Lumber No# (3), 7/1915. Some records show as going to Canadian Copper. |
| New Liskeard | | | | | | |
| Hill Clark Francis | | | | | | |
| 108 | Vulcan | 2116 | 3 1913 | | 0-4-0ST Scr 8/1965 | [np] Martin International Trap Rock #108; [2] Bruce Mines Trap Rock #108; [3] Dominion Trap Rock #108; [4] McIntyre Porcupine #108, 1933; [5] Hill Clark Francis #108; [6] Pineland Timber #108 after 1950. Hill Clark Francis had an 0-4-0T at New Liskeard which was numbered 207 or 307. |
| Hopkins, F.H. | | | | | | |
| ? | Porter | 1840 | 4 1898 | | 0-4-0 36" ga DU | [n] James Cooper, Valleyfield; [2] F.H. Hopkins, New Liskeard, 7/1906; [3] MacDonnell & O'Brien, assume Hervey Junction, 7/1908. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|------------|--------|---------|---------|--------------------|--|
| Newmarket - York Construction | | | | | | |
| Newmarket | | | | | | |
| York Construction Contractor on Trent Canal, Holland River Division, section 2, 1908-12, project cancelled. | | | | | | |
| ? | Vulcan | 1198 | 8 1908 | 0-4-0ST | 36" ga DU | [n] York Construction. |
| ? | Vulcan | 1249 | 12 1908 | 0-4-0ST | 36" ga DU | [n] York Construction. |
| 5 | Vulcan | 1184 | 7 1908 | 0-4-0ST | 36" ga DU | [n] York Construction #5. |
| Niagara Falls | | | | | | |
| American Cyanamid | | | | | | |
| No# | Whitcomb | 12583 | 2 1928 | 15t | 4w g/m | [n] Beechville White Lime; [2] American Cyanamid, Niagara Falls, c. 1930. |
| Chemical Construction Corp. | | | | | | |
| ? | Brookville | 2550 | 11 1940 | BCL | DU | [n] Chemical Construction Corp.; [2] Department of National Defence, Halifax Dockyard #1147, 5/1953; [3] Metal Processors Co (D), Sydney, 10/1968; [4] Fort Edward naval base, 10/1968, sold 7/1974. |
| Cyanamid of Canada Became North American Cyanamid c.1978. | | | | | | |
| ? | Baldwin | 53810 | 10 1920 | 0-4-0ST | DU | [np] HEPC #41, Queenston; [2p] HEPC #19, Alexandra, 11/1926; 1927. [3] Dominion Construction #19, Abitibi Canyon; [4] Cyanamid of Canada, 10/1936. |
| ? | Baldwin | 53873 | 10 1920 | 0-4-0ST | DU | [np] HEPC #44; [2p] Page Hersey Tube #1; [3] Cyanamid of Canada. |
| ? | Baldwin | 53874 | 10 1920 | 0-4-0ST | DU | [n] HEPC #45, Queenston; [2] P.J. Lyall #35, Welland Ship Canal, for sale 4/1930; [3] Shawinigan Engineering [4p] HEPC #26, Alexandra; [5] Dominion Construction #26, Abitibi Canyon; [6] Page Hersey Tube; [7] Cyanamid of Canada. |
| 2 | MLW | 67705 | 10 1928 | 0-6-0T | Scr | [np] Cyanamid of Canada #2; [2] Electro Metallurgical #3? Scrapped by Dwyor Metals, Port Colborne. |
| 5 | GE | 30784 | 12 1950 | 45T | | [n] Cyanamid of Canada #5; [2] Beachvilime #5, 1977, ballasted to 50T. |
| 6 | GE | 31334 | 3 1952 | 65T | | [n] Cyanamid of Canada #6; [2] Shaw Pipe Protection #6, Welland; [3] Stelpipe #6, 1982. |
| 20 | Whitcomb | 13236 | 9 1946 | .GM36 | 4w 24" ga Scr 1974 | [n] North American Cyanamid #20; [2] Cyanamid of Canada #20; [3] Welland Iron & Metal (D) #20, 1974. |
| 21 | Whitcomb | 13237 | 9 1946 | GM36 | 4w 24" ga Scr 1974 | [n] North American Cyanamid #21; [2] Cyanamid of Canada #21; [3] Welland Iron & Metal (D) #21, 1974. |
| 22 | Whitcomb | 13239 | 3 1947 | .GM36 | 4w 24" ga Scr 1974 | [n] North American Cyanamid #22; [2] Cyanamid of Canada #22; [3] Welland Iron & Metal (D) #22, 1974. |
| | Browning | 954 | 1912 | 13T | 2T crane DU | [1] American Cyanamid, Niagara Falls. |
| | Browning | 2639 | 1928 | 13T | 2T crane DU | [1] American Cyanamid, Niagara Falls. |
| | Browning | 3990 | 1951 | | crane DU | [1] North American Cyanamid, Niagara Falls |
| HEPC | | | | | | |
| ? | Plymouth | 5691 | 3 1953 | MDT | 50T Disp | [n] HEPC, Niagara Falls; [2p] HEPC, Fraserdale; [3] Pendivic Contracting, Burlington by 3/1964; (4) Pendivic #1435, Bennington, VT by 1-/1964; May have gone from Pendivic to Atlas Steels, Tracy, QC. [5p] Babcock & Wilcox #V70; <6> Niagara Railway Museum. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|------------------------------------|-----------|--------|---------|---------|----------------|---|
| Niagara Falls - Ontario Power | | | | | | |
| Ontario Power | | | | | | |
| | MLW | 45929 | 1909 | 0-4-0T | DU | [n] Stein & Reade #1; [2] Ontario Power; [3] HEPC #39, Queenston 12/1919; [4] HEPC, Alexandra? |
| ? | Porter | 4111 | 8 1909 | 0-4-0 | Scr 6/1939 | [n] Ontario Power; [2] HEPC #50, Queenston; [3] HEPC, Cameron Falls; [4] HEPC, Fitzroy; [5] Consolidated Sand & Gravel #5. |
| ? | Porter | 4438 | 12 1909 | 0-4-0T | Scr after 1941 | [n] Ontario Power, shown as Niagara Falls, NY: (2) Superior Gravel #1; [3] Consolidated Sand & Gravel #4:1, Paris, 1930; [4] Consolidated Sand & Gravel, #4, Waterford, 1937; Rebuilt at Paris 6/1939 with parts from #4. |
| No# | Porter | 813 | 2 1887 | 0-4-0ST | 36" ga DU | (n) Drake & Stratton, NY; [2p] Ontario Power "Stella". |
| No# | Unknown | uu1882 | | 0-4-0ST | DU | (1) Lackawanna Iron & Steel #150; [2p] Ontario Power of Niagara Falls "Douglas". Other records show this as from Montreal Rolling Mills. |
| 1 (207) | Grant | uu1469 | 4 1878 | 0-4-4T | Forney DU | (n) Manhattan Elevated #207; [2p] Ontario Power #1(207), 8/1904, shown as delivered to Niagara Falls, NY. |
| 2 | Baldwin | uu2171 | | 0-4-0ST | DU | [1p] Ontario Power #2. |
| 3 | Unknown | uu2172 | | 0-4-0ST | DU | [np] Ontario Power #3. |
| 4 | Unknown | uu1470 | | 0-4-0ST | DU | [1p] Ontario Power #4, also carried #21. |
| 8 | Unknown | uu3003 | | 0-4-0ST | DU | [1p] Ontario Power #8. |
| 929 | Unknown | uu1885 | | 0-4-0ST | DU | [1p] Ontario Power #929. |
| 1033 | Unknown | uu1883 | | 0-4-0ST | DU | [1p] Ontario Power #1033. |
| Power City Crushed Stone | | | | | | |
| ? | Porter | 1053 | 6 1889 | 0-4-0T | 36" ga DU | (n) J.W. Crellin, Hazelton, PA; [2] Power City Crushed Stone, 11/1921; [3] Standard Crushed Stone 10/1924. |
| Niagara Falls - St. Davids | | | | | | |
| Standard Crushed Stone | | | | | | |
| ? | Porter | 1053 | 6 1889 | 0-4-0T | 36" ga DU | (n) J.W. Crellin, Hazelton, PA; [2] Power City Crushed Stone, 11/1921; [3] Standard Crushed Stone 10/1924. |
| ? | Unknown | uu1472 | | | DU | [1] Standard Crushed Stone |
| Nickelton See Copper Cliff. | | | | | | |
| British American Nickel | | | | | | |
| Nipigon | | | | | | |
| Fauquier, E.F. and G.E. | | | | | | |
| 4:1 | CLC | 226 | 1 1882 | 4-4-0 | DU | [n] Credit Valley #17; [2] CP #43 (184); [3] Fauquier #4:1, 4/1909. |
| 9 | CLC | 292 | 2 1884 | 4-4-0 | Scr 1/22 | [n] Manitoba & North Western #3; [2] CP #51 (189:2); [3] Fauquier #9, 8/1910, for sale in Ottawa in May 1914; [4] Cavicchi & Pagano?; [5] Caraquet & Gulf Shore #38, 2/17; [6] Scrapped by CN. |
| Hopkins, F.H. | | | | | | |
| | Davenport | 825 | 8 1908 | 0-4-0T | 36" ga DU | [n] F.H. Hopkins; [2] Nipigon Tramway,(E.F. & G.E. Fauquier). |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|-----------|--------|---------|--------|-------------|---|
| Nipigon - Hopkins, F.H. | | | | | | |
| | Davenport | 814 | 6 1908 | 0-4-0T | 36" ga DU | [n] F.H. Hopkins; [2] Nipigon Tramway, (E.F. & G.E. Fauquier). |
| No# | Davenport | 791 | 8 1909 | 0-4-0T | 36" ga DU | [n] F.H. Hopkins No#. [2] Nipigon Tramway, (E.F. & G.E. Fauquier). |
| | Davenport | 934 | 10 1909 | 0-4-0T | 36" ga DU | [n] F.H. Hopkins; [2] Nipigon Tramway, (E.F. & G.E. Fauquier). |
| | Davenport | 1071 | 8 1910 | 0-4-0T | 36" ga DU | [n] F.H. Hopkins; [2] Nipigon Tramway, (E.F. & G.E. Fauquier). |
| Nipigon Tramway The narrow gauge railway at Nipigon commenced from just below Cameron Falls and was used to transport supplies 30 miles up the west side of the Nipigon River for the construction of the National Transcontinental Railway, access to Fauquier contract, locomotives owned by Fauquier but supplied by F.H. Hopkins. | | | | | | |
| No# | Davenport | 791 | 8 1909 | 0-4-0T | 36" ga DU | [n] F.H. Hopkins No#. [2] Nipigon Tramway, (E.F. & G.E. Fauquier). |
| ? | Davenport | 814 | 6 1908 | 0-4-0T | 36" ga DU | [n] F.H. Hopkins; [2] Nipigon Tramway, (E.F. & G.E. Fauquier). |
| ? | Davenport | 825 | 8 1908 | 0-4-0T | 36" ga DU | [n] F.H. Hopkins; [2] Nipigon Tramway, (E.F. & G.E. Fauquier). |
| ? | Davenport | 934 | 10 1909 | 0-4-0T | 36" ga DU | [n] F.H. Hopkins; [2] Nipigon Tramway, (E.F. & G.E. Fauquier). |
| ? | Davenport | 1071 | 8 1910 | 0-4-0T | 36" ga DU | [n] F.H. Hopkins; [2] Nipigon Tramway, (E.F. & G.E. Fauquier). |

Nobel

Canadian Industries Limited

| | | | | | | |
|---------|------------|--------|---------|-------|----------------|--|
| ? | Vulcan | 4102 | 7 1930 | 6T | 36" ga Display | [n] CIL, Beloeil; [2] CIL, Nobel; <3> Ox Tongue River #5 |
| ? | Brookville | 3924 | 11 1953 | BFA | 36" ga DU | [n] CIL, Nobel. |
| ? | Brookville | 4021 | 5 1954 | BFA | 36" ga DU | [n] CIL, Nobel. |
| ? | Brookville | 2519 | 6 1940 | BFA | 36" ga DU | [n] Defence Industries, Nobel; [2] CIL. |
| ? | Brookville | 2520 | 6 1940 | BFA | 36" ga DU | [n] Defence Industries, Nobel; [2] CIL. |
| 2 | Vulcan | 4211 | 7 1937 | 6t | 36" ga Display | [n] CIL #2, Nobel; <2> Brian Westhouse display, 1984. |
| 2 (No#) | Plymouth | 3675 | 4 1932 | TLF-2 | 36" ga DU | [n] CIL #2 (No#), Nobel. |
| 4 | Vulcan | 4108 | | 6t | 36" ga Display | [n] CIL #4, Nobel; <2> Parry Sound display. |
| 6 | Brookville | 3931 | 1 1954 | BFA | 36" ga Scr | [n] CIL #6, Nobel; [2] Huntsville & Lake of Bays #3, frame only. |
| 7 | Brookville | uu1484 | | | ? Display? | [1] CIL #7?, Calgary; [2] CIL #7, Nobel; [3] Oxtongue River? #4. |
| 9 | Vulcan | 4039 | 12 1929 | 8t | 36" ga Display | [n] CIL #9, Nobel; <2> Huntsville & Lake of Bays #5; (3) Santa Clarita Valley Historical Society, 7/1990. |

Defence Industries

| | | | | | | |
|---|------------|------|--------|-----|-----------|--|
| ? | Brookville | 2519 | 6 1940 | BFA | 36" ga DU | [n] Defence Industries, Nobel; [2] CIL. |
| ? | Brookville | 2520 | 6 1940 | BFA | 36" ga DU | [n] Defence Industries, Nobel; [2] CIL. |
| ? | Brookville | 2521 | 7 1940 | BFA | 36" ga DU | [n] Defence Industries, Nobel. |
| ? | Brookville | 2522 | 7 1940 | BFA | 36" ga DU | [n] Defence Industries, Nobel. |
| ? | Brookville | 2523 | 7 1940 | BFA | 36" ga DU | [n] Defence Industries, Nobel. |
| ? | Brookville | 2524 | 7 1940 | BFA | 36" ga DU | [n] Defence Industries, Nobel. |
| ? | Brookville | 2525 | 9 1940 | BFA | 36" ga DU | [n] Defence Industries, Nobel. |
| ? | Brookville | 2526 | 9 1940 | BFA | 36" ga DU | [n] Defence Industries, Nobel. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|----------|--------|---------|---------|----------------|--|
| North Bay - Cleveland Sarnia Sawmills | | | | | | |
| North Bay | | | | | | |
| Cleveland Sarnia Sawmills See Diver. | | | | | | |
| Laidlaw-Goodwood Industries | | | | | | |
| No# | Whitcomb | 12732 | 8 1928 | RX-1 | 15t 4w g/m Scr | (n) Keystone Portland Cement, Bath, PA; (2) Harry C. Lewis, Newark, NJ, 7/1951; [2] Laidlaw-Goodwood Industries, 8/1952; [3] Maycar Distributing, 7/1987 for preservation, scrapped in Hamilton 10/1990. |
| 8 | Plymouth | 4107 | 1 1941 | 8T DLB | Scr 10/1990 | (n) E.I. duont de Nemours; (2) River Construction; [3] Laidlaw-Goodwood Industries #8; [4] Field Lumber #8, lease; [5] Maycar Distributing #8, 7/1987 for preservation, scrapped in Hamilton. |
| Milne and Sons, William | | | | | | |
| ? | Baldwin | 15125 | 12 1896 | 0-4-0T | dummy DU | [n] Hamilton & Dundas Street #4 [2] Galt & Preston #1, 1902; [3p] London Contractor, 1904, Preston & Berlin Railway construction; [4] William Milne & Sons, North Bay; [5] William Milne, Temagami, 1935. Vauclain compound. |
| Oakville | | | | | | |
| Toronto-Hamilton Highway Commission c. 1916-1917, had construction camps at Port Credit, Oakville and Waterdown. The Toronto Hamilton highway was opened on 17 Nov 1917 and the three locomotives were sold. | | | | | | |
| 1 | Porter | 5655 | 5 1915 | 0-4-0WT | 24" ga DU | [n] Canadian H.K. Porter (D); [2] Toronto-Hamilton Highway Commission #1; [3p] British Forgings #1; [4p] Toronto Harbour Commission #1, 11/1917; [5] Ontario Construction, 3/1927. One of 5655-7 was at Canadian Construction in Val Royal. |
| 2 | Porter | 5656 | 5 1915 | 0-4-0WT | 24" ga DU | [n] Canadian H.K. Porter (D); [2p] Toronto-Hamilton Highway Commission #2; [3] Merlo, Merlo & Ray. |
| 3 | Porter | 5657 | 5 1915 | 0-4-0WT | 24" ga DU | [n] Canadian H.K. Porter (D); [2p] Toronto-Hamilton Highway Commission #3; [3] Ontario Construction. |
| Ojibway | | | | | | |
| Canada Steel | | | | | | |
| 2 | Unknown | uu1504 | | | ? DU | [1] Canada Steel #2, Windsor; [2] Canada Steel #2, Ojibway. |
| Onaping | | | | | | |
| Falconbridge Nickel Falconbridge locomotives were based at Falconbridge and cycled to and from Onaping. | | | | | | |
| Opeongo | | | | | | |
| Cameron, W. Built 1909 Ayles Lake to mill on Bark Lake. Taken over by Dennis Canadian Lumber on 1 January 1913. | | | | | | |
| No# | MLW | 45928 | 1909 | 0-4-0ST | Scr | [n] W. Cameron No#; [2p] Dennis Canadian Lumber No#, 1913; Worked from Whitney and was later returned to Cameron Line where it fell into Kamaniskeg Lake. It was later removed and scrapped. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|----------|--------|--------|--------------|-------------|---|
| Orillia - Nelson Aggregates | | | | | | |
| Orillia | | | | | | |
| Nelson Aggregates | | | | | | |
| 07010 | GE | 27500 | 2 1944 | 25T | | (n) USA #7768, Rocky Mountain Arsenal; [2] HEPC No#, Mountain Chute, 1/1965; [3] Nelson Aggregates #07010, Orillia, 9/1968; [4p] Nelson Aggregates #07010, Scarborough Pit spur (Westhill); [5] Nelson Aggregates #07010, Uthoff, 7/1990, also carried #3-6912. |
| Oshawa | | | | | | |
| Finch, Tomlinson and Douglas | | | | | | |
| ? | Porter | 3343 | 9 1905 | 0-4-0 36" ga | DU | (n) Standard Supply & Equipment, PA; [2] Finch, Tomlinson & Douglas via NY, 3/1910; (3) Jas Stewart, NY, 5/1913; [4] Tomlinson & Fleming, 9/1914; [5] Iroquois Sand & Gravel, Highland Creek, 5/1921; [6] F.H. Hopkins Montreal, 5/1924; [7] Conlin, Toronto. |
| Oshawa Railway | | | | | | |
| 1 | Unknown | uu3209 | | 0-4-0T | DU | [1p] Oshawa Railway #1. |
| 22 | Unknown | uu3210 | | Electric | DU | [1p] Oshawa Railway #22. |
| Ottawa | | | | | | |
| Beemer, H.J. Construction of Chaudiere Bridge 1879. | | | | | | |
| ? | Unknown | uu3264 | | | DU | [1] Canada Central; [2] H.J. Beemer, Chaudiere Bridge construction. |
| ? | Unknown | uu3265 | | | DU | [1] Canada Central; [2] H.J. Beemer, Chaudiere Bridge construction. |
| Booth, J.R. | | | | | | |
| No# | Whitcomb | 13041 | 5 1930 | WRK1 | DU | [n] J.R. Booth, Egan Estate; [2p] J.R. Booth, Nepean Yard; [3p] Kirkfield Crushed Stone #9117; [4p] Dufferin Concrete Products #9117, 1975; [5] D. Crupi #9117, 1981. Another record shows it being sold to Highway Paving Co., Montreal in 1944. |
| Fauquier, E.F. and G.E. | | | | | | |
| 9 | CLC | 292 | 2 1884 | 4-4-0 Scr | 1/22 | [n] Manitoba & North Western #3; [2] CP #51 (189:2); [3] Fauquier #9, 8/1910, for sale in Ottawa in May 1914; [4] Cavicchi & Pagano?; [5] Caraquet & Gulf Shore #38, 2/17; [6] Scrapped by CN. |
| Fleming, Thomas | | | | | | |
| ? | Porter | uu958 | | 0-4-0ST | DU | (1) Birmingham Rail and Locomotive (D) "Horseshoe" {2} Thomas Fleming, 18 Nov 1912. |
| General Supply | | | | | | |
| ? | Unknown | uu812 | | 10T gas | DU | [1] General Supply; [2] Singer Company. |
| Hartwell Narrow Gauge Aug 1971 Branchline, the narrow gauge railway that operated in the Hartwells/Brewers Park area had "two 0-4-0 saddle tank steam engines, several 4 wheel side-dumping cars and one or two steam shovels. | | | | | | |
| They were hauled away about 1918 by the Dominion Cartage Co with Bert Holloway in charge. He used low slung lorries drawn by six horse teams. They were loaded onto flat cars and headed out to Prescott, destination unknown. | | | | | | |
| ? | Unknown | uu2492 | | 0-4-0ST | DU c. 1918 | [1] Hartwell Narrow Gauge. |
| ? | Unknown | uu2493 | | 0-4-0ST | DU c.1918 | [1] Hartwell Narrow Gauge. |
| MacDonnell and O'Brien | | | | | | |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---------------------------------|-----------|--------|--------|---------|-------------|--|
| Ottawa - MacDonnell and O'Brien | | | | | | |
| ? | DLW | uu959 | 1884 | 2-6-0 | DU | (n) Delaware Lackawanna & Western #130 (506); [2] St. Anthony Lumber #1, 1903; [3] MacDonnell & O'Brien, 1906. |
| Mussens Ltd. | | | | | | |
| ? | Porter | 3121 | 2 1905 | 0-4-2 | DU | (n) Benjamin Watson, NY; (2) Horseshoe Forestry, Horseshoe, NY, 10/1911; [3] Mussens, Ottawa, 6/1913; (4) Baltimore Shipbuilding & Drydock, 1/1918. |
| National Research Council | | | | | | |
| 102 | MLW | 77589 | 6 1951 | S-4 | | [n] Alma & Jonquières #102; [2] Roberval & Saguenay #102, 1/1974; [3] National Research Council #102, 3/1978. |
| No# | MLW | 82179 | 8 1957 | S-3 | | [n] CP #6593; [2] National Research Council No#, 11/1986. |
| Ottawa Gas | | | | | | |
| ? | CGE | | 1 1896 | B-B | DU | [n] Hull Electric #1; [2] Ottawa Electric #1; [3] Ottawa Gas, 1927. First electric locomotive built in Canada. |
| St. Lawrence Cement | | | | | | |
| No# | Davenport | 3108 | 8 1947 | 10T Scr | c.1983 | (n) Osborne Equipment (D); (2) Jones-Wright Co. #D10, Jamestown, KY; [3] Rebuilt at CLC and given CLC s/n 3005; [4] Hurdman Bros (D); [5p] St. Lawrence Cement, Ottawa; [6] St. Lawrence Cement, Clarkson, 12/1982; scrapped at Grimsby. |

Ottawa - Britannia

Heney and Smith

| | | | | | | |
|---|---------|--------|--|-------|----|--|
| ? | Unknown | uu3262 | | Steam | DU | [1] Ottawa Electric Railway construction of Britannia line in 1899-1900. Two locomotives were used in ballasting, of which at least one was from the C.P.R. (Ottawa Free Press 23 October 1899) |
|---|---------|--------|--|-------|----|--|

Metropolitan Electric

| | | | | | | |
|---|---------|--------|-----|--|----|--|
| ? | Unknown | uu3336 | 0 0 | | DU | [1] Ottawa Journal 29 Nov. 1899 reported ten engines at work on the Britannia Power Canal. The contractor for this work was Brewder & McNaughton. There were two miles of track and 28 cars in use in June 1899. |
|---|---------|--------|-----|--|----|--|

Ottawa Electric Railway

| | | | | | | |
|---|---------|--------|--|-------|----|---|
| ? | Unknown | uu3263 | | Steam | DU | [1] Ottawa Electric Railway construction of Britannia line in 1900. |
|---|---------|--------|--|-------|----|---|

Ottawa - Chaudiere

zz Unknown Owner A small mining-type locomotive is reputed to have been abandoned in a filled-in tunnel in the Ottawa Chaudiere district close to the present Albert Street. This is likely an electric or compressed air locomotive abandoned following completion of sewer construction.

| | | | | | | |
|---------|--------|--|--|--------------|--|-------------------------------------|
| Unknown | uu5098 | | | Still there? | | City of Ottawa sewage construction. |
|---------|--------|--|--|--------------|--|-------------------------------------|

Owen Sound

Owen Sound Portland Cement

| | | | | | | |
|---|-----|-----|--------|--------|----|---|
| ? | CLC | 439 | 6 1892 | 0-4-0T | DU | [n] Montreal Harbour Commissioners #2:1; [2] Owen Sound Portland Cement, 5/1908; |
|---|-----|-----|--------|--------|----|---|

Pakesley

Key Valley Railway Lost Channel to Pakesley, 16 miles. Built by Lauder, Spears & Howland Lumber, sold to Shroeder Mills & Timber which operated the line from 1920-21 and 1927-28. Operated by Pakesley Lumber 1927-28, disused by 1933, abandoned 1935.

| | | | | | | |
|-----|---------|-------|--------|-------------|------|---|
| No# | Baldwin | 15886 | 4 1898 | 0-4-0ST Scr | 1935 | [n] W.M. Davis #9; [2p] Victoria Harbour Lumber #1; [3] Key Valley No#, 1927-8. |
|-----|---------|-------|--------|-------------|------|---|

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|-------------------------------|------------|--------|---------|--------|-------------|---|
| Pakesley - Key Valley Railway | | | | | | |
| ? | Baldwin | 13998 | 4 1894 | 0-4-0T | DU | [n] William Davis #1; [2] Pakesley Lumber by 1930. |
| 1 | Lima | 2679 | 6 1913 | Shay 2 | Display | [np] Dennis Canadian Lumber #1; [2] Hope Lumber #1, 1922; [3] Key Valley #1, 1928-9; [4] Standard Chemical (Beaver Charcoal), #3, 1/1935; <5> Matthews for Ontario Science Centre; <6> Ontario Rail Association; <7> Barry Mahon, 1986; <8> Komoka Railway Museum. |
| 2 | Lima | 2386 | 10 1910 | Shay 2 | Scr 1928 | [n] T. Hopkins (D) #2; [2] Laurin and Leitch Contractors #2; [2] Scroeder Mills & Lumber #2; [3] Key Valley #2, burned in roundhouse 27 Dec. 1928. |
| 3 | Manhattan | uu1379 | 1895 | 0-4-4T | Forney DU | (n) Manhattan Elevated #23?; [2] Firstbrook Lumber; [3p] Key Valley #3; [4p] Muskoka Wood Products, #1 1922, o/s 1934; This may be Manhattan Elevated #23, picture exists at Scotia Junction as #23, shown as Muskoka Wood Products. |
| 4? | Lima | uu1508 | | Shay 2 | DU | [1] Key Valley #4?. |
| 5 | Glover | 121629 | 1917 | 2-6-0 | Scr 1935 | (n) Prettyman & Sons Lumber #4, Charleston, SC; [2] Key Valley #5. This may have been Prettyman #5 Glover 14209. |
| 6 | Baldwin | 24841 | 11 1904 | 2-8-0 | Scr 1935 | (n) Escanaba & Lake Superior #9; (2) Bourke (D), 4/1922; [3p] Key Valley #6, 1922, burned in roundhouse 27/12/1928, Some records confuse this with 34811 which went to Guatemala. |
| 7 | PRR | uu1511 | | 0-4-0 | Scr 1935 | (n) PRR; [2] HEPC (one of 31-36); [3] Key Valley #7, 1924, o/s 1926 |
| 39 | Rogers | 3137 | 1883 | 4-4-0 | Scr | [np] Central Ontario #5; [2] Canadian Northern #39; [3] Key Valley #39, 11/1917, boiler in m/c shop burned on 12/27/1928. |
| 50 | Manchester | 596 | 9 1873 | 4-4-0 | Scr | [n] GTR #293 (155); [2] Irondale, Bancroft & Ottawa #50 (3), 10/1902; [3] Key Valley #50, 8/1917, boiler to Austin Lumber. |

Paris

Consolidated Sand and Gravel

1:1 became 2:2

1:2 (2:1)

MLW 62922 1 1921 0-4-0ST 60T Scr 1953

[n] HEPC #48, Queenston;
[2] Sir William Arrol #2;
[3] Consolidated Sand & Gravel #2, Durham;
[4p] Consolidated Sand & Gravel #1:2 (2:1), Paris, 1930. Rebuilt at Paris in 1940 when it became #1:2 - there were then two #1's in use until 1952.

2:1 became 1:2

2:2 became 8

3 Thew Shovel 4737 1930 2t crane shovel Gone by 1984

(1) Superior Gravel;
[2] Consolidated Sand & Gravel #3.

4:1 Porter 4438 12 1909 0-4-0T Scr after 1941

[n] Ontario Power, shown as Niagara Falls, NY:
(2) Superior Gravel #1;
[3] Consolidated Sand & Gravel #4:1, Paris, 1930;
[4] Consolidated Sand & Gravel, #4, Waterford, 1937;
Rebuilt at Paris 6/1939 with parts from #4.

4:2

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--------------------------------------|--------------|------------|---------|--------------------------|-----------------|---|
| Paris - Consolidated Sand and Gravel | | | | | | |
| 4:2 | Bucyrus | 4611 | 1949 | 1 1/2 t dsl crane shovel | Gone by 1984 | [1] Consolidated Sand & Gravel #4:2. |
| 5 | Porter | 4111 | 8 1909 | 0-4-0 | Scr 6/1939 | [n] Ontario Power; [2] HEPC #50, Queenston; [3] HEPC, Cameron Falls; [4] HEPC, Fitzroy; [5] Consolidated Sand & Gravel #5. |
| 6 | Plymouth | 1516 | 6 1923 | DL-2 | Scr 1944 | [n] A.W. Robertson; [2] Consolidated Sand & Gravel #6, Waterford; [3] Consolidated Sand & Gravel #6, Paris, 7/1939. |
| 8 (2:2, 1:1) | Vulcan | 3983 | 5 1929 | 4w gas | DU | [n] Consolidated Sand & Gravel #1, Durham; [2] Consolidated Sand & Gravel #8 (2:2, 1:1), Paris, 1939; [3] Consolidated Sand & Gravel #8, Waterford. |
| 9 | Vulcan | 1098 | 4 1907 | 0-4-0ST 40T | Scr late 1950s | [n] Mond Nickel #6; [2] Inco #28, Copper Cliff; [3] Inco #28, Port Colborne, 12/1936; [4] Standard Paving #103, Fuller; [5p] Consolidated Sand & Gravel #9, Paris, 1952. Sometimes confused with 1093 which went new to Juroquin Iron Co #30, Cuba. |
| 10 | Unknown | uu3131 | 1951 | 1 1/2 t dsl crane shovel | DU | [1] Consolidated Sand & Gravel #10, Paris. |
| 101 (7105) | GTR | 1270 | 9 1894 | 0-6-0ST | Display | [n] CN #7105, GTR #2598 (57, 662, 247); [2p] Consolidated Sand & Gravel #7105 8/1928 (with 2598 showing through); [3p] Standard Paving #101, 1942; Rebuilt by CLC in 1942, used on Alaska Highway Construction; [4] Consolidated Sand & Gravel #101, Paris, 1944; [5] Consolidated Sand & Gravel, Fuller pit, 1946 [6] CNR #247, 1952; <7> National Museum of Science & Technology #247. |
| 2002 (102) | CLC/Whitcomb | 2410/60811 | 2 1948 | 25DE26 | 190 hp. Display | [np] Consolidated Sand & Gravel #2002 (102), Paris; [2] Consolidated Sand & Gravel #2002, Waterford; <3>Tottenham display 1987. 1st diesel built by CLC. |
| 2001 (103:2) | CLC/Whitcomb | 2634 | 3 1950 | 50T | 380hp Display | [np] Consolidated Sand & Gravel #2001 (103:2); [2] Belleville & Point Anne Railway #2001; <3> Port Stanley Terminal Rail #L2 1984. Has twin 190hp Hercules engines. |
| 2003 (104) | GE | 31573 | 6 1952 | 25T | Display | [n] Consolidated Sand & Gravel #2003 (104); <2> Port Stanley Terminal Rail #L1. |
| 2000 | Ohio | 4611 | 12 1949 | 25T 8whl D crane | DU | [n] Consolidated Sand & Gravel, Paris. |
| | GE | uu3322 | | 25T | DU | [1p] Consolidated Sand & Gravel #2000. |
| Flintkote of Canada | | | | | | |
| No# | GE | 30987 | 7 1951 | 25T | | [n] USAF #1951, Harmon AFB; 42" gauge converted to standard by CLC; (2) St. Joe Minerals #4; [3] Flintkote of Canada, No#, 4/1958; [4] Nelson Aggregates #07020, West Hill, 10/1964; <5> Nelson Aggregates display by 3/1977; [6] Nelson Aggregates #07020, Uhthoff; [7] Nelson Aggregates, Pinecrest by 8/1987. |
| Standard Lime | | | | | | |
| ? | Plymouth | 3621 | 4 1931 | HLA | DU | (n) S.J. Grove, Warmoco, MA; [2] Standard Lime, 8/1938. |
| Parry Sound | | | | | | |
| Parry Sound Iron Works | | | | | | |
| No# | GE | 30479 | 8 1949 | 80T | | [n] Algoma Steel #31. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--------------------------------------|-----------|--------|---------|---------|-------------|---|
| Parry Sound - Parry Sound Iron Works | | | | | | |
| No# | Baldwin | uu2656 | | 0-4-0ST | Scr 1940's | [1] Parry Sound Iron Works No#, in service until c. 1932. |
| Pembroke | | | | | | |
| Pembroke Lumber | | | | | | |
| ? | Plymouth | 1513 | 6 1923 | DL-2 | DU | (n) Cape Fear Railroad, NC; [2] Pembroke Lumber, 5/1925. |
| ? | Plymouth | 1528 | 7 1923 | DL-2 | DU | [n] Pembroke Lumber. |
| ? | Lima | 1608 | 2 1906 | Shay 2 | Scr 10/1925 | (n) Sibley Quarry #1:1; Trenton, MI.; [2] Brunner Mond Canada #1; [3] Wilson Equipment, Toronto. [2] Pembroke Lumber 6/1923. |
| Penetanguishene | | | | | | |
| Beck Manufacturing, C. | | | | | | |
| No# | Baldwin | 4774 | 9 1879 | 0-4-0T | Display | [n] Hamilton & Dundas Street #3; [2] James Sturrock, 1898; [3] C. Beck Manufacturing, 9/1903, retired 1924; <4p> Penetanguishene display. |
| 1 | Davenport | 1979 | 12 1924 | 0-4-0ST | DU | [n] MacDougald Construction [2p] Beck Manufacturing #1, Anstice, at this location 1911-14? [3] Beck Manufacturing #1, Penetanguishene. Serial number appears to be 1979 but could be 1974. From photograph, could have gone new to Anstice. |
| Firstbrook Lumber | | | | | | |
| ? | Manhattan | uu1379 | 1895 | 0-4-4T | Forney DU | (n) Manhattan Elevated #23?; [2] Firstbrook Lumber; [3p] Key Valley #3; [4p] Muskoka Wood Products, #1 1922, o/s 1934; This may be Manhattan Elevated #23, picture exists at Scotia Junction as #23, shown as Muskoka Wood Products. |
| Peterbell | | | | | | |
| Pineland Timber | | | | | | |
| 100 | GE | 32400 | 10 1955 | 25T | USA | [n] Pineland Timber #100; [2] Boreal Contractors No#, 6/1965; [3] Paikin (D), 2/1966; (4) Atlantic Creosoting, Atlanta, GA. |
| 108 | Vulcan | 2116 | 3 1913 | 0-4-0ST | Scr 8/1965 | [np] Martin International Trap Rock #108; [2] Bruce Mines Trap Rock #108; [3] Dominion Trap Rock #108; [4] McIntyre Porcupine #108, 1933; [5] Hill Clark Francis #108; [6] Pineland Timber #108 after 1950. Hill Clark Francis had an 0-4-0T at New Liskeard which was numbered 207 or 307. |
| Peterborough | | | | | | |
| Canadian General Electric | | | | | | |
| No# | GE | 13002 | 1 1941 | 23T | | [n] Canadian Car & Munitions #2; [2] Canadian General Electric No#, Peterborough, 4/1946; [3] Canadian General Electric No#, Burlington, 11/1976; [4] Canadian Allis Chalmers, c. 1977. |
| No# | GE | 33017 | | 50T | USA | (n) Western Electric #4; [2] Canadian General Electric No#, Peterborough, 1976; (3) Michigan Elevator Exchange. |
| No# | GE | 32404 | 3 1956 | 50T | | (n) Western Electric #3, Newark, NJ; [2] Canadian General Electric No#, Peterborough, 6/1976. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|-----------|--------|---------|-------------------|----------------|---|
| Peterborough - Canadian General Electric | | | | | | |
| 5 | GE | uu1020 | | 40T electric | Scr c.1952 | [1] Canadian General Electric #5; [2] Canada Cement, 1927. |
| | Ohio | 2215 | 3 1917 | T 4 whl gas crane | DU | (n) Hocking Valley Railway, Columbus, OH.; Returned to Bucyrus and rebuilt. [2] Canadian General Electric, Peterborough, ON. 7/30/29. May have been built as a steam crane and converted to gas in 1929. |
| Corry and Laverdure | | | | | | |
| ? | Porter | uu1523 | | 0-4-0ST 36" ga | DU | [1] Corry & Laverdure. |
| ? | | uu1524 | | | ? DU | [1] Corry & Laverdure. |
| Pickering | | | | | | |
| Defence Industries | | | | | | |
| 2001 | CLC | 1865 | 3 1930 | 0-4-0ST | DU | [np] Beauharnois Construction #112; [2p] Defence Industries #2001, 1940. |
| 2002 | CLC | 1867 | 3 1930 | 0-4-0ST | DU | [np] Beauharnois Construction #114; [2] Defence Industries #2002, 1940. |
| 2003 | CLC | 1108 | 1 1913 | 0-6-0 | Scr 1948 | [n] CN #7178 (GTR #1738); [2p] Defence Industries #2003, 11/1941. |
| Point Ann See Belleville and Point Anne Railway. | | | | | | |
| Poole siding West of Waterloo and north east of Stratford. | | | | | | |
| Hopkins, F.H. | | | | | | |
| ? | Davenport | 1079 | 10 1911 | 0-4-0T | Scr c. 10/1951 | [n] F.H. Hopkins; [2p] Century Coal #7, Port Colborne; Stored at Humberstone. |
| Porcupine | | | | | | |
| Dome Mines | | | | | | |
| ? | Baldwin | uu1529 | | -4-0T CA. 24" ga | Display | [1] Dome Mines; [2] Hollinger Gold Mines #70; <3> Timmins display. |
| No# | Whitcomb | 1901 | 0 0 | 3T 4w 24" ga | DU | [n] General Supply Co. of Canada, Masson (D); [2] Dome Mines No#, (South Porcupine). |
| 1 | Porter | 5013 | 1 1912 | 0-4-0ST 36" ga | DU | [n] Dome Mines #1. |
| 2 | Porter | 5014 | 1 1912 | 0-4-0ST 36" ga | DU | [n] Dome Mines #2. |
| 6 | Unknown | uu1770 | | 0-4-0CA | Display | [n] Preston (East Dome); [2] Dome Mines #6; <3> South Porcupine Museum |
| Hollinger Consolidated Gold Mines | | | | | | |
| ? | Porter | 6536 | 12 1920 | 0-4-0T | Display | (n) Robinson Clay Products; (2) Ohio Lime Works #5; [3] Hollinger Gold Mines; <4> Timmins display. |
| No# | Whitcomb | 1626 | 2 1919 | 2.5T 4w 18" ga | DU | [n] Hollinger Consolidated Gold Mines |
| No# | Whitcomb | 1627 | 2 1919 | 2.5T 4w 18" ga | DU | [n] Hollinger Consolidated Gold Mines |
| 1-D | Whitcomb | 40018 | 5 1936 | .0DM6 4w 36" ga | DU | [n] Canadian General Supply Co. (D), Masson, QC. [2] Hollinger Gold Mines #1-D. |
| 70 | Baldwin | uu1529 | | -4-0T CA. 24" ga | Display | [1] Dome Mines; [2] Hollinger Gold Mines #70; <3> Timmins display. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|----------------|----------------|---------|--------------|-------------------|--|
| Port Arthur - Abitibi Power and Paper | | | | | | |
| Port Arthur | | | | | | |
| Abitibi Power and Paper | | | | | | |
| | American Hoist | J3331 | 12 1955 | 30T DE crane | DU | [n] Powell Equipment (D); [2] Abitibi Power & Paper, Port Arthur. |
| | American Hoist | J3552 | 7 1961 | 50T DE crane | DU | [n] National Materials Handling; [2] Abitibi Power and Paper, Port Arthur. |
| Chambers, McQuigge and McCaffrey Construction of Standard Chemicals line at South River, 1917. | | | | | | |
| Canadian Northern deviation on Toronto - Sudbury line 1918. | | | | | | |
| Canadian Railway and Marine World, Feb 1920 - The contractors for the extension of the breakwater at Current River, Port Arthur, Chambers, McQuigge, McCaffrey Co., have laid a single track narrow gauge railway, with passing tracks, over the ice from the mainland to where the breakwater is being built. The rolling stock consists of 4 locomotives and a large number of dump cars. Each train consists of 6 cars, the load being about 50 tons, about 1,000 tons a day being dumped into 40 ft. of water. The contract covers the construction of 1,500 ft. of breakwater. | | | | | | |
| Construction of Harbour and Docks for paper mill at Ware Point, 1927-29. | | | | | | |
| Chambers, McQuigge and McCaffery Company Ltd. had been using the park land for the extraction of construction materials since 1928. They had one lease for the use of the land as a quarry, another lease for property on the lakeshore where their buildings were located and a third lease for a right-of-way on which they built a railroad track for transporting materials. | | | | | | |
| Fort William Board of Park Management Minutes, June 24, 1935. | | | | | | |
| Their quarry, no longer in use by 1939, as well as other quarry sites on the Board's property, were to be used for the park's breakwater. | | | | | | |
| | ? | Davenport | uu1537 | | 0-4-0ST 36" ga DU | [1] Chambers, McQuigge & McCaffrey. |
| | ? | Davenport | uu1538 | | 0-4-0ST 36" ga DU | [1] Chambers, McQuigge & McCaffrey. |
| | ? | Vulcan | 1998 | 8 1912 | 0-4-0ST 36" ga DU | [n] Johnson Bros. #10; [2] Chambers, McQuigge & McCaffrey, Port Arthur; [3p] Chambers, McQuigge & McCaffrey #1998, Chippewa Park, 1928; [4] Chambers, McQuigge & McCaffrey, west of Fort William, 1931. |
| | ? | Vulcan | 1999 | 8 1912 | 0-4-0ST 36" ga DU | [n] Johnson Bros. #11; [2] Chambers, McQuigge & McCaffrey, Port Arthur. |
| | 2557 | Baldwin | 16097 | 7 1897 | 0-4-0T DU | [n] CN #40 (GTR #2557, 1315, CAR #5); [2] Continental Wood Products #2557, 2/1924, CWP had saw mill at Elsas 1924-29, not known whether at this location; [3] Continental Woods Products #2557, Folyet; [4] Chambers, McQuigge & McCaffrey #2557. |
| Great Lakes Pulp and Paper | | | | | | |
| | | Browning | 2427 | 1926 | DT crane | DU [1] Great Lakes Pulp and Paper. |
| HEPC See also Alexandra Power Project. | | | | | | |
| | ? | Plymouth | 6057 | 8 1957 | DDT 36" ga | [n] HEPC, Port Arthur; (2) Galena Brick & Tile #6, OH; (3) Banner International (D) #63 (6), 1983. |
| | ? | Plymouth | 6058 | 8 1957 | DDT 36" ga | [n] HEPC, Port Arthur; (2) Galena Brick & Tile #7, OH; (3) Banner International (D) #7, 1983. |
| Northern Wood Preservers | | | | | | |
| | No#(1, 31) | Brookville | 3435 | 8 1948 | BCL 30" ga | DU [np] Northern Wood Preservers, No# (1, 31); Records show converted to standard gauge by 11/1954 but this was likely not the case. |
| | 58410 | American Hoist | J3251 | 7 1954 | 25T D crane | DU [n] Powell Equipment (D); [2] Northern Wood Preservers, Port Arthur. |
| Port Arthur Shipbuilding | | | | | | |
| | | American Hoist | J3169 | 11 1952 | 25T DE crane | DU [n] Port Arthur Shipbuilding, Port Arthur. |
| | | Ohio | 1800 | 9 1915 | T 8 whl stm crane | DU (n) Department of Public Works, Newark, NJ.; (2) McMyler Interstate, Bedford, OH.; [3] Port Arthur Shipbuilding, 1927. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|----------------|--------|---------|--------|-----------------------|--|
| Port Arthur - Port Arthur Shipbuilding | | | | | | |
| | Ohio | 4045 | 6 1940 | T 8whl | stm crane DU | [n] Port Arthur Shipbuilding. |
| Port Colborne | | | | | | |
| Algoma Steel Canadian Furnace Division, formerly Canadian Steel Ltd., closed 8/1981. | | | | | | |
| 1 | Davenport | 2368 | 12 1941 | | 35T Scr 1952 | [n] Algoma Steel #1, Port Colborne (ordered in the name of Canada Furnace); [2] Davie Shipbuilding. |
| 2 | Davenport | 2369 | 12 1941 | | 35T Scr 1952 | [np] Algoma Steel #2, Port Colborne (ordered in the name of Canada Furnace, lettered for Canada Furnace - Victoria Iron Pat. 1941); [2] Davie Shipbuilding. |
| 3 | Davenport | 2488 | 6 1943 | | 35T Scr | [n] Canada Furnace #3; [2] Algoma Steel #3; [2] Quebec Iron & Titanium #3:2; [3] Fundy Gypsum #3. |
| 4:1 | Unknown | uu3022 | | | 0-4-0ST DU | [1p] Welland Ship Canal #4; [2] Canada Furnace #4:1? |
| 4:2 | GE | 29029 | 4 1949 | | 50T DU | [n] Canada Furnace #4, Port Colborne; [2] Algoma Steel #4, Port Colborne; [2] Algoma Steel #5:1, 9/1981; sold 1988. |
| 5 | GE | 31306 | 4 1952 | | 45T | [n] Algoma Steel #5, Port Colborne; (2) Algoma Tube, Dofter, MI, 1980. |
| Atkins and Durbrow (Erie) | | | | | | |
| ? | Brookville | 3526 | 5 1949 | | BSA 24" ga DU | [n] Atkins & Durbrow (Erie): <2> Sand City Railroad, Wasaga Beach; <3> Charles Matthews "Charles". Restored at Statfold Barn in 2013. |
| Boone, C.S., Dredging and Construction | | | | | | |
| | Browning | 885 | 1911 | | 10T 4w crane DU | [1] C.S. Boone Dredging & Construction, Port Colborne. |
| Canada Cement | | | | | | |
| 1:1 | Vulcan | 1125 | 5 1907 | | 0-4-0ST DU | [n] Canadian Portland Cement #1:1. |
| 1:2 | GE | 28622 | 8 1946 | | 45T | [n] Canada Cement #1:2, Port Colborne; [2] Zalev Bros. #1, 1968. |
| 2:1 | Vulcan | 1218 | 6 1908 | | 0-4-0ST DU | [n] Canadian Portland Cement #2; [2] Canada Cement #2:1, new boiler 10/1922. |
| 2:2 | GE | 28623 | 6 1946 | | 45T | [1] Canada Cement #2:2, Port Colborne; [2] Quebec Iron & Titanium No #, 1968. |
| ? | GTR | 1264 | 12 1893 | | 0-6-0ST DU | [n] CN #7098 (GTR #2591,40, 645, 5); [2p] Canada Cement #8, Belleville, 5/1926, (also carried 40); [3] Canada Cement, Port Colborne. |
| 53 | Alco Cooke | 62553 | 8 1920 | | 0-4-0ST DU | [np] HEPC #47, Queenston; [2p] Sir William Arrol #2?; [3] Canada Cement #53, Port Colborne. |
| | Browning | 535 | 1907 | | crane DU | [1] Canada Cement, Port Colborne. |
| Canadian Furnace | | | | | | |
| | American Hoist | J3158 | 8 1952 | | 50T DE crane DU | [n] Canadian Furnace, Port Colborne; [2] Algoma Steel, Sault Ste. Marie; [3] Algoma Central Railway #10216. |
| | American Hoist | J3414 | 6 1957 | | 50T DE crane DU | [n] Construction Equipment (D); [2] Canadian Furnace, Port Colborne; [3] Algoma Steel #40; [4] Algoma Central and Hudson Bay Railway. |
| Century Coal | | | | | | |
| 7 | Davenport | 1079 | 10 1911 | | 0-4-0T Scr c. 10/1951 | [n] F.H. Hopkins; [2p] Century Coal #7, Port Colborne; Stored at Humberstone. |
| Creelman, A.G. and Co. | | | | | | |
| ? | Plymouth | 2362 | 7 1926 | | DLC-6 DU | [n] A.G. Creelman, ordered by Lyall? |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|------------------|--------|---------|-----------|------------------------|--|
| Port Colborne - Creelman, A.G. and Co. | | | | | | |
| ? | Plymouth | 2379 | 7 1926 | DLC-6 | DU | [n] A.G. Creelman; [2] P.J. Lyall No#, for sale 4/1930. |
| ? | Plymouth | 2614 | 5 1927 | DLC-6 | DU | [n] A.G. Creelman, ordered by Lyall?; [2] Broderick Bros. |
| Foundation Company | | | | | | |
| 1 | Alco Cooke | 56180 | 1 1917 | 0-4-0T | DU | [n] Foundation Company #1, Port Colborne; [2] Inco #3, Port Colborne; [3] Standard Paving, Fuller, c. 1950. |
| Inco | | | | | | |
| | ston and Hornsby | uu1553 | 9 1956 | 48-DLV | 24" ga Scr c. 1980 | [1] Inco. |
| ? | Vulcan | 536 | 8 1904 | 0-4-0ST | 36" ga Display | [n] Empire Limestone #5; [2] Inco, Port Colborne; <3> Frank Levy; <4> Stanley Gorman, converted to 2-4-2T and fitted with a traction engine boiler; <5> Minnie Thomson Museum. |
| No# | GE | 31716 | 2 1953 | 45T | | [n] Inco No#, Port Colborne, ballasted to 50T. |
| 1 | Baldwin | 23801 | 4 1904 | 0-6-0 | DU | [np] Canadian Copper #1:2; [2] Inco #1, Copper Cliff; [3] Inco #1, Port Colborne. |
| 1 | Vulcan | 3920 | 9 1928 | 4t 4w gas | 24" ga Scr | [n] Inco #1. |
| 2 | Vulcan | 4001 | 7 1929 | 6t | 24" ga Scr | [n] Inco #2. |
| 3 | Vulcan | 4049 | 12 1929 | 6t 4w gas | 24" ga Disp | [n] Inco #3; [2] Marine Salvage, 1986; <3> Charles Matthews (D); <4> Statfold Barn (UK) 2015. |
| 3 | Alco Cooke | 56180 | 1 1917 | 0-4-0T | DU | [n] Foundation Company #1, Port Colborne; [2] Inco #3, Port Colborne; [3] Standard Paving, Fuller, c. 1950. |
| 4 | Vulcan | 4187 | 4 1936 | 6t 4w gas | 24" ga Scr before 1986 | [n] Inco #4. |
| 5 | Vulcan | 4196 | 8 1936 | 6t 4w gas | 24" ga Disp | [n] Inco #5; [2] Marine Salvage, 1986; <3> Matthews (D); <4> Statfold Barn, UK, 2015. |
| 6 | Vulcan | 4207 | 4 1937 | 6t 4w gas | 24" ga | [n] Inco #6; [2] Marine Salvage, 1986. |
| 7 | Vulcan | 4341 | 10 1941 | 6t 4w gas | 24" ga Scr before 1986 | [n] Inco #7. |
| 8 | Vulcan | 4406 | 1945 | 6t 4w gas | 24" ga | [n] Inco #8; [2] Marine Salvage, 1986. |
| 9 | ston and Hornsby | 402817 | 9 1956 | 5t 48-DLV | 24" ga Scr c. 1980 | [n] Inco #9 |
| 10 | ston and Hornsby | 402818 | 9 1956 | 5t 48-DLV | 24" ga Scr c. 1980 | [n] Inco #10. |
| 22 | MLW | 49907 | 5 1911 | 2-6-0 | Retired 1957 | [np] O'Brien, Fowler & McDougall Bros #26 (518), Welland Ship Canal #52; [2] Construction Equipment; [3] Mond Nickel #26, 8/1917 [4p] Inco #22, Copper Cliff; [5] Inco #22, Port Colborne, 12/1927. |
| 28 | Vulcan | 1098 | 4 1907 | 0-4-0ST | 40T Scr late 1950s | [n] Mond Nickel #6; [2] Inco #28, Copper Cliff; [3] Inco #28, Port Colborne, 12/1936; [4] Standard Paving #103, Fuller; [5p] Consolidated Sand & Gravel #9, Paris, 1952. Sometimes confused with 1093 which went new to Juroquin Iron Co #30, Cuba. |
| 30 | MLW | 54469 | 2 1915 | 0-4-0ST | DU | [n] Mond Nickel #8; [2] Inco #30, Copper Cliff; [3] Inco #30, Port Colborne. |
| | Browning | 1553 | 1917 | 13T 2T | crane DU | [1] Inco, Port Colborne. |
| Lyall, P.J. See A.G. Creelman. | | | | | | |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|----------------------------------|-------------|--------|---------|---------------|-------------|--|
| Port Colborne - Maple Leaf Mills | | | | | | |
| Maple Leaf Mills | | | | | | |
| 1:1 | Schenectady | 4254 | 1 1895 | 4-4-0 | Ret 1927 | [n] Dominion Construction #1; [2] Toronto, Hamilton & Buffalo #1, 1895; [3p] Maple Leaf Mills #1:1, 1917; Used as rip rap at Port Colborne 1927. |
| 1:2 | Pittsburgh | 31200 | 3 1905 | 0-4-0ST | DU | (n) Benwood & Wheeling Connecting RR; (2) National Tube; (3) Southern Iron & Equipment (D); [4] HEPC #24 (20), Alexandra; [5] Dominion Construction #24, Abitibi Canyon; [6] Maple Leaf Mills #1:2, 2/1939. |
| 2 | Pittsburgh | 30195 | 8 1904 | 0-4-0ST+T | DU | {n} O'Rorke Construction #14; [2p] HEPC #40, Queenston, 4/1920; [3] HEPC #22, Alexandra, 11/1926; [4] Dominion Construction #22, Abitibi Canyon; [5?] Dominion Construction #22, Decks?; [6] HEPC, Fitzroy, 7/1943; [7] Maple Leaf Mills #2, 1943. |
| ? | Whitcomb | 12527 | 10 1927 | BRY1 | 30t 4w DU | (n) Buffalo Bolt Co., North Tonawanda, NY; [2] Maple Leaf Mills, 6/1936. |
| No# | GE | 29013 | 10 1948 | | 45T | [n] Maple Leaf Mills No#; [2] Merrilees (D); [3] Union Carbide #1, Montreal East, 4/1963, (lease); [4] Novacor #1. |
| Port Credit | | | | | | |
| St. Lawrence Starch | | | | | | |
| No# | Plymouth | 5393 | 9 1948 | ULDA | Scr | (n) All States Construction, Uchee, SC; [2] St. Lawrence Starch No#. |
| Port Dalhousie | | | | | | |
| zz Unknown Owner | | | | | | |
| ? | Unknown | uu3050 | | Vert. boiler, | ng DU | [1p] Narrow gauge with vertical boiler. |
| Port Hope | | | | | | |
| Johnson Bros. | | | | | | |
| 2 | Vulcan | 1419 | 11 1909 | 0-4-0ST | 36" Display | (n) Essex Construction #1, Effingham, IL; [2] Johnson Bros. #2, Port Hope; [3] Kirkfield Crushed Stone #2; <4> Dufferin Construction & Material display, 1962; <5> Pickering display. |
| 10 | Vulcan | 1998 | 8 1912 | 0-4-0ST | 36" ga DU | [n] Johnson Bros. #10; [2] Chambers, McQuigge & McCaffrey, Port Arthur; [3p] Chambers, McQuigge & McCaffrey #1998, Chippewa Park, 1928; [4] Chambers, McQuigge & McCaffrey, west of Fort William, 1931. |
| 11 | Vulcan | 1999 | 8 1912 | 0-4-0ST | 36" ga DU | [n] Johnson Bros. #11; [2] Chambers, McQuigge & McCaffrey, Port Arthur. |
| Port Maitland | | | | | | |
| Canada Coal | | | | | | |
| 4 | Pittsburgh | 701 | 9 1883 | 4-6-0 | Scr | (np) Pittsburgh & Lake Erie #9196 (257, 163); (2) Atlantic Equipment (D), 4/1909; [3p] Willard Kitchen #1, 4/1909; [4] M.P. & J.T. Davis #4; [5] Bathurst Power & Paper #5; [6p] Stelco #10, 10/19/1918; [7] Canada Coal #4, 4/1945; |
| ERCO | | | | | | |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|-------------------------------------|-----------|--------|--------|-------------|-------------|--|
| Port Maitland - ERCO | | | | | | |
| No# | GMD | A1811 | 9 1959 | GMDH-1 | | [n] GMD Demonstrator #800; [2p] ERCO No#, 5/1961 (carries a new plate with a new date of 5/1961); [3] Paikin (D), 10/1972; [4] Limestone Products #3-6902, 10/1973; [5] S.G. Paikin (D), 9/1978; (6) Raritan River Steel, Perth Amboy, NY, 2/1980; Rebuilt by Peacock bros., Edmonton; [7] Hudson Bay Oil & Gas #3, 1/1981. |
| International Minerals and Chemical | | | | | | |
| no# | Davenport | 3313 | 8 1951 | 25T DTC Scr | | [np] Frigidaire Products of Canada No#; [2] Sherbrooke Metallurgical, Port Maitland; [3] International Minerals & Chemical, Port Maitland, No#, scrapped by Capital Equipment. |

Port McNicholl

Toronto Construction Toronto Construction charter was obtained 27 May 1905 from Deeks, Hinds & Co., G.S. Deeks was president and A.B. Cook was General Manager. Dominion Construction Inc. was organized on 18 Apr 1918 from pretty much the same group of officers, while Toronto Construction Co. charter was surrendered 3 March 1919.

| | | | | | | |
|-----|-----------|--------|---------|----------------|----------|---|
| ? | Porter | 2695 | 11 1902 | 0-4-0 36" ga | DU | (n) H.S. Kerbaugh, PA; [2] Toronto Construction, 8/1910 #13 was either 2410 or 2695; [3] Dominion Construction, 11/1912. |
| No# | Vulcan | 695 | 8 1905 | 0-4-0ST 36" ga | DU | [n] Toronto Construction No# "Vulcan"; [2] Cook Construction. |
| 2 | Unknown | uu1571 | | | ? DU | [1] Toronto Construction #2. |
| 3 | Unknown | uu1572 | | | ? DU | [1] Toronto Construction #3. |
| 11 | Porter | 2729 | 1 1903 | 0-4-0 36" ga | DU | (n) H.S. Kerbaugh, PA; [2] Toronto Construction #11, 11/1910; [3] F.H. Hopkins Montreal, 8/1912. |
| 11? | Davenport | 274 | 8 1905 | 0-4-0 24" ga | DU | [n] Toronto Construction #11? |
| 12? | Davenport | 280 | 10 1905 | 0-4-0 24" ga | DU | [n] Toronto Construction #12? |
| 13 | Porter | 2410 | 6 1901 | 0-4-0ST 36" ga | DU | (n) H. S. Kerbaugh; [2] Toronto Construction #13, 10/1907, #13 was either 2410 or 2695; [3] Dominion Construction, 6/1912. |
| 104 | Unknown | uu1574 | | | 2-6-0 DU | [1] Toronto Construction #104. |
| 105 | Unknown | uu1575 | | | 0-6-0 DU | (n) NYC (LS&MS) 4000 class; [2] Toronto Construction #105, Port McNicholl; [3p] Toronto Construction #105, Halifax. This was likely working on the Cook Construction Halifax contract. |
| 106 | Unknown | uu1576 | | | 2-6-0 DU | [1] Toronto Construction #106. Used in construction of Bethany Jet to Port McNicholl line in 1911. |

Port Robinson

Goodrich, B.F. See Thorold.

North American Cyanamid

| | | | | | | |
|-----|----|-------|---------|-----|----|---|
| 104 | GE | 30805 | 10 1950 | 65T | DU | [n] North American Cyanamid #104. New to Welland Works then to Port Robinson (Thorold). |
|-----|----|-------|---------|-----|----|---|

Port Stanley

Century Coal Century Coal was a subsidiary of Canada Steamship Lines.

| | | | | | | |
|--|----------|------|------|--------------|----|--------------------------------|
| | Browning | 1620 | 1917 | 13T 2T crane | DU | [1] Century Coal, Port Stanley |
|--|----------|------|------|--------------|----|--------------------------------|

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|----------|--------|--------|----------|---------------|---|
| Port Weller - A. I. & M. | | | | | | |
| Port Weller | | | | | | |
| A. I. & M. | | | | | | |
| 9 | MLW | 49113 | 9 1910 | 0-4-0ST | DU | [n] Doheny, Quinlan & Robertson #9; [2] Confederation Construction #9?; [3] A.I. & M. #9, o/s 1936; Some records show "Haney" for "Doheny" |
| Prescott | | | | | | |
| Cooper, James | | | | | | |
| ? | Porter | 1762 | 6 1897 | 0-4-0 | DU | [n] James Cooper; [2] W.M. Daly, 12/1908; [3] F.H. Hopkins, 3/1912. |
| ? | Porter | 1768 | 7 1897 | 0-4-0 | DU | [n] James Cooper; [2] W.M. Daly, 12/1908; [3] F.H. Hopkins, 1/1909. |
| ? | Porter | 1782 | 9 1897 | 0-4-0ST | 36" ga DU | [n] James Cooper, Prescott; [2] F.H. Hopkins, Montreal, 6/1907; [3] Canadian General Development, Glen Ross, 6/1908; [4] Shea & Huff, Christie Lake, 3/1913; [4] Dominion Construction, 7/1913, assume Deeks. |
| ? | Porter | 1863 | 6 1898 | 0-4-0 | 36" ga DU | [n] James Cooper, Prescott; [2] W.I. Bishop, Shawinigan Falls, 7/1906; [3] Northern Aluminium, 5/1907. |
| Queenston Power Canal | | | | | | |
| Clapp, Nostrum and Riley | | | | | | |
| 110 | Unknown | uu2976 | | 0-6-0 | DU | [1p] Clapp, Nostrum & Riley #110, sand pit locomotive. |
| HEPC Hydro Electric Canal between Niagara Falls and Queenston. Disposition of HEPC #E-1 to E-6, E-8, E-10 & E18 - six to Stelco, I to Montreal & Southern Counties #326:1; 2 to Niagara St. Catharines & Toronto #16:3 and #17:3. | | | | | | |
| No# | Whitcomb | 12807 | 2 1929 | ϵX-1s | 30t 4w g/m DU | [np] Hydro Electric Power Commission No#. This locomotive was used on the non-electrified Queenston low level section which remained in place for over 25 years after the completion of the project but was latterly disused. |
| E-1 | NSC/GE | uu1578 | 1917 | 50T elec | See note | [np] HEPC #E-1. |
| E-2 | NSC/GE | uu1582 | 1917 | 50T elec | See note | [np] HEPC #E-2. |
| E-3 | NSC/GE | uu1587 | 1917 | 50T elec | See note | [np] HEPC #E-3, shipped 3/1918 |
| E-4 | NSC/GE | uu1588 | 1917 | 50T elec | See note | [np] HEPC #E-4. |
| E-5 | NSC/GE | uu1589 | 1917 | 50T elec | See note | [n] HEPC #E-5. |
| E-6 | NSC/GE | uu1590 | 1917 | 50T elec | See note | [np] HEPC #E-6. |
| E-7SC/Westinghouse | LE-28 | 1919 | | 50T elec | | [np] HEPC #E-7; [2] Inco #102, 7/1926 <3> Niagara Railway Museum. |
| E-8SC/Westinghouse | uu1591 | 1917 | | 50T elec | See note | [np] HEPC #E-8. |
| E-9SC/Westinghouse | uu1363 | 1918 | | Elec | | [np] HEPC #E-9, Queenston; [2] Stelco #6335 (22), 1926, rebuilt to gas then rebuilt to d.e. 1953. |
| E-10SC/Westinghouse | uu1579 | 1918 | | 50T elec | See note | [np] HEPC #E-10. |
| E-11SC/Westinghouse | LE-67 | 1919 | | 50T elec | | [np] HEPC #E-11; [2] Chatham, Wallaceburg & Lake Erie #E-11, 3/1925; [3] Inco #108, 12/1930. |
| E-12SC/Westinghouse | LE-27 | 1919 | | 50T elec | | [np] HEPC #E-12; [2p] Inco #101, 7/1926. |
| E-13 | CC&F/GE | uu1144 | 1919 | 50T elec | Scr 1985 | [n] HEPC #E-13; [2p] Inco #105, 7/1926. |
| E-14 | CC&F/GE | uu1142 | 1919 | 50T elec | Scr 1985 | [np] HEPC #E-14; [2] Inco #103, 7/1926. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|------------------------------|---------|--------|---------|-------------------|--------------|--|
| Queenston Power Canal - HEPC | | | | | | |
| E-15 | CC&F/GE | uu1145 | 1919 | 50T elec | Scr 1985 | [np] HEPC #E-15; [2] Inco #106, 7/1926. |
| E-16 | CC&F/GE | uu1143 | 1919 | 50T elec | Scr 1985 | [np] HEPC #E-16; [2p] Inco #104, 7/1926. |
| E-17 | CC&F/GE | uu1146 | 1919 | 50T elec | Scr 1985 | [np] HEPC #E-17; [2p] Inco #107, 3/1928. |
| E-18 | CC&F/GE | uu1580 | 1918 | 50T elec | See note | [n] HEPC #18; (?) Oklahoma Union #200?. |
| E-19&F/Westinghouse | | uu1581 | 1918 | 50T elec | | [np] HEPC #19; (2) Walla Walla Valley #19, 1923. |
| E-20&F/Westinghouse | | uu779 | 1918 | Electric | Scr. 1952-53 | [np] HEPC #E-20; [2p] Shawinigan Falls Terminal #6, 7/1924. |
| E-21.W/Westinghouse | | 48538 | 5 1918 | Steeple cab elect | Display | (n) Auburn & Syracuse #105; [2p] or [n] HEPC #E-21; [3] NStC&T #18:2, 921? [4] Oshawa #18, 9/1960; (5) Warehouse Point, CT, 1965, |
| E-22 | CC&F/GE | uu1584 | 1920 | Elec | | [n] HEPC #E-22; [2p] Quebec Railway Light & Power #31, 2/1924; [3] CN #226. |
| E-23 | CC&F/GE | uu1585 | 1920 | Elec | Scr | [np] HEPC #E-23; [2] Shawinigan Falls Terminal #5, 5/1924; [3p] Quebec Railway Light & Power #33, 7/1924; [4] CN #228. |
| E-24 | CC&F/GE | uu1586 | 1918 | Elec | | [np] HEPC #E-24; [2] Shawinigan Falls Terminal; [3p] Quebec Railway Light & Power #32, 11/1923; [4] CN #227. |
| 21 | Baldwin | uu1044 | | ? DU | | (n) Mohawk Sand & Gravel; [2] Brantford Sand & Gravel #2; [3] HEPC #21, Queenston; [4] Waterous Engine Works, 4/1925. |
| 30 | Porter | 5443 | 2 1914 | 0-4-0ST | Scr 1950-52 | (n) Lake City Gravel, IL; [2] HEPC #30, Queenston; [3p] HEPC #1, Cameron Falls; [4p] Grenville Crushed Rock #5443, Deeks; [5] Grenville Crushed Rock #6, Hawk Lake, by 1933. |
| 31 (1) | PRR-AMS | 2200 | 9 1901 | 0-4-0 | Sold | (n) Pennsylvania #253; (2) General Equipment (D), 4/1912; [3p] HEPC #31 (1); One of HEPC #31-36 went to Key Valley. |
| 32 (2) | PRR-AMS | 2271 | 6 1903 | 0-4-0 | Sold | (n) Pennsylvania #1540; [2p] HEPC #32 (2), 3/1917; One of HEPC #31-36 went to Key Valley. |
| 33 (3) | PRR | uu1594 | 12 1895 | 0-4-0 | Sold | (n) Pennsylvania #1972; [2p] HEPC #33 (3), 3/1917, one of HEPC #31-36 went to Key Valley. |
| 34 (4) | PRR | uu1595 | 5 1896 | 0-4-0 | Sold | (n) Pennsylvania #1991; [2p] HEPC #34 (4), 3/1917, one of HEPC #31-36 went to Key Valley. |
| 35 (5) | PRR-AMS | 2242 | 10 1902 | 0-4-0 | Sold | (n) Pennsylvania #371; [2p] HEPC #35 (5), 5/1917; One of HEPC #31-36 went to Key Valley. |
| 36 (6) | PRR-AMS | 2268 | 5 1903 | 0-4-0 | Sold | (n) Pennsylvania #01215 (1215); [2p] HEPC #36 (6), 8/1917; One of HEPC #31-36 went to Key Valley. |
| 37 | MLW | 45971 | 3 1909 | 0-4-0T | Scr 10/1930 | [n] MacDonald & Daly #4, (may have been Stein & Read #1); [2] Ontario Power; [3p] HEPC #37, Queenston, 12/1919; [4] HEPC #12 (11) Alexandra, 12/1923. Some records show HEPC #12 as being MLW 45973. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|------------------------------|--------------|--------|---------|-----------|--------------|---|
| Queenston Power Canal - HEPC | | | | | | |
| 38 | Rhode island | 559 | 9 1873 | 4-4-0 | DU | [n] Great Western #310; [2] Grand Trunk #2162 (501, 332, 861); [3p] Ontario West Shore Railway "S,W, Woods", Goderich; [4p] HEPC #38, 1917. |
| 39 | MLW | 45929 | 1909 | 0-4-0T | DU | [n] Stein & Reade #1; [2] Ontario Power; [3] HEPC #39, Queenston 12/1919; [4] HEPC, Alexandra? |
| 40 | Pittsburgh | 30195 | 8 1904 | 0-4-0ST+T | DU | {n} O'Rorke Construction #14; [2p] HEPC #40, Queenston, 4/1920; [3] HEPC #22, Alexandra, 11/1926; [4] Dominion Construction #22, Abitibi Canyon; [5?] Dominion Construction #22, Deeks?; [6] HEPC, Fitzroy, 7/1943; [7] Maple Leaf Mills #2, 1943. |
| 41 | Baldwin | 53810 | 10 1920 | 0-4-0ST | DU | [np] HEPC #41, Queenston; [2p] HEPC #19, Alexandra, 11/1926; 1927. [3] Dominion Construction #19, Abitibi Canyon; [4] Cyanamid of Canada, 10/1936. |
| 42 | Baldwin | 53811 | 10 1920 | 0-4-0ST | DU | [np] HEPC #42, Queenston; [2p] HEPC #21, Alexandra, 11/1926; [3] Dominion Construction #21, Abitibi Canyon; [4] Limestone Products #2. |
| 43 | Baldwin | 53833 | 10 1920 | 0-4-0T | DU | [np] HEPC #43, Queenston; [2] Imperial Oil; [3] Donohue Bros. |
| 44 | Baldwin | 53873 | 10 1920 | 0-4-0ST | DU | [np] HEPC #44; [2p] Page Hersey Tube #1; [3] Cyanamid of Canada. |
| 45 | Baldwin | 53874 | 10 1920 | 0-4-0ST | DU | [n] HEPC #45, Queenston; [2] P.J. Lyall #35, Welland Ship Canal, for sale 4/1930; [3] Shawinigan Engineering [4p] HEPC #26, Alexandra; [5] Dominion Construction #26, Abitibi Canyon; [6] Page Hersey Tube; [7] Cyanamid of Canada. |
| 46 | Alco Cooke | 62557 | 9 1920 | 0-4-0ST | Display | [np] HEPC #46, Queenston; [2] Sir William Arrol #46?, Welland SC; [3p] Deloro Mining & Smelting No#, 8/1922; <4> Matthews for Ontario Science Centre #46, 1963; <5> Ontario Rail Association #46, 1965; <6> Uptergrove Short Line #46 1982; <7> Niagara Railway Museum #46, 6/2010. |
| 47 | Alco Cooke | 62553 | 8 1920 | 0-4-0ST | DU | [np] HEPC #47, Queenston; [2p] Sir William Arrol #2?; [3] Canada Cement #53, Port Colborne. |
| 48 | MLW | 62922 | 1 1921 | 0-4-0ST | 60T Scr 1953 | [n] HEPC #48, Queenston; [2] Sir William Arrol #2; [3] Consolidated Sand & Gravel #2, Durham; [4p] Consolidated Sand & Gravel #1:2 (2:1), Paris, 1930. Rebuilt at Paris in 1940 when it became #1:2 - there were then two #1's in use until 1952. |
| 49 | MLW | 62923 | 1 1921 | 0-4-0T | Scr 1955 | [n] HEPC #49, Queenston; [2] Fraser Construction #49, Welland Canal; [3p] Cooksville Brick & Tile #3 c.1928; Scrapped by Industrial Metals, Toronto. |
| 50 | Porter | 4111 | 8 1909 | 0-4-0 | Scr 6/1939 | [n] Ontario Power; [2] HEPC #50, Queenston; [3] HEPC, Cameron Falls; [4] HEPC, Fitzroy; [5] Consolidated Sand & Gravel #5. |
| 65 | Unknown | uu2993 | 0 0 | 0-4-0 | DU | [1p] HEPC #65. |

Hopkins, F.H.

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---------------------------------------|------------|--------|--------|------|-------------|-------------------|
| Queenston Power Canal - Hopkins, F.H. | | | | | | |
| ? | Brookville | 185 | 5 1922 | 24" | ga DU | [n] F.H. Hopkins. |
| ? | Brookville | 186 | 5 1922 | 24" | ga DU | [n] F.H. Hopkins. |
| ? | Brookville | 192 | 5 1922 | 24" | ga DU | [n] F.H. Hopkins. |

Red Rock

Brompton Pulp and Paper

| | | | | | | |
|---|-----------|------|--------|---------|----|--|
| ? | Davenport | 2186 | 4 1931 | 0-6-0 | DU | [np] Dominion Construction #2186, Fraserdale; [2p] Dominion Construction #2186, Abitibi Canyon; [3p] Dominion Construction #2186, Deeks. |
| ? | Vulcan | 2103 | 2 1913 | 0-4-0ST | DU | [n] Martin International Trap Rock #107; [2] Consolidated Beattie Gold Mines #107, 1933; [3] Brompton Pulp & Paper. |

Domtar

| | | | | | | |
|------|------|-------|---------|------|----------|---|
| 65 | GE | 31810 | 1 1953 | 65T | | [n] Brompton Pulp & Paper #2; [2] Domtar #65, Red Rock; [3] Papiers Cascades No#, 9/1983. |
| 67 | Alco | 75679 | 12 1947 | RS-1 | Scr 1984 | (n) Washington Terminal #55; [2] Domtar #67, 8/1971. |
| 68 | Alco | 79943 | 6 1952 | RS-3 | | (n) Reading #485; [2] URS (D); [3] Roberval & Saguenay #30. 12/1973; [4] Domtar #68, 11/1978. |
| 7961 | EMD | 17744 | 3 1953 | GP7u | | (n) Illinois Central Gulf #7961 (Illinois Central #8961); (2) Lamoile Valley Railway Corp. #7961; [3] Merrilees (D); [4] Domtar #7961, 5/1987. |

Renfrew

Brien, M.J. Ltd. M.J. Brien was a contractor who had a number of partnerships and companies. His first major work was the Kingston and Pembroke Railway but M.J. O'Brien Ltd. was not established until 1917. He was associated with the following:

- O'Brien and MacDonnell;
- O'Brien, Fowler, McDougall and O'Gorman;
- O'Brien and McDougall;
- Mullarky;
- M.J. Henninger;
- O'Brien and Fowler.

His companies included:

- Confederation Construction;
- Great Lakes Dredging;
- Canada and Gulf Terminal (which was completed in 1911 and owned with Hugh Doheny until sold in 1931);
- Deloro Mining and Smelting;
- O'Brien Gold Mines, Cadillac, QC;
- O'Brien Mine, Cobalt, ON;
- O'Brien Munitions.

O'Brien Munitions

| | | | | | | |
|-----|----------|-----|---------|------|-----------|---|
| ? | Plymouth | 74 | 12 1915 | AL-1 | 24" ga DU | [n] O'Brien Munitions; [2] Government Peat Committee, Alfred.3/1920; [3p] Peat Fuels Ltd. 4/1923. |
| No# | Plymouth | 123 | 6 1916 | AL-2 | 24" ga DU | [n] O'Brien Munitions; [2] Government Peat Committee, 3/1920; [3p] Peat Fuels Ltd. 4/1923. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|------------|--------|--------|---------|---------------|---|
| Roblin - Roblindale Quarries | | | | | | |
| Roblin | | | | | | |
| Roblindale Quarries | | | | | | |
| 2 | Brookville | 2845 | 1 1943 | BFD | Scr 1985 | [n] Keystone Tanning & Glue #D-6; [2] Chas Cusson (D), Montreal; [3p] Roblindale Quarries #2 (No#), 1956; [4] H.J. McFarlane #2. |
| Rockland | | | | | | |
| Edwards, W.C. | | | | | | |
| ? | Bell | | 1919 | 12t | 4w DU | [n] General Supply (D). [2] W.C. Edwards. Diesel fired (kerosene); |
| Rodney | | | | | | |
| Rodney is between St. Thomas and Chatham. | | | | | | |
| McNamara Construction | | | | | | |
| ? | Plymouth | 1256 | 6 1922 | CL-2 | 24" ga DU | [n] Wayne County Road Commission, Wayne, MI; (2) Plymouth; [3] McNamara Construction, 2/1928. |
| Ryan Construction | | | | | | |
| ? | Plymouth | 2970 | 7 1928 | DLC-2 | 24" ga DU | [n] Ryan Construction. |
| ? | Plymouth | 2971 | 7 1928 | DLC-2 | 24" ga DU | [n] Ryan Construction. |
| Rouge Valley | | | | | | |
| Nelson Aggregates See West Hill. | | | | | | |
| Ruel | | | | | | |
| Campbell, John and Son | | | | | | |
| ? | Unknown | uu1604 | | 25T | gas Abandoned | [1] John Campbell & Son, abandoned on north shore of a small lake on a logging line east of Ruel. |
| ? | Lima | uu1605 | | | Shay DU | [1] John Campbell & Son. |
| Hope Lumber | | | | | | |
| 1 | Lima | 2679 | 6 1913 | Shay | 2 Display | [np] Dennis Canadian Lumber #1; [2] Hope Lumber #1, 1922; [3] Key Valley #1, 1928-9; [4] Standard Chemical (Beaver Charcoal), #3, 1/1935; <5> Matthews for Ontario Science Centre; <6> Ontario Rail Association; <7> Barry Mahon, 1986; <8> Komoka Railway Museum. |
| Russell | | | | | | |
| Ottawa Brick and Terra Cotta | | | | | | |
| ? | Unknown | uu969 | | | Gas DU | [1] Ottawa Brick and Terra Cotta 1931-? replaced by horses. |
| Russell Shale Brick | | | | | | |
| No# | Alco | uu963 | | 0-4-0ST | ng DU | [1] Russell Shale Brick, 1913-18. May have carried the number 17. |
| Sandwich | | | | | | |
| Royal Salt See Windsor. | | | | | | |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|----------|--------|---------|--------------|-------------|---|
| Sarnia - Canadian Industries Limited | | | | | | |
| Sarnia | | | | | | |
| Canadian Industries Limited | | | | | | |
| 915 | EMD | 23446 | 2 1958 | SW900m | | (n) RI #514, 3/1938 (EMD s/n 706); (2) RI #506 (r/b) 2/958, wrecked 8/1967; (3) RI #915, 7/1968 rebuilt to SW900; (4) Chrome Locomotive (D) #915; (5) Malcolm Black (D) #MBX 915; (6) CIL #915, Sarnia, 1986; (7) CIL #915, Cornwall. |
| Cleveland Sarnia Sawmills Mill located at Sarnia, other locations were logging only. Mill closed 5 May 1928. See also Diver. | | | | | | |
| ? | Portland | 219 | 1872 | 4-4-0 | DU | [n] GTR #608 (Midland #8); [2] LE&DR #8 (12); [3] Cleveland Sarnia Sawmills 9/1908, may have been at Sarnia. |
| ? | Baldwin | 3073 | 1 1873 | 0-4-2T | DU | [n] GTR #607 (395, GWR #394 (416, 316)); [2] LE&DR #1 (14); [3] Cleveland Sarnia Sawmills, 10/1906, may have been at Sarnia. |
| DeKay Construction CN Sarnia Tunnel Construction c. 1950. | | | | | | |
| No# | Atlas | 2148 | 1939 | 50T | DU | (n) USN #65-00326; [2] A. Cope & Son (D); [3p] DeKay Construction No#, Sarnia, 1973-74; used in enlargement of Sarnia Tunnel. [4] Atlas Steels #8. |
| No# | Atlas | 2148 | 1939 | 50T | DU | (n) USN #65-00326; [2] A. Cope & Son (D); [3p] DeKay Construction No#, Sarnia, 1973-74; used in enlargement of Sarnia Tunnel. [4] Atlas Steels #8. |
| Dupont Canada | | | | | | |
| ? | EMD | 33522 | 1 1968 | SW1000 | | (n) Houston Belt & Terminal #40; [2] Dupont Canada, 1990. |
| 1 | GE | 31300 | 4 1952 | 45T | USA | [n] Bell Asbestos #1; [2] Dupont Canada #1, 4/1977; (3) Dupont #MTL-52672, Montague, MI, 1990. |
| Holmes Foundry | | | | | | |
| ? | Plymouth | 1069 | 3 1921 | AL-2 36" ga | DU | [n] Holmes Foundry. |
| Imperial Oil | | | | | | |
| 11 | GE | 31197 | 1 1952 | 35T | DU | [np] Imperial Oil #11, Sarnia; [2] Merrilees (D) [3] Mannesman Tube No#, 2/1959; [4] Algoma Steel #8:2, 1978, sold 1988. |
| | Browning | 189 | | crane | DU | [1] Imperial Oil, Sarnia. |
| | Browning | 190 | | crane | DU | [1] Imperial Oil, Sarnia. |
| | Browning | 1140 | 1913 | 10T 4w crane | DU | [1] Imperial Oil, Sarnia. |
| | Browning | 1447 | 1916 | 10T 4w crane | DU | [1] Imperial Oil, Sarnia. |
| | Browning | 1814 | 1919 | 2T crane | DU | [1] Imperial Oil, Sarnia. |
| Novacor | | | | | | |
| 1 | GE | 29013 | 10 1948 | 45T | | [n] Maple Leaf Mills No#; [2] Merrilees (D); [3] Union Carbide #1, Montreal East, 4/1963, (lease); [4] Novacor #1. |
| 9 | GE | 13195 | 10 1941 | 65T | | (n) Alabama Ordnance #1; (2) USA #V1404; [3] Electro-Metallurgical #9, 1/1948; [4] Novacor #9, also carries #347-548. |
| 417A | EMD | uu1613 | | SW900 | | (n) Union Railroad; [2] Ontario Locomotive (D); [3] Novacor #417A, 10/1989. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|-----------------------------------|-----------|--------|---------|-----------------|-------------|--|
| Sarnia - Novacor | | | | | | |
| 417B | EMD | 3295 | 6 1946 | SW1r | | (n) IC #13 (613, 9027), rebuilt to SW1r 10/1968; (2) VMV Enterprises (D); [3] Novacor #417B, 1991 |
| Ontario Supply and Transportation | | | | | | |
| ? | Vulcan | 1764 | 7 1911 | 0-4-0 | DU | (n) H,N, Matthews #3, Chariton, IA; (2) L.R. Meyers; (3p) Clapp, Riley & Hall, Chicago; [4] Ontario Supply & Transportation, 3/1928. |
| Petrosar | | | | | | |
| 902 | EMD | 26773 | 6 1961 | SW900 | | (1) Corinth & Counce #902; [2] Petrosar #902, 10/1981; [3] Polysar #902. |
| 5744 | EMD | 15250 | 10 1952 | GP7 | | [n] C&O #5744; [2] Lambton Cartage & Warehouse (D); [3] Petrosar #5744, lease 8/1986 - 3/1987. |
| Sault Ste. Marie | | | | | | |
| Abitibi Power and Paper | | | | | | |
| | Browning | 3748 | 1946 | crane | DU | [1] Abitibi Power & Paper, Sault Ste. Marie. |
| Algoma Steel | | | | | | |
| ? | GE | 32666 | 9 1956 | 20T elec | DU | [n] Algoma Steel. |
| ? | Porter | 7338 | 12 1941 | 0-4-0ST 36" | ga DU | [n] Algoma Steel. |
| DG3 | CLC | 2043 | 5 1943 | 0-4-0ST Scr | 1953 | [np] Algoma steel #DG3. Purchased by Dominion Government for the use of Algoma Steel. |
| 1:2 | Porter | 7443 | 10 1943 | 0-4-0T Fireless | Display | [n] Algome Steel "Fireless #1"; <2> Saulte Ste. Marie display #67. |
| 1? | Porter | 2394 | 9 1901 | 0-4-0ST 36" | ga DU | [n] Lake Superior Power; [2] Algoma Steel, 12/1908. |
| 1 | GE | 30857 | 2 1951 | 50T 36" | ga | [n] Algoma Steel #1, remote control. |
| 2? | Porter | 2395 | 9 1901 | 0-4-0ST 36" | ga DU | [n] Lake Superior Power; [2] Algoma Steel, 12/1908. |
| 2 | Porter | 7444 | 10 1943 | 0-4-0T Fireless | Scr 1968 | [n] Algoma Steel "Fireless No 2". |
| 2 | GE | 30858 | 2 1951 | 50T 36" | ga | [n] Algoma Steel #2, remote control. |
| 3:1? | Davenport | 718 | 11 1907 | 0-4-0T 36" | ga? DU | [n] Algoma Steel #3:1 |
| 3:2 | GE | 28451 | 3 1946 | 25T | | [n] Canadian Distillers #M1627; [2] Algoma Steel #3:2, 1966. |
| 4:1 | Porter | 3689 | 10 1906 | 0-4-0ST 36" | ga DU | [n] Algoma Steel #4:1. |
| 4:2 | GE | 32471 | 8 1955 | 50T 36" | ga | [n] Algoma Steel #4:2, remote control. |
| 4:3 | GE | 27803 | 3 1945 | 25T | | (n) Lehigh Portland Cement, Bayles, AL; (2) Forest Product Chemicals; Memphis, TN; (3) Mississippian Railway #1; [4] Algoma Steel #4:3, 3/1967. |
| 5:1 | Porter | 5195 | 9 1912 | 0-4-0ST 36" | ga DU | [n] Algoma Steel #5:1. |
| 5:2 | GE | 29029 | 4 1949 | 50T | DU | [n] Canada Furnace #4, Port Colborne; [2] Algoma Steel #4, Port Colborne; [2] Algoma Steel #5:1, 9/1981; sold 1988. |
| 5:3 | GE | 33857 | 5 1960 | 50T 36" | ga | [n] Algoma Steel #5:3, remote control. |
| 6:1 | Porter | 5776 | 12 1915 | 0-4-0ST 36" | ga DU | [n] Algoma Steel #6:1. |
| 6:2 | GE | 35149 | 12 1964 | 50T 36" | ga | [n] Algoma Steel #6:2, remote control. |
| 7:1 | Porter | 5940 | 1 1917 | 0-4-0ST 36" | ga Scr 1953 | [n] Algoma Steel #7:1. |
| 7:2 | GE | 39003 | 6 1975 | 87.5T 36" | ga | [n] Algoma Steel #7:2, remote. |
| 8:1 | Porter | 5941 | 1 1917 | 0-4-0ST 36" | ga Scr 1953 | [n] Algoma Steel #8:1. |
| 8:2 | GE | 31197 | 1 1952 | 35T | DU | [np] Imperial Oil #11, Sarnia; [2] Merrilees (D) [3] Mannesman Tube No#, 2/1959; [4] Algoma Steel #8:2, 1978, sold 1988. |
| 9 | MLW | 50629 | 1 1912 | 0-6-0ST | DU | [np] Algoma Steel #9. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---------------------------------|----------------|--------|---------|--------------|-------------|---|
| Sault Ste. Marie - Algoma Steel | | | | | | |
| 10 | MLW | 50630 | 1 1912 | 0-6-0ST | DU | [np] Algoma Steel #10. |
| 11 | Richmond | 45885 | 3 1909 | 2-6-2ST | DU | (n) McArthur Bros.; (2) Winston & Co. #27; [3] Algoma Steel #11. |
| 12 | Richmond | 45886 | 3 1909 | 2-6-2ST | DU | (n) McArthur Bros.; (2) Winston & Co. #28; [3] Algoma Steel #12. |
| 13 | Richmond | 45243 | 6 1908 | 2-6-2ST | DU | (n) McArthur Bros.; (2) Winston & Co. #25; [3] Algoma Steel #13. |
| 14 | Alco | 46177 | 7 1909 | 2-6-2ST | DU | (n) McArthur Bros.; (2) Winston & Co #29; [3] Algoma Steel #14, rebuilt to 0-6-0ST. |
| 15 | Baldwin | 40307 | 8 1915 | 0-6-0 | DU | [np] Algoma Steel #15. |
| 16 | Baldwin | 40308 | 8 1915 | 0-6-0ST | DU | [np] Algoma Steel #16. |
| 17 | Alco | uu1646 | | 0-6-0 | DU | (n) NYC #? (NYC&HR); [2] Algoma Steel #17. |
| 18 | MLW | 50231 | 7 1911 | 0-6-0 | DU | [np] Canada Iron #7 (Midland Terminal); [2] Algoma Steel #18. |
| 19 | Baldwin | 23154 | 11 1903 | 0-6-0 | DU | (n) Buffalo & Susquehanna Iron #3; (2) Buffalo & Susquehanna #21; (3) Goodyear Lumber #2, Galeton & Austin, PA; (4) Potato Creek #21, Hamlin, PA; [5p] Algoma Steel #19. |
| 20 | CPR | | 3 1911 | 0-6-0 | DU | [n] CPR #6209; [2] Algoma Steel #20. |
| 21 | Baldwin | 39762 | 4 1913 | 0-6-0 | DU | (n) Manufacturers Railway #7; [2] Algoma Steel #21, 7/1940, left hand drive. |
| 22 | Baldwin | 38092 | 8 1912 | 0-6-0 | DU | (np) Manufacturers Railway #6; [2] Algoma Steel #22, left hand drive. |
| 23 | Baldwin | 61304 | 3 1930 | 0-6-0 | DU | (n) Michigan Limestone & Chemical #33; [2p] Algoma Steel #23, 1942. |
| 24 (DG-1) | Baldwin | 61305 | 3 1930 | 0-6-0 | DU | (n) Michigan Limestone & Chemical #34; [2] Algoma Steel #24 (DG-1), 1942. Supplied by Dominion Government for Company's use. |
| 26 | American Hoist | J3080 | 2 1952 | 50T DE crane | DU | [n] Algoma Steel #26. |
| 28 (DG2) | Lima | 7213 | 5 1927 | 0-6-0 | DU | (n) Michigan Limestone & Chemical #28; (2p) Manufacturers Railway #6; [3] Algoma Steel #28 (DG2), 1942. Supplied by Dominion Government for Company's use. Retained as spare in 1953. |
| 29 | Alco? | uu1654 | | 2-8-0 | DU | [1] Algoma Steel #29. |
| 30 | GE | 30478 | 8 1949 | 80T | | [n] Algoma Steel #30, radio control. |
| 31 | GE | 30479 | 8 1949 | 80T | | [n] Algoma Steel #31. |
| 32 | GE | 30814 | 1 1951 | 80T | | [n] Algoma Steel #32. |
| 33 | GE | 30815 | 1 1951 | 80T | | [n] Algoma Steel #33. |
| 34 | GE | 30964 | 4 1951 | 80T | | [n] Algoma Steel #34. |
| 35 | GE | 30965 | 4 1951 | 80T | | [n] Algoma Steel #35. |
| 36 | GE | 30966 | 4 1951 | 80T | | [np] Algoma Steel #36, remote control. |
| 37 | GE | 30967 | 5 1951 | 80T | | [n] Algoma Steel #37; [2] Algoma Tube #1 (No#), 1978. |
| 38 | GE | 30968 | 5 1951 | 80T | | [n] Algoma Steel #38. |
| 39 | GE | 31030 | 12 1951 | 80T | | [n] Algoma Steel #39. |
| 40 | GE | 31031 | 12 1951 | 80T | | [n] Algoma Steel #40. |
| 40 | American Hoist | J3414 | 6 1957 | 50T DE crane | DU | [n] Construction Equipment (D); [2] Canadian Furnace, Port Colborne; [3] Algoma Steel #40; [4] Algoma Central and Hudson Bay Railway. |
| 41 | GE | 31187 | 5 1952 | 80T | | [n] Algoma Steel #41. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|----------------|--------|---------|---------|--------------|---|
| Sault Ste. Marie - Algoma Steel | | | | | | |
| 42 | GE | 31189 | 6 1952 | 80T | | [n] Algoma Steel #42. |
| 50 | GMD | A277 | 6 1952 | SW8 | | [n] Algoma Steel #50, low clearance cab. ballasted to 110 tons 1960. |
| 51 | GMD | A2060 | 6 1974 | SW900 | | [n] Algoma Steel #51, low clearance cab. ballasted to 110 tons. |
| 60 | GE | 39001 | 11 1974 | 110T | USA | (n) GE Demonstrator #1; [2] Algoma Steel #60, 8/1975. |
| 61 | GE | 39002 | 1 1975 | 110T | | (n) Algoma Steel #61. |
| | American Hoist | J3158 | 8 1952 | 50T | DE crane | DU [n] Canadian Furnace, Port Colborne; [2] Algoma Steel, Sault Ste. Marie; [3] Algoma Central Railway #10216. |
| | American Hoist | J3325 | 11 1955 | 50T | DE crane | DU [n] Construction Equipment (D); [2] Algoma Steel, Sault Ste. Marie. |
| | Ohio | 4926 | 1 1943 | 30T | 8whl D crane | DU [n] Algoma Steel, Sault Ste. Marie; (2) Ortner Freight Car Repair, Covington, KY. |
| | Ohio | 4548 | 5 1947 | 30T | 8whl D crane | DU [n] Algoma Steel, Sault Ste. Marie. |
| | Ohio | 4549 | 5 1947 | 30T | 8whlD crane | DU [n] Algoma Steel, Sault Ste. Marie. |
| Algoma Tube A division of Algopma Steel - prior to 1971 this was the Mannesman Tube Co. | | | | | | |
| No# | GE | 31197 | 1 1952 | 35T | DU | [np] Imperial Oil #11, Sarnia; [2] Merrilees (D) [3] Mannesman Tube No#, 2/1959; [4] Algoma Steel #8:2, 1978, sold 1988. |
| 1 (No#) | GE | 30967 | 5 1951 | 80T | | [n] Algoma Steel #37; [2] Algoma Tube #1 (No#), 1978. |
| Lake Superior Power | | | | | | |
| ? | Porter | 2394 | 9 1901 | 0-4-0ST | 36" ga | DU [n] Lake Superior Power; [2] Algoma Steel, 12/1908. |
| ? | Porter | 2395 | 9 1901 | 0-4-0ST | 36" ga | DU [n] Lake Superior Power; [2] Algoma Steel, 12/1908. |
| | Browning | 63 | 1901 | | crane | DU [1] Lake Superior Power, Sault Ste. Marie. |
| New Ontario Dock and Coal | | | | | | |
| ? | Unknown | uu3345 | | | DU | Sault Ste. Marie Star. 11 September 1913. Inside of two days the new Ontario Dock and Coal Company will receive a locomotive which will be used on the New Ontario dock for shunting the coal cars from beneath the coal unloaders which are working at utmost speed at the present moment to the ACR tracks. The locomotive was purchased from the C.P.R. at Montreal. |
| O'Boyle Bros. Construction Incorporated in 1907 to carry on a dredging and general contracting business -- to do a general railroad contracting business, both in construction and equipment -- the company worked on the construction of the Algoma Central Railway. | | | | | | |
| 102 | Unknown | uu3412 | | 2-6-0 | DU | [1p] O'Boyle Bros. Construction #102. |
| 104 | Unknown | uu3411 | | 2-8-0 | Camelback | DU [1] O'Boyle Bros. Construction #104, Camelback. Photo is indistinct, may have been a 2-6-0 or 4-6-0 camelback. |
| 105? | Brooks | 1435 | 1888 | 2-6-0 | DU | (n) Lake Shore & Michigan Southern #4000 (5301, 212, 402); (2) Baldwin Equipment and Supply, 4/1911; [3p] O'Boyle Bros. Construction #105?, 4/1911, Sault Ste. Marie; [4p] Lake Huron & Northern Ontario #115, 25/4/1914. |
| Scott, Thomas J. | | | | | | |
| | Browning | 159 | 1905 | | crane | DU [1] Thomas G. Scott, Sault Sate. Marie. |
| St. Mary's Paper | | | | | | |
| 775-52-1(2) | GE | 31540 | 4 1952 | 80T | | (n) International Harvester #14; [2] St. Mary's Paper #775-52-1(2), 7/1968. |
| Terra Mills | | | | | | |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|-----------|---------------------------|---------|-------------|---------------|---|
| Sault Ste. Marie - Terra Mills | | | | | | |
| 579 | Lima | 579 | 2 1899 | Shay 2 36" | ga Scr | (n) Walter W. Mills #579 "Wyland A. Mills", Vestal NC; (2) Terra Mills, 1903. |
| Scarborough | | See Toronto - Scarborough | | | | |
| Schumacher | | | | | | |
| Giant Mining | | | | | | |
| ? | Unknown | uu359 | | 1.5t | battery | [1] Giant Mining. |
| MacIntyre Porcupine Mine | | | | | | |
| No# | Whitcomb | 12085 | 10 1925 | 3T 4w | g/m 18" ga DU | [n] MacIntyre Porcupine; Regauged to 24" then sold. |
| No# | Whitcomb | 12256 | 7 1926 | 3T 4w | g/m 30" ga DU | [n] MacIntyre Porcupine. |
| McIntyre Porcupine Mines | | | | | | |
| No# | Whitcomb | 1641 | 4 1919 | 2.5T 4w | 18" ga DU | [n] Canadian Fairbanks Morse (D); [2] McIntyre Porcupine Mines, 4/1919. |
| No# | Whitcomb | 1803 | 6 1922 | 2.5T 4w | 18" ga DU | [n] McIntyre Porcupine Mines. |
| No# | Whitcomb | 1845 | 8 1923 | 2.5T 4w | 18" ga DU | [n] McIntyre Porcupine Mines. |
| No# | Whitcomb | 1866 | 10 1924 | 2.5T 4w | 18" ga DU | [n] McIntyre Porcupine Mines. |
| 108 | Vulcan | 2116 | 3 1913 | 0-4-0ST | Scr 8/1965 | [np] Martin International Trap Rock #108; [2] Bruce Mines Trap Rock #108; [3] Dominion Trap Rock #108; [4] McIntyre Porcupine #108, 1933; [5] Hill Clark Francis #108; [6] Pineland Timber #108 after 1950. Hill Clark Francis had an 0-4-0T at New Liskeard which was numbered 207 or 307. |
| Searchmont | | | | | | |
| Searchmont Lumber | | | | | | |
| ? | Baldwin | 12606 | 4 1892 | 0-4-4T | Forney DU | (n) Chicago & South Side Elevated #20; (2) Pound Construction; (3) Baie de Noquet #2, Nahma Northern Rly, Oconto, WI; (4) Oconto Iron Works #2; [5] Searchmont Lumber. |
| Sellwood | | | | | | |
| Sellwood Mine | | | | | | |
| ? | Alco | uu1678 | 1911 | 0-4-0ST | Scr 1950 | [1] Sellwood Mine; [2] Spanish River Lumber; [3] M.J. Poupore No# |
| Severn Bridge | | | | | | |
| Perry and Pardee | | | | | | |
| ? | Porter | 2483 | 4 1908 | 0-4-0 36" | ga DU | (n) B. Washington Co., PA; (2) Larkins & Sangster, NY, 10/1910; [3] Mussens, Montreal, 6/1913; [4] Perry & Pardee, Severn Bridge, 6/1915. |
| ? | Porter | 2754 | 2 1903 | 0-4-0 36" | ga DU | (n) H.S. Kerbaugh, PA; [2] Mussens, Milton, 1/1914; [3] Perry & Pardee, 3/1915. |
| Shallow Lake | | | | | | |
| Owen Sound Portland Cement In June 1902, the Sun Portland Cement Co. of Owen Sound was granted permission to construct a 1 3/4 mile long branch from a point on the GTR at Shallow Lake station the marl beds on McNabb Lake/Shallow Lake. Also owned Lakefield Portland Cement Co. Plant closed in November 1913 and was dismantled 1920's. Became part of Canada Cement in 1908. | | | | | | |
| ? | Davenport | 600 | 3 1907 | 0-4-0 | DU | [n] Owen Sound Portland Cement. |
| No# | Unknown | uu3260 | | 0-4-4Forney | DU | [1p] Owen Sound Portland Cement 1907-1913. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|---------|--------|---------|--------------|--------------|--|
| Sherkston - Empire Limestone | | | | | | |
| Sherkston | | | | | | |
| Empire Limestone | | | | | | |
| 1 | CLC | 443 | 5 1893 | 0-4-0ST | Scr 1937 | [n] Empire Limestone #3 (1), acquired by Raynor as #1. |
| 2 | CLC | 446 | 1 1894 | 0-4-0ST | Scr 1910 | [2] Empire Limestone #4 (2) , acquired by Raynor #2. |
| 2? | Porter | uu1680 | | 0-4-0ST 36" | ga Scr 1937 | [1] Empire Limestone #2?, left in flooded pit 1910, salvaged & scrapped underwater in 1937. |
| 4 | Unknown | uu1681 | | 0-4-0ST 36" | ga Scr 1910 | [1] Empire Limestone #4. |
| 5 | Vulcan | 536 | 8 1904 | 0-4-0ST 36" | ga Display | [n] Empire Limestone #5; [2] Inco, Port Colborne; <3> Frank Levy; <4> Stanley Gorman, converted to 2-4-2T and fitted with a traction engine boiler; <5> Minnie Thomson Museum. |
| 6 | Vulcan | 806 | 3 1906 | 0-4-0ST 36" | ga Scr 1937? | [n] Empire Limestone #6. |
| 7 | Vulcan | 514 | 10 1903 | 0-4-0ST 42?" | ga Scr | (n) Piedmont Engineering #1, Lonaconing, MD; (2) Seneca Coal & Coke; [3] Empire Limestone #7, 3/1906. |
| Sioux Lookout | | | | | | |
| Canada Creosoting | | | | | | |
| 102 | MLW | 64707 | 6 1923 | 0-4-0T | Display | [n] Alcan #118, acquired by Québec Development Corp; [2] Canada Creosoting #102, Trenton; [3] Canada Creosoting #102, Sioux Lookout; <4p> Sioux Lookout display. |
| Nipigon Lake Timber | | | | | | |
| 1 | Lima | 2712 | 12 1913 | Shay 2 | Display | [n] Shevlin-Clark #3, Flanders; [2p] Shevlin-Clark #3, West Clearwater Lake, 1913, abandoned 1924; [3] Nipigon Lake Timber #1, Sioux Lookout; [4] Donald Clark Lumber; <5>Rescued by Dept. of Natural Resources,1950; <6> Calland Ore lease for restoration; <7> Atikokan display 2/1963 |
| Skead | | | | | | |
| Poupore Lumber, M.J | | | | | | |
| No# | CLC | 1896 | 4 1930 | 0-4-0ST | Display | [n] Beauharnois Light, Heat &Power #124; [2] Falconbridge Nickel #103:1, 5/1935; [3] M.J. Poupore Lumber No#, 1950; <4p> Brown display, 7/1969. |
| No# | Alco | uu1678 | 1911 | 0-4-0ST | Scr 1950 | [1] Sellwood Mine; [2] Spanish River Lumber; [3] M.J. Poupore No# |
| Spanish River Lumber See M.J. Poupore Lumber. | | | | | | |
| Smiths Falls | | | | | | |
| Bailie Construction | | | | | | |
| No# | Vulcan | uu3281 | | 0-4-0ST | DU | [1p] Smiths Falls, 1932-33. Wooden cab. Mattingly quotes this as both Davenport and Vulcan. |
| Henninger, M.G. was a contractor in Smiths Falls who worked on the Canadian Northern Ontario line between Ottawa and Sydenham and operated quarries in Goulburn Township (1928-9), Kitley Township (1932-6), Drummond Township (1930-1) and North Elmsley Township (1936-7). A small locomotive was used at least in the Goulburn quarry. | | | | | | |
| 1 | Dickson | 42534 | 1909 | 0-4-0T | DU | [n] M.G. Henninger #1, may have been at a Limestone Quarry in Goulbourn Township. MacDonald and henninger built the Chambers Street subway in Smiths Falls in 1914. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--------------------------|---------|--------|--------|-------|-------------|---|
| Smoky Falls - | | | | | | |
| Smoky Falls | | | | | | - see Kapuskasing. |
| Smooth Rock Falls | | | | | | |
| Mattagami Railroad | | | | | | |
| 100 | MLW | 55116 | 4 1915 | 2-6-0 | Display | [n] Greater Winnipeg Water District #9; [2] Mattagami Railroad #100, 11/1920; <3> Smooth Rock Falls Display, 1967. |
| 101 | CLC | 904 | 8 1909 | 0-6-0 | Scr | [n] ONR #802 (T&NO #802 (854, 154)); [2] Abitibi Pulp & Paper #60; [3] Mattagami #101, 1950. This may have been s/n 748 of 11/1906. |
| 102 | MLW | 44165 | 1907 | 4-6-0 | Scr | [n] Temiskaming & Northern Ontario #215 (115); [2] Ontario Northland #215; [3p] Mattagami Railroad #102, 7/1949, scrapped at Iroquois Falls. |
| 103 | GE | 30790 | 3 1951 | 50T | | [np] Mattagami Railroad #103; [2] Abitibi Power & Paper #103; [3] Montreal Locomotive Works, 3/1969; [4] Canadian International Paper #2Y-001, 3/1971; [5] Marine Industries #394; [6] GEC Alsthom Electromechanique #394 (same company); [7] Atlas Steels #394, Sorel, 1994. |
| 104 | MLW | 76480 | 9 1949 | S-4 | | [np] Allard Lake Quebec Mines #1; [2] Quebec Iron & Titanium #1; Exchanged for #6 and rebuilt by MLW 3/1968; [3] Mattagami RR #104, 3/1969; Carried wrong builder's plate. |
| 168 | GMD | A275 | 2 1952 | GP7 | | [n] Algoma Central #168; [2p] Mattagami #168, 10/1985 was to have been #105 but not renumbered. |

South River

Beaver Charcoal Brand name used by Ray Industries.

Standard Chemical Canadian Railway and Marine World, Dec. 1917. "The Standard Chemical, Iron & Lumber Co. is building a logging railway in connection with its factory at South River, to get out cordwood. It is expected to complete seven miles of the line with a mile of sidings by the end of this year. Chambers, McQuigge and McCaffrey are the contractors. The company has bought a 50 ton climax geared locomotive and 16 34 ft. flat cars.

| | | | | | | |
|---|---------|-------|--------|-----------|--------------|--|
| ? | MLW | 63272 | 5 1922 | 0-4-0ST | DU | [np] John B. Smith & Sons #5; [2] Standard Chemical, South River, 1/1952. |
| ? | Lima | 3298 | 2 1926 | Shay 3 | Display | (np) Tallahassee Power #9, Calderwood, TN; [2] Alcan, 12/1930 (Alcoa?) [3p] Dominion Construction #3298, 4/1941, Deeks (there by 6/1932? According to Mattingly); [4] Dominion Construction #3298, Abitibi Canyon; [5] Standard Chemical, 5/1946; [6] Merrilees (D) 8/1947; [7] Abitibi Power and Paper #70, 8/1947; <8> Display 1979. |
| ? | Climax | 1523 | 1918 | Climax 3? | 60t Scr 1943 | [1] Standard Chemical, 1924. May have worked at Fassett. |
| ? | Climax | 1127 | 1911 | Climax 2 | 45t Scr 1941 | (n) Leatherwood Lumber #5, Morocco, WVa; [2] Burns and Roberts (D); [3] Standard Chemical, 1924. May have worked at Fassett. |
| 2 | Unknown | 718 | | 0-4-0T | DU | [1] Standard Chemical #2, replaced by John B. Smith & Sons #5. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|------------|--------|--------|------|-------------------|---|
| South River - Standard Chemical | | | | | | |
| 3 | Lima | 2679 | 6 1913 | | Shay 2 Display | [np] Dennis Canadian Lumber #1; [2] Hope Lumber #1, 1922; [3] Key Valley #1, 1928-9; [4] Standard Chemical (Beaver Charcoal), #3, 1/1935; <5> Matthews for Ontario Science Centre; <6> Ontario Rail Association; <7> Barry Mahon, 1986; <8> Komoka Railway Museum. |
| 7 | MLW | 47804 | 1910 | | 0-4-0T DU | [n] Standard Chemical #7, assume South River. |
| 7 | MLW | uu3031 | | | 0-4-0ST DU | [np] Montreal Locomotive Works No#; [2] Standard Chemical #7, assume South River. |
| Spanish River | | | | | | |
| Spanish River Lumber | | | | | | |
| ? | Alco | uu1678 | 1911 | | 0-4-0ST Scr 1950 | [1] Sellwood Mine; [2] Spanish River Lumber; [3] M.J. Poupore No# |
| Spragge | | | | | | |
| Algom Uranium Mines | | | | | | |
| ? | GE | 32512 | 2 1956 | | 8t elec DU | [n] Algom Uranium Mines. |
| ? | GE | 32513 | 2 1956 | | 8t elec DU | [n] Algom Uranium Mines. |
| St. Catharines | | | | | | |
| Aiken, Inness and McLachlin | | | | | | |
| No# | Whitcomb | 11379 | 5 1922 | | 3.5T 4w 24" DU | (n) Harrison Engineering & Construction, Buffalo, NY; [2] Aiken, Inness & McLachlin, St. Catharines, by 10/1927. |
| General Motors Formerly McKinnon Industries. | | | | | | |
| 10 | EMC | 1134 | 8 1940 | | 40 | (n) EMC #10, Plant #2, South Chicago, IL; [2] McKinnon Industries #10, 5/1951; [3] Merrilees (D), 1963; [4] Lake Ontario Steel, 2/1965, (lease); [5] Merrilees (D), 8/1965; [6] Four Star Colliery #10; [7] Devco #20, 1969; <8> Museum of Industry, 1991. |
| 2126 | GMD | A1813 | 1 1960 | | GMDH3 | [n] GMD demonstrator #275; [2] McKinnon Industries #2126, 10/1963. |
| 47074 | GMD | A2175 | 7 1966 | | SW900 | [n] General Motors #47074. |
| Hill and Sibbald | | | | | | |
| ? | Brookville | 873 | 5 1926 | | FCR 36" ga DU | [n] C.O. Monat; [2] Hill & Sibbald, 5/1930. |
| ? | Plymouth | 3298 | 8 1929 | | FLB-2 36" ga DU | [n] Hill & Sibbald; [2] L.E. Shaw, 3/1944. |
| Hopkins, F.H. | | | | | | |
| ? | Porter | 3144 | 3 1905 | | 0-4-0 DU | (n) New York Container & Truck; [2] F.H. Hopkins, St. Catharines, 4/1921. |
| Ontario Construction | | | | | | |
| ? | Porter | 5655 | 5 1915 | | 0-4-0WT 24" ga DU | [n] Canadian H.K. Porter (D); [2] Toronto-Hamilton Highway Commission #1; [3p] British Forgings #1; [4p] Toronto Harbour Commission #1, 11/1917; [5] Ontario Construction, 3/1927. One of 5655-7 was at Canadian Construction in Val Royal. |
| ? | Porter | 5657 | 5 1915 | | 0-4-0WT 24" ga DU | [n] Canadian H.K. Porter (D); [2p] Toronto-Hamilton Highway Commission #3; [3] Ontario Construction. |
| St. Catharines and Niagara | | | | | | |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|----------|--------|---------|---------|-----------------|---|
| St. Catharines - St. Catharines and Niagara | | | | | | |
| 409 | Unknown | uu3267 | | 4-4-0 | DU | [1] Michigan Central #409; [2p] St. Catharines and Niagara Central #409. |
| St. Catharines and Niagara Central | | | | | | |
| 31 | Brooks | 1552 | 8 1889 | 4-4-0 | DU | [1p] St. Catharines and Niagara Central #31. |
| Todd, James L. | | | | | | |
| ? | Porter | 5548 | 3 1914 | 0-6-0ST | Sold | [n] James L. Todd; (2) Atlantic Port Railway #1, Newark, NJ. |
| St. George | | | | | | |
| Ontario Portland Cement | | | | | | |
| ? | Vulcan | 534 | 4 1904 | 0-4-0ST | 36" ga DU | [n] Ontario Portland Cement. |
| St. Joseph's Island | | | | | | |
| Stone Lumber Sault Ste. Marie Star 17 August 1912. The first railway train on St. Joe Island belonging to the Stone Lumber Co. took a run out on the line for a few miles last week. The rails are being rapidly laid and the road will soon be completed. The line was four miles long from Marksville, St. Joseph Island, to the company timber limits. The railway operated for about 25 years from 1912 to around 1937. The locomotive was scrapped at Sault Ste. Marie. | | | | | | |
| ? | Baldwin | uu1045 | | 0-4-0T | Scr | [1] Lake Huron & Northern Ontario; [2] Stone Lumber, 1912. |
| St. Marys | | | | | | |
| St. Mary's Cement | | | | | | |
| No# | Plymouth | 234 | 5 1917 | BL-1 | 36" ga Scr | [n] St. Mary's Cement No#. |
| No# | Plymouth | 383 | 2 1918 | BL-1 | 36" ga Scr | [n] St. Mary's Cement No#. |
| No# | Plymouth | 725 | 11 1919 | BL-1 | 36" ga Scr | [n] St. Mary's Cement No#. |
| No# | Plymouth | 1394 | 3 1923 | BL-2 | 36" ga Scr | [n] St. Mary's Cement No#. |
| No# | Plymouth | 3608 | 3 1931 | JLA-2 | 36" ga Scr | [n] St. Mary's Cement No#. |
| No# | Plymouth | 5800 | 5 1954 | JDT | 36" ga Display | [n] St. Mary's Cement No#, sold to Jamaica 1972 but still on property 1977; <2> Charles Matthews #3; <3> Statfold Barn, UK #7, "Tiny", 8/2013. Converted from 36" to 24" gauge. |
| No# (3) | Plymouth | 6137 | 9 1958 | JDT | 36" ga Display | [n] St. Mary's Cement No# (3), sold to Jamaica 1972 but still on property 1977; <2> Charles Matthews; <3> Statfold Barn, UK #8 "Tim", 8/2013. Converted from 36" to 24" gauge. |
| 4 | MLW | 64377 | 3 1923 | 0-4-0T | DU | [np] St. Mary's Cement #4. |
| 5 | MLW | 64378 | 3 1923 | 0-4-0T | DU | [n] St. Mary's Cement #5. |
| Strathcona | | | | | | |
| Napanee Cement | | | | | | |
| ? | Rathbun | | | 0-4-0ST | DU | [1p] Napanee Cement c. 1895. |
| Sturgeon Falls | | | | | | |
| Lake Superior Power | | | | | | |
| 1 | MLW | 62795 | 1 1920 | 0-6-0T | DU | [n] Lake Superior Power #1, assume Sturgeon Falls. |
| 3 | MLW | 54471 | 5 1916 | 0-4-0T | Display | [n] Lake Superior Power #3; [2] Ste. Anne Paper #3, 1939; <3> Canadian Railway Museum, 1962. |
| Magean Lumber | | | | | | |
| ? | Porter | 4606 | 4 1910 | 0-4-0ST | 42" ga Scr 1923 | [n] Canadian Copper #11; [2] Inco #11; [3?] May have gone to Magean Lumber. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|--------------|-----------------------------|---------|---------|-------------------|--|
| Sudbury - Dominion Mineral | | | | | | |
| Sudbury | | Possibly at Victoria Mines. | | | | |
| Dominion Mineral also known as Dominion Nickel. | | | | | | |
| No# | CLC | 393 | 1893 | 0-4-0ST | 36" ga Scr | [np] Dominion Mineral No#; [2] Mond Nickel No#; [3] Inco No#. |
| Domtar Located at Gatchell, between Sudbury and Copper Cliff adjacent to the CPR Sault Ste. Marie branch. | | | | | | |
| No# | Kerr Stuart | 1175 | 10 1911 | 0-4-2T | 30" ga Scr c.1950 | (n) Burt, Boulton and Heywood (D); [2] Canada Creosoting, "Mosca", Winnipeg; [3p] Domtar No#, Sudbury. Brazil class. |
| No# | GE | 29849 | 10 1948 | 25T | 30" ga | [n] Domtar, Sudbury; [2] Domtar, Winnipeg, 1962; [3] Domtar, Newcastle, 12/1969; [4] Domtar, Delson, 8/1990. |
| Ennis-Paikin Steel | | | | | | |
| | GE | 32212 | 2 1955 | | 35T | [n] Kruger Inc., Bromptonville; [2] Kruger Inc., Trois Rivieres. [3] Ennis Paikin Steel for sale 2020 |
| Hopkins, F.H. | | | | | | |
| ? | Davenport | 354 | 11 1905 | 0-4-0T | DU | [n] F.H. Hopkins. |
| Sulphide | | | | | | |
| Nichols Chemical In 1905, Nichols Chemical company erected a large acid plant for the manufacture of sulphuric and sulphurous acid at Sulphide For nearly fifty years, the uranium mines in nearby Bancroft provided the market for the acids. Then, in 1964, the uranium market collapsed. The mine was subsequently closed and buried and the plant was dismantled . | | | | | | |
| ? | Unknown | uu1040 | | 0-4-0T | DU | [1] Johnson Bros.; [2] Nichols Chemical, 4/1947. |
| ? | Brookville | 1063 | 7 1927 | FCR | 24" ga DU | (n) Industrial Exhibit, Hamburg, NY; [2] Nichols Chemical, 11/15/1927. |
| ? | Brookville | 2022 | 11 1935 | BMD | 24" ga DU | [n] Nichols Chemical. |
| ? | Brookville | 3746 | 11 1951 | BMD | 24" ga Display | [n] Nichols Chemical; <2> Matthews, Markham; <3> Statfold Barn, UK. No#, 8/2012. |
| Sultan | | | | | | |
| Austin and Nicholson | | | | | | |
| ? | Rhode Island | 334 | 1 1872 | 4-4-0 | Scr | [n] GTR #54 (800, GWR #188); [2p] Devon Lumber, 9/1901; [3] McNaught Lumber (Devon then Sultan). [4] Wakami Lumber, Sultan. Some records show as going to Brompton Pulp & Paper which had a corporate connection with Devon Lumber. May have been at Brompton. |
| No# | Plymouth | 3161 | 4 1929 | JLA-2 | Display | [n] Austin & Nicholson; [2] McNaught Lumber; [3] Wakami Lumber; [4] J.J. McFadden, Wakami Development; <5>Wakami Lake Provincial Park display. |
| ? | Whitcomb | 12899 | | LRX-1 | Scr by 1947 | [1] Toronto area; [2] Wakami Lumber. |
| McFadden, J.J. See Austin and Nicholson. | | | | | | |
| McNaught Lumber See Austin and Nicholson. | | | | | | |
| Wakami Lumber See Austin and Nicholson. | | | | | | |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|----------|--------|---------|--------------|-----------------|---|
| Superior Junction - O'Brien, Fowler and McDougall | | | | | | |
| Superior Junction | | | | | | |
| O'Brien, Fowler and McDougall | | | | | | |
| 10 | CLC | 911 | 10 1909 | 2-6-0 | Scr 30 Oct 1935 | [n] O'Brien, Fowler & McDougall #10; [2] O'Brien, McDougall & O'Gorman #5; [3] CN #421 (CGR #4505), 3/1916. |
| 11 | CLC | 912 | 10 1909 | 2-6-0 | Scr 1951 | [np] O'Brien, Fowler & McDougall #11; [2] O'Brien, McDougall & O'Gorman #6; [3] CN #422 (CGR #4506), 3/1916; [4] Malagash Salt #422, 10/1939; [5] Garson's, New Glasgow for scrap 1951. |
| Swansea See Toronto - Swansea. | | | | | | |
| Sydenham Near Wallaceburg. | | | | | | |
| zz Unknown Owner | | | | | | |
| No# | Lima | uu3254 | | Shay 2 | DU | [1p] Lumber line used to move hickory from Inwood to Sydenham village. |
| Temagami | | | | | | |
| Gillies Bros. | | | | | | |
| 2 | GE | 32118 | 2 1954 | 25T | DU | [n] Gillies Bros. #2, Temagami; [2p] Gillies Bros. #2, Braeside by 1961. |
| Milne and Sons, William | | | | | | |
| ? | Baldwin | 15125 | 12 1896 | 0-4-0T | dummy DU | [n] Hamilton & Dundas Street #4 [2] Galt & Preston #1, 1902; [3p] London Contractor, 1904, Preston & Berlin Railway construction; [4] William Milne & Sons, North Bay; [5] William Milne, Temagami, 1935. Vauclain compound. |
| ? | Unknown | uu465 | | 0-4-0ST | DU | [1] E.B. Eddy Forest Products; [2] William Milne & Sons, Temagami, 1946-7. |
| ? | Vulcan | uu1720 | | 4w gas | DU | [1p] William Milne & Sons. |
| ? | Vulcan | uu1721 | | 4w gas | DU | [1] William Milne & Sons. |
| No# | Whitcomb | 40621 | 12 1947 | 25-DM-32-A | DU | [n] William Milne & Sons; [2] Paikin (D). |
| ? | Orillia | uu1421 | | 8w box/motor | Scr | [1p] A.B. Gordon Lumber; [2] William Milne & Sons, Temagami. |
| Terrace Bay | | | | | | |
| Kimberly Clark | | | | | | |
| No# | Vulcan | 4349 | 6 1941 | 65t | Scr 1959 | (n) South Western Proving Grounds #1; (2) USA #7052; [3] Long Lac Paper, Terrace Bay, 1946; [4] Kimberly Clark No#. |
| No# | Vulcan | 4306 | 5 1941 | D/H | USA | (n) Indiana Ordnance Works #602-20; (2) USA #7019, Indiana Ordnance Works #602-20; [3] Kimberly Clark No#; (4) Solvay Process, Baton Rouge, LA, 11/1951. |
| No# | MLW | 81202 | 8 1955 | S-3 | Scr 1983 | [n] CP #6546; [2] Kimberly Clark No#, lease 10/1978, bought 6/1979 exchanged c.8/1983 for #6539, scrapped by CP. |
| 6539 | MLW | 81195 | 7 1955 | S-3 | | [n] CP #6539; [2] Kimberly Clark #6539, 3/1983. |
| No# | GE | 33716 | 12 1959 | 80T | | [n] Kimberly Clark No#; [2] Spruce Falls Power & Paper #106:2; [3] Paikin (D) #106, 11/1985; [4] Canada Starch #8, 5/1987; [5] Paikin (D) #SGPX8, 2/1989. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|------------------------------|---------|--------|--------|------|-------------|--|
| Terrace Bay - Kimberly Clark | | | | | | |
| 7016 | Alco | 72827 | 9 1944 | | S-2 | [n] CP #7016; [2] Merrilees (D), 9/1986; [3] Kimberly Clark, lease, 3/1987-1/1988; [4] Sidbec Dosco, lease 1988; [5] Ivaco 1989. |
| ? | EMD | 33523 | 1 1968 | | SW1000 | (n) Houston Belt & Terminal #41; [2] Kimberly Clark, 5/1988. |
| 8114 | GMD | A1494 | 1958 | | SW1200RS | [n] CP #8114; [2] Kimberly Clark #8114, 4/1990, lease. |

Thamesville

Merlo, Merlo and Ray

| | | | | | | |
|-------------------|--|-----|--------|--|----------------|---|
| ? n Eng. & Machy. | | 175 | 5 1922 | | 3.5t 24" ga DU | [n] Merlo, Merlo & Ray; [2] Carinel & Rossi before 6/1928. |
| ? n Eng. & Machy. | | 176 | 8 1922 | | 3.5t 24" ga DU | [n] Merlo, Merlo & Ray; [2] Carinel & Rossi before 6/1928. |

Thorold

Battle, Joseph Contractor on Ontario Power project at Niagara Falls.

| | | | | | | |
|---|---------|--------|--------|--|------------|---|
| ? | Porter | 551 | 2 1883 | | 0-4-0T DU | (n) Ross & Sanford #2 "Lollie", Jersey City, NJ; [2] Joseph Battle, 1/1907. |
| ? | Porter | 1387 | 7 1892 | | 0-4-2 DU | (n) Buffalo Tool & Machinery Co.; (2) Intra Mural Railway of Chicago; [3] Joseph Battle, Thorold, 2/1906; [4] Ontario Rock Co, Belleville, 8/1916. |
| 3 | Unknown | uu2169 | | | 0-4-0ST DU | [1p] Joseph Battle #3. |

Confederation Construction

| | | | | | | |
|--|------|------|--------|--|----------------------|--|
| | Ohio | 1755 | 8 1915 | | Γ 8 whl stm crane DU | [n] Confederation Construction, Thorold; [2] Midland Shipbuilding, Midland, 1920; [3] Davie Shipbuilding, Levis. |
|--|------|------|--------|--|----------------------|--|

Goodrich, B.F.

| | | | | | | |
|-----|----|-------|--------|--|----------|---|
| ? | GE | 29212 | 1 1948 | | 45T Scr | [n] Falconbridge Nickel #105, destroyed by fire 3/1971; [2] Merrilees (D), 1972; [3] B.F. Goodrich 8/1979, gone by 1988. |
| No# | GE | 28624 | 8 1946 | | 45T Disp | [n] Falconbridge Nickel #104; [2] S.G. Paikin (D); [3] B.F. Goodrich No#, 5/1988; [4] Zalev Bros., 2004; <5> Port Stanley Terminal Rail |

Lyall, P.J.

| | | | | | | |
|---|----------|------|--------|--|----------------|--|
| ? | Plymouth | 1116 | 7 1921 | | BL-2 36" ga DU | [n] Department of Railways & Canals, ordered by Haney, Quinlan & Robertson; [2] P.J. Lyall. |
| ? | Plymouth | 1117 | 7 1921 | | BL-2 36" ga DU | [n] Department of Railways & Canals, ordered by Haney, Quinlan & Robertson; [2] P.J. Lyall. |

Oxyvinyls

| | | | | | | |
|--|----|-------|--------|--|-------------|--|
| | GE | 29231 | 1 1948 | | 25T Display | [n] Shawinigan Engineering No#; [2p] Iroquois Construction #LM-3, 1/1956; [3] Shawinigan Chemicals No#, 1959; [4] B.F. Goodrich No#, Shawinigan; [5] Oxyvinyls, Thorold/Port Robinson; <6> Niagara Railway Museum, 11/2015. |
|--|----|-------|--------|--|-------------|--|

Thorold South

Beaver Wood Fibre

| | | | | | | |
|---------|--------|-------|--------|--|------------------|--|
| ? | Vulcan | 2990 | 4 1920 | | 0-4-0ST Scr 1961 | (n) Beaver Board Co, Buffalo, NY; [2] Beaver Wood Fibre, stored 1946. A conflicting report suggests sold to "AC&T". |
| No# (1) | GE | 28360 | 3 1947 | | 25T | [np] Beaver Wood Fibre No# (1). |

Boreal Contractors

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|------------------------------------|--------------|--------|---------|-------------|-------------|--|
| Thorold South - Boreal Contractors | | | | | | |
| No# | GE | 32400 | 10 1955 | 25T | USA | [n] Pineland Timber #100; [2] Boreal Contractors No#, 6/1965; [3] Paikin (D), 2/1966; (4) Atlantic Creosoting, Atlanta, GA. |
| Ontario Paper | | | | | | |
| ? | Vulcan | 935 | 7 1906 | 0-4-0ST | DU | {n} Superior Portland Cement #1 (SPC "Vulcan"); [2] Durham Cement; [3] Ontario Paper, Thorold, 6/1939. Used at Baie Comeau mill and returned to Thorold in 1943. |
| No# | Whitcomb | 1095 | 6 1920 | 3t g/m | 4w DU | [n] Ontario Paper No#. |
| ? | Whitcomb | 12422 | 4 1927 | 8t gas mech | DU | [n] Ontario Paper. |
| 1 | CLC/Whitcomb | 2635 | 6 1950 | 50t | USA | [np] Ontario Paper #1; (2)Tonawanda Island RR, NY, 9/1983. |
| OPC-1 | GMD | A576 | 1 1954 | SW900 | | [n] CN #7212 (8574); [2] Ontario Paper #OPC-1, 3/1984. |
| 2 | GE | 29051 | 9 1947 | 45T | | [n] Ontario Paper #2; [2p] Québec North Shore Paper #2, 1950. Ballasted to 50T in 1950. |
| QOPC-2 | GMD | A1374 | 1 1958 | SW900 | | [n] CN #7943 (7243); [2] Quebec & Ontario Paper #QOPC-2, 10/1988. |
| 3 | Alco | 81552 | 9 1956 | S-2 | DU | No record of OPC #3, may have been: [n] CN #8174; [2] Ontario Paper #3, 7/1974? [3] International Iron and Metal for scrap 4/1987. |
| 4 (8114) | Alco | 75254 | 7 1947 | S-2 | Scr 1988 | [n] CN #8114 (7948:1); [2] Quebec & Ontario Paper #4 (8114), 5/1974, scrapped by Atlas Steels. |

Quebec and Ontario Paper Ontario Paper company's mill opened at Thorold South in 1913. Construction at Baie Comeau Mill commenced in 1936 and the mill opened in 1937. Ontario Paper was renamed Ontario and Québec Paper in 1987 and was acquired by Québec North Shore Paper in 1988. All locomotives are shown under Ontario Paper.

Thunder Bay

See also Alexandra Power Project and Port Arthur.

Buchanan Forest Products

| | | | | | | |
|---|------------|------|--------|---------|--------|--|
| ? | Brookville | 6611 | 3 1981 | BCC-16P | 30" ga | [n] Abitibi Price; [2] Northern Wood Preservers; [3] Buchanan Forest Products. |
|---|------------|------|--------|---------|--------|--|

Calonego Construction, J.U.

| | | | | | | |
|--|-----|-------|--------|----------|--|-----------------------------|
| | GMD | A1949 | 4 1963 | SW1200MG | | [n] IOCO #431505. Electric. |
|--|-----|-------|--------|----------|--|-----------------------------|

Canadian Car and Foundry See Fort William.

Canadian Pacific Forest Products Great Lakes Pulp and Paper before 6/1988.

| | | | | | | |
|------|-----|-------|--------|-------|-----|---|
| 575 | GMD | A1392 | 5 1958 | SW900 | | [n] CN #7608; [2] Canadian Pacific Forest Products #575, 6/1988. |
| 887 | GMD | A237 | 7 1951 | SW8 | USA | [n] CP #6709; [2] Great Lakes Forest Products #887, 1/1977; [3] Canadian Pacific Forest Products #287, 5/1988; (4) MPS (D); (5) PNP Paper, Usk, WA. |
| 6704 | GMD | A232 | 6 1951 | SW8 | DU | [n] CP #6704; [2] Great Lakes Forest Products #6704, 1/1977, stored on CP until 7/1987; [3] Canadian Pacific Forest Products #6704, 5/1988. |

Cargill Grain

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|---------|--------|---------|---------|-------------|--|
| Thunder Bay - Cargill Grain | | | | | | |
| No# | MLW | 80986 | 6 1954 | S-3 | Scr 8/84 | [n] Lasalle Coke & Manufacturing #4; [2] Cargill Grain, 1977. |
| 14 | EMD | 15953 | 3 1952 | SW8 | | (n) Atlantic Coast Line #54 (2) Seaboard Coast Line #14; (3) 1983 Diesel Supply (D); [4] Cargill Grain #14, 5/1984. |
| 206 | Alco | 71317 | 2 1944 | RS-1 | | (n) Minneapolis & St. Louis #200 (244); [2] Devco #206, 10/1960; [3] Cargill Grain #206, 7/1982. |
| 207 | Alco | 71436 | 10 1944 | RS-1 | Scr 8/1984 | (n) Minneapolis & St. Louis #202 (944); (2) Chicago & North Western #202; [3] Devco #207, 10/1960; [4] Paikin SGPX (D) 11/1981 [5] Cargill Grain #207, 12/1981. |
| Great Lakes Pulp and Paper | | | | | | |
| No# | CLC | 3003 | 5 1959 | D-T-C | Scr 3/1977 | [n] CP #18; [2] Great Lakes Pulp & Paper No#, 1/1975. |
| 128 | GE | 13168 | 11 1941 | 45T | OCC | (n) QMC #4549, Cumberland; (2) USA #7430; [3] Canadian Car & Foundry #110, 6/1948, Thunder Bay; [4] Great Lakes Pulp & Paper #128 "Jackpine Express", 9/1960; [5] Western Metals #128, Thunder Bay, 4/1977; [6] Zalev Bros. #128, 6/1978. Unique off centre cab model. This has sometimes been shown as GLP&P #123. |
| 231 | CLC | 2990 | 1 1958 | DT-2 | | [n] CP #12; [2] Great Lakes Pulp & Paper #231, 7/1974; [3] J.U. Calonego Construction, 1977; [4] Shearmet Recycling; [5] Private owner west of Thunder Bay. |
| Montreal Mining Montreal Mining operated mines in the Thunder Bay area and also had mines in the Bruce Mines area. | | | | | | |
| 7 | Baldwin | 41804 | 11 1914 | 4w elec | 24" ga DU | [n] Montreal Mining #7. |
| 8:1 | Baldwin | 41954 | 3 1915 | 4w elec | 32" ga DU | [n] Montreal Mining #8:1. |
| 9 | Baldwin | 41955 | 3 1915 | 4w elec | 32" ga DU | [n] Montreal Mining #9. |
| 10 | Baldwin | 41955 | 3 1915 | 4w elec | 32" ga DU | [n] Montreal Mining #10. |
| 14 | Baldwin | 45390 | 4 1917 | 4w elec | 24" ga DU | [n] Montreal Mining #14. |
| 15 | Baldwin | 45391 | 4 1917 | 4w elec | 36" ga DU | [n] Montreal Mining #15. |
| No# | Baldwin | 58103 | 11 1924 | 4w elec | 24" ga DU | [n] Montreal Mining No#. |
| No# | Baldwin | 58422 | 5 1925 | 4w elec | 24" ga DU | [n] Montreal Mining No#. |
| No# | Baldwin | 58423 | 5 1925 | 4w elec | 24" ga DU | [n] Montreal Mining No#. |
| No# | Baldwin | 58928 | 1 1926 | 4w elec | 24" ga DU | [n] Montreal Mining No#. |
| No# | Baldwin | 58929 | 1 1926 | 4w elec | 24" ga DU | [n] Montreal Mining No#. |
| No# | Baldwin | 59785 | 2 1927 | 4w elec | 24" ga DU | [n] Montreal Mining No#. |
| No# | Baldwin | 60081 | 5 1927 | 4w elec | 24" ga DU | [n] Montreal Mining No#. |
| No# | Baldwin | 60798 | 5 1929 | 4w elec | 24" ga DU | [n] Montreal Mining No#. |
| No# | Baldwin | 60799 | 5 1929 | 4w elec | 24" ga DU | [n] Montreal Mining No#. |
| 8:2 | Baldwin | 61258 | 3 1930 | 4w elec | 24" ga DU | {n} Bristol Mining #8; [2] Montreal Mining #8:2, 11/1937. |
| 9? | Baldwin | 61259 | 3 1930 | 4w elec | 24" ga DU | {n} Bristol Mining #9; [2] Montreal Mining #9?, 11/1937. |
| No# | Baldwin | 61314 | 5 1930 | 4w elec | 24" ga DU | [n] Montreal Mining No#. |
| No# | Baldwin | 61598 | 12 1930 | 4w elec | 24" ga DU | [n] Montreal Mining No#. |
| No# | Baldwin | 62018 | 1936 | 4w elec | 24" ga DU | [n] Montreal Mining No#. |
| No# | Baldwin | 62019 | 1936 | 4w elec | 24" ga DU | [n] Montreal Mining No#. |
| No# | Baldwin | 62230 | 1937 | 4w elec | 24" ga DU | [n] Montreal Mining No#. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|----------|----------|---------|-------------|--------------------------|---|
| Thunder Bay - Montreal Mining | | | | | | |
| No# | Baldwin | 62231 | 1937 | 4w elec 24" | ga DU | [n] Montreal Mining No#. |
| No# | Baldwin | 62255 | 7 1937 | 4w elec 24" | ga DU | [n] Montreal Mining No#. |
| No# | Baldwin | 62256 | 7 1937 | 4w elec 24" | ga DU | [n] Montreal Mining No#. |
| No# | Baldwin | 62341 | 1939 | 4w elec 24" | ga DU | [n] Montreal Mining No#. |
| No# | Baldwin | 62342 | 1939 | 4w elec 24" | ga DU | [n] Montreal Mining No#. |
| No# | Baldwin | 62449 | 1940 | 4w elec 24" | ga DU | [n] Montreal Mining No#. |
| No# | Baldwin | 62450 | 1940 | 4w elec 24" | ga DU | [n] Montreal Mining No#. |
| Pioneer Grain | | | | | | |
| No# | Plymouth | 6589 | 5 1967 | | MDT Scr 1990 | [n] Pioneer Grain No#. |
| No# | Plymouth | 6590 | 6 1967 | | MDT Scr 1990 | [n] Pioneer Grain No#. |
| No# | GE | 31026 | 9 1951 | | 65T | [n] Asbestos Corp.; [2] Pioneer Grain No#, 1985. |
| 4 | GE | 31333 | 2 1952 | | 65T | [n] Johnson's Company #2:2; [2] Bell Asbestos #2, 4/1965; [3] Pioneer Grain #4, 7/1987. |
| Saskatchewan Wheat Pool #15 Formerly Searle Grain. | | | | | | |
| No# | CLC | 3043 | 2 1963 | | 40H4A-13 | [n] Searle Grain No#; [2p] Saskatchewan Wheat Pool #15 No#; [3] Saskatchewan Wheat Pool #6 No#; [4] Parrish and Heimbecker No#, 1995; Last CLC unit built for Canada. |
| Shearmet Recycling | | | | | | |
| ? | CLC | 2990 | 1 1958 | | DT-2 | [n] CP #12; [2] Great Lakes Pulp & Paper #231, 7/1974; [3] J.U. Calonego Construction, 1977; [4] Shearmet Recycling; [5] Private owner west of Thunder Bay. |
| zz Unknown Owner | | | | | | |
| ? | Porter | uu572 | | | 0-4-0ST 36" ga Scr 1931 | [1] Thunder Bay?; [2] Scottish Canadian Magnesite, 1916. |
| ? | Porter | uu571 | | | 0-4-0ST 36" ga. Scr 1931 | [1] Thunder Bay?; [2] Scottish Canadian Magnesite, 1916. |
| Timmins | | | | | | |
| Aunor Mines | | | | | | |
| ? | GE | 31555 | 12 1952 | | 3t DU | [n] Delnite Mines, Timmins; [2] Aunor Mines, Timmins. |
| ? | GE | 31556 | 4 1952 | | 25T DU | (n) Merry Bros. Brick & Tile, Augusta, GA; [2] Aunor Mines, 1978. |
| Kidd Creek Mine | | | | | | |
| ? | Plymouth | 7187 | 6 1977 | | EHM 24" ga Scr 9/1978 | [n] Kidd Creek Mine; (2) Plymouth, 9/1978. |
| 051 | MLW | M3457-01 | 7 1966 | | RS-23 | [np] Kidd Creek Mine #051. |
| 052 | MLW | M3457-02 | 7 1966 | | RS-23 | [n] Kidd Creek Mine #052. |
| 053 | MLW | M3457-03 | 7 1966 | | RS-23 | [n] Kidd Creek Mine #053. |
| 054 | GMD | A3493 | 10 1976 | | GP38-2 | [n] Kidd Creek Mine #054. |
| 055 | GMD | A3494 | 10 1976 | | GP38-2 | [n] Kidd Creek Mine #055. |
| 591 | Balco | uu1760 | | | 36" ga 9t 96v b/e | [1] Kidd Creek Mine #591. |
| 592? | Plymouth | 7200 | 12 1977 | | DEB 24" ga Scr 9/1978 | [n] Kidd Creek Mine 592?; (2) Plymouth 9/1978. |
| 593 | Plymouth | 7199 | 12 1977 | | DEB Scr 9/1978 | [n] Kidd Creek Mine #593; (2) Plymouth, 9/1978. |
| 594 | GE | uu1761 | 1943 | | 36" ga 250V dc | (1) Utah Salt Mine; [2p] Kidd Creek Mine #594. |
| 595 | Goodman | uu1762 | 1980 | | 36" ga 250V dc | [n] Kidd Creek Mine #595. (model 188-36-68) |
| 596 | Goodman | uu1763 | 1980 | | 36" ga 250V dc | [n] Kidd Creek Mine #596. (model 188-36-68) |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|-----------|--------|---------|--------|------------------------|--|
| Timmins - Kidd Creek Mine | | | | | | |
| 597 | Goodman | uu1764 | 1979 | 36" ga | 96V b/e | [n] Kidd Creek Mine #597. (model 75DB-36-54). |
| 598 | Goodman | uu1765 | 1979 | 36" ga | 96V b/e | [n] Kidd Creek Mine #598. (model 75DB-36-54). |
| Pamour Porcupine | | | | | | |
| ? | GE | 29248 | 4 1947 | | 6T DU | [n] Pamour Porcupine. |
| Porcupine Paymaster | | | | | | |
| ? | Unknown | uu1769 | | | 1.5t batt Display | [1] Porcupine Paymaster; <2> South Porcupine Museum. |
| 1 | Plymouth | 3633 | 5 1931 | FLB-2 | 36" ga USA | [n] Dominion Construction, Abitibi Canyon; [2] HEPC, Fraserdale? [3] Porcupine Paymaster #1, 1934; (4) Boyertown, PA, 6/1989. |
| No# (??) | Plymouth | 3634 | 5 1931 | FLB-2 | 36" ga | [n] Dominion Construction, Abitibi Canyon; [2] HEPC, Fraserdale? [3] Porcupine Paymaster No# (2), derelict. |
| Texas Gulf See Kidd Creek Mine. | | | | | | |
| Tionaga | | | | | | |
| Acme Timber Mill opened 1927. | | | | | | |
| ? | Alco | uu1774 | | | 0-4-0ST DU | [1] Acme Timber, lettered GWPC. |
| Tomiko | | | | | | |
| Tomiko Lumber | | | | | | |
| ? | Unknown | uu3153 | | | Saddle tank DU | [1] J.J. Gartshore (D); [2] Tomiko Lumber, 2/1909. Railway and Marine World March 1909, page 191. |
| Toronto | | | | | | |
| Burns and Roberts | | | | | | |
| ? | Baldwin | 12802 | 1892 | | 0-4-2ST DU | [np] GTR #2548 (2, 602, 4); [2] Burns & Roberts, 9/1918. |
| Canada Creosoting | | | | | | |
| No# | Whitcomb | 11685 | 5 1924 | 3T g/m | 4w 30" ga DU | [n] Builders list shows Canada Creosoting, Toronto but location unknown. |
| Canada Foundry Became Canadian General Electric then General Electric Canada. | | | | | | |
| No# | CLC | 559 | 5 1902 | | 0-4-0ST Scr after 1937 | [np] Canada Foundry "Star"; [2] Canadian Allis Chalmers, 1913. |
| No# | GE | 11353 | 9 1920 | | batt. elec. Scr 5/1949 | [np] Canadian General Electric No#. |
| No# | GE | 29226 | 12 1947 | | 25T | [n] Canadian General Electric No#; [2] Merrilees (D), 9/1990. |
| Canadian Allis Chalmers | | | | | | |
| No# | CLC | 559 | 5 1902 | | 0-4-0ST Scr after 1937 | [np] Canada Foundry "Star"; [2] Canadian Allis Chalmers, 1913. |
| Canadian Fairbanks Morse | | | | | | |
| ? | Davenport | 2248 | 1936 | | 0-4-0 18" ga DU | [n] Canadian Fairbanks Morse. |
| Canadian General Electric | | | | | | |
| ? | Unknown | uu3252 | | | 26.5t steam DU | [1] Canadian General Electric, Davenport Works Toronto; [2] Canadian General Electric, Rockfield Works, Montreal 1932-33. |
| No# | GE | | 1932 | | 1w storage battery DU | [np] Canadian General Electric No# |
| Carswell Construction | | | | | | |
| No# | Whitcomb | 11326 | 3 1922 | 6T | 4w 24" ga DU | (n) Samuel R. Rosoff Engineering, Margaretville, NY; {2} Carswell Construction, 7/1923. |
| Chemical Construction Company | | | | | | |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|-----------|--------|---------|----------|-------------------|--|
| Toronto - Chemical Construction Company | | | | | | |
| | Whitcomb | 40100 | 1 1941 | 25-DM-30 | 4w DU | (n?) Wabash Portland Cement #6, Osborn, OH; [2] Chemical Construction Corp., 1/1941 |
| Ciroux, J.C. | | | | | | |
| ? | Vulcan | 511 | 1 1904 | 0-4-0ST | 36" ga DU | (n) J.F. McKee, S. Clinton. MA; [2] Standard Lime; [3] J.C. Ciroux, 5/1920. |
| Conlin, Herbert E. | | | | | | |
| ? | Porter | 3343 | 9 1905 | 0-4-0 | 36" ga DU | (n) Standard Supply & Equipment, PA; [2] Finch, Tomlinson & Douglas via NY, 3/1910; [3] Jas Stewart, NY, 5/1913; [4] Tomlinson & Fleming, 9/1914; [5] Iroquois Sand & Gravel, Highland Creek, 5/1921; [6] F.H. Hopkins Montreal, 5/1924; [7] Conlin, Toronto. |
| Dominion Timber | | | | | | |
| | Browning | 178 | | 10T | 4whl crane DU | [1] Dominion Timber, Toronto. |
| Follansbee Bros. | | | | | | |
| ? | Porter | 6246 | 4 1920 | 0-4-0ST | DU | {n} Follansbee Bros., some records show Toronto, OH. |
| Gartshore, John S. | | | | | | |
| | Unknown | | | | No details DU | [1] J. Gartshore (D); [2] Hanover Portland Cement. Canada Lumberman Jan 1903. John J. Gartshore, dealer in railway equipment, has disposed of 100 tons of 30 lb. rails, one locomotive and 15 cars to the Hanover Portland cement Company of Hanover, Ont. |
| No# | Lima | 82 | 8 1883 | Shay 2 | 48" ga Scr 2/1926 | (n) Chippewa Lumber, Mecosta, MI; [2] J.S. Gartshore. |
| HEPC | | | | | | |
| | Ohio | 3917 | 2 1930 | 1T | 8whl gas crane DU | [n] HEPC, Toronto; [2] Burlington Steel, Hamilton. |
| Hopkins, F.H. | | | | | | |
| ? | Davenport | 951 | 1 1910 | 0-4-0 | 36" ga DU | [n] F.H. Hopkins, Toronto. |
| ? | Davenport | 952 | 1 1910 | 0-4-0 | 36" ga DU | [n] F.H. Hopkins, Toronto. |
| Milnes Coal | | | | | | |
| | Ohio | 3177 | | 15T | 8w stm crane DU | (n) Unknown owner; returned to Bucyrus and rebuilt; [2] Milnes Coal, Toronto, 8/1926. |
| National Iron Corporation | | | | | | |
| | Browning | 3902 | 1948 | | crane DU | [1] National Iron Corp., Toronto. |
| Runnymede Iron and Steel | | | | | | |
| | Browning | 377 | 1906 | | crane DU | [1] Runnymede Iron and Steel, Toronto. |
| Sheridan Equipment | | | | | | |
| No# | Whitcomb | 12302 | 10 1926 | 8t g/m | 4w 24" ga DU | (n) George D. Whitcomb Contracting, Mount Dora, FL; (2) Motor City Equipment Co, Detroit, MI, 6/1930; [3] Sheridan Equipment, Toronto, 6/1930. |
| Toronto Harbour Commission | | | | | | |
| 1 | Porter | 5655 | 5 1915 | 0-4-0WT | 24" ga DU | [n] Canadian H.K. Porter (D); [2] Toronto-Hamilton Highway Commission #1; [3p] British Forgings #1; [4p] Toronto Harbour Commission #1, 11/1917; [5] Ontario Construction, 3/1927. One of 5655-7 was at Canadian Construction in Val Royal. |

Toronto, City of Used in the construction of the Toronto Civic Railway and other works in the City such as at High Park.

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---------------------------------|------------|--------|---------|-------------|-------------------|--|
| Toronto - Toronto, City of | | | | | | |
| ? | Whitcomb | 12670 | 11 1928 | CS4 24" | g/m 5t DU | [n] City of Toronto. |
| 1 | Porter | 4799 | 8 1911 | 0-4-0ST 36" | ga DU | [np] City of Toronto #1. |
| 2 | Porter | 4800 | 8 1911 | 0-4-0ST 36" | ga DU | [np] City of Toronto #2. |
| 3 | Porter | 4898 | 8 1911 | 0-4-0ST 36" | ga DU | [np] City of Toronto #3. |
| 4 | Porter | 4899 | 8 1911 | 0-4-0ST 36" | ga Scr 4/1936 | [np] City of Toronto #4; [2] A.A. Scully (D); [3p] Huffman Construction #1. |
| 5 | Porter | 4900 | 8 1911 | 0-4-0ST 36" | ga DU | [np] City of Toronto #5. |
| 6 | Porter | 4901 | 8 1911 | 0-4-0ST 36" | ga DU | [np] City of Toronto #6. |
| Truck and Tractor Equipment | | | | | | |
| ? | Brookville | 1601 | 3 1931 | | FDR DU | (n) Walter S. Brown, Niverville, NY; (2) Manning Bros., Silver creek, NY, 1934; [3] Truck & Tractor Equipment, 9/1936. |
| Victory Soya Mills | | | | | | |
| No# | GE | 18032 | 9 1943 | | 45T | (n) Tonowanda Iron #2; (2) Roblin Steel #18032-R-2, 1976; [3] Paikin (D); [4] Victory Soya Mills No#, 1988. |
| Warburton, W.C. | | | | | | |
| ? | Brookville | 871 | 5 1926 | FCR 36" | ga DU | [n] W.C. Warburton. |
| zz Unknown Owner | | | | | | |
| ? | Whitcomb | 12899 | | | LRX-1 Scr by 1947 | [1] Toronto area; [2] Wakami Lumber. |
| | Browning | 3161 | 1942 | | crane DU | [n] Unknown owner. |
| Toronto - Agincourt | | | | | | |
| Dominion Construction | | | | | | |
| ? | Porter | 2695 | 11 1902 | 0-4-0 36" | ga DU | (n) H.S. Kerbaugh, PA.; [2] Toronto Construction, 8/1910 #13 was either 2410 or 2695; [3] Dominion Construction, 11/1912. |
| Lochlin Sand and Gravel | | | | | | |
| 8 | Unknown | uu971 | 1911 | | 0-4-0 DU | [1] Lochlin Sand & Gravel #8. |
| Toronto - Ashbridges Bay | | | | | | |
| British Forgings | | | | | | |
| ? | Plymouth | 219 | 3 1917 | AL-2 36" | ga DU | [n] British Forgings. |
| 1 | Porter | 5655 | 5 1915 | 0-4-0WT 24" | ga DU | [n] Canadian H.K. Porter (D); [2] Toronto-Hamilton Highway Commission #1; [3p] British Forgings #1; [4p] Toronto Harbour Commission #1, 11/1917; [5] Ontario Construction, 3/1927. One of 5655-7 was at Canadian Construction in Val Royal. |
| 6 | Unknown | uu2166 | | | 0-4-0ST DU | [1p] British Forgings #6. |
| 8 | Unknown | uu2937 | | | ST DU | [1p] British Forgings #8. Need to see negative. |
| 18 | Davenport? | uu2167 | | | 0-4-0 DU | [1p] British Forgings #18. |
| Toronto - Downsview | | | | | | |
| Canadian Armed Forces | | | | | | |
| IL-81-2697 | GE | 31696 | 12 1952 | | 45T | [n] RCAF #IL-81-A52; [2] CFB Downsview #IL-82-1697, ballasted to 50T. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|------------|--------|---------|-------|-------------|---|
| Toronto - Highland Creek - Iroquois Sand and Gravel | | | | | | |
| Toronto - Highland Creek | | | | | | |
| Iroquois Sand and Gravel | | | | | | |
| ? | Porter | 3343 | 9 1905 | 0-4-0 | 36" ga DU | (n) Standard Supply & Equipment, PA; [2] Finch, Tomlinson & Douglas via NY, 3/1910; [3] Jas Stewart, NY, 5/1913; [4] Tomlinson & Fleming, 9/1914; [5] Iroquois Sand & Gravel, Highland Creek, 5/1921; [6] F.H. Hopkins Montreal, 5/1924; [7] Conlin, Toronto. |
| Toronto - Leaside | | | | | | |
| North Toronto Sewage Treatment | | | | | | |
| ? | Brookville | 3836 | 12 1952 | BFA | 24" ga DU | [n] North Toronto Sewage Treatment, short wheelbase. |
| Toronto - Mimico | | | | | | |
| Ontario Sewer Pipe and Clay Became part of National Sewer Pipe in April 1929. | | | | | | |
| Toronto - Mount Dennis | | | | | | |
| AMCA International | | | | | | |
| J5049 | GE | 15287 | 6 1942 | 50T | Scr 1988 | [np] Alcan #72-336, Arvida; [2] Alcan #1001, Kitimat; [3] Dominion Bridge #V489A, Burnaby, 1/1959; [4] Dominion Bridge #J5089, Toronto - Mount Dennis, 5/1976; [5] ACMA International #J5089, 1988. |
| Dominion Bridge | | | | | | |
| J5049 | GE | 15287 | 6 1942 | 50T | Scr 1988 | [np] Alcan #72-336, Arvida; [2] Alcan #1001, Kitimat; [3] Dominion Bridge #V489A, Burnaby, 1/1959; [4] Dominion Bridge #J5089, Toronto - Mount Dennis, 5/1976; [5] ACMA International #J5089, 1988. |
| ? | Plymouth | uu1798 | | 8t | Display | [n] F.H. Hopkins (D); [2] Dominion Bridge, re-engined with GM diesel; <2> CRHA (T&Y); <3> Ontario Locomotive & Car, 1988 |
| Toronto - Scarborough | | | | | | |
| Crupi, D and Sons | | | | | | |
| 9117 | Whitcomb | 13041 | 5 1930 | WRK1 | DU | [n] J.R. Booth, Egan Estate; [2p] J.R. Booth, Nepean Yard; [3p] Kirkfield Crushed Stone #9117; [4p] Dufferin Concrete Products #9117, 1975; [5] D. Crupi #9117, 1981. Another record shows it being sold to Highway Paving Co., Montreal in 1944. |
| Dufferin Concrete Products | | | | | | |
| 9114 | Plymouth | 2992 | 8 1928 | HLB-3 | | [n] Dufferin Construction #9114, Aurora; [2p] Dufferin Concrete #9114, Scarborough. |
| 9117 | Whitcomb | 13041 | 5 1930 | WRK1 | DU | [n] J.R. Booth, Egan Estate; [2p] J.R. Booth, Nepean Yard; [3p] Kirkfield Crushed Stone #9117; [4p] Dufferin Concrete Products #9117, 1975; [5] D. Crupi #9117, 1981. Another record shows it being sold to Highway Paving Co., Montreal in 1944. |
| Frigidaire Products of Canada | | | | | | |
| No# | Davenport | 3313 | 8 1951 | 25T | DTC Scr | [np] Frigidaire Products of Canada No#; [2] Sherbrooke Metallurgical, Port Maitland; [3] International Minerals & Chemical, Port Maitland, No#, scraped by Capital Equipment. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|----------|--------|---------|--------|-------------|---|
| Toronto - Scarborough - Nelson Aggregates | | | | | | |
| Nelson Aggregates See Milliken and Rouge Valley. | | | | | | |
| 07010 | GE | 27500 | 2 1944 | 25T | | (n) USA #7768, Rocky Mountain Arsenal; [2] HEPC No#, Mountain Chute, 1/1965; [3] Nelson Aggregates #07010, Orillia, 9/1968; [4p] Nelson Aggregates #07010, Scarborough Pit spur (Westhill); [5] Nelson Aggregates #07010, Uhthoff, 7/1990, also carried #3-6912. |
| Pilkington Glass Became Ford Glass and then AFG Glass. All locomotives are shown under original name. | | | | | | |
| No# | GE | 30380 | 11 1949 | 70T | Parts | (n) Arkansas & Ozarks #800; (2) Fort Dodge, Des Moines & Southern #410, 12/1961; [3] Merrilees (D); [4] Pilkington Glass No#, (lease), 9/1970, bought 4/1971; [5] Merrilees (D) #AAMX 30380, 2/1975; (6) Laurinburg & Southern for parts. |
| No#ston and Hornsby | | 268882 | 8 1950 | 28T | Display | [np] Pilkington Glass No#; <2> Ontario Rail Association, 5/1977. |
| 10 | GE | 30806 | 11 1950 | 65T | | [n] Fraser Companies #6; (2) Bangor & Aroostook #10:2, 12/1972; [3] Pilkington #10, 11/1973, rebuilt by Paikin, 1985; [4] Ford Glass #10; [5] AFG Glass No#. |
| Toronto - Swansea | | | | | | |
| Dominion Sewer Pipe and Clay Became part of National Sewer Pipe in April 1929. | | | | | | |
| No# | Plymouth | 9 | 9 1914 | AL-1 | DU | [n] Dominion Sewer Pipe & Clay; [2] National Fireproof, 8/1916. |
| Toronto - West Hill | | | | | | |
| Nelson Aggregates | | | | | | |
| 07010 | GE | 27500 | 2 1944 | 25T | | (n) USA #7768, Rocky Mountain Arsenal; [2] HEPC No#, Mountain Chute, 1/1965; [3] Nelson Aggregates #07010, Orillia, 9/1968; [4p] Nelson Aggregates #07010, Scarborough Pit spur (Westhill); [5] Nelson Aggregates #07010, Uhthoff, 7/1990, also carried #3-6912. |
| 07020 | GE | 30987 | 7 1951 | 25T | | [n] USAF #1951, Harmon AFB; 42" gauge converted to standard by CLC; (2) St. Joe Minerals #4; [3] Flintkote of Canada, No#, 4/1958; [4] Nelson Aggregates #07020, West Hill, 10/1964; <5> Nelson Aggregates display by 3/1977; [6] Nelson Aggregates #07020, Uhthoff; [7] Nelson Aggregates, Pinecrest by 8/1987. |
| Trent Canal | | | | | | |
| Trent Canal Construction | | | | | | |
| No# | Dickson | uu2404 | | 0-4-0T | or 0-4-2T | DU [1] Trent Canal Construction. |
| Trenton | | | | | | |
| Canada Creosoting | | | | | | |
| 3004 (No#) | CLC | 3004 | 8 1959 | 20H4E1 | 30" ga | [np] Canada Creosoting then Domtar, Trenton #3004 (No#); [2] Domtar, Delson, 1988; [3] Equipement Bertrand proulx (D); [4] Andrew Merrilees (D); [5] Mineraux Noranda Inc., Montreal East, 1996. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|-----------------------------|--|--------|---------|-------------------|----------------|---|
| Trenton - Canada Creosoting | | | | | | |
| No# | Whitcomb | 40692 | 4 1950 | 25DM42A 30" | ga Display | [n] General Supply Co. (D), Masson, QC; [2] Canada Creosoting, North Edmonton, 4/1950; [3] Domtar No#, North Edmonton; [4] Domtar No#, Trenton, 3/1988; <5> Private owner, Quinte West, 1993. |
| 102 | MLW | 64707 | 6 1923 | 0-4-0T | Display | [n] Alcan #118, acquired by Québec Development Corp; [2] Canada Creosoting #102, Trenton; [3] Canada Creosoting #102, Sioux Lookout; <4p> Sioux Lookout display. |
| | Ohio | 3643 | 5 1924 | 20T 8w stm crane | DU | (n) McNichol Paving & Construction, Philadelphia, PA; Returned to Bucyrus and rebuilt; (2) Pennsylvania Railroad, Marietta, PA; (3) Landis Tool, Waynesboro, PA., 1930; [4] Canada Creosoting, Trenton, ON |
| Domtar | | | | | | |
| | American Hoist | J3238 | 3 1954 | 25T DE crane | DU | [n] Construction Equipment (D); [2] Domtar, Trenton. |
| | American Hoist | J3239 | 3 1954 | 25T DE crane | DU | [n] Construction Equipment (D); [2] Domtar, Trenton. |
| | Ohio | 3835 | 2 1928 | 17 8whl stm crane | DU | (n) Blue Ridge Coal, Jersey City, NJ; (2) Bethlehem Steel, Albany, NY.; [3] Domtar, Trenton. |
| Gill and Fortune | Gill and Fortune acquired most of the Trenton operations of Gilmour Lumber at Trenton in January 1905. | | | | | |
| Gilmour Lumber | Two steam locomotives worked in the yard at Trenton in 1881. Another two were added in 1882. | | | | | |
| No# | Amoskeag | 53 | 9 1863 | 4-4-0 | DU | (n) Vermont Central #31; [2p] CAR #3 "Coteau"; [3] Gilmour Lumber, Canoe Lake, 1896?; [4p] Gilmour Lumber, Trenton; [5p] Bessemer & Barrys Bay Railway #2 "Bessemer", 1906-14. |
| No# | Baldwin | 2534? | 8 1871 | 2-6-0 | Scr | [n] Toronto, Grey & Bruce #9, "Toronto", 42" gauge converted to standard; [2] Prince Edward County #1, "Trenton"; [3] Gilmour Lumber No#. |
| ? | Porter | 658 | 6 1884 | 0-4-0ST | Scr | [n] Gilmour Lumber #3; [2] Gill and Fortune, Trenton, (8/1913?); [3] Bessemer & Barrys Bay #3, c.1913; [4p] Canada Iron Mines, Child's Mine, c.1913. Scrapped at Trenton. |
| Trenton Cooperage Mills | | | | | | |
| 1 | American Hoist | 716 | 1913 | Log loader | D | [n] Trenton Cooperage Mills #1. |
| Trout Creek | | | | | | |
| Trout Creek Logging | | | | | | |
| ? | Porter | 1065 | 8 1889 | 0-4-2ST | DU | [n] Dominion Wood & Lumber (Trout Creek Logging); [2] Imperial Lumber; [3p] Empire Lumber "Norah"; [4] Muskoka Wood Products. |
| 999 | Lima | 1741 | 10 1906 | Shay 2 | Scr after 1925 | (n) A. Cook & Sons #2, Mill Creek, PA; (2) Lake Erie Franklin & Clarion #2; (3) Coleman, Harter & McCormick #1, Tionesta, PA; [4] Dominion Wood & Lumber #999, Trout Creek, ON. NB Boiler 1741 condemned on visit of 10-14-1925 at Trout Creek, ON. |
| 1 | Heisler | 1258 | 1912 | Heisler 2 | Scr 1950 | [n] Trout Creek Logging #1; [2] Dominion Wood & Lumber No#; [3] Bethune Lumber, 1928. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|------------|--------|---------|---------|-------------|--|
| Trout Creek - Trout Creek Logging | | | | | | |
| 1590 | Climax | 1590 | 12 1920 | Climax | DU | [n] Trout Creek Logging #1590. |
| Trout Mills | | | | | | |
| Milne and Sons, William See North Bay. | | | | | | |
| Unthoff | | | | | | |
| Limestone Products | | | | | | |
| 1 - Ontario Stone; | | | | | | |
| 2 - Limestone Products; | | | | | | |
| 3 - King Paving & Materials; | | | | | | |
| 4 - Flintkote, 3/1981; | | | | | | |
| 5 - Genstar parent, 5/1983. | | | | | | |
| 1 | Unknown | uu1802 | | | Scrapped | [1] Limestone Products #1. |
| 2 | Baldwin | 53811 | 10 1920 | 0-4-0ST | DU | [np] HEPC #42, Queenston; [2p] HEPC #21, Alexandra, 11/1926; [3] Dominion Construction #21, Abitibi Canyon; [4] Limestone Products #2. |
| 3 | Alco Cooke | 54419 | 5 1915 | 0-4-0T | Scr by 1951 | (n) Conklin Foss Co. #3; [2] Dominion Construction #54419, Fraserdale, 9/1930; [3] Dominion Construction #54419, Deeks, 5/1932, in store; [4] Limestone Products #3. |
| 4 | CLC | 2637 | 7 1950 | 50T | DU | [n] Limestone Products #4, 2/1952; [2] Nelson Aggregates #07040 (3-6910); [3] Nelson Aggregates #07040, Milliken. CLC records show s/n 2637 but plate shows 2638 (verified by Ray Corley 1987): <4> York Durham Heritage Railway, 1994; <5> Prince Edwards County Railway Preservation Society. |
| 3-6902 | GMD | A1811 | 9 1959 | GMDH-1 | | [n] GMD Demonstrator #800; [2p] ERCO No#, 5/1961 (carries a new plate with a new date of 5/1961); [3] Paikin (D), 10/1972; [4] Limestone Products #3-6902, 10/1973; [5] S.G. Paikin (D), 9/1978; (6) Raritan River Steel, Perth Amboy, NY, 2/1980; Rebuilt by Peacock bros., Edmonton; [7] Hudson Bay Oil & Gas #3, 1/1981. |
| Nelson Aggregates | | | | | | |
| 07040 (3-6910) | CLC | 2637 | 7 1950 | 50T | DU | [n] Limestone Products #4, 2/1952; [2] Nelson Aggregates #07040 (3-6910); [3] Nelson Aggregates #07040, Milliken. CLC records show s/n 2637 but plate shows 2638 (verified by Ray Corley 1987): <4> York Durham Heritage Railway, 1994; <5> Prince Edwards County Railway Preservation Society. |
| 07010 | GE | 27500 | 2 1944 | 25T | | (n) USA #7768, Rocky Mountain Arsenal; [2] HEPC No#, Mountain Chute, 1/1965; [3] Nelson Aggregates #07010, Orillia, 9/1968; [4p] Nelson Aggregates #07010, Scarborough Pit spur (Westhill); [5] Nelson Aggregates #07010, Unthoff, 7/1990, also carried #3-6912. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|----------|--------|---------|------------|-------------|---|
| Uththoff - Nelson Aggregates | | | | | | |
| 07020 | GE | 30987 | 7 1951 | 25T | | [n] USAF #1951, Harmon AFB; 42" gauge converted to standard by CLC; (2) St. Joe Minerals #4; [3] Flintkote of Canada, No#, 4/1958; [4] Nelson Aggregates #07020, West Hill, 10/1964; <5> Nelson Aggregates display by 3/1977; [6] Nelson Aggregates #07020, Uththoff; [7] Nelson Aggregates, Pinecrest by 8/1987. |
| 07030 | Browning | 3667 | 1946 | crane | DU | [1] Limestone Products, Uththoff; [2] Nelson Aggregates #07030, Uththoff, 1947. For sale 1998 (still there 2006). |
| 07050 | Whitcomb | 60635 | 3 1945 | 65DE17A | Scr 1988 | (n) American Steel Foundries #5 (9G5), East St. Louis, IL; [2p] Canada Cement, Havelock by March 1957; [3] Limestone Quarries #10, 1969; [4] Nelson Aggregates #07050 (3-6901), Pinecrest, out of service 1986. |
| 07060 | MLW | 81079 | 3 1955 | S-3 | | [n] CP #6534; [2] Malcolm Black Equipment(D); [3] Nelson Aggregates #07060 (SF-1, 3-6908), 7/1978. |
| 07080 | MLW | 81665 | 2 1957 | S-2 | | [n] CP #6564; [2] Nelson Aggregates #07080, 10/1986. |
| Valora | | | | | | |
| Sturgeon Lake Transportation | | | | | | |
| 101 | Brooks | 2629 | 1 1896 | 4-6-0 | Scr 1920 | (n) NYC&StL #111 (292); (2) Soo #1106 (rebuilt Fond du Lac 1924-8); (3) Nekoosa Edwards Paper, Port Edward, WI; [4p] Sturgeon Lake Transportation #101; [5] O'Brien, Fowler & McDougall #19?; [6] CGR #4500? |
| Vaughan - Pinecrest | | | | | | |
| Nelson Aggregates Formerly Indusmin. | | | | | | |
| 07070 | GE | 32568 | 4 1956 | 70T | Scr 1997 | (n) Norwood & St. Lawrence #11; (2) St. Lawrence Railroad #11; [3] Merrilees (D), 1985; [4] Sidbec Dosco #15 (lease) 11/1985 - 4/1986; [5] Nelson Aggregates #1512-85, Milliken, 4/1986; [6] Nelson Aggregates #07070, Pinecrest, by 1987. |
| Victoria Harbour | | | | | | |
| Victoria Harbour Lumber | | | | | | |
| 1 | Baldwin | 15886 | 4 1898 | 0-4-0ST | Scr 1935 | [n] W.M. Davis #9; [2p] Victoria Harbour Lumber #1; [3] Key Valley No#, 1927-8. |
| 2:1 | Portland | 327 | 5 1875 | 0-4-0T | DU | [np] CP #328 (St. L&O #1); [2] J.P. Howey, 5/1895; [3] Victoria Harbour Lumber #2:1; |
| 2:2 | MLW? | uu1807 | | 0-4-0T | DU | [1] Victoria Harbour Lumber #2:2. |
| Victoria Road Station | | | | | | |
| Kirkfield Portland Cement See Kirkfield. | | | | | | |
| Virginiatown | | | | | | |
| Kerr Addison Gold Mines | | | | | | |
| ? | GE | 15621 | 12 1941 | 4w 4t elec | DU | [n] Kerr Addison Gold Mines. |
| ? | GE | 29445 | 9 1947 | 6t elec | DU | [n] Kerr Addison Gold Mines. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|-------------|---------------------------------------|--------|------------------|-------------|--|
| Wahnapiatae - Gartshore, John S. | | | | | | |
| Wahnapiatae | | On the CPR main line east of Romford. | | | | |
| Gartshore, John S. See Holland and Graves. | | | | | | |
| Holland and Emery Lumber | | | | | | |
| ? | Lima | 233 | 2 1889 | Shay 2 36" | ga Scr | (n) Henry Williams Sage c/o Hiram Emery, Loon Lake branch of Detroit, Bay City & Alpina RR.; [2] Holland & Emery Lumber; (3) Vestine Hibberd, Brookville, PA. This may have been abandoned some 40 miles west of Sudbury. |
| 1 | Porter | uu3102 | | 0-4-2T or 0-6-2T | DU | [1p] Holland & Emery #1. |
| 2 | Porter | uu3101 | | 0-4-4T | DU | [1p] Holland & Emery #2. |
| Holland and Graves J.J. Gartshore has purchased the logging railway of Holland and Graves at Wahnapiatae, comprising 3 locomotives, 68 logging flat and box cars, 3 ft. gauge, and about 16 miles of track, principally 30-lb. steel rails, which is now in the market for disposal in lots to suitable customers. (Railway and Shipping World, Nov 1902 p. 393) | | | | | | |
| Walkerville | | | | | | |
| Canadian Bridge | | | | | | |
| | Browning | 3084 | 1941 | 14T 2T crane | DU | [1] Canadian Bridge, Walkerville. |
| Hiram Walker | | | | | | |
| | Browning | 2053 | 1921 | 13T 2T crane | DU | [1] Hiram Walker, Walkerville. |
| Merlo, Merlo and Ray | | | | | | |
| ? | Porter | 5656 | 5 1915 | 0-4-0WT 24" | ga DU | [n] Canadian H.K. Porter (D); [2p] Toronto-Hamilton Highway Commission #2; [3] Merlo, Merlo & Ray. |
| Ryan Construction | | | | | | |
| ? | Plymouth | 2624 | 5 1926 | DLC-6 24" | ga DU | [n] Ryan Construction. |
| ? | Plymouth | 2625 | 5 1926 | DLC-6 24" | ga DU | [n] Ryan Construction. |
| ? | Plymouth | 2626 | 5 1926 | DLC-6 24" | ga DU | [n] Ryan Construction. |
| ? | Plymouth | 2627 | 5 1927 | DLC-6 24" | ga DU | [n] Ryan Construction; [2] McNamara Construction, 12/1935. |
| Walker Metal Products | | | | | | |
| | Browning | 1951 | 1920 | 13T 2T crane | DU | [1] Walker Metal Products, Walkerville. |
| | Browning | 3991 | 1951 | crane | DU | [n] Walker Metal Products, Walkerville; [2] Zalev Brothers, Windsor. |
| | Ohio | 4833 | 7 1966 | 25T D crane | DU | [n] Walker Metal Products, Walkerville. |
| Woollott Fuel and Supply | | | | | | |
| | Browning | 376 | 1906 | crane | DU | [1] Woollott Fuel and Supply, Walkerville. |
| Wallaceburg | | | | | | |
| Canada and Dominion Sugar | | | | | | |
| 303 | Alco-Brooks | 30636 | 3 1905 | 2-8-0 | DU | (n) Pere Marquette #303; (2) Canada & Dominion Sugar #303, 12/1945. Wallaceburg and Chatham. |
| 7470 | GTR | 1500/22 | 1921 | 0-6-0 | Display | [n] CNR #7470 (GTR #1795); [2] Canada & Dominion Sugar #7470, 8/1959; This was stored at Wallaceburg and was never used by C&D Sugar; <3> Ontario Government, 5/1963; <4> Charles Webber, 1965; <5> Fred Steck, 4/1966; <6> Dwight Smith, 4/1968; <7> Conway Scenic Railroad #47. |
| Tatro Enterprises | | | | | | |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--------------------------------------|--------------|------------|---------|-----------|-----------------|---|
| Wallaceburg - Tatro Enterprises | | | | | | |
| | GE | 28495 | 6 1946 | 44T | | (n) Laurinburg & Southern #100; (2) Monroe Sand & Gravel #100, 5/1951; (3) Arkansas Louisiana & Missouri #34 by 1965; (4) Conti Carriers #34, 1965; (5) Septa Rail No#, 10/1986; (6) Quebec Iron & Titanium #5162, 1988. (7) Tatro Enterprises, Wallaceburg, ON., 2012. |
| | GE | 32254 | 11 1954 | 50T | | [n] Canada Cement #2, Forth Whyte; [2] Canada Cement Plant No 1 #2, Montreal , 1959; [3] Quebec Iron & Titanium #5140 (640, 40), 1972; [4] Tatro Enterprises, Wallaceburg, ON., 2012. |
| No# | GE | 33442 | 8 1958 | 45T | | (n) NYS&W #33442 (200); [2] Silcott (D) #34422; [3] Quebec Iron & Titanium #5124 (624; 24), 1968; [4] Tatro Enterprises "Chip II", Wallaceburg, ON, 2012. |
| Wallaceburg Sugar | | | | | | |
| 303 | Alco | uu 2998 | 1905 | 2-8-0 Scr | 1961 | (n) PM #303; [2] Wallaceburg Sugar #303; [3p] Canada & Dominion Sugar #303, 1946. |
| Warren | | | | | | |
| Imperial Lumber | | | | | | |
| ? | Porter | 1065 | 8 1889 | 0-4-2ST | DU | [n] Dominion Wood & Lumber (Trout Creek Logging); [2] Imperial Lumber; [3p] Empire Lumber "Norah"; [4] Muskoka Wood Products. |
| Waterdown See also Aldershot. | | | | | | |
| National Fireproofing | | | | | | |
| No# | Plymouth | 9 | 9 1914 | AL-1 | DU | [n] Dominion Sewer Pipe & Clay; [2] National Fireproof, 8/1916. |
| Waterford | | | | | | |
| Consolidated Sand and Gravel | | | | | | |
| 4 | Porter | 4438 | 12 1909 | 0-4-0T | Scr after 1941 | [n] Ontario Power, shown as Niagara Falls, NY: (2) Superior Gravel #1; [3] Consolidated Sand & Gravel #4:1, Paris, 1930; [4] Consolidated Sand & Gravel, #4, Waterford, 1937; Rebuilt at Paris 6/1939 with parts from #4. |
| 6 | Plymouth | 1516 | 6 1923 | DL-2 | Scr 1944 | [n] A.W. Robertson; [2] Consolidated Sand & Gravel #6, Waterford; [3] Consolidated Sand & Gravel #6, Paris, 7/1939. |
| 7 | Vulcan | 2478 | 3 1916 | 0-4-0ST | Scr by 1955 | (n) F.H. Clemment #111, Bethlehem, PA; [2] Durham Stone & Sand #3; [3] Consolidated Sand & Gravel #3, Durham, 1937; [4p] Consolidated Sand & Gravel #7, Waterford, 1941. |
| 8 | Vulcan | 3983 | 5 1929 | 4w gas | DU | [n] Consolidated Sand & Gravel #1, Durham; [2] Consolidated Sand & Gravel #8 (2:2, 1:1), Paris, 1939; [3] Consolidated Sand & Gravel #8, Waterford. |
| 2002 (102) | CLC/Whitcomb | 2410/60811 | 2 1948 | 25DE26 | 190 hp. Display | [np] Consolidated Sand & Gravel #2002 (102), Paris; [2] Consolidated Sand & Gravel #2002, Waterford; <3>Tottenham display 1987. 1st diesel built by CLC. |
| Mussens Sand and Gravel | | | | | | |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|----------------|--------|---------|---------------|----------------|--|
| Waterford - Mussens Sand and Gravel | | | | | | |
| 2? | Vulcan | 2228 | 9 1913 | 0-4-0ST | DU | (n) Toledo Owens Glass Sand #1; (2) Owen Bottle & Sand; [3] Canada Starch#?, 5/1938; [4p] Mussens Sand & Gravel, 8/1938. |
| Waterford Sand and Gravel | | | | | | |
| ? | GTR | 1156 | 1887 | 0-6-0T | DU | [np] GT #2578 (27, 632, 26); [2] Waterford Sand & Gravel, 6/1920; [3] Consolidated Sand & Gravel, Fuller; [4p] Standard Paving #102. |
| Waterloo | | | | | | |
| Akey, H. | | | | | | |
| No# | Vulcan | uu3334 | | 0-4-0ST | DU | [1p] H. Akey No#; Construction of Waterloo Spur c. 1903. |
| Webbwood | | | | | | |
| White Pine Lumber Operated the Georgian Bay & Northern Railway. | | | | | | |
| ? | Porter | 1033 | 4 1889 | 0-4-2 | DU | (n) Girard Lumber, Menominee, MI; (2) Dundar Wausaukee Rly, Dunbar, WI; [3] White Pine Lumber, 3/1906. |
| ? | Lima | 2271 | 12 1909 | Shay 2 | Scr after 1927 | [n] White Pine Lumber; (2) White Pine Lumber, Menominee, MI; (3) P.S. Fuller, Watersmeet, MI; (4) Norton Lumber, Otonagon, MI; (3) Flanigan & Newkirk Lumber #1, MI, 10/1924. |
| ? | Unknown | uu3346 | | | DU | Sault Ste. Marie Star 10 November 1913. Mr. H. Akey has received the contract of hauling to town the three locomotives, rails etc. used by the White Pine Lumber Co. in the operation of their limit. Work will commence as soon as Birch Lake is frozen over and sleighing is good. |
| Welland | | | | | | |
| Aiken, Inness and McLachlin | | | | | | |
| No# | Whitcomb | 11380 | 5 1922 | 3.5T 4w 24" | DU | (n) Harrison Engineering & Construction, Buffalo, NY; [2] Aiken, Inness & McLachlin, Welland, by 6/1929. |
| Atlas Construction | | | | | | |
| 1 | Vulcan | 3573 | 1 1926 | 7t 4w gas | DU | [n] Atlas Construction #1. |
| Atlas Explosives Formerly Atlas Powder. | | | | | | |
| ? | Porter | 7453 | 3 1943 | | 25t. | [n] Atlas Explosives; [2] Atlas Steels #4. |
| Atlas Steels | | | | | | |
| No# | Porter | 7441 | 7 1943 | 0-4-0T 30" ga | Display | [n] Atlas Steels No# (1?), fireless; <4>Niagara Railway Museum. |
| ? | Whitcomb | 60195 | 1 1942 | | 44DE18 DU | [n] General Supply Co. of Canada (D); [2] Atlas Steels #? |
| 3 | American Hoist | L3751 | 5 1967 | 40T DE crane | DU | (n) Cameron Iron Works, Housrton, TX.; (2) Columbia Iron & Metal, Bunola, PA; [3] Atlas Steels #3, Welland; [4] International Marine Salvage #3, Welland, 2002. |
| 3 | American Hoist | L3751 | 1962 | | 840DE | [1] Atlas Steels #3. Self powered 40T crane. |
| 4 | Porter | 7453 | 3 1943 | | 25t. | [n] Atlas Explosives; [2] Atlas Steels #4. |
| 5 | American Hoist | J3428 | 3 1958 | 50T DE crane | DU | [n] Atlas Steels #5, Welland; [2] International Marine Salvage #5, Welland, 2002. |
| 5 | American Hoist | J3428 | 1955 | | 850-80DE | [1] Atlas Steels #5. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--------------------------|----------------|--------|---------|---------|--------------|---|
| Welland - Atlas Steels | | | | | | |
| 6 | Whitcomb | 60384 | 2 1944 | 65DE19A | Scr 1964 | (n) USA #8143 (MRS 1305); [2] Atlas Steels #6, 1/1947; [3] Dofasco #6 or #5; [4p] Canadian Car & Foundry #1:2. There is a conflict in available information between 60384 and 60386, both being shown as becoming Dofasco #6. It is possible that one of these became Dofasco #5 but more information would be welcome. |
| 7 | Whitcomb | 40158 | 9 1941 | 30DM31 | 30t Scr 1987 | [n] General Supply Co. (D); [2] Atlas Steels #7, to Intermetco for scrap 1987. |
| 8 | Atlas | 2148 | 1939 | 50T | DU | (n) USN #65-00326; [2] A. Cope & Son (D); [3p] DeKay Construction No#, Sarnia, 1973-74; used in enlargement of Sarnia Tunnel. [4] Atlas Steels #8. |
| 9 | MLW | uu1827 | 0 | S-3 | Derelict | [n] CP #65xx; [2] Atlas Steels #9. |
| | American Hoist | 1983 | 9 1945 | 40T | Crane DU | (n) Bethlehem Higham Shipyard; [2] Atlas Steels, Welland. |
| | Browning | 3281 | 1942 | 14T | 2T crane DU | [1] Atlas Steels, Welland |
| | Browning | 3389 | 1943 | | crane DU | [1] Atlas Steels, Welland. |
| 8181 | MLW | 81573 | 1956 | S-4 | | [n] CN #8181; [2] Atlas Steels #8181. |
| 8223 | MLW | 82090 | 1957 | S-7 | | [n] CN #8223; [2] Atlas Steels #8223. |
| 8226 | MLW | 82118 | 1957 | S-7 | | [n] CN #8226; [2] Atlas Steels #8226. |
| Canadian Steel Foundries | | | | | | |
| | Browning | 1564 | 1917 | 13T | 2T crane DU | [1] Canadian Steel Foundries, Welland; [2] Century Metals & Equipment, Montreal. |
| Electro-Metallurgical Co | | | | | | |
| ? | GE | 32514 | 9 1956 | 95T | end cab DU | [1] Electro-Metallurgical. |
| ? | GE | 32515 | | ? | DU | [1] Electro-Metallurgical. |
| 1 | Baldwin | 61455 | 8 1930 | 0-6-0T | DU | [n] Electro-Metallurgical #1. |
| 2 | Alco Cooke | 57721 | 6 1917 | 0-4-0ST | Scr 1948 | [n] Electro-Metallurgical #2; [2] Canadian Equipment (D); [3] HEPC #14, Alexandra, 11/1926; [4] Dominion Construction #14, 2/1931; [5] Falconbridge Nickel, 1/1942 |
| 3 | Baldwin | 61924 | 1935 | 0-6-0 | DU | [n] Electro-Metallurgical #3. |
| 3? | MLW | 67705 | 10 1928 | 0-6-0T | Scr | [np] Cyanamid of Canada #2; [2] Electro Metallurgical #3? Scrapped by Dwyor Metals, Port Colborne. |
| 4 | MLW | 68524 | 7 1930 | 0-4-0ST | Scr | [n] Electro-Metallurgical #4; [2p] Brompton Pulp & Paper #25, 10/1948. At East Angus. |
| 5 | MLW | 68735 | 4 1936 | 0-4-0ST | Scr 7/1955 | [n] Electro-Metallurgical #5, to Dwyor Metals for scrap 6/1955. |
| 6 | MLW | 68901 | 3 1937 | 0-4-0T | Display | [n] Electro-Metallurgical #6; <2> Matthews display: <3> Ontario Science Centre, 1965: <4> Langstaff display (next to GO station). |
| 7:1 | Alco Cooke | 56436 | 1 1917 | 0-4-0T | DU | [n] Electro-Metallurgical #7:1. |
| 7:2 | MLW | 65944 | 5 1926 | 0-4-0ST | DU | [np] Department of Railways & Canals #1:2, delivered 5/1928 lettered "Welland Ship Canal Construction"; [2] Electro-Metallurgical #7:2. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|----------------|--------|---------|---------|-----------------|---|
| Welland - Electro-Metallurgical Co | | | | | | |
| 8 | Whitcomb | 60440 | 4 1944 | 65DE19A | Scr 8/1989 | (n) USA #8434 (MRS #1345); (2) Railway Accessories, (D), Cincinnati; [3] Electro Metallurgical Co, #8, 3/1947; [4] Union Carbide No#, 1961; [5] Elkem No#; [6] Merrilees (D) 1989. |
| 9 | GE | 13195 | 10 1941 | 65T | | (n) Alabama Ordnance #1; (2) USA #V1404; [3] Electro-Metallurgical #9, 1/1948; [4] Novacor #9, also carries #347-548. |
| 10 | GE | 31847 | 4 1953 | 80T | | [n] Union Carbide #10; [2] Electro-Metallurgical #10. |
| 21 | CLC | 1232 | 3 1914 | 0-4-0ST | DU | [n] Union Carbide #6; [2] Electro-Metallurgical #21. |
| 24 | Alco Cooke | 56179 | 10 1916 | 0-4-0T | DU | [n] Electro-Metallurgical #24. |
| International Marine Salvage | | | | | | |
| 3 | American Hoist | L3751 | 5 1967 | 40T | DE crane DU | (n) Cameron Iron Works, Housrton, TX.; (2) Columbia Iron & Metal, Bunola, PA; [3] Atlas Steels #3, Welland; [4] International Marine Salvage #3, Welland, 2002. |
| 5 | American Hoist | J3428 | 3 1958 | 50T | DE crane DU | [n] Atlas Steels #5, Welland; [2] International Marine Salvage #5, Welland, 2002. |
| Page Hersey Tube Became Stelpipe - Stelco. | | | | | | |
| ? | GMD | A876 | 1956 | SW1200 | | [n] CN #7721 (7021); [2] Stelpipe, 1989. |
| No# | GE | 29055 | 9 1947 | 45T | | [np] Page Hersey Tube No#; [2] Stelpipe No#. |
| 1 | Baldwin | 53873 | 10 1920 | 0-4-0ST | DU | [np] HEPC #44; [2p] Page Hersey Tube #1; [3] Cyanamid of Canada. |
| ? | Baldwin | 53874 | 10 1920 | 0-4-0ST | DU | [n] HEPC #45, Queenston; [2] P.J. Lyall #35, Welland Ship Canal, for sale 4/1930; [3] Shawinigan Engineering [4p] HEPC #26, Alexandra; [5] Dominion Construction #26, Abitibi Canyon; [6] Page Hersey Tube; [7] Cyanamid of Canada. |
| 3 | GE | 32705 | 10 1956 | 50T | | [1] Stelco #3, Montreal, Notre Dame Works; [2] Stelco #3, Contrecoeur, 1986; [3] Stelpipe #3, Welland, 7/1989, damaged in transit and replaced. |
| 5 | GE | 32656 | 10 1956 | 44T | | [n] CN #5; [2] Stelco-Welland Tube #5, 6/1969; [3] Stelpipe #5. |
| 6 | GE | 31334 | 3 1952 | 65T | | [n] Cyanamid of Canada #6; [2] Shaw Pipe Protection #6, Welland; [3] Stelpipe #6, 1982. |
| 7 | GE | 30817 | 12 1950 | 80T | | [n] Stelco #53, Hamilton; [2] Page Hersey Tube #7, 1985; [3] Stelpipe #7. |
| | American Hoist | 2651 | 2 1951 | 25T | DE crane DU | [n] Page Hersey Tube, Welland. |
| Plymouth Cordage | | | | | | |
| 1 | Porter | 3500 | 5 1906 | 0-4-0CA | 40½" ga Display | [n] Plymouth Cordage #1 "Welland", fireless; <2p> Merrilees display, 5/1956. |
| Shaw Pipe Protection See Page Hersey Tube. | | | | | | |
| Stelpipe Was originally Page Hersey Tube, all locomotives listed under earlier name. | | | | | | |
| Welland Chemical Works | | | | | | |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|----------------------------------|----------------|--------|--------|-----------------|-------------|---|
| Welland - Welland Chemical Works | | | | | | |
| ? | Baldwin | uu1847 | | 0-6-0T | DU | (1) Carlton, OR; [2] Welland Chemical Works, oil burner. |
| Welland Iron and Metal | | | | | | |
| 20 | Whitcomb | 13236 | 9 1946 | .GM36 4w 24" | ga Scr 1974 | [n] North American Cyanamid #20; [2] Cyanamid of Canada #20; [3] Welland Iron & Metal (D) #20, 1974. |
| 21 | Whitcomb | 13237 | 9 1946 | GM36 4w 24" | ga Scr 1974 | [n] North American Cyanamid #21; [2] Cyanamid of Canada #21; [3] Welland Iron & Metal (D) #21, 1974. |
| 22 | Whitcomb | 13239 | 3 1947 | .GM36 4w 24" | ga Scr 1974 | [n] North American Cyanamid #22; [2] Cyanamid of Canada #22; [3] Welland Iron & Metal (D) #22, 1974. |
| Welland Ship Canal | | | | | | |
| Arrol, Sir William | | | | | | |
| ? | Unknown | uu2978 | | British | DU | [1p] Sir William Arrol "British engine", need to see negative. |
| 2 | MLW | 62922 | 1 1921 | 0-4-0ST 60T | Scr 1953 | [n] HEPC #48, Queenston; [2] Sir William Arrol #2; [3] Consolidated Sand & Gravel #2, Durham; [4p] Consolidated Sand & Gravel #1:2 (2:1), Paris, 1930. Rebuilt at Paris in 1940 when it became #1:2 - there were then two #1's in use until 1952. |
| 2? | Alco Cooke | 62553 | 8 1920 | 0-4-0ST | DU | [np] HEPC #47, Queenston; [2p] Sir William Arrol #2?; [3] Canada Cement #53, Port Colborne. |
| 46? | Alco Cooke | 62557 | 9 1920 | 0-4-0ST | Display | [np] HEPC #46, Queenston; [2] Sir William Arrol #46?, Welland SC; [3p] Deloro Mining & Smelting No#, 8/1922; <4> Matthews for Ontario Science Centre #46, 1963; <5> Ontario Rail Association #46, 1965; <6> Uptergrove Short Line #46 1982; <7> Niagara Railway Museum #46, 6/2010. |
| Baldry, Yerburch and Hutchinson | | | | | | |
| ? | Unknown | uu1853 | | 0-4-0 | DU | [1] Baldry, Yerburch & Hutchinson; Welland Ship Canal #19. |
| ? | Unknown | uu1852 | | 0-6-0ST | DU | [1] Baldry, Yerburch & Hutchinson; Welland Ship Canal #24. |
| ? | Unknown | uu1854 | | 0-4-0 | DU | [1] Baldry, Yerburch & Hutchinson; Welland Ship Canal #20. |
| 3 | Unknown | uu1856 | | 0-6-0 | DU | [1] Baldry, Yerburch & Hutchinson #3; Welland Ship Canal #23? |
| 3 | Unknown | uu1855 | | 0-4-0ST | DU | [1] Baldry, Yerburch & Hutchinson #3; Welland Ship Canal #17. |
| 4 | Manning Wardle | 1531 | 9 1901 | 0-6-0ST class L | DU | (n) Hutchinson #4 (Lee Brook, UK); [2] Baldry, Yerburch & Hutchinson #4; Welland Ship Canal #10. |
| 7 | Bucyrus | | | Steam shovel | DU | [1] Baldry, Yerburch & Hutchinson #7. |
| 9 | Manning Wardle | 1554 | 3 1902 | 0-6-0ST class L | DU | (n) Hutchinson #9,)Leek Brook, UK); [2] Baldry, Yerburch & Hutchinson #9; Welland Ship Canal #11; [3] Department of Railways and Canals #9, 1919. |
| 15 | Manning Wardle | 1333 | 5 1896 | 0-6-0ST class L | DU | [1p] Baldry, Yerburch & Hutchinson #15; Welland Ship Canal #15; [2] Department of Railways & Canals #15. |
| 23 | Vulcan | 2286 | 4 1914 | 0-6-0ST | USA | [np] Baldry, Yerburch & Hutchinson #23; (2) Taylor Wharton Iron & Steel, High Bridge, NY; (3) American Bridge Co, 2/1932. |
| 25 | CLC | 1240 | 4 1914 | 0-6-0ST | DU | [np] Baldry, Yerburch & Hutchinson #25; Welland Ship Canal #25. [2] Brompton Pulp & Paper #25. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|-----------|--------|---------|-----------|--------------|--|
| Welland Ship Canal - Baldry, Yerburgh and Hutchinson | | | | | | |
| 26 | CLC | 1248 | 7 1914 | 0-6-0ST | DU | [n] Baldry, Yerburgh & Hutchinson #26, Welland Ship Canal #21?; [2p] Asbestos & Danville #13:2 (15:1 until 1925), 1920; [3p] Dorval; (4) USA #101, 1942, Strepheville, NF? |
| 27 | CLC | 1249 | 7 1914 | 0-6-0ST+T | DU | [np] Baldry, Yerburgh & Hutchinson #27; Welland Ship Canal #22?; [2p] Asbestos & Danville #14:2 (16:1 until 1925), 1920,; [3] Brompton Pulp & Paper. Tender later removed. |
| 33 | Unknown | uu2829 | | ST | DU | [1p] Welland Ship Canal #33 [2] Baldry Yerburgh & Hutchinson #33. |
| 102? | CLC | 612 | 12 1903 | 4-6-0 | DU | [n] T&NO #102:1; [2] Baldry, Yerburgh & Hutchinson #102?, 8 May 1914. |
| 103? | CLC | 613 | 12 1903 | 4-6-0 | DU | [n] T&NO #103:1 (3); [2] Canadian Equipment, 6/1920; [3] Baldry, Yerburgh & Hutchinson #103?, 1921. |
| Confederation Construction | | | | | | |
| ? | Dickson | 812 | 1 1891 | 2-6-0 | DU | (n) Delaware & Hudson #111 (331); [2] Quebec, Montreal & Southern #111, 1917; [3] MacDonnell & O'Brien #22 by 1/1919; [4] Confederation Construction; [5] Inco? Early history and origin conjectural. |
| 9 | MLW | 49113 | 9 1910 | 0-4-0ST | DU | [n] Doheny, Quinlan & Robertson #9; [2] Confederation Construction #9?; [3] A.I. & M. #9, o/s 1936; Some records show "Haney" for "Doheny" |
| 15 | CLC | 1212 | 2 1914 | 0-4-0ST | DU | [n] Confederation Construction #15; [2] MacDonnell & O'Brien #15. |
| 15 | CLC | 1213 | 2 1914 | 0-4-0ST | DU | [np] Confederation Construction #15; [2] Boston Sand & Gravel, Boston, MB. |
| 16 | CLC | 1213 | 2 1914 | 0-4-0ST | DU | [n] Confederation Construction #16. |
| 17 | MLW | 54466 | 6 1914 | 0-4-0ST | DU | [n] Confederation Construction #17. |
| 18 | MLW | 54467 | 6 1914 | 0-4-0ST | DU | [n] Confederation Construction #18. |
| Construction Equipment | | | | | | |
| ? | MLW | 49907 | 5 1911 | 2-6-0 | Retired 1957 | [np] O'Brien, Fowler & McDougall Bros #26 (518), Welland Ship Canal #52; [2] Construction Equipment; [3] Mond Nickel #26, 8/1917 [4p] Inco #22, Copper Cliff; [5] Inco #22, Port Colborne, 12/1927. |
| ? | Alco | 44450 | | 0-4-0ST | DU | (n) Winslow Bros. & Smith, Norwood, MA; [2] Construction Equipment; [3] HEPC #16, Alexandra, 11/1926; [4] Dominion Construction #16, Abitibi Canyon; [5p] Dominion Construction #44450, Fraserdale, 2/1931; [6p] Dominion Construction #44450, Deeks by 6/1932. |
| Cook Construction | | | | | | |
| No# | Vulcan | 695 | 8 1905 | 0-4-0ST | 36" ga DU | [n] Toronto Construction No# "Vulcan"; [2] Cook Construction. |
| 101 | Davenport | 1301 | 10 1912 | 0-6-0 | DU | (n) Cook Construction #101, Hopkins, Minn; [2] Cook Construction #101, Halifax, 9/9/1913; [3] Cook Construction #101, Welland SC; [4p] Dominion Construction #1301. |
| 101? | Unknown | uu1941 | | 0-6-0 | DU | [1] Cook Construction #101? [2p] Porter Bros. #101. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|-----------|--------|---------|---------|-------------|--|
| Welland Ship Canal - Cook Construction | | | | | | |
| 107 | Davenport | 1435 | 6 1913 | 0-6-0 | Scr 11/1951 | (n) Cook Construction #107, St. Paul; [2] Cook Construction # 107, Halifax, 9/9/1913; [3] Cook Construction #107, Welland SC; [4p] Dominion Construction #1435 (107); at The Pas 30 Jul 1929; to Cochrane 10 Mar 1930; Deeks to Fraserdale 22 Aug 1930; Fraserdale to Deeks 24 Oct 1932, scrapped at Deeks. |
| 108 | Unknown | uu1871 | | 0-6-0 | DU | [1] Cook Construction #108; [2] Department of Railways & Canals #108. |
| ? | Davenport | 1300 | 10 1912 | 0-6-0 | Scr 10/1951 | (n) Cook Construction #102, St. Paul; [2p] Cook Construction #102, Halifax, 9/9/1913; [3p?] may have been at Welland; [4p] Dominion Construction #1300; at The Pas 30 Jul 1929, to Cochrane 10 Mar 1930, Coral Rapids to Fraserdale 16 Oct 1931, Fraserdale to Deeks 24 Oct 1932, scrapped at Deeks. |
| ? | Davenport | 1384 | 5 1913 | 0-6-0 | DU | (n) Cook Construction, Hopkins, Minn; [2] Cook Construction, Welland Ship Canal. |
| 105 | Davenport | 1436 | 7 1913 | 0-6-0 | Scr? | (n) Cook Construction, Hopkins, Minn; [2] Cook Construction #105, Welland; [3] Department of Railways & Canals #105, 1914; [4] Broderick 1/1929, for scrap? |
| ? | Davenport | 1446 | 8 1913 | 0-6-0 | DU | (n) Cook Construction, Hopkins, Minn; [2] Cook Construction, Welland Ship Canal. |
| ? | Davenport | 1451 | 9 1913 | 0-6-0 | DU | (n) Cook Construction, Hopkins, Minn; [2] Cook Construction, Welland Ship Canal. |
| ? | Davenport | 1452 | 9 1913 | 0-6-0 | DU | (n) Cook Construction, Hopkins, Minn; [2] Cook Construction, Welland Ship Canal. |
| ? | Davenport | 1468 | 6 1914 | 0-6-0 | Scr 1969 | [n] Cook Construction, Montreal; [2] Cook Construction, Welland; (3) Malvern Gravel, Malvern, AK; derelict 1/1967, presume scr 1969. |
| ? | Davenport | 1492 | 7 1914 | 0-6-0 | DU | [n] Cook Construction, Montreal; [2] Cook Construction, Welland. |
| ? | Davenport | 1493 | 7 1914 | 0-6-0 | DU | [n] Cook Construction, Montreal; [2] Cook Construction, Welland. |
| Corbett, James H. | | | | | | |
| 2031 | Davenport | 2031 | 3 1925 | 0-6-0 | Scr 1959 | [np] James H. Corbett #2031, Welland; Rebuilt at Deeks? [2p] Dominion Iron & Steel #115, 10/1925; [3] Old Sydney Collieries (Sydney Mines) #19. |
| 2 | Davenport | 2032 | 3 1925 | 0-6-0 | Scr 1950 | [n] Corbett Construction #2, Welland; [2p] Dominion Iron & Steel #116; [3p] Sydney & Louisburg #34, 1949. |
| 7 | Unknown | uu1875 | | 4-6-0 | DU | [1p] James H. Corbett #7. |
| 14 | Vulcan | 628 | 3 1905 | 0-4-0ST | 36" ga DU | [n] James Corbett #14; [2] Canadian Equipment (D). |
| 15 | Vulcan | 637 | 3 1905 | 0-4-0ST | 36" ga DU | [n] James H. Corbett #15; [2] Standard Lime #1:2. |
| 25 | Vulcan | 902 | 6 1906 | 0-4-0ST | 36" ga Scr | [n] James. H. Corbett #25; [2] Kirk & Cook; [3] Nova Scotia Steel & Coal; 10/1920; [4p] Dominion Iron & Steel #8. |
| 26 | Vulcan | 903 | 6 1906 | 0-4-0ST | 36" ga Scr | [n] James. H. Corbett #26; [2] Kirk & Cook; [3] Nova Scotia Steel & Coal; 10/1920; [4] Dominion Iron & Steel #9. |
| 46 | Unknown | uu1878 | | 36" | ga DU | [1] James H. Corbett #46, i/s 10/1915. |
| 48 | Vulcan | 1445 | 12 1909 | 0-4-0ST | 36" ga DU | (n) James H. Corbett #48, Mahoning, PA; [2] James H. Corbett #48, Welland. |

Department of Railways and Canals

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|-----------|--------|---------|-----------------|-------------|--|
| Welland Ship Canal - Department of Railways and Canals | | | | | | |
| 1:1 | MLW | 54480 | 11 1913 | 0-6-0 | DU | [n] Dominion Dredging #1; [2?] Welland Ship Canal #12? [3?] Department of Railways & Canals #1:1 "old construction railway loco o/s 1920, only good for going downhill". |
| 1? | Plymouth | 1063 | 3 1921 | AL-2 36" | ga USA | [n] Department of Railways & Canals, ordered by Haney, Quinlan & Robertson; (2) Returned to Plymouth; (3) Fenton Parker, Materials #1, San Diego, 7/1921. |
| 1:2 | MLW | 65944 | 5 1926 | 0-4-0ST | DU | [np] Department of Railways & Canals #1:2, delivered 5/1928 lettered "Welland Ship Canal Construction"; [2] Electro-Metallurgical #7:2. |
| 2? | Plymouth | 1064 | 3 1921 | AL-2 36" | ga USA | [n] Department of Railways & Canals, ordered by Haney, Quinlan & Robertson; (2) Returned to Plymouth; (3) Buffalo Crushed Stone, 8/1921. |
| 3? | Plymouth | 1090 | 4 1921 | BL-2 6t | DU | [n] Department of Railways & Canals, ordered by Haney, Quinlan & Robertson, delivered to Thorold; [2] P.J. Lyall No#, for sale 4/1930.. |
| 4? | Plymouth | 1091 | 4 1921 | BL-2 6t | DU | [n] Department of Railways & Canals, ordered by Haney, Quinlan & Robertson, delivered to Thorold; [2] P.J. Lyall No#, for sale 4/1930. |
| 9 Manning Wardle | | 1554 | 3 1902 | 0-6-0ST class L | DU | (n) Hutchinson #9,)Leek Brook, UK); [2] Baldry, Yerburch & Hutchinson #9; Welland Ship Canal #11; [3] Department of Railways and Canals #9, 1919. |
| 15 Manning Wardle | | 1333 | 5 1896 | 0-6-0ST class L | DU | [1p] Baldry, Yerburch & Hutchinson #15; Welland Ship Canal #15; [2] Department of Railways & Canals #15. |
| 22 | Unknown | uu1901 | | | ? DU | [1] Yale & Reagan #22 [2] Department of Railways & Canals #22, 1918. |
| 23 | Unknown | uu1902 | | | ? DU | [1] Yale & Reagan #23 [2] Department of Railways & Canals #23, 1918. |
| 27 | Unknown | uu1905 | | | DU | [1] Yale & Reagan #27; [2] Department of Railways & Canals #27, 1918, o/s 1921. |
| 28 | Unknown | uu1906 | | | DU | [1] Yale & Reagan #28; [2] Department of Railways & Canals #28, 1918, o/s 1921. |
| 30 | Unknown | uu1908 | | | ? DU | [1] Yale & Reagan #30; [2] Department of Railways & Canals #30, 1918, i/s 1920. |
| 102 | Unknown | uu1910 | | | 0-6-0 DU | [1] Department of Railways & Canals #102; from Cook Construction? |
| 103 | Unknown | uu1911 | | | 0-6-0 DU | [1p] Department of Railways & Canals #103; from Cook Construction? |
| 104 | Unknown | uu1912 | | | 0-6-0 DU | [1] Department of Railways & Canals #104; from Cook Construction? |
| 105 | Davenport | 1436 | 7 1913 | 0-6-0 | Scr? | (n) Cook Construction, Hopkins, Minn; [2] Cook Construction #105, Welland; [3] Department of Railways & Canals #105, 1914; [4] Broderick 1/1929, for scrap? |
| 108 | Unknown | uu1871 | | | 0-6-0 DU | [1] Cook Construction #108; [2] Department of Railways & Canals #108. |
| ? | Plymouth | 1116 | 7 1921 | BL-2 36" | ga DU | [n] Department of Railways & Canals, ordered by Haney, Quinlan & Robertson; [2] P.J. Lyall. |
| ? | Plymouth | 1117 | 7 1921 | BL-2 36" | ga DU | [n] Department of Railways & Canals, ordered by Haney, Quinlan & Robertson; [2] P.J. Lyall. |
| ? | Baldwin | 13726 | 9 1893 | 0-4-0T | DU | (n) Niagara Junction Railway #2; [2] Yale & Reagan , 1915; [3] Department of Railways & Canals, 1918. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|-------------|--------|---------|---------|---------------|---|
| Welland Ship Canal - Department of Railways and Canals | | | | | | |
| ? | Baldwin | 17200 | 10 1897 | 0-6-0 | DU | (n) Niagara Junction #1; [2] Yale & Reagan, 1915; [3] Department of Railways & Canals, 1918. |
| Doheny, Quinlan & Robertson | | | | | | |
| 7 | MLW | 47801 | 7 1910 | 0-4-0T | DU | [n] Doheny, Quinlan & Robertson #7: Some records show "Haney" for "Doheny" |
| 8 | MLW | 47802 | 7 1910 | 0-4-0T | DU | [n] Doheny, Quinlan & Robertson #8. Some records show "Haney" for "Doheny" |
| 9 | MLW | 49113 | 9 1910 | 0-4-0ST | DU | [n] Doheny, Quinlan & Robertson #9; [2] Confederation Construction #9?; [3] A.I. & M. #9, o/s 1936; Some records show "Haney" for "Doheny" |
| 10 | Unknown | uu2931 | | 0-4-0ST | DU | [1p] Doheny, Quinlan & Robertson #10, need to confirm at this location. Some records show "Haney" for "Doheny" |
| 11 | Vulcan | 1648 | 10 1910 | 0-4-0ST | DU | [n] Doheny, Quinlan & Robertson #11, Campbellford; [2] Doheny, Quinlan & Robertson #11, Welland; [3?] Roger Miller #11? Some records show "Haney" for "Doheny" |
| 12 | MLW | 49416 | 11 1910 | 0-4-0ST | DU | [np] Doheny, Quinlan & Robertson #12. |
| 14 | Unknown | uu1913 | | | ? DU | [1] Doheny, Quinlan & Robertson #14. |
| Dominion Construction | | | | | | |
| 607 | Susquehanna | uu1937 | 1887 | 0-6-0 | Scr 1930-40's | (n) New York, Lake Erie & Western #607 (407, 20); (2) Erie #607; [3] Davis Equipment (D), 6/1924; [4] Dominion Construction #607; [5] Northern Construction & J.W. Stewart #607, scrapped at Port Colborne. |
| 638 | Baldwin | 10539 | 1 1890 | 0-6-0 | Scr | (n) New York, Lake Erie & Western #638 (438); (2) Erie #638; [3] Davis Equipment (D), 6/1924; [4] Dominion Construction #638; [5p] Northern Construction & J.W. Stewart #638, scrapped at Port Colborne. |
| 646 | Susquehanna | 647A | 1892 | 0-6-0 | Scr | (n) New York, Lake Erie & Western #646 (446); (2) Erie #646; [3] Davis Equipment (D), 8/1924; [4] Dominion Construction #646; [5p] Northern Construction & J.W. Stewart #646, scrapped at Port Colborne. |
| 648 | Cooke | 2030 | 9 1890 | 0-6-0 | Scr | (n) New York, Lake Erie & Western #448; (2) Erie #648, 1895; [3] Davis Equipment (D), 8/1924; [4] Dominion Construction #648; [5p] Northern Construction & J.W. Stewart #648, scrapped at Port Colborne. |
| Dominion Dredging | | | | | | |
| 1 | MLW | 54480 | 11 1913 | 0-6-0 | DU | [n] Dominion Dredging #1; [2?] Welland Ship Canal #12? [3?] Department of Railways & Canals #1:1 "old construction railway loco o/s 1920, only good for going downhill". |
| 2 | MLW | 54481 | 1913 | 0-6-0 | DU | [np] Dominion Dredging #2, WSC #15?; [2] Asbestos & Danville #15:2 (13:1 until 1925), 1919. |
| 3 | MLW | 54482 | 1913 | 0-6-0 | Scrapped | [n] Dominion Dredging #3, WSC #18?; [2p] Asbestos & Danville #16:2 (14:1 until 1925), 1919. |
| 4 | Vulcan | 2263 | 1 1914 | 0-4-0ST | DU | [np] Dominion Dredging #4. Has the number #109? very faint. |
| 5 | Vulcan | 2264 | 1 1914 | 0-4-0ST | DU | [n] Dominion Dredging #5; [2] P.J. Lyall #7, for sale 4/1930. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|---------------|--------|---------|---------|-------------|---|
| Welland Ship Canal - Dominion Dredging | | | | | | |
| 6 | Vulcan | 2267 | 1 1914 | 0-4-0ST | USA | [n] Dominion Dredging #6; [2] P.J. Lyall #12, for sale 4/1930; (3) Tasa Coal. |
| 7 | Vulcan | 2268 | 1 1914 | 0-4-0ST | USA | [n] Dominion Dredging #7; (2) Tasa Coal. |
| Fraser Construction | | | | | | |
| 49 | MLW | 62923 | 1 1921 | 0-4-0T | Scr 1955 | [n] HEPC #49, Queenston; [2] Fraser Construction #49, Welland Canal; [3p] Cooksville Brick & Tile #3 c.1928; Scrapped by Industrial Metals, Toronto. |
| Gillespie, T.A. | | | | | | |
| ? | Whitcomb | 11707 | | 12t | DU | [n] T.A. Gillespie, assume Welland SC. |
| ? | Whitcomb | 11708 | | 12t | DU | [n] T.A. Gillespie, assume Welland SC. |
| ? | Whitcomb | 11709 | | 12t | DU | [n] T.A. Gillespie, assume Welland SC. |
| ? | Whitcomb | 11789 | | 12t | DU | [n] T.A. Gillespie, assume Welland SC. |
| ? | Dickson | 963 | | ? | DU | [n] T.A. Gillespie, assume Welland SC. |
| ? | Dickson | 964 | | ? | DU | [n] T.A. Gillespie, assume Welland SC. |
| ? | Dickson | 969 | | ? | DU | [n] T.A. Gillespie, assume Welland SC. |
| ? | Dickson | 970 | | ? | DU | [n] T.A. Gillespie, assume Welland SC.. |
| 11 | MLW | 51380 | 3 1918 | 0-4-0ST | DU | [n] T.A. Gillespie #11; [2] J.P. Porter, Welland SC; [3] HEPC #15, Alexandra, 11/1926; [4] Dominion Construction #15, Abitibi Canyon. |
| International Equipment | | | | | | |
| ? | MLW | 47809 | 2 1911 | 2-4-2T | DU | [np] Brompton Pulp & Paper #4, East Angus; [2] International Equipment, assume Welland SC. |
| Lyll, P.J. | | | | | | |
| No# | Alco - Rogers | 52615 | 10 1912 | 0-4-0T | DU | [n] P.J. Lyall No#. |
| No# | Plymouth | 1090 | 4 1921 | BL-2 | 6t DU | [n] Department of Railways & Canals, ordered by Haney, Quinlan & Robertson, delivered to Thorold; [2] P.J. Lyall No#, for sale 4/1930.. |
| No# | Plymouth | 1091 | 4 1921 | BL-2 | 6t DU | [n] Department of Railways & Canals, ordered by Haney, Quinlan & Robertson, delivered to Thorold; [2] P.J. Lyall No#, for sale 4/1930. |
| No# | Plymouth | 2379 | 7 1926 | DLC-6 | DU | [n] A.G. Creelman; [2] P.J. Lyall No#, for sale 4/1930. |
| 4 | Unknown | uu1924 | | ? | DU | [1] P.J. Lyall #4. |
| 7 | Vulcan | 2264 | 1 1914 | 0-4-0ST | DU | [n] Dominion Dredging #5; [2] P.J. Lyall #7, for sale 4/1930. |
| 12 | Vulcan | 2267 | 1 1914 | 0-4-0ST | USA | [n] Dominion Dredging #6; [2] P.J. Lyall #12, for sale 4/1930; (3) Tasa Coal. |
| 31 | Alco | 3875 | | 0-4-0ST | DU | [1] P.J. Lyall #31, for sale 4/1930. |
| 32 | Alco Cooke | 56168 | 9 1916 | 0-4-0ST | DU | [1] P.J. Lyall #32, for sale 4/1930; [2p] Broderick Bros #32 (assume this is the same as the Lyall loco). |
| 33 | Alco - Cooke | 56167 | | 0-6-0ST | USA | [np] P.J. Lyall #33, for sale 4/1930. Sale documents show this as 0-4-0ST but picture shows it as 0-6-0ST; [2] Hardaway Contracting #121, US. |
| 34 | Unknown | | | | DU | [1] P.J. Lyall #34. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|----------------------------------|---------------|--------|---------|---------|--------------|---|
| Welland Ship Canal - Lyall, P.J. | | | | | | |
| 35 | Baldwin | 53874 | 10 1920 | 0-4-0ST | DU | [n] HEPC #45, Queenston; [2] P.J. Lyall #35, Welland Ship Canal, for sale 4/1930; [3] Shawinigan Engineering [4p] HEPC #26, Alexandra; [5] Dominion Construction #26, Abitibi Canyon; [6] Page Hersey Tube; [7] Cyanamid of Canada. |
| 36 | Alco - Cooke | 54611 | | 0-4-0ST | USA | [n] P.J. Lyall #36, for sale 4/1930; [2] Hardaway Contracting #119, US. |
| 38 | Alco Cooke | 54610 | 5 1914 | 0-4-0ST | USA | [n] P.J. Lyall #38, for sale 4/1930; (2) Hardaway Contracting #118, US. |
| 39 | Alco - Rogers | 53876 | 2 1914 | 0-4-0ST | USA | [n] P.J. Lyall #39, for sale 4/1930; (2) Hardaway Contracting #117, USA, c. 1930. |
| 43 | MLW | 63022 | 1921 | 0-4-0ST | DU | [n] Department of Railways & Canals #43; [2] P.J. Lyall #43, for sale 4/1930. |
| 44 | MLW | 63023 | 1921 | 0-4-0ST | DU | [n] Department of Railways & Canals #44 [2p] P.J. Lyall #44, for sale 4/1930. |
| 45 | MLW | 63024 | 1921 | 0-4-0ST | DU | [n] Department of Railways & Canals #45 [2] P.J. Lyall #45, for sale 4/1930. |
| 46 | MLW | 63025 | 1921 | 0-4-0ST | DU | [n] Department of Railways & Canals #46; [2] P.J. Lyall #46, for sale 4/1930. |
| 47 | Unknown | uu3040 | | 0-6-0 | DU | [1p] P.J. Lyall #47; [2] Welland Ship Canal #47 |
| 48 | CPR | 387 | | 0-6-0 | DU | [n] CP; [2] P.J. Lyall #48, for sale 4/1930. |
| 49 | Unknown | uu2975 | | 0-6-0 | DU | [n] Michigan Central; [2] P.J. Lyall #49, for sale 4/1930. |
| 51 | Unknown | uu2170 | | 0-4-0ST | DU | [1p] P.J. Lyall #51, for sale 4/1930. |
| MacDonnell and O'Brien | | | | | | |
| 8 | Unknown | uu1925 | | 0-6-0 | DU | [1] MacDonnell & O'Brien #8. |
| 15 | CLC | 1212 | 2 1914 | 0-4-0ST | DU | [n] Confederation Construction #15; [2] MacDonnell & O'Brien #15. |
| 22 | Dickson | 812 | 1 1891 | 2-6-0 | DU | (n) Delaware & Hudson #111 (331); [2] Quebec, Montreal & Southern #111, 1917; [3] MacDonnell & O'Brien #22 by 1/1919; [4] Confederation Construction; [5] Inco? Early history and origin conjectural. |
| 23 | Dickson | 812 | 1891 | 2-6-0 | DU | (n) Delaware & Hudson #110 (331); [2] Quebec, Montreal & Southern #110, 1908; [3p] MacDonnell & O'Brien #23 by 1/1919; [4p] Donohue Bros. #23. Note this could have been QM&S #111. |
| 24 | MLW | 49974 | 4 1911 | 2-6-0 | Scr c. 1930. | [n] MacDonnell & O'Brien #24; (2) Elkhorn-Piney Coal Mining #1, Powellton, WV; (3) Birmingham Rail and Locomotive (D); (4) Long Bell Lumber #10, (Miss. East Ry), Quitman, MS, 29/7/1919. (5) Ingham-Hutchinson Lumber #102, Eutaw, AL. |
| 25 | MLW | 49975 | 5 1911 | 2-6-0 | Scr 11/1950 | [n] MacDonnell & O'Brien #25; (2) Elkhorn-Piney Coal Mine #2, VA; (3) Birmingham Rail and Locomotive (D), rebuilt to 0-6-0; (4) Carolina Southern #101, NC, 12/16/1927; (5) Atlantic & East Carolina #11 by 1941. |
| 30 | Unknown | uu1928 | | 2-6-0 | DU | (n) Pennsylvania; [2] MacDonnell & O'Brien, Hervey Jct?; [3] MacDonnell & O'Brien #30. |
| 31 | Unknown | uu1929 | | 2-6-0? | DU | (n) Pennsylvania Railroad; [2] MacDonnell & O'Brien, Hervey Jct; [3p] MacDonnell & O'Brien #31, Welland. |
| 51? | Unknown | uu1930 | | 0-4-0 | DU | [1] MacDonnell & O'Brien #51? Welland Ship Canal #51. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|-------------|--------|---------|---------|----------------|---|
| Welland Ship Canal - Miller, Roger and Sons | | | | | | |
| Miller, Roger and Sons | | | | | | |
| 1 | MLW | 49491 | 10 1911 | 0-4-0T | Scr | [n] Roger Miller #1; [2] Dominion Iron & Steel #106:2. |
| 2 | MLW | 49492 | 3 1911 | 0-4-0T | DU | [n] Roger Miller #2. |
| 8 | Unknown | uu1933 | | ? DU | | [1] Roger Miller #8, i/s 1930. |
| 9 | Unknown | uu1934 | | ? DU | | [1] Roger Miller #9, i/s 1930. |
| 10 | Unknown | uu1935 | | ? DU | | [1] Roger Miller #10, i/s 1930. |
| 11 | Vulcan? | 1648? | | ? DU | | [1] Roger Miller #11 i/s 1930, was this Vulcan 1648? |
| Northern Construction Incorporated in 1905, provisional directors were E.M. O'Brien, J.B. Ross, E.C. Perkins, G.A. Lafontaine and W.R. Staveley. It had about 12 locomotives, both saddle tanks and tender, 5 or 6 narrow gauge, all scrapped. In partnership with J.W. Stewart. | | | | | | |
| 22 | Brooks | 1743 | 1890 | 0-6-0 | Scr 1935 | (n) NYC&HR #1522 (574) (2) Penn Wood & Iron, 10/1923; converted from 2-6-0 to 0-6-0; [3p] Northern Construction & J.W. Stewart #22, scrapped at Humberstone. |
| 607 | Susquehanna | uu1937 | 1887 | 0-6-0 | Scr 1930-40's | (n) New York, Lake Erie & Western #607 (407, 20); (2) Erie #607; [3] Davis Equipment (D), 6/1924; [4] Dominion Construction #607; [5] Northern Construction & J.W. Stewart #607, scrapped at Port Colborne. |
| 633 | Unknown | uu2955 | | 2-6-0 | Scr after 1935 | (n) Erie #633 [2p] Northern Construction & J.W. Stewart #633, Humberstone. |
| 638 | Baldwin | 10539 | 1 1890 | 0-6-0 | Scr | (n) New York, Lake Erie & Western #638 (438); (2) Erie #638; [3] Davis Equipment (D), 6/1924; [4] Dominion Construction #638; [5p] Northern Construction & J.W. Stewart #638, scrapped at Port Colborne. |
| 646 | Susquehanna | 647A | 1892 | 0-6-0 | Scr | (n) New York, Lake Erie & Western #646 (446); (2) Erie #646; [3] Davis Equipment (D), 8/1924; [4] Dominion Construction #646; [5p] Northern Construction & J.W. Stewart #646, scrapped at Port Colborne. |
| 648 | Cooke | 2030 | 9 1890 | 0-6-0 | Scr | (n) New York, Lake Erie & Western #448; (2) Erie #648, 1895; [3] Davis Equipment (D), 8/1924; [4] Dominion Construction #648; [5p] Northern Construction & J.W. Stewart #648, scrapped at Port Colborne. |
| O'Brien, Fowler and McDougall | | | | | | |
| 26 (518) | MLW | 49907 | 5 1911 | 2-6-0 | Retired 1957 | [np] O'Brien, Fowler & McDougall Bros #26 (518), Welland Ship Canal #52; [2] Construction Equipment; [3] Mond Nickel #26, 8/1917 [4p] Inco #22, Copper Cliff; [5] Inco #22, Port Colborne, 12/1927. |
| Porter Bros., J.P. | | | | | | |
| ? | Alco | 52269 | | 0-4-0ST | DU | (n) Cedar Rapids Manufacturing & Power #5; [2] J.P. Porter, Welland SC; [3] HEPC #18, Alexandra, 12/1926; [4] Dominion Construction #18, Abitibi Canyon; [5] HEPC, Fitzroy, by 10/1943. |
| ? | MLW | 51380 | 3 1918 | 0-4-0ST | DU | [n] T.A. Gillespie #11; [2] J.P. Porter, Welland SC; [3] HEPC #15, Alexandra, 11/1926; [4] Dominion Construction #15, Abitibi Canyon. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|----------------|--------|---------|-----------|-------------|--|
| Welland Ship Canal - Porter Bros., J.P. | | | | | | |
| 101 | Unknown | uu1941 | | 0-6-0 | DU | [1] Cook Construction #101? [2p] Porter Bros. #101. |
| 104 | Unknown | uu2657 | | 2-6-0 | DU | [1p] Porter Bros. #104. |
| Stein and Reade | | | | | | |
| 1 | MLW | 45929 | 1909 | 0-4-0T | DU | [n] Stein & Reade #1; [2] Ontario Power; [3] HEPC #39, Queenston 12/1919; [4] HEPC, Alexandra? |
| 3 | MLW | 45932 | 2 1909 | 0-4-0ST | DU | [1p] Stein & Reade #3. |
| 4 | MLW | 45931 | 3 1909 | 0-4-0ST | Scr 1950 | [np] Cavicchi & Pagano #1; [2] Stein & Reade #4, Welland; [3] Carter Halls Aldinger; [4] Manitoba Sugar, 9/1941, scrapped by Shragge Metals. |
| Welland Ship Canal Road numbers were allocated by the Welland Ship Canal for traffic control purposes. These were in addition to the road numbers of the individual owners. | | | | | | |
| 10 | Manning Wardle | 1531 | 9 1901 | 0-6-0ST | class L DU | (n) Hutchinson #4 (Lee Brook, UK); [2] Baldry, Yerburgh & Hutchinson #4; Welland Ship Canal #10. |
| 12 | MLW | 54480 | 11 1913 | 0-6-0 | DU | [n] Dominion Dredging #1; [2?] Welland Ship Canal #12? [3?] Department of Railways & Canals #1:1 "old construction railway loco o/s 1920, only good for going downhill". |
| 14 | Unknown | uu1850 | | 2-6-0 | DU | [1p] Welland Ship Canal #14, owner number 2481. |
| 15 | Manning Wardle | 1333 | 5 1896 | 0-6-0ST | class L DU | [1p] Baldry, Yerburgh & Hutchinson #15; Welland Ship Canal #15; [2] Department of Railways & Canals #15. |
| 17 | Unknown | uu1855 | | 0-4-0ST | DU | [1] Baldry, Yerburgh & Hutchinson #3; Welland Ship Canal #17. |
| 19 | Unknown | uu1853 | | 0-4-0 | DU | [1] Baldry, Yerburgh & Hutchinson; Welland Ship Canal #19. |
| 20 | Unknown | uu1854 | | 0-4-0 | DU | [1] Baldry, Yerburgh & Hutchinson; Welland Ship Canal #20. |
| 21? | CLC | 1248 | 7 1914 | 0-6-0ST | DU | [n] Baldry, Yerburgh & Hutchinson #26, Welland Ship Canal #21?; [2p] Asbestos & Danville #13:2 (15:1 until 1925), 1920; [3p] Dorval; (4) USA #101, 1942, Strehpenville, NF? |
| 22 | Unknown | uu1849 | | 4-4-0 | DU | [1] Welland Ship Canal #22, owner number 2431. |
| 22? | CLC | 1249 | 7 1914 | 0-6-0ST+T | DU | [np] Baldry, Yerburgh & Hutchinson #27; Welland Ship Canal #22?; [2p] Asbestos & Danville #14:2 (16:1 until 1925), 1920,; [3] Brompton Pulp & Paper. Tender later removed. |
| 23? | Unknown | uu1856 | | 0-6-0 | DU | [1] Baldry, Yerburgh & Hutchinson #3; Welland Ship Canal #23? |
| 24 | Unknown | uu1852 | | 0-6-0ST | DU | [1] Baldry, Yerburgh & Hutchinson; Welland Ship Canal #24. |
| 25 | CLC | 1240 | 4 1914 | 0-6-0ST | DU | [np] Baldry, Yerburgh & Hutchinson #25; Welland Ship Canal #25. [2] Brompton Pulp & Paper #25. |
| 33 | Unknown | uu2829 | | ST | DU | [1p] Welland Ship Canal #33 [2] Baldry Yerburgh & Hutchinson #33. |
| 38 | Unknown | uu1848 | | 0-4-0ST | DU | [1] Welland Ship Canal #38. |
| 47 | Unknown | uu3040 | | 0-6-0 | DU | [1p] P.J. Lyall #47; [2] Welland Ship Canal #47 |
| 51 | Unknown | uu1930 | | 0-4-0 | DU | [1] MacDonnell & O'Brien #51? Welland Ship Canal #51. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|---------|--------|---------|--------|--------------|--|
| Welland Ship Canal - Welland Ship Canal | | | | | | |
| 52 | MLW | 49907 | 5 1911 | 2-6-0 | Retired 1957 | [np] O'Brien, Fowler & McDougall Bros #26 (518), Welland Ship Canal #52; [2] Construction Equipment; [3] Mond Nickel #26, 8/1917 [4p] Inco #22, Copper Cliff; [5] Inco #22, Port Colborne, 12/1927. |
| Yale and Reagan | | | | | | |
| ? | Baldwin | 13726 | 9 1893 | 0-4-0T | DU | (n) Niagara Junction Railway #2; [2] Yale & Reagan , 1915; [3] Department of Railways & Canals, 1918. |
| ? | Baldwin | 17200 | 10 1897 | 0-6-0 | DU | (n) Niagara Junction #1; [2] Yale & Reagan, 1915; [3] Department of Railways & Canals, 1918. |
| 22 | Unknown | uu1901 | | | ? DU | [1] Yale & Reagan #22 [2] Department of Railways & Canals #22, 1918. |
| 23 | Unknown | uu1902 | | | ? DU | [1] Yale & Reagan #23 [2] Department of Railways & Canals #23, 1918. |
| 25 | Unknown | uu1903 | | | 0-6-0 DU | [1] Yale & Reagan #25. |
| 26 | Unknown | uu1904 | | | 0-6-0 DU | [1p] Yale & Reagan #26. |
| 27 | Unknown | uu1905 | | | DU | [1] Yale & Reagan #27; [2] Department of Railways & Canals #27, 1918, o/s 1921. |
| 28 | Unknown | uu1906 | | | DU | [1] Yale & Reagan #28; [2] Department of Railways & Canals #28, 1918, o/s 1921. |
| 29 | Unknown | uu1907 | | | 4-6-0 DU | [1p] Yale & Reagan #29. |
| 30 | Unknown | uu1908 | | | ? DU | [1] Yale & Regan #30; [2] Department of Railways & Canals #30, 1918, i/s 1920. |
| 31 | Unknown | uu1909 | | | 4-6-0 DU | [1p] Yale & Regan #31. |
| zz Unknown Owner | | | | | | |
| 4 | Unknown | uu3022 | | | 0-4-0ST DU | [1p] Welland Ship Canal #4; [2] Canada Furnace #4:1? |
| 6 | Porter | uu2997 | | | 2-6-0? Scr | [1p] Welland Ship Canal loco #6, at Humberstone, 1929-30, derelict. |
| 29 | Unknown | uu3057 | | | 0-4-0ST DU | [1p] Welland Ship Canal #29. |
| 42 | Unknown | uu3056 | | | 0-4-0ST DU | [1p] Welland Ship Canal #42. |
| 64 | Unknown | uu3055 | | | 0-4-0? DU | [1p] Welland Ship Canal #64. |

West Clearwater Lake

Shevlin-Clark Lumber

| | | | | | | |
|---|------|------|---------|--------|---------|---|
| 3 | Lima | 2712 | 12 1913 | Shay 2 | Display | [n] Shevlin-Clark #3, Flanders; [2p] Shevlin-Clark #3, West Clearwater Lake, 1913, abandoned 1924; [3] Nipigon Lake Timber #1, Sioux Lookout; [4] Donald Clark Lumber; <5>Rescued by Dept. of Natural Resources,1950; <6> Calland Ore lease for restoration; <7> Atikokan display 2/1963 |
|---|------|------|---------|--------|---------|---|

West Hill

See Toronto - West Hill.

Nelson Aggregates

Westree

Barrager Lumber See Hope Lumber.

Campbell, John and Son See also Hope Lumber.

| | | | | | | |
|---|------|--------|--|------|----|--|
| ? | Lima | uu1947 | | Shay | DU | [1] John Campbell reputed to have had a shay at Westree, may have been 2492 from Holt Lumber. |
|---|------|--------|--|------|----|--|

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|------------------------|------------------|--------|--------|-------|---------------|---|
| Westree - Crane Lumber | | | | | | |
| Crane Lumber | See Hope Lumber. | | | | | |
| Hope Lumber | | | | | | |
| ? | Plymouth | 2781 | 3 1928 | DLC-6 | DU mid 1930's | (n) Plymouth exhibit at Cleveland Road Show; Returned to Plymouth and rebuilt from 24" gauge to standard. [2] Hope Lumber, 3/1928; [3] Crane Lumber, 1930; [4] John Campbell, 11/1936; [5] Barrager Lumber. |

Whitby

Dominion Military Hospitals Commission CR&MW 3/1918. We are advised that the Dominion Military Hospitals Commission is building with their own materials and labor some railway tracks in the Provincial Asylum premises at Whitby over which it is intended to operate a small locomotive and passenger car for carrying invalided soldiers between the hospital and the GTR main line station. The commission will use a portion of the GTR freight siding which at present serves the Hospital building. The MHC, we are officially advised, has entered into an agreement with the GTR under which the company permits a donkey locomotive and a street car over its siding from Whitby station on the main line to the Military Convalescent Hospital, 0.75 of a mile. The only track laid by the commission is a siding at the north end on which the locomotive and car will be run to leave the GTR siding free for switching purposes. At the south end of the siding a small siding has been laid, running for a few hundred yards over to the hospital. This action was taken during the impassable condition of the roads in the locality during the late autumn, winter and early spring, making it impossible for motor vehicles to transport invalided soldiers to and from the station.

5 April 1918 - railway service between hospital and the GTR station is now running smoothly.

| | | | | | | |
|-----|---------|--------|--|---------|----|--|
| No# | Unknown | uu3288 | | 0-4-0ST | DU | [1] Grand Trunk?; [2] Dominion Military Hospitals Commission No#. |
| No# | Unknown | uu3373 | | 0-4-0ST | DU | [1p] There was a second locomotive with a woden cab |

Lake Ontario Steel

| | | | | | | |
|-------|----------|-------|--------|-------|-----------------|---|
| ? | EMC | 1134 | 8 1940 | | 40 | (n) EMC #10, Plant #2, South Chicago, IL; [2] McKinnon Industries #10, 5/1951; [3] Merrilees (D), 1963; [4] Lake Ontario Steel, 2/1965, (lease); [5] Merrilees (D), 8/1965; [6] Four Star Colliery #10; [7] Devco #20, 1969; <8> Museum of Industry, 1991. |
| No# | Whitcomb | 12103 | | 25T | SRD USA | [1] Lake Ontario Steel No#; (2) Mobile Chemical, Nichols, FL. |
| 26061 | GE | 30440 | 2 1950 | 70T | | [n] Pacific Great Eastern #556; [2] Merrilees (D); [3] Lake Ontario Steel #26061, 1/1965. |
| 2 | GE | 30453 | 8 1950 | 70T | | (n) Okmulgee Northern #7 "C.R. Musgrave"; (2) St. Louis San Francisco #12. 1964; [3] Merrilees (D), 9/1965; [4] Lake Ontario Steel #2, 12/1968. |
| 3 | GE | 30015 | 4 1948 | 70T | | (n) Southern #703; (2) Norfolk Southern #703; (3) Naporano (D); [4] Lake Ontario Steel #3, 12/1979. |
| 9 | Browning | 2490 | 1911 | Crane | | [1] National Harbours Board #9; [2] Lake Ontario Steel #9. |
| 13 | Browning | | | Crane | | 1] National Harbours Board #13; [2] Lake Ontario Steel #13. |
| 51 | GE | 12496 | 7 1939 | 43T | | (np) Wabash #51; [2] Merrilees (D), 1960; [3] Lake Ontario Steel #51, (lease),1/1965; [4] Merrilees (D), 4/1967; [5] Atlas Steels, Sorel, 4/1967. |
| | Ohio | 4829 | 2 1966 | 50T | 8whl D crane DU | [n] Lake Ontario Steel, Whitby. |
| | Ohio | 4891 | 8 1970 | 50T | D crane DU | [n] Lake Ontario Steel, Whitby. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|----------|--------|---------|------------------|------------------|---|
| Whitby - Lake Ontario Steel | | | | | | |
| | Ohio | 5089 | 3 1979 | 80T D crane | DU | [n] Lake Ontario Steel, Whitby. |
| | Ohio | 5124 | 3 1981 | 50T 8whl D crane | DU | [n] Lake Ontario Steel, Whitby. |
| White River | | | | | | |
| McNamara Construction | | | | | | |
| ? | Plymouth | 2627 | 5 1927 | DLC-6 24" ga | DU | [n] Ryan Construction; [2] McNamara Construction, 12/1935. |
| Whitney | | | | | | |
| Cameron, W. | | | | | | |
| | MLW | 45928 | 1909 | 0-4-0ST | Scr | [n] W. Cameron No#; [2p] Dennis Canadian Lumber No#, 1913; Worked from Whitney and was later returned to Cameron Line where it fell into Kamaniskeg Lake. It was later removed and scrapped. |
| Dennis Canadian Lumber Acquired Cameron on 1 January 1913. Built south from Whitney to Amable, line taken up in 1923. | | | | | | |
| No# | MLW | 45928 | 1909 | 0-4-0ST | Scr | [n] W. Cameron No#; [2p] Dennis Canadian Lumber No#, 1913; Worked from Whitney and was later returned to Cameron Line where it fell into Kamaniskeg Lake. It was later removed and scrapped. |
| 1 | Lima | 2679 | 6 1913 | Shay 2 | Display | [np] Dennis Canadian Lumber #1; [2] Hope Lumber #1, 1922; [3] Key Valley #1, 1928-9; [4] Standard Chemical (Beaver Charcoal), #3, 1/1935; <5> Matthews for Ontario Science Centre; <6> Ontario Rail Association; <7> Barry Mahon, 1986; <8> Komoka Railway Museum. |
| St. Anthony Lumber Built 1902 and operated from Whitney to Big Opeongo lake (Sproule Bay), 1903-6, 16 miles. Sold to Munn Lumber in January 1910. Dismantled in 1911 by Dennis Canadian Lumber. | | | | | | |
| ? | Unknown | uu3035 | | 2-6-0 | DU | [n] Canada Atlantic #?; [2] St. Anthony Lumber #?. |
| ? | Unknown | uu1953 | | 2-6-0 | DU | [n] Canada Atlantic #? [2] St. Anthony Lumber #? |
| 1 | DLW | uu959 | 1884 | 2-6-0 | DU | (n) Delaware Lackawanna & Western #130 (506); [2] St. Anthony Lumber #1, 1903; [3] MacDonnell & O'Brien, 1906. |
| Whitney Opeongo Railway See St. Anthony Lumber. | | | | | | |
| Windsor | | | | | | |
| Canada Steel | | | | | | |
| 1 | Baldwin | 30050 | 1 1907 | 0-6-0 | Scr? | (n) Oliver Mining #81; (2) US Steel; [3] Canada Steel #1, c. 1917; [4] Essex Terminal #13?, 1942. |
| 2 | Unknown | uu1504 | | | ? DU | [1] Canada Steel #2, Windsor; [2] Canada Steel #2, Ojibway. |
| Canadian Bridge | | | | | | |
| 1 | Unknown | uu1954 | | 0-4-0ST | DU before 3/1936 | [1p] Canadian Bridge #1; [2p] Essex Terminal #1, 1908. |
| 2 | MLW | 65431 | 12 1923 | 0-4-0T | DU | [n] Canadian Bridge #2, stored 1932-42; [2] Sydney & Louisburg #9:2, 1942; [3p] Dominion Iron & Steel #114:2. |
| Canadian Industries Limited | | | | | | |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---------------------------------------|----------|--------|---------|--------------|------------------|--|
| Windsor - Canadian Industries Limited | | | | | | |
| ? | GE | 12970 | 11 1940 | 43T Scr | 1980's | [n] Canadian Car & Munitions #1; [2] CIL, Windsor, 4/1946; (3) Edwin Leavy, (D?) Detroit, 1953; (4) Northern Railroad of Costa Rica #3, 1957; (from Canadian Car and Foundry) (5) JAPDEVA (Costa Rica) #3, 1972; (6) FECOSA(Costa Rica) #3, 1977; Scrapped in the 1980's. |
| Chick Contracting | | | | | | |
| | Browning | 891 | 1911 | 13T ST crane | DU | [1] Chick Contracting, Windsor. |
| Cross Builders Supply | | | | | | |
| | Browning | 1007 | 1912 | 10T 4w crame | DU | [1] Cross Builders Supply, Windsor. |
| Essex Terminal | | | | | | |
| 1 | Unknown | uu1954 | | 0-4-0ST | DU before 3/1936 | [1p] Canadian Bridge #1; [2p] Essex Terminal #1, 1908. |
| 2 | GTR | 1028 | 1873 | 4-4-0 Scr | before 3/1936 | [n] GTR #1993 (178, 218, 341, 3321); [2] Essex Terminal #2, 2/1911. |
| 3 | Brooks | uu1959 | | 0-6-0 Scr | before 3/1936 | (1) Lake Erie & Detroit River #822; [2] Pere Marquette #822; [3] Essex Terminal #3, 1912-13. |
| 4 | CLC | 325 | 8 1887 | 4-4-0 Scr | before 3/1936 | [n] Michigan Central #8857 (352, 428); [2] Essex Terminal #4, 1914. |
| 5 | MCR | uu1423 | 10 1892 | 0-6-0 | DU | (n) Michigan Central #8533 (335, 323); [2] Essex Terminal #5, 1915; [3] Windsor Sand & Gravel, 1930. |
| 6 | Baldwin | 30097 | 2 1907 | 0-6-0 Scr | 1942 | (n) Oliver Mining ; [2p] Essex Terminal #6, 1917. |
| 7 | MLW | 59033 | 2 1914 | 2-6-0 Scr | 5/1952 | [np] Essex Terminal #7, spec sheet dated 2/1914 but not delivered to ETR until 8/1918. |
| 8 | MLW | 59034 | 2 1914 | 2-6-0 | DU after 3/1936 | [np] Essex Terminal #8, spec sheet dated 2/1914 but not delivered to ETR until 8/1918. |
| 9 | MLW | 64276 | 2 1923 | 0-6-0 | Display | [np] Essex Terminal #9; <2> Ontario Science Centre (loan); <3> Ontario Rail (lease); <4> Southern Ontario Locomotive Restoration Society (lease). |
| 10 | MLW | 67009 | 9 1926 | 0-6-0 Scr | 1/1961 | [np] Essex Terminal #10; tender to Walker Metals 5/1960, engine to United Iron 12/1960. |
| 11 | Baldwin | 27729 | 3 1906 | 0-6-0 Scr | 2/1951 | (n) Duluth & Iron Range #29:2; [2p] Essex Terminal #11, 1928. |
| 12 | MLW | 67985 | 7 1929 | 0-6-0 Scr | 5/1954 | [np] Essex Terminal #12. |
| 13? | Baldwin | 30050 | 1 1907 | 0-6-0 | Scr? | (n) Oliver Mining #81; (2) US Steel; [3] Canada Steel #1, c. 1917; [4] Essex Terminal #13?, 1942. |
| 101 | MLW | 69824 | 12 1941 | S-1 | | [n] Canadian Car & Munitions #5; [2p] Essex Terminal #101, 1946; [3] Hearn Group #200, 2/1988. |
| 102:1 | GMD | A238 | 8 1951 | SW8 | USA | [n] Essex Terminal #102; [2] General Motors No# (102), 8/1977; (3) General Motors, General Foundry Division #D0069:1; (4) General Motors - Buick Division 8/1991. |
| 102:2 | GMD | A2019 | 8 1963 | GP9 | | [n] Algoma Central #172; [2] Essex Terminal #102:2, 1986, last GP9 built. |
| 103 | MLW | 77282 | 6 1952 | S-3 | | [n] Essex Terminal #103; [2] Hearn Harbour Terminal #300, 8/1988. |
| 104 | GMD | A612 | 2 1954 | SW8 | | [n] Essex Terminal #104. |
| 105 | GMD | A949 | 3 1956 | SW1200 | | [n] Essex Terminal #105. |
| 106 | Alco | 84721 | 6 1963 | C-420 | USA | (n) Lehigh & Hudson River #22; [2] Essex Terminal #105, 1972; (3) Arkansas & Missouri, 1988. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|---|----------------|--------|---------|------------------|-------------|--|
| Windsor - Essex Terminal | | | | | | |
| 107 | EMD | 37436 | 4 1971 | SW1500 | | (n) Electro Motive Division #113; [2] General Motors #113; [3] Essex Terminal #107, 1977 |
| 108 | GMD | A1822 | 5 1960 | GP9 | | [n] Cartier #59 (9); [2] Essex Terminal #108, 1989. |
| Kovinsky, K., and Sons | | | | | | |
| | Browning | 1226 | 1914 | 13T 2t crane | DU | [1] K. Kovinsky & Sons., Windsor. |
| | Ohio | 4754 | 9 1956 | 30T D crane | DU | [n] J. Kovinsky & Sons, Windsor. |
| | Ohio | 4868 | 6 1968 | 40T D crane | DU | [n] J. Kovinsky & Sons, Windsor. |
| Meretsky, Burhstine and Meretsky | | | | | | |
| | Browning | 2854 | 1936 | crane | DU | [1] Meretsky, Burhstine and Beretsky, Windsor. |
| Royal Salt | | | | | | |
| No# | Porter | 925 | 1879 | 0-6-0ST+T | DU | (n) Evart & Osceola #2, "Logger", Evart, MI; (2) Northern Adirondack "Logger"; (3) New York & Ottawa "Logger"; (4) NYC&HR #423; [5p] Royal Salt No#, also at Sandwich? This serial number should be questioned. Possibly Porter 544 of 1883 or 3138 of 1905. |
| Windsor, Essex and Lake Shore | | | | | | |
| 10 (50) | Tillsonburg | | 1907 | Elec Scr. | 1942 | [n] Windsor, Essex & Lake Shore #50; [2] rebuilt and r/n #10; [3] Cornwall Street #10:1, 1942, for parts. |
| Zalev Bros. | | | | | | |
| 1 | GE | 28622 | 8 1946 | 45T | | [n] Canada Cement #1:2, Port Colborne; [2] Zalev Bros. #1, 1968. |
| 4? | GE | 28624 | 8 1946 | 45T | Disp | [n] Falconbridge Nickel #104; [2] S.G. Paikin (D); [3] B.F. Goodrich No#, 5/1988; [4] Zalev Bros., 2004; <5> Port Stanley Terminal Rail |
| 7 | GE | 29943 | 5 1949 | 45T | Scr? | [n] Brunner Mond #7; [2p] Allied Chemical #7; [3] Zalev Bros. #7, 4/1977. Scrapped? |
| 128 | GE | 13168 | 11 1941 | 45T | OCC | (n) QMC #4549, Cumberland; (2) USA #7430; [3] Canadian Car & Foundry #110, 6/1948, Thunder Bay; [4] Great Lakes Pulp & Paper #128 "Jackpine Express", 9/1960; [5] Western Metals #128, Thunder Bay, 4/1977; [6] Zalev Bros. #128, 6/1978. Unique off centre cab model. This has sometimes been shown as GLP&P #123. |
| RC3 | American Hoist | 2410 | 8 1948 | 40T DE crane | DU | (n) Inland Steel, East Chicago; [2] Zalev Brothers #RC3 by 1998. |
| | Browning | 3991 | 1951 | crane | DU | [n] Walker Metal Products, Walkerville; [2] Zalev Brothers, Windsor. |
| | Ohio | 4391 | 2 1944 | 30T 8whl D crane | DU | (n) US Navy Yard Philadelphia, PA.; [2] Zalev Brothers, Windsor. |
| Woodstock | | | | | | |
| Burns Hydrated Lime Plant closed 1928 and equipment stored. | | | | | | |
| ? | Brookville | 1139 | 5 1927 | FIR 36" | ga DU | [n] Burns Hydrated Lime; (2) Junction City Clay, Junction City, OH, fitted with hoist. |
| Hay & Co. | | | | | | |
| ? | Davenport | 2273 | 3 1939 | 25T | Stored 1988 | [n] Hay & Co; [2] Muskoka Wood Products; [3] Weldwood of Canada; [4] G.W. Martin Lumber. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|--|-----------|--------|---------|--------------|--------------------|---|
| Woodstock - North American Cyanamid | | | | | | |
| North American Cyanamid | | | | | | |
| ? | Whitcomb | uu1971 | | | ? DU | [n] North American Cyanamid, Niagara Falls; one of Whitcomb 13236/7/9 was also used at this location. |
| Zorra | | | | | | |
| Canada Cement Plant No. 4. | | | | | | |
| 1 | GE | 32531 | 4 1956 | | 50T | [n] Canada Cement #1, Zorra; [2] Bestwall Gypsum, 11/1961; [3] Georgia Pacific No#. |
| zz. Location Unknown | | | | | | |
| Horseshoe Lake Mine This may be the Horse Shoe Mine, Hull. | | | | | | |
| 1 | Whitcomb | 40024 | 6 1937 | M5 6t 4w 36" | ga DU | [n] General Supply Co (D), QC; [2] Canadian International Nickel #1, 6/1937 ; [3] Horseshoe Lake Mining #1, 6/1937. Presume this was located in the Sudbury area. |
| zz. Unknown location | | | | | | |
| Canada Cement | | | | | | |
| | Baldwin | 4395 | 8 1878 | 0-4-0T dummy | DU | [n] Hamilton & Dundas Street #1; (possibly #2) [2] Galt and Hesperker Railway; [3] Canada Cement No#. |
| Canadian Sulphur | | | | | | |
| ? | Baldwin | 15430 | 7 1897 | | 0-4-0T DU | [n] William Davis #6; [2] Bruce Copper Mines; [3] Canadian Sulphur, 1917. |
| Carson Quarries | | | | | | |
| | Davenport | 905 | 7 1909 | | 0-4-0T DU | [n] Carson Quarries. This might not be in Canada. |
| Combined Gold Mining | | | | | | |
| No# | Unknown | uu3002 | | | 0-4-2ST DU | [1p] Combined Gold Mining "Jumbo", Northwestern Ontario. In existence 1901. |
| Dominion Construction? | | | | | | |
| 1998 | Davenport | 1998 | 5 1924 | 0-4-0 36" | ga DU | (n) Costello Bros, Knoxville, TX; [2p] Dominion Construction? #1998. Need to see negatives. |
| HEPC | | | | | | |
| 115 | MLW | 47806 | 8 1910 | | 0-4-0T DU | [n] G.W.T. Nicholson #1; [2] HEPC #115; [3] Thurlow Railway #115. |
| MacDonald and Daly | | | | | | |
| 4 | MLW | 45971 | 3 1909 | | 0-4-0T Scr 10/1930 | [n] MacDonald & Daly #4, (may have been Stein & Read #1); [2] Ontario Power; [3p] HEPC #37, Queenston, 12/1919; [4] HEPC #12 (11) Alexandra, 12/1923. Some records show HEPC #12 as being MLW 45973. |
| MacDougald Construction | | | | | | |
| | Davenport | 1979 | 12 1924 | | 0-4-0ST DU | [n] MacDougald Construction [2p] Beck Manufacturing #1, Anstice, at this location 1911-14? [3] Beck Manufacturing #1, Penetanguishene. Serial number appears to be 1979 but could be 1974. From photograph, could have gone new to Anstice. |
| Ontario Lime | | | | | | |
| ? | Vulcan | 3648 | 6 1926 | | 8T DU | (n) Stone & Webster, Conwingo, MD; [2] Ontario Lime, 7/1928; [3] Field Lumber, derelict. |

| Road Number | Builder | Serial | Date | Type | Disposition | Notes |
|-------------------------------------|-----------|--------|--------|------------|-------------|---|
| zz. Unknown location - Ontario Lime | | | | | | |
| 29 | Vulcan | 3548 | 6 1926 | 8t 4w gas | DU | (n) Stone & Webster #36, Conwingo, Md; [2] Gordon Crushed Stone; [3] Ontario Lime #29. |
| Seaway Industries | | | | | | |
| 6 | Whitcomb | 40120 | 4 1941 | 25-DM-30 | DU | (n) Wabash Portland Cement #6, Osborn, OH; [2] Seaway Industries #6, c.1958. |
| Sturrock, James | | | | | | |
| ? | Baldwin | 4774 | 9 1879 | 0-4-0T | Display | [n] Hamilton & Dundas Street #3; [2] James Sturrock, 1898; [3] C. Beck Manufacturing, 9/1903, retired 1924; <4p> Penetanguishene display. |
| Tomlinson, W.S. | | | | | | |
| 1 | Davenport | uu1991 | | 0-4-0ST | DU | [1] W.S. Tomlinson #1. Did this become #628 on Dominion Construction T&NO project? |
| Western Ontario Portland Cement | | | | | | |
| | Baldwin | 7656 | 8 1885 | 0-4-0T 36" | Scr 8/1915 | (n) William Hyde and Company, "Josie Campbell", Ridgeway, PA; [2] Western Ontario Portland Cement (converted to standard gauge); [3] Alberta Railway and Irrigation #2; [4] Canadian Pacific #6799 |