

Name	Duration	Cost	Annual				Reliability	Passenger Appeal	Engine Type	Top			NA	E	W
			Maintenance	Fuel Economy	Acceleration	Speed (MPH)				Free Weight	Pulling Power				
Planet 2-2-0	1829-1840	\$10 000	\$6 000	Atrocious	Very Poor	Poor	Ultra Cool	Steam	25	10,1	1,7	NA	E	W	
Adler 2-2-2	1835-1857	\$20 000	\$5 000	Very Poor	Very Poor	Poor	Ultra Cool	Steam	31	8,0	1,3	-	E	-	
Norris 4-2-0	1837-1873	\$40 000	\$8 000	Poor	Poor	Below Average	Looks Sharp	Steam	35	15,3	2,2	NA	-	W	
Firefly 2-2-2	1840-1870	\$70 000	\$11 000	Extremely Poor	Below Average	Very Poor	Ultra Cool	Steam	58	26,1	2,6	-	E	-	
Baldwin 0-6-0	1845-1868	\$45 000	\$5 000	Below Average	Poor	Above Average	Ugly	Steam	40	26,0	3,2	NA	-	W	
Beuth 2-2-2	1845-1870	\$60 000	\$8 000	Below Average	Below Average	Poor	Ultra Cool	Steam	45	13,2	3,0	-	E	-	
Crampton 4-2-0	1852-1889	\$100 000	\$10 000	Below Average	Average	Poor	Looks Sharp	Steam	65	43,5	2,3	-	E	W	
American 4-4-0	1855-1895	\$40 000	\$7 000	Poor	Poor	Below Average	Acceptable	Steam	45	38,8	4,0	NA	-	-	
DX Goods 0-6-0	1855-1920	\$45 000	\$5 000	Below Average	Poor	Above Average	Ugly	Steam	40	40,0	4,5	-	E	-	
Fairlie 0-6-6-0	1862-1906	\$30 000	\$8 000	Poor	Below Average	Above Average	Ugly	Steam	18	41,1	35,0	NA	E	W	
Consolidation 2-8-0	1865-1912	\$120 000	\$9 000	Below Average	Poor	Average	Acceptable	Steam	45	91,0	7,0	NA	-	W	
Stirling 4-2-2	1870-1905	\$140 000	\$8 000	Below Average	Above Average	Below Average	Ultra Cool	Steam	75	50,0	2,0	-	E	W	
Duke Class 4-4-0	1874-1902	\$100 000	\$9 000	Average	Average	Average	Looks Sharp	Steam	50	55,0	5,0	NA	E	-	
Shay (2-Truck)	1882-1930	\$40 000	\$15 000	Poor	Average	Good	Acceptable	Steam	23	49,8	30,0	NA	-	W	
Vittorio Emanuele II 4-6-0	1884-1914	\$120 000	\$9 000	Below Average	Below Average	Below Average	Ugly	Steam	50	35,0	8,0	-	E	-	
Mogul 2-6-0	1886-1920	\$85 000	\$12 000	Below Average	Average	Average	Acceptable	Steam	50	60,0	5,0	NA	-	-	
Ten Wheeler 4-6-0	1892-1921	\$100 000	\$11 000	Average	Below Average	Below Average	Acceptable	Steam	70	70,0	4,0	NA	-	W	
S3 4-4-0	1892-1925	\$120 000	\$11 000	Average	Average	Good	Acceptable	Steam	72	49,8	4,6	-	E	-	
Eight Wheeler 4-4-0	1893-1927	\$180 000	\$6 000	Above Average	Above Average	Average	Acceptable	Steam	102	44,3	2,8	NA	-	-	
Camelback 0-6-0	1896-1926	\$80 000	\$7 000	Very Good	Poor	Average	Ugly	Steam	60	30,0	5,0	NA	-	-	
Class P8	1900-1965	\$120 000	\$8 000	Above Average	Poor	Very Good	Acceptable	Steam	62	65,0	9,0	-	E	-	
2-D-2	1904-1951	\$50 000	\$7 000	Good	Poor	Above Average	Ugly	Electric	70	71,0	7,0	NA	E	W	
Class 500 4-6-0	1905-1945	\$130 000	\$11 000	Average	Average	Average	Acceptable	Steam	81	99,6	8,0	-	E	-	
G4 0-6-0	1907-1950	\$70 000	\$8 000	Above Average	Average	Above Average	Acceptable	Steam	50	45,0	6,0	-	E	W	
Atlantic 4-4-2	1910-1948	\$90 000	\$18 000	Below Average	Fast	Average	Looks Sharp	Steam	75	95,0	4,5	NA	E	W	
Class G10	1910-1950	\$95 000	\$8 000	Below Average	Poor	Average	Ugly	Steam	37	120,0	14,0	-	E	-	
Class S	1911-1960	\$80 000	\$7 000	Average	Below Average	Very Good	Acceptable	Steam	70	70,0	6,0	-	E	W	
Be 5/7	1912-1952	\$60 000	\$17 000	Good	Poor	Outstanding	Acceptable	Electric	47	100,0	7,8	-	E	W	
Pacific 4-6-2	1914-1950	\$120 000	\$21 000	Below Average	Average	Above Average	Looks Sharp	Steam	95	99,6	7,3	NA	-	W	
H10 2-8-2	1918-1950	\$170 000	\$16 000	Average	Average	Good	Looks Sharp	Steam	55	160,0	17,0	NA	-	-	
EP-2 Bipolar	1919-1970	\$130 000	\$25 000	Good	Below Average	Above Average	Ugly	Electric	70	107,3	14,7	NA	E	W	
BR 39 2-8-2	1922-1965	\$200 000	\$18 000	Average	Above Average	Above Average	Acceptable	Steam	68	100,0	12,0	-	E	-	
Class A1	1922-1966	\$220 000	\$15 000	Average	Fast	Above Average	Ultra Cool	Steam	100	100,0	9,0	-	E	W	
2-6-4T Suburban Tank	1923-1960	\$120 000	\$10 000	Above Average	Fast	Good	Acceptable	Steam	75	80,0	5,0	-	E	-	
P-2	1923-1960	\$195 000	\$18 000	Average	Average	Above Average	Looks Sharp	Steam	72	140,0	14,0	NA	E	-	
Ge 6/6 Crocodile	1925-1950	\$150 000	\$10 000	Good	Poor	Very Good	Ugly	Electric	40	132,8	21,0	-	E	W	
Northern 4-8-4	1926-1966	\$230 000	\$23 000	Average	Average	Good	Ultra Cool	Steam	85	121,3	23,0	NA	-	-	
E428	1933-1982	\$230 000	\$18 000	Good	Fast	Very Good	Acceptable	Electric	81	82,0	9,0	-	E	-	

Name	Duration	Cost	Annual				Reliability	Passenger Appeal	Engine Type	Top			NA	E	W
			Maintenance	Fuel Economy	Acceleration	Speed (MPH)				Free Weight	Pulling Power				
Zephyr	1934-1950	\$200 000	\$10 000	Good	Fast	Average	Ultra Cool	Diesel	90	75,0	6,0	NA	-	-	
Class 5P5F Black 5	1934-1968	\$130 000	\$10 000	Above Average	Average	Very Good	Acceptable	Steam	75	90,0	9,0	-	E	-	
Class 01 4-6-2	1934-1982	\$190 000	\$21 000	Average	Above Average	Good	Looks Sharp	Steam	93	100,0	7,0	-	E	W	
Mallard 4-6-2	1935-1968	\$300 000	\$19 000	Average	Very fast	Average	Ultra Cool	Steam	126	121,3	4,9	-	E	-	
GG1	1935-1985	\$310 000	\$22 000	Very Good	Fast	Outstanding	Acceptable	Electric	100	121,1	6,2	NA	-	-	
E18	1936-1966	\$260 000	\$10 000	Good	Above Average	Very Good	Looks Sharp	Electric	93	120,0	10,0	-	E	W	
V2 Class	1936-1966	\$160 000	\$14 000	Average	Fast	Good	Acceptable	Steam	85	110,0	14,0	-	E	W	
Challenger 4-6-6-4	1936-1983	\$350 000	\$26 000	Average	Average	Good	Acceptable	Steam	68	520,0	39,0	NA	-	-	
GS-3 4-8-4 SP Daylight	1937-1958	\$350 000	\$30 000	Below Average	Above Average	Average	Ultra Cool	Steam	103	150,0	15,0	NA	-	-	
F3	1940-1980	\$250 000	\$16 000	Above Average	Below Average	Good	Looks Sharp	Diesel	85	175,0	12,0	NA	-	-	
Orca NX462	1941-	\$200 000	\$24 000	Above Average	Above Average	Below Average	Ultra Cool	Steam	104	120,0	5,8	-	-	-	
Big Boy 4-8-8-4	1941-1971	\$400 000	\$27 000	Average	Average	Average	Ugly	Steam	76	535,0	45,0	NA	-	-	
Kriegslok 2-10-0	1942-1967	\$100 000	\$14 000	Above Average	Below Average	Above Average	Acceptable	Steam	50	132,8	16,0	-	E	-	
U1	1944-1960	\$180 000	\$16 000	Above Average	Average	Average	Looks Sharp	Steam	82	125,0	14,0	NA	E	-	
242 A1	1946-1960	\$300 000	\$20 000	Average	Above Average	Average	Acceptable	Steam	95	175,0	22,0	-	E	-	
GP7	1949-1993	\$200 000	\$10 000	Above Average	Poor	Good	Ugly	Diesel	71	120,0	10,0	NA	-	W	
GP7 Double	1949-1993	\$400 000	\$18 000	Above Average	Poor	Good	Ugly	Diesel	71	200,0	15,0	NA	-	W	
Class 9100	1950-1982	\$440 000	\$12 000	Very Good	Fast	Above Average	Acceptable	Electric	87	90,0	11,1	-	E	-	
V200	1953-1973	\$400 000	\$25 000	Very Good	Average	Average	Acceptable	Diesel	87	207,3	11,0	-	E	-	
Class QJ	1956-2000	\$100 000	\$15 000	Average	Average	Above Average	Acceptable	Steam	50	125,0	21,0	-	-	W	
Shinkansen Series 0	1962-1995	\$800 000	\$8 000	Very Good	Virtually Instant	Above Average	Ultra Cool	Electric	130	277,6	6,0	-	-	W	
C55 Deltic	1963-1981	\$400 000	\$15 000	Good	Above Average	Average	Acceptable	Diesel	100	205,0	14,0	-	E	W	
GP 35	1963-1985	\$450 000	\$20 000	Good	Below Average	Very Good	Acceptable	Diesel	83	160,0	20,0	NA	-	-	
Class EF 66	1966-	\$350 000	\$9 000	Outstanding	Average	Good	Acceptable	Electric	75	160,0	14,0	-	-	W	
VL80T	1967-	\$350 000	\$17 000	Very Good	Fast	Outstanding	Acceptable	Electric	68	237,7	13,0	NA	E	W	
Sm2 EMU	1968-	\$250 000	\$12 000	Good	Fast	Good	Acceptable	Electric	75	120,0	7,0	NA	E	W	
FP45	1968-1994	\$420 000	\$18 000	Above Average	Average	Average	Acceptable	Diesel	103	200,0	18,0	NA	-	-	
DD40AX	1969-1985	\$800 000	\$20 000	Average	Above Average	Very Good	Acceptable	Diesel	83	300,0	49,0	NA	-	-	
Class 6E	1969-2000	\$400 000	\$22 000	Good	Average	Good	Acceptable	Electric	70	11,0	28,0	-	-	W	
Class 103	1970-2010	\$650 000	\$15 000	Very Good	Fast	Above Average	Looks Sharp	Electric	125	140,0	31,0	-	E	-	
Re 6/6	1972-	\$300 000	\$21 000	Outstanding	Below Average	Good	Acceptable	Electric	87	251,3	16,0	-	E	-	
GP40-2	1972-1999	\$540 000	\$24 000	Good	Below Average	Very Good	Acceptable	Diesel	83	192,0	24,0	NA	-	-	
E60CP	1973-	\$450 000	\$18 000	Very Good	Fast	Good	Acceptable	Electric	85	194,0	22,0	NA	-	-	
BR E111	1974-	\$400 000	\$16 000	Very Good	Fast	Good	Acceptable	Electric	100	160,0	16,0	-	E	-	
Class 132	1975-	\$200 000	\$15 000	Above Average	Average	Very Good	Ugly	Diesel	75	215,0	25,0	-	E	-	
ET22	1977-2010	\$250 000	\$39 000	Good	Fast	Very Good	Acceptable	Electric	78	132,0	41,0	-	E	W	
HST 125	1978-	\$500 000	\$43 000	Very Good	Very fast	Above Average	Looks Sharp	Diesel	125	254,4	7,5	-	E	W	
Red Devil 4-8-4	1981-	\$400 000	\$31 000	Good	Above Average	Good	Looks Sharp	Steam	100	298,8	17,7	NA	E	W	

Name	Duration	Cost	Annual			Acceleration	Reliability	Passenger Appeal	Engine Type	Top	Free Weight	Pulling Power	NA	E	W
			Maintenance	Fuel Economy	Speed (MPH)										
Class 460	1990-	\$450 000	\$15 000	Good	Fast	Very Good	Looks Sharp	Electric	100	160,0	29,0	-	E	-	
ICE (Class 401)	1991-	\$800 000	\$20 000	Very Good	Virtually Instant	Very Good	Ultra Cool	Electric	175	250,0	10,0	NA	E	W	
AMD-103 Genesis	1993-	\$400 000	\$20 000	Good	Very fast	Very Good	Looks Sharp	Diesel	103	250,0	11,0	NA	-	-	
Eurostar	1994-	\$1 200 000	\$25 000	Very Good	Ultra Fast	Good	Ultra Cool	Electric	186	285,0	11,0	-	E	-	
SD-90MAC	1998-	\$600 000	\$20 000	Very Good	Fast	Very Good	Ugly	Diesel	75	373,3	33,0	NA	-	W	
Brenner E412	1999-	\$700 000	\$22 000	Very Good	Very fast	Very Good	Looks Sharp	Electric	140	160,0	28,0	-	E	W	
Trans-Euro	2005-	\$1 000 000	\$25 000	Outstanding	Very fast	Outstanding	Looks Sharp	Electric	191	385,0	11,0	-	E	-	
E-88	2012-	\$800 000	\$22 000	Very Good	Instant	Good	Ultra Cool	Electric	300	100,0	7,0	NA	E	W	
DD 080-X	2015-	\$1 200 000	\$5 000	Above Average	Very fast	Near Perfect	Looks Sharp	Diesel	200	150,0	21,0	NA	E	W	

Duration: The first and last year a locomotive of this type is available to buy.

Free Weight: A measurement of how much the locomotive can pull before the speed drops.

Pulling Power: A measurement of how powerful the locomotive is, e.g. when climbing grades.

NA, E and W: Locomotive is normally North American (NA), European (E) or World (W) respectively.